

**Minutes of 162<sup>nd</sup> meeting of Expert Appraisal Committee for projects related to Infrastructure Development, Coastal Regulation Zone, Building/Construction, Industrial Estate and Miscellaneous projects held on 29 - 30 August, 2016**

**Day 1: Monday, 29<sup>th</sup> August, 2016**

1. Opening remarks of the Chairman.
2. Confirmation of the minutes of the 161<sup>st</sup> Meeting of the EAC held on 28 – 29 July, 2016 at New Delhi.

The EAC, having taken note that no comments were offered on the minutes of its 160<sup>th</sup> meeting held on 28<sup>th</sup> – 29<sup>th</sup> June, 2016 at New Delhi, confirmed the same.

**3. Consideration of Proposals**

<b>3.1</b>	<b>Construction of 2-lane Bridge over Middle Strait Creek (at km 107) of NH-223 connecting South Andaman Island &amp; Baratang Island by Andaman Public Work Department – Further consideration for CRZ Clearance – [F. No. 10-38/2015- IA.III]</b>
<b>3.1.1</b>	The project was earlier considered by the EAC in its 156 <sup>th</sup> meeting held on 28-29 January, 2016 wherein the EAC noted that no CRZ map was submitted by the project proponent, which was the basic requirement to arrive at the HTL/LTL vis-à-vis the project site, for considering the proposal under the Island Protection Zone Notification, 2011. That time, the proposal was deferred.
<b>3.1.2</b>	<p>During the present meeting, the project proponent made a presentation and provided the following information to the Committee:-</p> <ul style="list-style-type: none"> <li>(i) The project involves construction of 2-lane Bridge over Middle Strait Creek (at km 107) of NH-223 connecting South Andaman Island &amp; Baratang Island in the Andaman &amp; Nicobar Islands.</li> <li>(ii) Total length of the project is 1963 m out of which 960 m is bridge length &amp; 1003 m (580 m + 423 m) is the approach road on both sides.</li> <li>(iii) <b>Forest land:</b> 2.77 ha of forest land is required for the project work. In-principle (Stage-I) approval has been granted by Regional Office, South Eastern Zone, MoEF&amp;CC, Chennai vide their letter No.5-ANB005/2016-CHN/1494 dated 25.07.2016.</li> <li>(iv) <b>Components in CRZ area:</b> The project lies in different CRZ zones as below: <ul style="list-style-type: none"> <li>• CRZ-1A : 637.75m</li> <li>• CRZ-III : 135.36m</li> <li>• CRZ- IVB : 282.28m</li> </ul> </li> <li>(v) CRZ mapping report along with map in 1:4000 scale prepared by Institute of Remote Sensing, Anna University, Chennai.</li> <li>(vi) <b>UTCZMA Approval:</b> The Andaman &amp; Nicobar Coastal Zone Management Authority has recommended the project vide their letter dated 23<sup>rd</sup> March, 2015.</li> <li>(vii) During construction phase, small quantity (50 –75kg) of solid waste will be generated from construction labour camps. Municipal waste generated from labour camps and by workers will be collected, segregated and disposed after</li> </ul>

	<p>segregation as per provision of Municipal Solid Wastes (Management &amp; Handling) Rules, 2000.</p> <p>(viii) Waste generated from waste oil generated from maintenance of heavy machinery will be collected and given to MOEF approved waste oil recyclers.</p> <p>(ix) Total water requirement will be 65 KLD.</p> <p>(x) <b>If the project falls within 10 km of eco-sensitive area:</b> Jarwa Reserve forest.</p> <p>(xi) <b>Investment/Cost:</b> The cost of the project is Rs. 262.97 Crores.</p> <p>(xii) <b>Whether the project is in Critically Polluted area:</b> No.</p> <p>(xiii) <b>Details of tree cutting:</b> 627 nos. of trees to be felled.</p> <p>(xiv) <b>Employment potential:</b> The project will also create direct and indirect employment opportunities significantly during construction and operation phase.</p> <p>(xv) The proposed project will be helpful in welfare of people by providing better, rapid and safe transport facilities in the region.</p>
<p><b>3.1.3</b></p>	<p>During deliberations, the EAC noted the following:-</p> <p>(i) Total length of the proposed 2-lane bridge is 1.963 km over Middle Strait Creek (at km 107) of NH-223 connecting South Andaman Island and Baratang Island in the UT of Andaman &amp; Nicobar Islands.</p> <p>(ii) Out of a total length of bridge of 1963 m, stretch falling in CRZ areas is 1055.39 m (637.75 m in CRZ-IA, 135.36 m in CRZ-III &amp; 282.28 m in CRZ-IVB).</p> <p>(iii) The pillars, abutments and approach roads would cover a total area of 1.9 ha (1.148 ha in CRZ-1A, 0.244 ha in CRZ-III &amp; 0.508 ha in CRZ-IV B).</p> <p>(iv) The project has been accorded Stage-I forest clearance by the Regional Office of this Ministry in Chennai, for diversion of 2.77 ha of forest land for non-forestry use.</p> <p>(v) The area of 1.148 ha covered by pillars, abutments and approach roads is actually the mangrove area proposed to be affected due to the project. This is a part of the total forest land involved, for which Stage-I FC has been obtained. That provides for compensatory afforestation in terms of Forest (Conservation) Act, 1980, and the project proponent is to deposit the corresponding NPV accordingly.</p> <p>(vi) In case of mangrove area to be affected, the compensatory afforestation has to be in accordance with the provisions of the CRZ Notification, 2011.</p> <p>(vii) In view of observations and directions of the National Green Tribunal in matters relating to environmental clearance for bridges, the Ministry may examine the applicability of EIA Notification, 2006. However, the project proponent contended for considering the proposal as a linear project and a part of the highway itself.</p>
<p><b>3.1.4</b></p>	<p><i>The EAC after deliberations found the proposal in order from CRZ perspective. However, the Committee was of the view that the Ministry may take a view on the applicability of the EIA Notification, 2006.</i></p>

3.2	<b>Construction of 2-lane Bridge over Humphrey Strait Creek (at km 130) of NH-223 connecting Baratang Island &amp; Middle &amp; North Andaman Island by Andaman Public Work Department – Further consideration for CRZ Clearance - [F. No. 10-39/2015-IA.III]</b>
3.2.1	The project was earlier considered by the EAC in its 156 <sup>th</sup> meeting held on 28-29 January, 2016 wherein the EAC noted that no CRZ map was submitted by the project proponent, which was the basic requirement to arrive at the HTL/LTL vis-à-vis the project site, for considering the proposal under the Island Protection Zone Notification, 2011. That time, the proposal was deferred.
3.2.2	<p>During the meeting, the project proponent made a presentation and provided the following information to the Committee:-</p> <ul style="list-style-type: none"> <li>(i) The project involves construction of 2-lane Bridge over Humphrey Strait Creek (at km. 130) of NH-223 connecting Baratang Island &amp; Middle &amp; North Andaman Island in the Andaman &amp; Nicobar Islands.</li> <li>(ii) Total length of the project is 1450 m out of which 1020 m is bridge length &amp; 430 m (260 m + 170 m) is the approach road on both sides.</li> <li>(iii) <b>Forest land:</b> 1.81 ha of forest land is required for the project work. In-principle (Stage-I) approval has been granted by Regional Office, South Eastern Zone, MoEF&amp;CC, Chennai vide their letter No.5-ANB004/2016-CHN/1493 dated 25.07.2016.</li> <li>(iv) The total water requirement will be 65 KLD which will be met through surface water</li> <li>(v) <b>Components in CRZ area:</b> The project lies in different CRZ zones as below: <ul style="list-style-type: none"> <li>• CRZ-1A : 993.83m</li> <li>• CRZ-III : 67.74m</li> <li>• CRZ- IVB : 329.01m</li> </ul> </li> <li>(vi) CRZ mapping report along with map in 1:4000 scale prepared by Institute of Remote Sensing, Anna University, Chennai.</li> <li>(vii) The Andaman &amp; Nicobar Coastal Zone Management Authority has recommended the project vide their letter dated 23<sup>rd</sup> March, 2015.</li> <li>(viii) During construction phase, small quantity (50 –75kg) of solid waste will be generated from construction labour camps. Municipal waste generated from labour camps and by workers will be collected, segregated and disposed after segregation as per provision of Municipal Solid Wastes (Management &amp; Handling) Rules, 2000.</li> <li>(ix) Waste generated from waste oil generated from maintenance of heavy machinery will be collected and given to MoEF approved waste oil recyclers.</li> <li>(x) <b>Investment/Cost:</b> The total cost of the project is Rs.277.17 Crores.</li> <li>(xi) <b>Whether the project is in Critically Polluted area:</b> No.</li> <li>(xii) <b>Details of tree cutting:</b> 136 nos. of trees to be felled.</li> <li>(xiii) <b>Employment potential:</b> The project will also create direct and indirect employment opportunities significantly during construction and operation phase.</li> <li>(xiv) The proposed project will be helpful in welfare of people by providing better, rapid and safe transport facilities in the region.</li> </ul>

