

Minutes for 6th meeting of Expert Appraisal Committee (Infra-2) for Projects related to All ship breaking yard including ship breaking unit, Airport, Common Hazardous Waste Treatment, Storage and Disposal Facilities, Ports and Harbours, Aerial Ropeways, CETPs, Common Municipal Solid Waste Management Facility, Building/Construction Project, Townships and Area Development projects held on 23-24 May, 2016

6.1. Confirmation of Minutes of 5th EAC Meeting for Infra-2 held on 29th April, 2016.

The minutes of the 5th Reconstituted Expert Appraisal Committee (Infrastructure- 2) meeting held during 29th April, 2016 were confirmed.

6.2. Consideration of Proposals

6.2.1.	<p>Proposed Ship Recycling facility at West Port, Mundra, Kutch by M/s. Adani Ports and Special Economic Zone Limited (APSEZL) - Environmental & CRZ Clearance</p> <p>The project authorities and their consultant (M/s Mecon Ltd) gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken as per Draft Terms of References (TORs) awarded during the Meetings of the Expert Appraisal Committee (Infrastructure) held during 09-07-12 for preparation of EIA-EMP report. All the projects related to ship breaking yards including ship breaking units are listed at 7(a) of schedule of EIA Notification, 2006 covered under category 'A' and appraised at central level.</p> <p>APSEZL has proposed for setting up of a new Ship Recycling Facility adjacent to the existing Mundra West Port in Mundra Taluk of Kachchh District in Gujarat. The proposed project will be spread over 40.7432 ha. The proposed project will recycle ships of up to ~16000 LDT (~80000 DWT). About 0.3 million tonnes per year (mt/yr) of material is expected to be recovered from recycled ships.</p> <p>The proposed ship recycling facility has been planned for handling ships of up to ~16000 LDT. Ships of this size are approximately 230 m long and have a beam of approximately 30 m.</p> <p>The proposed ship recycling facility measures 40.7432 ha. At present most of the land is still submerged and only a minor portion is located in the inter-tidal zone. The land for the project is being created by dumping dredge spoils, generated due to expansion of Mundra West Port, up to 7.0 m above the chart datum. For development of such activity M/s Mundra Port and SEZ Ltd. has obtained environmental clearance vide MoEF letter no 10-47/2008 IA III dated 12th January, 2009. This EC covered dredging of 219 MM³. Dredging spoil will be used for reclamation.</p> <p>Each plot will be spread over 38.800 ha. Of this 19.8000 ha area will be used for recycling of ships, 1.613 ha will be used for Green Belt, 5.850 ha for Material Storage, 8.537 ha for other Infrastructure besides the common vehicle parking area; 3.000 ha area shall remain vacant.</p> <p>Kotdi Creek (1.6 km NE) and Baradimata Creek (4.2 Km) are located . It is reported that no</p>
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national park, biosphere reserve, sanctuary are located within 15 km distance. Reserved forest is located at a distance of 6 km. Nearest mangroves area is at a distance of 1.4 km. Cost Estimate for entire development is Rs. 146.792 crores.

In the proposed project, Air Bag method has been selected because of its low pollution potential and higher efficiency. 60 m³/day of sea water will be required at the site for dust suppression. 100 m³/day of fresh water will be required for green belt irrigation (15 m³/day) and domestic purposes (85 m³/day). Fresh water will be supplied by Gujarat Water Infrastructure Limited (GWIL) or Desalination Plant of APSEZL. 70 m³/day of domestic effluents generated at the project will be sent by tankers to APSEZL's Common Effluent Treatment Plant (CETP), which has capacity to spare.

The proposed project will directly employ 1500 persons of whom about 1000 are expected to be workers and the rest office staff. The workers may be housed in Mundra Port's labour colony. A total 6.95 ha of greenbelt will be developed in project area in which, 80 m width greenbelt will be provided between project site and road/common vehicle parking area. 20 m width greenbelt will be provided between project site and road/common vehicle parking area. 60 m width greenbelt will be provided on south –eastern side of project site. 5 m wide green between individual plots and designated storage areas inside each individual plot.

Measures will be taken while handling asbestos, which includes Asbestos & asbestos containing material (ACM) will be removed before actual ship cutting starts; Dismantling of large sub-assemblies containing asbestos/ACM on plots in special completely enclosed chambers equipped with special air filters. Pressure inside will be kept slightly below atmospheric pressure. Salvageable asbestos/ACM sold to authorized recyclers only. All asbestos containing waste-packed in leak proof & labelled containers and disposed in TSDF. Paint chips and waste containing poly chlorinated biphenyls (PCBs) will be sent to TSDF.

Ship will offload slops and bilge water at Mundra West Port. Effluent will be sent through trucks to APSEZL's shore based CETP. Residual dirty ballast water will be pumped out and trucked to APSEZL's shore based CETP. Oily waste water generated during cutting operations & sewage will be treated in the CETP. Sludge from ballast water tanks, fuel tanks & oil sumps will be collected and sent to unauthorised TSDF. Sand bund will be constructed between ship&sea after beaching to prevent flow of debris laden storm water (during rains) flowing into sea.

Public hearing was held on 30.07.2013. A total of 127 questions raised by 35 different persons. 39 written representations submitted by individual citizens, associations and NGOs. Issues raised during public hearing were legal status of land, blockage of creek, mangroves, disposal of wastes, effect on fisheries, local employment etc.

Gujarat Coastal Zone Management Authority vide letter no. ENV-10-2013-106-E dated 18th January, 2014 has recommended the above mentioned proposal to MoEF&CC under the provisions of the CRZ Notification, 2011. It was noted that CRZ map prepared by CESS, Thiruvanthapuram alongwith demarcation of HTL, LTL and CRZ boundary and superimposition of the proposed activities on CRZ map. The area of development falls within CRZ I (B), CRZ – IV, category as per the provisions of the CRZ Notification, 2011, which requires water front and is a permissible activity in CRZ area.

During Meeting, GPCB Official namely Shri Sushil Vegda, SEE was present in the discussion.

After detailed deliberation, the Committee sought following additional information:

- i) It was considered that carrying out the activities just about 8 to 10 meters of the HTL may need a proper handling of Pollutants. The project proponents were advised to give a list of all wastes anticipated, classification of the waste as per their inclusion in various categories under the Pollution Control and Environment protection laws and the mode of disposal.
- ii) Give proper details of handling Asbestos in the open and within rooms.
- iii) The committee did discuss the letter from Mr. Debi Goenka and advised the proponents to submit a reply.

The proposal was deferred till the desired information is submitted. The above information shall be provided with the uploading of minutes on the website.

6.2.2. Augmentation of existing ship repair facility at Cochin Port of District Ernakulam, Kerala by M/s Cochin Shipyard Ltd – **Further consideration for Environmental and CRZ Clearance**

Proposal was considered by EAC (Infra) in its 153rd meeting held on 20th November, 2015 and the Committee deferred the proposal for want of addl. Information. PP has submitted the addl. Information.

