

Minutes of the 262nd meeting of Expert Appraisal Committee held on 25th and 27th May, 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, break waters, dredging 7(e) and National Highways 7(f)

The 262nd Meeting of Expert Appraisal Committee (EAC) of Infra-1 (IA-III) was held through Video Conferencing at the Ministry of Environment, Forest & Climate Change (MoEF&CC), Indira Paryavaran Bhavan, New Delhi on **25th and 27th May, 2021** under the Chairmanship of Dr. Deepak Arun Apte. A list of participants is annexed as **Annexure-A**.

1. OPENING REMARKS OF THE CHAIRMAN

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

2. CONFIRMATION OF THE MINUTES OF THE LAST MEETING

The Committee confirmed the Minutes of 260th EAC meeting held on 5th – 6th April, 2021.

3. AGENDA WISE CONSIDERATION OF PROPOSALS:

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

Agenda No. 3.1

Proposed project "National Investment & Manufacturing Zone (NIMZ)" at Prakasam District, Andhra Pradesh by M/s Andhra Pradesh Industrial Infrastructure Corporation Limited (APIIC) - Terms of Reference [Proposal No IA/AP/NCP/205047/2021 File No 10/23/2021-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 along with the EIA consultant M/s Voyants Solutions Private Limited, Gurugram has made a presentation through Video Conferencing and provided the following information-

3.1.2. Andhra Pradesh Industrial Infrastructure Corporation Limited (the “APIIC”), a Government of Andhra Pradesh undertaking, is a progressive organization responsible for development of Industrial Infrastructure in the state of Andhra Pradesh. The Government of India initiative, Government of Andhra Pradesh proposed to develop NIMZs at Prakasam District for which Final Approval was accorded by DIPP, GoI on 6th October 2015. The area proposed for NIMZ at Prakasam district is to an extent of 14,378 acres.

3.1.3. The proposed NIMZ Site of 14,378 acres (5,818 ha.) extends between Longitudes 79°32’59.15”E & 79°37’56.96”E and Latitudes 15°2’44.60”N & 15°10’4.32”N and is located in Pamuru and P.C. Palle mandals of Kandukur Revenue Division of Prakasam District. The villages which form part of the Prakasam NIMZ include Bodawada, Malakondapuram, Ayyannakota, Siddavaram, Renimadugu, Pedairlapadu at Prakasam district in state of Andhra Pradesh. The project does not interlink with any other project. The habitation villages situated within the proposed project site would not be disturbed or very minor resettlement shall be takes place. The buffer area around the villages shall be developed for sustainable development of the area.

The details of Project Schedule:

- i. Phase-1:- 2022-2024 (3,806.84 acres)
- ii. Phase-2:- 2024-2026 (4,062.37 acres)
- iii. Phase-3:- 2026-2028 (3,113.94 acres)
- iv. Phase-4:- 2028-2030 (3,395.10 acres)

3.1.4. The proposed project falls under 7(c), Category-A, Industrial Estates/parks/complexes/areas export processing zones as per EIA notification 2006. Total investment/cost of the project is Rs 4,381.01 Crores.

3.1.5. Site Alternatives under consideration: There were 2 site alternatives was analyzed in Chittor and Prakasam district with respect to suitability of location, connectivity, socio-economic development, demand-supply gap, budget requirement and Eco-sensitivity. From detailed Site alternative analysis, proposed site location in Prakasam district has been identified as best suitable site for the proposed development of NIMZ Industrial park.

3.1.6. The area has maximum elevation of 208 meters towards Northern-Eastern boundary of the project; but in most of the areas elevation ranges between 123 m to 62 meters; maximum elevation found towards North and North-west part of the project area and lowest elevation is found at South and South-East part of the project area. The general slope of the project area is towards South and South of South East.

3.1.7. District has major land-use of Agricultural and Forest areas with 58.38 and 23.90 percent of land coverage. Prominent Land covers in 10 km impact area of the project are agricultural crop lands, non-agricultural barren lands, water reservoirs and Forest lands. The major water bodies available within 10 km impact are Rallapadu reservoir (8.5 km towards South-East) and Mopadu reservoir (8 km towards West).

Major Forest areas situated within 10 km impact zone are as follows:

- Peddairlapadu RF: adjacent towards North

- Lakshmakkapalli RF: 1.5 km towards North
- Malakonda RF: adjacent towards East
- Bodavada RF: adjacent towards East
- Mogilicherla North RF: adjacent towards East
- Mogilicherla West RF: 1 km towards SE
- Ayyannakota RF: adjacent towards NW
- Botlaguduru RF: 0.08 km towards West
- Ayyavaripalle RF: 2.4 km towards NW
- Chundi RF: 6.2 km towards NE
- Obulayyapalle RF: adjacent towards NE
- Veligandla RF: 2.4 km towards NE

3.1.8. The proposed industries in the location are categorized as follows-

- Pharmaceuticals
- Defence & Aerospace Industries
- Electric Vehicles
- Solar power & PV cell Industry
- Engineering goods
- Food & Agro industry
- Non-metallic minerals
- Wood Processing
- Garments & Fabric
- MSME etc.

3.1.9. Major surface water body flowing within the site is Narela Vaagu which is flowing from North to South within the proposed project site. Manneru river is located towards south of the proposed project site having distance of 1.42 Km. The major water bodies available within 10 km impact are Rallapadu reservoir (8.5 km towards South-East) and Mopadu reservoir (8 km towards West). According to site survey and site drainage plan prepared, the surface water flows has been subdivided in 4 layers, Primary, secondary, Tertiary and Quaternary nalla or stream. The primary and secondary stream will be retained for natural drainage and surface water flow. The surface flow is not perennial but rain fed, tertiary and quaternary streams would be re-aligned as according the project area drainage requirement.

3.1.10. Total water requirement for the proposed project is approx.158 MLD, which shall be sourced from Pula Subbaiah Velugonda irrigation Project. Poola Subbaiah Veligonda Project comprises of Nallamala Sagar Reservoir which is being formed by constructing CC NOF Dams across the three gaps namely Sunkesula, Gottipadia and Kakarla. No Ground Water will be extracted at the project site during the construction and operation of the project.

3.1.11. Waste Management: The estimated Trade effluent quantity would be 26.26 MLD, whereas sewage generation quantity shall be 42.80 MLD. For the processing units individual Effluent Treatment Plants has been proposed with addition to a centralized CETP. Treated water from individual industries ETP will be transmitted to CETP after pre-treatment at individual level. The domestic waste water from non-processing area will also be treated at STP having proposed capacity of 50-55 MLD.

3.1.12. The Hazardous waste generating from individual industries' shall be transferred to TSDF facility, Duidigal, Hyderabad, which is almost 400 km away from the project site or alternatively option for on-site treatment facility will be explored. The non-hazardous solid waste shall be collected from individual industries and different clusters of the park, segregated within the park and treated/ transferred/ disposed accordingly. The biodegradable solid waste shall be treated by composter within the Solid Waste Management facility area of the park. The recyclable solid waste shall be segregated and transferred to designated recycler/scrapper facility. Non-recyclable, non-biodegradable solid waste shall be disposed off to landfill site. As the project identified at village area, and no nearest MSW facility identified thus, project would facilitate a landfill site for the requirement of treatment of non-hazardous landfill able waste. Overall estimated industrial waste quantity is 677 TPD. For collection, segregation and initial treatment there are 2 SWM area demarcated with 4.18 and 17.59 acres of land.

3.1.13. Tree Cutting: A total no of 2,437 nos. of trees identified within project area during Environmental Screening and survey. Master plan prepared such a manner to maintain the existing trees to the maximum possible extent. During detailed master plan and construction stage at least 3 times higher numbers of trees will be planted against the number of tree cutting. The 33% of area within the proposed project site proposed to be maintained as green cover to maintain the green coverage of the area. No Forest land will be diverted due to the development of the Industrial park.

3.1.14. Land acquisition and R & R issues: If any private Land is required for the project access area and road connectivity development, that shall be acquired as according the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation & Resettlement Act, 2013, and Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation & Resettlement (Andhra Pradesh Amendment) Act, 2018.

3.1.15. Benefit of the Project: As per the Feasibility Assessment, the project is found to be viable from all aspects such as technical, economic, environmental and social aspects. The proposed project is estimated to generate 3.15 lakhs of Direct and indirect Employment.

