

133rd meeting of Expert Appraisal Committee for Projects related to Infrastructure Development, Coastal Regulation Zone, Building/Construction and Miscellaneous projects held on 21st - 22nd April, 2014 at Conference Hall, Van Vigyan Bhawan, Indian Council of Forestry, Research and Education, Sector 5, R K Puram, New Delhi-110022.

1. Opening Remarks of the Chairman.

The Chairman welcomed the members to the 133rd meeting of the Expert Appraisal Committee.

2. Confirmation of the Minutes of the 132nd Meeting of the EAC held on 21st - 22nd March 2014 at New Delhi.

The EAC confirmed the minutes of the 132nd Meeting.

1. Consideration of old Proposals

| 10.30 A.M to 1.30 P.M | |
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| 3.1 | <p>Request for amendment in ToR (recommended by EAC) for development of LNG storage and regasification terminal at village Chhara Taluka Kodinar, District Gir Somnath, Gujarat. M/s HPCL Shapoorji Energy Ltd. [F.No.11-1/2014-IA.III]</p> <p>The Chairman recused himself from the meeting. Shri M.L. Sharma, Vice Chairman took the Chair for this item,</p> <p>EAC in its 131st meeting held in 28th February, - 1st March, 2014 and recommended for grant of ToRs.</p> <p><i>Project Proponent informed that the EC/CRZ clearance which was granted to the Port in January, 2014 was based on the comprehensive EIA report, hence requested to use the same data for the present project. The EAC after deliberation suggested that the EIA report shall be based on the comprehensive marine data not older than 3 years.</i></p> |
| 3.2 | <p>Request for amendment in ToR (recommended by EAC) for extension of Breakwater at village Chhara-Sarkhadi, Taluka Kodinar, District Gir Somnath, Gujarat by M/s Simar Port Ltd. [F.No.11-02/2014-IA.III]</p> <p>The Chairman recused himself from the meeting. Shri M.L. Sharma, Vice Chairman took the Chair for this item,</p> <p>EAC in its 131st meeting held in February, - 1st March, 2014 and recommended for grant of ToRs.</p> |

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| | <p><i>Project Proponent informed that the EC/CRZ clearance which was granted to the Port in Januray, 2014 was based on the comprehensive EIA report, hence requested to use the same data for the present project. The EAC after deliberation suggested that the EIA report shall be based on the comprehensive marine data not older than 3 years.</i></p> |
| 3.3 | <p>CRZ Clearance for intake and outfall facilities for 1X350MW Coal based Supercritical Thermal Power Plant at Ankulapatur Village,Chillakur Mandal, SPSR Nellore District, A.P. by M/s VSF Projects limited, Hyderabad [F.No. 11-79/2012-IA.III].</p> <p>As presented by the project proponent, the proposal involves construction of intake and outfall facilities for 1X350MW Coal based Supercritical Thermal Power Plant at Ankulapatur Village,Chillakur Mandal, SPSR Nellore District, A.P. The project is being implemented in Ankulapatur Village, Chillakur Mandal, SPSR Nellore district of Andhra Pradesh. The project site is located at a distance of about 18 kms from National Highway (NH-5) and 14 kms from Krishnapatnam and 60 kms from Nellore. The Project envisages installation of 1 module of 350 MW generating facility consisting of pulverized coal fired Super critical boiler, steam turbine generator with associated auxiliaries, creek water cooling systems, power evacuation system, water system and all other facilities which are required for such thermal power plants. Water for the plant will be drawn from the creek. The total requirement of water will be around 3178 m³ per hour. Storage of 19068 m³ capacity to hold 6 hours requirement of water will be constructed at the plant site. The APSCZMA had recommended the project</p> <p>The EAC considered the project in September, 2012 and sought additional information viz diffuser outfall details, layout on the CRZ map.</p> <p>The details submitted and presented by the proponent were examined by the Committee and the project was recommended in the 119th EAC meeting held on December 20, 2012 and a query was raised regarding separate budgetary provision for maintenance of system proposed for prevention of entry of marine life into the intake system.</p> <p><i>The Committee noted that the budgetary provision conveyed vide letter dated 12.02.2014 was on the lower side and the proponent themselves agreed on the fact. The Committee advised the proponent to submit the revised budgetary provision expeditiously as the clearance is delayed only for non submission of the information from the proponent side.</i></p> |
| 3.4 | <p>CRZ Clearance for improvement of Sion- Panvel State Highway by PWD, Govt of Maharashtra [F.No. 11-5/2014-IA-III]</p> |

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| | <p>As presented by the PP, the proposal for improvement of Sion- Panvel State Highway. Sion-Panvel Special State Highway is a very important road connection between Mumbai (Sion) to Navi Mumbai (Panvel) leading to the Mumbai Pune Express way, NH-4 (Mumbai Pune Highway), NH 17 (Mumbai Goa Highway) & NH 4B (JNPT Road). The scope of work includes widening and improvement work of the highway within ROW with high grade rigid pavement and facilities as stipulated in the bid document. The toll collection as envisaged from Ch. 117.700 to Km 118.200 is valid for the concession period of 17 years & 5 months including construction period.</p> <p>PP informed that the existing alignment passes through CRZ-I area (11.5 km) including mangrove buffer area and CRZ-II (7.3 km). PP also informed that as per the advice of MCZMA, the earlier Toll plaza proposed in mangrove area has been dropped and jagged toll plaza proposed within the existing ROW thus avoiding mangrove removal. Further, for the works within the buffer area of mangrove, permission has been obtained from the High Court of Bombay.</p> <p>According to MCZMA, the alignment is not passing through the mangroves. MCZMA has recommended the project for CRZ clearance subject to certain conditions.</p> <p>The EAC after deliberation suggested the PP to submit the following:</p> <ul style="list-style-type: none"> (i) <i>PP shall submit undertaking to the effect that the order of HC of Bombay will be complied and no work will be carried out within mangrove area and no mangrove will be removed for the project.</i> (ii) <i>Shall obtain NOC / permission from concerned authority /CCF, Mangrove Cell that the project does not involve mangrove removal.</i> (iii) <i>Submit the existing and proposed components on CRZ map as well as Google map</i> |
| 3.5 | <p>CRZ Clearance for construction of a new lighthouse at Vembar Village, Villathikulam Taluk, Thoothukkudi District. M/s Directorate of Light houses and Lightships. [F.No.11-14/2014-IA.III]</p> |

