

Minutes of the 159th meeting of Expert Appraisal Committee for projects related to Infrastructure Development, Coastal Regulation Zone, Building/Construction, Industrial Estate and Miscellaneous projects held on 30 - 31 May, 2016

Monday, 30th May, 2016, 10 AM

- 1. Opening Remarks of the Chairman.**
- 2. Confirmation of the Minutes of the 158th Meeting of the EAC held on 27- 28 April, 2016 at New Delhi.**

The EAC, after detailed discussions on minutes of 158th meeting held on 27-28 April, 2016, and having taken note that none of the members has sent any comments, confirmed the same.

3. Consideration of Proposals

3.1	Development of Access Controlled Nagpur-Mumbai Expressway from Jalna/Buldana District Border (km 00.00 to Aurangabad/Nashik District Border (km 154.00) in the State of Maharashtra by Maharashtra State Road Development Corporation - Finalization of ToR - [F.No.10-41/2016-IA-III]
3.1.1	<p>The project proponent made a presentation and provided the following information to the Committee:-</p> <ul style="list-style-type: none"> (i) The project involves development of Access Controlled Nagpur-Mumbai Expressway from Jalna/Buldana District Border (km 00.00 To Aurangabad/ Nashik District Border (km 154.00) in the State of Maharashtra. (ii) The Right of Way (ROW) of the proposed Access Controlled Expressway Corridor is 120 m. MSRDC is planning, development, co-coordinating and implementing agency established by the Government of Maharashtra to develop highway infrastructure in the State. (iii) To provide fast and direct connectivity, MSRDC has taken-up development of access controlled expressway between Nagpur and Mumbai. Apart from direct connectivity, this will also provide all round development of Marathwada and Vidarbha region. Greenfield alignment will also help in development of new industrial/educational/ tourism hub in vicinity of expressway. (iv) Approximately 154 km length of the proposed Access Controlled Expressway from Jalna/Buldana District Border (km 00.00 To Aurangabad/Nashik District Border (km 154.00) in the State of Maharashtra. (v) The proposed alignment is traversing at a distance of 4 km on the Northern side of Aurangabad city, which is a notified critically polluted area by the CPCB. (vi) Approximately 78.18 ha of forest land will be required for the project, which will be examined in depth and submitted to the concerned authority/department for permission during screening/EIA study. (vii) Permanent change is anticipated in the land use for the proposed corridor. About 1848.39 ha (Forest 78.18 ha, waste land 187.42 ha and agriculture land 1582.79 ha) will be acquired for the proposed project. The current land use of the proposed project corridor is Agriculture, Forest, and Barren (viii) About 2000 ha land will be identified for development of facilities connected with highway tourism, auto and ancillary hub etc at five/six locations along the project

	<p>corridor.</p> <p>(ix) About 250 KLD water is likely to be needed for construction. Water for construction of the road will be extracted from surface water after due permission.</p> <p>(x) Sufficient number of cross drainage structure will be provided.</p> <p>(xi) During construction of the project, electricity will be taken from State Electricity Board. DG sets of 100 kVA capacity fitted with acoustic enclosure will be used for emergency power generation during grid power failure.</p> <p>(xii) Quantity of fuel will depend on the operation of DG Sets and construction equipment, at one point of time. Only 200 litre of HSD will be stored in barrels.</p> <p>(xiii) Small quantity of sewage sludge will be generated from sewage disposal facilities at construction camp and used as manure for plantation purpose.</p> <p>(xiv) Demolition wastes will be generated from abandoned structures in the project area. Construction wastes generated time to time during construction activity will be used in filling at the site.</p> <p>(xv) No water diversion is proposed.</p> <p>(xvi) Cost of the project: Approximately Rs.5000 crore.</p> <p>(xvii) The project does not falls within 10 km of any eco- sensitive area.</p> <p>(xviii) Employment potential: 1000-2000 employment will be generated during construction.</p> <p>(xix) Benefits of the project: Good connectivity, less travel time, economic enhancement due to proposed node development.</p>
<p>3.1.2</p>	<p>During deliberations, the EAC noted the following:-</p> <p>(i) The proposal has been designated as Package III of Nagpur-Mumbai Expressway (750 km long) starting from Jalna/Buldhana District Border to Aurangabad/Nashik District Border (chainage km 347.00 to 502.00 i.e. 155.00 km).</p> <p>(ii) The nearest protected area from the project boundary is Kalsubai Wild Life Sanctuary at a distance of 8.4 km, and as such due to applicability of general conditions, the proposal is covered under Category A in terms of the EIA Notification. 2006.</p> <p>(iii) The project involves 17.33 ha of forest land and thus requires its prior diversion for non-forestry use for implementation of the project.</p> <p>(iv) The proposal would affect 80 nos of residential/commercial buildings, and thus requires their resettlement.</p> <p>(v) The proposed alignment of the expressway, while passing through Aurangabad District, is at a minimum distance of nearly 15-20 km from the Bidkin industrial area promoted by M/s Delhi Mumbai Industrial Corridor Development Corporation.</p>
<p>3.1.3</p>	<p><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.</i></p> <p><i>The Committee also restricted the facilities likely to be provided along the alignment, which would only include highway tourism, auto and auto ancillary hub, logistic park and convenience shopping in keeping with the given charter of MSRDC.</i></p>

3.2 Development of access controlled Nagpur-Mumbai Expressway from Kopargaon (Nashik District border (km 00.00) to Igatpuri (Nashik District border km 126.700) in the State of Maharashtra by Maharashtra State Road Development Corporation – Finalization of ToR – [F.No.10-42/2016-IA-III]

3.2.1 The project proponent made a presentation and provided the following information to the Committee:-

(i) The project involves development of access controlled Nagpur-Mumbai Expressway from Kopargaon (Nashik District border (km 00.00) to Igatpuri (Nashik District border km 126.700) in the State of Maharashtra by Maharashtra State Road Development Corporation.

(ii) Total length of the project road is 126.7 km (approx).

(iii) The Government of India is planning to start working on 10 world class express highways in order to boost the road infrastructure for faster connectivity between different cities. Amongst these 10 proposed expressways, Nagpur Mumbai Super Communication Expressway (NMSCE) is one proposed express highways which intends to divert and redistribute the heavy traffic on existing corridors. The proposed expressway (NMSCE) will pass through 12 districts from Vidarbha through Marathwada to Konkan regions. The major settlements which are set to be part of this plan are Nagpur District, Wardha District, Amravati District, Yavatmal District, Washim District, Buldana District, Jalna District, Aurangabad District, Ahmadnagar District, Nasik District, Thane District and Mumbai. Besides, a number of villages would also be part of the proposed NMSCE.