<p><b>3.2.3</b></p>	<p>During deliberations, the EAC noted the following:-</p> <p>(i) Total length of the proposed 2-lane bridge is 1.450 km over Humphery Strait (at km 130) of NH-223 connecting South Andaman Island and Baratang Island in the UT of Andaman &amp; Nicobar Islands.</p> <p>(ii) Out of a total length of bridge of 1450 m, stretch falling in CRZ areas is 1390.58 m (993.83 m in CRZ-IA, 67.74 m in CRZ-III &amp; 329.01 m in CRZ-IVB).</p> <p>(iii) The pillars, abutments and approach roads would cover a total area of 2.503 ha (1.789 ha in CRZ-1A, 0.122 ha in CRZ-III &amp; 0.592 ha in CRZ-IV B).</p> <p>(iv) The project has been accorded Stage-I forest clearance by the Regional Office of this Ministry in Chennai, for diversion of 1.81 ha of forest land for non-forestry use.</p> <p>(v) The area of 1.148 ha covered by pillars, abutments and approach roads is actually the mangrove area proposed to be affected due to the project. This is a part of the total forest land involved, for which Stage-I FC has been obtained. That provides for compensatory afforestation in terms of Forest (Conservation) Act, 1980, and the project proponent is to deposit the corresponding NPV accordingly.</p> <p>(vi) In case of mangrove area to be affected, the compensatory afforestation has to be in accordance with the provisions of the CRZ Notification, 2011.</p> <p>(vii) In view of observations and directions of the National Green Tribunal in matters relating to environmental clearance for bridges, the Ministry may examine the applicability of EIA Notification, 2006. However, the project proponent contended for considering the proposal as a linear project and a part of the highway itself.</p>
<p><b>3.2.4</b></p>	<p><i>The EAC after deliberations found the proposal in order from CRZ perspective. However, the Committee was of the view that the Ministry may take a view on applicability of the EIA Notification, 2006.</i></p>
<p><b>3.3</b></p>	<p><b>Establishment of new lighthouse at Tajpur, Ramnagar, Purba Medinipur (West Bengal) by Directorate of Light Houses and Lightships, Kolkata - CRZ Clearance - [F.No.11-17/2016-IA-III]</b></p>
<p><b>3.3.1</b></p>	<p>The project proponent made a presentation and provided the following information to the Committee:-</p> <p>(i) The project involves establishment of new lighthouse at Village Mouza Tajpur, J.L.No,-244, Plot No.438(P), Block-Ramnagar-I, P.S. Ramnagar, District Purba Medinipur (West Bengal) by Directorate of Light Houses and Lightships, Kolkata. The location of the project is Latitude 21° 39' 5.786 " (N) Longitude 87° 37' 53.848" (E).</p> <p>(ii) The project site is approx. 185 km from Kolkata. It is 6 km away from Tajpur Mod near Bali Sahi (connected to main Contai-Digha highway) and good approach road from Tajpur Mod to Lighthouse site. It is also 6 km from Shankarpur fishing harbour.</p> <p>(iii) The project site located at 357.03 m for HTL (coast) and the proposed Lighthouse location is 385.5 m from HTL (Coast). CRZ mapping has been done</p>

	<p>by IRS, Anna University, Chennai. The project site falls in CRZ-III.</p> <p>(iv) <b>SCZMA Approval:</b> The West Bengal State Coastal Zone Management Authority (WBCZMA) vide their letter No.954/EN/T-II-4/014/2015 dated 26<sup>th</sup> April, 2016.</p> <p>(v) The total plot area is 4064.50 sqm. The project will comprise of lighthouse tower and allied building as detailed- (a) RCC lighthouse tower 30 m height 1 no. of 15.91 sqm (Tower base); (b) Single storey power house cum office room 1 no. of plinth area 99.13 sqm; (c) Single storey inspection quarter 1 no. of plinth area 88.82 sqm; (d) Single storey staff quarters 2 nos. (ALK quarter 1 no. of plinth area 60.81 sqm, Single storey LHA quarter 1 no. plinth area 47.93 sqm; (e) Sump 1 no. of 90000 liter capacity (10x5x1.8 m); and (f) Pump house 1 no. of plinth area 04.82 sqm.</p> <p>(vi) Soil Investigation for tower and buildings, Design of RCC Lighthouse tower foundation and superstructure has been done by Department of Civil Engineering, Jadavpur University, Kolkata. Other Single storied Masonry buildings shall be made as per standard departmental drawing.</p> <p>(vii) During construction phase, total water requirement is expected to be 810 KL which will be met by the contractor from available water source outside project site/ CRZ area. No ground water from site shall be used during construction for any purpose in any situation. Temporary sanitary toilets will be provided for disposal of waste water. Temporary sanitary toilets will be provided during peak labor force.</p> <p>(viii) During operation phase, total water demand of the project is expected to be 100 Liter per day per person and two staff will be posted. Water requirement shall be met out through public supply (Panchayat supply) or purchased water from nearest available water source outside project area/CRZ area. Water will be collected in sump and provided to employee as per requirement. Human excreta/ waste water/ or liquid effluents shall be collected in septic tank/soak pit. Septic tank/soak pit shall be cleaned once in a year. Inert solid waste shall be disposed off away from CRZ zone after completion of work.</p> <p>(ix) Inert solid waste shall be disposed off away from CRZ zone after completion of work.</p> <p>(x) The total power requirement during construction phase shall be arranged by the contractor at his own cost from local electricity department. During operation maximum 10 KW Electric supply connection shall be taken from state electricity department. An additional arrangement for solar energy shall be also made at Lighthouse. A 12.5/15 KVA DG Set (Silent &amp; Green Energy) is proposed for standby power supply in case of power failure.</p> <p>(xi) Rooftop rainwater of buildings will be collected in sump for use of our 2 nos. operational staff.</p> <p>(xii) It is not located within 10 km of any Eco-sensitive areas.</p> <p>(xiii) There is no /court case pending against the project.</p> <p>(xiv) <b>Investment /Cost:</b> The cost of the project is Rs 4.45 crore.</p> <p>(xv) <b>Employment potential-</b> 2 nos.</p> <p>(xvi) <b>Benefits of the project</b> - To help the mariners and local fishermen to navigate safely in the Indian waters.</p> <p>(xvii) <b>Whether the Projects is in Critically Polluted area:</b> No.</p>
<p><b>3.3.2</b></p>	<p>During deliberations, the EAC noted the following:-</p> <p>(i) The project has been recommended by the WBSCZMA vide their letter dated 26<sup>th</sup> April, 2016 subject to certain specific and general conditions. In the course of</p>

	<p>discussion, the following assurances were made by the project proponent:-</p> <p>(a) Solid and liquid waste generated during the stay of two staff who will be posted at the lighthouse for operation and maintenance shall be collected in the septic tank and soak pit and the solid waste will be disposed off away from the CRZ zone twice in every year, at an interval not exceeding six months.</p> <p>(b) Disposal of inert solid wastes during construction shall be disposed off at a designated silo away from the CRZ zone after completion of work.</p> <p>(c) 810 KL (approx.) water required for construction shall be arranged from the outside of CRZ zone by contractor at their own cost. The water requirement of operation &amp; maintenance staff posted at the site would be met from Rain Water harvesting arrangement to be made within the station area.</p> <p>(ii) The project design has been approved by the Directorate of Lighthouses &amp; Lightships in the Ministry of Shipping.</p>
<p><b>3.3.3</b></p>	<p><i>The EAC, after deliberations, recommended the proposal for grant of CRZ Clearance to the project, subject to the conditions as under:-</i></p> <ul style="list-style-type: none"> <li>• <i>All the recommendations/conditions stipulated by West Bengal Coastal Zone Management Authority (WBCZMA) vide their letter No.954/EN/T-II-4/014/2015 dated 26<sup>th</sup> April, 2016 shall be strictly complied with.</i></li> <li>• <i>Septic tank along with soak pit shall be provided for effluent disposal. The solid waste shall be cleared twice a year at an interval not more than six months.</i></li> <li>• <i>Foundation and superstructure shall be designed to withstand tsunami and earthquake impacts.</i></li> <li>• <i>Disposal of inert solid wastes during construction shall be disposed off away from the CRZ zone after completion of work, at designated site and there shall be no disposal of solid and liquid waste in to the coastal areas.</i></li> <li>• <i>There shall no ground water drawl within CRZ without approval of the competent Ground Water Authority. The water requirement of 810 KL during construction phase shall be arranged from the outside of CRZ.</i></li> <li>• <i>The project proponent shall obtain necessary permission/clearances from the concerned authorities as applicable.</i></li> </ul>
<p><b>3.4</b></p>	<p><b>Construction of 45 MLD capacity TTRO Plant at Kodungaiyur for discharge of reject to Buckingham Canal, laying of conveying main along berm of Buckingham Canal and conveying main crossing over pipe carrying bridge along Ennore Creek (Tamil Nadu) by Chennai Metropolitan Water Supply and Sewerage Board – CRZ Clearance – [F.No.11-23/2016-IA-III]</b></p>
<p><b>3.4.1</b></p>	<p>The project proponent made a presentation and provided the following information to the Committee:-</p> <p>(i) The project involves construction of 45 MLD capacity TTRO Plant at Kodungaiyur for discharge of reject to Buckingham Canal, laying of conveying main along berm of Buckingham Canal and conveying main crossing over pipe carrying bridge along Ennore Creek (Tamil Nadu) promoted by Chennai Metropolitan Water Supply and Sewerage Board.</p>

	<ul style="list-style-type: none"> <li>(ii) Total area of TTRO plant Proposed- 28,340 m<sup>2</sup>. The project area comes under Institutional zone.</li> <li>(iii) <b>Components in CRZ area:</b> Laying of conveying main and distribution line across Buckingham canal (CRZ II), Ennore creek (CRZ I) and parallel to Buckingham canal road (CRZ II) for supply of 45 MLD permeate water from TTRO plant at Kodungaiyur. The conveying main is of length 28.5 km.</li> <li>(iv) Tamil Nadu Coastal Management Authority (TNCZMA) has recommended the project vide their letter No.3736/EC.3/2016-2 dated 23<sup>rd</sup> May, 2016. Demarcation of High Tide Line/Low Tide Line was done by Institute of Remote Sensing, Anna University, Chennai.</li> <li>(v) Hazardous wastes shall be sent to Tamil Nadu Pollution Control Board approved recyclers.</li> <li>(vi) Green belt of 4300 m<sup>2</sup> is proposed to implement in the project site and around 200 trees of native species will be planted.</li> <li>(vii) <b>Municipal solid waste generated disposal facility:</b> The sludge disposed from STP will be utilized for Agriculture and gardening as manure.</li> <li>(viii) <b>Total water requirement and its source:</b> Water for domestic purpose will be provided by CMWSSB.</li> <li>(ix) <b>Waste water generation, treatment and disposal:</b> 15 MLD of TTRO rejects blended with 135 MLD of secondary treated sewage will be disposed into Buckingham Canal.</li> <li>(x) <b>Eco-Sensitive Zone in 10 km radius area:</b> Nil within 10 km radius.</li> <li>(xi) <b>Details of Forest land involved, if any:</b> There is no Forest land involved.</li> <li>(xii) <b>Investment/Cost of the project:</b> Rs.255 Crores</li> <li>(xiii) <b>Car parking:</b> Adequate parking will be provided.</li> <li>(xiv) <b>RWH:</b> Rainwater Harvesting is proposed.</li> <li>(xv) Energy efficient pumps will be used for energy saving.</li> <li>(xvi) <b>Power requirement and source:</b> 4270 kW will be sourced from Tamil Nadu Generation and Distribution Corporation Limited (TANGEDCO).</li> <li>(xvii) <b>National Park/ Wild Life Sanctuary in 10 km radius area:</b> Nil within 10 km radius.</li> <li>(xviii) Reduction of fresh water consumption by industries and more fresh water shall be made available for potable use in the city. The project will also be able to meet the industries increasing fresh water demands in future.</li> <li>(xix) Employment will be given to local people. 100 persons will be employed during peak period and an average of 50 persons in normal period.</li> </ul>
<p><b>3.4.2</b></p>	<p>During deliberations, the EAC noted the following:-</p> <ul style="list-style-type: none"> <li>(i) Title of the project is quite confusing and does not reflect the actual project and the core components involved therein.</li> <li>(ii) In accordance with the provisions contained in para 4(ii) of the CRZ Notification, 2011, the project proponent were required to submit certain documents, including the no objection certificate from the concerned State Pollution Control Board, to the concerned SCZMA. The authority was required to examine all these documents in accordance with the approved CZMP and in compliance with the said notification and then to make recommendations to this Ministry for consideration. There being no such documents/certification available on record, the Committee decided to refer the matter to SCZMA for reconsideration.</li> <li>(iii) The proposal involving discharge of rejects to Buckingham Canal, needs to be</li> </ul>