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

3.1.17. The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 262nd meeting during 25th and 27th May, 2021 and **deferred the proposal** for want of following documents/ information:

- i. Categorization of industries as per CPCB/SPCB norms has to be mentioned.
- ii. A closer look is required to identify compatible industries (such as Garment/Fabrication/ Pharmaceutical industries should have a separate waste water

treatment plant etc.). vis-à-vis separate effluent treatment plants before the treated effluent from individual ETPs is sent to the CETP, if any.

- iii. At the ToR stage the proponent shall carry out a preliminary socio-economic assessment and impact of ongoing land acquisition on the local people living within and around the proposed alignment. The Social Impact Assessment shall have social indicators which can reflect on impact of acquisition of fertile land. Further the study 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.
- iv. Provide an alternate water source for such a big project. Further, the source of water mentioned is Pula Subbaiah Velugonda irrigation Project which is approximately 250 km away from the project site. The techno-economic feasibility of water supply for such a long distance has not been covered in the feasibility report. Details should be provided for storage for such huge amount of water in the premises.
- v. Project proponent should give Justification for drawing water for industries from irrigation project. Project proponent should clarify whether conditions stipulated in Forest clearance permits the use of water of Pula Subbaiah Velugonda irrigation Project for industrial purpose and, if yes, up to what extent.
- vi. Project Proponent should give reason for not excluding the villages from the project area and how they are planning to protect the village habitations from pollution impacts of industries.
- vii. The alternative site study for the selection of project site has only indicated the commercial factors, none of the environmental parameters are considered while analyzing the alternate site. Environmental parameters and its assessment for all the alternative project sites be provided.

Agenda No. 3.2

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 – 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 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 Enkay Enviro Services PVT LTD, Jaipur has made a presentation through Video Conferencing and provided the following information-

3.2.2 The proposed project is for Expansion of an operating notified SEZ with an additional land of 45.86 acre. The Environmental Clearance Letter No.21-1087/2007-IA.III was obtained to set up SEZ (under Category 7c) for manufacturing Synthetic Organic

Chemicals (Category-5f) from MoEF&CC, New Delhi on 03.07.2008 after undertaking a public hearing.

3.2.3 The proposed project falls under 7(c) Industrial estates/ parks/ complexes/ areas, export processing Zones, of the schedule to the EIA Notification, 2006 and its subsequent amendments.. The Cost of the Project as follows:

Details of Project Cost:

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

3.2.4 Details of the proposal showing Existing and Proposed Expansion:

| S. No. | Description | Capacity in EC 2008 | Capacity in EC 2011 | Capacity in EC 2017 | Total capacity as in earlier EC | Present status | Proposed expansion | Total After expansion EC |
|--------|---------------------------|---|---------------------|--|---|---|--|--|
| 1 | Type of Industries in SEZ | 20 Units of 5(f)-Synthetic Organic Chemicals & 19 MW coal based power plant and other associated infrastructure | No change | Addition of 5(b)-technical grade pesticide & pesticide intermediates | 5(f) & 5(b) & associated infrastructure | 03 nos. of units under 5(f) are operational unit CFE granted under construction 01 API unit application for EC filed before Gujarat SEIAA | Increase in land area and for (1d)- Thermal Power plants, 5(b)-Pesticides, 5(f)-Synthetic Organic Chemicals and API's, Distilleries 5(g) 7(d)-TSDf,7(h) – CETP | (1d), 5(b), 5(f), 5(g) 7(d), 7(h) and increased area |
| 2 | Project Area | 250 Acre | 14.81 Acre | No Change | 265 Acre | 264.81 Acre | 45.86 Acre | 310.67 Acre |
| 3 | Water Requirement | 5600 KLD | 4400 KLD | No Change | 130000 KLD | 3927 KLD, | 11073 KLD | 15000 KLD |
| 4 | Effluent-Industrial | 2650 KLD | 2780 KLD | No Change | 5430 KLD | 1150 KLD | 5850 KLD | 7000 KLD |
| 5 | CETP | 2500 KLD | No Change | No Change | 2500 KLD | 1000 KLD | 4000 KLD | 5000 KLD |
| 6 | Domestic Wastewater | 180 KLD | No Change | No Change | 180 KLD | 75 KLD | 285 KLD | 360 KLD |
| 7 | STP | 200 KLD | No Change | No Change | 200 KLD | 100 KLD | 300 KLD | 400 KLD |
| 8 | Hazardous Waste | 21 TPD | 119 TPD | No Change | 140 TPD | 43.4 TPD | 236.6 TPD | 280 TPD |
| 9 | Solid Waste | 52.7 TPD | No Change | No Change | 52.7 TPD | 10 TPD | 42.7 | 52.7 TPD |
| 10 | Plots | 15-20 Nos | No Change | No Change | 15-20 Nos | 05 nos. | 10-15 | 15-20 NOS. |
| 11 | Hazardous | 9 TPD Solid | No | No Change | 9 TPD Solid | 150 KLD | 18 TPD Solid | 18 TPD |

| | | | | | | | | |
|----|--|---|-----------|-----------|--|------------------------------|------------------|------------------------|
| | waste Incinerator | &200 KLD Liquid | Change | | & 200 KLD Liquid | liquid | & 250 KLD Liquid | Solid & 400 KLD Liquid |
| 12 | Secured Landfill | 5 cells (22,000 MT) | No Change | No Change | 5 cells (22,000 MT each) | Nil | 2,00,000 MT | 2,00,000 MT |
| 13 | Captive Co-generation thermal Power Plant (CPP) Coal/Natural Gas | 19 MW (De-commissioned due to poor viability) | No Change | No Change | 19 MW + (30 MW from SEIAA Gujarat) | 00 | 49 MW | 49 MW |
| 14 | Boilers for steam, capacity | 115 TPH | No Change | No Change | 115 TPH | 63 TPH (1x28 TPH + 1x35 TPH) | 237 TPH | 300 TPH |
| 15 | RO PLANT | - | - | - | - | 150 KLD | 1000 KLD | 1150 KLD |
| 16 | MEE PLANT | - | - | - | - | - | 500 KLD | 500 KLD |
| 17 | ATFD/VTFD | - | - | - | - | - | 200 KLD | 200 KLD |
| 18 | Thermal Oxidizer (Nos) | NIL | NIL | NIL | NIL | NIL | 3 | 3 |
| 19 | D.G. Sets | | | | 410x 2 kVA 500 x1 kVA 500x 3 kVA | 410 KVA x 1 500 KVA x 4 | 5000 KVA | 7410 KVA |
| 20 | Project Cost | 100 Crore | 100 Crore | NIL | 200 Crore | | 300Crore | 500Crore |

3.2.5 The proposed project site will include the industrial activities for Multi-Sectoral Chemical manufacturing facility like 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).

3.2.6 Water and Waste water Generation: The total water demand estimated is 15000 KLD. Surface water from Narmada River is provided by GIDC. NOC for abstraction of ground water is obtained and under renewal. The estimated effluent generated would be 5000 KLD which is treated and reused. The excess is disposed through GIDC disposal pipeline.

3.2.7 Water Bodies around the project area:

| 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 |

3.2.8 No tree cutting is envisaged in the area.

3.2.9 Benefit 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. The employment generated 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.

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

The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 262nd meeting during 25th and 27th May, 2021 and **deferred the proposal** for want for following information:

- i. The infrastructure which is already in place and the proposed infrastructure should be clearly highlighted on the layout map with legend. The existing green belt and the proposed green belt should be clearly highlighted. The Proponent agreed to the fact that there shall be no relaxation in the total area to be covered under green belt. This need to be reflected in the document and the PP need to provide 33% of green belt for the proposed expansion and indicate on the layout map. It should be ensured that open spaces should not be included/considered as green belt. The green belt as indicated in the earlier EC shall also be shown on the layout map and justification whether compliance has been done along with detailed evidence of the same including photographic evidence.
- ii. The details of waste deposited have to be elaborated.
- iii. The project proponent has to carry out a Public Hearing for the expansion of project.
- iv. The red category projects established in the existing SEZ and the proposed SEZ should be earmarked clearly on the layout map and submitted.