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| | <p>The proponent has requested clearance under Coastal Regulation Zone Notification 2011 for the construction of a New Light House at S.No.241/2B, Vembar village, Villathikulam Taluk, Thoothukudi District proposed by the Regional Director, Directorate of Light Houses and Lightships.</p> <p>The proposal involves the construction of 30 mts. RCC tower 1 number, construction of operators quarters 2 numbers, construction of inspection officer quarter 1 number, construction of office cum solar power house building 1 number, construction of masonry compound wall all around the plot and installation of solar operated light equipment</p> <p>The site is falling in Coastal Regulation Zone III in between 0-200 mts. from the HTL of sea/creek. Total area of the project site is 1689 sq. mtrs. The construction cost is Rs. 3.00 crores.</p> <p><i>After deliberation the EAC has recommended the proposal for grant of clearance stipulating following conditions:</i></p> <ul style="list-style-type: none"> <i>i. All the recommendations of TNCZMA shall be strictly complied with.</i> <i>ii. Septic tank along with soak pit should be provided for effluent disposal</i> <i>iii. Foundation and superstructure should be designed to withstand tsunami and earthquake impacts</i> |
| 3.6 | <p>CRZ Clearance for proposed RCC proof building construction at Sy no. 25/9 to 14, Rushikonda Village, Bheemlili Beach Road, Division no. 06, Zone-I, GVMC, Vishakhapatnam. M/s Ananthakoti Raju Developers Pvt. Ltd. F.No.11-15/2014-IA.III</p> <p>The PP presented the proposal for construction of resort at Survey no. 25/9 to 14, Rushikonda Village, Bheemlili Beach Road, Division No. 06, Zone-I, GVMC, Vishakhapatnam. The geographical location of the site is 17°47'14.11"N latitude and 83°23'4.20" E Longitude on the road connecting Visakhapatnam to Bheemunipatnam.</p> <p>Three no. of blocks namely Main building, Function Hall & Meditation Hall which comprises a Stilt, G + First Floor are proposed to be constructed. The total site area is 4152.05 Sq.mts and the total Built up area (Stilt +G + First floor) will be of 2289.05 Sq mts. The Stilt area has been totally allocated for Parking only.</p> <p>HTL demarcation was done by IRS, Anna University. An area of 3771.94 Sq.mt fall in 200-500 m from HTL of CRZ-III and 380.11 sqm is falling within No Development Zone i.e in 0-200 m from HTL as per the approved Coastal Zone management Plan of the area.</p> <p>The water requirement is projected as 3.75 KLD for drinking and 8.0 KLD for other functions. Total Fresh water will be met from GVMC on chargeable basis. GVMC</p> |

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| | <p>consented supply of water vide letter dated 21.10.2013. The sewage will be treated in STP which comprises of Screen Chamber, Collection Tank, Equalization Tank, Aeration Tank, Secondary clarifier and Territory system like Sand filter and activated carbon filter. The treated waste water will be used for lawn development, green belt area usage and Toilet flushing. Total land allocated for green belt development will be of 2084.34 Sq.mts. The solid waste generated is 20 kg/day will be sent to GVMC – Kapuluppada dumping site.</p> <p>The APCZMA has recommended the project vide letter dated 01.03.2014.</p> <p>The project estimated cost is Rs. 1.15 crores and out of which 0.30 lakhs will be spent for Environmental Management.</p> <p><i>The EAC in its 132nd meeting wanted details of parking adequacy. The possibility of congesting the main highway by parking of vehicles should be avoided. The EAC after deliberation decided to defer the project and suggested the PP to submit the following:</i></p> <ul style="list-style-type: none"> <i>(i) Since the area is not large therefore the Committee advised to provide an undertaking that there shall be no parking on the roads outside the premises.</i> <i>(ii) Details of parking requirement along with proposed parking and traffic circulation plan etc at peak utilization time considering parking of buses etc.</i> <i>(iii) Emergency evacuation plan shall be submitted to the district authority</i> <i>(iv) Revised details of green belt on the layout shall be submitted</i> <i>(v) Breakup of energy conservation plan shall be submitted along with percentage saving of energy for each item.</i> <i>(vi) The area under administrative block shall be reduced to accommodate parking etc and revised map shall be submitted.</i> <i>(vii) The width of the roads shall be provided such that a fire tender can pass easily specially at the corner of the internal road. The revised traffic circulation plan should be submitted.</i> |
| 3.7 | <p>Extension of ToR for development of Visakhapatnam-Kakinada Corridor for the Establishment of Petroleum, Chemicals and Petrochemicals Investment Region (VK-PCPIR), Andhra Pradesh by M/s VK- PCPIR Special Development Authority[F.No.21-8/2011-IA.III]</p> <p>The project involves of establishment Petroleum, Chemicals & Petrochemicals Investment Region over 603.58 sq. km (60358 ha.) which will cover both processing and non-processing zones within the coastal stretch of the State of Andhra Pradesh between Visakhapatnam and East Godavari Districts. The processing zone will have industrial areas for petroleum, chemical and petrochemical units, logistics and free trade warehousing, common utilities and services</p> |

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| | <p>including R&R centers, training centers, institutes, laboratories and administrative complex. The non-processing zone will include housing and allied infrastructure areas, green areas and recreation zone. The processing and non-processing areas will be in the ratio of 44.64%: 55.36%. 84.09 sq.mtr area is already covered under existing project and 113.46 sq.mtr area is already acquired for proposed project. Balance 71.89 sq.mtr area is under acquisition. Some of the industrial unites and SEZ proposals have already obtained Environmental Clearance under EIA Notification. The major water source will be Yeleru Left Main Canal, Indira Sagar (Polavaram) Left Main Canal, Samalkota Canal and River Godavari. The total water demand proposed is 1170 MLD. The PCPIR corridor will have three CETPs (Visakhapatnam cluster 4.40 MLD, Nakkapalle cluster 2.20 MLD and Kakinada cluster 3.25 MLD). There will be four STPs (3.2 MLD, 2.20 MLD, 2.5 MLD and 1.1 MLD). Total solid waste generation will be 350 MT/day. The power requirement is 4500 MW. Total estimated cost of waste water treatment facility will be Rs. 380 crores and total estimated cost for marine outfall will be Rs. 85 crores. The total cost of the project is Rs. 1937 Crores.</p> <p>The project was considered by EAC in its meeting held on 14-15th February, 2011 and 5-6th April, 2011 but deferred on the request of the project proponent. It was informed that the TOR was finalized in the 105th meeting of EAC held on September 23, 2011.</p> <p><i>The EAC considered the proposal for extension of the TOR for one year. However it was noted that the ToR letter was not issued to the proponent. Therefore, the EAC recommended issue of fresh ToRs. The proponent may use the data collected recently, but not older than 3 years. The Public Hearing shall be conducted based on the EIA studies so conducted.</i></p> |
| 3.8 | <p>CRZ Clearance for expansion of existing Hotel Resort Bay Island, Port Blair, South Andaman. M/s Bay Islands Hotels Limited.[F.No.11-73/2013-IA.III]</p> <p>Bay Islands Hotels Limited is a 100% subsidiary of ITC Limited. ITC's Hotels division is a premier chain of hotels with over 100 hotels in 80 destinations in India.</p> <p>Site is located in survey No. 1951/3 and 1951/12 of Phoenix Bay village under Municipal Corporation area of Port Blair under South Andaman district. According to CRZ notification 2011, area is categorized as CRZ-II. The total existing area of the project is 22,800 sq.m. The existing facilities are operational since 1982.</p> <p>The project is for construction of new guest room block with 36 guest rooms, a Banquet block and an engineering services block. A new Spa will be created within the existing buildings. With these renovations and additions, the rooms will</p> |

increase from current 48 to 76, and the hotel will satisfy the criteria for classification as a 5-star hotel.

Existing Built up area is 5083.6 sq.m and proposed new construction is 4665.8 sq.m. Total built up area will be 9749.4 sq.m. after expansion. Proposed landscape area will be Approx. 16,000 sq.m. and for parking 1,675 sqm.