	<p>examined vis-a-vis the National Water Policy 2012, which focuses on water conservation practices. These are to be explored first based on cost benefit analysis and other techno-economic consideration.</p> <p>(iv) Since the proposal involves discharge of rejects from the TTRO to the Buckingham Canal, the project proponent needs to obtain consent to establish under the Water Act, 1974 from the SPCB for the 45 mld TTRO plant.</p>
<b>3.4.3</b>	<i>The EAC was not convinced with the formulation of the proposal and asked the project proponent for its restructuring. The Committee also desired that the SCZMA may examine the proposal in its entirety after examining all the required documents.</i>
<b>3.5</b>	<b>Laying of standby pipeline parallel to exiting pipeline for disposal of treated effluent into the river Par estuary from CETP of Atul, District Valsad (Gujarat) by M/s Atul Ltd - CRZ Clearance – [F.No.11-24/2016-IA-III]</b>
<b>3.5.1</b>	<p>During the meeting, the project proponent made a presentation and provided the following information to the Committee:-</p> <p>(i) The project involves laying of standby pipeline parallel to exiting pipeline for disposal of treated effluent into the river Par estuary from CETP of Atul, District Valsad (Gujarat) promoted by M/s Atul Ltd.</p> <p>(ii) <b>Components in CRZ area:</b> Laying of 630 mm OD HDPE pipeline.</p> <p>(iii) The proposed treated effluent discharge pipeline is passing through Par river which is a tidal influenced inland water body. Hence, demarcation of HTL, LTL and coastal regulation zone for 4 Km long pipeline for treated effluent discharge in river Par has carried out by Institute of Remote Sensing, Anna University, Chennai. Comprehensive marine EIA study for release of treated effluent from the company and Bio assay test for treated effluent has been carried in detail from NABET accredited consultant M/s. En-vision Enviro Technologies Pvt. Ltd. Surat.</p> <p>(iv) The Gujarat Coastal Zone Management Authority has recommended the project vide their letter dated 28<sup>th</sup> June, 2016</p> <p>(v) <b>Whether the project is in Critically Polluted area:</b> No.</p> <p>(vi) <b>Cost of the project:</b> Rs.10 crore (Approx.)</p>
<b>3.5.2</b>	<p>During deliberations, the EAC noted the following:-</p> <p>(i) The proposal involves laying of stand by pipeline of 20 MLD capacity, parallel to the existing pipeline for disposal of treated effluent from CETP into the river Par estuary of M/s Atul Ltd in District Valsad (Gujarat).</p> <p>(ii) Presently, 4 km long HDPE grade pipeline of 630 mm dia is in place (existing since 1998) for discharging CETP treated effluent into the river Par estuary. The CRZ clearance for the same was granted by this Ministry on 17<sup>th</sup> January, 1998 under the CRZ Notification, 1991.</p> <p>(iii) The standby arrangement to lay additional HDPE grade pipeline of 630 mm is proposed as a proactive measures to remain compliant with all environmental and statutory norms.</p> <p>(iv) The State PCB has issued the Consent to Operate under the Air Act, 1981</p>



	<p>and the Water Act, 1974 on 10<sup>th</sup> March, 2015 valid up to 3<sup>rd</sup> November, 2019.</p> <p>(v) The project site falls in CRZ-I(B), CRZ-III and CRZ-IV B categories.</p> <p>(vi) There was no compliance status available in respect of the CRZ clearance dated 17<sup>th</sup> January, 1998 for the Committee to deliberate.</p>
<b>3.5.3</b>	<i>The EAC, after deliberations, desired that project proponent may be first asked for status of compliance of conditions stipulated in CRZ clearance. The proposal was accordingly deferred for the present.</i>
<b>3.6</b>	<b>Laying of treated sewage conveying main to Creek of Buckingham Canal for the discharge of treated sewage from the proposed construction of 6 MLD STP at Navalur Village, Thiruporur Taluk, Kancheepuram District (Tamil Nadu) by Chennai Metropolitan Water Supply and Sewerage Board, Navalur – CRZ Clearance - [F.No.11-25/2016-IA-III]</b>
<b>3.6.1</b>	<p>The project proponent made a presentation and provided the following information to the Committee:-</p> <p>(i) The project involves laying of treated sewage conveying main to Creek of Buckingham Canal for the discharge of treated sewage from the proposed construction of 6 MLD STP at Navalur Village, Thiruporur Taluk, Kancheepuram District (Tamil Nadu) promoted by Chennai Metropolitan Water Supply and Sewerage Board, Navalur.</p> <p>(ii) Treated sewage after chlorine contact tank will be conveyed through Prestressed Concrete Pipe of 800mm dia to the creek of Buckingham canal for a distance of about 300 m (100m in CRZ zone and 200m in Non-CRZ zone).</p> <p>(iii) <b>Land use pattern/ Total plot area/ built up area:</b> Total land area of STP proposed - 1.11 ha. Built up area – 7000 m<sup>2</sup>. Proposed site is located at Urbanisable Use Zone.</p> <p>(iv) <b>Total water requirement and its source:</b> Water for domestic purpose (2.7 KLD) will be provided by CMWSSB.</p> <p>(v) <b>Components in CRZ area:</b> Treated sewage conveying main covering a distance of 100 meters in the CRZ zone .</p> <p>(vi) <b>SCZMA Approval:</b> The Tamil Nadu Coastal Management Authority (TNCZMA) has recommended the project vide their letter No.10031/EC.3/2016-1 dated 9<sup>th</sup> July, 2016. Demarcation of High Tide Line/Low Tide Line are prepared by Institute of Remote Sensing, Anna University, Chennai.</p> <p>(vii) <b>Waste water generation, treatment and disposal:</b> The in house sewage generation of 2.3 KLD will be treated in the project as the project itself the proposed Sewage Treatment Plant.</p> <p>(viii) <b>Municipal solid waste generated disposal facility:</b> The municipal solid waste of 3 kg generated from the project site will be disposed to the local body and the sludge generated from STP will be utilized for green belt development and excess will be utilized for agriculture purpose through NGO of Self Help Group.</p> <p>(ix) <b>Power requirement and source:</b> 166 kW availed from TANGEDCO.</p> <p>(x) <b>Proposed energy saving measures:</b> 5 star rated energy efficient pumps will be used.</p> <p>(xi) <b>RWH:</b> Rainwater harvesting trench will be provided.</p>

	<p>(xii) <b>Car parking:</b> Adequate parking will be provided.</p> <p>(xiii) <b>Investment/Cost of the project:</b> Rs.6.505 Crores.</p> <p>(xiv) Good treatment facility will be provided for the surrounding villages benefiting 60,000 people.</p> <p>(xv) <b>Employment potential:</b> Employment will be given to local people. 100 persons will be employed during peak period and an average of 75 persons in normal period.</p> <p>(xvi) <b>National Park/ Wild Life Sanctuary in 10 km radius area:</b> Nil within 10 km radius.</p> <p>(xvii) <b>Eco-Sensitive Zone in 10 km radius area:</b> Nil within 10 km radius.</p> <p>(xviii) <b>Details of Forest land involved, if any:</b> There is no forest land involved.</p>
<b>3.6.2</b>	<p>During deliberations, the EAC noted the following:-</p> <p>(i) Title of the project is quite confusing and does not reflect the actual project and the core components involved therein.</p> <p>(ii) In accordance with the provisions contained in para 4(ii) of the CRZ Notification, 2011, the project proponent were required to submit certain documents, including the no objection certificate from the concerned State Pollution Control Board, to the concerned SCZMA. The authority was required to examine all these documents in accordance with the approved CZMP and in compliance with the said notification and then to make recommendations to this Ministry for consideration. There being no such documents/certification available on record, the Committee decided to refer the matter to SCZMA for reconsideration.</p> <p>(iii) The proposal involving discharge of rejects to Buckingham Canal, needs to be examined vis-a-vis the National Water Policy 2012, which focuses on water conservation practices. These are to be explored first based on cost benefit analysis and other techno-economic consideration.</p> <p>(iv) Since the proposal involves discharge of treated sewage from the STP to the Buckingham Canal, the project proponent needs to obtain consent to establish under the Water Act, 1974 from the SPCB for the 6 mld STP.</p>
<b>3.6.3</b>	<p><i>The EAC was not convinced with the formulation of the proposal and asked the project proponent for its restructuring. The Committee also desired that the SCZMA may examine the proposal in its entirety after examining all the required documents.</i></p>
<b>3.7</b>	<p><b>Laying of treated effluent disposal pipeline from M/s Gadre Marine Export Private Limited to deep sea at Chorwad, District Junagadh (Gujarat) by M/s Gadre Marine Export Private Limited – CRZ Clearance – [F.No.11-26/2016-IA-III]</b></p>
<b>3.7.1</b>	<p><i>The project proponent has requested for postponement of the project. The proposal was, therefore, deferred.</i></p>
<b>3.8</b>	<p><b>Exploratory and appraisal drilling of ten wells in Hydrocarbon leads off the Coast of Nellore District (Andhra Pradesh in PR-OSN-2004/1 (Palar Block), Bay of Bengal by M/s Cairn India Ltd – CRZ Clearance – [F.No.11-29/2016-IA-III]</b></p>
<b>3.8.1</b>	<p>The project proponent made a presentation and provided the following information</p>