Agenda No. 3.3

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 Clearance [Proposal No. IA/MH/MIS/73858/2015; File No. 10-34/2015-IA.III]

[Note: The PP/Consultant has provided wrong data for total project cost of Rs. 200000/- Lakhs in the Annexure-II, while in form-2 it is Rs 2375 Crore. Further, in online application

it has been mentioned “Not Applicable” for CRZ Specific Details, despite the fact that the proposed project attracts CRZ clearance under CRZ notification 2011. Furthermore, in Annexure-2, it has been mentioned “Not Applicable” for Details of Rain Water Harvesting, however, in online form-2 the information has been given as- Rain Water Harvesting: (a) No. of Storage 2; (b)Capacity 20000; (c)No. of Recharge Pits 32; (d) Capacity 8000. The information must be consistent throughout all the submitted documents.

Despite several requests, the PP/consultant is submitting their proposal with several mistakes. Several reports/information/data in the proposals are erroneous. Due to lack of time, it is very difficult for the processing Division to check the precision of each and every word/information provided by the PP/Consultant]

3.3.1 The aforementioned proposal was earlier considered in the meeting held on 25th 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.

3.3.2 At this instance, the aforementioned proposal was further placed before the EAC during 262nd meeting on 25th & 27th May, 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-

3.3.3 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.

3.3.4 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.

3.3.5 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).

3.3.6 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

3.3.7 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.

3.3.8 The terms of reference (ToR) to the project was granted by MoEFCC vide letter No. 10-34/2015-IA.III dated 28.01.2016 extended up to 27.01.2020 vide letter F.No. 10-34/2015-IA.III dated 29.01.2019.

3.3.9 Public Hearing for the project was conducted by Maharashtra Pollution Control Board on 19th and 21st November, 2016 in Korlai and Sanegaon village, respectively.

3.3.10 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.

3.3.11 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 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.

3.3.12 No tree cutting is required as land will be developed by reclamation. 12.5 Ha of land will be developed as green belt area. No R&R issue is involved.

3.3.13 The proposed project attracts Coastal Regulation Zone (CRZ) clearance as per the CRZ Notification 2011 and falls under the CRZ – I, II and IV category as per CRZ map prepared by National Centre for Sustainable Coastal Management (NCSCM) Chennai. 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.

3.3.14 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.

3.3.15 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.

3.3.16 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.

3.3.17 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.

3.3.18 Some specific details of the proposed project are summarized below:

| No. | Infrastructure Type | Details |
|-----------------------|---------------------|---|
| Korlai Project | | |
| 1 | Jetty | 525 m long, with one 8 m x 8 m mooring dolphin, aligned at 115° - 295°N. |
| 2 | Channel | Channel will be developed in three phases, <ul style="list-style-type: none"> • First phase: 14.5 km (for Handymax size ships) • Second phase: 17.5 km (for Panamax size ships) • Third phase: 21.5 km (for Capesize ships) |
| 3 | Capital Dredging | Phase I: 11 million cum of dredging for a depth of 11.0 m CD Phase II: 23 million cum (i.e. 12 million cum additional) of dredging for 14.6 m CD Phase III: 35.5 million cum (i.e. additional 12.5 million cum) dredging for a depth of 19.0 m CD Maintenance dredging 1.5 mill cum. |

| | | |
|-------------------------|------------------------------------|---|
| 4 | Dredging disposal site | Two dumping sites approx. 24 km from the shore as per Model Studies 1. Northern dumping site (18°31'41"N, 72°41'32"E) 2. Southern dumping site (18°28'21"N, 72°42'53"E) |
| 5 | Reclamation | About 50 ha, [for Jetty backup (top level is about 7.5 m CD), in the intertidal and subtidal area] |
| 6 | Land requirement/acquisition | 4-5 ha land will be acquired for supporting offices in the second/final phase |
| 7 | Cargo | First phase: 10 MTPA Final phase: Will rise up to 24 MTPA |
| Sanegaon Project | | |
| 1 | Berths including approach | 200 m long, continuous construction (Existing, No change) |
| 2 | Approach channel with marker buoys | Up to -2.5 m CD draught and suitable for 2500 DWT Barges(Existing) Channel Dredging 0.99 mill cum for 3.1 m CD and increase Barge size to 4500 DWT |
| 3 | Coal stack yard | Streamline stackyard in existing land - 3 stacks with 0.24 mill MT capacity |
| 4 | Unloading equipment | Mobile equipment (like MHC and backhoe and payloaders)- upgrading equipment |
| 5 | Electrical system | Associated power distribution and control system, lighting, and communication |
| 6 | Infrastructure | Buildings, drainage, roads, boundary, gate complex, etc. |

3.3.19 Benefits of the project: The proposed project is expected to have positive impact on socio-economic status of the region. 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.

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

The EAC, taking into account the submission made by the project proponent had a detailed deliberation during its 262nd meeting on 25th & 27th May, 2021 and **deferred** the proposal with following comments:

- i. A detailed map of proposed reclamation area with the proposed landuse 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.
- iii. Impact of storage of coal in reclaimed land and its transport and runoff require detailed assessment. Proponent are also advised to explore storage areas beyond CRZ

Proposed Construction of Third Chemical Berth at Pir Pau Jetty by M/s Mumbai Port Trust – Environmental Clearance [Proposal No. IA/MH/NCP/210987/2006 and File No. 10-50/2019-IA.III]

“The EAC noted that the Project Proponent/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.”

The project proponent along with the EIA consultant M/s Ultra-Tech, Maharashtra has made a presentation through Video Conferencing and provided the following information-

3.4.1. The proposed expansion project involves construction of third chemical berth at a distance of 300 m from the existing First Chemical berth at Pir Pau Jetty. The geo-coordinates of the project sites are 18°58'48.33"N & 72°55'10.80"E. The entire berth and approach is in port limit water area and hence no land use change, vegetation clearance, new land creation or reclamation of land is envisaged. Total capital dredged quantity of about 0.25 million cum is involved for the project development. The existing two berths together handled 3.66 MT during 2020-21. Entire transfer of the cargo (both import and export) is through the Pipelines laid all along jetty and land. The existing pipelines are extended to the proposed Third Chemical Berth from First Chemical berth. The structures will be built complying with the OISD guidelines. Proposed project offshore structure includes the following-

| S. No | Description | Quantity | Unit |
|-------|---|----------|----------------|
| | Capacity: 2 MMTPA; Area 4.5 Ha | | |
| 1 | Mooring Dolphin (Size :- 12 m x 12 m, Nos :- 4) | 576 | m ² |
| 2 | Berthing Dolphin (Size :- 22m x 13.5 m,Nos :- 2) | 594 | m ² |
| 3 | Jetty Head (Size :- 10.5 m x 58.00 m + 60 sq. m) | 522 | m ² |
| 4 | Unloading Platform (Size 14.50 m x 25.80 m.) | 374.10 | m ² |
| 5 | Approach trestle (Size :- 288.45m x 14.2 m +1661 sq. m) | 4200 | m ² |
| 6 | Catwalk (2 catwalks of length 45m , 2 catwalks of length 58 m | 206 | m |
| 7 | Pipeline & Firefighting | 1 | L.S |
| 8 | Dredging | | |
| 8a | Dredging in Berth Pocket(Size:-300 x 60 m , Avg. Depth of cut:- 4 m | 72000 | m ³ |
| 8b | Dredging in turning circle Dia. 460 m ,Avg. Depth of cut 1 m | 1,53,000 | m ³ |
| 8c | Dredging of Channel from SCB to TCB in Weathered rock | 18,000 | m ³ |

3.4.2. The proposed project falls under 7(e), Category-A, Ports, Harbours as per EIA notification 2006. Total investment/cost of the project is Rs 161 Crore.

3.4.3. The ToR for the proposed project was issued by MoEF&CC *vide* letter No. 10-50/2019-IA-III dated 21st January, 2020 with further Amendment in ToR on 24th December, 2020.

3.4.4. Terrain and Topography: Project is located in Thane Creek. The broad physiographic feature of Mumbai district is flat terrain flanked by north – south trending hill ranges. The hill ranges form almost parallel ridges in the eastern and western part of the area. The Powai – Kanheri hill ranges are the other hill extending in the eastern and central part running NNE – SSW. The maximum elevation of the area is 450 m above mean sea level (m amsl) at some of the peaks of hill ranges. Trombay island has north – south running hills with maximum elevation of 300 m above man sea level (m amsl).

3.4.5. Total water requirement during construction phase is about 10 KLPD that will be met from water transported through tankers/barges from MCGM source. During operational phase water requirement will be around 1000 liters per day. The existing drinking facility at Pir Pau will be sufficient for the new project. Use of Ground water is not proposed for the project.