M/s Cochin Shipyard Ltd has proposed for augmentation of existing ship repair facility at Cochin Port of District Ernakulam, Kerala. Existing Cochin Ship Repair Facility was established in 1938 at Wellington Island with a dry dock and one afloat berth having the following features:

- i) Dry Dock – 66m length, 12.5m width and 4m depth
- ii) Two Cranes
- iii) Afloat repair berth of 90m length without any crane capacity

Existing facility is capable of only accommodating maximum size of ships length ≤64m, breadth ≤ 12.5 and draught of 4m.

Total area required for the proposed project is 17 ha (Land) + 15 ha (water front) area. It is reported that Mangalavanam Bird Sanctuary is located at distance of 4.3 km. Proposed activities within 17 ha port area allocated by Cochin Port Trust to Cochin ship Yard. No additional reclamation or land acquisition is required.

Details of the existing facilities are as given below:

Shoreside Facilities

1. Graving dock of size 66mx12.5mx7m
2. Afloat repair berth(L jetty)90mx10m

Landside Facilities

1. Main workshop building (3885sq.m)
2. Administrative Office Building (544sq.m)
3. Technical Staff Building (309sq.m)
4. Canteen Building (860sq.m)
5. Warehouse complex (3650sq.m)

Following are the proposed facilities, ISRF:

Sl.	Production area	Main dimensions	Total area [m ²]
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No.		(preliminary)	
New Facilities			
1.	Ship lift	135m x 27m Lifting capacity: 6,000T	3,645
2.	Transfer section	"A" 132m x 90m	11,880
3.	Transfer section "B"	132m x 90m	11,880
4.	Work stations "NORTH"	135m x 115m 2 workstations	12,150
5.	Work stations	"SOUTH" 135m x 115m 2 workstations	12,150
6.	Jetty 1	300m x 29m	8,700
7.	Jetty 2	537m x 15m	8,055
8.	Electrical / electronic workshop	35m x 25m	875
9.	Engine repair shop	35m x 25m	875
10.	Pipe shop / boiler repair	70m x 25m	1,750
11.	Steel fabrication / Locksmith shop	70m x 25m	1,750

In addition to the above mentioned workshops and work areas a number of ancillary buildings and areas are necessary for the ISRF process. These ancillary buildings / areas and stations will include:

- i) Stores, e.g. store for outfitting material, paint store, grit store, store for staging material
- ii) Maintenance areas, e.g. utilities maintenance and service, maintenance area for cranes and fork lifts
- iii) Administration buildings, information office
- iv) Social buildings / facilities, e.g. hygiene centres, toilets, canteen, first aid Security facilities, fire station
- v) Electrical and mechanical service stations and buildings, substations, distribution
- vi) facilities, water supply and wastewater, compressors Internal heavy transport management
- vii) Waste and scrap management
- viii) Work areas and facilities for subcontractors (including social facilities)

Water requirement from Kerala Water Authority (KWA) for proposed facility complex will be 528 m³/day. The storm water collected from the facility will be let out in seawater after treating it in the effluent treatment plant. The effluent from process, shops/areas, workstation, oil and grease will be treated in ETP having capacity of 500 m³/day. The wastewater generated from the toilets, bathrooms and other areas in the operation building will be treated in the Sewage Treatment Plant (STP). Two STPs of capacity 25 KLD and 15 KLD are proposed. The solid waste generated from various processes will be collected and disposed as per the Municipal Solid Waste Management Rules, 2000. Scrap and waste bins for separate collection of different materials and waste. Recyclable waste including scarp

will be sold to the identified vendors approved by Kerala State Pollution Control Board. Construction and demolition (C&D) waste will generated during the modernization of the existing Cochin Ship Repair facility to International Ship Repair Facility.

The dredging will ensure sufficient draft. The total quantity of the dredged material is estimated to be 600,000m³ and it will be disposed to the identified one of two dumping ground locations in the outer sea about 21km away from the project site.

Public hearing was conducted on 23.03.2016.

Kerala Coastal Zone Management Authority vide letter no. 3223/A2/15/KCZMA/S&TD dated 7.09.2015 has recommended the above mentioned proposal to MoEF&CC under the provisions of the CRZ Notification, 2011. It is report that a small patch of isolated mangroves categories as CRZ-I A is present in the project site, which spreading over an area of 186.6 m². During EAC meeting held on 20th November, 2015, the Committee deferred the decision and suggested the MoEF&CC to seek comments from KCZMA. Accordingly, KCZMA vide letter no. 3223/A2/15/KCZMA/S&TD dated 6.04.2016 conveyed the following explanation:

- i) The island (Wellington Island) is an artificial island created before independence under the leadership of the British Engineer Bristow. The Cochin Harbour Terminus Railway Station and former Cochin Airport (Now, the Navy Airport) and Cochin Port occupies the main portion of land area of the island, the NH 47 A also passes through the island.
- ii) The entire coastal area of the island is designated as port area.
- iii) The proposed ship building yard is considered as a projected port activity.
- iv) The small patch of mangroves is found in an area less than 100 m² which was indeed not a natural habitat of the plants. As per the approved CZMP of the State, the area was devoid of any mangrove to classify as CRZ I. However, due to the recent growth of mangroves into the area only a small part of the project area is treated as CRZ I A. But sufficient afforestation is assured as protective measure to the mangroves which are to be removed.
- v) This Island area lies in the vicinity of Cochin Shipyard.

After detailed deliberation, the Committee sought following additional information:

- i) Status of stage-1 forest clearance.
- ii) Copy of application submitted for clearance from NBWL for Mangalavanam Bird Sanctuary.
- iii) 2 ha. land area to be identified for mangroves afforestation.
- iv) Select ambient air quality stations as per upwind and down wind direction.
- v) Recheck ambient air quality for 1 month data.
- vi) Plan for disposal of C & D waste as per new rules for C & D waste management.
- vii) Explore the possibility to use solar energy.
- viii) The EIA does not address to the entire spectrum of flora and fauna. A detailed assessment and a management plan including macro fauna and flora to be submitted.
- ix) Details of hazardous wastes generated from the proposed unit and its management plan as per the provisions of the Hazardous Waste Management rules.
- x) Quantity of wastewater generation and its management and disposal plan to be submitted.

The proposal was deferred till the desired information is submitted. The above information shall be provided with the uploading of minutes on the website.

6.2.3. Expansion of Rajiv Gandhi International Airport at Village Shamshabad, Hyderabad, Telangana by M/s Hyderabad International Airport Limited – **Finalization of ToR**

The project authorities gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken along with the draft Term of References for the preparation of EIA-EMP report. All the projects related to Airports are listed at 7(a) of schedule of EIA Notification, 2006 covered under category 'A' and appraised at central level.

GMR Hyderabad International Airport Limited (GHIAL) was incorporated on December 17, 2002 to design, build, finance, operate and maintain the Hyderabad International Airport (named as Rajiv Gandhi International Airport) at Shamshabad, Telangana. GHIAL is operated and managed by the GMR Group, which holds a majority stake (63%) in GHIAL through its holding company GMR Airports Limited (GAL). Other shareholders of GHIAL are Airports Authority of India (13%), Government of Telangana (13%) and MAHB (Malaysia) Private Limited (11%).