to the Committee:-

- (i) The project involves exploratory and appraisal drilling of ten wells in Hydrocarbon leads off the Coast of Nellore District (Andhra Pradesh in PR-OSN-2004/1 (Palar Block), Bay of Bengal promoted by M/s Cairn India Ltd.
- (ii) The PR-OSN-2004/1 block has been awarded by the Govt. of India during NELP- VI licensing round in 2007 for hydrocarbon exploration. Exploration activities will be carried out as per the Production Sharing Contract (PSC) signed between CIL and Govt. of India.
- (iii) PR-OSN-2004/1 Block is part of the Palar basin. It is located in the Bay of Bengal in the continental shelf area along the coast of Andhra Pradesh and Tamil Nadu states.
- (iv) Total area of the PR-OSN-2004/1 block is 9416.54 sq km, out of which approx. 4000 sq km has been declared as No-Go area as restriction on drilling activity has been imposed by the Department of Space, Govt. of India due to presence of Shri Harikota Satellite Launch Center along the western block boundary.
- (v) **Project description:** Drilling will be carried out using a Jack-Up Rig up to a predetermined depth (approx. 3000m). The Rig will be towed to the drilling location. Well will be tested in case of hydrocarbon discovery by flowing and flaring for a short period. Time required for completing drilling 1 well is approx. 45 days. Support vessels (3-5 nos.) will transport resources to the rig. Personnel will be transferred by chopper. Warehouse and jetty at Krishnapatnam/ Kakinada ports will be used. The Rig will house equipment, resources and personnel (approx. 50 personnel). Dry wells will be abandoned using cement plugs and in accordance with OISD and national/international standards. Prospective wells will be suspended.
- (vi) The block is entirely off-shore and the water depth within the block varies from a few meters near coast to 400 m. towards eastern boundary of the block. The sea coast forms the western boundary of the block.
- (vii) Based on results of 2D & 3D seismic survey done in 2008-2009, 8 hydrocarbon leads are considered prospective. A maximum of 10 exploratory and appraisal wells will be drilled. The identified hydrocarbon prospects are located off the coast of Nellore district, Andhra Pradesh, at a distance of approx. 9-22 km from the nearest shoreline.
- (viii) The Andhra Pradesh State Coastal Zone Management Authority (APCZMA) has recommended the project vide their letter No.6553/ENV/CZMA/2016 dated 28<sup>th</sup> April, 2016.
- (ix) No construction work is proposed in the coastal areas. All activities will be undertaken offshore.
- (x) There is no National Park/ Wildlife Sanctuary in 10 km radius area around the prospects. The Pulicat lake (brackish water lake) Wildlife Sanctuary is adjacent to the western boundary of the block. However, the nearest prospective hydrocarbon lead is at a distance of approx. 36 km from the Pulicat lake.
- (xi) CRZ Classification of the area: The block is offshore and the distance of the hydrocarbon leads, where drilling will be carried out, is approx. 9 to 22 km from the nearest shoreline. Therefore, the leads are located only in CRZ-IV area according to the CRZ Notification, 2011. This is a short term activity and no activity is envisaged on onshore and/or in Intertidal Zone.

Prospect Id.	Longitude	Latitude	Approx. dist. from shore
Prospect-10	80° 14' 21.351"	14° 40' 2.146" N	9.21 km (4.97 NM)

	E		
Prospect-12	80° 17' 12.745" E	14° 10' 32.055" N	17.19 (9.28 NM)
Prospect-2	80° 19' 45.033" E	14° 7' 18.211" N	20.74 (11.19 NM)
Prospect-4	80° 19' 26.507" E	14° 1' 43.328" N	18.35 (9.9 NM)
Prospect-8	80° 22' 23.358" E	13° 59' 31.327" N	21.71 (11.72 NM)
Prospect-15	80° 19' 22.574" E	14° 9' 4.290" N	20.83 (11.24 NM)
Prospect-16	80° 19' 27.354" E	14° 3' 55.056" N	19.32 (10.43 NM)
Prospect-19	80° 19' 58.466" E	14° 10' 54.676" N	22.16 (11.96 NM)

- (xii) **Details of Forest land involved, if any:** None.
- (xiii) **Estimated project cost:** USD 15 million per well.
- (xiv) **Resource requirements:** Water Based Drilling Mud will be used for drilling initial well sections. Synthetic Based Mud will be used for deeper sections. Solids control equipment will separate drill cuttings from drilling mud for optimal mud reuse. Approx. 830m<sup>3</sup> of WBM & SBM will be used. Approx. 70-150 m<sup>3</sup>/day water will be required for drilling mud preparation and domestic consumption. Water for drilling will be sourced mainly from sea. Domestic water will be sourced from the port and supplied by vessels. Diesel generators (~4MW) will provide electricity to power draw works, associated mechanical systems, pumps and living quarters. Approx. 14 KLD of High Speed Diesel will be consumed by the DGs
- (xv) **Project benefits & employment generation:** The project is very important towards the nation's energy security. Successful exploration and appraisal may lead successful production of hydrocarbons which will contribute to the high demand for crude oil in the country. The employment potential for the exploration and appraisal phase is very limited as highly skilled manpower will be involved in drilling operations. However, if production operations start after successful exploration and appraisal, local employment is possible.
- (xvi) The Terms of Reference (TOR) were granted from MoEF vide letter No.J-11011/97/2010/IA-II (I) dated 16<sup>th</sup> April 2010.
- (xvii) The EC was granted for the project vide letter No J-11011/97/2010-IA II (I) dated 24<sup>th</sup> January 2011.

### 3.8.2

During deliberations, the EAC noted the following:-

- (i) The project has been granted EC vide letter No J-11011/97/2010-IA II (I) dated 24<sup>th</sup> January 2011 by the Industry-II sector of IA Division based on the recommendations of the concerned EAC.
- (ii) The APCZMA has examined the proposal and recommended to this Ministry on 28<sup>th</sup> April, 2016 for according necessary clearance under the provision of the CRZ Notification, 2011.
- (iii) The proposed activity is considered to be permissible in the CRZ area as per para 4 (ii) (e) of the CRZ Notification, 2011.

	<p>(iv) All prospecting areas envisaged in the proposal are located only in CRZ IV area in terms of the CRZ Notification, 2011.</p> <p>(v) The proposed activity is confined to a limited period lasting for about 45 days with limited impact. No activity is envisaged on onshore and/or in Inter-tidal Zone.</p>
<b>3.8.3</b>	<i>The EAC, after deliberations and verifying the facts regarding location of the exploratory/appraisal drilling wells, plotted by the project proponent, approved the project from CRZ perspective, subject to the terms and conditions stipulated by the APCZMA. The Committee further desired that the Ministry may forward their recommendations to the sectoral IA Division for revising the EC accordingly.</i>
<b>3.9</b>	<b>Foreshore Terminal Pipeline rerouting project from Foreshore Terminal to Royapuram RS (Group B) in Chennai (Tamil Nadu) by M/s Indian Oil Corporation Limited - CRZ Clearance - [F.No.11-30/2016-IA-III]</b>
<b>3.9.1</b>	<p>The project proponent made a presentation and provided the following information to the Committee:-</p> <p>(i) The project is for rerouting of Foreshore Terminal pipeline from Foreshore Terminal to Royapuram RS (Group B) in Chennai (Tamil Nadu). The project is at the additional land of Foreshore Terminal, Chennai located inside Chennai Port trust premises. The coordinates of Hook Up Point (TP66) to existing Jetty lines are: E=424020.341 &amp; N=1450072.915) and the coordinates for entry point to the additional land (TP64) are: E=423932.461 &amp; N=1449799.612).</p> <p>(ii) The proposal is for re-routing/ re-laying of three new piggable lines namely, one line for Black Oil, second for White Oil and third for Lube Oil in Railway land/Port land connecting Korukkupet and Chennai Port through the areas which will facilitate better management and maintenance of dock lines in the subject stretch. White Oil, Black Oil lines from FST and Lube Oil Line from North Quay are connected to the lines coming from Korrukupet Terminal at Royapuram RS.</p> <p>(iii) The project of re-routing/re-laying of the proposed 3 Piggable underground pipelines has been conceived in two Groups viz.</p> <p>(a) Group A – Laying of Pipelines from IOCL Korrukupet to Royapuram RS in the Railway land with necessary hooking up arrangement at Korukkupet to connect to CPCL through the existing Pipeline System.</p> <p>(b) Group B – Laying of Pipelines from Royapuram RS to IOCL Foreshore Terminal (FST) &amp; North Quay (existing Lube Oil Facilities) inside Chennai Port falling under CRZ including hooking up with the existing Pipeline System at Foreshore Terminal and Jetty.</p> <p>(iv) Laying of Dock lines for White Oil (20” Dia x 1.5 KMs length) &amp; Black Oil (14” Dia x 1.5 kms length) from FST to Royapuram RS and Lube line (12” Dia x 1.5 kms length) from North Quay Jetty to Royapuram RS including Construction of Fire Pump House, Product Pump House, Control Room, MCC Room, manifold and pipeline inter-connecting facility in the Additional land at Foreshore Terminal.</p> <p>(v) Activities also include Decommissioning of existing dock lines of White Oil (20” Dia), Black Oil (14” Dia), Naptha (16” Dia) and Lube line (12” Dia) by flushing with water for cleaning/evacuating the product and dismantling the</p>

	<p>pipelines, wherever, possible. The decommissioning activity shall be taken up after the commissioning of the proposed 3 new underground piggable pipelines.</p> <ul style="list-style-type: none"> <li>(vi) The total plot area is 10600 sqm for pipeline interconnecting facility, such as, piping manifold, pig launchers/receivers and control room, MCC Room, fire fighting pump house, product pump house and 3000 sqm as ROW (Right of Way) for pipeline route inside CRZ Zone-II.</li> <li>(vii) Handling capacity of pipelines is 2.0 MMTPA.</li> <li>(viii) The Tamil Nadu Coastal Zone Management Authority has recommended the project vide their letter No.R.C No.P1/1081/2016 dated 8<sup>th</sup> August, 2016 for the activities referred under Group B.</li> <li>(ix) During construction phase, total water requirement is expected to be approx. 50 KL which will be purchased from the market. No waste water generation and solid waste generation are anticipated during construction phase and hence, treatment/disposal is not applicable.</li> <li>(x) <b>Cost of the project:</b> The cost of the project for the Group-B activities (FST to Royapuram RS) is Rs.16.92 Crore within CRZ area and cost of Group-A activities (IOCL KKPT to Royapuram RS) is Rs. 32.58 Cr. outside CRZ area and hence total Project cost is Rs. 49.50 Crores outside CRZ area.</li> <li>(xi) The total power requirement during construction phase shall be met through Power pack units by the vendor and total power requirement during operation continue to be the existing demand of 550 KVA which will be met from Tamil Nadu Electricity Board Supply / Generator.</li> <li>(xii) Rain Water harvesting pits shall be provided in the project for the down take pipes of the buildings.</li> <li>(xiii) <b>Forest land:</b> No</li> <li>(xiv) Proposed energy saving measures would save about 15% of power.</li> <li>(xv) <b>Eco-sensitive area:</b> The project is not located within 10 km of any Eco-sensitive areas.</li> <li>(xvi) There is no case pending against the project.</li> <li>(xvii) <b>Employment potential:</b> Only re-routing of Dock lines and hence no Employment Potential.</li> <li>(xviii) Over the years, in and around the pipeline route between Korukkupet TI and Foreshore TI habitations have come up and road infrastructure has also developed over the pipelines. Therefore, the safety and maintenance of the lines has become challenging. Taking up any major maintenance like replacement / repairs of lines in the underground stretches is extremely difficult due to the thick habitations and high level of traffic/movement of public in the area. These lines were not designed and constructed as piggable and thus taking up periodic integrity assessment study is not feasible. Hence, it is proposed to re-route/replace the UG portion of the pipeline with piggable line for safe and reliable operation. The lines are serving the vital requirement of the Nation, in meeting the requirements of Defense /Para military, Power Sector, Railways, Transport, Major industries and PDS besides meeting the MS/HSD demand of Tamil Nadu, Pondicherry UT and parts of adjoining states namely Andhra Pradesh &amp; Karnataka</li> </ul>
<p><b>3.9.2</b></p>	<p>During deliberations, the EAC noted the following:-</p> <ul style="list-style-type: none"> <li>(i) The proposal involving re-routing/re-laying of three new underground piggable lines has been conceived in two groups:-</li> </ul>