3.4.6. The Public Hearing was conducted on 1st December 2020 at Wadala Village, Mumbai, Maharashtra.

3.4.7. Thane Creek Flamingo Bird Sanctuary is located at 8.2 km N, and Veer Mata Jijabai Bhosale Udyan and Zoo is located at 8.35 km from the project site. Mudflats near Mahul Creek is at 2.29 km, S and Mangroves near Sewri and Mahul creek is at 3.8 km, SW.

3.4.8. Waste Management: The MbPT is operational port and having valid Consent to Operate from MPCB. As per recent CTO of MbPT, port is generating following hazardous waste. Proposed project will be expansion of existing activities only. Hence, any new type of hazardous waste other than that permitted in CTO will not be generated. Two STPs of capacity 2 cum and 1 cum, respectively will be installed.

| S. No. | Type of Waste | Category | Existing Quantity (TPA) | Additional Quantity (TPA) |
|--------|---|----------|-------------------------|---------------------------|
| 1 | Oil containing cargo residue | 3.1 | 623 | 20 |
| 2 | Oil contaminated sludge and filter | 3.3 | 888 | 25 |
| 3 | Used/Spent oil | 5.1 | 635 | 20 |
| 4 | Waste/Residue containing oil | 5.2 | 1000 | 30 |
| 5 | Garbage, kitchen waste and office waste | -- | 10 TPD | -- |

3.4.9. As per the CRZ map, the proposed third chemical berth falls under CRZ IV A, which includes the water areas up to the territorial waters (12 nautical miles) and the tidal influenced water bodies. CRZ recommendation has been granted by MCZMA *vide* letter .No.CRZ 2020/CR 65/TC 4 dated 1st December 2020. All the recommendations are incorporated in the EIA report.

3.4.10. Disposal of dredged material: The studies carried out at the proposed project location by CWPRS for assessing the suitability of dumping grounds/locations. DS-3 has

been selected for disposing dredged material. Geographical Coordinates of DS-3: 18°54'23'' N and 72° 41' 29'' E.

3.4.11. Capital Dredging: Berth Pocket – 300 m x 60 m, Depth – 13 m CD, Turning Circle – 460 m dia., Depth – 10.50 m CD, Only soil dredging. Total quantity – 0.25 million cum, Dredging of Channel from SCB to TCB-Weathered Rock Dredging-18000m³.

3.4.12. Land acquisition and R&R issues: There is no land acquisition/R&R issues to this project.

3.4.13. Benefits of the project: With the Ujjwala Yojna, there is demand for increase in LPG from present 0.9 MMTPA to 1.5 MMTPA. Proposed expansion will lead to increase in the chemical cargo handling capacity of berths at Pir Pau Jetty and thus will benefit the Mumbai Port by increasing the overall port capacity for chemical vessel handling. More availability of LPG will reduce the use of other fossil fuel like Coal, wood etc and will result in lesser pollution and environmental friendly. Presently, both the berths are always occupied and the construction of third berth would be the necessity for the smooth handling of cargo traffic. The project is expected to employ the services of a total of Upto 200 workers during construction phase.

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

3.4.15. The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 262nd meeting during 25th and 27th May, 2021 and **deferred the proposal** for want of following documents/information:

- i. The proponent shall specifically include key components such as impact of dredging and reclamation, ship movements, habitat alteration and oil pollution due to the project. Details of the management of the dredging waste materials be submitted.
- ii. Data presented for environmental parameters need to be re-analyzed and submitted.
- iii. Submit the impacts of the proposed project on migratory birds.
- iv. View the recent major fire @ Jawahardeep Crude oil tanks and proximity of 2 major refineries / power plant / ageies tankage - comprehensive safety assessment / risk management aspects with Mitigation plan need to be prepared and submitted.

Agenda No. 3.5

Proposed Kanagalla Industrial Area Development at Kanagala Village, Hukeri Taluk, Belagavi District (Karnataka) by M/s Karnataka Industrial Area Development Board – Further consideration for Environmental Clearance [Proposal No. IA/KA/NCP/177810/2017; File No. 21-141/2017-IA.III]

“The EAC noted that the Project Proponent/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.”

3.5.1 The aforementioned proposal was earlier considered in 247th EAC meeting held during 23rd – 24th November, 2020. The proposal was deferred for the want of (i) Revised list of industries to be housed in the proposed industrial area (ii) Distance of project site from the adjacent villages (iii) Distance of project site from Ghatprabha WLS duly endorsed by the Chief Wildlife Warden of the state (iv) Details of area to be allocated for each sector of industries (v) Wild life study within 10 km distance with focus particularly for Indian Wolf and Indian Pangolin duly endorsed by the Chief Wildlife Warden of the state, and (vi) Detailed plans for disposal of hazardous waste including if there is any inter-state movement of it.

3.5.2 At this instance, the aforementioned proposal was further placed before the EAC during 262nd meeting on 25th & 27th May, 2021. The project proponent along with the EIA consultant M/s MECON Limited, Bengaluru has made a presentation through Video Conferencing and provided the following information-

3.5.3 The proposed project is for development of “Kanagala industrial area” in Hukkeri Taluk, Belagavi District, Karnataka. The Geo-coordinates of project site is Latitude 16° 20' 25" N and Longitude 74° 24' 33" E. Cluster of different types of industries mainly grinding industries will be established in the proposed industrial area. Project site has been acquired in 2016 by KIADB, Government of Karnataka for developing industries.

3.5.4 The proposed project falls under project activity 7(c) Industrial estates. The project falls under Category – A due to interstate boundary (with Maharashtra) falls in study area of 10 km radius. Further, the industrial estate may accommodate Category-A industries for which individual EC will be applied by respective enterprisers at later stage.

3.5.5 The proposed project will be implemented in an area of about 331 ha. The site lies to the north-west of Hukkeri taluk and south of Nipani town, at a crow-fly distance of about 23 km and 7 km, respectively.

3.5.6 The Terms of Reference (ToR) was issued by MoEF&CC *vide* letter No. 21-141/2017-IA.III, dated 22nd September 2017. The estimated capital cost is about Rs. 300 Crore based on DPR prepared by KIADB in the year 2019.

3.5.7 Public Hearing was conducted on 14th July 2020 at Kanagala (2 km away from proposed project site).

3.5.8 Most of the terrain in the study area is undulating and drainage pattern is dendric type. The drainage pattern is observed towards northern and southern directions from centre part of the study area as the central part of the study area is located at highest elevation. The site is fairly plan and ground level varies from RL +750m to RL +800 m. The gradient of site slope is towards south. No perennial rivers are observed in the study area. The present trend of the terrain slope will be maintained and strengthened by providing a surface drainage network in the proposed 331 ha of land.

3.5.9 List of Industries likely to be proposed: The expected list of industries likely to be accommodated is given below-

| Sl. No. | Industries | Air pollution potential | Water pollution potential |
|---------|--|-------------------------|---------------------------|
| 1 | Pharmaceuticals | A2 | W1 |
| 2 | Foundries | A3 | W4 |
| 3 | Paints varnishes, pigments | A2 | W2 |
| 4 | Food and soft drinks | A4 | W3 |
| 5 | Fruit processing/Agro based industries | A4 | W4 |
| 6 | Distilleries | A2 | W1 |
| 7 | Cotton textile/Readymade garments | A4 | W2 |
| 8 | Granite polishing | - | - |
| 9 | Wood articles & Furniture | - | - |
| 10 | General engineering & Fabrication industry | - | - |
| 11 | Automobile Industry | - | - |

3.5.10 Water bodies in the study area are occupying an area of 0.9 Sq.km which is only 0.3% of the total study area. The entire Hukkeri taluk falls in Krishna basin. The Ghataprabha River flows at about 30 km from project site. The drainage density varies from 0.80 to 3.4 km/sq.km. The drainage in the taluk is dendritic to sub dendritic in nature. The project site is located on higher elevation and diversion of run-off is not planned. The present trend of the terrain slope will be maintained and strengthened by providing a surface drainage network in the proposed 331 ha of land.

3.5.11 The total water requirement during construction phase is estimated to be 2 KLD while developing the estate plot. Only approach roads and culverts are planned. During operation phase the total drinking water and process water requirement is drawn from common storage tank of 9.85 MLD capacities from Kanagala industrial area. The source of water is from Ghataprabha River (Hirakud dam) which is flowing about 40 km from the project site. No groundwater extraction is envisaged.