Estimated total water demand is 88 KLD in which 61 KLD fresh water will be met from Municipal Water Supply and Rain water Harvesting Storage Tank. Waste water generated from domestic activities will be 70 KLD and treated in Sewage Treatment Plant. Treated water will be reused for Flushing and Landscape irrigation.

Net electric energy required during Operation phase will be 450 KVA to be sourced from local grid of A & N Power Supply Department. 100% power backup will be provided through DG Sets of 250 KVA(existing) and additional DG set of 250KVA.

Major source of air pollution is emissions from 2 D.G. Sets of capacity 250 KVA each and Vehicular emissions. To minimize the air pollution adequate stack height will be provided for D.G. sets, Low sulphur diesel will be used, Internal Roads will be well maintained and Green belt will be developed to arrest dust emissions.

Waste water generated from only domestic activities will be treated in STP of 70 KLD capacity with SAFF (Submerged Aerobic Fixed Film) reactor technology installed.

The source of noise is road traffic and operation of D.G. set. To minimize the noise level D.G. sets will be housed in acoustic enclosures and temporary noise barriers will be provided to all around the project site during construction phase.

Total solid waste generation after expansion will be 60 Kg /day. Solid waste management system is already well-established for existing capacity and will be enhanced for the increased requirement.

Hotel is designed for maximum natural light and ventilation. Energy efficient CFL/LED lights are being used and LED/Sodium vapour lights for external lighting.

Total Project cost will be Rs. 47 Crores including cost of expansion Rs. 25 Crores and estimated capital cost for environmental management measures will be Rs. 44.0 Lacs.

Andaman Nicobar Coastal Zone Management Authority (ANCZMA) recommended the case vide letter No. CF/EPA/188/153 Dt.23-12-2013.

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| | <p><i>The Committee observed that the proposal is for expansion of hotel by constructing guest block of G + 2 floors and banquet block of 2 floors. However, it has been observed by the committee that under CRZ Notification 2011, Annexure – III, the overall height of construction upto the highest ridge of the roof, shall not exceed 9 meters and the construction shall not be more than two floors (ground floor plus one upper floor). The proponent mentioned that, as per CRZ notification 2011, in CRZ II area, local regulations are applicable, however the Annexure – III restrict the height only upto 9.0 meters. The Ministry apprised the Committee that the matter is already under examination of the Ministry.</i></p> <p><i>In view of the above the committee decided to defer the matter for further examination</i></p> |
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| 2.00.PM to 6.00 P.M | |
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| 3.9 | <p>Environmental clearance for development of Khuskhera- Bhiwadi-Neemrana Investment region in Rajasthan by M/s Delhi Mumbai Industrial Corridor Development Corporation Limited. [F. No 21-18/2011- IA.III]</p> <p>The Govt. of India is developing a Dedicated Freight Corridor between Dadri in UP & JN Port in Mumbai over a length of 1483 km. The DMIC influence region is approximately 150-200 km on both sides of DFC alignment; passing through 6 Indian states. 24 nodes to be developed as self-sustained, futuristic investment destinations shall be 11 Investment Regions of 200 Sq km and 13 Industrial Areas of 100 Sq km. DMICDC was set up as a Special Purpose Vehicle in Jan. 2008 to spearhead the planning and implementation in coordination with respective State Govts.</p> <p>EIA study has been conducted based on the Concept Master Plan the IR. ToR was approved by MoEF on 5-6th April 2011(99th EAC Meeting) and Additional ToR on 11-12th May 2011 (100th EAC Meeting) Extension of Validity of ToR was granted during 126th EAC Meeting dated 19-21st Sept. 2013 Public hearing conducted on 5th June 2013 at EPIP Neemrana (Distt. Alwar) final EIA report submitted for consideration of EC to MoEF on 8th March 2014. RRTS connecting Delhi-Gurgaon-Rewari-Alwar was proposed in the Regional Plan of NCR Planning Board. MRTS connectivity is planned as an extension of Gurgaon-Bawal MRTS project of DMICDC. Existing Shahjahanpur Industrial Area is located at the centre of the IR. Aravalli range passes through the western fringes and Sahibi River and its catchment area accounts for 7.94 km²</p> <p>The project involves development of Khuskhera- Bhiwadi-Neemrana</p> |

investment region in a total area 159.40 sq.km. The proposed urbanisable area is 126 sq.km. Two major economic drivers identified as I) Industry – Knowledge and hi-tech Agriculture/Agriculture. The total water requirement is 400 MLD by 2040. Waste water generated will be 250 MLD by 2040. Solid Waste generation will be 612 MTD. The public transport will be developed at two levels RRTS at regional level and BRTS at city level and also the urban roads will be designed with the provision of cycle tracks. Total power requirement will be 4404 MW.

There are 41 existing village settlements with population of nearly 67,000. Aravali Eco Sensitive Zone notified by MoEF and Nangla Rudh Reserve Forest fall within 10 km having an area of 225 ha. and also Sahibi River Bed and Flood Plane Zone area falls within the Industrial Corridor.

The EAC after deliberation decided to defer the project and suggested the PP to submit the following:

- i. Catchment area of the river Sahibi falling within the proposed industrial area should be rechecked and a detailed watershed of Sahibi river falling within the proposed area should be demarcated and submitted.*
- ii. Particulate Matter analysis for different seasons shall be critically analyzed and submitted.*
- iii. The proponent should provide details regarding infrastructure to be developed and responsibilities in terms of implementation, operation and maintenance of the same in future.*
- iv. Details of infrastructure facilities like sewerage system and industrial effluent handling, power supply, roads, plans for existing villages within the proposed region. Approval of various plans including development / buffer zones, details of land holding, rehabilitation etc. shall be submitted.*
- v. An additional study may be conducted for estimation of various supportive and assimilative capacity dimensions and impacts thereon of alternative developmental actions across the proposed industrial area through a set of carrying capacity indicators or indices.*
- vi. EAC felt that MoEF should consider developing a template for such large industrial area with suggested methodologies for arriving at caps of pollution loads and process of selecting industries for populating such industrial areas keeping with environmental and pollution concerns.*

3.10

Development of Manesar - Bawal Investment Region in Haryana by M/s Delhi Mumbai Industrial Corridor Development Corporation Limited [F. No 21-19/2011- IA.III]

The project involves development of Manesar--Bawal investment region in a total area 403 sq.km. The site includes approximately 150 sq.km of Bawal Industrial area. Above region falls in Rewari district of Haryana. Five major industrial typologies identified as potential industrial sectors such as I) Engineering Cluster – Automobile, Auto components, Engineering, Iron and Steel – Down stream, ii) Technology Cluster- Telecom Equipment, Consumer Durables iii) Consumer products – Food processing, Textiles, Plastics and Building materials, iv) Service Sector Cluster – IT/ITES, Hospitality, Higher Education, v) Future Technology. The total water requirement is 1000 MLD by 2040. Solid Waste generation will be 1000 T/day. The public transport will be develop at two levels MRTS at regional level and BRTS at city level. Total power requirement for the project will be 4900MW. The electricity will be sourced from the Grid.