	<p>Group A – Laying of Pipelines from IOCL Korrukupet to Royapuram RS in the Railway land with necessary hooking up arrangement at Korukkupet to connect to CPCL through the existing Pipeline System.</p> <p>Group B – Laying of Pipelines from Royapuram RS to IOCL Foreshore Terminal (FST) &amp; North Quay (existing Lube Oil Facilities) inside Chennai Port falling under CRZ including hooking up with the existing Pipeline System at Foreshore Terminal and Jetty.</p> <p>(ii) The proposal involves re-routing of three dock lines in CRZ areas, namely one line for Black Oil (1.5 km, 14” dia), second for White Oil (1.5 km, 20” dia) from Foreshore Terminal (FST) to Royapuram Railway Station and third for Lube oil (1.5 km, 12” dia) from North Quay Jetty to Royapuram Railway Station in Railway land/port land.</p> <p>(iii) White Oil and Black Oil lines from FST and Lube Oil line from North Quay are connecting to the lines coming from Korrukupet Terminal at Royapuram Railway Station.</p> <p>(iv) The proposal also involves setting up of facilities, namely, fire pump house, product firm house, control room, MCC room, manifold and pipeline interconnecting facilities, in additional land 10600 sqm at Foreshore Terminal.</p> <p>(v) The proposal also includes decommissioning of existing dock lines of White Oil, Black Oil, Naptha and Lube line by flushing with water for cleaning/evacuating the product and dismantling the pipelines wherever possible.</p> <p>(vi) As far as CRZ zonation in terms of the CRZ Notification, 2011 is concerned, the activities proposed above, are falling in CRZ-II area.</p> <p>(vii) The proposal has been recommended by the TNCZMA vide their letter dated 8<sup>th</sup> August, 2016.</p>
<p><b>3.9.3</b></p>	<p><i>The EAC, considering the legal provisions and permissibility of the project, recommended the project for grant of CRZ clearance under the CRZ Notification, 2011 subject to following conditions:-</i></p> <ul style="list-style-type: none"> <li>• <i>The construction in CRZ areas shall be strictly in accordance with the provisions of CRZ Notification, 2011.</i></li> <li>• <i>There shall be no dressing or alteration of the sand dunes, natural features including landscape changes for beautification, recreation and other such purpose.</i></li> <li>• <i>The project proponent shall ensure compliance to all the safety measures, as proposed for the project site, to meet any contingency.</i></li> <li>• <i>No permanent labour camp, machinery and material storage is allowed in CRZ Area.</i></li> <li>• <i>The project proponent shall not undertake any construction within 200 m in the landward side of High Tide Line and within the area between Low Tide Line and High Tide Line. The proposed constructions shall be beyond 200 m from the HTL.</i></li> <li>• <i>There shall no ground water drawl within CRZ without approval of the competent Ground Water Authority.</i></li> </ul>

	<ul style="list-style-type: none"> <li>• <i>The project proponent shall obtain necessary permission/clearances from the concerned authorities as applicable.</i></li> <li>• <i>Installation and operation of DG sets shall comply with the guidelines of CPCB. The D.G set shall be at least 6 m away from the boundary.</i></li> <li>• <i>The conditions stipulated by the TNCZMA while recommending the proposal vide their letter dated 8<sup>th</sup> August, 2016 shall be strictly complied with.</i></li> </ul>
<b>Day 2: Tuesday, 30<sup>th</sup> August, 2016</b>	
<b>3.10</b>	<b>Development of Multiproduct SEZ and Free Trade Warehousing Zone (FTWZ) at Layja Mota in District Kutch (Gujarat) by M/s Sea Land Ports Ltd - Environmental and CRZ Clearance - [F.No.21-68/2011-IA-III]</b>
<b>3.10.1</b>	<p>The project proponent made a presentation and provided the following information to the Committee:-</p> <p>(i) The project involves development of Multi Product SEZ/ Free Trade Warehousing Zone (FTWZ), DTA including Power Plants &amp; Desalination Plant at Village Layja Mota, Taluk Mandvi, District Kutch (Gujarat). The geographical co-ordinates of the site are 22° 56' 11" North Latitude and 69° 14' 20" East Longitude. The SEZ/FTWZ &amp; DTA (~3,473 acres) &amp; the proposed utility corridor (~124 acres) encompass areas falling under Six (06) villages namely Layja Mota, Godhara, Ratadiya Mota, Undoth, Nana Layja and Bayat.</p> <p>(ii) Multiproduct SEZ/FTWZ is proposed to be developed in an area of ~3,473 acres. In addition, an area of ~124 acres is to be used for the dedicated Utility Corridor. The details of SEZ land allocation (in acres) for various industries are as follows:</p> <ul style="list-style-type: none"> <li>• Coal based 4,000 MW TPP and 60 MLD Desalination Plant - 1,298</li> <li>• Gas Based 2,000 MW CCPP - 88</li> <li>• Domestic Tariff Area (DTA) - 645</li> <li>• Other industrial units with supporting infrastructure - 1,291.5</li> <li>• Non-processing area with allied social infrastructure - 150.5</li> </ul> <p>(iii) The dedicated utility corridor, about 8.95 km long (60 m wide) is planned from SEZ boundary to proposed Shipyard cum Jetties including LNG terminal at Nana Layja coast.</p> <p>(iv) The estimated fresh water demand comprises of all forms of water usage in processing (including thermal power plants), non-processing area and DTA. Water demand for different industries, common areas, utilities and NPA are estimated as 70.7 MLD. After considering reuse of treated wastewater and fire fighting water as one time demand, net fresh water requirement is 54.63 MLD. The fresh water will be met from proposed 60 MLD desalination plant within the SEZ. The total seawater requirement for the proposed 4000 MW Coal based TPP, 2000 MW gas based combined power plant and 60 MLD desalination plant is 1206.4 MLD. Permission from GMB on sea water withdrawal was obtained.</p> <p>(v) Industrial process wastewater, washings, cooling tower and boiler blow down, etc., in processing area, from all the units in the SEZ/DTA and the sewage will be generated. In order to achieve effective/efficient treatment in CETP, sewage generated in processing area is proposed to be mixed with industrial effluents at aeration tank in secondary treatment. Considering the heterogeneous effluent</p>



characteristics, SEZ regulation for wastewater treatment at DTA, to achieve most effective treatment of wastewater from all industrial zones, and to avoid long-term O&M issues as suggested by MoEF, five CETPs are proposed. Among them, two CETPs are with zero discharge (i.e., one at DTA 2 and one at NW area for focus engineering goods) and other three CETPs (one for Pharmaceuticals and Chemicals, one for Non-Metallic Minerals, Textiles and Handicrafts, and one for Engineering goods, FTWZ, shipping and textiles industries) the treated wastewater are proposed to be discharged through marine outfall. From 4000 MW TPP premises, approximately 4.68 MLD of wastewater (effluent) and 0.384 MLD of sewage will be generated and ETP of 4.7 MLD and STP of 0.4 MLD capacity of treatment plant is proposed. The effluent treated water will be used for coal/ash handling plant, greenbelt application, etc. During rainy season, about 110 m<sup>3</sup>/hr (2.64 MLD) of treated water from TPP will be sent to marine outfall after meeting prescribed standards. From 2000 MW TPP premises, approximately ETP of 0.47 MLD of and STP of 0.09 MLD capacities is proposed. The treated effluent will be used for greenbelt application.

- (vi) **Components in CRZ area:** Entire SEZ/ FTWZ/DTA and utility corridor of about 7.8 km fall outside CRZ area. The project associated facilities/ components falling under CRZ area are:
- Sea Water Intake pipeline, intake pump house, intake system - CRZ IV, IB
  - Marine Outfall pipeline and diffuser system – CRZ IV, IB
  - Utility corridor (UC) Consists of Coal conveyor ; NG pipeline, Transmission tower, Road, Intake Pipeline; Outfall Pipeline - CRZ III, IB and 1 A
- (vii) The Gujarat Coastal Zone Management Authority (GCZMA) has recommended the project vide their letter dated 29<sup>th</sup> June, 2016
- (viii) The CRZ mapping/HTL & LTL demarcation of the proposed project has been carried out by National Institute of Oceanography (NIO). The main SEZ/FTWZ/ DTA is located outside CRZ influential area. The associated facilities like intake/outfall system and the utility corridor fall in CRZ area and these are permissible as per CRZ Notification, 2011.
- (ix) The industries proposed in the SEZ shall have their independent Hazardous/Non-hazardous waste collection and segregation system. These segregated wastes shall be further compacted for volume reduction and out of this organic waste can be used for composting or vermi-composting. The other wastes like paper, plastic and metal scraps shall be sent to GPCB approved recycling units. The sludge generated from STP shall be composted and will be used as manure for greenbelt/green areas development. The industries shall have a temporary storage facility for 30 days detention which will be designed as per the requirement. However, STP and CETPs will have a temporary storage facility in their premises. Hazardous waste generated from the SEZ shall be sent to nearby TSDF approved by GPCB. It is proposed to have a Sanitary landfill site at SEZ along with Organic Waste Converter (OWC) facility at NPA area. In addition, it may be required to send the municipal solid waste generated to Vermi Compost plant at Mandvi/biomass plant at Kothara.
- (x) The power required during operation phase of the SEZ/FTWZ including DTA but excluding Power plants and desalination plant is 360 MW. About 320 MW for Power plants and 12.5 MW for Desalination plant are required. The total power requirement of about 692.5 MW will be sourced from in-house power generation.
- (xi) Solar Power Harnessing has been proposed within the 4000 MW TPP and 2000

MW gas based power plant and SEZ and DTA built up areas particularly at available roof tops. The available technologies for generating solar power are mainly Solar Photo Voltaic (PV) Cells and Solar Thermal. Technology of Solar PV Cells is suitable for solar power generation with proper utilization of the roof top areas available on the roofs of buildings/structures within the industry premises. Based on the availability of rooftop area for solar power installation, 4 MW of solar power generation is considered in SEZ excluding power plants.