3.5.12 There is no diversion of forest land. There are no protected areas within 10 km of project site.

3.5.13 Waste Management: About 21 TPD of solid waste will be generated. All the hazardous waste from industrial units will be transported to Common Hazardous Waste Management Facility (CHWMF) for safe disposal as per the statutory requirement and procedures. Initially, it is planned to send to TSDF, Ranjangaon, Maharashtra for treatment which is around 250 km from the proposed Kanagala Industrial Area. However, Government of Karnataka is planning to develop district wise CHWMF.

| Sl. No. | Type of solid waste | Percentage of total quantity | Solid waste (TPD) |
|---------|---------------------|------------------------------|-------------------|
| 1 | Recyclable | 41% | 8.61 |
| 2 | Inert | 52% | 10.92 |
| 3 | Bio-degradable | 4% | 0.84 |
| 4 | Hazardous | 3% | 0.63 |

| | | |
|--------------|------|-------|
| Total | 100% | 21.00 |
|--------------|------|-------|

3.5.14 CETP details: The common ETP is not proposed as the industrial estate will have different type of industries. The individual industries will have ETP if necessary according to the requirement to meet the state pollution control norms. It is proposed to adopt no liquid discharge into the environment and the concept of ZLD (Zero Liquid Discharge) according to the merit of the industries proposed in the estates. The industrial area shall not discharge any waste water from its premises. During monsoon season the treated unused/unusable water and run off shall be discharged.

3.5.15 STP details: A common STP is planned to treat the domestic effluent. The individual industries will avail the treated STP water from construction stage onwards. This will reduce the freshwater consumption. An area of 10.82 acre of land has been allotted to install common STP's at Kanagala industrial area to treat domestic waste water during operation. It is proposed to employ MBR technology STP.

3.5.16 Tree cutting and Green belt development: The project site is mostly covered by fallow and barren land with scattered not a noteworthy species of trees, bushes and shrubs. During site clearing activities, the bushes will be cleared completely and felling of trees will be restricted to proposed access roads and green belt development. In addition to this, fresh saplings will also be planted within the construction site under the plantation/green belt development program of the industrial area. The area likely to be covered under green belt is about 84.04 acres.

3.5.17 Solar energy will be used for streetlights around the industrial area. Adoption of improved technology to continuously reduce power consumption with increase in output, several other measures such as LED bulbs for illumination, star rated equipment is planned.

3.5.18 Rain Water Harvesting: Rain water harvesting techniques are proposed in the project site for collection and storage of rainwater which will contribute to recharge the ground water. Few small artificial water bodies have been proposed in the low lying area of the industrial. Also, the independent industrial units shall install rooftop rain water harvesting facility. All the buildings in the common area shall be provided with rooftop rainwater harvesting facilities. Surface storm water drains will have recharge facilities.

3.5.19 No R&R issues involved in the proposed project.

3.5.20 Benefits of the project: The proposed project will expedite industrial development of the area by attracting a considerable percentage of capital investment to the State and will provide job opportunities for the locals and persons from Belagavi district. Besides, persons belonging to nearby villages are likely to be engaged as day to day contract labourers for outsourced project activities related to civil, electrical, road repair etc. It is expected that the proposed industrial area will generate direct employment opportunity to the tune of about 2500 progressively and immeasurable indirect employment from the various upstream downstream activities of various Micro Small Medium Enterprises (MSME's). The initial man power requirement will be the tune of 500 and will reach 2500 progressively.

3.5.21 Court cases: The land owners for 32.16 Acres land have filed case before the Hon'ble High Court of Karnataka Dharwad Bench vide WP No109897/ 2015 and the same is pending in the court.

The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 262nd meeting during 25th and 27th May, 2021 and **deferred the proposal** for want of following documents/information:

- i. The red category industries should be avoided/reduced and re-categorized due to the presence of several villages around the project site. Wind direction diagram should be used to analyze the probable impact of air from Red category industries on the villages and accordingly the location is finalized.
- ii. Distance of Red category industries from the human settlement should be provided.
- iii. Disposal of waste at long distance should be avoided, instead explore the planning of waste management facility along the project site or in a short distance.
- iv. The 33% of Green Belt should be implemented and the layout plan shall be prepared on the criteria of 33% green belt.
- v. Every category of industry should be separated by green belt, especially Red Category industries.
- vi. Health care facilities for the villagers is not found in the Annexure of EIA & EMP.

Agenda No. 3.6

Development of 6-lane access controlled spur to Haridwar from Delhi-Saharanpur-Dehradun Economic Corridor in the States of Uttar Pradesh & Uttarkhand (Total length – 43.900 km) by M/s National Highways Authority of India – Terms of Reference [Proposal No. IA/UK/NCP/211849/2021; File No. 10/25/2021-IA.III]

“The EAC noted that the Project Proponent/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.”

3.6.1. The project proponent along with the EIA consultant M/s Feed Back Infra PVT LTD, Haryana has made a presentation through Video Conferencing and provided the following information-

3.6.2. The proposed project is for Development of 6-lane access-controlled spur to Haridwar from Delhi – Saharanpur – Dehradun Economic Corridor in the states of Uttar Pradesh & Uttarakhand. The project starts at km 0+000 (29°47'32.83"N, 77°33'33.91"E)

near Halgoya village, Uttar Pradesh and ends at km 43+900 (29°54'2.99"N, 77°58'10.83"E) near Badheri village in Uttarakhand. Project alignment originates from design Ch. 108+450 of Delhi-Saharanpur-Dehradun economic corridor near Halgoya village, traverses through northern side of Roorkee and merges with NH-334 (Old NH No. 58) at existing km 182+070 near Badheri village. The project alignment in totality passing through Saharanpur and Haridwar districts of Uttar Pradesh & Uttarakhand States respectively.

3.6.3. Total length of the proposed project is 43.9 km with Right of Way (RoW) of 60m.

3.6.4. The proposed project falls under 7(f), Category-A, Highway as per EIA notification 2006. Total investment/cost of the project is Rs 2325 Crores.

3.6.5. The proposed alignment follows 'plain' terrain. The elevation varies from ~256 m above MSL to ~276 m above MSL with Average elevation of ~265 m above MSL. The land pattern of 10 Km either side of the project alignment is agricultural, built up area and plantation besides some rural settlements and Protected Forest areas (Roadside and Canal Side plantations declared as Forest). As per Van Vibhag notification dated Feb 10, 1960. Roadside plantation in Uttar Pradesh (then) is treated as protected forest.

3.6.6. The proposed alignment is crossing 2 ponds, 5 river and 2 irrigation canals. Flyover/Interchanges-6; VUP-9; LVUP-11; MJB-5; MNB-10; ROB-2 are proposed along the project stretch for free passage to villagers & domesticated animals and to avoid any impact on local hydrology.

3.6.7. All safety measures will be provided as per NHA Safety Manual and IRC: SP 88 and Expressway Manual IRC: SP 99. Safety Measures, as provided in NHA Safety Manual i.e. Unit-3 (pertaining to Traffic Safety, such as traffic control zone, advance warning zones, traffic control devices, regulatory & warning signs cylindrical cones, drums, flagman, Barricades, Pedestrian Safety, Speed control, etc.) and other safety guidelines and measures suggested in Unit-4 (Construction Zone Safety), Unit-5 (Temporary Structures Safety), Unit-6 (Workers & Work Zone Safety), Unit-7 (Electrical & Mechanical Safety) will be strictly implemented. All required illustrative plans for safety at construction sites keeping in view all situations highlighted in IRC: SP 55 and NHA Safety Manual will be prepared and strictly implemented.

3.6.8. About 21,58,442 KL shall be required for construction of the proposed highway. Water shall be sourced from surface water bodies through Tanker after necessary approval. No groundwater extraction is proposed. However, if potable water is required same shall be extracted after necessary permission from appropriate authority.

3.6.9. About 8300 nos. of tree shall be affected due to the proposed development. The tree inventory with tree species, girth and height shall be provided during detailed EIA Study. Efforts will be made to minimize the trees loss by restricting tree cutting within formation width. Avenue plantation shall be carried out as per IRC SP21:2009 on available RoW apart from Development of 6-lane access-controlled spur to Haridwar from Delhi – Saharanpur – Dehradun Economic Corridor (from km 0+000 to km 43+900).