(iv) The NMSCE will be developed as a high-density corridor establishing high-speed connectivity between Nagpur and Mumbai. As a first step in this direction the Government of Maharashtra has decided to develop and strengthen the linkages and connectivity of major cities of state with Mumbai, the state capital. Exploring the viability of one such connectivity between Nagpur Mumbai, which includes links with and through Butibori – Wardha– Karanja – Aurangabad – Sinnar – Ghoti – Vadape along with link from Karanja – Loni - Nagzari corridor. The entire length of the proposed expressway is about 699.7 km and is divided into five packages as follows:

Sr. No.	Name of Project work	Approximate Length (in kms)	Estimated Cost (Rs. in Crs.)	Cost per km/Rs
1	Package-I: Jamtha-Butibori MIDC-Wardha-Pulgaon (in Nagpur Division)	89	6430.00	50.23
2	Package-II: Pulgaon-Karanja-Sindhakhedraja (in Amravati Division).	251	12810.00	50.04
3	Package-III: Jalna District Border-Aurangabad-Kopargaon (in Marathwada Division).	153	8250.00	50.00
4	Package-IV: Kopargaon-Sinnar, Sinnar-Igatpuri (in Nashik Division)	126.7	5780.00	50.26
5	Package-V: Igatpuri to Bhiwandi (in Mumbai Division)	80	4000.00	50.00
Total		699.7	37270.00	50.09

	<p>(v) Investment/Cost: The estimated cost for the entire stretch of the project is Rs. 37270.00 Crores.</p> <p>(vi) Some parts of the proposed expressway pass through the forest land and ghat section. Wherever the forest land is involved, the clearance will be required from the Ministry of Environment, Forest and Climate Change (MoEF&CC), Government of India.</p> <p>(vii) The project will have Interchange at Ghoti with NH – 3, Sinnar with NH – 50, Mangaon with NH – 50, Kopargaon with NH–222. The project intends to connect NH – 3 at Ghoti, NH – 50 at Sinnar. The project will have connectivity with AH-47 i.e. Great Asian Expressway at Sinnar which further improve connectivity to AH-43 in (Gwalior) Madhya Pradesh and AH-45 in Bangalore (Karnataka). The project will also increase transportation connectivity to NH-4 (Mumbai Pune Expressway) which is at distance of about 100 km.</p> <p>(viii) The project falls under Protected Areas notified under the Wild Life (Protection) Act, 1972, Notified Eco-sensitive areas, within 10 km from the boundary of proposed project alignment. A small portion of forest land i.e. 0.62% (9.5 Ha) in the entire stretch of 126.7 km is likely to be required for the construction of the expressway. The clearance for the forest land will be obtained from the Ministry of Environment, Forest and Climate Change Government of India (MoEF&CC). The project involves Kalsubai Wildlife Sanctuary within 10 km of the project road.</p> <p>(ix) Water: 90 LPCD will be required for onsite workers, while water for expressway construction and sprinkling for dust suppression will also be needed. Approximately 720 kld of water would be required for daily use in labor camps. The water shall be obtained from nearby surface/ ground water with prior consent.</p> <p>(x) Waste material generation during the course of an excavation, quarrying, dredging operation and construction is expected for which proper disposal measures shall be ensured. Wastes generated during construction and operation would be of food items, paints, cement, grit, bitumen, tar, cement, concrete, oil & grease etc. Which would be segregated and collected in separate bins and disposed of according to MoEF & CC regulations.</p> <p>(xi) During construction and operation hazardous waste maybe generated which will be managed as per Hazardous Waste Management Rules 2008.</p> <p>(xii) Sewage sludge will be generated form labor camps, construction sites. Septic tanks will be provided. During operation phase proper sewerage system and wastewater treatment plant will be provided.</p> <p>(xiii) Employment potential: The proposed project will have township, industrial & commercial sectors and hence has a potential to develop employment opportunities.</p> <p>(xiv) Benefits of the project: (i) Development and improvement in transportation infrastructure facility will connect villages with the nearby cities; (ii) Better approach to Medical & Educational services and quick transportation of perishable goods like fruits , vegetables and dairy products and Transporting, processing and marketing of agricultural products; (iii) Along with this, the project proponent also proposed to have area development, real estate development, emergency landing of plane, medical facilities, food courts, police stations, public toilets, petrol pumps; and (iv) Indirect and direct employment opportunity to people from all skilled, semiskilled and unskilled streams will act as social benefits.</p>
3.2.2	<p>During deliberations, the EAC noted the following:-</p> <p>(i) The proposal is the package IV of Nagpur Mumbai Expressway (750 km long) starting from Kopargaon Taluka in District Ahmednagar to Igatpuri Taluka in Nashik District (chainage km 501.930 to 628.555 km i.e. 126.625 km).</p>

	<p>(ii) The nearest protected area from the project boundary is Kalsubai Wild Life Sanctuary at a distance of 8.4 km, and as such due to applicability of general conditions, the proposal is covered under Category A in terms of the EIA Notification. 2006.</p> <p>(iii) The project involves 9.4 ha of forest land and thus requires its prior diversion for non-forestry use for implementation of the project.</p> <p>(iv) The proposal would also affect 80 nos of residential/commercial buildings, and thus requires their resettlement.</p>																																												
<p>3.2.3</p>	<p><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.</i></p> <p><i>The Committee also restricted the facilities likely to be provided along the alignment, which would only include highway tourism, auto and auto ancillary hub, logistic park and convenience shopping in keeping with the given charter of MSRDC.</i></p>																																												
<p>3.3</p>	<p>Setting up of Kadechuru Industrial Area, Kedechuru Village, Yadgiri Taluka (Karnataka) by Karnataka Industrial Areas Development Board (KIADB) - Further consideration for Environmental Clearance - [F.No.21-8/2014-IA-III]</p>																																												
<p>3.3.1</p>	<p>The proposal involves development of Kadechuru Industrial Area at Kadechuru Village, Yadgiri District by Karnataka Industrial Areas Development Board (KIADB), with the details as under:-</p> <table border="1" data-bbox="288 1144 1426 1749"> <thead> <tr> <th>S.No</th> <th>Description</th> <th>Acres</th> <th>Percentage%</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Industrial</td> <td>1426.92</td> <td>44.04</td> </tr> <tr> <td>2</td> <td>KSSIDC</td> <td>67.9</td> <td>2.10</td> </tr> <tr> <td>3</td> <td>Commercial</td> <td>74.2</td> <td>2.29</td> </tr> <tr> <td>4</td> <td>Amenities</td> <td>62.7</td> <td>1.94</td> </tr> <tr> <td>5</td> <td>Utility</td> <td>53.4</td> <td>1.65</td> </tr> <tr> <td>6</td> <td>Greenbelt</td> <td>413.58</td> <td>12.76</td> </tr> <tr> <td>7</td> <td>Truck Parking</td> <td>133.95</td> <td>4.13</td> </tr> <tr> <td>8</td> <td>Road</td> <td>172.4</td> <td>5.32</td> </tr> <tr> <td>9</td> <td>Bulk Land (Coca cola, Railway Bogie, Pet Bottle Plant)</td> <td>834.95</td> <td>25.77</td> </tr> <tr> <td colspan="2">Total</td> <td>3240</td> <td>100</td> </tr> </tbody> </table> <p>ToR was accorded by the Ministry vide letter No.21-8/2014-IA.III dated 18th September, 2014. Public Hearing was conducted on 14th September, 2015 in Kadechur village, Taluka, District Yadgir (Karnataka).</p>	S.No	Description	Acres	Percentage%	1	Industrial	1426.92	44.04	2	KSSIDC	67.9	2.10	3	Commercial	74.2	2.29	4	Amenities	62.7	1.94	5	Utility	53.4	1.65	6	Greenbelt	413.58	12.76	7	Truck Parking	133.95	4.13	8	Road	172.4	5.32	9	Bulk Land (Coca cola, Railway Bogie, Pet Bottle Plant)	834.95	25.77	Total		3240	100
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<p>3.3.2</p>	<p>The project was earlier considered in its 157th meeting held on 28-29 March, 2016, wherein the following observations were made:-</p>																																												

