

Minutes of the 268th meeting of Expert Appraisal Committee held on 26th - 27th July, 2021 through Video Conferencing for the projects related to Infrastructure Development, all Ship breaking yards including ship breaking units 7(b); Industrial Estate/Parks/Complexes/Areas, Export Processing Zones, Special Economic Zones, Biotech Parks, Leather Complexes 7(c); Ports, harbours, breakwaters, dredging 7(e) and National Highways 7(f)

The 268th Meeting of Expert Appraisal Committee (EAC) of Infra-1 (IA-III) was held through Video Conferencing at the Ministry of Environment, Forest & Climate Change (MoEF&CC), Indira Paryavaran Bhavan, New Delhi during **26th -27th July, 2021** under the Chairmanship of Dr. Deepak Arun Apte. A list of participants is annexed as **Annexure-A**.

1. OPENING REMARKS OF THE CHAIRMAN

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

2. CONFIRMATION OF THE MINUTES OF THE LAST MEETING

The Committee confirmed the Minutes of 266th EAC meeting held on 12th July, 2021 with the following amendments.

Agenda No./Para No. of 266th EAC meeting	Particular/details	Request made by M/s Fine Envirotech Engineers	Remarks
Agenda No. 3.4: Para No. 3.4.20	The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 266 th meeting held on 12th July, 2021 and noted that the RO-RO facility is already operational for which environmental clearance is not obtained by the PP, which is in violation of EIA Notification, 2006, as amended and CRZ Notification, 2011. Regarding EIA/EMP report prepared by M/s Fine Envirotech Engineers, Committee made remarks that presenting old, secondary, incomplete	M/s Fine Envirotech Engineers vide letter No. FEE/MbPT-Legal/OCT/2021/02 dated 23.07.2021 has informed the Ministry that TERRACON used and presented the same data as made earlier in 2018 by M/s Fine Envirotech Engineers, and requested the Ministry to delete the observations made against M/s Fine Envirotech Engineers in Paragraph 3.3.20 in	EAC observed that M/s TERRACON used and presented the same data as made earlier in 2018 by M/s Fine Envirotech Engineers. Further, neither PP nor Terracon sent any communication to the Ministry regarding change of

	information and inconsistent data in the EIA report vitiates the process of appraisal of the projects and misleads the Expert Appraisal Committee in taking a considered decision on the issue. Committee further recommended that a Show Cause Notice may be issued to the consultant for misleading the Committee regarding violation committed by the PP and presenting old, secondary, incomplete information and inconsistent data in the EIA report	266 th EAC MoM held on 12 th July 2021.	consultant. The ownership of data belongs to the consultant and the PP M/s Mumbai Port Trust who are equally responsible by presenting the data before the EAC -TERRACON and the PP misled the Committee and Ministry may take necessary action.
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3. AGENDA WISE CONSIDERATION OF PROPOSALS:

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

Agenda No.3.1

Development of 4 lane access controlled New Greenfield Highway from Warangal (Ch: 112+240) to Khammam (Ch: 220+480) section (total length 108.24 km) in the state of Telangana by M/s National Highways Authority of India - Terms of Reference [Proposal No. IA/TG/NCP/217090/2021 and File No. 10/32/2021-IA.III]

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

3.1.1. The project proponent M/s National Highways Authority of India has made a presentation through Video Conferencing and provided the following information-

3.1.2. The proposed project is development of 4 lane access controlled New Greenfield Highway from Warangal (Ch: 112+240) to Khammam (Ch: 220+480) section (total length 108.24 km) in the state of Telangana. Project road is the part of Warangal, Mahabubabad, and Khammam districts of Telangana State.

3.1.3. Total length of the project is 108.24 Km and Proposed Right of Way (RoW) is 45. The project is 4 lanes carriageway with paved shoulders.

3.1.4. The proposed project falls under 7(f), Category-A, Highway as per EIA notification 2006. Total investment/cost of the project is Rs 2899.00 Crores.

3.1.5. Land use / Landcover around 10 km radius of project site (1 km in case of Highway projects):.

S. No.	Land use/Landcover	Area (ha)	%	Remarks, if any
1	Agricultural Land	2373.82	20.24	-
2	Roads, Highways and Railways	75.44	0.64	-
3	Water-bodies (Irrigation Minor / Canal and Pond)	549.22	4.68	-
4	Waste Land	3577.23	30.49	-
5	Built-up Section	678.97	5.79	-
6	Plantation / Forest	1693.67	14.44	-
7	Open Scrub	2782.88	20.24	-
Total		11731.2	100	

3.1.6. The proposed alignment mostly follows 'plain' terrain. The elevation varies from ~114 m to ~277 m above MSL at different locations. Average elevation of the project stretch is ~196 m above MSL.

3.1.7. Details of water bodies, impact on drainage: The proposed stretch passes through Munneru River, Stream/Nalla and pond. Bridges shall be provided at all the crossings.

3.1.8. Water requirements: About 30 KLD of water for 24 months shall be required for construction of the proposed section. Water shall be sourced from surface water bodies through Tanker after necessary approval.

3.1.9. Groundwater extraction: No groundwater extraction is proposed. However, if potable water is required same shall be extracted after necessary permission from appropriate authority.

3.1.10. Tree cutting: About 1733 trees are falling within PROW. The tree enumeration for affected trees shall be undertaken during detailed EIA Study. The inventory will include tree species, girth and height.

3.1.11. Diversion of forest land: No forest diversion is required for the proposed project.

3.1.12. The proposed project does not fall within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves etc and also not located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC. The proposed project does not fall within CRZ area.

3.1.13. Land acquisition and R&R issues: Approx. 568.62 ha land shall be required for the proposed project. The land acquisition shall be done as per NH Act, 1956 and LARR Act, 2013. The R&R issues shall be resolved as per LARR Act, 2013. The detailed report will

be provided along with EIA report.

3.1.14. Employment potential: Project shall provide employment opportunities for ~2100 population (including permanent and temporary) based on Ministry of Road Transport & Highways Press Disclosure.

3.1.15. Benefits of the project – The proposed project shall provide multi-fold benefits such as travel time and cost savings, direct and indirect employment, easy movement of industrial traffic, tourism in the area will be benefited from improved access and connectivity, Improved road safety as a result of access-control Expressway and reduced crossings.

3.1.16. Details of Court cases- No court case is pending against the proposed project.

3.1.17. *During the deliberation in the 268th meeting held on 26th -27th July, 2021, EAC observed the following:*

- i. The present alignment is passing through water bodies such as Munneru River, Stream/Nalla and pond.*
- ii. There is a scope to change the alignment so that a distance from the water bodies can be increased substantially and avoid any construction within and nearby catchment areas of the water bodies. Accordingly, alternate alignment in such specific segments where water bodies are present must be explored.*

3.1.18. The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 268th meeting during 26th -27th July, 2021 and **recommended** the proposal for grant of Terms of Reference (ToR) with specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. Provide details regarding the number and type of trees to be felled and planted for the proposed project.
- ii. The re-alignment as mentioned at the Para 3.1.17 shall be adopted to avoid the water bodies.
- iii. Apart from land compensation, the loss for crop has also to be compensated.
- iv. Cumulative impact assessment study should be carried out along the entire stretch including the other packages and the current stretch under consideration.
- v. The proponent shall carry out a detailed traffic flow study to assess inflow of traffic from adjoining areas like airport/urban cities. The detailed traffic planning studies shall include complete design, drawings and traffic circulation plans (taking into consideration integration with proposed alignment and other state roads etc.). Wherever required adequate connectivity in terms of VUP (vehicle underpass)/ PUP (Pedestrian underpass) needs to be included.
- vi. Provide compilation of road kill data on the wildlife on the existing roads (national and state highways) in the vicinity of the proposed project. Provide measures to avoid road kills of wildlife by the way of road kill management plan.
- vii. The alignment of road should be such that the cutting of trees is kept at bare minimum and for this the proponent shall obtain permission from the competent authorities. Alignment also should be such that it will avoid cutting old and large

and heritage trees if any. All such trees should be geo-tagged, photographed and details be submitted in the EIA –EMP report.

- viii. The proponent shall carry out a comprehensive socio-economic assessment and also impact on biodiversity with emphasis on impact of ongoing land acquisition on the local people living around the proposed alignment. The Social Impact Assessment should have social indicators which can reflect on impact of acquisition on fertile land. The Social Impact Assessment shall take into consideration of key parameters like people's dependency on fertile agricultural land, socio-economic spectrum, impact of the project at local and regional levels.
- ix. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfil these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the Ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent. In pursuance of this OM the project proponent shall add one annexure in the EIA Report indicating all the commitments made by the PP to the public during public hearing and submit it to the Ministry and the EAC.
- x. The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M), dated 25th October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.
- xi. Passage for animal movement has to be detailed in the EIA/EMP report.
- xii. A comprehensive plan for plantation of three rows of native species, as per IRC guidelines, shall be provided. Such plantation alongside of forest stretch will be over and above the compensatory afforestation. Tree species should be same as per the forest type.
- xiii. The PP shall not use groundwater/surface water without obtaining approval/NoC from CGWA/SGWA as the case may be.
- xiv. Detailed Biodiversity assessment and conservation/mitigation plan be developed by a reputed institute or by a team of expert of national repute.
- xv. Rain water harvesting structures be constructed at both sides of the road with special precaution of oil filters and de-silting chambers.

Agenda No. 3.2

Development of 1576.81 ha Industrial Park/SEZ at Mundra, Gujarat by M/s Adani Port & Special Economic Zone Limited (APSEZ) - Terms of Reference [Proposal No. IA/GJ/NCP/216793/2021 and File No. 10-138/2008-IA.III]

“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has

been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

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

3.2.2 The APSEZ has conceptualized port based Special Economic Zone & developed a master plan over an area of approximately 18000 Ha land near Mundra, Kutch region which was required to be progressively converted in a phased manner for future expansion of SEZ /Industrial Parks/ Port backup activities.

3.2.3 Out of APSEZ overall area of 18000 Ha, ~ 8481.2784 ha of area has been notified as Port based Multiproduct SEZ. Environment Clearance for 8481.27 Ha was received in two parts; first vide F.No.10-138/2008-IA.III dated July 15, 2014 for 6641.2784 Ha., followed by environmental clearance vide F. No. 10-138/2008-IA.III dated February 12, 2020 adding 1840 Ha notified SEZ with existing approved area of 6641.2784 Ha to make it 8481.2784 Ha.

3.2.4 Aligning to the original vision of 18000 Ha, APSEZ now proposes to develop 1576.81 Ha as Industrial Park/SEZ. The land identified is a forest land and Stage I Forest clearance has been obtained from MoEF&CC vide order number F.No.8-04/2016-FC dated November 16, 2018 and Stage II Forest clearance is under process. Units coming as a part of SEZ/IP will be provided basic infrastructure by APSEZ and the required clearances, as applicable, for Industries, will be taken by individual industries.

3.2.5 The proposed project falls under 7 (c) i.e. Industrial Estates/ Parks/ Complexes/ Areas, Export Processing Zones (EPZs), Special Economic Zones (SEZs), Biotech Parks, Leather Complexes of EIA Notification, 2006 (as amended).

3.2.6 The Proposed development is planned in an area of 1576.81 Ha (~ 3896.38 acres) and falling under Category A of EIA Notification, 2006. Total cost of the project is Rs. 2000 Crore.

3.2.7 Project site is located in Siracha, Navinal, Dhruv, Mundra, Baroi, Gorasama, Luni, Bhadreshwar, Tehsil Mundra, Kutch district, Gujarat. The survey numbers falling under proposed Mundra IP/SEZ are as following:

S. No.	Village	Survey No.	Area in Ha.
1.	Siracha	295/paiki, 295/paiki-2	394.1
2.	Navinal	223/paiki	89.52
3.	Dhruv	169/paiki	81.59
4.	Mundra	141/paiki-2	46.66
5.	Baroi	207/paiki	136.43
6.	Gorasama	52/paiki	112.06
7.	Luni	468/paiki-2	516.45
8.	Bhadreshwar	733/paiki	200.00

Total	1576.81
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3.2.8 The project site falls between the points, A. 22°47'58.66"N, 69°33'20.94"E, B. 22°48'23.60"N, 69°53'29.53"E, C. 22°53'21.99"N, 69°53'21.95"E, D. 22°52'44.18"N, 69°33'12.76"E. The land identified is a forest land and Stage I Forest clearance has been obtained from MoEF&CC and the proposed industrial development is being envisaged as support and extension of existing industrial units in overall 18000 ha APSEZ area.