3.6.10. The project involves diversion of about 0.156 ha forest area for the development of

proposed alignment. The forest area is in form of Protected Forest notified by Forest Departments / Concerned State Government Departments along Roads and Canals. Joint inspection for identification and finalization with Forest Dept. is under process. Application for Forest Clearance is yet to be submitted.

3.6.11. The proposed alignment neither passing through nor, falling within 10.0 km radius of any eco-sensitive/ protected area notified under Wildlife Protection Act 1972. The project is not located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC.

3.6.12. Approx. 296.618 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 in EIA report.

3.6.13. Benefits of the Project: Project shall provide reduced Travel Time and Cost Savings; Faster access and better reach to the nearby major market for perishable products; Direct and Indirect Employment; Easy movement of Industrial traffic; Tourism in the area will be benefitted from improved access and connectivity; Easy movement of pilgrims during Kumbh Mela and other festivals along River Ganga Improved road safety. Project shall provide employment opportunities for ~300 population (including permanent and temporary) based on Ministry of Road Transport & Highways Press Disclosure.

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

The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 262nd meeting during 25th and 27th May, 2021 and **recommended the proposal for grant of ToR** in addition to all standard conditions applicable for such projects:

- i. Apart from land compensation, the loss for crop has also to be compensated.
- ii. Cumulative impact assessment study should be carried out along the entire stretch including the other packages and the current stretch under consideration.
- iii. 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.
- iv. 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.
- v. 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.

- vi. 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.
- vii. In pursuance of Ministry's OM no stated above 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.
- viii. 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. 3.7

Development of access-controlled Ludhiana-Rupnagar Greenfield Highway, starting from Delhi-Katra Expressway (NE-5) near village Manewal and terminating on NH-205 at Rupnagar near village Bheora including development of its spur (starting near village Pippal Majra and terminate at Kharar) in the State of Punjab under Bharatmala Pariyojana by M/s National Highways Authority of India (Total Length 110 Km) – Environmental Clearance [Proposal No. IA/PB/NCP/178014/2020; File No 10-64/2020-IA.III]

“The EAC noted that the Project Proponent/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.”

3.8.1 The project proponent along with the EIA consultant M/s Enviro Infra Solution PVT LTD, Ghaziabad has made a presentation through Video Conferencing and provided the following information-

3.8.2 The proposed NH is a Green field alignment project and proposed for 6 lane carriageway. The project highway starts at CH: 0+000 (30° 57' 57.29" N 75° 38' 25.36" E) from Delhi – Katra Expressway (NE-5) near village Manewal of Ludhiana district and terminates at design Ch.89+900 (30° 55' 55.17" N 76° 32' 23.88" E) at NH-205 at Rupnagar near village Bheora of Rupnagar district including development of its spur starting at CH:

0+000 (30° 52' 27.93" N 76° 25' 49.10" E) near village Pippal Majra and terminate at design Ch. 19+100 (30° 46' 40.39" N 76° 35' 22.69" E) at Kharar of Rupnagar and Sahibzada Ajit Singh Nagar district in the state of Punjab having a total length of 110 Kms.

3.8.3 The Terms of Reference (ToR) proposal was considered in 246th Meeting on 20th - 21st October, 2020 and the ToR was granted by EAC *vide* letter no. 10-64/2020-IA.III, dated 09th Nov. 2020.

3.8.4 The proposed project falls under 7(f), Category-A, Highway as per EIA notification 2006. Total investment/cost of the project is Rs 3646.11 Crores.

3.8.5 The total land acquisition for the proposed highway is 793 ha out of which 15.76 ha is forest land. The Area is presented in the below table. The stage-1 Forest Clearance is under process at DFO level. The proposed RoW of the project is 60 m.

| S. No | State | Type of Land | Area in Ha. | % Area |
|--------------|--------|------------------|-------------|------------|
| 1 | Punjab | Private Land | 737 | 92.94 |
| 2 | | Government land | 40.24 | 5.08 |
| 3 | | Forest Diversion | 15.76 | 1.98 |
| Total | | | 793 | 100 |

3.8.6 Public Hearing was conducted on 05th February 2021 in Ludhiana, Rupnagar and Sahibzada Ajit Singh Nagar districts as given below-

| S. No. | Date | Name of District | Location |
|--------|------------|------------------|--|
| 1. | 05.02.2021 | Ludhiana | Guru Nanak Dev Bhawan, District Court, Model Gram Ludhiana |
| 2. | | Rupnagar | Shivalik School, Rupnagar |
| 3. | | SAS Nagar | PWD Rest house, Kharar |

3.8.7 The Land use pattern on 10 km on either side of the proposed National Highway primarily comprises of agricultural land, forest area, land for cattle grazing, village settlements and village ponds/nallah. The proposed alignment passes mostly through uninhabited area avoiding village establishments. The agriculture practiced is mostly multicrop due to the network of canals/rivers and main crops grown in the area are Wheat, rice, maize, sugarcane, cotton etc. The proposed highway lies generally in plain terrain. However certain length of highway lies in rolling terrain.

3.8.8 The natural drainage of the project impacted area shall be maintained through improvement of 305 nos. of culverts, 04 nos. of major bridges and 06 nos. minor of bridges. The proposed alignment does not pass through any flood prone area. 20. Details of water bodies are as following-

| S. No | Chainage | Water Body | Area (ha) | Proposed Type of Structure | Span |
|-------|----------|---------------|-----------|----------------------------|------|
| 1 | 3+110 | Buddha NALA | 0.67 | Minor Bridge | 3x30 |
| 2 | 35+440 | Small channel | 0.56 | Culvert | 1x6 |
| 3 | 36+180 | Small channel | 0.22 | Culvert | 1x6 |

| | | | | | |
|-----------------------|--------|--|------|--------------|-----------|
| 4 | 44+052 | Nala | 0.22 | Minor Bridge | 1x30 |
| 5 | 45+760 | Nala | 0.22 | Minor Bridge | 1x40 |
| 6 | 55+578 | Nala | 0.4 | Minor Bridge | 2x30 |
| 7 | 62+811 | Nala | 0.45 | Minor Bridge | 3x30 |
| 8 | 69+330 | Sirhind Canal Crossing | 0.72 | Major Bridge | 6x30 |
| 9 | 83+760 | Siswan River | 0.85 | Major Bridge | 4x30 |
| 10 | 85+610 | Nala | 0.45 | Minor Bridge | 1x8.0 |
| 11 | 89+600 | Budki River | 0.65 | Major Bridge | 5x30 |
| Spur To Kharar | | | | | |
| 12 | 3+328 | Bhakhara Canal & Satluj Yamuna Link Canal crossing | 0.64 | Major Bridge | 1x98+1x72 |

3.8.9 The peak water requirement is 10000 KLD during construction stage and will be extracted from local surface water resources i.e. from local surface/ground water (which is easily available) after getting necessary permission from concerned authority by the appointed contractor. No Groundwater extraction is proposed.

3.8.10 Rainwater harvesting structures shall be provided at the interval of 500 m on either sides of carriageway as per availability of RoW and depending on the water table of first aquifer (Approx. 175 nos. of structures shall be constructed). The total cost of the rainwater harvesting structures including its maintenance is Rs. 8,75,00,000 and this cost has been covered in the EMP cost.

3.8.11 The proposed alignment does not pass through Wildlife Sanctuary/National Park and its eco sensitive zone within 10 km radius from the proposed project. The proposed project does not passes through any CRZ locations.

3.8.12 Tree cutting, types, number, girth size etc.: The alignment will involve cutting of approx. 15,721 nos. of trees. The avenue plantation will be carried out as per IRC SP-21 and National Green Highway policy 2015 within the available ROW.

3.8.13 Waste Management: Approx. 500 kg/day waste during construction phase and 50 kg/day (approx.) waste during operation phase at tolls and wayside amenities area within PROW may be generated. Bio degradable waste shall be disposed through bio composting and other waste through landfill site.

3.8.14 Parking requirement: As per the detailed field surveys and reconnaissance, truck lay byes and bus stop have been proposed. The rest area will provide common facilities like petrol pump, first aid medical facilities, restaurant and vehicle parking etc. For petrol pump, the guidelines issued by OISD of Ministry of Petroleum shall be followed. The facilities shall be planned at approximately 50 km interval.