The airport presently has a passenger capacity of 12 MPPA and cargo handling capacity of 1,00,000 MTPA. Passenger traffic has grown from 6.2 million passengers in 2008 after the airport opened, to 10.5 million passengers in 2015 (CAGR of over 9%).

GHIAL proposed to expand the terminal and associated facilities to augment passenger processing capacity in order to meet the demand of the projected traffic growth. Post the proposed modular expansion, RGIA would have the capacity to handle around 25 MPPA from the current design capacity of 12 MPPA. The projected pax traffic for FY25-26 is 26.16 million and the proposed expansion is expected to meet traffic demand till 2024-25.

Land Requirement

RGIA is located within 5495 acres of land, of which about 2000 acres has been developed toward Airport need which is mainly constituting of 1700 acres of Airside & 300 acres of landside facilities. No additional land is required as part of the proposed expansion.

Details of existing and proposed facilities as given below:

S.N.	Facilities	Existing Design Features (Capacity 12 MPPA)	Proposed additional facilities
1	No. of Taxiways	4 no. rapid exit ways	No change
	Other taxi way	Other taxiway	Taxiway B : 4260 m Taxiway link to SEZ: Linking secondary runway (Taxiway-A has been upgraded to secondary standby runway) to IRL plot
2	Parking Apron	Contact Stands : 12 No. Remote : 30No	Contact Stands : 31 No Remote : 43 No.
3	Passenger Terminal Building		
	Built Up area	1,17,339 m ²	2,33,250 m ²
	Aerobridges	12 nos	31 nos
	Expansion of domestic bus gates	10 nos.	20 nos.
	Passenger Transport Centre (PTC)	1020 m ² (28 m x 36 m)	Capacity to be doubled by addition of an additional area of 1020 m ² to cater higher

			traffic.
	Special Handling Terminal (SHT)	2592 m ² (72 m x 36 m)	Will be relocated to facilitate airside expansion.
4	CARGO terminal building	14740 m ²	15000 m ²
5	Fuel Facility	Fuel Farm with hydrant facility (3 Tanks of 4500 KL each)	5 tanks in fuel farm with hydrant facility (3 existing Tanks of 4500 KL + 2 tanks of 6200 KL each)
6	Rain water harvesting	135000 m ³ holding capacity 6 lakh m ³ holding capacity reservoir.	Holding capacity of reservoir 3 lakh m ³ each.

Cost of project is Rs. 2600 Crores.

About 3172 KLD of additional water would be required which will be met from the Hyderabad Municipal Water Supply and Sewerage Board (HMWSSB). Total water requirement after expansion would be 11819.7 KLD.

Additional power requirement for the proposed terminal expansion would be 4000 KWH which will be met from Telangana Power Transmission Corporation Limited.

After detailed deliberations on the proposal, the Committee *recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity* and the following TOR in addition to *Standard ToR* for preparation of EIA-EMP report:

- i. Importance and benefits of the project.
- ii. A separate chapter on status of compliance of Environmental Conditions granted by State/Centre to be provided. As per circular dated 30th May, 2012 issued by MoEF, a certified report by Regional Office, MoEF&CC on status of compliance of conditions on existing unit to be provided in EIA-EMP report.
- iii. Copy of consent to establish and consent to operate for the existing facilities.
- iv. A toposheet of the study area of radius of 10km and site location on 1:50,000/1:25,000 scale on an A3/A2 sheet. (including all eco-sensitive areas and environmentally sensitive places)
- v. Layout maps of proposed project indicating runway, airport building, parking, greenbelt area, utilities etc.
- vi. Cost of project and time of completion.
- vii. A clear cut statement on the requirements of additional Land acquisition.
- viii. A note on appropriate process and materials to be used to encourage reduction in carbon foot print. Optimize use of energy systems in buildings that should maintain a specified indoor environment conducive to the functional requirements of the building by following mandatory compliance measures (for all applicable buildings) as recommended in the Energy conservation building code (ECBC) 2007 of the Bureau of Energy Efficiency, Government of India. The energy system include air conditioning systems, indoor lighting systems, water heaters, air heaters and air circulation devices. Use
- ix. Details of Emission, effluents, solid waste and hazardous waste generation and their

	<p>management.</p> <ul style="list-style-type: none"> x. Classify all Cargo handled as perishable, explosive, solid, petroleum products, Hazardous Waste, Hazardous Chemical, Potential Air Pollutant, Potential Water Pollutant etc. and put up a handling and disposal management plan. xi. Noise monitoring shall be carried out in the funnel area of flight path. xii. Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract) xiii. The E.I.A. should specifically address to vehicular traffic management as well as estimation of vehicular parking area. xiv. Fuel tank farm and its risk assessment. xv. Public hearing to be conducted and issues raised and commitments made by the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made. xvi. Any litigation pending against the project and/or any direction/order passed by any Court of Law against the project, if so, details thereof shall also be included. Has the unit received any notice under the Section 5 of Environment (Protection) Act, 1986 or relevant Sections of Air and Water Acts? If so, details thereof and compliance/ATR to the notice(s) and present status of the case. xvii. A tabular chart with index for point wise compliance of above TORs. <p>It was recommended that 'TOR' along with Public Hearing prescribed by the Expert Appraisal Committee (Infrastructure- 2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The draft EIA/EMP report shall be submitted to the State Pollution Control Board for public hearing. The issues emerged and response to the issues shall be incorporated in the EIA report.</p>
6.2.4.	<p>Expansion of secured landfill cell in existing Integrated Common Hazardous Waste Treatment Storage & Disposal Facility at Village JunaKataria, Lakadi, District kutch, Gujarat by M/s Saurashtra Enviro Projects Private Limited (SEPPL) - Finalization of ToR</p> <p>The project authorities gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken along with the draft Term of References for the preparation of EIA-EMP report. All the projects related to Common hazardous waste treatment, storage and disposal facilities (TSDFs) alongwith incineration facility are listed at 7(d) of schedule of EIA Notification, 2006 covered under category 'A' and appraised at Central level.</p> <p>Saurashtra Enviro Projects Private Limited (SEPPL), has developed an Integrated Common Hazardous Waste Treatment Storage & Disposal Facility with incineration plant having capacity of 10 Million Kcal/hour, Secured Landfill cell with 1.2 Million Metric Ton (MMT), 500 KL/day Forced Evaporation System and Allied Infrastructure Facility at Village: JunaKataria and Lakadia, Taluka: Bhachau, District: Kutch, State: Gujarat.</p> <p>For the existing project, company has already obtained Environment Clearance vide MoEF letter no. EC-10-45/2007-IA-III dated 15th April 2008. Public hearing was conducted on 02.04.2008. During the development of the existing project, company has done the public</p>

hearing for total area of 190 acres, from which 62 acres land is considered for existing project. Company has obtained CTE and CTO for existing project.

To meet with this requirement and future expansion of these industries, PP has proposed to expand the capacity by 1.1 MMT in existing 62 acres of land.

FACILITY EXISTING CAPACITY	PROPOSED CAPACITY	TOTAL CAPACITY
Landfill cell 1.2 MMT	1.1 MMT	2.3 MMT

PP informed that 1.2 MMT waste will be occupied in 28 acres of landfill. Remaining 24 acres will cater 1.1 MMT waste.