3.2.9 Landuse/Landcover of project site in tabular form:

S. No.	Landuse/ Landcover	Area (ha)	%	Remarks, if any
1.	Reserve Forest	932.22	59.1	Details will be covered in the EIA report
2.	Land with / without Scrub	555.65	35.2	
3.	Salt Pan	23.23	1.5	
4.	Streams	65.71	4.2	
Total		1576.81	100.00	

3.2.10 Landuse/Landcover around 10 km radius of project site (1 km in case of Highway projects): The land use of 10 km radius of the study area comprises majorly of Cultivable Land followed by Gulf of Kutch, Land with / without Scrub, Tidal Flat, Plantation, Mangroves, Salt Pan, Reclaimed Land, Built up Land – Industry, Streams, Built-up Land-Port development Built-up Land (Rural / Urban), Coastal Sand, Reserve Forest, Tanks and Fallow Land. Detailed analysis on land use will be provided in the EIA report.

3.2.11 List of industries to be housed in the proposed project site will be as per projects covered under 7(c) category of EIA Notification, 2006: The proposed industrial development is being envisaged as support and extension of existing industrial units such as Power Plant, Commercial Airport with MRO, Storage yards, fuel tanker, terminals CFS and warehousing, Copper and Coal to poly generation industries, Mix Industrial Cluster, viz. engineering, Social Infrastructure viz. schools, hospitals/ dispensary, community halls, cooperatives, Engineering Cluster with Water front for manufacturing and assembly of Crane, Boilers, project cargo, port operation equipment, etc. and Liquid storage tanks farm Other Supporting Infrastructure to facilitate above Industries and manufacturing Units. Further, appropriate permissible activities as per CRZ notification 2011 & 2019 will be planned in the CRZ areas. The entire 1576.81 ha of land has been divided in 12 different sizes of parcels, each land parcel is well connected with the exiting road/rail network of the existing SEZ.

3.2.12 Details of water bodies & impact on drainage: Following water courses are identified as per SoI Toposheet within 10 km radius from the project boundary. Distance of rivers is mentioned considering the nearest river distributaries as follows:.

- i. Mitti Nadi 0.5 km E
- ii. Bhukhi Nadi 3.0 km N
- iii. Phot Nadi 5.0 km NW
- iv. Nagavanti Nadi 3.5 NE
- v. Danesri Nadi 0.1 N
- vi. Kotadi creek 1.0 km S
- vii. Baradi mata creek 5.0 km SW,S
- viii. Bocha creek 5.5 km SE

In addition to the above, other rivers and creeks identified in the study area as per earlier storm water study report are-

- i. Khari river-1.5 km, W
- ii. Navinal stream-0.2 km, W
- iii. Zindal stream-2.0 km, E
- iv. Navinal Creek-5.4 km, S

An adequate drainage system will be provided with separate collection streams to segregate the storm run-off from roads, open areas, material storage areas, vehicle wash water and other wastewater streams. The drainage system will be connected to existing drainage system for smooth run-off.

3.2.13 Water requirements: Water requirement during construction phase (1 MLD) will be met through existing water supply system. Water demand during operation phase will be to the tune of 66 MLD. Source of water will be desalination plant / GWIL. Desalination plant of ~ 66 MLD capacity will be developed on modular basis in APSEZ area. Seawater requirement of 220 MLD for desalination plant is proposed to be drawn directly from the Sea through an intake pipeline. Existing Desalination plant in APSEZ and further proposed to be developed for SEZ & WFDP (Water Front Development Project) will also be explored for water needs of this proposed project. No Ground water extraction is proposed.

3.2.14 Tree cutting: Felling of trees on the forest land being diverted shall be reduced to the bare minimum and the trees should be felled under strict supervision of the State Forest Department. All the conditions will be complied as per the stage-I Forest Clearance. Trees species such as Deshi Babool (*Acacia nilotica*) are present in the project site. However details will be covered in the EIA.

3.2.15 Diversion of forest land: The proposed land of 1576.81 Ha is forest land. Stage-I forest clearance was obtained vide order no. F.No.8-04/2016-FC dated 16th November 2018.

3.2.16 CRZ area: Project area falls under CRZ I A (Reserve forest in CRZ area), CRZ III. As per CRZ notification 2011, project site partly is falling in CRZ areas. Appropriate permissible activities as per CRZ notification 2011 & 2019 will be planned in the CRZ areas. CRZ mapping will be carried out by authorised agency and further details will be covered in the EIA report.

3.2.17 CETP & STP: The effluent generated from the industries will be treated in a CETP of capacity 50 MLD, which will be developed on modular basis within APSEZ area. As a part of earlier approval, APSEZ will be developing 67 MLD of CETP (2.5 MLD developed), which will also be considered for wastewater generated from the proposed project. Sewage generated will be treated in proposed STP of 1 MLD, which will be developed on modular basis within APSEZ area. As a part of earlier approval, APSEZ will be developing 62 MLD of STP (150 KLD developed), which will also be considered for wastewater generated from the proposed project.

3.2.18 Land acquisition and R&R issues: Project site doesn't have any inhabitants hence; no R&R is involved. Details will be covered in the EIA report.

3.2.19 Employment potential: The project when fully operational also brings in direct and indirect employment potential of about 3000 and 10000 numbers.

3.2.20 Benefits of the project: The project shall bring in major investments to the region covering a wide range of sectors - connectivity, industry, social infrastructure. The proposed project will therefore immensely add to the social economic value of the region. The establishment of Mundra I.P and their strategic positioning will benefit to create a pro-business industrial corridor eco-system, to drive up employment growth & to upgrade skills, and to facilitate the commercialization of concepts originated in Technological/R&D facilities.

3.2.21 Details of Court cases- No court case is pending against the proposed project.

3.2.22 *During the deliberation, EAC observed the following*

- i. *The entire 1576.81 ha of land has been divided in 12 different sizes of parcels. Further, as briefed by the PP, a copper smelting unit and an airport which are proposed in the SEZ have already taken EC from the Ministry after following due procedure as per the EIA Notification, 2006 including conduct of Public Hearing. The PP may clarify whether there are any lands including forest land for which the EC has been granted for these units fall within the proposed 1576.81 ha? And what is the status of both these projects?*
- ii. *The forest area is barren land hence some portion of this area can be converted into Green Belt.*
- iii. *Industries type (existing and proposed) and its category have to be detailed out and submitted.*
- iv. *The breakup of Green belt should be elaborated with an allocation of 33 % and should be demarcated on the layout map and submitted.*
- v. *Details should be provided regarding the number, location, and facilities for intake & outfall of cooling water for desalination plants and its associated facilities.*
- vi. *Details of industries should be provided that was proposed during 2010 for development of Multiproduct SEZ in Mundra, Kutch Dt., Gujarat.*
- vii. *EAC observed that as per the previous EC only 20% land has been used for industries and balance 80 % is yet not utilized. A detailed plan for the remaining balance land to be provided. Also, if so much land is vacant from the previous EC granted area, why there is a need for an additional 1576.81 ha is required? A comprehensive justification of the same be provided.*
- viii. *APSEZ seek Public Hearing exemption for the proposed expansion of 1576.81 ha Industrial/ SEZ Park considering the earlier PH conducted on October 05, 2010. EAC further noted that there is a gap of almost 11 years when the earlier PH was conducted; hence Public Hearing cannot be exempted.*

3.2.23 The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 268th meeting during 26th -27th July, 2021 and **deferred** the proposal with a view that a sub-committee of the EAC will visit the proposed site and submit its report to the EAC for further deliberation. In the meanwhile, the PP may submit the above information.

Agenda No. 3.3

Development of Proposed Mulawada Industrial Area at Mulawada Village, Kolhar Hobli, Basavana Bagevadi Taluk, Vijayapura District, Karnataka by M/s Karnataka Industrial Areas Development Board – Environmental Clearance [Proposal No. IA/KA/NCP/138215/2020 and File No. 21-33/2020-IA.III]

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

3.3.1 The project proponent along with the EIA consultant M/s Ramky Enviro Services Private Ltd, Hyderabad made a presentation through Video Conferencing and provided the following information:-

3.3.2 The Karnataka Industrial Areas (IA) Development Board (KIADB) entrusted with the objective to provide industrial infrastructure through development of Industrial Areas (IA) proposes to develop IA at Mulawada Village, Kolhar Hobli, Basavana Bagevadi Taluk, Vijayapura District, Karnataka. It proposes to setup IA to an extent of 3239.03 Acres (1310.82 Ha) at Mulawada Village in an integrated manner with required infrastructure facilities like roads, electricity, water, and developed plot area for setting up small and medium scale industries, residential and commercial establishments. As the project site is well connected, there is demand for industrial plots. KIADB is in possession of land proposed for IA.

3.3.3 Geo-coordinates of project site: The proposed project is of polygon shape. Co-ordinates of site are as following:

ID	Latitude	Longitude	ID	Latitude	Longitude
1	16° 35' 10.2" N	75° 44' 16.6" E	23	16° 33' 38.5" N	75° 44' 12.5" E
2	16° 35' 16.0" N	75° 44' 17.8" E	24	16° 33' 40.1" N	75° 44' 20.2" E
3	16° 35' 15.0" N	75° 44' 31.7" E	25	16° 34' 06.5" N	75° 44' 25.1" E
4	16° 35' 31.9" N	75° 44' 37.3" E	26	16° 34' 04.8" N	75° 44' 04.8" E
5	16° 35' 45.8" N	75° 44' 17.4" E	27	16° 34' 12.1" N	75° 44' 04.6" E
6	16° 35' 57.3" N	75° 44' 27.8" E	28	16° 33' 59.8" N	75° 43' 51.4" E
7	16° 35' 49.2" N	75° 44' 50.4" E	29	16° 34' 00.2" N	75° 43' 45.1" E
8	16° 35' 55.1" N	75° 45' 14.8" E	30	16° 34' 03.3" N	75° 43' 45.4" E
9	16° 35' 25.7" N	75° 45' 31.3" E	31	16° 33' 59.9" N	75° 43' 38.1" E
10	16° 34' 46.4" N	75° 45' 21.9" E	32	16° 33' 45.9" N	75° 43' 39.3" E
11	16° 34' 26.0" N	75° 45' 19.9" E	33	16° 34' 02.8" N	75° 43' 07.9" E
12	16° 33' 39.6" N	75° 45' 01.8" E	34	16° 34' 20.9" N	75° 42' 58.2" E
13	16° 33' 16.6" N	75° 44' 43.3" E	35	16° 35' 07.5" N	75° 42' 58.3" E
14	16° 33' 02.9" N	75° 44' 32.1" E	36	16° 35' 21.2" N	75° 43' 05.9" E
15	16° 32' 45.1" N	75° 43' 48.2" E	37	16° 35' 24.4" N	75° 43' 21.1" E
16	16° 32' 27.6" N	75° 43' 32.7" E	38	16° 34' 49.3" N	75° 43' 30.7" E
17	16° 32' 33.4" N	75° 43' 19.3" E	39	16° 34' 49.6" N	75° 43' 52.7" E
18	16° 32' 42.9" N	75° 43' 28.0" E	40	16° 34' 54.5" N	75° 44' 07.7" E
19	16° 32' 52.5" N	75° 43' 28.5" E	41	16° 35' 00.5" N	75° 44' 09.7" E

20	16° 33' 00.2" N	75° 43' 46.6" E	42	16° 34' 56.4" N	75° 44' 26.5" E
21	16° 33' 11.3" N	75° 43' 54.4" E	43	16° 35' 08.7" N	75° 44' 32.4" E
22	16° 33' 11.8" N	75° 44' 05.6" E	-		

3.3.4 The proposed project falls under the category of 7(c) – Industrial estates/ Parks/ Complexes/ Areas, Export Processing Zones (EPZs), Special Economic Zones (SEZs), Biotech parks, Leather complexes - Category 'A'. Total investment/cost of the project is approx. Rs 1,11,2 Crores. ToR was granted vide F. No. 21-33/2020-IA.III letter dated 18th May, 2020. Public hearing (PH) was conducted by KSPCB, Vijayapura for the project on 30th January 2021 at proposed site.