	<p>(i) In terms of the ToR granted to the project, the proponent were required to submit the details of the tributary along with its flood plain demarcated by the State Irrigation Department. There being no inputs available in this regard, the flood plain demarcation has not been addressed at all.</p> <p>(ii) The project proponent has also not informed about the nature of industries to be housed in the proposed Kadechuru industrial area.</p> <p>The proposal was, therefore, deferred for want of the desired information.</p>
3.3.3	<p>The EAC noted that the project proponent failed to bring any map of the flood plain as desired by the Committee.</p> <p>However, on the request of the project proponent, the case was again taken up on the 2nd day of the meeting. This time, an A4 size map indicating High Flood Level (HFL) duly authenticated by the State Irrigation Department and layout of the proposed industrial area were submitted. The EAC observed that there were no industrial plots within the bounds of the HFL, and asked the project proponent to submit a larger map to the Ministry for more clarity.</p> <p>Further, the Committee noted that the proposed industrial estate would be housing a number of bulk drugs and intermediates units, thus essentially requiring an effluent treatment plant to take care of the effluent generated from these units. There is no planning for the ETP and no details are available (including the proposed location) in this regard. The project proponent was requested to furnish the details urgently for a decision on the proposal.</p>
3.3.4	<p><i>The proposal was, therefore, deferred for want of the desired clarifications/inputs as indicated in para 3.3.3 above.</i></p>
3.4	<p>Construction of Industrial Park at Village Attivaram, Taluka Ozili, District Srii Potti Sriramulu Nellore (Andhra Pradesh) by Andhra Pradesh Industrial Infrastructure Corporation Ltd (APIIC) - Further consideration for Environmental Clearance - [F.No.21-93/2014-IA-III]</p>
3.4.1	<p>The project proponent made a presentation and provided the following information to the Committee:-</p> <p>(i) The project involves construction of an industrial park at village Attivaram, Taluka Ozili, District Srii Potti Sriramulu Nellore (Andhra Pradesh) by Andhra Pradesh Industrial Infrastructure Corporation Ltd.</p> <p>(ii) The proposed Industrial Park for 406.26 acres by APIIC at Attivaram village, Ozili mandal, Nellore District in Andhra Pradesh, falling within Survey Nos. 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76,77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 97, 98, 99, 101, 102, 103, 104, 105,106. The project is located at Latitude 13°55'33.53"N and Longitude 79°47'32.73"E.</p> <p>(iii) Presently the current site is vacant.</p> <p>(iv) Plotted area for proposed Industries - 194.29 acre, Road area - 36.61 acre, Open space area to be used as green belt -30.99 acre , Green belt area -15.38 acre, common facilities area -12.55 acre Bulk allotment -104.33 acre.</p> <p>(v) During construction phase, the total water demand for the project is expected to</p>

	<p>be 150 KLD; water will be sourced from Telugu Ganga Channel. During the construction phase, soak pits and septic tanks will be provided for disposal of waste water. Temporary sanitary toilets will be provided during peak labour force.</p> <p>(vi) During operation phase, total water demand for the project is expected to be 3986 KLD and the same will be met by Telugu Ganga Channel. The water requirement for domestic use is 330 KLD. Wastewater generated from domestic use will be treated in 500 KLD STP and the treated sewage water of 308 KLD will be utilised for gardening. The water requirement for process, boiler and cooling tower is 2156 KLD and 1500 KLD respectively. The waste water generated will be treated in CETP of 2 MLD capacity with ZLD system. The treated effluent of 1636 KLD will be utilised in boiler/ cooling tower, process.</p> <p>(vii) Construction phase – 50 kg/ day, operational phase – 1150 kg/ day. This will be composed in waste processing area of 500 sqm and used for green belt development.</p> <p>(viii) The power requirement is 35.5 MVA which will be sourced from APEPDCL.</p> <p>(ix) Rain water harvesting system with recharge pits is proposed.</p> <p>(x) Parking facility proposed for 200 trucks and Bus/ Van parking area for 56 nos. The total parking area proposed is 8000 Sqm.</p> <p>(xi) Wildlife issues: The site is not located within 10 km radius of eco sensitive areas.</p> <p>(xii) There is no court case pending against the project.</p> <p>(xiii) Investment/Cost for the project is Rs.1941.38 Lakhs</p> <p>(xiv) Employment potential: The employment potential will generate in the nearby locality. Approx. Construction phase – 75 persons, 1464 persons during operation phase.</p> <p>(xv) Benefits of the project: The proposal is an Industrial Park to be developed by APIIC at Attivaram village, Ozili Mandal, Nellore District in Andhra Pradesh. The proposal will generate employment in the nearby areas.</p> <p>(xvi) Public Hearing: The public hearing was conducted on 20.11.2015 at site. The major issues discussed were:</p> <ol style="list-style-type: none"> a) Industries already established in the project area, pose pollution problem to the people as well as grazing animals. b) Employment were not provided to local people c) Industries are obstructing the natural regime of water flow in the area
<p>3.4.2</p>	<p>The project was earlier considered by the EAC in its 157th meeting held on 28-29 March, 2016 wherein the EAC observed that the detailing and categorization of industries which have been allotted and those proposed to the allotted, require more accurate and precise classification/categorization, so that the environmental impacts can be appropriately assessed and addressed. Adequacy of these measures was required to be examined in the light of the pollution load for consideration of EC. The proposal was, therefore deferred, asking the project proponent to resubmit the proposal at an early date with correct appreciation of the proposal.</p> <p>During deliberations, the EAC noted that the requisite details in respect of industrial units, already allotted and/or proposed, were submitted by the project proponent.</p>
<p>3.4.3</p>	<p><i>The EAC, after deliberation, recommended the project for grant of environmental clearance, subject to all generic conditions applicable for building and construction projects.</i></p>

3.5 Bidkin Industrial Area, Aurangabad, Maharashtra by M/s Delhi Mumbai Industrial Corridor Development Corporation - Environmental Clearance - [F.No.21-69/2012-IA-III]

3.5.1 The PP made a presentation before the EAC and made submissions as under:

- (i) TOR was granted by the Ministry vide letter No.21-69/2012-1A.III dated 2nd April 2013,
- (ii) The project involves development of Bidkin Industrial Area (BIA) in District Aurangabad (Maharashtra) by Delhi Mumbai Industrial Corridor Development Corporation (DMICDC). The delineated region for Bidkin Industrial Area (BIA) is spread over the 8 villages viz. Meherrban Naik Tanda, Jambhali, Nilajgaon, Bidkin, Banni Tanda, Nandalgaon, Bangla Tanda and Chincholi under the jurisdiction of Tehsil Paithan in District Aurangabad, Maharashtra. Geographical co-ordinates outlining the site are:
 - Corner 1: Lat.: 19°45'41.12"N, Long.: 5°21'25.01"E
 - Corner 2: Lat.:19°45'06.90"N, Long.:75°22'50.17"E
 - Corner 3: Lat.:19°39'50.61"N, Long.: 5°19'43.29"E
 - Corner 4: Lat: 19°39'48.47"N Long: 75°21'14.60"E
- (iii) Proposed BIA is being developed over 3179.1 hectares i.e. 31791000 sqm of land and will be a mixed land use development comprising of a). Industries; b). Residential units; c). Commercial areas; and d). Social amenities. Land use plan of the proposed BIA is as below:

Land Use	Area (ha.)	Percentage of Total (%)
Industrial	1375.8	43.28
Residential	663.6	20.87
Commercial	117.6	3.70
Amenities	170.1	5.35
Open Space	358.1	11.26
Transport (Roads)	494.0	15.54
Total	3179.1	100

- (iv) During construction phase, total water demand is expected to be ~42 KLD and will be sourced from authorised local sources. During the construction phase, soak pits and septic tanks will be provided for disposal of waste water. Temporary sanitary toilets will be provided during peak labor force engagement.
- (v) During operation phase, the total water demand for the project is 111 MLD out of which 67 MLD is fresh water demand and will be met by Jayakwadi Dam Reservoir. Approximately about 44 MLD of the water demand is for non-potable uses, which will be met through reuse of treated wastewater. 30 MLD of sewage and 27 MLD of industrial effluent will be treated in STP and CETP of capacity 36 MLD and 28 MLD respectively and the treated water available will be reused flushing and landscaping. ~14 MLD of excess treated wastewater will be discharged into developed water bodies for ground water recharging.
- (vi) About 250 TPD of municipal solid waste (MSW) shall be generated from various areas planned in Bidkin Industrial Area during operation phase. ~141 TPD of biodegradable will be generated and will be treated using biomethanation technique. ~107 TPD of non-biodegradable waste will be handed over to the authorized local vendor for further processing.
- (vii) Hazardous waste that will be generated from industrial area will be collected in

keeping with the norms and will be transported to the nearest hazardous waste treatment, storage and disposal facility (TSDF) at Ranjangaon, Pune.

- (viii) Total power requirement during construction phase is ~11 kVA and will be met through 33/11 KV Bidkin substation, 33/11 KV Chitegaon substation, 33/11 KV Balagaon substation and 33/11 KV Dhorkin substation. Total power requirement during operation phase is estimated to be 1000 MVA and will be sourced from 765 kV sub-station at Chitepimpalgaon of Power Grid Corporation of India Limited (PGCIL), 765 kV sub-station at Ekthunitanda of Maharashtra State Electricity Transmission Company Limited (MSETCL) and 400 kV substation at Thaptitanda.
- (ix) Rainwater harvesting potential for individual buildings will be calculated at detailed designing stage.
- (x) Since this is an industrial estate project with many buildings and blocks, estimations regarding number of parking lots is not possible at EIA stage. However, adequate space will be provided for truck terminus and individual plot holders shall provide parking as per the applicable DC Rules.
- (xi) It is not located within 10 km any eco-sensitive area.
- (xii) There is no court case pending against the project.
- (xiii) **Investment/Cost:** The cost of the project is approx Rs. 6000 crore (for trunk Infrastructure).
- (xiv) **Public Hearing:** Public hearing was conducted on 5th February 2016 at Anjani Lawn, Bidkin, District Aurangabad of state of Maharashtra. Main issue raised during PH was regarding non-payment of compensation against a) Loss of land: The compensation against loss of land is pending in four (4) out of the eight (8) project-affected villages; b) Loss of trees, wells, other private structure and c) Class II land.
- With regard to the payment of land for the remaining 4 villages, it was stated that the total process viz. 32/1 process, grant, issuance of necessary notification, etc. will be completed within a period of one month and if the first stage is delayed then it will take further time for the payments.
 - With regard to payment of trees and structures, it was informed that there was procedural delay for payment. However, total valuation had been received from MIDC and the awards of Bangla Tanda and Banni Tanda were ready and the awards of Bidkin were being prepared. The payments would be disbursed within a week. It was also stated that a fresh survey will be conducted for the trees that were left out during valuation.
 - With regard to class II land, it was stated that issues regarding Class II land legally differ from case to case and one rule cannot be applied to all. It was assured that in 7 particular cases, the payment will be made within a week as orders have already been issued.
 - Efforts will be taken to review the remaining cases and make payments to all the concerned.
- (xv) **Employment potential:** The BIA will involve development of ~1607 ha of industrial area and will generate vast employment opportunities. It has been estimated that by year 2030, the proposed BIA will generate about 1,00,481 industrial jobs comprising of both direct and indirect employment.
- (xvi) **Benefits of the project:** The project benefits include:
- The proposed development will have social benefits by improvement of infrastructure in the area; in terms of road, power supply, water supply, waste management, transportation etc.
 - The advent of industrial operations and parallel developments would create aspirations of increasing technical knowledge and educational progress among the local community.
 - There would be an increase in the number of men and women opting for higher

	<p>education and skill trainings in the face of demand from the industrial sector.</p> <ul style="list-style-type: none"> • The proposed BIA project has also estimated the residential population and provides for planned development for this population.
<p>3.5.2</p>	<p>During deliberations on the proposal, the EAC noted the following:-</p> <p>(i) The EAC first considered the point of ToR extension. In the minutes of the EAC meeting dated 23/24th April, 2015, it has been recorded that the project proponent sought extension upto 26th February, 2016. Obviously, there is confusion and wrong recording on the date of the proposed extended validity of ToR. Since, validity of the ToR was till 2nd April, 2015, extension was supposed to be granted till 1st April, 2016. The EAC took note of the same, and desired that the correction be made accordingly</p> <p>(ii) The proposal involves development of Bidkin Industrial area in an area of 3179.1 ha spread over 8 villages in District Aurangabad (Maharashtra), and no forest area is involved.</p> <p>(iii) The proposed industrial would include namely, food and beverages, pharmaceuticals, medicinal chemical & botanical products, rubber & plastics products, other non-metallic mineral products, electrical equipment, basic metals, machinery & equipment etc.</p> <p>(iv) The SPV namely, Aurangabad Industrial Township Ltd (formed by MIDC and DMIDC) has been created for planning and development of the said industrial area. Whereas, Mumbai Industrial Development Corporation shall be the nodal agency, responsible for land acquisition under the MID Act.</p> <p>(v) The proposal does not indicate the number of Category A or B industries. There being no details available in this regard, the Committee felt that while handling such large industrial areas, any methodology adopted in developed countries or emerging economies could be useful for assessing the overall impact to be considered by practice, and thus leaving each individual case of Category A or B industries to be examined at a later stage.</p> <p>(vi) The Committee also desired that the Ministry may also like to inform any of such practice being followed or methodology given for such cases where overall load of pollution cannot be envisaged. The EAC appreciated that such industrial area need to be developed for 'Make in India' campaign of the country.</p> <p>(vi) The detailing and categorization of industries which have been allotted and/or proposed to the allotted, require more accurate and precise classification/categorization, so that the environmental impacts can be appropriately assessed and addressed. Adequacy of these measures needs to be examined in the light of the pollution load for consideration of EC.</p>
<p>3.5.3</p>	<p><i>The EAC, after deliberations, deferred the proposal for want of the desired clarifications/inputs on the above lines.</i></p>