The total project cost for proposed expansion project is Rs. 40 Crores.

The secure land fill cell shall be developed based on latest CPCB guidelines and technology available. The major highlights of the project are as below:

- a). No additional water consumption due to proposed expansion. GWIL/ Tanker water is used as source of water for existing unit.
- b). Waste water mainly generate in the form of leachate from the operation of landfill cell.
- c). The same shall be treated in the forced evaporation system or utilized for sprinkling on landfill cell. The total quantity of leachate generation will not increase.
- d). No additional solid waste generation
- e). No additional source of air pollution. No stacks to be installed as the proposed project is land fill project.
- f). 100 % area converted into green belt after development of secured landfill cell.
- g).** There is no national park, wild life sanctuary, eco sensitive areas in surrounding 10 Km of the plant boundary. CRZ is not applicable to the project

After detailed deliberations on the proposal, the Committee *recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity* and the following TOR in addition to *Standard ToR* for preparation of EIA-EMP report:

- i. Importance and benefits of the project.
- ii. A separate chapter on status of compliance of Environmental Conditions granted by State/Centre to be provided. As per circular dated 30th May, 2012 issued by MoEF, a certified report by Regional Office, MoEF&CC on status of compliance of conditions on existing unit to be provided in EIA-EMP report.
- iii. Copy of consent to establish and consent to operate for the existing facilities.
- iv. GPCB recommendation for the proposed expansion.
- v. Details of various waste management units with capacities for the proposed project.
- vi. List of waste to be handled and their source along with mode of transportation.
- vii. Other chemicals and materials required with quantities and storage capacities.
- viii. Details of temporary storage facility for storage at project site.
- ix. Details of pre-treatment facility of hazardous waste at TSDF.
- x. Details of air Emission, effluents, hazardous/solid waste generation and their management.
- xi. Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract)

	<ul style="list-style-type: none"> xii. Process description along with major equipments and machineries, process flow sheet (quantative) from waste material to disposal to be provided xiii. Hazard identification and details of proposed safety systems. xiv. Layout maps of proposed Solid Waste Management Facilities indicating storage area, plant area, greenbelt area, utilities etc. xv. Details of Drainage of the project upto 5km radius of study area. If the site is within 1 km radius of any major river, peak and lean season river discharge as well as flood occurrence frequency based on peak rainfall data of the past 30 years. Details of Flood Level of the project site and maximum Flood Level of the river shall also be provided. xvi. Examine the impact of leachates and outflows from the facility on downstream inland surface water and ground water resources and to examine whether the natural drainage of surface flows are towards the lake and river. xvii. Give justification for using 62 acres of land for the project. xviii. Details of effluent treatment and recycling process. xix. Leachate study report and detailed leachate management plan to be incorporated. xx. Action plan for measures to be taken for excessive leachate generation during monsoon period. xxi. Mitigation plan for any pollution of ground water is noticed during operation period or post closure monitoring period. xxii. Detailed Environmental Monitoring Plan as well as Post Closure Monitoring Plan. xxiii. Any litigation pending against the project and/or any direction/order passed by any Court of Law against the project, if so, details thereof shall also be included. Has the unit received any notice under the Section 5 of Environment (Protection) Act, 1986 or relevant Sections of Air and Water Acts? If so, details thereof and compliance/ATR to the notice(s) and present status of the case. xxiv. A tabular chart with index for point wise compliance of above TORs. <p style="text-align: center;">It was recommended that 'TORs' prescribed by the Expert Appraisal Committee (Infrastructure- 2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. Public hearing is exempted as per para 7 (ii) of EIA Notification, 2006 as public hearing conducted on 02.04.2008.</p>
6.2.5.	<p>Integrated Municipal Waste Management Project for Belpahar at Kadupada, Belpahar Villages, , Jharsuguda Villages, District Jharsuguda, Odisha by M/s Belpahar Municipality - Finalization of ToR</p> <p>PP did not attend the meeting</p>
6.2.6.	<p>Establish a Marina "AHOY Marina" to facilitate small Boat/ Yacht/Craft parking and maintenance in Mormugao Port Trust Water Spread Area at Village Nauxim, District North Goa, Goa by M/s Kargwal Constructions Private Limited - Finalization of ToR</p>

	<p>The project authorities gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken along with the draft Term of References for the preparation of EIA-EMP report. All the projects related to capital dredging and break water are listed at 7(e) of schedule of EIA Notification, 2006 covered under category 'A' and appraised at central level.</p> <p>M/s Kargwal Constructions Private Limited has proposed for Establishing a Marina "AHOY Marina" to facilitate small Boat/ Yacht/Craft parking and maintenance in Mormugao Port Trust Water Spread Area, Zuari river at Village Nauxim, District North Goa, Goa. The proposed Marina by Kargwal which is named as AHOY Marina will have facilities primarily for small Boat/ Yacht/Craft parking and maintenance. Additional infrastructures will be provided to facilitate all activities pertaining to holidaying, pleasure spending, staying, swimming, playing, shopping and business / cultural meets and festivals.</p> <p>AHOY Marina will have water spread area of 1,00,000Sq.m (10.0Ha) and Land area of 50,000 Sq.m (5.0 Ha) for the establishment of the said project, exclusively dispensed with MPT. The land area is essentially reclaimed by using dredged material, obtained from capital dredging of 30,000 m³. Cost of project is Rs. 350 Crore.</p> <p>After detailed deliberation, the Committee sought following additional information:</p> <ul style="list-style-type: none"> i) Alternative Site Analysis ii) Environmental advantages of the proposed site. iii) CRZ classification of the area. <p>The proposal was deferred till the desired information is submitted. The above information shall be provided with the uploading of minutes on the website.</p>
6.2.7.	<p>Development of a passenger Ropeway at Rohtasgarh Fort, District Sasaram, Bihar by Department of Tourism, Govt. of Bihar - Finalization of ToR</p> <p>PP did not attend the meeting</p>
6.2.8.	<p>Development of four berths in Western Dock Arm in New Mangalore Port Trust by New Mangalore Port Trust –Further consideration for amendment in Environment and CRZ Clearance</p> <p>MoEF&CC vide letter no 11-2/2010 – IA III dated 19.09.2011 has issued Environmental Clearance and CRZ for the following development of Berths i.e. No 16, 17 and 18 :</p> <ul style="list-style-type: none"> (i) Berth No. 16 and no 17 for bulk and break bulk terminals. (ii) Berth No. 18 for Container terminal. <p>The Port has commenced the construction of Civil Works of berth no 18 and it is scheduled to be completed by March 2016.</p> <p>Now, PP has requested for the following amendment in the environmental clearance :</p> <ul style="list-style-type: none"> (i) To shift bulk & break cargo from berth no. 17 to berth no 18.

(ii) To shift Container from Berth no. 18 to berth no 17.

KSCZMA vide letter no. FEE 580 CRZ 2015 dated 07.01.2016 has recommended the proposal for CRZ clearance.