3.3.5 Land use/Landcover of Project site in tabular form:

S. No.	LULC	Area (Ha)	Percentage
1	Industrial	718.26	54.79
2	KSSIDC	22.96	1.75
3	Residential	32.82	2.50
4	Commercial	19.26	1.47
5	Amenity	38.29	2.92
6	Utility	27.20	2.08
7	Canal buffer	91.54	6.98
8	HT line buffer	11.90	0.91
9	Park/buffer	130.66	9.97
10	Parking	66.21	5.05
11	Road	151.71	11.57
	Total	1310.82	100.00
Private property of 22.5 acres is within IA not part of above land break up			

3.3.6 Land use/Landcover around 10 Km radius of Project Site:

S. No.	L-1			L-2		
	Classes	Area (Ha)	%	Classes	Area (Ha)	%
1	Built-Up	1003	2	Rural	1003	2
2	Agricultural Land	43726	88	Crop land	34604	70
				Fallow land	9123	18
3	Water bodies	341	1	Lake/ Reservoir	238	1
				River/Drainage	103	0
4	Wasteland	4389	9	Barren rocky	4389	9
	Total	49459	100	Total	49459	100
Source: IRS LISS-III						
*Numbers rounded to whole number						

3.3.7 List of Industries to be housed with: Details of category wise list of anticipated type of industrial units (category A or category B as per EIA notification 2006) to be housed within proposed industrial area is given below-

Category wise anticipated type of industrial units			
S No.	Focus Sector	Anticipated types of industrial units / activities	Category A or B as per EIA notification, 2006
1	Food and Agro Processing	Processing and preserving of fruits, vegetables & aqua food related processing (fish and prawns etc.) including meat trimming & packing	NA
		Manufacture prepared meals & dishes, other food products like macaroni, noodles, couscous and similar farinaceous products	NA
		Spice grinding and packaging	NA
		Cashew nut processing	NA
		Manufacture of prepared animal feeds (feed for cattle, poultry & pets etc.)	NA
		Making of maize flakes & grit , manufacturing atta chakkies, chilly & masala powder & powdering of spices	NA
2	Metallurgical industries ferrous & non-ferrous) & Engineering: Other Industrial Machinery	All other non –toxic secondary metallurgical processing industries >5000 tonnes/annum, Engineering industries with heat treatment, annealing, quenching, blackening, spray painting etc. (leaf springs), Manufacturing of electrical line materials and industrial engineering works, Engineering: Other industrial machinery	3(a) Category B for all other non – toxic secondary metallurgical processing industries > 5000 tonnes/year
3	General Engineering & Fabrication	Manufacturing of steel doors, window frames, furniture, grill gates, steel bench, hooks etc. with painting	NA
		Manufacturing of steel doors, window frames, furniture, grill gates, steel bench, hooks etc. without painting operations	NA
		Industrial fabrication and Automobile body building (dry process without heat treatment / metal surface finishing operations / painting)	NA
4	Apparel & Textile Industry	Garment stitching/ Stitching of shoe uppers / Cotton knitting including Socks, Shoe lace / Readymade leather garments	NA
5	Warehousing & Logistics / Storage units	Storage of raw materials and goods	NA
		Facility of handling, storage and transportation of food grains / product in bulk	NA
6	Others	Vegetable oil manufacturing edible oil with effluent quantity less than 100 KLD	NA
		Rice mill (Rice hullers & polishing)	NA
		Hot mix plants	NA
		Corrugated boxes & Wooden boxes	NA
		Tyres and tube re-treading (without boilers)	NA
		Mineral water plant (packaged drinking water)	NA
		Printing press &/or Screen printing	NA
		Bio briquettes	NA
		All other Green category industries categorization as per CPCB /SPCB	NA
		All other White category industries categorization as per CPCB /SPCB	NA

3.3.8 Terrain: The proposed site is mostly plain terrain with altitude ranging from 580 m to 650 m above mean sea level (MSL). The study area (10 km radius) around the proposed project site fall under Survey of India Toposheet No E43V10, E43V14, E43V11 and E43V15 (1:50000 scale). Major portion of the proposed land for industrial area is non-fertile barren, rocky land which is mostly undeveloped.

3.3.9 Details of water bodies & impact on drainage: Water bodies account for less than 1% of total study area. Most of water bodies in study area are seasonal /dry water bodies. No major rivers (perennial) or wet lands exist within study area. Major water bodies in study area are Mulawada Lake 0.5 km (NW), Ronihal Lake 0.5 km (SW), Malghan Lake 1 km (W), Karasal Lake 1.5 km (W), Dudihal Lake 5 km (SW) & Don River 8.0 km (N).

Canals and seasonal natural nalas/ drains passing through site will not be diverted. Storm water drainage system will be developed to handle rainwater runoff. Necessary buffers and green belt are earmarked / provided all along canals and nala within project site. There will be no impact on the drainage system of the area.

Details of water bodies downstream of proposed site is given below-

Name	Distance (km)	Direction	Area (Ha.)
Ronihal Lake	0.5	SW	34
Malghan Lake	1	E	26
Dudihal Lake	5	SW	72

3.3.10 Water requirements: Total water requirement of proposed IA is around 13.3 MLD. Water is allocated to the project from Almatti project (near Kolhar village) which will be used during construction and operation phases. Water allocation letter is give in EIA report. No Groundwater extraction is envisaged during construction and operation phases of the proposed project.

3.3.11 Diversion of forest land: Proposed project site does not involve forest land. Proposed project is not located within 10 km of protected area (PA) and is not located within ESZ or ESA notified by MoEF&CC.

3.3.12 Waste Management: The major wastewaters generated from proposed IA are effluents from individual industries, sewage from industrial use, residential & commercial establishments. Industrial effluents, after partial treatment, shall send effluents to CETP for further treatment. Sewage generated will be sent to CSTP. Treated wastewater from CETP & CSTP will be reused within the IA. Solid waste generated will be segregated into process, domestic, biomedical wastes. Collection, storage and disposal of industrial waste generated is the responsibility of individual industries as per applicable regulations. Industries shall segregate waste at source for sending process & hazardous waste to nearby TSDF and used oil, batteries & other recyclable waste sold to SPCB/ CPCB authorized dealers. Sludge from CETP shall be sent to TSDF . Industrial, residential and commercial establishments shall make necessary arrangements for collection of Municipal Solid Waste (MSW) from their premises and dump at a common waste collection point provided by the developer for further handling and disposal. Collected MSW is segregated into saleable /recyclable, organic and inorganic waste. Waste with commercial/ recyclable value shall

be sold to authorized dealers. Biodegradable waste will be sent to authorised dealers or handled in separate area earmarked for storage and setting up of bio digester for processing waste. Bio medical waste generated will be handled as per applicable regulation by individual units & establishment.

3.3.13 CETP details: Wastewater generated by individual industries is partially treated by respective industries to CETP as per the prescribed inlet standards. During initial stages (partial occupational stage of industries), waste water conveyance will be met through tankers. During full occupation / operational stage of industries, the waste water conveyance will be met through pipe network. Waste water conveyance lines (industrial effluent and sewage water) within proposed project site shall be designed in accordance with the CPWD specifications. CETP with a capacity of 4.5 MLD shall be installed in phased incremental manner to meet treatment needs of wastewater generated from industries. CETP shall consist of primary, secondary and tertiary treatment. Treated water shall be reused within IA to meet Zero liquid discharge system.

3.3.14 CSTP details: About 1.9 MLD Sewage is generated from industrial portable use, residential and commercial establishments within IA. Sewage shall be sent to Common Sewage Treatment Plant (CSTP) of capacity 2.5 MLD (installed in incremental manner) for treatment. Treated water shall be reused within IA to meet Zero liquid discharge system.

3.3.15 Tree cutting: Proposed IA, mostly consist of scanty vegetation like shrubs, herbs & thorny bushes etc. Effort will be made not to cut the trees and develop it as part of proposed GB. If any tree needs to be cut, new plants in 1: 3 ratios will be planted. It is proposed to develop a stratified GB with a tree density of 2000 trees per hectare with survival rate of 80% (1600). Area of about 507 Ha is earmarked for GB development within IA of which KIADB proposes to develop GB area of 262 Ha. About Rs 9.3 Crores is allocated by KIADB as part of EMP for GB development. GB development plan within IA is giving in EIA report.

3.3.16 Energy conservation: Solar energy is proposed as an alternate energy. KIADB proposes to install solar streetlights within the IA. A budget allocation of about Rs 300 lakhs is earmarked as part of EMP costs for installation of solar street lights. KIADB has also earmarked Rs 1800 lakhs as part of EMP costs for installing solar panels with battery backup on rooftop of amenities building, along internal roads, buffer area etc. It is estimated to generate about 4 MWp @ a cost of about Rs 450 lakhs /MW. In addition to above measures industries shall explore feasibility of installing solar heaters to feed preheated water for process operations to reduce boiler capacity requirement. Industries, residential & commercial establishment shall formulate a proposal to harness solar power within their premises particularly at roof tops. Solar power as backup will be explored to reduce DG set usage. Proposed project plans to enhance harvesting rooftop solar energy potential within proposed IA by encouraging individual industrial units to install them. About 10 sq.m of area is required to generate 1 kW of solar energy (source: Bureau of Energy Efficiency (BEE), India). Considering about 25% of build-up industrial area is installed with roof top solar panels (by individual industries), it is estimated that solar energy of about 90 MWp can be harvested.

3.3.17 Rainwater harvesting: Individual units (industrial, residential & commercial, except those industries falling in Red and Orange categories as per CPCB classification) will set up roof top rain water harvesting system within their premises. Harvested water after treatment will be stored by individual units/ plots in collection tanks and utilise it for industrial operations, domestic purpose & ground water recharge by constructing rainwater harvesting pits. This will supplement and/or reduce to some extent fresh (raw) water requirement. The storm water collected from the areas such as road and open areas will be handled by Storm Water Drainage (SWD) system developed by project proponent within IA. SWD will be provided along the roads with pits of size about 2X2 m at a distance of about 300 to 350 m to control storm water flow. It is proposed to provide 10 recharge pits with a capacity of for about 150 m³ within the IA. The excess water will be sent to outside natural drains.

3.3.18 Proposed project site is not in CRZ area.

3.3.19 Land acquisition and R&R issues: KIADB is in possession of land identified for proposed project. No R&R issues are envisaged.

3.3.20 Employment potential: Project shall provide employment opportunity for about 800 people during construction phase and about 30,000 people during operation phase. Project shall provide employment opportunity for youth from nearby habitations.

3.3.21 Benefits of the project: Proposed project shall provide impetus for growth in the area by bringing significant socio-economic and environmental benefits such as Creating employment opportunities and market linkages resulting in regional economic development; Improvement in infrastructure linkages & connectivity of the region to International airport, urban centres and other economic growth centres; Integrated townships consisting of commercial, institutional establishments with requisite physical and social infrastructure facilities are definite means of social development expected from the project; Goods and products manufactured from industries would fill demand-supply gap and hence improve the domestic markets.

3.3.22 Details of court cases: To the extent of land for which final notification was issued, out of that, an area of 77.07 acres (Sy. No. 53, 56/1, 56/2, 56/3, 56/4, 56/5, 64 (P), 86 (P), 228/1, 228/2, 228/3, 323/1) writ petition has been filed at Hon'ble High court at Gulburga / Kalburgi and writ petition no. WP 201172/201. Current status of the case is pending. There is no provision to reduce the extent of land in the name of KIADB in RTC till final judgement/verdict from the Hon'ble High court is obtained.