3.6	Development of industrial estate of HSIIDC on Refinery Road, Panipat, Haryana by Haryana State Industrial & Infrastructure Development Corporation (HSIIDC) Ltd - Environmental Clearance - [F.No.21-14/2013-IA-III]
3.6.1	<p>The project proponent made presentation before the EAC and made submissions as under:</p> <ul style="list-style-type: none"> (i) The project involves development of industrial estate of HSIIDC on Refinery Road, Panipat, Haryana by Haryana State Industrial & Infrastructure Development Corporation (HSIIDC) Ltd. (ii) It is located near to Panipat refinery and is 5 km away from NH-1. Industries planned are Plastic packaging, polyester fiber, woven sacs and land is acquired from four villages, Bohli, Rajapur, Dadlana & Begampur. (iii) Total area of the proposed project is (373 ha, Net planned area is 361.32 ha) for the purpose of development of IE. (iv) ToR for the project was granted by the Ministry vide letter No.21-14/2013-IA-III dated 26th February, 2014. (v) The energy requirement would be 70 MVA (tentative peak load from UHBVN). (vi) Daily water demand is 25 MLD (16.7MLD fresh water from 28 nos of tubewells. The project is having the provision for the development of 10 MLD CETP. (vii) Water bodies: Major water bodies are Drain -2. (viii) Provision of 15 RWH wells. (ix) MSW generation would be 11.5 MT/day. (x) Solid Waste Management: CETP sludge will be disposed through authorized recycler/management company (GEPIL). (xi) Waste water quantity, treatment capacity, detail: 8.4 MLD, CETP capacity (5+5=10 MLD in two phases); based on ASP process, extended aeration, trickling filters, sludge thickeners, chlorination, deep bed filters. (xii) Recycling/reuse of treated water and disposal: Recirculation scheme exists, CETP discharge 10 MLD (8.4 MLD recycled and reused & remaining 1.6 MLD to main drain-2). Out of 8.4 MLD 29% (2.9 MLD) recycled, 55% (5.5 MLD) horticulture use after conforming to standards. (xiii) Investment/Cost: The initial cost of project is Rs.410 crores (exclusive of the cost of the land viz. Rs.244.13 crore). 46.8 % is reserved for industrial plots, 11.74% under R&R, 5.11% for commercial purpose, and 33% for gGreen belt. (xiv) Energy conservation measures with estimated saving: SPV and LED street lights will be installed in each industry. Solar power heating systems. Use of energy efficient building materials, use of flyash in construction, Energy efficient air-conditioning. (xv) Parking requirement with provision made: Adequate parking space for commercial vehicles, private cars and two wheelers in designated parking areas. Weighing balance will also be installed in the IE. (xvi) Whether the project is in Critically Polluted area: No- (Outside the municipal Limits of Panipat). (xvii) Public Hearing: Public Hearing was conducted at Panipat on 15th February, 2015 and Karnal on 29th April, 2015. (xviii) Employment potential: 4000-5000 (xix) Benefits of the project: Creation of downstream petrochemical industries. Local availability of raw materials, trained manpower.

<p>3.6.2</p>	<p>During deliberations, the EAC noted that the proposed industrial estate involves an area less than 500 ha. Also, the industrial units already allotted and the proposed ones, are neither covered under category A nor B, and thus not requiring environmental clearance in terms of the EIA Notification, 2006.</p> <p>On a specific query by the EAC regarding location of the project site with respect to the identified '<i>Critically Polluted Area (CPA)</i>' near Panipat town, it was informed that the proposed site is more than 5 km from that area. Accordingly, at a later stage, even if any proposed project/activity is reported to be in category B, the industrial estate would be covered under category B, and shall require EC from the concerned SEAC/SEIAA.</p> <p>The Committee also noted the ToR was earlier granted in view of a proposed fertilizer unit covered under category B, and the general conditions applicable due to the location of the project site <i>about</i> 5 km from the CPA.</p> <p>However, the project proponent was asked to get a confirmation from the SPCB (or any other appropriate authority) on location of the project site vis-a-vis the CPA, and also the category of industrial units, to ascertain the concerned regulatory authority for further considering the proposal.</p>
<p>3.6.3</p>	<p><i>The EAC, after deliberations, deferred the proposal for want of the desired clarifications/inputs on the above lines.</i></p>
<p>2nd Day - Tuesday, 31st May, 2016</p>	
<p>3.7</p>	<p>Development of Multiproduct SEZ and Free Trade Warehousing Zone (FTWZ) at Layja Mota in District Kutch (Gujarat) by M/s Sea Land Ports Ltd - Extension of validity of ToR - [F.No.21-68/2011-IA-III]</p>
<p>3.7.1</p>	<p>The project proponent made presentation before the EAC and made submissions as under:</p> <p>(i) ToR was granted to the project vide letter No.11-68/2011-IA-III dated 5th March, 2013 with its validity of two years.</p> <p>(ii) M/s Sealand Ports Private Limited (SPPL) and Avash Logistic Park Private Limited (ALPL) propose to develop a Multi-Product Special Economic Zone (SEZ) and a Free Trade and Warehousing Zone (FTWZ) at Layja Mota Village in Mandvi Taluka, Kutch District, Gujarat. Infrastructure Leasing and Financial Services Limited (IL&FS) is the promoter of proposed SEZ, FTWZ and DTA.</p> <p>(iii) A dedicated 60 m wide utility corridor from proposed shipyard cum captive jetties (proposed towards south of SEZ) to SEZ boundary is planned, which comprises of Coal conveyors, LNG Pipeline, Power evacuation tower, intake/outfall pipelines, wastewater conveyance pipelines and road.</p> <p>(iv) CEIA/EMP study was completed and public hearing was held on December 12, 2014. Final CEIA/EMP report inclusive of other documents was submitted to Gujarat Coastal Zone Management Authority (GCZMA) on 16th Jan 2015. GCZMA appraisal is under progress.</p>

3.7.2	<p>During deliberations, the EAC was informed about this Ministry's OM dated 8th October, 2014 regarding validity of ToRs. It was observed that the ToR dated 5th March, 2013 was valid at the time of issue of the said OM, and as such, the validity period shall get extended from 2 to 3 years i.e. from 4th March, 2015 to 4th March, 2016.</p> <p>The Committee also took note that, in terms of the above OM, the validity period could be further extended by the Regulatory Authority concerned by a maximum period of one year provided the application is made at least 3 months before the expiry of the validity period, together with an updated Form-1, based on proper justification and also recommendation of the EAC/SEAC.</p>
3.7.3	<p><i>The Committee, after detailed deliberations and given the provisions contained in the Ministry's OM dated 8th October, 2014, recommended the proposal for extension of validity of ToR for a further period of one year i.e. upto 4th March, 2017.</i></p>
3.8	<p>'Eastern Peripheral Expressway (NE-II) passing through Kundli – Ghaziabad – Noida – Faridabad' in Haryana and UP by National Highways Authority of India – Extension of validity of Environmental Clearance – [F.No.5-4/2007-IA-III]</p>
3.8.1	<p>During deliberations, the EAC noted that the validity of environmental clearance dated 3rd June, 2009 was earlier recommended for extension up to 31st July, 2018 in its meeting held in June/July, 2014 and May, 2015. However, the Ministry took a view that the validity of EC can be extended up to June, 2016. The project proponent was communicated accordingly vide letter dated 10th September, 2015. The project proponent informed that a portion of the project has recently been inaugurated by a Union Minister and the proposed highway has also come under scrutiny of the Hon'ble Supreme Court.</p> <p>Now, the project proponent has desired for extension of the validity of EC till July, 2018 in view of the orders of Hon'ble of Supreme Court for completion of the project by that time.</p>
3.8.2	<p><i>The EAC, after deliberations observed that they had already acknowledged the request of the project proponent, and accordingly recommended for extension of validity of EC up to July, 2018. Given the orders of Hon'ble Supreme Court and the Ministry's stand, a further view may be taken by the Ministry itself.</i></p>
3.9	<p>Development of International Leather Complex (ILC) and laying of intake and outfall pipeline at Village Kothapatnam of Kota Mandal in District SPSR Nellore (Andhra Pradesh) by M/s Krishnapatnam International Leather Complex Private Limited – Amendment in Environmental and CRZ Clearance – [F.No.21-29/2012-IA-III]</p>
3.9.1	<p><i>The PP did not attend the meeting, and as such the proposal was not considered.</i></p>
3.10	<p>Installation of proposed Sulphuric acid (2*12500 MT) and Phosphoric acid (2*10000 MT) storage tanks along with unloading facilities and pipelines at the existing fertilizer Wharf of Coromandel International Limited, Visakhapatnam (Andhra Pradesh) by M/s Coromandel International Ltd - Further consideration for CRZ Clearance – [F.No.11-35/2015-IA-III]</p>