- (xii) RWH is proposed as a part storm water management.
- (xiii) Parking requirements will be provided; Logistic zones meant for truck parking are provided within processing area. This parking space will serve the trucks until custom clearance to enter the SEZ.
- (xiv) Estimated project cost for development of SEZ including proposed power plants is around Rs.38,741 Crores and Rs. 502 Crores for DTA.
- (xv) **If the project involves Marine disposal:** Yes; A common marine outfall system is proposed for return cooling water discharge from 4000 MW coal based thermal power plant & 2000 MW Gas based thermal power plant, reject brine from 60 MLD Captive Desalination plant, CETPs treated discharge and discharge from Shipyard cum captive jetties including LNG terminal. The total marine outfall discharge quantity is around 921.4 MLD.
- (xvi) Based on the mathematical model study, the discharge point is suggested at 10.3 m of water depth at Latitude 69°13'49.13"E N; Longitude 22°48'52.63"N, which is at ~2.3 km from the shore. Considering the discharge quantity, it is proposed to have four pipelines to carry the effluent to the outfall location. Each pipe is proposed to have a 25 m long diffuser aligned 90° to the coast. Each of the diffuser can have five risers with two ports of 0.3 m diameter on each riser. The centre to centre spacing between risers can be 5 m. The results of the same are:
- Excess salinity @100 m: 0.5 ppt; @500m: 0.25 ppt
  - Excess temp. @100 m: 0.25°C; @500m: 0.15°C
  - Excess salinity & temperature beyond 0.3 ppt and 0.15°C or more will never reach shore or intake location
  - Temporal-Maxima: maximum excess salinity was 0.54 ppt & maximum excess temperature was 0.3°C.
  - These variations are comparable with the seasonal variations of temperature and salinity of coastal waters
- (xvii) **Location of intake/outfall:** Seawater Intake system - 69°13' 58.6"E, 22° 49' 15.9"N (Planned between breakwaters) and Seawater Outfall system - 69° 13' 49.13"E, 22° 48' 52.63"N (at 10.3 m Water Depth).
- (xviii) **Dredging details, disposal of dredge material:** Not applicable. Only 4 m trenching of seabed for construction of sub seabed intake & outfall pipelines.
- (xix) **Details of water bodies, impact on drainage if any:** There are some natural drains of lower order passing through the project site. Storm water drainage networks for the Project are planned by diverting such drains. Outlets are proposed for the storm water towards natural sloping which can be used during monsoon. Outlets will be connected to existing natural drainage network.
- (xx) Proposed project is not falling within 10 km of any Eco Sensitive Area as defined/declared by Gol and GOG. A Reserve Forest "Dhuva Reserve Forest" is located at a distance of 10.7 km from the project site. Minor part of the proposed utility corridor passes through Sand dune area which is a permissible activity. As per GCZMA recommendations, the corridor will be constructed atleast 1 m above the height of sand dune.
- (xxi) The project benefits are given below:

	<ul style="list-style-type: none"> <li>• Increase in the infrastructure resources due to the project in the region by the way of additional/improved transport, communication, health facilities, drinking water facilities, sanitation and hygiene facilities, and other basic facilities will be created;</li> <li>• Due to proposed project, surrounding villages and region would get maximum benefits such as considerable number of direct and indirect employment, skill development activities to the employable youth in the region, better quality of educational and medical facilities to the local people, improvements to physical and social infrastructures also catering to the growing demand-supply gap of physical and social infrastructure etc,</li> <li>• Quality of life in the region is likely to improve due to the creation of jobs for the local people so that the dependency changes and there will be more than one earning member in the family, which will provide economical freedom and would facilitate a higher standard of living with better facilities</li> <li>• As a part of the Corporate Social Responsibility (CSR) initiatives, it is envisaged to create better and quality health care facilities, education facilities, etc.</li> <li>• Improvement in the trading, marketing as well as value addition of local products.</li> <li>• The proposed project shall further act as a catalyst to industrialization and urbanization of the region; Overall economic growth of Kutch District and Gujarat State.</li> </ul> <p>(xxii) <b>Employment potential:</b> The expected direct employment is about 45,000.</p> <p>(xxiii) The proposed project is categorised under Industrial Estates listed as Item 7(c) in the Schedule of the EIA Notification, 2006. The project area is more than 500 ha and houses category A and B industries.</p> <p>(xxiv) <b>Details of Forest land involved, if any:</b> No forest area is involved.</p> <p>(xxv) Terms of Reference was granted vide letter No.21-68//2011-IA-III dated 5<sup>th</sup> March, 2013, validity extended on 13<sup>th</sup> July, 2016.</p> <p>(xxvi) Public hearing was held on 12<sup>th</sup> December, 2014 at, Mota Layja Village, Mandvi taluk, Kutch district, Gujarat.</p>
<p><b>3.10.2</b></p>	<p>The details of the proposal along with the present status as noted by the EAC, are as under:-</p> <p>(i) The project envisages development of Multi-product SEZ/Free Trade and Warehousing Zone (FTWZ) &amp; Domestic Tariff Area (DTA) with 4000 MW coal based TPP, 60 mld desalination plant, 2000 MW gas based Combined Cycle Power Plant, other industrial units and non-processing area with supporting/social infrastructure, utility corridor in a total area of 3473 acres at Layja Mota village in District Kutch (Gujarat).</p> <p>(ii) The dedicated utility corridor, about 8.5 km long, 60 m wide and covering an area of 124 acres, is planned from SEZ boundary to the proposed shipyard cum jetties site at Naya Layja coast.</p> <p>(iii) The utility corridor shall cater to coal conveyors, LNG pipeline, power evacuation tower, intake/outfall pipeline, waste water conveyance pipeline, road etc.</p> <p>(iv) The ToR for the project 'Development of Multi-product SEZ and Free Trade and Warehousing Zone' was granted by this Ministry on 5<sup>th</sup> March, 2013 valid for a</p>

period of 2 years. Its validity period was later extended upto 4<sup>th</sup> March, 2017.

(v) The Ministry has accorded EC to 'Supercritical Thermal Power Plant of 3960 (6x660) MW' at village Layja Mota, Mandvi Taluk in District Kutch (Gujarat) vide letter dated 26<sup>th</sup> June, 2015 in favour of M/s Nana Layja Power Company Ltd based on the recommendations of the sectoral EAC. One of the specific conditions reads

*'The activities attracting CRZ clearance shall only be initiated after obtaining prior CRZ clearance from the competent authority. A copy of the same shall be submitted to the Ministry and its Regional Office.'*

(vi) As per the NIO report, the entire SEZ/FTWZ/DTA and utility corridor of about 7.8 km fall outside CRZ area. The project associated facilities/ components falling under CRZ area are:

- Sea Water Intake pipeline, intake pump house, intake system - CRZ IV, IB
- Marine Outfall pipeline and diffuser system – CRZ IV, IB
- Utility corridor (UC) Consists of Coal conveyor ; NG pipeline, Transmission tower, Road, Intake Pipeline; Outfall Pipeline - CRZ III, IB and 1 A

(vii) The Gujarat Coastal Zone Management Authority (GCZMA) has recommended the project vide their letter dated 29<sup>th</sup> June, 2016.

(viii) Public hearing was conducted on 12<sup>th</sup> December, 2014.

(ix) The project proponent has relied upon this Ministry's OM dated 24<sup>th</sup> December, 2010 on procedure for consideration of integrated and inter-linked projects, and a common EIA report has been submitted covering impact of each of the component in a comprehensive manner after obtaining ToRs from each of the sectoral EACs.

**3.10.3** During deliberations, the observations of the EAC included the following:-

(i) In terms of the requirement contained in para 4(i) of the CRZ Notification, 2011, the sectoral EAC was required to consider the proposal for grant of EC to the STPP of 3960 MW, inclusive of the intake and outfall facilities proposed for that, only after having been recommended by the SCZMA, and the same to be mentioned in the EC accordingly.

(ii) In terms of the Ministry's OM dated 24<sup>th</sup> December, 2010, public hearing was to be conducted based on the common EIA report so prepared, for each component as per the provisions of the EIA Notification, 2006. The project proponent were unable to clarify the same.

(iii) In terms of the above said OM, the proposals for EC in respect of all the sectoral components of the project were to be submitted simultaneously. The same has not been done in the instant case, and the proposals are at different stages.

(iv) The relevance of the said OM (project proponent has relied upon) for such projects also attracting the provisions of the CRZ Notification, 2011, needs to be looked into.