3.3.23 *During the deliberation, the EAC noted the following:*

- i. The proposed project is for development of Mulawada Industrial Area at Mulawada Village, Vijayapura District, Karnataka.*
- ii. The proponent has to conserve the water bodies in the proposed site and provide adequate green buffer around the same.*
- iii. Green Belt up to 33% has to be maintained in the proposed area.*
- iv. Adequate air pollution control measures have to be provided as the site is surrounded by residential area.*
- v. A writ petition no. WP 201172/201 has been filed at Hon'ble High court at Gulburga*

/ Kalburgi. Current status of the case is pending. The EC is subject to the outcome of the orders of the Hon'ble High Court.

3.3.24 The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 268th meeting on 26th – 27th July, 2021 and **recommended** the proposal for grant of Environmental Clearance with specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. The EC is subject to the outcome of the orders of the Hon'ble High Court.
- ii. All the mitigation measures to reduce pollution as mentioned in EIA/EMP report shall be implemented in toto.
- iii. The existing water bodies in the project area shall be conserved and used for effective water management. Provide adequate green buffer around the same. No ground water shall be used in any case.
- iv. Provision shall be made to recharge the ground water and construct rainwater harvesting structures for augmentation of ground water levels. Rain water harvesting for roof run-off and surface run-off, as per plan submitted shall be implemented.
- v. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease. The bore well for rainwater recharging shall be kept at least 4 mts above the highest ground water table. Piezometer be installed adequately to monitor the ground water level.
- vi. The quantity of fresh water usage, water recycling and rainwater harvesting shall be measured/recorded to ensure the water balance is maintained and the record shall be submitted to the Regional Office, MoEF&CC along with six Monthly Monitoring report.
- vii. The Industrial area shall maintain Zero Liquid Discharge and to achieve this waste water generated from various industrial operations shall be properly collected, treated to the prescribed standards and then recycled or reused for the identified uses.
- viii. The member units shall provide storage tanks and provide primary treatment as per the CETP norms before sending into the CETP for further treatment. Flow meters with recording facilities shall be provided to monitor the effluent quality and quantity sent from member industries to CETP and from CETP to the final re-use on a continuous basis.
- ix. Ambient noise levels shall be regularly monitored and conform to the prescribed standards both during day and night. Incremental pollution loads on the ambient air and noise quality should be closely monitored during development/ construction phase.
- x. Continuous monitoring system be installed by all the member industries and adequate measures shall be made to reduce ambient air and noise level during construction phase, so as to conform to the stipulated standards by CPCB/SPCB.

- xi. Fly ash should be used as building material in the construction as per the provisions of Fly Ash Notification of September, 1999 and amended as on 27th August, 2003 and 25th January, 2016.
- xii. Green belt should be developed all around the settlements and water bodies. Minimum 33% of total project area shall be maintained as green belt.
- xiii. Terrain grading within the project site shall be planned in a manner that there shall be negligible impacts on the existing natural drainage system/pattern. An adequate drainage system shall be provided at the site with separate collection streams to segregate the storm run-off from roads, open areas, material storage areas, vehicle wash water and other wastewater streams. Suitable measures should be taken to prevent the washing away of construction materials into the drainage system.
- xiv. A comprehensive plan for disaster management and mitigation be developed taking in to account the products, processes and hazardous waste management and disposal if any. The plan should also include financial provisions for the same and integrate these within EIA/EMP.
- xv. EMP-Budget allocation for developing adequate infrastructure for healthcare facilities and its operations for the employees and general public be made and implemented.
- xvi. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporated in the Environmental Management Plan and submitted to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory Afforestation etc, either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also be implemented under the EMP.

Agenda No. 3.4

Development of Chennai-Bengaluru Industrial Corridor (CBIC) - Tumakuru Industrial Township Limited (TITL) by KIADB and DMICDC in Tumakuru and Sira (M), Tumakuru (D), Karnataka by M/s Karnataka Industrial Areas Development Board - Environmental Clearance [Proposal No. IA/KA/NCP/128708/2019 and File No. 21-2/2019-IA.III]

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

risk and cost of the project proponent. ”

3.4.1 The project proponent along with the EIA consultant M/s Ramky Enviro Services Private Ltd made a presentation through Video Conferencing and provided the following information:-

3.4.2 The proposed “Development of Chennai-Bengaluru Industrial Corridor (CBIC) Tumakuru Industrial Township Limited (TITL) by KIADB and DMICDC in Tumakuru and Sira (M), Tumakuru (D), Karnataka by M/s Karnataka Industrial Areas Development Board (KIADB)” is envisaged to rise into a fully functional industrial township with all the necessary infrastructure for further economic development along with urban agglomeration in the region. It is envisaged that as the project develops into a fully functional industrial township, it will further fuel economic activity in and around the surroundings, thereby enhancing the livelihood / employment opportunities coupled with boosted GDP of the region.

3.4.3 The project/activity is covered under 7(c) Industrial estates/park/complexes/areas, export processing zone (EPZs), Special Economic Zones (SEZs), biotech parks, leather complexes. Total investment/cost of the project is Rs. 87251.4 Crores.

3.4.4 Terms of reference (ToR) was granted by MoEFCC to the project *vide* letter 21-2/2020-IA.III dated 2nd March, 2020.

3.4.5 The proposed project will be established in an area of around 3433.42 Ha (8484.19 Acres) in phased manner. The Geo-coordinates of project site is from 13°29'39.92"N to 13°33'13.73"N (Bounded Latitudes, North) and from 76°57'57.28"E to 76°58'25.61"E (Bounded Longitudes, East).

3.4.6 Land use/Land cover of project site in tabular form:

Level – 1	Area (Ha.)	Level – 2	Area (Ha.)
Agricultural land	2944.31	Agricultural plantation	859.02
		Crop land	1873.81
		Fallow land	215.49
Water bodies	43.12	Pond/Tank	10.63
		Nala	32.49
Wastelands	445.97	Gullied land	77.17
		Scrub land	368.79
Total	3433.42	100% land	3433.42

3.4.7 Land use/Land cover around 10 km radius of project site:

Level – 1	Area (Ha.)	Level – 2	Area (Ha.)
Built up area	1425	Rural	872
		Mining area	16
		Industrial area	537
Agricultural land	56356	Plantation	27031
		Crop land	27329
		Fallow land	1996
Forest	6360	Deciduous forest	1349
		Forest plantation	238

		Scrub forest	4773
Water bodies	2038	River/drainage	102
		Lake/Pond/Reservoir	1936
Waste lands	1927	Gullied/Ravenous lands	827
		Scrub land	1100

3.4.8 List to industries: All categories of industries (as per the re-categorization of Industries by CPCB/ SPCB during 2016 – Red, Orange, Green Category) will be allowed for establishment within the proposed project, which include food and agro processing, apparel and textiles, auto and auto components, other transport equipment, engineering, electronics and general industries. However, Industries of sectors like (a) Pharmaceutical, (b) Polluting Chemical, (c) Dye and (d) Synthetic rubber sectors shall not be established in the proposed project.

3.4.9 Terrain: The area is located in western hilly region and eastern plains which comprises of hills, plains and valleys. Physiographically the plains are with undulating to rolling land surface, mostly on eastern side; the hills are rugged, precipitous, low to medium height, spread sparsely and some isolated, and mostly composed of granite rocks. The topographic elevation, in the study area with 10-kilometre radius, is ranging from 680 to 1060 m MSL (metres above mean sea level), and the orientation of slope is towards north direction (of the majority portion of study area); while the topographic elevation at the project site is ranging from 720 to 825 m amsl

3.4.10 Details of water bodies & impact on drainage: Doddahalla rivulet and Bhabhi halla seasonal streams are present and passing through the site. Furthermore Ketenahalli lake - 5.5 km (SE) Kallambela lake-5.5 km (N) Hebbaka lake - 9 km (SE) Kunigaltimmanahalli lake-10 km (E) Bugadanahalli lake-11 km (S) are other water bodies present in the study area.

3.4.11 Local natural drainage shall be taken into consideration while construction process. Storm water drainage system will be implemented and maintained during construction and development phases. All preventive measures and mitigation will be implemented as required in the process. There exists no impact on drainage. Furthermore sufficient green belt and development zone will be provided all along the natural streams.

3.4.12 Water requirements: The net water quantity demand for Tumakuru node is 133.6 MLD, out of which fresh water demand is 67.9 MLD, which will be met from Yettinahole project. The treated water demand is 65.7 MLD, and will be sourced from Vasanthanarsapura tertiary treatment plant and CSTP treated water (tertiary treated) at the project site. No ground water extraction and usage is envisaged in the proposed project.

3.4.13 Public hearing: The public hearing was notified on 10th August 2020 and the hearing was conducted on 15th and 29th September 2020 at Sorekunte village and Nelehal village respectively of Tumakuru taluk.

3.4.14 The proposed project land has been notified and is under total possession by KIADB. As per the ToR conditions, letter has been submitted to DFO for issuing of clarification on Forest land involved in the project site (vide No.KIADB/DO/TMK//2020-21) and the response is awaited.

3.4.15 Waste management: A comprehensive Integrated Solid Waste Management Plan (ISWM), which will comply with all the necessary statutory requirements will be formulated to provide state-of-the-art, cost-effective, sustainable solutions to the problems related to solid waste which is likely to be generated a TITL. Accordingly, the components of the solid waste management plan include plan at each step initiating with storage, collection, transportation, processing till disposal and recycling. A few proposed waste treating facilities include waste receiving and storage yards, bio-methanation, composting, segregation plant and landfill.

3.4.16 CETP details: The wastewater generation for industries industrial activities accounts for around 41 MLD and will be treated in common effluent treatment plant. CETPs are estimated to be established within TITL, with a combined capacity of around 45.1 MLD. Treated water from CETP will be utilized towards landscape activities, regulatory green buffers and urban forestry within the development area.

3.4.17 STP details: The sewage generated from residential, commercial settings and amenities is estimated to be around 25.5 MLD and it will be treated in Common Sewage Treatment Plants (CSTP) with combined capacity of around 28 MLD. The treated water from CSTP will be used to cater the non-potable water demand in residential, commercial, social amenities and industrial areas, as in addition to proposed landscape activities within the project area.

3.4.18 Tree cutting and Green belt development: The proposed green belt at the project site will form an effective barrier between the corridor and the surroundings. By developing good plantation, the aesthetic and environmental values of the surroundings will be improved. Along with the greenbelt development by the respective industries as per MoEF&CC/CPCB norms, project proponent will develop greenbelt in open areas, along boundary, streams, roads etc. of industrial corridor ensuring total area under greenbelt / plantation would be around 33% of the total area of project within TITL. A three tier plantations along the boundary or to achieve maximum greenery, proponent would adopt Akira Miyawaki method during the development of greenbelt and proper measures will be taken to maintain the greenery.

3.4.19 Energy conservation: It is proposed to install roof top solar power systems to use unutilized spaces on rooftops and wastelands around buildings, if and as applicable. An estimated solar power generation based on available rooftop space is estimated to be around 126 MVA within the proposed project.

3.4.20 Rainwater harvesting: For every 500 sqm of plot area a recharge pit is proposed, while they are proposed for every 1500 sqm area within the green area. The proposed size of pit is 1.8 x 1.8 x 2.3 m (Capacity of 7.5 cum) and a combined total of 4050 recharge pits have been proposed for the total project area.

3.4.21 Land acquisition and R&R issues: The land is 100% in possession of KIADB and no R&R issues are envisaged.

3.4.22 Employment potential: The proposed industrial township will require unskilled, semi-skilled & skilled personnel for its operations. Many people in and around neighboring villages and cities will get the opportunity for employment based on educational qualification and skill suitability. The total industrial manpower during operation is

expected to be around 445900.

3.4.23 Benefits of the project: The proposed project is expected to create employment opportunities in the region. The proposed industries, trade pavilion, shopping, dispensary, etc. would create robust market linkages resulting in regional economic development. The goods and products manufactured from the industries of proposed project would fill the demand-supply gap and hence improve the domestic markets. Requisite physical and social infrastructure facilities are definite means of social development expected from the project.