Approximately 4.32 sq. km forest area falls in the region and a small portion of Aravallis is passing through the western fringe of the project. The Jhabua Reserve Forest is located at the southern tip of project site.

ToR was approved by MoEF on 5-6th April 2011(99th EAC Meeting) and Additional ToR on 11-12th May 2011 (100th EAC Meeting) extension of validity of ToR was granted during 126th EAC Meeting dated 19-21st Sept. 2013. Public hearing conducted on 30th October 2013 HSIIDC, Bawal (District Rewari). Final EIA report submitted for consideration of EC to MoEF-8th March 2014.

The EAC after deliberation decided to defer the project and suggested the PP to submit the following:

- i. Particulate Matter analysis for different seasons shall be critically analyzed and submitted.*
- ii. The proponent should provide details regarding infrastructure to be developed and responsibilities in terms of implementation, operation and maintenance of the same in future.*
- iii. Details of infrastructure facilities like sewerage system and industrial effluent handling, power supply, roads, plans for existing villages within the proposed region. Approval of various plans including development / buffer zones, details of land holding, rehabilitation etc.*

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| | <p>iv. <i>A study may be conducted for estimation of various supportive and assimilative capacity dimensions and impacts thereon of alternative developmental actions across the proposed industrial area through a set of carrying capacity indicators or indices</i></p> <p>vii. <i>EAC felt that MoEF should consider developing a template for such large industrial area with suggested methodologies for arriving at caps of pollution loads and process of selecting industries for populating such industrial areas keeping with environmental and pollution concerns.</i></p> |
| 3.11 | <p>Finalisation of ToR for development of Greenfield International Airport at Dholera, Dist Ahmedabad, Gujarat. M/s Airport Authority of India[F.No.10-85/2011-IA.III]</p> <p>As presented by the PP, the proposal is for development of new Dholera green field International Airport at Khasra No. 100, Navagam in District-Ahmadabad in Gujarat State. Airport Reference Point for proposed airport is 72°18'27" E Longitude 22°21'35" N Latitude. The proposed Airport covers an area of 3525 Acres (1426.523 ha) which is Govt land. No forest land or private land is involved in the project.</p> <p>Earlier, the proposal was to locate the airport within CRZ area was not accepted by the Ministry since it is not permissible. Now, the coastal area has been excluded. The HTL/LTL demarcation carried by Institute of Remote Sensing, Anna University, Chennai.</p> <p>The proposed airport will have 2 Runways, 06L/24R, Length of 2910 m in Phase-I and 06R/24L, Length of 4000m in Phase-II. The proposed airport will have 2 Parallel Taxiways of length of 2910m in Phase-I and 4000m in Phase-II. Terminal Building will be capacity for 600 domestic and 600 International Passengers. The area of terminal building will be 25200sqm in Phase-I, additional 12600sqm in Phase-II and 37800sqm in Phase-III. Parking Area at the proposed airport will be 14400sqm (for 140 Cars) and green belt/ landscaping area will be 81180sqm.</p> <p>For operation phase of the proposed airport, power requirement will be 6 MW in Phase-I, 2 MW in Phase-II, and 2 MW in Phase-III. Air Conditioning requirement will be 1700 tons in Phase-I, 650 tons in Phase-II, 2350 tons in Phase-III. ATF Storage will be 3500 KL at the airport for refueling of Aircraft. There is no sensitivity area like Wildlife Sanctuary, National Park, Bio-sphere within 15 km distance from the proposed Airport.</p> |

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| | <p>Total water requirement will be 198 m³/day and to be extracted through bore wells after obtaining necessary permission from Competent Authority. Municipal Waste generated from the proposed airport will be 950 Kg/day.</p> <p><i>The EAC after deliberation suggested the PP to submit the following:</i></p> <ul style="list-style-type: none"> <i>(i) Details of justification of site selection along with alternative sites considered.</i> <i>(ii) Details of creek/ estuary with Google map.</i> |
| 3.12 | <p>CRZ Clearance for installation and operate a conveyor belt (92 M) at Gut No.221, Kokmandle village, Taluka Shrivardhan Distt. M/s Sun Rise Marine Enterprises[F.No.11-13/2013 -IA.III]</p> <p>As presented by the proponent, the proposal involves installation and operation of a conveyor belt (92 M) at Gut No.221, Kokmandle village, Taluka Shrivardhan Distt. Raigad on the bank of Savitri river for loading of bauxite on barge so that the bauxite ore can be transported through barge to the existing jetty at Sakhri village from where it will be transported through large barge to the vessel for transport. Presently, the ore is transported to the existing jetty at Dhighi by road of 60 km.</p> <p>The MCZMA has recommended the project vide letter No. CRZ-2012/CR-217/TC-2 dated 18.01.2013.</p> <p><i>The proposal was examined by the EAC in April, 2013 and sought details on the route of transport, storage etc on the CRZ map. The details submitted and presented by the PP was examined by the EAC.</i></p> <p>The proposed project is for installation & operation of the Conveyor Belt system in village Kolmandale on bank of the Savitri river for Loading of Bauxite ore into barges. The mined out bauxite ore will be transported, stored temporarily near conveyor belt. The stored ore will be loaded by Machine (Loader/Excavator) into Feed Hopper connected to conveyor belt and loaded into the barges of capacity 300 T and transport the same to existing Jetty at 12 nautical miles in Arabian Sea. About 2.5 KLD water will be required & will be sourced from ground water. It was reported by the PP that there are no wild life sanctuaries, tiger reserves, National Parks etc within 10 km radius of lease area. The cost of the project is Rs 28 Lakhs.</p> |

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| | <p>The Consent to Establish (CTE) was obtained from Maharashtra Pollution Control Board (MPCB) vide consent order No. BO/JD(APC)/EIC No. RD-2397-12/E-CC-368 dated 21.08.2012.</p> <p>Permission from Maharashtra Maritime Board (MMB) has sorted vide letter No. MMB/Planning-2/Sunrise Marine/2813, dated 02.12.2011.</p> <p>The EAC after deliberation sought the following information:</p> <ul style="list-style-type: none"> <i>(i) Details of noise generation from the operation of conveyor and incremental noise due to the project.</i> <i>(ii) Details of storage along with dust control measures.</i> <i>(iii) Details of Mangrove areas, cutting/ removal if any. Permission from HC in case of removal of mangroves.</i> |
| 3.13 | <p>CRZ Clearance for Installation and operate a conveyor belt (30 M) at Survey No.227, 278 Kokmandle village, Ubershet, Taluka Dapli, Distt Ratnagiri.M/s Sun Rise Marine Enterprises. [F.No.11-14/2013-IA.III]</p> <p>As presented by the PP, the proposal is for installation & operation of the conveyor Belt of 30 M length at Survey No. 227, 278 in village Kolmandale (Umbershet) on bank of the Bharja River for Loading of Bauxite ore into barges. The mined out bauxite ore will be transported, stored temporarily on the area as shown in the map. The stored ore will be loaded by Machine (Loader/Excavator) to Feed Hopper connected to conveyor belt and loaded into the barges of capacity 300 T and transport the same to mother vessels at 12 nautical miles at Arabian Sea. About 2,5 KLD water will be required & will be sourced from ground water. It was reported by the PP that there are no wild life sanctuaries, tiger reserves, National Parks etc within 10 km radius of lease area. The cost of the project is Rs 19 Lakhs.</p> <p>It was reported by the PP that the Consent To Establish was obtained from Maharashtra Pollution Control Board vide consent order No. BO/JD(APC)/EIC No. KP-9381-12/R-CC-316 dated 18.07.2012. Permission from Maharashtra Maritime Board (MMB) has sorted vide letter No. MMB/Planning-2/Sunrise Marine/1668, dated 06.07.2011. Maharashtra Coastal Zone Management Authority (MCZMA) has recommended the proposal to MoEF vide letter No CRZ-2012/CR-218 TC-2, dated 18.01.2013</p> <p>The EAC after deliberation sought the following information:</p> |