3.8.15 R&R Issues: Adequate compensation would be paid as per the measurement and prevailing state government norms. Further the compensation towards the acquisition of land will be made as per the provisions of the NH Act 1956 and applicable clauses and

procedures as laid down in the RFCT LARR Act, 2013. The estimated cost for Rehabilitation & Resettlement including land cost has been worked out to Rs. 1032.25 Crores.

3.8.16 Benefits of the project: The proposed project would act as the prime artery for the economic flow to this region. The project will enhance connectivity between rural & urban population which will benefit the all sections of the society like general population, small-medium-large scale industries, farmers, businessmen etc. Improved access to higher education facilities & modern health facilities. It will strengthen both rural & urban economies which in turn will improve economic scenario of the state and country. Faster transportation will strengthen tourist development in the area. Improved road connectivity will help in better implementation and management of government schemes. The proposal shows a potential of economic growth along the highway & including employment generation. Construction highway is expected to generate about 2700 employment of peoples.

3.8.17 The comprehensive socio-economic assessment for the proposed project has been carried out by the independent expert of Punjabi Universty, Patiala. The traffic study has been done at 9 homogenous sections all along the highway and with the help of the traffic study various numbers of Underpasses, VUP (vehicle underpasses), PUP (Pedestrian underpass, Culverts, Minor and major bridges, major and minor junctions, flyovers/interchanges etc have been designed and proposed on the National highway.

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

The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 262nd meeting during 25th and 27th May, 2021 and **recommended the proposal for grant of Environment Clearance** with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. The proponent shall obtain Forest Clearance for diversion of forest land as per Forest (Conservation) Act, 1980. Proponent shall submit an undertaking that work on non-forestry land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.
- ii. Commencement of work in non-forest land will not confer any right to NHAI for granting approval under the Forest (Conservation) Act, 1980.
- iii. In borrow pits, the depth of the pit shall be regulated such that the sides of the excavation will have a slope not steeper than 1:2, from the edge of the final section of bank. Soil erosion checking measures shall be carried out. Details for Borrow area operation and rehabilitation given in Chapter 4 and Chapter 9 of the EIA report shall be followed.
- iv. Quarry areas shall be barricaded during mining operations. The abandoned quarry

shall be developed as water reservoirs with proper fencing around quarry area. Details for Quarry area operation and rehabilitation given in Chapter 4 of the EIA report shall be followed.

- v. In all the construction sites within 150m of the nearest habitation, noisy construction work such as crushing, concrete mixing will be stopped during the night time between 10.00 pm to 6.00 am. No noisy construction activities will be permitted around educational institutions/health centres (silence zones) up to a distance of 100 m from the sensitive receptors. All plants and equipments used in construction shall strictly conform to the CPCB/SPCB noise standards.
- vi. Traffic Control Devices/Road Safety Devices/ Roadside Furniture including various types of cautionary, informatory, regulatory as mandatory signboards, road markers, studs, etc. shall be provided at appropriate locations all along the project stretch in accordance with the specifications laid down in Manual of Specifications and Standards for Expressways (IRC: SP:99-2013) and IRC:8, IRC:25, IRC:26, IRC:35, IRC:67, IRC:79, IRC:103 and Section 800 of MORTH Specifications.
- vii. All the major, minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/ drainage systems are not to be disturbed.
- viii. About 15721 nos. of trees are likely to be felled along the proposed alignment after obtaining permission from the competent authorities.. Afforestation using compensatory plantation in the ratio of 1:10 shall be carried out. Native tree species shall be provided as per the IRC Guidelines on Landscaping and Tree Plantation (IRC:SP:21-2009). Effort should be made to plant native trees and Ficus species on both sides of the alignment. Special attention shall be given for protecting giant trees, and locally important trees (having cultural importance).
- ix. 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 become part of EMP and shall be implemented.
- x. Proponent shall keep the finish road level sufficiently elevated from ground level with provision of railing on both sides to restrict animal crossing in order to avoid the possibility of wildlife injury/death. Major water bodies have been observed in the vicinity of the proposed road alignment & may be potential human elephant conflict points, appropriate nos of animal safe passages as per the guideline framed by the Wildlife Institute of India.
- xi. No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources.
- xii. Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table.
- xiii. Apart from land compensation, the loss for crop has also to be compensated.

Agenda No. 3.8

Development of Kosalanagaram Industrial Park (Block – B, C, D & E) at Vijayapuram Mandal, Chittoor District, Andhra Pradesh by M/s Andhra Pradesh Industrial Infrastructure Corporation Ltd. (APIIC) - Further consideration for Terms of Reference [Proposal No. IA/AP/NCP/190168/2020; File No 21/1/2021-IA.III]

“The EAC noted that the Project Proponent/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.”

3.8.1 The aforementioned proposal was earlier considered in 253rd meeting held on 19th January 2021. The proposal was deferred and ADS were raised by Honorable EAC committee on 02nd February 2021, i.e., (i) The proposed project site appears not all the scrub land as described by the project proponent but it is crop land including dense tree cover within the project site. Further there is hillock at the middle of the project site. (ii) to provide the drone footage of proposed site. APIIC submitted the replies of above ADS for reconsideration of the Project.

3.8.2 At this instance, the aforementioned proposal was further placed before the EAC during 262nd meeting on 25th & 27th May, 2021. The project proponent along with the EIA consultant M/s Pridhvi Envirotech (P) LTD, Telangana has made a presentation through Video Conferencing and provided the following information-

3.8.3 The proposed project is for development of Industrial Park (Block – B, C, D E) in Kosalanagaram, Vijayapuram Mandal, Chittoor District, Andhra Pradesh in an area of 3417.68 ac. (1383.08 ha.) on Work, Live and Learn concept focusing on FMCG, Agro based units, food processing units , Leather Accessories, Electronics, ESDM, Auto mobile and auto components, engineering , Metal and metallurgical, Solar and wind power equipment manufacturing, MSME units, Chemical (Paint), Pharmaceutical Formulations & R&D units, apparel manufacturing, Warehouse and Logistics & Packaging industries. The Geo-coordinates of project site is as following:

| S. No. | Latitudes | Longitudes |
|------------------|---------------|---------------|
| Block – B | | |
| 1 | 13° 14' 57" N | 79° 45' 02" E |
| 2 | 13° 13' 53" N | 79° 45' 27" E |
| 3 | 13° 14' 40" N | 79° 45' 41" E |
| 4 | 13° 14' 23" N | 79° 44' 48" E |
| Block – C | | |
| 5 | 13° 15' 18" N | 79° 42' 48" E |
| 6 | 13° 14' 20" N | 79° 43' 11" E |
| 7 | 13° 14' 50" N | 79° 43' 24" E |
| 8 | 13° 14' 56" N | 79° 42' 30" E |

| Block – D | | |
|------------------|---------------|---------------|
| 9 | 13° 18' 46" N | 79° 44' 16" E |
| 10 | 13° 15' 35" N | 79° 43' 36" E |
| 11 | 13° 17' 26" N | 79° 43' 35" E |
| 12 | 13° 17' 10" N | 79° 42' 58" E |
| Block – E | | |
| 13 | 13° 16' 00" N | 79° 45' 03" E |
| 14 | 13° 14' 17" N | 79° 47' 41" E |
| 15 | 13° 15' 13" N | 79° 46' 29" E |
| 16 | 13° 14' 58" N | 79° 45' 39" E |

3.8.4 The proposed proposal fall under 7(c) Industrial estates/ parks/ complexes/areas, export processing Zones, Category A as per EIC notification 2006. The overall cost of the project is Rs. 587 Crores.