The proposal was considered by the Expert Appraisal Committee (Infra-2) in its meeting **20th– 21st January, 2016** and the Committee exempted the proposal from preparation of EIA-EMP report alongwith public hearing as per Section 7 (ii) of EIA Notification 2006 as public hearing was held for the existing project on 22.08.2007 and there is no change in the approved capacity of the berths. The Committee sought project specific information from the project proponent. PP has submitted the desired information in May, 2016.

The Committee deliberated upon the Certified compliance report dated 19.04.2016 issued by the Ministry's Regional Office, Bangalore. The Committee found the report satisfactory. Earlier the EC has been granted for the capacity of 15 MMTPA for development of 3 Berths in wester dock arm. Keeping the total approved capacity unchanged, bifurcation of capacity has been made after interchange of cargo :

S. N	Name of Berth	Type of Berth	Draft	Berth Length	Capacity (MMTPA)
1	Berth No. 16	Bulk & Break Bulk	14 m	300 m	4.65
2	Berth No. 17	Container	14	300	3.60
3	Berth No. 18	Coal	14	325	6.73

A fully mechanised coal unloading system has been planned for Berth 18, which consists of Grab loaders (2 Nos.); Jetty conveyor (4000 TPH), Stacker (3 Nos.); Yard conveyor (4000 TPH); Belt conveyor (4000 TPH); reclaimers (3 Nos.) 4000 TPH; rapid rail loading system (4000 TPH).

Air pollution control measures to be provided are water sprinklers; closed conveyor and mechanised cargo handling.

Total water requirement from Gurupur river and Netravati River will be 101 m³/day. Sewage generated from the colony will be treated in 1.2 MLd STP. Total plot area of New Mangalore Port trust is 2032 acres. Out of which greenbelt will be developed in 297.2 ha. total plot area of 18 no berth is 19.36 ha. Area earmarked for greenbelt is 2 ha. width of greenbelt is 3 mts. Proper drainage with settling tank will be provided for Berth No 18. Total power requirement for the mechanized coal handling system will be 6.6 MW. In phase-1, 4 MW solar power plant has been taken up and in phase –II, Port intended to generate 6 MW of solar power. "The National Institute of Oceanography was represented by Dr. Ravindran, Principal Scientist who stated that the NIOS has examined the issue and that there will be no adverse impact of the project on marine ecology."

After detailed deliberation, the Committee recommended the aforesaid amendment requested with following additional specific conditions:

- i) Construction activity shall be carried out strictly according to the provisions of CRZ Notification, 2011. No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area.
- ii) *All the recommendations and conditions specified by Karnataka Coastal Zone Management Authority (KCZMA) vide letter no. FEE 580 CRZ 2015 dated 07.01.2016 shall be complied with.*

	<ul style="list-style-type: none"> iii) As proposed, a fully mechanised coal unloading system shall be provided for Berth 18. Air pollution control measures to be provided are water sprinklers; closed conveyor, bag filter and mechanised cargo handling. iv) Automatic /online monitoring system (24 x 7 monitoring devices) for air pollution as well as water pollution in respect of flow measurement and relevant pollutants in the treatment system to be installed. The data to be made available to the respective SPCB and in the Company's website. v) All the recommendations mentioned in the rapid risk assessment report, disaster management plan and safety guidelines shall be implemented.
6.2.9.	<p>Amendment in EC granted for the project of 4th container terminal and marine container terminal by M/s JNPT</p> <p>MoEF&CC has granted EC to M/s Jawahar Lal Nehru Port Trust on 29.07.2008 for the construction of 4th Container Terminal and marine Chemical Terminal at JN Port. The proposed additional liquid bulk terminal is proposed to shift from reclaimed area of the existing EC to the port area. The proposed tank farm area is 73 ha.</p> <p>After detailed deliberation, the Committee noted that this is a case of fresh proposal for environmental clearance as there is change of scope of project. Therefore, the Committee suggested them to apply for ToR through online web portal instead of amendment in EC.</p> <p>After detailed deliberations on the proposal, the Committee <i>recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity</i> and the following TOR in addition to <i>Standard ToR</i> for preparation of EIA-EMP report:</p> <ol style="list-style-type: none"> 1. Importance and benefits of the project. 2. A separate chapter on status of compliance of Environmental Conditions granted by State/Centre to be provided. As per circular dated 30th May, 2012 issued by MoEF, a certified report by Regional Office, MoEF&CC on status of compliance of conditions on existing unit to be provided in EIA-EMP report. 3. Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale. 4. Recommendation of the SCZMA. 5. PP can use existing baseline data for the project. 6. Land use details of the site based on satellite imagery. Land use along with maps & cropping pattern, vegetation, ecology, flora & fauna 7. List of villages and population within 5 Km. 8. Layout plan with provision of trucks parking area. Earmarking of area for parking of Lorries at a remote location to avoid congestion. 9. Details of the storage and technical specifications with safety aspects & standards 10. Baseline data collection for air, water and soil for: <ol style="list-style-type: none"> i. Ambient air quality monitoring for PM₁₀, SO₂, NO_x and CO. ii. Background levels of hydrocarbons (methane & non-methane HC) and VOCs. iii. Soil sample analysis. iv. Base line underground and surface water quality in the vicinity of project. v. Climatology & meteorology including wind speed, wind direction, temperature, rainfall etc. vi. Measurement of noise levels 14. Details of water consumption and source of water supply, waste water generation, treatment and utilization of treated water generated from the facilities and effluent disposal and measures for release of effluent in case of fire. 15. Storm water system should have provision to prevent any unintended oil in the drain

to flow out with storm water and should take care of the highest rainfall care. Details of oil water separator.

16. Detailed solid waste generation, collection, segregation, its recycling and reuse, treatment and disposal.
17. Assessment of impact on air, water, soil, solid/hazardous waste and noise levels.
18. Details of proposed preventive measures for leakages and accident.
19. Details of Vapour Recovery System for the storage tanks and lorries.
20. Adequate width of approach road to avoid congestion and to have safe exit in emergencies.
21. Type of seismic zone.
22. Environmental Management Plan
23. Risk Assessment & Disaster Management Plan
 - i. Identification of hazards
 - ii. Consequence Analysis
 - iii. Preventive measures.
 - iv. Risk assessment should also include leakages during storage, handling, transportation and proposed measures for risk reduction.
 - v. Fire and explosion hazard.
24. Risk Assessment should also include follow up/compliance to safety & hazardous material management facilities; possibility of fire and explosion accident; Risk assessment for accidents at site and its impact on adjoining area, risk mitigation measures, disaster management plan; on-site & off-site emergency plan.
25. Details of fire fighting facilities.
26. Details of proposed Occupational Health Surveillance program for the employees and other labour.
27. Environmental Monitoring programme.
28. Any litigation pending against the project and /or any direction /order passed by any Court of Law against the project, if so, details thereof.
29. Public hearing issues raised and commitments made by the project proponent on the same should be included separately in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made.
30. A tabular chart with index for point wise compliance of above TORs.

It was recommended that '**TORs**' along with **Public Hearing** prescribed by the Expert Appraisal Committee (Infrastructure-2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The draft EIA/EMP report shall be submitted to the State Pollution Control Board for public hearing. The issues emerged and response to the issues shall be incorporated in the EIA report.