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| | <p>(i) <i>Details of noise generation from the operation of conveyor and incremental noise due to the project.</i></p> <p>(ii) <i>Details of storage along with dust control measures.</i></p> <p>(iii) <i>Details of Mangrove areas, cutting/ removal if any. Permission from HC in case of removal of mangroves.</i></p> |
| 3.14 | <p>Revalidation and Amendment in EC for setting up of Marine Facilities at Salaya. M/s Essar Ports [F.No.10-52/2007-IA.III]</p> <p>As presented by the PP, the EC/CRZ clearance granted on 17.08.2009. There was delay in getting forest clearance hence the project could not be established. Hence requested for extension of validity of clearance for another 5 years.</p> <p>Further, PP also sought amendment in respect of size of the intake and disposal pipe lines and conveyor system. PP has stated that there was a mistake in calculation of the size of the intake and disposal pipe earlier. The actual size of the pipe required is 92” as against 52”. The pipe conveyor has been approved for the transport of iron ore. For the transportation of 5000 TPH, the requirement of conveyor is 3100mm however, the maximum dia manufactured and available in the market is 2740 mm. Therefore proposed to go for closed conduit conveyor.</p> <p><i>The EAC after deliberation suggested the PP to submit the details of the calculation / design of the disposal pipeline as envisaged earlier and now.</i></p> |
| 3.15 | <p>Revalidation of CRZ Clearance granted for Hotel Project at Madura Devaneri Village, Mamallapuram, Thirukazhukundram, Kancheepuram, Tamil Nadu. [F.No. J-19011/6/97-IA.III]</p> <p><i>The Committee decided to defer the consideration of project, since the Project Proponent did not attend the meeting.</i></p> |

2nd Day: 22nd April, 2014 4. Consideration of New Proposals

| 10.00 A. M to 1.00 P. M | |
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| 4.1 | <p>Environmental clearance for Bhal Industrial Park at village Moti Boru & Bholad of Taluka:Dholka Distt. Ahmedabad, Gujarat. M/s Gujarat Construction Ltd.[F.No. 21-1111/2007-IA.III]</p> |

M/s. Gujarat (Bhal) Construction Limited proposes to set-up a chemical/multi-product industrial estate namely "BHAL INDUSTRIAL PARK at, various survey nos. of Village: Moti Boru, Nani Boru and Bholad, Taluka: Dholka, District: Ahmedabad, Gujarat.

The proposed chemical/multi-product industrial estate will have approx. 500 Chemical units viz. Pharmaceutical, Pesticide, Chemical (Organic/Inorganic), Dye Stuff, Paints, Pigments & Varnishes, Soap & Detergent, Oil, Fine Chemicals, Food Processing, and Paper Mills as well as 200 Engineering units.

Land Acquired: The proposed industrial park will be set-up on 1,00,18,301 sq. m. of land area. There are no major water bodies like River, Pond etc. within the proposed estate land area. More than 60% of land that has been acquired for this industrial park is Waste Land and Khar land.

Green Belt: A total Green Belt Space Area (30.6% of plantation area) 5,70,791 sq. m. will be provided.

Cost of the Project: The total estimated cost of the proposed project including environmental management was Rs. 160.29 Crore.

Proposed Facilities: Common facilities for transport, parking, communication, drainage, power supply, water supply, effluent (wastewater) management, solid waste disposal, hazardous waste management, rain water harvesting, fire fighting and medical centre etc. will be provided as a part of the estate.

Power Supply: Power requirement will be met by Uttar Gujarat Vij Company Limited (UGVCL).

Water Requirement: Estimated quantity requirement during operational phase will be 42,220 m³/day. Source of water will be Narmada canal water. Sardar Sarovar Narmada Nigam Limited (SSNNL) has given approval for the same.

Waste Water Treatment & Disposal: Estimated quantity during operational phase is 35,180 m³/day (domestic: 3,180 m³/day & industrial: 32,000 m³/day).

During operational phase, 3,180 m³/day of domestic wastewater generated from member units will be treated alongwith industrial wastewater in three separate Common Effluent Treatment Plants (CETP). Out of total industrial wastewater i.e. 32,000 m³/day, 31,260 m³/day will be treated in three separate CETP and 740 m³/day will be incinerated in Common Incinerator facilities. The CETP and common incinerator facilities will be provided within the proposed industrial park. Treated wastewater will be disposed off into the sea through a submerged

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| | <p>submarine pipeline.</p> <p>Solid/Hazardous Waste Management & Disposal: Municipal Solid Waste Disposal facility, Common Hazardous Waste Incinerator facility as well as Secured Landfill site will be provided in the Bhal Industrial Park for treatment and safe disposal of solid/hazardous wastes.</p> <p>Adequate control measures for air pollution, noise pollution, odour problem will be provided /suggested to each unit and its efficacy/adequacy will be monitored regularly by the environment management cell.</p> <p>Energy Conservation: All the member units will take required steps to conserve energy in their industries. Solar lighting system will be provided in common areas.</p> <p><i>The EAC after deliberation decided to defer the project and suggested the PP to submit the following:</i></p> <ul style="list-style-type: none"> <i>i. No non-permissible activities are allowed in the CRZ area</i> <i>ii. The forest area falling within the Industrial Area should be protected and a buffer of 100 meters shall be provided all around.</i> <i>iii. A green belt of 50 meters along the highway and 15 meters for the internal roads shall be provided</i> <i>iv. 5 meters of green belt shall be provided for the individual plots.</i> <i>v. Electro-plating type of industries shall not be allowed within the industrial area.</i> <i>vi. The type of industry and the no of units as proposed in the EIA report shall be the strictly adhered to.</i> <i>vii. The natural drainage within the industrial area should not be disturbed and a green belt shall be developed on either side of the natural drains.</i> <i>v. A report may be submitted after estimation of various supportive and assimilative capacity dimensions and impacts thereon of alternative developmental actions across the proposed industrial area through a set of carrying capacity indicators or indices</i> |
| 4.2 | <p>CRZ Clearance for proposed resort of Semancheri Village, Chengalpattu Taluk, Kancheepuram District, Tamil Nadu. M/s Olympia Merlin Developers Pvt. Ltd.[F .No.11 -6/2013 -IA.III]</p> <p>Project proponent has proposed to construct a Resort Complex at Plot area 27000.64 sq. mt. Which falls between 200m to 500m of HTL and Categorized as CRZ III as Per CRZ Notification 2011.</p> <p>The Project will have building area of 15271.172 sq. mt. and it is adjacent to East Coast Road. The Development will take place in Two block (Block-I & II). There</p> |