<p>3.10.1</p>	<p>The project was considered by the EAC in its 154th meeting held on 22-23 December, 2015 wherein the Committee desired a comprehensive Disaster/ Environmental Management Plan for the proposal, ensuring safe and eco-friendly handling of the hazardous chemicals. They were requested for exploring best practices regarding risk management and spillage plan, and also to find out if any permission is required from the Indian Coast Guard in this regard.</p> <p>The PP submitted the Disaster/Environment Management Plan. Regarding Best Risk Management Practices, the project proponent informed that well designed pipelines with expansion loops would be used. Storage tanks are designed to withstand worst weather conditions, good engineering practices, National standards and applicable codes would be adopted.</p> <p>With regard to permission from Indian Coast Guard, the project proponent informed that their facility was examined by the Commandant & Dist. Pollution Response Officer for COMDIS-6 (AP) along with his team. It has been recommended to comply with Tier-I capability for ship berthing as per NOS-DCP (National Oil Spill Disaster Contingency Plan).</p> <p>The project was again considered by the EAC in its 157th meeting held on 27 – 28 April, 2016 wherein the EAC was not satisfied with the disaster response plan for acid spillage. The Committee desired that the project proponent shall resubmit the proposal with a provision of dyke spill hold equal to the entire tank capacity within the dyke area, collectively or individually, depending upon the dyke design. This was done in the interest of industrial and public safety.</p> <p>The proposal was deferred for clarifications in view of safety issues.</p>
<p>3.10.2</p>	<p>The EAC, at the outset, took objection to the contents of the letter dated 15th April, 2016 submitted by the project proponent, and observed that the facts therein were misinterpreted and wrongly recorded, directing the proponent to follow the best available international practices. The project proponent was asked either to produce a copy of the communication, if any, sent by the Ministry or any member of the EAC on this aspect, otherwise, they should withdraw the said letter being factually incorrect. The project proponent admitted that it was a misinterpretation and tendered apology for the same. The project is reportedly located within the premises of Vishakhapatnam Port Trust.</p> <p>On the request of the project proponent to consider their proposal in the light of the standards prescribed by the BIS and OISD, the Committee opined that standards prescribed by OISD are applicable to Oil Industries, whereas, standards prescribed by BIS are voluntary. The failure of all sulphuric acid storage tanks is possible during natural calamities, or an explosion or mischief, and in that case, it would result huge spillage of harmful and highly hazardous chemicals. Therefore, the Committee was of the firm view that in the larger public interest and safety, the project proponent must increase the dyke capacity equal to the total storage capacity of Sulphuric Acid of all the tanks in the tank farm area.</p>
<p>3.10.3</p>	<p><i>The EAC, after detailed deliberations made it categorical that the safety provisions should cover the entire tankage and not just the one tank even if it is the largest tank, and that public safety should not be compromised at any cost, while storing this hazardous chemical, keeping in view some recent accidents and heightened security</i></p>

	<i>concerns.</i>
3.11	Star Hotel Project at Survey Nos. 6, 6/2-3, 6/2-2, 6/2, Alappuzha West Village, District Alappuzha (Kerala) by M/s East Venice Hotels and Resorts Pvt. Ltd - CRZ Clearance – [F.No.11-19/2016-IA-III]
3.11.1	<p>The project proponent made a presentation and provided the following information to the Committee:-</p> <ul style="list-style-type: none"> (i) The project involves construction of Star Hotel Project at Survey Nos. 6, 6/2-3, 6/2-2, 6/2, Alappuzha West Village, District Alappuzha (Kerala) by M/s East Venice Hotels and Resorts Pvt. Ltd. (ii) The project is located at 09°29'39"; 24.85"N Latitude and 76°19'13.91"E Longitude. (iii) Earlier Clearance details, Constructions status, if any: New project of Star Hotel Project. Currently, no construction work at site. (iv) The total plot area is 1,944 sq. m. The project will comprise of 42 guest rooms in Hotel building with supporting infrastructure facilities. FSI area is @1.85 and total construction area of 4,231.10 sq. m. Total 42 Guest Rooms in Hotel shall be developed. Maximum height of the building is 20.6 m. (v) During construction phase, total water demand of the project is expected to be 17 KLD which will be met by Public supply & Stored rain water. During the construction phase, portable toilets with mobile STP for disposal of waste water. Temporary sanitary toilets will be provided during peak labor force. (vi) During operational phase, total water demand of the project is expected to be 20 KLD and the same will be met by the Public supply & Stored rain water. Wastewater generated (16 KLD) will be treated in STP of total 25 KLD capacity. 15 KLD of treated wastewater will be recycled (6 KLD for flushing, 5 KLD for gardening and excess to use as make-up water for cooling purposes). About Nil KLD will be disposed in to municipal drain. (vii) About 60 Kg/day solid waste will be generated in the project. The biodegradable waste (36 Kg/day [60%]) will be processed Bio-bin system and the non-biodegradable waste generated (24 Kg/day [40%]) will be handed over to authorized local vendor. (viii) The total power requirement during construction phase is 20 KW and will be met from Kerala State Electricity Board & 62.5 KVA D.G. Set and total power requirement during operation phase is 200 KW and will be met from Kerala State Electricity Board & D.G. Set (200 kVA X 1 No.). (ix) Rooftop rainwater of buildings will be collected in RCC RWH tank of total 72 KL capacity for harvesting after filtration. (x) Parking facility for 35 ECS and 40 two wheelers is proposed to be provided against the requirement of 32 ECS respectively (according to local norms). (xi) Proposed energy saving measures would save about 21% of power. (xii) SCZMA Approval: The Kerala Coastal Zone Management Authority has recommended the project vide their letter No.2515/A3/16/KCZMA/S&TD dated 30th April, 2016. (xiii) Wildlife issues: It is not located within 10 km of Eco Sensitive areas. (xiv) There is no court case pending against the project. (xv) Investment/ Cost of the project is about Rs.11 Crores. (xvi) Employment potential: About 100 jobs (50 direct + 50 indirect) (xvii) Benefits of the project: Star Hotel project will provide direct and indirect jobs to the locals with improvement in infrastructure with other ancillary developments near site.