(v) The concerns raised by the Conservation Action Trust regarding environmental impacts of the project, are serious, and need to be suitably addressed by the project

	<p>proponent.</p> <p>(vi) The Committee appreciated the earnestness and diligence of the project proponent and the consultant, though it is a very complex proposal and would need clarity in the road map for granting clearance.</p>
<b>3.10.4</b>	<p><i>The EAC, after deliberations, desired that the Ministry may examine the proposal vis-a-vis the procedure detailed in the said OM, read with the relevant provisions of the CRZ Notification, 2011 to arrive at the appraisal mechanism to be followed in such cases. The project proponent was also asked to respond to the concerns of Conservation Action Trust through a parawise response.</i></p> <p><i>The proposal was, therefore, deferred.</i></p>
<b>3.11</b>	<p><b>Construction of Hotel Resort on S.No.47/1, 47/2, 49 &amp; 43 of Village Borli, Tal – Murud, District Raigad (Maharashtra) by M/s Mrs. Pooja Ravindra Bhowar &amp; Others – CRZ Clearance – [F.No.11-28/2016-IA-III]</b></p>
<b>3.11.1</b>	<p>The project proponent made a presentation and provided the following information to the Committee:-</p> <ul style="list-style-type: none"> <li>(i) The project involves Hotel Resort on S.No.47/1, 47/2, 49 &amp; 43 of Village Borli, Tal – Murud, District Raigad (Maharashtra) promoted by M/s Mrs. Pooja Ravindra Bhowar &amp; Others. The project is located at 18°30'47.57"N Latitude and 72°54'50.48"E Longitude.</li> <li>(ii) The total plot area is 4030.00 m<sup>2</sup>. FSI area is 1002.22 m<sup>2</sup> and total construction area is 1302.22 m<sup>2</sup>. The project comprises of G+1 upper floor structures with 19 rooms, administrative building, restaurant and swimming pool. Total Excavation quantity: will be 650 m<sup>3</sup>. Plinth filling will be 450 m<sup>3</sup>.</li> <li>(iii) During construction phase, total water requirement is expected to be 5 KLD which will be met by the existing well on the site. Temporary sanitary toilets will be provided during peak labor force.</li> <li>(iv) The plot under reference is falling under CRZ III in the approved CZMP. Tourist resort with 19 Nos. of rooms, administrative building, restaurant and swimming pool.</li> <li>(v) Maharashtra State Coastal Zone Management Authority has recommended the project vide their letter No.CRZ-2015/CR-252/TC4 dated 15<sup>th</sup> February, 2016.</li> <li>(vi) During operational phase, total water demand of the project is expected to be 15 KLD and same will be met by fresh water from Grampanchayat water supply and recycled water. Wastewater generated (9 KLD) will be treated in STP of 10 KLD capacity (Phytorid Technology). 4 KLD of treated wastewater will be recycled for flushing. The excess treated water of 6 KLD will be used for gardening purpose.</li> <li>(vii) About 18 kg/d solid waste will be generated in the project. The biodegradable waste (11 kg/d) will be processed in Vermi composting pits.</li> <li>(viii) The total power requirement during construction phase is 25 kVA and will be met from MSEDCL and Total power requirement during operation phase is 0.17 MW and will be met from MSEDCL.</li> <li>(ix) Rooftop rainwater of all building will be collected in one RWH tank of total 10 m<sup>3</sup> capacity for harvesting after filtration.</li> <li>(x) Parking facility for 11 four wheelers are proposed to be provided as per local</li> </ul>

	<p>norms.</p> <p>(xi) Proposed energy saving measures would save about 20% of power.</p> <p>(xii) The project is not in a critically polluted area.</p> <p>(xiii) <b>If the project involves diversion of forest land:</b> No diversion of forest land.</p> <p>(xiv) The Phansad Wildlife Sanctuary is at a distance of 2.5 km. However the project site do not fall within the ESZ proposed under the draft Notification S.O. No. 3222 (E) dated. 30.11.2015 by the MoEF&amp;CC.</p> <p>(xv) There is no court case pending against the project.</p> <p>(xvi) Investment/Cost of the project is Rs.1.92 Cr.</p> <p>(xvii) <b>Employment potential:</b> 40 Nos.</p> <p>(xviii) Employment to local people, accommodation for tourists with better sanitation facilities.</p>
3.11.2	<p>(i) The project site falls in CRZ II area with total built up area proposed as 1002.22 ha in a total plot area of 4030 sqm.</p> <p>(ii) The proposal has been recommended by the MCZMA vide their letter dated 15<sup>th</sup> February, 2016.</p> <p>(iii) The Group Gram Panchayat Borli has assured 24 hrs supply of water for the project.</p>
3.11.3	<p><i>The EAC, considering the legal provisions, recommended approving the project from CRZ perspective subject to the following conditions:-</i></p> <ul style="list-style-type: none"> <li>• <i>The construction in CRZ areas shall be strictly in accordance with the provisions of CRZ Notification, 2011.</i></li> <li>• <i>There shall be no dressing or alteration of the sand dunes, natural features including landscape changes for beautification, recreation and other such purpose.</i></li> <li>• <i>The project proponent shall ensure compliance to all the safety measures, as proposed for the project site, to meet any contingency during Tsunami or any such natural calamity including the construction of restaurant on stilts in the resort project site as assembling place as part of on-site emergency preparedness for all guests and staff within resort in case of any natural calamity.</i></li> <li>• <i>The development of Hotel Resort shall be strictly for occupation of tourist and visitors. There should not be any construction for residential purpose.</i></li> <li>• <i>All waste (liquid and solid) arising from the proposed development will be disposed off as per the norms prescribed by Maharashtra Pollution Control Board. There shall not be any disposal in to the sea/coastal water bodies.</i></li> <li>• <i>No permanent labour camp, machinery and material storage is allowed in CRZ Area.</i></li> <li>• <i>The project proponent shall ensure that no untreated wastewater is discharged outside the project premises. It will be ensured that the wastewater generated is treated in STP and is reused for landscaping, flushing and HVAC cooling purposes within the development. The project proponent shall also make alternate arrangement for any situation arising due to malfunctioning of STP. There shall be regular monitoring of the effluent from STP under intimation to the SPCB.</i></li> <li>• <i>The project proponent shall not undertake any construction within 200 m in the landward side of High Tide Line and within the area between Low Tide Line and High Tide Line. The proposed constructions shall be beyond 200 m from the</i></li> </ul>

	<p><i>HTL.</i></p> <ul style="list-style-type: none"> <li>• <i>Fencing with vegetative cover is allowed around private properties subject to the condition that such fencing shall in no way hamper public access to the beach.</i></li> <li>• <i>There shall no ground water drawl within CRZ without approval of the competent Ground Water Authority.</i></li> <li>• <i>The project proponent shall obtain necessary permission/clearances from the concerned authorities as applicable.</i></li> <li>• <i>Installation and operation of DG sets shall comply with the guidelines of CPCB. The D.G set shall be at least 6 m away from the boundary.</i></li> </ul>
<b>3.12</b>	<b>Improvement and widening to six lanes, maintenance, management and operation of Bangalore to Mysore Section of NH-275 in Karnataka by National Highways Authority of India, PIU, Ramanagara - Finalization of ToR - [F.No.10-57/2016-IA-III]</b>
<b>3.12.1</b>	<p>The project proponent made a presentation and provided the following information to the Committee:-</p> <p>(i) The project involves improvement and widening to six lanes, maintenance, management and operation of Bangalore to Mysore Section of NH-275 in Karnataka by National Highways Authority of India, PIU, Ramanagara. NH-275 passes through villages in the following districts:</p> <ul style="list-style-type: none"> <li>• Bangalore Urban – 4 Villages</li> <li>• Ramanagara – 35 Villages</li> <li>• Mandya – 37 Villages</li> <li>• Mysore – 5 Villages</li> </ul> <p>(ii) The land use on both sides of the project road was analyzed and found that the land is more of Agricultural land and Forest land .Built-up sections and at villages/town, it is densely populated with commercial shops and residential built up area in patches. Beside these developments, there are:</p> <ul style="list-style-type: none"> <li>• Industries and IT tech parks at Bidadi, Kengeri, Kumbalgod, Maddur, etc.</li> <li>• Hotels and Shops on either side of the Highway</li> <li>• Petrol outlets</li> <li>• Weighing stations</li> <li>• Elementary Schools, and Education Institutions all along the road in the built up areas</li> <li>• Religious structures (both small and medium size) on road side</li> </ul> <p>(iii) <b>Justification for selection of the site:</b> Several alternatives, including provision of elevated corridor along existing road, were considered for alternate alignments for the major built-up areas and final bypass alignment was selected on the basis of:</p> <ul style="list-style-type: none"> <li>• Minimal demolition of existing structures.</li> <li>• Avoiding eco-sensitive areas.</li> <li>• Avoiding Archaeological monuments.</li> <li>• Existing terrain and water bodies.</li> <li>• Alignment as per IRC specifications for road safety.</li> <li>• Minimum length of bypass so as to avoid land acquisition</li> <li>• Economic perspective</li> </ul>

- (iv) There are five bypass proposed the environmental consideration proposed are as follows.
- **Bidadi Bypass-** It starts from chainage No 29 and ends at chainage No 36 (7 Km approx.) towards right side of the existing highway, proposed to avoid built-up areas along existing road.
  - **Ramnagara- Channapatna Bypass-** It starts from chainage No 43 and ends chainage No 65 (22 Km approx.), towards right side of the existing highway, proposed to protect built-up areas along existing road in the silk city Ramnagara and toys city Channapatna.
  - **Maddur Bypass** - It starts from chainage No 75 and ends chainage No 79.3 (4.3 Km approx.), towards left side of the existing highway proposed to avoid the sharp curve at the existing bridge and built-up areas along existing road.
  - **Mandya Bypass-** It starts from chainage No 94.3 and ends chainage No 104.6 (10 Km approx.), towards right side of the existing highway proposed to protect the dense built-up areas of Mandya Town.
  - **Srirangapatna Bypass-** It starts from chainage No 122 and ends chainage No 130 (8 Km approx.), towards left side of the existing highway proposed to protect the historic town Srirangapatna.
- (v) The total land required to be acquired is 47,96,374 m<sup>2</sup>.
- (vi) **Project components-** Expansion of existing National Highway-275 from 4 to 6 lanes with paved shoulders and service roads. Proposed ROW of -
- 60 m for at-grade improvement and widening of existing roads and proposed bypasses
  - 45 m for Elevated roads.
  - Additional land is proposed to be acquired for Toll Plazas, Rest Areas and turning movement at underpasses and overpasses.
- (vii) The total length and ROW for the proposed project is 117.304 km, 60 & 45 meters respectively. The land required for Improvement and Widening to six lanes is 47,96,374 square meters (1,73,011 square meters in Bangalore urban; 22,14,874 square meters in Ramnagara; 23,37,808 square meters in Mandya; and 70,681 square meters in Mysore). The project also involves resettlement & rehabilitation and structures will be dismantled.
- (viii) **Cost of the project:** Approx. 6236.77 crores.
- (ix) **Whether the project is in critically Polluted area:** No.
- (x) **If the project involves diversion of forest land, extend of the forest land:** Yes (18.78 ha. of forest land)
- (xi) **If the project falls within 10 km of eco-sensitive area, Name of the eco-sensitive area and distance from the project site:** Yes,
- Ramadevara Betta Vulture Sanctuary, (3.460 sq. km) - Adjacent to alignment, Ch. 43 right side.
  - Ranganathittu Bird Sanctuary, (0.670 sq.km) - 1.99 km, from Ch. 129 right side and 7.11Km from C.h 121 left side
- (xii) **Water Requirement, Source and status of clearance:** During the construction phase about 750 KLD will be required , water supply will be met through surface water nearby river such as Arkavati, Kanva river, Shimsha river, Cauvery river after getting due permission from concerned authorities as may required.
- (xiii) **Terrain, level with respect to MSL, requirement of filling if any:** 650m - 850m with respect to MSL. Requirement of filling will be required.