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

3.4.25 *During the deliberation, the EAC noted the following:*

- i. The forest land which was initially a part of project shall be excluded from the project boundary.*
- ii. All the issue raised at the time of Public Hearing should be addressed.*
- iii. There are some red category projects proposed near to some villages. PP has to provide a buffer of 100 m vegetation for the villages that are close to the Red Category industries as shown in the Map.*
- iv. Continuous air monitoring stations have to be installed at western side.*

3.4.26 The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 268th meeting on 26th – 27th July, 2021 and **recommended** the proposal for grant of Environmental Clearance with specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. All the mitigation measures to reduce pollution as mentioned in EIA/EMP report shall be implemented in toto.
- ii. The existing water bodies in the project area shall be conserved and used for effective water management. No ground water shall be used in any case.
- iii. Provision shall be made to recharge the ground water and construct rainwater harvesting structures for augmentation of ground water levels. Rain water harvesting for roof run-off and surface run- off, as plan submitted shall be implemented.
- iv. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease. The bore well for rainwater recharging shall be kept at least 4 mts above the highest ground water table. Piezometer be installed adequately to monitor the ground water level.
- v. The quantity of fresh water usage, water recycling and rainwater harvesting shall be measured/recorded to ensure the water balance is maintained and the record shall be submitted to the Regional Office, MoEF&CC along with six Monthly Monitoring report. The Industrial area shall maintain Zero Liquid Discharge and to achieve this waste water generated from various industrial operations shall be properly collected, treated to the prescribed standards and then recycled or reused for the identified uses.

- vi. The member units shall provide storage tanks and provide primary treatment as per the CETP norms before sending into the CETP for further treatment. Flow meters with recording facilities shall be provided to monitor the effluent quality and quantity sent from member industries to CETP and from CETP to the final disposal/re-use on a continuous basis.
- vii. Ambient noise levels shall be regularly monitored and conform to the prescribed standards both during day and night. Incremental pollution loads on the ambient air and noise quality should be closely monitored during development/ construction phase.
- viii. Continuous monitoring system be installed by all the member industries and adequate measures shall be made to reduce ambient air and noise level during construction phase, so as to conform to the stipulated standards by CPCB/SPCB.
- ix. Fly ash should be used as building material in the construction as per the provisions of Fly Ash Notification of September, 1999 and amended as on 27th August, 2003 and 25th January, 2016.
- x. Grading within the project site shall be planned such that there shall be negligible impacts on the existing natural drainage system/pattern. An adequate drainage system shall be provided at the site with separate collection streams to segregate the storm run-off from roads, open areas, material storage areas, vehicle wash water and other wastewater streams. Suitable measures should be taken to prevent the washing away of construction materials into the drainage system.
- xi. Green belt should be developed all around the settlements and water bodies. Minimum 33% of total project area shall be maintained as green belt.
- xii. A comprehensive plan for disaster management and mitigation be developed taking in to account the products, processes and hazardous waste if any and its disposal. The plan should also include financial provisions for the same and integrate these within EIA/EMP.
- xiii. EMP- Budget allocation for developing adequate infrastructure for healthcare facilities and its operations for the employees and general public be made and implemented.
- xiv. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory afforestation etc, either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also be implemented and become part of EMP.

Agenda No. 3.5

Proposed “Expansion of an operating notified SEZ, with an additional land of 45.86 acre, for Multi-Sectoral Chemical manufacturing facilities” located at Plot 5, Vilayat GIDC Estate, Taluka Vagra, Dist Bharuch, Gujarat by M/s Jubilant Infrastructure Limited – Further consideration for Terms of Reference [Proposal No. IA/GJ/NCP/210322/2021 and File No. 10/24/2021-IA.III]

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

3.5.1 The project proponent along with EIA consultant M/s ENKAY ENVIRO SERVICES PVT. LTD., Jaipur made a presentation before EAC in its 268th meeting on 26th – 27th July, 2021 through Video Conferencing and provided the information regarding the case.

3.5.2 The proposed project is an expansion project. Jubilant Infrastructure Ltd. is operating in a notified SEZ located at Plot no.5, Vilayat GIDC, Tal-Vagra, Dist-Bharuch, Gujarat.

3.5.3 Environmental Clearance vide Letter No.21-1087/2007-IA.III was obtained to set up SEZ (under Category 7c) for to manufacturing Synthetic Organic Chemicals (Category-5f) from MoEF&CC, New Delhi on 03.07.2008 after undertaking a public hearing. This EC was amended Vide Letter No. 21-1087/2007-IA.III on 03.11.2011 for increase in resource consumption and effluent discharge. Further, EC was amended vide Letter No.21-1087/2007-IA.III(Pt) to include manufacturing of Technical Grade Pesticide and Pesticide Specific Intermediates, covered under item 5(b) and thus amended as multi sector chemical SEZ on 31st March 2017 and Pesticides Unit-3 has granted EC vide letter no. J-11011/311/2014-IAII(I) dated 8th January 2018 after undertaking a Public hearing in August 2017.

3.5.4 Initially, in the original EC, 20 plots for manufacturing units of various sizes were proposed in the SEZ in an area of 265 Acres (107.24 Ha). Presently, three (3) units for chemical manufacturing 5(f) category are operational in an area of 55 Acres (22.26 Ha.) and the project proponent has developed requisite common infrastructure for the operations of the units commissioned in another 31.86 Ha area. Also, CFE has been obtained from the GPCB for the 4th unit comprising of a Pesticide Unit under 5(b) for which land of 20 Ha has been allotted. An EC for API unit is applied by M/s. Jubilant Generics limited before the Gujarat SEIAA on 25/03/2021 in an area of 20.23 Ha.

3.5.5 The SEZ project is partly constructed and operational with the common infrastructure consisting of CETP (2500 KLD), Incinerator for liquid hazardous waste (140 KLD), Steam Boilers (115 TPH), Solvent Storage Yard and Hazardous waste storage facility, in addition to the common Canteen, Fire Station, Customs office,

Weigh bridge, truck parking terminal and Administration building.

3.5.6 At this instance, it is proposed to expand the SEZ with additional land of 45.84 acre (18.55079 Ha) and new set of industrial activities at Plot no. 5, Vilayat GIDC, Tal-Vagra, Dist-Bharuch, Gujarat.

3.5.7 The project/activity is covered under 7(c) Industrial estates/park/complexes/areas, export processing zone (EPZs), Special Economic Zones (SEZs), biotech parks, leather complexes. Total investment/cost of the project is Rs. 300 Crores.

Particular	Existing	Proposed	Total
Project cost	20,000 Lakh (200 Cr.)	30,000 Lakh (300 Cr.)	50,000 Lakh (500 Cr.)

3.5.8 Geo-coordinates of project site:

Pillar no.	Latitude	Longitude
A	N 21°46'57.57"	E 72°53'32.47"
B	N 21°47'16.48"	E 72°53'26.66"
C	N 21°47'15.74"	E 72°53'24.42"
D	N 21°47'32.08"	E 72°53'18.85"
E	N 21°47'27.27"	E 72°52'47.49"
F	N 21°47'2.77"	E 72°52'49.23"
G	N 21°46'46.42"	E 72°52'52.89"

3.5.9 Area(ha)/Length(km) of the proposed project:

Items	Existing	Proposed	Total
Land Area, Acres (Ha.)	264.81 (107.1650)	45.86 (18.5590)	310.67 (125.724)

3.5.10 Land use/Land cover of project site in tabular form:

S. No	Description	Land Area			Remarks, if any
		Existing	Proposed	Total	
		Acres	Acres	Acres	
1	Process Zone	201.293	-26.0083	175.2847	
2	Non Process Zone	22.902	0.7083	23.6103	-
3	Infrastructure(road, amenities etc)	6.610	1.746	8.356	-
4	Greenbelt area	34.005	69.414	103.419	Thus entire green belt area is: 34.005+69.414=103.419 Acre
	Total	264.81	45.86	310.67	-

3.5.11 Land use/Land cover around 10 km radius of project site Will be submit at the time of EIA / EMP Report.

3.5.12 List to industries to be housed with: The project site will include the industrial activities for Multi-Sectoral Chemical manufacturing facility: Thermal Power Plant1(d), Pesticides industry and pesticide specific intermediates 5(b), Petro-chemical complexes 5(c), Synthetic organic chemicals industry 5(f), Distilleries 5(g), Common hazardous waste treatment, storage and disposal facilities (TSDFs) 7(d), Common Effluent Treatment Plants (CETPs) 7(h),

3.5.13 Terrain: The general topography is mixed with two types of terrain, namely ridge-valley topography and undulating plain topography. Topographically, the project area comprises of slightly undulation land gently sloping towards N to S. The highest elevation of the project area is 13 MSL. The drainage of the project area is towards S.

3.5.14 Water bodies: Details of water bodies are given as below-

S. No.	Particulars	Distance (Km)	Direction
		(From Project Boundary)	
Water Bodies			
1.	Bhukhi River	1.13	S
2.	Karedi Nala	3.07	E
3.	Landia Nala	4.63	E
4.	Narmada River	10.25	S
Pond			
1.	Pond near village Vore Samni	2.50	NW
2.	Pond near village Juned	4.20	NW
3.	Pond near village Tralsa	6.90	ENE

3.5.15 Water requirements: The total water demand estimated is 15,000 KLD. Surface Water supply from Narmada is provided by GIDC as per agreement. Ground Water NOC for abstraction of ground water is obtained and under renewal.

3.5.16 Tree cutting: There is no cutting of the trees are proposed.

3.5.17 CETP details:

S. No.	Process stream	Total capacity as in earlier EC	Present status	Proposed expansion	Total After expansion EC	Treatment
1	Domestic	180 KLD	75 KLD	285 KLD	360 KLD	STP
2	Process	5430 KLD	1150 KLD	5850 KLD	7000 KLD	CETP, MEE & RO

S. No.	Process stream	Total capacity as in earlier EC	Present status	Proposed expansion	Total After expansion EC
1	STP	200 KLD	100 KLD	300 KLD	400 KLD
2	CETP	2500 KLD	1000 KLD	4000 KLD	5000 KLD

3	RO		150 KLD	1000 KLD	1150 KLD
4	MEE			500 KLD	500 KLD

3.5.18 STP details:

S. No.	Process stream	Total capacity as in earlier EC	Present status	Proposed expansion	Total After expansion EC
1	STP	200 KLD	100 KLD	300 KLD	400 KLD

3.5.19 There is no land acquisition and R&R issues in the proposed project

3.5.20 Employment potential: The manpower requirement during the construction stage would be in range of 300 per day. However, during operation phase, the employment potential including that for the manufacturing units that would establish their facility in the SEZ would be about 10,000 when fully occupied.

3.5.21 Benefits of the project: Jubilant Infrastructure Ltd. is operating the SEZ located at Plot no.5, Vilayat GIDC, Tal-Vagra, Dist-Bharuch, Gujarat, and becoming a commercial hub for chemical, specialty chemicals, intermediates, pesticide etc. for exporting outside India. There is big opportunity and need for developing the manufacturing sector for chemicals in India as large part of the chemicals are imported in India. Establishment of the SEZ for chemical industry at Vilayat would be keeping the environmental management as the focal issue right from the developed industrial area sustainably in harmony with the environment.

3.5.22 Details of Court cases: There is no court case against the project.

3.5.23 During the deliberations, the EAC noted the following:

- i. *PP intend to develop total of 33% of the green belt for the project, however it has been proposed to develop a portion of green belt outside the boundary of existing and proposed SEZ to match the total requirement of 33%. The Committee noted that the SEZ is operating within the GIDC area, therefore, the right to provide a parcel of land lies with GIDC. The PP may approach GIDC and a permission for plantation of specific area may be obtained from GIDC and submitted to the Ministry. A view may be taken once details are submitted.*
- ii. *Air pollution monitoring stations are to be installed.*
- iii. *Public hearing for the project cannot be exempted considering extremely toxic and polluting nature of product process and hazardous waste generation.*

3.5.24 The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 268th meeting on 26th – 27th July, 2021 and **recommended** the proposal for grant of Terms of Reference (ToR) with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- (i) To develop a portion of green belt outside the boundary of existing and proposed SEZ to match the total requirement of 33%, the PP may approach GIDC and a permission for plantation of specific area may be obtained from GIDC and submitted.
- (ii) Solar energy be explored to augment the existing power demand instead of thermal power plant.
- (iii) Water balance chart be prepared and submitted along with EIA/EMP report.
- (iv) Proponent shall ensure the conservation and development of nearby water bodies in the surrounding areas.
- (v) Detailed land use breakup of proposed Industrial area with green belt to be submitted.
- (vi) The project area has undulating terrain and it is important to have detailed hydrological study and its impact need to be carried out on the catchment and drainage system in core and buffer zones.
- (vii) Proponent shall not do any coal-based operation. Instead, possibilities to be explored for gas/electricity-based operations. Option to utilize solar power and wind energy should also be worked out.
- (viii) The PP shall not use groundwater without obtaining approval from CGWA/SGWA as the case may be. The project proponent shall obtain necessary permission from Competent Authority to use surface water from Almatti reservoir.
- (ix) Proponent shall establish captive treatment, storage, and disposal facility (TSDF) to ensure the effective Solid Waste Management.
- (x) Submit a certificate from local DFO that no forest land is involved in the proposed Industrial Park.
- (xi) A comprehensive plan for disaster management and mitigation be developed taking in to account the products, processes and hazardous waste management and disposal. The plan should also include financial provisions for the same and integrate these within EIA/EMP.
- (xii) The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M) dated 25th October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.