<p>3.11.2</p>	<p>During deliberations, the EAC observed the following:-</p> <p>(i) The project site is entirely beyond 200 m from the HTL, and thus located in CRZ area. Kerala CZMA has recommended the proposal from the perspective of CRZ Notification, 2011 vide their letter dated 30th April, 2016.</p> <p>(ii) The project would not involve any ground water withdrawal. Only rain water is to be utilized.</p> <p>(iii) The project proponent has not submitted the building plan layout, which is the basic requirement for considering any proposal. Also, no details in respect of energy conservation have been provided.</p> <p>(iv) The parking area appeared inadequate, and there is no provision for any bus parking.</p>
<p>3.11.3</p>	<p><i>The EAC, after deliberations, desired that the project proponent shall revisit the parking area, energy conservation and resubmit a site plan on scale. The proposal was, therefore, deferred for want of the desired clarifications/inputs.</i></p>
<p>3.12</p>	<p>Proposed Residential Project under SRA Scheme at Plot bearing C.T.S No. 20 (pt), 22 (pt), 23 (pt), 24 (pt), 32 (pt) & 38 (pt), Worli Division, G/South Ward, Mumbai (Maharashtra) by M/s Hubtown Ltd - CRZ Clearance - [F.No.11-12/2016-IA-III]</p>
<p>3.12.1</p>	<p>The project proponent made a presentation and provided the following information to the Committee:-</p> <p>(i) The project involves residential construction under SRA Scheme at Plot bearing C.T.S No. 20 (pt), 22 (pt), 23 (pt), 24 (pt), 32 (pt) & 38 (pt), Worli Division, G/South Ward, Mumbai (Maharashtra) by M/s Hubtown Ltd.</p> <p>(ii) This is a proposed slum rehabilitation project under Slum Rehabilitation Authority (SRA) Rules which envisages rehabilitation of about 270 slum families.</p> <p>(iii) The plot under consideration falls in CRZ-II and as per the then prevailing guidelines and notifications, prior to 04.01.2002, the Planning Authority viz. SRA was competent authority to accord approvals to the projects in CRZ areas. Accordingly, the work is in progress since then as per scheme approved. At present, 2 rehab buildings are constructed and occupied. The third rehab building is under construction. Sale building is not started.</p> <p>(iv) The total plot area is 5, 565.00 sqm, built up area will be 37332.25 sqm, FSI area is 13,596.19 sqm, non FSI area is 23736.06 sqm. The project building comprises Rehab 1: G + 7; Rehab 2: G + 7; Rehab 3: G + 22, Sale residential Building: 2B + St / G(pt) + 30 Parking floors + Service Floor + 1st floor, Club House + 2nd to 31st Floors.</p> <p>(v) The total water requirement in Construction Phase will be 40 KLD (depending upon the construction activity), and operation phase the water requirement will be 261 KLD which will be sourced through MCGM/ Recycled Water.</p> <p>(vi) The wastewater (200 KLD) generated from the domestic uses will be treated in STP 210 KLD and utilized for landscaping & flushing. Sludge generated (30 KGD) from the STP will be used manure.</p> <p>(vii) Solid Waste Management: Municipal Solid Waste (0.93 TPD) will be collected</p>

	<p>and segregated. The Bio-degradable waste (0.55 TPD) will be composted using Vermin Composting/ OWC and Non-biodegradable waste (0.38 TPD) will be handed over to the garbage collecting vehicles of the MCGM.</p> <p>(viii) Green belt development will be 1674 sqm.</p> <p>(ix) About 0.93 TPD solid waste will be generated in the project. The biodegradable waste (0.55 TPD) will be processed in OWC and the non-biodegradable waste generated (0.38 TPD) will be handed over to authorized local vendor.</p> <p>(x) SCZMA Approval: The Maharashtra Coastal Zone Management Authority has recommended the project from CRZ point of view vide their letter No. CRZ-2014/CR-216/TC 4 dated 27.01.2016.</p> <p>(xi) Power requirements: The power requirement in construction Phase will be 100 kVA which will be sourced by BEST.</p> <p>(xii) Parking requirements: The parking facility will be provided for 188 nos. of vehicles.</p> <p>(xiii) Investment/Cost: Total cost of the project is Rs.95 crores.</p> <p>(xiv) Whether the project is in critically polluted area - No</p> <p>(xv) If the project involves Diversion of forest land – No</p> <p>(xvi) If the project falls within 10 km of Eco Sensitive area – No</p> <p>(xvii) Proposed energy saving measures would save about 13% of power.</p> <p>(xviii) Benefits of the project:</p> <p>(xix) Employment potential: About 50-75 workers will be employed during construction phase apart from that around 20 administrative staff will be employed. During operation phase security guards & other household workers from nearby areas will be employed.</p>
3.12.2	<p>During deliberations, the EAC noted that the Maharashtra Coastal Zone management Authority (MCZMA) has recommended the project to the Ministry for CRZ clearance with the following observations:</p> <p>(i) The work at the project site is under progress and as on the date the rehabilitation buildings are under construction, which has consumed 55% of the approved FSI. The PP has requested to issue CRZ clearance for the project under reference for the approved FSI, as the sale building cannot be commenced.</p> <p>(ii) The Slum Rehabilitation Authority (SRA) vide letter dated 23.02.1998 has issued Letter of Intent for the said project. The revised LOI was issued on 18.12.2007 and thereafter on 23.02.2011 by the SRA.</p> <p>(iii) In the past, an application was submitted by PP to MCZMA on 06.02.2007 for obtaining NoC from CRZ point of view. The MCZMA forwarded this application to the Ministry for appropriate decision as per the provisions of CRZ Notification, 1991 since the site under reference was occupied by slums dwellers prior to 1976, it is in CRZ-II and as per DCR 1967 the land is reserved for proposed garden.</p> <p>(iv) The PP filed WP No. 930/2011 wherein the MOEFCC was directed to decide PP's representation expeditiously. The NCZMA did not consider the request of PP for reclassification of the project site from CRZ-III to CRZ-II.</p> <p>(v) The PP filed Appeal No.13/2012 before NGT, New Delhi against the said decision of NCZMA and Appeal No.19 of 2012 against the Ministry's order dated 31.08.2009. The NGT vide their Judgement/final order dated 17.10.2012 has partly allowed both the appeals directing the Ministry to restore their earlier representation of the Appellants (M/s Hubtown) and to take fresh decision in the light of observations made in the said order of NGT.</p> <p>The EAC also noted that at present CRZ Notification, 2011 is in force, which has been issued in supersession of CRZ Notification, 1991. Pending preparation of fresh CZMPs</p>