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| | <p>will be 20 Guest Rooms, One Banquet (200 Person) and other facilities. The complex will generate 25 KLD waste water and have STP (30KLD) and all treated water will be reused.</p> <p>There will be a green area of 1.52ha. (56% of plot area). Solid Waste generation will be 370 kg/day, which will be segregated the bio degradable waste shall be treated in in-house Organic waste convertor. There will Rain water collection and reuse (Roof top rain water). Energy conservation measure shall be taken to conserve 19% energy. There will be parking provision of 122 cars and 215 two wheelers. There will be proper Environment Management Plan for Environmental safeguards.</p> <p>The Project was appraised by EAC during Meeting Date 25th-26th March 2013 and certain points were raised. The reply of queries were submitted on 28-01-2014.</p> <p><i>The Committee noted that the proponent has yet to submit requisite undertaking or NOC from the Chennai Metropolitan Water Supply Board for the allotment of water for the resort.</i></p> |
| 4.3 | <p>Environmental Clearance for industrial area at Vasanthanarasapura (part-II and Phase-III), Tumkur dist, Karnataka by M/s KIADB [F.No.21-65/2012-IA.III]</p> <p>The proposed development of Vasanthanarasapura Industrial Area (IA) of Stage II & Stage III envisaged(Tumkur Dist, Karnataka) is an Industrial theme park with a vision of providing “Hassle free production environment” for IT/BT Precision & Electronic Industries, Garments and Food Processing/Chemicals, & Other General Industries Such as Engineering Industries like Machine parts, Automobile industry, etc. The area earmarked for the proposed project of Stage II & Stage III is about 1158.15 Ha (2861. 84 acre) of land. Presently the land is barren with degraded shrub in most of the area, while some land is also covered by agricultural activity.</p> <p>In Stage II, out of 511.45 Ha (1263.78 acre) of land, 262.77 Ha (649.31 acre) of land has been reserved for industrial plots. In addition to this, at stage II 59.52 ha (147.07 acre) reserved for SC/ST plots. 79.77 Ha (197.12 Acre) of land will be utilized for landscape/green belt development.</p> <p>In Stage III, out of 312.12 Ha (771.27 acre), 144.71 Ha (357.58 acre) of land has been reserved for industrial plots. In addition to this, 334.58 Ha (826.77 acre) of land has been reserved for IMA, KPTCL, KSSIDC, Integrated Park and Power Grid Corporation and 45.47 Ha (112.36 Acre) of land will be utilized for landscape/green belt development. Landscape/green belt development areas proposed are: along the boundary of the proposed project site & along the roads, around CETP/CSTP and between industrial plots (member industries). Water demand for the proposed</p> |

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| | <p>project is 4000 KLD (4 MLD). Water source for the proposed project is Hemavathi Canal water. Storm water drains will be planned along the sides of the roads to collect the surface run – off water from the roads and make a plan that the surface water from the drains will be led into natural valleys.</p> <p>All industries coming up in the proposed Vasanthanarasapura I.A. of Stage II & Stage III, if required will utilize the services of the Common Hazardous Waste Management Facility (CHWMF) which already exists in the near Dobaspeta on NH 207. All the hazardous waste from member industries will be transported to CHWMF facility for treatment and for further safe disposal as per the statutory requirement and procedures. No Wildlife Sanctuaries or National parks exist in 10 km radius of the proposed industrial area. Few reserve forests such as Madhugiri RF 7.5 Km (NE), Badavanahalli RF 7.0 Km (N), Kavaragal RF 9.0 Km (E), Kolikal RF 7.0 Km (NE), Kalasesaudanapalya Reserve Forest 5.5 Km (S) Hiregundagal Reserve Forest 8.0 Km (SE) Maradigudda RF 5.5 Km (W) exist in 10 km radius of the proposed industrial area.</p> <p><i>The Committee observed that the proponent has not submitted the revised Form-I combining all the phases viz Phase – I, Phase – II and Phase – III as suggested by the earlier Committee vide MOM of 118th EAC meeting held in December 2012. However, the proponent has submitted the final EIA report after conducting the Public Hearing. The EC for phase – I was already obtained from the SEIAA, Karnataka.</i></p> <p><i>The Committee advised the Ministry to take a decision on the ToRs and whether the public hearing and the final EIA report submitted for the phases – II and III are acceptable in view of the established facts and circumstances of the case.</i></p> |
| 4.4 | <p>Environmental Clearance for industrial area at Gowribidnur (Phase-I and Phase- II), Chikkaballapura District, Karnataka by M/s KIADB [F.No.21-65/2012-IA.III & F.No.21-66/2012-IA.III]</p> <p>Karnataka Industrial Areas Development Board (KIADB) is a statutory body constituted under KIAD Act of 1966. Gowribidanur Industrial Area (IA) of phase I & II, envisaged as an Industrial theme park with a vision of providing “Hassle free production environment” for the manufacturing of IT/BT Precision & Electronic Industries, Garment Industries, Granite & Others and General Industries Such as Engineering Industries like Machine parts, Automobile industry, etc in Phase I. In Phase II, IT/BT & General Industries, Steel & Food Industries, Garment Industries, Agro based Industries, Pharmaceutical Industries, and Power Producing Units & Granite Industries.</p> |

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| | <p>The proposed area for the development of Gowribidanur I.A. of phase I & II comprises of semi urban and rural environment. The area earmarked for the proposed IA of phase I & II is about 293.15 Ha (724.38 acre) of land. Presently the land is barren with degraded shrub in most of the area, while some land is also covered by agricultural activity. In phase I, out of 96.68 ha (238.90 acre) 54.57 ha (134.85 acre) of land allotted to IA and 19.48 ha (48.13 acre) for KSSIDC (Karnataka Small Scale Industrial Development Corporation) area where as in phase II out of 196.47 ha (485.48 acre) 86.48 ha (213.69 acre) of land allotted to IA and 34.40 ha (85.00 acre) for Reliance grinding unit. In Phase I - 2.87 ha (7.1 Acre) and phase II 19.64 ha (48.54 acre) of land will be utilized for landscape/green belt development.</p> <p>3 Acres of land has been earmarked for CETP & CSTP in the proposed site of Gowribidanur Industrial Area of Phase I & II. KIADB at the time of building plan approval, individual industries will be instructed to compulsorily to adopt rainwater harvesting measures. KIADB will also construct rain water harvesting pits along storm water drains at an interval of 10m c/c.</p> <p>Proposed Industrial Area Development of Gouribidanur I.A. (1st & 2nd stage) would have very little negative impacts on the surrounding areas or on the environment. However, all necessary pollution control measures will be adopted. The project would indeed help the socio – economic condition of the area and it is highly recommended for the development of industrial area. The Public Hearing was conducted on 3/12/2013.</p> <p><i>The committee observed that the proponent has not submitted the revised Form-I combining the Phase – I and Phase – II as suggested by the earlier committee vide MOM of 118th EAC meeting held in December 2012. However, the proponent has submitted the final EIA report after conducting the Public Hearing.</i></p> <p><i>The Committee advised the Ministry to take a decision on the ToRs and whether the public hearing and the final EIA report submitted for the phases – I and II are acceptable in view of the established facts and circumstances of the case.</i></p> |
| 4.5 | <p>CRZ Clearance for setting up of sea water intake structure and outfall HDPE pipeline for sea water requirement for the Zirconium plant Pazhayakayal Village, Thoothukudi Dist. by M/s Dept. of Atomic Energy [F.No.11-76/2013-IA.III]</p> <p>The Department of Atomic Energy has setup Zirconium Complex in the coastal village of Pazhayakayal, Tuticorin District, Tamilnadu to produce 500MT of</p> |