6.2.10. Ropeway Project from Raghunath Temple to Tod Rock, Nakki Lake, Mount Abu, Rajasthan by M/s Mars Entertainment Pvt. Ltd. – **Amendment in Environmental Clearance**

MoEF&CC has granted environmental clearance to M/s Mars Entertainment Pvt. Ltd. on 3.3.2016 for the above mentioned project. Now, PP has proposed following changes in the project details :

S.N.	Particulars	Details		Impact
		Earlier Details	Proposed Details	
1	Latitude	UTP 24O35'34.47" N	24O35'34.47"N 72O42'10.96" E	No Change

		72O42'10.96" E		
2	Longitude	LTP24O35'35" N 72O42'17.76" E	24O35'46.33" N 72O42'24.31" E	Change
3	Elevation	UTP 1283 m	UTP 1283 m	No change
		LTP 1133 m	LTP1156 m	Change
4	Length of Ropeway	261 m	545 m	Change
5	Area	3774.7 m ²	5190 m ²	Change
6	Are allocation	UTP 3600 sq. Ft. LTP 3600 sq. Ft.	3600 sq. Ft 6492 sq. Ft.	No Change Change

The length of rope way will increase from 261 m to 545 m. Elevation of LTP will change from 1133 to 1156 m. Total area of influenced for construction of rope way will increase from to 3774.4 sq. M to 5190 sq.m.

The Committee observed that there is change in scope of the project. The Committee recommended them to validate the earlier EIA/EMP report by conducting one month environmental monitoring data.

After detailed deliberations on the proposal, the Committee *recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity* and the following TOR in addition to *Standard ToR* for preparation of EIA-EMP report:

- i. Importance and benefits of the project.
- ii. Validate the earlier EIA/EMP report by conducting one month environmental monitoring data.
- iii. A toposheet of the study area of radius of 10km and site location on 1:50,000/1:25,000 scale on an A3/A2 sheet. (including all eco-sensitive areas and environmentally sensitive places)
- iv. Stage – I forest clearance to be submitted.
- v. Layout maps of proposed project indicating Location of upper station and lower station, building, food court, parking, greenbelt area, utilities etc.
- vi. Cost of project and time of completion.
- vii. A note on appropriate process and materials to be used to encourage reduction in carbon foot print. Optimize use of energy systems in buildings that should maintain a specified indoor environment conducive to the functional requirements of the building by following mandatory compliance measures (for all applicable buildings) as recommended in the Energy conservation building code (ECBC) 2007 of the Bureau of Energy Efficiency, Government of India. The energy system include air conditioning systems, indoor lighting systems, water heaters, air heaters and air circulation devices. Use
- viii. Details of Emission, effluents, solid waste and hazardous waste generation and their management.
- ix. Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract)
- x. The E.I.A. should specifically address to vehicular traffic management.
- xi. Public hearing to be conducted and issues raised and commitments made by

the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made.

xii. Any litigation pending against the project and/or any direction/order passed by any Court of Law against the project, if so, details thereof shall also be included. Has the unit received any notice under the Section 5 of Environment (Protection) Act, 1986 or relevant Sections of Air and Water Acts? If so, details thereof and compliance/ATR to the notice(s) and present status of the case.

xiii. A tabular chart with index for point wise compliance of above TORs.

It was recommended that **'TOR' along with Public Hearing** prescribed by the Expert Appraisal Committee (Infrastructure- 2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The draft EIA/EMP report shall be submitted to the State Pollution Control Board for public hearing. The issues emerged and response to the issues shall be incorporated in the EIA report.

6.2.11. Proposed Mall, club house and residential development at SF No. 199/1, 200, 201, 206, 205 part, Village Saravanampatti, District Coimbatore (Tamil Nadu) by M/s Alliance Mall Developers Co Pvt. Ltd – **Further consideration for Environmental Clearance**

Proposal was considered by EAC (Infra-2) in its meeting held during 23rd February, 2016 and the Committee sought additional information.

(a) Details of existing EC and proposed changes area statement :

Particulars		Existing EC obtained in 2013 (Sq. Mt.)	Built up area (under Construction) (sq. Mt)	Proposed built up area (sq. Mt.	Total (sq. Mt.)
Mall (Mall, Multiplex, Restaurant, Food court)	BUA	56,721.88	44,514.85		44,514.85
	Parking	39,718	23,042.22		23,042.22
Guest House & Residential Development	BUA			1279.87 + 53,205.48	54,485.35
	Parking			10,026.66	10,026.66
Total	BUA				99,000.20
	Parking				33,068.88
Grand Total					1,32,069.08

Total cost of project is Rs. 277 Crore. PP has submitted the certified compliance report 8.12.14 issued by the Regional Office, Chennai. PP submitted the ECBC compliance report. It is reported that there is saving of 24.4 % of energy. PP has submitted the details of rainwater harvesting system. About 26 recharge pits are proposed for mall and 42 pits for residential. Total water requirement for residential & guest house will be 410 m3/day out of which fresh water

	<p>requirement will be 261 m³/day and treated water/recycled water requirement will be 148.9 m³/day for flushing. Sewage generation will be 330 m³/day, which will be treated in the STP. Total water requirement for mall will be 356 m³/day for mall of which, fresh water requirement from ground water source will be 196 m³/day and remaining water requirement from treated effluent/recycled water will be 160 m³/day for flushing, AC make up and gardening. Existing DG set is (2 x 1500 KVA) and proposed DG set will be 1 x 400 KVA.</p> <p>After detailed deliberations, the Committee found additional information adequate and recommended the project for environmental clearance and stipulated the following specific conditions along with other environmental conditions while considering for accord of environmental clearance:</p> <ul style="list-style-type: none"> i) The gaseous emissions from DG set shall be dispersed through adequate stack height as per CPCB standards. Acoustic enclosure shall be provided to the DG sets to mitigate the noise pollution. ii) Total fresh water requirement from ground water source shall not exceed 457 m³/day. iii) Sewage shall be treated in STP followed by RO system. Treated sewage will be recycle/reuse for cooling make up water, flushing and horticulture within building premises. 'Zero' effluent discharge shall be adopted and no effluent will be discharged outside the premises. iv) Solar power shall be used for lighting in the hotel and apartment to reduce the power load on grid. v) Solid waste shall be managed as per guidelines of Municipal Solid Waste (Management & Handling) Rules.
6.2.12.	<p>Upgradation of Chhatrapati Shivaji International Airport at Aslfa, Kirol, Kolekalyan, Vile parle (E), Sahar, Bapnala, Kondivita, Kurla, Mohili, Chakala, Brahamanwada, Marol, Mumbai by M/s Mumbai International Airport Limited – Further consideration for ToR</p> <p>Proposal was considered by EAC (Infra-2) in its 4th meeting held during 28-29th March, 2016 and the Committee recommended the proposal for award of TOR. The Ministry examine the proposal and found that PP never conducted public hearing for the existing project. The matter was again referred to the EAC.</p> <p>The Committee noted that as per OM dated 24th August, 2009, no exemption from public hearing shall be given in any such project by invoking clause 7 (ii) of the EIA Notification, 2006. Therefore, the Committee recommended the project for award of TOR for preparation of EIA report alongwith public hearing.</p>
<p>2nd Day, Tuesday, 24th May, 2016</p>	
6.3.1	<p>Development of Nargol Port at Valsad District, Gujarat by M/s Cargo Motors Pvt. Ltd. - Environmental & CRZ Clearance</p>