3.8.5 Land use/Landcover of the project site is as shown in below Table:

| S. No. | Land use/Land cover | Area (ha) | % |
|-------------------|-------------------------|----------------|---------------|
| 1 | Industrial Plotted Area | 689.50 | 49.85 |
| 2 | Residential Area | 36.86 | 2.66 |
| 3 | Roads | 108.22 | 7.82 |
| 4 | Green& Buffer area | 496.42 | 35.90 |
| 5 | Truck Parking | 16.69 | 1.21 |
| 6 | Utilities & Amenities | 35.36 | 2.56 |
| Total Area | | 1383.08 | 100.00 |

3.8.6 List to industries to be housed with the proposed project site-

| S. No. | Focus Sector | Anticipated Types of industries/activities | Category as per EIA notification, 2006 | Category as per CPCB |
|--------|---|--|--|----------------------|
| 1 | FMCG | Cosmetic products, consumer products, toiletries & others | NA | Red/Orange |
| 2 | Agro Based units | Jute manufacturing, Bio degradable packaging materials and other related units | NA | Orange |
| 3 | Food Processing units | Fruits and vegetable processing units, beverages, host of food items such as chips wafers, chocolates etc. | NA | Orange |
| 4 | Leather goods & accessories (Excluding tanneries) | Leather goods manufacturing, bags, belts, purses, leather apparels , suit cases, trolley bags etc | NA | Green |
| 5 | Electronics | Various Electronics goods | NA | Green/White |

| | | | | |
|--|------------------------------|--|--|-----------------------|
| | &ESDM | manufacturing such as TV's, Consumer electronics , Robotics, IT equipment, net working products etc | | |
| 6 | Automobile & Auto Components | Manufacture of motor vehicles (such as manufacturing of Tractors, Buses etc.) | NA | Red |
| | | Manufacture of parts and accessories for motor vehicles (includes parts such as brakes, gearboxes, axles, seats, tyres, rubber products etc.) | NA | Orange and Green |
| 7 | Engineering | Heavy Engineering Goods | (Category A and B for Metallurgical industries for ferrous & nonferrous) | Red, Orange and White |
| | | Industrial Machinery: Mining Machinery, Construction Machinery, Material handling equipment, Metallurgical equipment, Textile machinery, Air pollution control systems, Furnaces, cooling towers etc. | | |
| | | Heavy electrical equipment And components: Electrical motors, generators, Boilers, turbines, power cables, inverters, switch gears, Capacitors, transformers etc. | | |
| | | Other Industrial Machinery: Printing and Processing Machines, Transmission Shafts | | |
| | | Process plant and equipment: Machinery for Processing chemicals, Food, cement, plastics, Hydro carbons, Pharmaceuticals, sugar, Injection-moulding machines | | |
| | | Machine tools: CNC Machines | | |
| | | Others: Floating docks and storage vessels | | |
| | | Light Engineering | | |
| I. C. Engines and parts: Compression Ignition and Electrical Ignition type IC | | | | |

| | | | | |
|---|------|---|----|-------------------------|
| | | Engines Compact engines, parts of IC engines | | |
| | | Electric manufacturers: Power cables, Electric filament or Discharge lamps, electric wires and cables, Insulated Wires, Electric Conductors and Optical Fibre Cables, Wires and Cables of Oxygen Free Copper, wire ropes etc | | |
| | | Industrial equipment: Industrial Gears, Pumps, compressors, Valves, electric fans, Diesel engines, etc | | |
| | | Industrial consumables: Antifriction Bearings, cutting tools, dry cells copper cathodes and sections of cathodes unwrought, | | |
| | | Wind and Solar Power generation equipment: | | |
| | | Industrial durables: Aluminium extruded and rolled products | | |
| | | Hardware: High tensile fasteners, Industrial fasteners, nuts bolts | | |
| | | Metal/Metals Forming | | |
| | | Steel pipes and tubes: Seamless pipes and tubes of iron and steel, Welded pipes and Tubes of iron/steel tube or pipe fittings of iron or steel. | | |
| | | Castings and forgings: Steel, alloy steel and non-ferrous metals for engineering, automobile and shipping sectors | | |
| 8 | MSME | Retail trade and Repairs of personal and household goods, manufacturing of wearing apparels, Manufacturers of foods and beverages, Hotels and restaurants, Sales maintenance of motor vehicles and cycles, Textile and Furniture manufacturing, Fabricated metals except Machinery and equipment. | NA | Orange, Green and White |

| | | | | |
|----|--------------------------|--|------------|---------------------|
| 9 | Paint industries | Manufacturing of paints varnishes, pigments and intermediate (excluding blending/mixing) | Category B | Red Category |
| 10 | Pharmaceuticals | Pharmaceutical formulations & Pharmaceutical R&D Units | NA | Red/Orange category |
| 11 | Apparel Manufacturing | Readymade garments: Shirts, pants, under garments, jeans, etc. | NA | Orange/Green |
| 12 | Ware Hoses and Packaging | Ware houses, Packaging products, wood, paper and metal based Various packaging Products | NA | Orange/Green |

3.8.7 Terrain and topographical features: The project site area has undulating in terrain and flat slopes. Slope terrain with levels varying from 100 m to 383m. The master slope of the area is from North to South. The typical drainage outfalls include natural stream flowing through the Northwest and Southeast of the site.

3.8.8 Water Bodies: Kushastalai or Nagari River (TN) – 1.5 km (W), Poondi Lake or Sathyamurthi Sagar (TN) – 5.1 km (SE), Nandi River (TN) – 5.7km (S), Allikuli Nadi (TN) – 0.8 km (NE), Arani River – 8.8 km (N), Korttalaiyar River – 8.8 km (ESE).

3.8.9 Water Requirement: Water requirement shall be met from River Krishna water, Telugu Ganga Project, Canal Intake near Lakshmiapuram village. No Ground Water will be abstracted.

| Proposed water requirement | | |
|-----------------------------|-------|----------|
| Parameter | Units | Proposal |
| Gross water Demand | MLD | 20.60 |
| Recycled water | MLD | 10.05 |
| Net Fresh Water requirement | MLD | 10.55 |
| CETP Capacity | MLD | 8.50 |
| STP Capacity | MLD | 3.60 |

3.8.10 Tree cutting: Tree cutting will be based on master plan development. These details will be enumerated at the EIA stage with alternative conservation measures. No Forest land diversion is involved.

3.8.11 There are no National Parks, Sanctuaries and Tiger Reserves in the 10 kms Radius. The project is not located in the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA). However, following Reserve forests are present in 10 Kms radius:

- Allikuli RF (TN) – Adjacent (E)
- Pulikundram RF (TN) – 2.7 km (NE)
- Pulikundram RF (AP) – 1.9 km (N)
- Nayappakkam RF (TN) – 4.7 km (ESE)
- Kolattur RF (TN) – 9.3km (S)

- Nagari RF (AP) – 9.6 km (NW)

3.8.12 Waste Management: The sewage and industrial effluent generated in the industrial, amenities, commercial, utility areas will be combined and treated in proposed CETP of 8.5MLD capacity, CETP will be developed in phases based on the industrial demand. The sewage generated in residential area will be treated in proposed STP with a capacity of 3.60 MLD.

3.8.13 R&R issues: No villages or population is disturbed by project. Majority of land belonging to Government. Some portion of land is allotted to weaker sections by Government under DKT category which will be taken back by paying suitable compensation fixed by the Government. No R&R issues are involved.

3.8.14 Benefits of the project: The proposed project is expected to generate employment approximately 42000 of direct and 55000 of indirect employment. The proposed project is estimated to bring investment of Rs. 40000 to 50000 Crores. To create a pro-business industrial corridor eco-system to drive up employment growth & to upgrade skills, to increase and diversify value added economic activities, to improve productivity levels.

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

3.8.16 The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 262nd meeting during 25th and 27th May, 2021 and **recommended the proposal for grant of ToR** with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. Water bodies existing at the site should be remained intact. Green cover of 10 meters shall be developed all around the water bodies
- ii. The cutting of trees should be kept at bare minimum and will avoid cutting the old and large and heritage trees if any. All such trees should be geo-tagged. Further, about 35% Tree plantation existing at the site including fruit bearing trees should be retained.
- iii. Red category Industries should be avoided as far as possible
- iv. To achieve the Zero Liquid Discharge, 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.
- v. 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.
- vi. The drainage pattern of the existing landuse shall be plotted and submitted along with the conservation plan for the drainage passing through the area.

Agenda No. 3.9

Developmental expansion of Industrial park over an area of 1415.25 ha in addition to existing Developed area of 290.37 ha within total permitted area of 1705.62 ha in respect of Khed City Multi-product Industrial Park at Khed Taluka, District Pune, Maharashtra by M/s Khed Economic Infrastructure Pvt. Ltd – Further consideration for Environmental Clearance [Proposal No IA/MH/NCP/203636/2008; File No 21-944/2007-IA.III]

This proposal was not considered, since no documents were provided to the committee members by the proponent.

Annexure-A

Following members were present during the 262nd EAC (Infra-1) meeting held on 25th and 27th May, 2021

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