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| | <p>Zirconium Oxide every year which will be further converted into 250MT of Nuclear Grade Zirconium Sponge. The sponge is required to meet the requirement of Zirconium alloys namely Zircaloy-2, Zircaloy-4, Zr-Nb alloys. They are prime candidate materials for all the structural of the nuclear reactor core including the seamless coolant and calandria tubes.</p> <p>As per design, the water requirement of this plant is to be met through 20MGD supply scheme of TWAD. The annual average rain fall in this area is around 500 mm of which major portion is during October to December. The ground water, availability also being very less in quantity has higher levels of TDS and hardness closer to the Gulf of Mannar. Considering the acute water scarcity in this area and recommendations of public hearing and District authorities, it is proposed to install a desalination plant based on Reverse Osmosis process within the premises of Zirconium Complex to meet the raw water requirement so as to minimize external reliance.</p> <p>The marine facilities for the desalination plant will consist of i) laying of submarine pipeline for intake ii) outfall into Madiketan odai. The quantity of sea water drawn from the sea (Gulf of Mannar) will be 206 cubic meter/hour to get a product of 60 cubic meter/hour. The proposed intake system will consist of HDPE pipelines laid on the sea floor with an intake head of at a distance of 750 meters distance into the sea. The reject water of 146 cubic meter will be released into the Madikettan Odai flowing at the north west boundary of plant site. No Objection Certificate from Public Works Department for the disposal of reject into the Madiketan Odai has been received and furnished to Dept of Environment, Govt. of Tamil Nadu. The desalination plant and the Zirconium Complex are outside the Coastal Regulation Zone. The sea water intake system is falling in CRZ. The total project cost is Rs.20 Crores. Tamilnadu State Coastal Zone Management Authority has recommended this proposal.</p> <p><i>The Committee observed that the proponent has not provided the details like intake structure, diameter of the intake pipeline etc. The location of the outfall structure was also not been mentioned in the EIA report and also on the 1:4000 map. The Committee advised the proponent to submit the details along with the recommendation of the State CZMA.</i></p> |
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| 4.6 | <p>Environmental and CRZ clearance for development of port facilities at Diamond harbour by M/s Kolkata Port Trust [10-31/2007 IA-III]</p> |
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This will be a Container Handling Port with 3 Nos. Berth of size 300 meters each and 35.5 meters width with sufficient back up space having 4,830 ground slot handling of 1.2 million TEU (approximately 14 million TPA). The facility will be duly supported with machinery like RMQC, MHC, RTG etc.

The proposed Port facility is located at 25 KM downstream of Kolkata on the eastern bank of river Hooghly of National High way No. 117 - Garia - Kulpi Road (SH 7). The area is well integrated with the net work of Indian Railway as well as Indian Water Ways Transport System leading to Kolkata Dock System (KDS) as well as to Haldia Dock Complex (HDC), The same is also a part of Inland Water Transport System (IWTS) which is a part of Ganga & Bhagiarathi - Hooghly River. **The project area does not fall under the purview of Coastal Regulation Zone.**

The project will be set up in 36.956 Hectare land, mostly Government land with only a small part of private land (1.691 Hectare approximately).

The potable water demand will be made up from the Diamond Harbour Municipality supply line. Separate package system plan has been envisaged for sewerage system. There will be no dredging activity in operation of the project.

Green Belt will be developed surrounding the project area to mitigate the sound noise and dust pollution. Due to handling of container air pollution will be minimum. Further, water sprinkler will be used in the work zone area to reduce dust generation.

Power supply requirement will be 3.0 to 3.50 MVA. The supply will be from WBSEB from 33 KV Grid and the distance of Power Station is only 2 KM away from project site. Solid waste will be disposed to Diamond Harbour Municipality Solid Waste Disposal System. The Environment Management Cell will monitor the mitigation measures taken up during the construction of the project. The Port at Diamond Harbour will handle container and hence connectivity surface will be upgraded for smooth transportation of goods. **There will be huge potential for secondary employment opportunity in the region over the economic status in and around the Port once the Port project is** The industries located within the hinter land area of Port will also be equally benefited. Expected cost of project will be Rs.1,758.5 crores.

The Committee observed that the letter dated February 7, 2011 issued by Institute of Environmental Studies and Wetland Management, Government of West Bengal was on the basis of CZMP of West Bengal for the year 1996. However, the CRZ limit should have been decided based on the salinity criteria mentioned in the Notification issued in the year 2002 and also based on the CRZ Notification 2011. The Committee was of the view that the letter dated February 7, 2011 is not

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| | <i>acceptable and the proponent has to submit the approved 1:4000 CRZ map from the recognized agency along with the recommendation from State CZMA.</i> |
| 4.7 | <p>Development of Port facilities at Haldia dock-II at Mouza Shalukkhali and Rupnarayanchak, P.S. Sutahata, District East Medinipur in West Bengal by M/s Kolkata Port Trust [11-140/2010-IA-III]</p> <p>23.4 MMTPA covering four jetties (two mechanised and two multipurpose jetties) with associate infrastructure like hardstanded stack yard, pipelines, Cargo handling equipment, mechanized wagon loaders, conveyor systems, railway sidings, fire fighting facilities, internal roads etc.</p> <p>Mouza - Shalukkhali & Rupnarayanchak, P.S. - Sutahata, District - East Medinipur in West Bengal. The site is located between 22°06'02.82''N latitude & 88°11'30.35''E longitude and 22°06'54.30''N latitude & 88°11'35.50''E longitude.</p> <p>The Project will be setup in vacant Government land of around 160 acres, which is beyond the CRZ limit as per the approved CZMP. Draft of about 9 m. is available.</p> <p>The treated water will be received from Haldia Development Authority (HDA) water supply system. As per an initial estimate, water to the tune of 540 m³/day will be required for the proposed project. Such water will be used primarily for domestic purposes.</p> <p>The estimated power requirement, taking all the usage of power for conveyors, equipment and illumination including future requirements, will be 12000 KVA, which will be met from WBSEDCL supply for all the proposed 4 nos of berth. 2 DG set of 500 KVA capacity will be installed for emergency power backup for the buildings, yards and security area.</p> <p>Domestic wastewater from proposed dock II is expected to be generated mainly from office areas and from dock areas and the same will be treated as per relevant standard and the treated waste water will be used for gardening/ dust suppression. Excess treated wastewater, if any, conforming to the relevant standard will be disposed in the surface water. Oily bilge water and ballast water generated from ships will be treated in the existing Ballast water Treatment Plant at Haldia Dock Complex.</p> <p>Fugitive dust shall be the main air pollutant, for which dust suppression system will be installed at relevant points.</p> <p>Reusable solid wastes will be sold periodically and non-reusable wastes will be used for land filling purposes in the dock premises or will be disposed off site in consultation with the concerned Civic body.</p> |