	<p>The Committee noted that SCZMA has not recommended the above mentioned project, which is prerequisite requirement for appraisal of the project involved CRZ clearance. Therefore the Committee deferred the proposal till the SCZMA recommendation is submitted.</p> <p>Further PP has requested to extend the validity of ToR. MoEF&CC vide letter no 11-4/2013 IA III dated 22.08.2013 has granted TOR to M/s Cargo Motors Pvt. Ltd. for preparation of EIA – EMP report. TOR was further extended for one year upto 21.08.2016. Now, PP requested again to extend the validity of TOR for one year i.e. 21.08.2017.</p> <p>The Committee recommended the proposal for extending validity of ToR for another one year i.e. 21.08.2017.</p>
6.3.2	<p>Development of Tsomgo passenger ropeway at Tsomgo Lake in East Sikkim, Sikkim by M/s Tourism & Civil Aviation Department, Govt. of Sikkim – Environmental Clearance</p> <p>The project authorities and their consultant (M/s Perfect Enviro Solutions) gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken as per Terms of References (TORs) awarded vide Moef&Cc letter no 10-12/2014-IA III dated 17.12.2014 for preparation of EIA-EMP report. All the projects related to Aerial Ropeway located at an altitude above 1000 m are listed at 7(g) of schedule of EIA Notification, 2006 covered under category 'A' and appraised at central level.</p> <p>M/s Tourism & Civil Aviation Department, Govt. of Sikkim has proposed for Development of Tsomgo passenger ropeway at Tsomgo Lake in East Sikkim, Sikkim. The Project is a 625 m long aerial ropeway, covering an area of 8072 sq m (including Lower Terminal Station, Upper Terminal Station & ropeway corridor).The Lower Terminal Point (LTP) has been developed in south to the lake on rightside of the existing Alpine Café and the Upper Terminal Point (UTP) has beendeveloped on the hill top from where the picturesque view of Tsomgo lake canbe rejoiced. The ropeway system proposed to be used in this project is Mono-cable Fixed Grip (Jig Back) system.</p> <p>The project had already been granted environmental clearance from SEIAA, Sikkim and the construction was started & project was on the verge of completion. But, the EC was then suspended by SEIAA due to legal notice served against the project that stated environmental clearance was issued on basis of EIA Notification, 2006, instead of the notification no. so 3067 (E) dated 1st December, 2009 according to which clearance from Ministry is required as the altitude of site is above 1000m. Hence the construction work is stopped since 2013.</p> <p>Kyongnosla range is located adjacent to the project site. Kyongnosla Alpine Sanctuary is located at a distance of 200 m from LTP. Pangolakha Wildlife Sanctuary is located at a distance of 8.2 km. Kabi Forest Block are located within 10 km distance. For the development of Ropeway, 0.8327 hectares of the forest land has been acquired for. The construction of terminal stations, line towers & the ropeway corridor has been carried out on an area of 8072 sq m (0.80 ha). Stage I forest clearance has been obtained.</p> <p>Details of the proposed Infrastructure are as given below:</p> <p>At Hilltop (UTP)</p> <ol style="list-style-type: none"> 1. Ropeway Tower & Terminal Station (boarding & de- boarding, control room,

store room, first aid counter, waiting room, toilets)

At Tsomgo Lake (LTP)

2. Ropeway Tower & Terminal Station (boarding & de- boarding, MCC control room, Administration block, toilets)
3. Waiting room
4. Public convenience facilities
5. Basic infrastructural facilities (sewage system, drinking water, medical facilities, electricity, telecommunication, etc.)

Cost of the project is Rs. 9.0 Crore.

During Construction Phase- 13 KLD of water was used for domestic, flushing, sprinkling & other construction purposes which was being sourced through the over flow of the lake.

During Operation Phase- Total water requirement has been estimated to be 101KLD mainly for flushing, drinking, hand washing & horticulture purposes. However, fresh water requirement from Tsomgo lake over flow will be 45.675 m³/day.

During Construction Phase- 7 KLD of waste water was being generated from labors& construction activities.

During Operation Phase- Total quantity of wastewater generation will be 42 KLD.

During Construction Phase- DG sets of 62.5 kVA were used at site for the construction work.

During Operational Phase- The source of power will be Power Department, Government of Sikkim.

During Construction phase- Site clearance waste, spent concrete & cement screening, steel scrap, material and equipment wrappings, Excavated soil, etc. was generated. Total 6 kg/ day of waste was being generated from labors.

During operation phase- Total 967 Kg/day solid waste will be generated from the ropeway users, employee, etc. 2 ltrs/month used oil shall be generated from the DG sets.

The Committee deliberated upon the issues raised during the Public Hearing / Public Consultation meeting conducted by the Sikkim Pollution Control Board on 24.03.2016. The issues were raised regarding local employment, yak riding business, safety, water and sanitation, etc. The Committee noted that issues have satisfactorily been responded by the project proponent and incorporated in the final EIA-EMP report

After detailed deliberations, the Committee found additional information adequate and recommended the project for environmental clearance and stipulated the following specific conditions along with other environmental conditions while considering for accord of environmental clearance:

1. The project should conform to the norms prescribed by the Director General Mine safety. Necessary clearances in this regard shall be obtained.
2. Energy conservation measures as suggested in the "Green Rating for Integrated Habitat Assessment", GRIHA, shall be followed while constructing associated buildings.
3. The gaseous emissions from DG set shall be dispersed through adequate stack height as per CPCB standards. Acoustic enclosure shall be provided to the DG sets to mitigate the noise pollution. Diesel generating sets shall be installed, in the downwind directions.
4. Provide for stand by solar Power generation and utilisation.
5. Adequate infrastructure, including power, shall be provided for emergency situations and disaster management.
6. Total fresh water requirement from Tsomgo lake over flow will be 45.675 m³/day.