Agenda No. 3.6

Development of Greenfield Non-major Port at Machilipatnam, Krishna district, Andhra Pradesh by M/s Andhra Pradesh Maritime Board - Amendment in Terms of Reference [Proposal No. IA/AP/NCP/220103/2021 and File No. 10-62/2020-IA.III]

“The EAC noted that the Project Proponent/consultant have given under taking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If

any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent”

3.6.1. The project proponent along with EIA consultant M/s SV Enviro Labs & Consultants made a presentation before EAC in its 268th meeting on 26th – 27th July, 2021 through Video Conferencing and provided the information-

3.6.2. Environmental & CRZ was granted to M/s. Machilipatnam Port Ltd (MPL) for phase –I development Vide Ministry letter no. 10-5/2009 IA III dated 25.11.2009. Validity of EC was extended for another 5 years up to 24.11.2019. As existing EC is having modifications, the proponent submitted for Modification in ToR and obtained Modified TOR vide F. no: 10-5/2009-IA.III dated 28.01.2016 and ToR extended vide order no: 10-5/2009-IA-III dated 07.12.2018, with validity up to 27.01.2020.

3.6.3. Due to delays in financial closure and grounding of works, Andhra Pradesh Government vide GO MS no. 66 dt: 08.08.2019, cancelled the concession agreement with M/s MPL. Now, AP Government took policy decision to develop a Greenfield Port at Machilipatnam on EPC mode. Hence, new proposal is submitted for obtaining a New CRZ & Environmental Clearance for Greenfield Non-Major Port at Machilipatnam.

3.6.4. The proposal was earlier considered in a EAC meetings held on 23-24 Nov, 2020 and 18-19 January, 2021. Terms of Reference was issued vide F.No. 10-62/2020-IA.III dated 17.02.2021 with Public Hearing.

3.6.5. The proposed project is for Amendment in terms of Reference for exemption of Public hearing (PH) and reorientation of facilities in the port layout.

3.6.6. Reason for Amendment: In the proposed lands of the present project, there was one old proposal for development of Machilipatnam Deep water port in an area of 685 Acres in Phase- I and 2535 acres in ultimate stage. As per EIA Notification, 2006, public hearing was conducted on 25th October 2008 and obtained Environmental clearance dated 25.11.2009 and extended up to 24.11.2019. Since there is no progress and not even achieved financial closure, and taking into consideration of the inaction of the Concessionaire in the development of port, Government have cancelled the Concession Agreement dated 07-06-2010 entered into with M/s. Navayuga Engineering Company Ltd. in the G.O. Ms. No 66, I.I.I & C Department dated 08.08.2019. Now, the present project was handling by AP Maritime Board, which is the statutory body for the development of non-major ports in the state, for the same proposal. As public hearing was already completed to the same site, PP requested for waive off public hearing for the proposed project under clause 7(ii) / EIA Notification, 2006.

3.6.7. The project/activity is covered under 7(e) – Ports, Harbours. Proposed project capacity is 115.97 Million TPA and is attracting Category-A as per EIA Notification, 2006 (Threshold limit is > 5 million TPA of cargo handling capacity). Total investment/cost of the project is Rs. 11464 Crores.

3.6.8. Details of Court cases: Consequent to cancellation of concession agreement by AP Government vide G.O. Ms. No. 66, I.I.I&C Dept. 08.08.2019, M/s. Machilipatnam Port Limited filed W.P. No. 12980 of 2019 in the Honorable High Court of Andhra Pradesh to quash A.P. Government decision in cancelling the concession agreement entered with M/s MPL. But the Honorable High Court have passed an interim order on 01.10.2019 as “pending further orders, tender process if any undertaken, may go on but the same shall not be finalized”.

3.6.9. During the deliberation, the EAC noted the following:

- i. *The proposal was deliberated earlier in the EAC and Terms of Reference was issued vide F.No. 10-62/2020-IA.III dated 17.02.2021 with Public Hearing. Moreover, the PH for the project was conducted on 25th October 2008. There is a gap of about 13 years when the earlier PH was conducted and therefore Public Hearing cannot be exempted.*
- ii. *There is a sea water intrusion within the landward side which give an impression that the site is under tidal influence. Further, the PP informed that the vegetation appearing on the proposed site as plantation is casual growth of Casuarina plants in the area. However, Committee opined that this may be a systematic plantation/farm of Casuarina.*

3.6.10. The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 268th meeting on 26th – 27th July, 2021 and **deferred** the proposal stating that RO of the Ministry will visit the proposed site and a report shall be submitted to the Ministry. The decision shall be taken once report is received by the Ministry.

Agenda No. 3.7

Development of Deep Water Jetty Facility at existing Inland Water Jetty facilities on Kondalika River at Village Korlai, District Raigad, Maharashtra by M/s Indo Energy International Ltd. – Further consideration for Environmental and CRZ Clearance [Proposal No. IA/MH/MIS/73858/2015 and File No. 10-34/2015-IA.III]

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

3.7.1 The project proponent along with EIA consultant M/s Terracon Ecotech Pvt Ltd made a presentation before EAC in its 268th meeting on 26th – 27th July, 2021 through Video Conferencing and provided the information-

3.7.2 The proposed project is for Development of Deep Water Jetty Facility at existing Inland Water Jetty facilities on Kondalika River at Village Korlai, District Raigad, Maharashtra. The Jetty facility is proposed on the left bank of the Kundalika River, in the lee of the Korlai head, which will provide the necessary tranquil condition for the Jetty operations. The Geo-coordinates of project site is 18⁰ 32' 10.92" N, 72⁰ 55' 11.65" E

(Location of the proposed jetty) and 18° 29' 10.92" N, 73° 02' 30.89" E (Jetty at Village Sanegaon).

3.7.3 The aforementioned proposal was earlier considered in the 49th EAC meeting during 25th -26th February, 2020. The proposal was deferred for the want of (i) copy of updated EIA/EMP Report along with point-wise ToR Compliance and Annexures, (ii) copy of CZMA recommendations given by Maharashtra CZMA, (iii) Certificate from Chief Wild Life Warden regarding permissibility and distance of the project from Phansad Wildlife Sanctuary, (iv) Certificate from Archaeological Survey of India regarding permissibility and distance of the project from Korlai Fort, (v) Impacts of the proposed project on crocodiles present in the upstream of the Kundalika estuary, (vi) A study on impacts of accidental spillage due to ship grounding or collision through model and its mitigation, (vii) Point-wise details of each of the issues raised during public hearing and commitments made by the project proponent with EMP, (viii) Details of EIA Consultant along with Accreditation Certificate, and (ix) Plan for Corporate Environment Responsibility (CER) as specified under Ministry's Office Memorandum issued vide letter F. No. 22-65/2017-IA.III dated 01.05.2018.

3.7.4 Further, the proposal was reconsidered by EAC in its 262nd meeting during 25th & 27th May, 2021 and deferred the proposal for the want of i) A detailed map of proposed reclamation area with the proposed land use of the reclamation land should be submitted ii) Issues raised and commitments made during the Public Hearing has to be fulfilled and should be included in the EIA/EMP report in the form of tabular chart with financial budget for complying with the commitments made and iii) Impact of storage of coal in reclaimed land and its transport and runoff require detailed assessment. Proponent was also advised to explore the storage areas beyond CRZ.

3.7.5 At this instance, the aforementioned proposal was further placed before the EAC during 268th meeting on 26th & 27th July, 2021. The project proponent along with the EIA consultant M/s Terracon Ecotech PVT LTD (TEPL), Mumbai has made a presentation through Video Conferencing and provided the following information-

3.7.6 The Jetty is designed to berth Capesize carriers (180,000 DWT vessels); it will commence operations with Handymax vessels in the initial phase. Based on cargo consolidation, the operation will gradually move to Panamax size vessel and then to Capesize carriers in the final phase. The Jetty will be constructed on the waterfront leased from the Maharashtra Maritime Board and will be about 525 m long with one 8 m x 8 m mooring dolphin on the East.

3.7.7 The project will involve dredging up of a 14.5 km long channel requiring 11 million cum of dredging for a depth of - 11.0 m CD in Phase I for Handymax vessels. In second phase channel length would increase to 17.5 km involving 23 million cum (i.e. 12 million cum additional) of dredging for a channel depth of - 14.6 m CD for Panamax vessels. In the final phase the channel length would increase to 21.5 km and would require 35.5 million cum (i.e. additional 12.5 million cum) dredging for a channel depth of - 19.0 m CD for Cape sized vessels. In addition, the existing Sanegaon facility would be augmented by upgrading of equipment, mechanization of storage and stacking, loading, unloading arrangements, for handling barges up to 4500 MT. Accordingly, the existing channel would

have to be deepened (dredged) for handling these higher draught vessels. dredging of the inner channel in the river for facilitating movement of 4500 DWT barges would involve 0.99 Mm³ for a depth of 3.1 m to chart datum (CD).

3.7.8 At Korlai, the 525 m Jetty will have a backup land of about 50 ha created by utilizing the dredged spoil. No rehabilitation issues are involved in the project. About 4-5 ha land will be purchased during second/final phase for locating office complex, port users building and other ancillary activities. The facility will be equipped with fully mechanized facilities to handle CBRM (Coal Bearing Raw Materials), IBRM (Iron Bearing Raw Materials), iron and steel, container, bauxite, edible oil, clinker, dolomite, limestone, HR coils, slag, clinker and cement. The facility in the first phase will have a capacity of about 10 MTPA which will rise up to 24 MTPA in the final phase.

3.7.9 The proposed project falls 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. Total investment/cost of the project is approx. Rs 2375 Crores.

3.7.10 Public Hearing (PH) was conducted by Maharashtra Pollution Control Board on 19th and 21st November, 2016 in Korlai and Sanegaon village, respectively.

3.7.11 As per the letter from Chief Wildlife Warden the proposed project is about 3.25 km away from outer boundary of Phansad wildlife Sanctuary. The proposed project is not located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC.

3.7.12 Landuse/Landcover around 10 km radius of project site:

Korlai Jetty			
S. No.	Category	Area (ha.)	Percentage
1	Agriculture	7103	22.4
2	Barren Rocky / Mudflats	262	0.8
3	Dense Forest	7896	24.9
4	Mangroves	1290	4.1
5	Open Forest	1335	4.2
6	Road	33	0.1
7	Settlement	117	0.4
8	Waterbody	13650	43.1
Total		31686	100

Sanegaon			
SN.	Category	Area (ha.)	Percentage
1	Agriculture	10808.0	34.3
2	Barren Rocky / Mudflats	33.8	0.1
3	Dense Forest	13832	43.8
4	Mangroves	1562	5.0
5	Open Forest	4202	13.3
6	Road	37	0.1
7	Settlement	67	0.2

8	Waterbody	1008	3.2
Total		31550	100

3.7.13 The total water requirement, the per capita consumption for the in port consumption is taken as 90 liters per day. The occupancy is taken as 350 in the port. Total consumption will be 31,500 liters per day. The water requirement shall be sourced from MIDC or irrigation department. Ground water will not be drawn. Total water requirement during operation phase is 650 KLD that will be sourced from MIDC/Irrigation Department with prior Permission.