	<p>as per the provisions of CRZ Notification, 2011, the Ministry vide amendment notification dated 22nd March, 2016 has extended the validity of already approved CZMPs up to 31st January, 2017. Further para 8.V.1.(iii).(b) of the CRZ Notification, inter-alia, provides that the State Government can implement SRA schemes as identified on the date of issue of the notification. It was also noted that the Development Plan has still not been modified, and continues to show the area as park/garden.</p>
3.12.3	<p><i>The EAC, after deliberation on the subject matter, observed that in accordance with the directions of the NGT, National Coastal Zone Management Authority or this Ministry is to restore the earlier application of the project proponent and take fresh decision.</i></p> <p><i>The EAC desired that for further examination of the subject matter, the Ministry may clarify and recommend whether the proposal is to be considered by the EAC or it is within the jurisdiction of State Government.</i></p>
3.13	<p>Proposed construction of administration building and staff quarters at Okha, Dist Devbhumi Dwarka (Gujarat) by Gujarat Maritime Board - Further Consideration for CRZ Clearance – [F.No.11-27/2015-IA-III]</p>
3.13.1	<p>The project involves construction of administration building and staff quarters at Okha, Dist- Devbhumi Dwarka (Gujarat) by Gujarat Maritime Board.</p> <p>The construction area of the proposed project is 3523.28 m², and comprises demolition of the old quarters (169 nos quarters - Area: 7250 sqm) and construction of administrative buildings and staff quarters (Area: 3523.28 sq. m). The project also involves the construction of new quarters in place of old quarters existing since British regime and not in good condition and required to be demolished for creating new housing facility for the GMB employees working at the Okha Port (about 130 personal). The old quarters are of different type spread in area of 7250 sqm which needs to be demolished. GMB will carry out tendering and as part of the Environment Management, work is to be given to the party with condition for demolition of the old building in such a way to reduce the temporary fugitive emission as well as disposal of the debris generated from demolition to the low laying area of nearby area. This waste debris generated from the demolition of the quarters is @8925 cum. It will be used in the construction activities and rest will be safely disposed off to the location identified by the party in concurrence of GMB to dispose of waste for proper environment management.</p> <p>During construction Phase: 30 KLD which will be supplied through tankers. During operation Phase: 61.560 KLD which will be supplied through Nagarpalika-Okha. Sewage generation is estimated to be 57.456 KLD which will be treated in Package sewage treatment plant. The sludge will be disposed off through local Nagarpalika-Okha. Treated sewage will be reused. MSW will be disposed off at Local MSW facility of Nagarpalika-Okha.</p> <p>During operational phase 80-90 kVA will be provided from existing PGVCL line. Energy saver equipments for lighting and other facility would be used whenever feasible.</p> <p>Administrative building is planned to be constructed ground plus first floor and staff quarters are planned to be constructed ground plus two floors. Parking would be provided adjacent to the structure.</p> <p>Gujarat Coastal Zone Management Authority (GCZMA) recommended the project vide their letter No. ENV-10-2014-129-E dated 24th February, 2015.</p>

	There are no wildlife issues involved. Also, there is no court case pending against the project.
3.13.2	The project was earlier considered by the EAC in its 157 th meeting held on 28-29 March, 2016 wherein EAC noted that no layout plan for the project site has been submitted by the project proponent. There being no prime details available, the proposal was not taken forward and deferred.
3.13.3	<i>The EAC, after deliberations, acknowledged submission of the layout plan for the project site. At the same time, it was noted that no provisions were made for green belt around the periphery of the project site in spite of a vast available area. The Committee deferred the proposal for fulfilling this requirement in the layout plan.</i>
3.14	Proposed Slum Rehabilitation Scheme Sagar Darshan CHS for at C.S.No.5(pt) and 15(pt) of Mahim Division, Adarsh Nagar, Worli Mumbai (Maharashtra) by M/s Omkar Realtors & Developers Pvt Ltd - CRZ Clearance - [F.No.11-20/2016-IA.III]
3.14.1	<p>The EAC was informed that the proposal involved confirmation on categorization of the plot in terms of CRZ Notification, 2011 and not for appraisal, and as such, not in the domain of the Committee.</p> <p>It was clarified that the proposal was listed for consideration by the EAC. However, on further examination, it was observed that the project was not requiring appraisal by the EAC, but only confirmation on categorization of the plot in terms of CRZ Notification, 2011. The project proponent was duly informed in this regard on 24th May, 2016. The same status was reiterated during the meeting also.</p>
3.14.2	<i>On the request and regret by the Ministry, the proposal was not considered by the EAC. However, the Committee desired that the Ministry may settle the matter at their end at the earliest.</i>
3.15	Construction of Kundli - Manesar - Palwal Expressway (135.65 km) in state of Haryana by Haryana State Industrial and Infrastructure Development Corporation Ltd- Further consideration for ToR – [F.No.10-8/2016-IA-III]
3.15.1	<p>The Kundli-Manesar-Palwal Expressway (KMPE) passing through the State of Haryana was conceived in pursuance of the orders of Hon'ble Supreme Court of India dated 16.12.2001 and 15.07.2002 in Writ Petition (Civil) No.13029 of 1985.</p> <p>The project involves construction of Kundli- Manesar- Palwal Expressway (135.65 km) in State of Haryana promoted by Haryana State Industrial and Infrastructure Development Corporation Ltd.</p> <p>Proposed KMPE has an estimated length of 135.65 km. The strategically designed alignment of expressway is connecting NH-1, NH-10, NH-8 and NH-2 and bypasses Delhi. The alignment of the project passes through five districts, i.e. Sonapat, Jhajjar, Gurgaon, Mewat and Palwal. Road land width of 100 m along the alignment of proposed expressway has already been acquired by HSIIDC.</p> <p>The connectivity with the highways has been proposed at selective locations at NH-1, NH-10, NH-8 and NH-2 for prestigious industrial projects, promoted by the State government.</p>

<p>3.15.2</p>	<p>The Committee was informed about the present proposal as under:-</p> <p>(i) The environment clearance to the project was accorded by this Ministry vide letter No.5-42/2006-IA-III dated 22nd February, 2007.</p> <p>(ii) Clearance for diversion of 35.66 ha of forest land obtained through the Regional Office (North) Chandigarh vide No.9-HRC-1261/2006-CHA/8042-50 dated 22.08.2007 followed by their letter No 9-HRC-1261/2006-CHA/12412 dated 11.12.2007. Transfer of 35.66 ha of forest land to HSIIDC for KMPE was executed vide letter No.9305 dated 28th December, 2007.</p> <p>(iii) The project proponent had earlier applied for extension of validity of EC. However, the proposal was not accepted due to the request made in this regard after the EC validity period of five years.</p> <p>(iv) Subsequently, and as suggested by this Ministry, a fresh request was made for grant of ToR. The proposal for grant of ToR was considered by the EAC in its 157th meeting held on 28-29 March, 2016 wherein the EAC noted that the EC issued to the project vide letter dated 22nd February, 2007 remains valid since nearly 68% of the physical progress was already achieved within the validity period of five years. As such, the request for issuing ToR at this stage for the project could be considered to be infructuous. The Ministry may examine the same.</p> <p>(v) Subsequently, the Ministry has decided that the proposal may be taken to EAC again for consideration of ToR.</p>
<p>3.15.3</p>	<p><i>The EAC, after deliberations, observed that the grant of ToR at this stage of the project (when nearly 68% of the physical progress is already achieved) for conducting EIA studies would not serve the purpose of environmental impact assessment of the project due to substantive changes in base line parameters. The Committee found no rationale in considering fresh ToR, and reiterated its decision for the Ministry to examine the proposal vis-a-vis the legal provisions and merits of the case.</i></p>

EAC Members

1.	Shri Anil Razdan, IAS (Retd.)	Chairman
2.	Dr. M.L. Sharma, IFS (Retd.)	Member (Vice chairman)
3.	Sh. R. Radhakrishnan	Member
4.	Dr. M.V. Ramana Murthy	Member
5.	Dr. Anuradha Shukla, CRR	Member
6.	Prof. (Dr.) Gourav Vallabh	Member
7.	Shri S.K. Srivastava, Additional Director, MoEF&CC	Member Secretary