	<p>(xiv) <b>Water bodies, diversion if any:</b> No diversion of water bodies will be done but suitable measures such as bridges and Cross Drainage works have been provided.</p> <p>(xv) <b>Court cases if any-</b> No.</p> <p>(xvi) <b>Employment Potential-</b>500 persons.</p> <p>(xvii) <b>Benefits of the projects:</b> Infrastructure improvement, Better connectivity, Economic Growth, Reductions in vehicle operating costs, mainly fuel and maintenance, Reductions in the travel time (valued usually at some share of the average wage rate)</p>
<b>3.12.2</b>	The Committee observed that the project involves re-alignment and improvement of the route, and as such the project title needs to be revised accordingly. The Committee did not find any rationale for including management and maintenance of the highway in the letter. It also asked if other alternatives had been considered. The Committee was informed that the proposed alignment has been firmed up after exploring and assessing the pros and cons of three alternate routes. The Committee desired that this aspect also needs to be addressed by the project proponent and preferably, should be a part of the scope of the EIA/EMP report.
<b>3.12.3</b>	<i>The Committee, after detailed deliberations, recommended the proposal for grant of Terms of Reference, specified by the Ministry in April, 2015 as Standard ToR for the said project/activity, and for preparation of EIA/EMP reports after public consultation, subject to the amendment of project title and scope as 'Realignment and Improvement of Bangalore to Mysore Section of NH 275' in Karnataka by National Highways Authority of India, and the detailing and listing out the alternative alignments considered for the project, to be covered for EIA/EMP studies.</i>
<b>3.13</b>	<b>Development of Jodhpur – Pali - Marwar Industrial area in Rajasthan by Delhi Mumbai Industrial Corridor Development Corporation Ltd - Extension of validity of ToR - [F.No.21-6/2013-IA.III]</b>
<b>3.13.1</b>	<p>The project proponent made a presentation and provided the following information to the Committee:-</p> <p>(i) The project involves development of Jodhpur – Pali - Marwar Industrial Area (JPMIA) in Rajasthan by Delhi Mumbai Industrial Corridor Development Corporation Ltd. The proposed area of JPMIA covers 9 villages (i.e. Rohat, Dalpatgarh, Singari, Dungarpur, Danasani, Nimbli Patelan, Nimbli Brahman, Dhundhli and Doodhali) of Tehsil Rohat in District Pali.</p> <p>(ii) Terms of Reference granted by the Ministry vide letter No.21-6/2013-IA-III dated 12<sup>th</sup> November 2013, validity extended on 5<sup>th</sup> May, 2016 upto 11<sup>th</sup> November 2016.</p> <p>(iii) The activity relating to the notification of the final master plan of JPMIA, public hearing and finalization of EIA report are yet to be completed.</p>
<b>3.13.2</b>	During deliberation, the EAC noted that the project was accorded ToR vide letter dated 12 <sup>th</sup> November, 2013 for a period of two years. In accordance with this Ministry's OM regarding extension of validity of EC/ToR, the validity of the said ToR was extended up to 11 <sup>th</sup> November, 2016.

	As per the provisions contained in the OM dated 8 <sup>th</sup> October, 2014 regarding extension of validity of ToR for a period beyond 3 years, the project proponent has formally applied for its extension.
<b>3.13.3</b>	<i>The EAC recommended extending the validity of ToR for a period of one year i.e. up to 11<sup>th</sup> November, 2017.</i>
<b>3.14</b>	<b>Construction of Retaining wall, Service road, relocation of Bharatnagar Police Chowki along the banks of Mithi River Mumbai by M/s Mumbai Metropolitan Region Development Authority (MMRDA) - Re-consideration for CRZ Clearance – [F.No.11-64/2012-IA-III]</b>
<b>3.14.1</b>	<p>The EAC was informed about the proposal as under:-</p> <p>(i) The Ministry had accorded CRZ clearance vide letter dated 4<sup>th</sup> December, 2012 in favour of M/s MMRDA for construction of retaining wall, service road along the banks of river Mithi in Mumbai.</p> <p>(ii) The NGT, Principal Bench at N Delhi vide order dated 31<sup>st</sup> May, 2016 in Appeal No.7/2015 in the matter of 'Jalbiradari &amp; Othrs Vs MoEF &amp; Othrs' has given the following directions:-</p> <ul style="list-style-type: none"> <li>• The CRZ Clearance granted through the impugned communication of moEF dated 4<sup>th</sup> December, 2012, is kept in abeyance for a period of 4 months, and the matter is remanded back to the MoEF to place it before the EAC for its re-appraisal, without any prejudice after ascertaining the factual physical progress of various works, various reports on the record including CWPRS and NEERI, and other material on record,</li> <li>• The MoEF shall take decision on the CRZ Clearance for this project within 4 months. If no such decision is taken in such period, the CRZ impugned clearance will be deemed as quashed and set aside.</li> <li>• MoEF shall particularly identify the damage caused to blasting activity and submit a detailed report on remediation along with costs within 4 months to this Tribunal,</li> </ul> <p>(iii) Given the directions of the Tribunal and the concurrence of the competent authority in the Ministry, the proposal has been placed before the EAC to arrive at the line of action for re-appraisal.</p>
<b>3.14.2</b>	<i>Since, the project proponent did not attend the meeting, the EAC could not deliberate on the proposal. The Committee desired that the Ministry may have a meeting with the project proponent and the MCZMA to resolve the issues to comply with the directions of the Tribunal in letter and spirit.</i>
<b>3.15</b>	<b>Construction of series of 19 nos. of Groynes from Ennore to Ernavoor Kuppam in Madhavaram Taluk of Tiruvallur District by Water Resources Department, Govt. of Tamil Nadu – Further consideration for CRZ Clearance – [F. No. 11-44/2015-IA.III]</b>
<b>3.15.1</b>	The project was earlier considered by the EAC in its meeting held on 22-23 December, 2015, wherein the Committee reiterated its stand as in case of similar proposal for Thoothikudi District, that the State Government should prepare an Integrated Shoreline Management Programme and then resubmit the proposal

	<p>after recommendations by TNCZMA. The project proponent informed that tenders were invited for the proposed management plan as suggested by the Committee.</p> <p>The Committee also observed overlapping of the proposals separately by two different Divisions of the same Deptt of the State Govt, thus leading to avoidable confusion. Further, in view of the observations of the Hon'ble NGT, the Committee opined that there has to be an integrated approach by the State Govt for shore management, suitably addressing the concerns, rather than piecemeal solutions in this regard. With the above observations, the proposal was deferred.</p>
<b>3.15.2</b>	<p>During the meeting, the Committee was informed that in view of the observations of NGT (SZ) at Chennai vide order dated 17<sup>th</sup> August, 2016 in Application No.4 of 2013, this matter was listed before the EAC in its meeting on 30<sup>th</sup> August, 2016.</p> <p>While considering the proposal, the Committee took note of the amendment dated 28<sup>th</sup> November, 2014 in the CRZ Notification, 2011, which inter-alia provides that such proposals covered under para 4(i) of the CRZ Notification, 2011 but not attracting the EIA Notification, 2006, require CRZ clearance from the State Environment Impact Assessment Authority (SEIAA) in the respective States, after having been recommended by the concerned CZMA. The Committee was informed that the same stand has been taken by the MoEF&amp;CC before the NGT (SZ) at Chennai in Application No.4 of 2013 in the matter of 'Shri O. Fernandes and C.H. Balamohan Vs Union of India &amp; Others' through an affidavit filed by Shri Sundar Ramanathan, Scientist D in the Regional Office of MoEF&amp;CC at Chennai on 2<sup>nd</sup> August, 2016.</p> <p>The Committee felt that the same logic and Notification would apply to the present case also, and as such, it may have no jurisdiction to handle this case unless directed to do so by the Ministry, in view of the full facts and circumstances of the case.</p>
<b>3.16</b>	<p><b>Discussion on any other item</b></p> <p><b>Widening and Improvement of 2-lane to 4/6 lane Highway of Bhavagar-Pipavav-Porbander-Dwarka Section of NH-8E in Gujarat by NHAI - CRZ Clearance</b></p>
<b>3.16.1</b>	<p>The item was not listed, but was taken up for discussion on the recommendation of the Ministry in view of the urgency of the proposal.</p> <p>The EAC was informed that the above proposal was earlier recommended by it for grant of Environmental/CRZ clearance in its 154<sup>th</sup> meeting held in December, 2015, subject to certain conditions.</p> <p>While processing the matter for approval of the competent authority, some comments were made by the CRZ Division, reproduced as under:-</p> <p>(i) There shall be no impact on turtle habitat, which is on sea phase.</p> <p>(ii) Measures shall be taken to contain surface run-off from the land sites and it should be disposed off as per the guidelines of concerned SPCB. There shall be no discharge of sewage, oily waste and other liquid waste into marine environment. Adequate system for collection, treatment and disposal of such</p>

	<p>waste shall be provided.</p> <p>(iii) Establishment of labor camps, construction plants and machinery shall be away from ecological sensitive locations.</p> <p>In view of the above observations, it was desired to take the proposal again to the EAC.</p>
<b>3.16.2</b>	<p>The EAC noted that the proposal had been placed before it earlier and it had given its recommendation many months earlier in its 154<sup>th</sup> meeting held in December, 2015. A sub-committee had visited the project site also and given its report. The EAC sought a clarification of the term 'sea phase' in the comment of CRZ Division at 3.16.1 (i) above, and whether its implication was on the sea or on land, before considering the implication of the same on its recommendation.</p> <p>The Committee was of the view that it may not have any objection to any additional conditions, recommended by the Ministry in its own wisdom, generally, as long as these are not in contradiction with the Committee's earlier recommendations. Normally, a matter may be placed before the Committee again, if there are any significant, substantive or obvious contradictions.</p>
<b>3.16.3</b>	<p><i>Keeping in view the urgency of the delayed matter, it may be placed before the EAC in an urgent meeting on 9<sup>th</sup> September, 2016, along with any other urgent item.</i></p>

## **List of the Members**

1. Shri Anil Razdan, IAS (Retd.), Chairman, C-6, Friends Colony East, New Delhi – 110 065.
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