	<ol style="list-style-type: none"> 7. Wastewater shall be treated in the STP and shall be designed for the climatic conditions of the project site. Treated effluent shall be reused for flushing. In any case shall be discharged into lake. 8. Adequate parking shall be constructed. Storm water from the project area shall be passed through setting chamber. 9. Adequate first aid facility shall be provided during construction and operation phase of the project. 10. Regular safety inspection shall be carried out of the ropeway project and a copy of safety inspection report should be submitted to the Regional Office, shillong. 11. Disallow the use of plastics at the stations 12. Publicly display the Disaster Management plan and the Dos and Donts at the LTP/UTP. 13. Whatever has been agreed and committed in the Public hearing should form part of the project implementation plan.
6.3.3	<p>Erection & Commissioning of Conveying System at GMB-Pindara Jetty, Village: Virpur, Tal: Kalyanpur, Gujarat by Bombay Minerals Ltd- Finalization of ToR</p> <p>The Committee noted that the proposal is for installation of conveyor system only. But PP has submitted the application under 7 (e) category. Therefore, the Committee suggested them to submit revised application/form1 indicating complete components of projects.</p> <p>The proposal was deferred till the desired information is submitted. The above information shall be provided with the uploading of minutes on the website.</p>
6.3.4	<p>Common Bio-Medical Waste Treatment, Storage and Disposal Facility (CBMWTSDf) at Plot no. 955, Khata no. 34, Village Pochra, Tehsil Mandu, District Ramgarh, Jharkhand by M/s Nilawars Watergrace Waste Management Private Limited - Finalization of ToR [F.No.10-40/2016-IA-III]</p> <p>M/s Nilawars Water grace Waste Management Private Limited has proposed for setting up of Common Bio-Medical Waste Treatment, Storage and Disposal Facility (CBMWTSDf) at Plot no. 955, Khata no. 34, Village Pochra, Tehsil Mandu, District Ramgarh, Jharkhand. Plot area is 1.37 acres. Cost of project is rs.5.0 crore. Following will be installed :</p> <p>Incineration: 500 kg/hr (Rotatory Kiln) Autoclave: 300 kg/batch Shredder: 250 kg/hr</p> <p>Damodar River is crossing approximately 2.8 Km in SSE direction from project site. Small water bodies and tributaries are also present in the study area. It is reported that no eco-sensitive zone (National Park, Wildlife sanctuary, biosphere reserve, wild life sanctuary is located within 10 km distance. Total water requirement from ground water source will be 25 m³/day. The committee recommended that the TOR would be valid only if the necessary certificate that the site has been selected in consultation with the Pollution Control Board is provided as per the Biomedical Waste Handling rules of 2016 is obtained.</p> <p>After detailed deliberations on the proposal, the Committee <i>recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity</i> and the following TOR in addition to <i>Standard ToR</i> for preparation of EIA-EMP report:</p>

	<ul style="list-style-type: none"> i. Importance and benefits of the project. ii. Recommendation from State Pollution Control Board shall be submitted that the site is selected in consonance with the provisions of Biomedical Waste Handling rules. iii. Details of various waste management units with capacities for the proposed project. iv. List of waste to be handled and their source along with mode of transportation. v. Other chemicals and materials required with quantities and storage capacities. vi. Details of temporary storage facility for storage of bio-medical waste at project site. vii. Details of pre-treatment facility of biomedical waste. viii. Details of air Emission, effluents, hazardous/solid waste generation and their management. ix. Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract) x. Process description along with major equipments and machineries, process flow sheet (quantative) from waste material to disposal to be provided xi. Hazard identification and details of proposed safety systems. xii. Layout maps of proposed bio medial Waste Management Facilities indicating storage area, plant area, greenbelt area, utilities etc. xiii. Action plan to control and monitoring of dioxin and furon from the incineration process. xiv. Management and disposal of incinerated ash. xv. Details of effluent treatment and recycling process. xvi. Any litigation pending against the project and/or any direction/order passed by any Court of Law against the project, if so, details thereof shall also be included. Has the unit received any notice under the Section 5 of Environment (Protection) Act, 1986 or relevant Sections of Air and Water Acts? If so, details thereof and compliance/ATR to the notice(s) and present status of the case. xvii. A tabular chart with index for point wise compliance of above TORs. <p>It was recommended that 'TORs' along with Public Hearing prescribed by the Expert Appraisal Committee (Infrastructure- 2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The draft EIA/EMP report shall be submitted to the State Pollution Control Board for public hearing. The issues emerged and response to the issues shall be incorporated in the EIA report.</p>						
6.3.5	<p>Extension of Runway at 24 Beginning, Expansion of Apron Suitable for D type of Aircraft and other associated works at Swami Vivekananda Airport at Raipur, Chhattisgarh by Airports Authority of India (AAI) – Amendment in ToR</p> <p>MoEF&CC vide letter no 10-6/2015-IA III dated 18th June, 2015 has granted TOR to Airports Authority of India (AAI). Now, PP vide letter no. AAI/RP/Engg (C)/RWY-EXT/Env/SM-I dated 08.04.2015 has requested for amendment in TOR as following modifications have been made in scope of work:</p> <table border="1" data-bbox="293 1944 1497 2011"> <thead> <tr> <th data-bbox="293 1944 395 2011">S.NO</th> <th data-bbox="395 1944 954 2011">As submitted earlier and mentioned in ToR letter</th> <th data-bbox="954 1944 1497 2011">Modified Final Scope of Work</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	S.NO	As submitted earlier and mentioned in ToR letter	Modified Final Scope of Work			
S.NO	As submitted earlier and mentioned in ToR letter	Modified Final Scope of Work					

	1	Extension of Runway at 24 Beginning, Expansion of Apron Suitable for D Type of Aircraft and other associated works at Swami Vivekananda Airport at Raipur, Chhattisgarh by Airports Authority of India.	Extension of Runway at 24 Beginning, Expansion of Apron Suitable for C Type of Aircraft and other associated works at Swami Vivekananda Airport at Raipur, Chhattisgarh by Airports Authority of India.
	2	Extension of Runway Suitable for A 310-200 (Code D) Type Aircraft	Extension of Runway Suitable for B-737-900/A-310-200 (Code C) Type Aircraft.
	3	The extension of runway of will have the provision of construction of new isolation bay of size 91 m x 77 m suitable for A 310-200 (code D) type of aircraft including 7.5 m wide shoulders.	Isolation bay to be suitable for B-737-900/A-310-200 (Code C) of Aircraft.
	4	Expansion of apron	Expansion of apron on east side by 81 m x 88.5 m to park two additional Code '4C' type of Aircraft i.e. A321-200/B737-900.
After detailed deliberations, the Committee recommended the proposal for amendment in TOR.			
6.3.6	Development of 7 Integrated facilities (stage-I) within the existing Kandla Port Trust limit at District Kutch (Gujarat) by M/s Kandla Port Trust – Environmental and CRZ Clearance		
All the expert members informed that they have not received EIA/EMP report. Therefore, Committee suggested them to ensure timely delivery of EIA report and proposal will be considered in the next EAC meeting.			

LIST OF PARTICIPANTS OF EAC (INFRASTRUCTURE-2) IN 6th MEETING OF EAC (INFRASTRUCTURE-2) HELD ON 23-24 May, 2016

S.N.	Name	Designation	Attendance
1	Prof. T. Haque	Chairman	P
2	Shri K. Gowarappan	Member	P
3	Dr. Yashpal Singh	Member	P
4	Dr. AyiVaman N. Acharya	Member	P
5	Dr. S.K. Bhargava	Member	A
6	Dr. Chandrahas Deshpande	Member	P
7	Shri A.P. Singh	Member	P
8	Ms. Mili Majumdar/Dr. Hina Zia Representatives of TERI	Member	A
9	Prof. Dr. Sanjay Gupta	Member	P

10	Dr. R Deoliya	Member	A
MOEF&CC Representative			
11.	Shri A. N. Singh	Joint Director & Member Secretary	P