3.7.14 Rain Water Harvesting: Roof top rainwater harvesting will be carried out (No. of Storage: 2, Capacity: 20000).

3.7.15 Total sewage generation during operation phase will be 28.3 m³/day. Estimated Amount of solid waste to be generated in construction phase will be 340 Kg/day and in operation phase will be 140 Kg/day. STP of capacity 30 m³/day will be provided to treat the sewage. No disposal of treated wastewater in the marine domain is proposed.

3.7.16 No tree cutting is required as land will be developed by reclamation. 25% of total area for green belt and roads in Proposed jetty and 10% area for green belt in Sanegaon facility is proposed.

3.7.17 The proposed project attracts Coastal Regulation Zone (CRZ) clearance as per the CRZ Notification 2011. The proposed deep water jetty facility project fall under CRZ IVB, II and IB according to the CRZ map. The CRZ map (HTL/LTL Demarcation) for this project is prepared by National Centre for Sustainable Coastal Management (NCSCM) Chennai. Capacity expansion of existing inland water jetty facility at Sanegaon falls under CRZ III, CRZ I.

3.7.18 Maharashtra CZMA has recommended the proposal vide letter No. CRZ- 2016/ CR-4/TC 4 dated 09.01.2018 and letter No. CRZ- 2017/ CR-4/TC 4 dated 28.05.19.

3.7.19 The shoreline near the entrance is generally rocky and fronts an elevated plateau. The slopes of the shoreline are steep and almost vertical on the southern part of the estuary. The shoreline of the bay is generally in the east-west direction and is fringed with laterite rocky outcrops. The near shore area behind the development zone is shallow and located in a slight embayment, creating conducive zone for reclamation for the port back up without affecting the creek morphology adversely.

3.7.20 The Proposed project involves capital dredging. 11 million cum of dredging for a depth of 11.0 m CD in Phase I, 23 million cum (i.e. 12 million cum additional) of dredging for 14.6 CD in phase II and 35.5 million cum (i.e. additional 12.5 million cum) dredging for a channel depth of 19.0 m CD IN Phase III.

3.7.21 There are two disposal grounds at 18°31'41"N, 72°41'32"E – the northern dumping site and 18°28'21"N, 72°42'53"E – the southern dumping ground approx. 24 km from the shore.

3.7.22 Benefits of the project: The proposed project is expected to have positive impact on socio-economic status of the region. It will enhance the infrastructure resources such as transport, Communication, health facilities & other basic facilities. Priority for employment

will be given to the local people, depending on their skills. Man power requirement in construction phase is 850 and of operation phase is 350.

3.7.23 Details of Court cases: No court case is pending against the project.

3.7.24 During the deliberation, the EAC noted the following:

- i. *It is learnt from the CRZ map (1:4000 scale) that the proposed fertilizer shed, workshop, security gate and office are within CRZ-IB (Intertidal area), which is not permissible as per the extant norms of CRZ regulations. Office building in CRZ-IB is not permissible activity.*
- ii. *The proposed roads must be road on slits or road on reclaimed surface within CRZ-I area as per the extant CRZ Regulations*
- iii. *The proposed railway line falls within CRZ-IVB and CRZ- IB and shall be on stilts.*

3.7.25 The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 268th meeting on 26th – 27th July, 2021 and **recommended** the proposal for grant of Environmental and CRZ clearance with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- (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) Construction of Fertilizer shed, workshop, security gate and office building within CRZ-IB (Intertidal area) shall not be carried out as per the extant norms of CRZ regulations.
- (iii) The proposed roads must be road on slits or road on reclaimed surface within CRZ-I area as per the extant CRZ Regulations
- (iv) The proposed railway line falls within CRZ-IVB and CRZ- IB. The proposed rail corridor shall be on stilts.
- (v) All the recommendations and conditions specified by the Maharashtra State Coastal Zone Management Authority (GCZMA) vide letter No CRZ- 2016/ CR-4/TC 4 dated 09.01.2018 and letter No. CRZ- 2017/ CR-4/TC 4 dated 28.05.19. shall be complied with.
- (vi) 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.
- (vii) 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.
- (viii) No underwater blasting is permitted.
- (ix) Necessary approvals to be taken during implementation and commissioning from statutory bodies concerned.
- (x) Shoreline should not be disturbed due to dumping. Periodical study on shore line changes shall be conducted and mitigation to be carried out using sand nourishment, if shoreline erosion is noticed within 7 km radius using maintenance dredging. The details shall be submitted along with the six monthly monitoring report.

- (xi) A continuous monitoring programme covering all the seasons on various aspects of the coastal and marine environment need to be undertaken by a competent organization available in the State or by entrusting to the National Institutes/renowned Universities/accredited consultant with rich experiences in marine science aspects. Monitoring should include sea weeds, sea grasses, mudflats, sand dunes, fisheries, mangroves and other marine biodiversity components as part of the management plan.
- (xii) The project proponent shall comply with the air pollution mitigation measures as submitted. Continuous online monitoring of air and water covering the total area shall be carried out and the compliance report of the same shall be submitted along with the 6 monthly compliance reports to the regional office of MoEF&CC.
- (xiii) Effective and efficient pollution control measures like fully covered conveyors/stacks (coal, iron ore and other bulk cargo) with fogging/back filters and water sprinkling commencing from ship unloading to stacking to evacuation shall be undertaken. Coal and iron ore stack yards shall be bounded by thick two tier green belt with proper drains and wind barriers wherever necessary. No open storage of these will be allowed.
- (xiv) Sediment concentration should be monitored fortnightly at source and disposal location of dredging while dredging.
- (xv) 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.
- (xvi) The effluent from workshops, oil storage, etc. will contain oil and grease particles which shall be treated in an oil skimmer and suitably disposed after treatment or will be sold to registered recyclers.
- (xvii) Necessary arrangements for the treatment of the effluents and solid wastes/facilitation of reception facilities under MARPOL must be made and it must be ensured that they conform to the standards laid down by the competent authorities including the Central or State Pollution Control Board and under the Environment (Protection) Act, 1986. The provisions of Solid Waste Management Rules, 2016. E-Waste Management Rules, 2016, and Plastic Waste Management Rules, 2016 shall be complied with.
- (xviii) Dredging, etc will be carried out in the confined manner to reduce the impacts on marine environment. Dredged material shall be disposed safely in the designated areas as per CWPRS recommendations, and in no case shall be disposed in the marine environment,
- (xix) Dredging shall not be carried out during the fish breeding season.
- (xx) 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.

- (xxi) All the recommendations mentioned in the rapid risk assessment report, disaster management plan and safety guidelines shall be implemented.
- (xxii) Necessary arrangement for general safety and occupational health of people should be done in letter and spirit including development and operations of state of art health care facility for the employees and population staying nearby region. The provision for the same is to be met through EMP budget.
- (xxiii) The transport of Coal is currently in the proportion of 20% by sea and 80% by road. However, considering the existing traffic on the roads in the region, PP should use sea route for bulk transport of the cargo in a phased manner over next 5 years. A comprehensive action plan for the same be developed and submitted to the regional office of the Ministry.
- (xxiv) As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporated in the Environmental Management Plan. All other activities including pollution control, environmental protection and conservation, fisheries, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory Afforestation etc, either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also be implemented under EMP.

Agenda No. 3.8

Transport of coal/cargo through road movement for 50% of terminal capacity through Mechanised Handling facilities at General-cum-Bulk cargo berth in the Outer Harbour of Vksakhapatnam Port Trust by M/s Visakhapatnam Port Trust – Amendment in Environmental and CRZ Clearance [Proposal No. IA/AP/NCP/220069/2021 and File No. 10-9/2009-IA.III]

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

3.8.1 The project proponent along with EIA consultant M/s SV Enviro Labs & Consultants made a presentation before EAC in its 268th meeting on 26th – 27th July, 2021 through Video Conferencing and provided the information-

3.8.2 The proposed project is for Amendment in Environmental and CRZ clearance to “Transport of coal/cargo through road movement for 50% of terminal capacity through Mechanized Handling facilities at General-cum-Bulk cargo berth in the outer Harbour of Visakhapatnam Port Trust”, Visakhapatnam, Andhra Pradesh.

3.8.3 Reason/explanation for amendment: Presently dispatching of Cargo by Rail movement and 1 MMTPA cargo by Road movement (from Eastern Stackyard) is being done. However, currently following problems are encountered-

- i. Most of the rail bound customers are preferring economically viable domestic coal over import coal due to Govt. of India's policy initiatives in promoting domestic coal production under campaign of "Aatma Nirbhar Bharat". Hence only coastal customers prefer import coal due to geographic advantage (coastal area/close to sea) and logistics/landed cost advantage of handling cargo by road than rail.
- ii. Multiple customers (close by coastal area) prefer road movement due to less daily consumption.
- iii. Residual small cargo left over which is not a rake load and hence needs to be dispatched by road.
- iv. Some of our customers cannot accept Rail Rakes due to various constraints and/or lack of infrastructure at their end.

3.8.4 The proposed project falls under category 'A' of item 7 (e) i.e. 'Ports, Harbours, of the schedule to the EIA Notification, 2006 and its subsequent amendments. Total investment/cost of the project is approx. Rs 440.10 Crores.

3.8.5 ToR Details: TOR meeting held on 25th -26th October, 2007 and obtained EC vide F.No: 10-9/2009-IA.III dated 01.09.2009.

3.8.6 Land use / Land cover of project site in tabular form:

S. No.	Description	Area in Ha
1	Berth area	1.2
2	Stack yard & Greenbelt	10.7
3	Buildings & Utilities	0.24
Total		12.14

3.8.7 Land use / Land cover around 10 km radius of project site:

S.No.	Classification	Area in Ha	Percentage, %
1	Water Body	15009.89	47.16
2	Habitation	4840.67	15.21
3	Vegetation	7323.09	23.01
4	Dense Vegetation	441.41	1.39
5	Barren Land	3704.03	11.64
6	Sandy or Shore Area	510.12	1.60
Total		31829.21	100.00

3.8.8 Terrain: The project is located within Marine Zone. The maximum water depth in the outer harbour is 18.10m. Topographically, the harbour is conveniently divided into 2 major regions namely, the outer harbour and the inner harbour.

3.8.9 Details of water bodies: Bay of Bengal adjacent to the GCB. Mechanized dust suppression system is installed at stockyard consisting of 100 Nos of sprinklers to spray water on coal piles to maintain wet condition of cargo at all times. The runoff is

collected into settling pond and reused for sprinkling. Sewage Treatment Plant 2x10 KLD capacities of packaged sewage treatment plant is in operation within the project premises. The treated water being utilized for greenbelt and landscaping. No marine discharge.

3.8.10 Water requirements: Water requirement of 750 KLD from M/s. Visakhapatnam Port Trust out of which 700KLD is for MDSS (Mechanized Dust suppression system) and 50KLD for Domestic purpose. No increase in water consumption. Hence NOC is not applicable for the proposed project. No Groundwater extraction/usage is proposed.

3.8.11 Kambalakonda Wildlife sanctuary is located at a distance of 8.98Km. Standing committee of National Board for wildlife (SC-NBWL) recommended wildlife clearance for Modernization of existing facility and additional new facilities entailing capacity at Visakhapatnam Port, Andhra Pradesh. No Eco-sensitive zone notified by MoEF&CC is located within the 10km radius from the proposed project site as per the Survey of India, Topo sheet.

3.8.12 Existing unit has STP of capacity 2x10KLD for treatment of sewage and treated water is being utilized for landscaping and greenbelt.

3.8.13 CRZ issue: The proposed project is within the CRZ area for which CRZ clearance is already accorded.

3.8.14 Employment potential: About 10 peoples will be employed.

3.8.15 Benefits of the project: Only Deepest berth in VPT capable of berthing vessels upto 2 Lakh DWT. Fully mechanized and pollution free system with minimum (almost zero) cargo handling losses. Fastest vessel turnaround – 1.5 days for cape and 1 day for panama. Lowest handling rate in East Coast of India.

3.7.26 Details of Court cases: No court case is pending against the project.

3.8.16 During the deliberation, the EAC noted the following:

- i. The prior EC already have the provisions of rail and road transport without any capping and the current matter may pertain to the concerned state.
- ii. There is no clarity for what amendment is needed in the earlier prescribed EC.

3.8.17 *The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 268th meeting on 26th – 27th July, 2021 and **deferred** the proposal for want of following information/clarification:*

- i. Clarifications on the earlier EC granted to the Visakhapatnam Port Trust with regard to the provisions of rail and road transport without any capping and whether the current proposal is within the domain of the State Govt? .
- ii. Detailed information regarding the previous conditions and amendment required in the earlier prescribed EC, dated 01.09.2009 in a tabular form.

Agenda No. 3.9

Creation of berthing and allied facilities' off Tekra near Tuna (Gujarat) by M/s Adani Kandla Bulk Terminal Pvt. Ltd. – Re-consideration for amendment in environmental

and CRZ Clearance [Proposal No. IA/GJ/MIS/19098/2011 and File No. 10-10/2008-IA.III]

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

3.9.1. The project proponent along with EIA consultant M/s Chola MS Risk Services made a presentation before EAC in its 268th meeting on 26th – 27th July, 2021 through Video Conferencing and provided the information-

3.9.2. The proposed proposal is for amendment in environmental and CRZ Clearance granted for the project creation of berthing and allied facilities off Tekra near Tuna (Gujarat) for inclusion of additional land 16.3 Ha for the development of port associated utilities (railway line), which is a permissible activity as per CRZ Notification.

3.9.3. The proposed project falls under category ‘A’ of item 7 (e) i.e. ‘Ports, Harbours. The Kandla Port Trust (KPT) was granted Environmental and CRZ clearance for the “Construction of berthing and allied facilities off Tekra, Near Tuna, Gujarat” vide MoEF&CC letter dated 01.11.2011.

3.9.4. M/s. Adani Kandla Bulk Terminal Pvt. Ltd. (AKBTPL), a subsidiary company of M/s. APSEZ entered a concession agreement with Kandla Port Trust to develop the bulk terminal at Kandla in BOOT basis on 27.06.2012. EC/CRZ clearance was then transferred to the name of AKBTPL vide letter dated 10.11.2014. The construction of dry bulk terminal was completed on 17.03.2015 and the port is in operation since then.

3.9.5. The approved handling capacity of the port is 14 MMTPA. The port has an existing storage area is 80 Ha utilized for bulk cargo like Coal, Fertilizers, Barley, Raw Sugar, Salt, Soya Bean, etc. The Major infrastructures that have been developed are as follows

- 600 m x 60 m ‘T’ shaped jetty
- 1700 m x 18 m rubble mound approach
- 2000 m x 18 m piled approach
- 5000 m x 40 m corridor (for rail and road)

3.9.6. The port has a consented water capacity of 1 MLD supplied by GWIL/ authorized tankers. The electricity demand of 4100 kVA for the existing operations area met from GETCO and three DG sets of capacity 125 kVA kept standby.

3.9.7. The site is currently connected by an existing two-lane port road till the Tuna zero point. Further, the road is connected to Gandhidham and SH-6. The existing railway line (for evacuation of cargo) enters from Northern boundary of the existing back-up area. During detail planning, it was observed that the single line track is not sufficient for evacuation operation. For ease of operation, branching of the railway line at the port entrance is required. *Hence 16.3 ha (in possession of AKBTPL) land adjacent to the existing 80Ha backup area was identified for branching of railway lines.* Application for

amendment in EC/CRZ clearance was submitted on 15th Dec 2014 and the proposal was appraised at 143rd, 146th & 149th EAC meetings, wherein the EAC recommended the proposal for amendment in EC&CRZ Clearance.

3.9.8. MoEF&CC requested GCZMA for requisite comment for recommendation for the additional land area (16.3 Ha) for the project. An application was submitted by M/s. AKBTPPL to GCZMA for obtaining the CRZ recommendation for the proposed additional land of 16.3 Ha, the project was appraised in 36th, 37th and 45th GCZMA meeting and the CRZ recommendation was granted on 16th December 2019 by GCZMA.

3.9.9. The additional 16.3 Ha land area will be utilized for branching of railway line for the ease of port operation. The Breakup of 16.3 Ha additional land area is as following-

S. No.	Activity	Area (Ha)
01.	Railway branchinglines	1.8
02.	Pre –Gate Operations	1.65
03.	Area locked betweenrailway branches	12.85
	Total Area	16.3

3.9.10. Justification for Proposed additional land 16.3 Ha: Following justifications are given by the proponent for the proposed amendment

- i. Existing railway line (for evacuation of cargo) enters from Northern boundary of the existing back-up area.
- ii. During detail planning, it was observed that the single line track is not sufficient for evacuation operation. For ease of operation, branching of the railway line at the port entrance is required.
- iii. Hence 16.3 ha land adjacent to the existing 80 Ha backup area was identified for branching of railway lines.
- iv. Approx. 2.37 ha land (out of 16.3 ha) falls within CRZ area (CRZ-1A & CRZ-III)

3.9.11. During appraisal by GCZMA it was decided that the Committee would visit the proposed site to verify the exact location of, mangrove areas from proposed location, exact distance of proposed SEZ of KPT, status of EC/CRZ for existing railway line, existence of Ecologically Sensitive Areas considering the nearby ecology especially existing mangrove area in the vicinity. The site visit was carried out by the Sub-Committee on 30/8/2017 and submitted the report. The main observations of the Committee are as Follows:

- i. 16.3 ha was shown as abandoned salt pans, however during the visit, it was found that there were evidence of tidal influences between second and third railway line. There was a mark of water from which it can be observed that area is having tidal fluctuation.
- ii. Out of two proposed railway line branching, one of railway line is already constructed by AKBPTL. Team had walked on the constructed railway line during their visit. AKBPTL has not taken CRZ permission from competent authority before construction of one railway line which is clear violation CRZ notification.

- iii. Proposed third railway branching line will be passed through mangrove buffer area and it was observed that during the construction of railway line, destruction of existing mangrove area is inevitable.
- iv. No activity is permitted in buffer area as per CRZ Notification.

3.9.12. PP submitted justification on the observation of the sub-committee vide letter dated 29th November, 2017 to GCZMA. The Authority deliberated the proposal of the Adani Kandla Bulk Terminal Pvt Ltd and after detailed discussion, the Authority decided to recommend to the Ministry of Environment, Forest, and Climate Change, Government of India to grant CRZ approval for additional land of 16.30 ha for creation of berthing and allied facilities off Tekra near Tuna, Dist: Kutch by N/S Adani Kandla Bulk Terminal Pvt Ltd with some Specific conditions. Recommendation letter dated 16th December, 2019 was received in the Ministry.

During the deliberation, the EAC noted the following:

- i. *Based on letter of recommendation dated 16th December 2019 of GCZMA, out of two proposed railway line branching, one of railway line is already constructed by AKBPTL, which is in violation of CRZ Notification, 2011.*
- ii. *What are the PP's justification on the observation of the sub-committee vide its letter dated 29th November, 2017? This may be submitted to the MoEFCC. PP may submit clarification with documentary evidence whether it has submitted application to MoEFCC as per the Notification dated 6th March, 2018.*

3.9.13. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 268th meeting on 26th – 27th July, 2021 and **deferred** the proposal for seeking clarifications/guidance from GCZMA on the rationale of its recommendation to the MoEFCC for CRZ clearance of the proposal despite its committee report dated 30/8/2017 noted this as a clear case of violation. The GCZMA may also provide its observations on its sub-committee's report on violation of proposal vis-à-vis the proponent's response to the GCZMA vide its letter dated 29th November, 2017.

Agenda No. 3.10

Improvement of MSH-8 from Ghoghargaon to Kombhali- Walwad - Karjat on MDR-66 from Km 0/0 to Km 29/800 (Design Chainage 0+000 to 30+031), District Ahmednagar, Maharashtra by M/s Public Works Department – Ahmednagar (Total Length 29.80 km) – Environmental Clearance [Proposal No. IA/MH/NCP/218695/2021 and File No. 10/2/2021-IA.III]

[Correct Proposal title “Improvement of MDR - 66 from Ghoghargaon to Kombhali – Walwad – Karjat on MSH-8 from Km 0/0 to Km 29/800 (Design Chainage 0+000 to 30+031), District Ahmednagar, Maharashtra (Total Length 29.80 km)”]

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

3.10.1. The project proponent along with EIA consultant M/s MITCON Consultancy and Engineering Services Ltd. Pune, Maharashtra made a presentation before EAC in its 268th meeting on 26th – 27th July, 2021 through Video Conferencing and provided the information-

3.10.2. The Government of Maharashtra, Public Works Department, has decided to upgrade the existing MDR-66 (carriageway width from 3.75m to 7.0m) to 2-lane road with paved and earthen shoulders (carriageway width of 12.0 m), in Karjat taluka of Ahmednagar District in Maharashtra State. The project road starts from village Mandali at Km 0/000 (CH. 0+000, Latitude: 18°47'55.99"N; Longitude: 74°54'55.34"E) of existing MDR-66, near Ghogargaon, and ends at Karjat at existing Chainage Km 31/031 (CH. 30+031, Latitude: 18°33'20.23"N; Longitude: 75°0'29.19"E) in Karjat taluka of Ahmednagar District of Maharashtra state. The actual length of the project road is about 29.80 km (the difference in Chainage and Length is due to addition of curves and Fanning at Start and End points). The existing and proposed ROW is 20 to 24 m along entire length of the alignment.

3.10.3. The proposed project falls under 7(f), Category-A, Highway as per EIA notification 2006. Total investment/cost of the project is Rs5289 Lakhs (52.89 Crores).

3.10.4. The above mentioned proposal was considered during 253rd EAC meeting on 18th – 19th January, 2021 and recommended for granting the Terms of References. Accordingly, the ToR was granted vide letter File No. 10/2/2021-IA.III (Proposal No. IA/MH/NCP/192156/2020] dated 12th February, 2021. Public Hearing was exempted for this project as there is no land acquisition.

3.10.5. *During the deliberation, the EAC noted the following:*

- i. *The present proposal is for improvement of major district road (MDR) - 66 from Ghoghargaon to Kombhali – Walwad – Karjat on MSH-8 from Km 0/0 to Km 29/800 (Design Chainage 0+000 to 30+031), District Ahmednagar, Maharashtra.*
- ii. *During the ToR stage, the proponent presented the proposal as a state highway project and due to this mis-representation, the ToR was granted.*
- iii. *The proposed proposal is a MDR and does not fall under Cat-A project and may be considered at the State level.*

3.10.6. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 268th meeting on 26th – 27th July, 2021 and noted that the present proposal involves only up gradation and widening of existing MDR, and it is not a highway project as per EIA Notification, 2006 as amended. Accordingly, PP submitted that they will withdraw the proposal.

Following members were present during the 268th EAC (Infra-1) meeting held on 26th -27th July 2021

S. No.	Name	Designation	Remarks	
			26 th July 2021	27 th July 2021
1.	Dr. Deepak Arun Apte	Chairman	Present	Present
2.	Sh. S. Jeyakrishnan	Member	Present	Present
3.	Sh. Manmohan Singh Negi	Member	Present	Present
4.	Sh. ShamWagh	Member	Present	Present
5.	Dr. Mukesh Khare	Member	Present	Present
6.	Dr. Ashok Kumar Pachauri	Member	Present	Present
7.	Dr. V. K Jain	Member	Present	Present
8.	Dr. Manoranjan Hota	Member	Present	Present
9.	Sh. R Debroy	Member	Absent	Absent
10.	Dr. Rajesh Chandra	Member	Absent	Absent
11.	Dr. M. V Ramana Murthy	Member	Absent	Present
12.	Smt. Bindu Manghat	Member	Absent	Absent
13.	Dr. Niraj Sharma	Member	Present	Present
14.	Sh. Amardeep Raju,	Scientist'E' & MS, MoEF&CC	Present	Present
15.	Dr. Rajesh Prasad Rastogi	Scientist'C', MoEF&CC	Present	Present
16.	Sh. P. Balakumar	RA, Infra-1, MoEF&CC	Present	Present