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| | <p>Hazardous wastes will be stored separately in a secured enclosure and would be transported to the Treatment, Storage & Disposal facility (TSDC) at Haldia. Oily waste & metal scrap water will be handed over to registered re-refiners /recyclers having approval of MoEF. Cost of project Rs. 1707.5 Crores</p> <p><i>The Committee observed that the letter dated February 7, 2011 issued by Institute of Environmental Studies and Wetland Management, Government of West Bengal was on the basis of CZMP of West Bengal for the year 1996. However, the CRZ limit should have been decided based on the salinity criteria mentioned in the Notification issued in the year 2002 and also based on the CRZ Notification 2011. The committee is of the view that the letter dated February 7, 2011 is not acceptable and the proponent has to submit the approved 1:4000 CRZ map from the recognized agency along with the recommendation from State CZMA.</i></p> |
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| 2.00.PM to 5.00 P.M | |
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| 4.8 | <p>Environmental clearance for development of Industrial Estate of HSIIDC at Sector No. 38 & 39 at Rai Sonapat, Haryana by M/s Haryana State Industrial & Infrastructure development Corporation [F.No. 21-1046/2007-IA-III]</p> <p>Haryana State Industrial and Infrastructure Development Corporation Limited (HSIIDC) have proposed to develop Sector-38 Phase II and Sector-39 as Industrial Estate near the town of Rai on NH-1, covering an area of 343 hectares (848 acres) in Sonapat district. The project envisages the establishment of pollution free industries. The proposed industries would comprise of Food Park, Automobile, General Engineering, Gems and Jewelry, Auxiliary Industries. The land is acquired in the villages Badh Malik, Badh Khalsa, Jatheri, Liwan, Pritampur and Rai Sonapat. The proposed development of Industrial Estate at Rai would be in adherence with the Master Development Plan 2021 of Sonapat issued by the Department of Town & Country Planning Haryana. Phase II Rai falls under National Capital Region.</p> <p>The area of proposed project is 343.2 ha and does not contain any A & B category industries. GC (General Condition) is applicable with respect to project boundary falling within 10 km radius with Delhi-Haryana Interstate Boundary (5.5kms). Hence, It was submitted to MoEF for appraisal under category “A”.</p> <p>Baseline environmental data for Air & Water Quality, Meteorological, Soil, Traffic, Biological, Socioeconomic etc was carried out continuously for three months at various locations in the 10 km radius of the study area. The impacts on Ambient Air Quality due to the proposed project activities during the construction</p> |

phase of the project may be temporary or short-term. Suspended Particulate Matter (SPM) and Respirable Particulate Matter (RPM) would be the predominant pollutants generated from construction activities. Additional tests on PM_{2.5} were also conducted at the project site. The gaseous emissions such as SO₂, NO_x and CO would be generated from the construction equipment, DG sets and vehicles.

Water demand is calculated upto 8 mld and it will be met by bore wells. The project would envisage the development and implementation of rain water harvesting system. It will replenish the ground water resources but also fulfill the water requirements. Locations have been marked in the layouts of sectors. Impacts on water quantity & quality during the operational phase of the project will be minimized by using treated water from phase-I. The sewerage system for collection of wastewater from the industrial plots and carrying the collected sewage to the site of Common Effluent Treatment Plant (Near sec.-35), where the sewage will be treated to desired level before disposing off the same to Drain No.6. The sewage/industrial effluent load has been calculated for water supply rate of 4000 gallons per acre per day to the industrial plots, commercial buildings and institutional buildings. The wastewater generation during the operational phase of the proposed project is expected to be (80% of 8 mld water generation) 6.5 mld. The industrial solid waste will be managed by unit themselves and are required to seek authorizations from state Pollution Control Boards (SPCB) under relevant rules. The estimated total quantity of MSW generated per day is 11.25 tons per day (TPD). Municipal Committee, Sonapat is responsible for the collection, transportation and disposal of all solid waste generated, except the untreated bio-medical waste and hazardous industrial waste, which is taken care of by the respective generators (units).

There are proposal for development of storm water drainage and internal drainage system. The surface water collected from the roads discharged into a sump proposed to be located near drain. It is proposed to take treated sewage effluent (except re-circulation quantity and surface storm water effluent of phase II Rai into to drain no-6, which is adjacent to site. The drain discharges into river Yamuna in Delhi territory.

Power load estimation has been calculated separately for sector-38 and sector 39; 17.2 MW and 18.5 MW required by sector 38 & 39 respectively. In 10 km radius of the proposed project National Park, Sanctuary, Elephant/ Tiger Reserve, Migratory routes are neither existing nor proposed.

The total area near NH-1 and other green belt is 5300m² presently. PP will provide adequate tree cover along the roads from both sides. In order to make the estate pollution free and to improve the visual quality of the area, it has been planned to

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| | <p>plant about 2856 and 2987 plants and 8487 & 8643 shrubs in sector-38 and sector-39 respectively.</p> <p>Project cost comprising of cost towards sub-work namely development of roads, water supply, waste water scheme, storm water drainage, electrification & street lighting, horticulture & road side plantation, solid waste management, IT & telecom and office complex, are 160 crores approximately.</p> <p>Regular monitoring programme has been proposed during operation of the proposed project. With the knowledge of baseline conditions, the monitoring program can serve as an indicator for any deterioration in environmental conditions due to operation of the project and suitable mitigating steps could be taken in time to safeguard the environment. The project aims at amelioration of the socio-economy of the areas as well as providing basic amenities to people in vicinity. The project was well received by the stake holders during the Public Consultation.</p> <p style="text-align: center;"><i>The EAC after deliberation decided to defer the project and suggested the PP to submit the following:</i></p> <ul style="list-style-type: none"> <i>i. Permission for groundwater extraction shall be obtained from CGWA</i> <i>ii. State Irrigation Department shall be consulted for creating humps in the drain no 6 and 8 for recharging the water within the industrial area.</i> <i>iii. The Committee advised the proponent to provide detail and action plan on water recharging calculations based on the permission obtained for extraction of ground water and the quantity of recharge water available in the industrial area.</i> <i>iv. Provide information on the quantity of hazardous waste generated in the industrial estate</i> |
| 4.9 | <p>CRZ clearance for development of tourist facilities and accommodation at Mandvi, Kutch, Gujarat State M/s Commissionerate of Tourism, G/o Gujarat (Tourism Corporation of Gujarat) [11-4/2014-IA.III]</p> <p style="text-align: center;"><i>The Committee decided to defer the consideration of project, since the Project Proponent did not attend the meeting.</i></p> |
| 4.10 | <p>CRZ clearance for widening and improvement of 2 lane to 4/6 lane of NH-47 from Cherthalai to Thiruvananthapuram in the State of Kerala by NHAI [F.No.10- 35/2010-IA.III]</p> <p>As presented by the PP, the proposal was originally got ToR in 2010 and the same was revalidated in 2013. Meantime, the Ministry of Road Transport and Highways made separate proposal for the two bye passes – Kollam and Azhapuzha and</p> |

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| | <p>obtained CRZ clearance in January,2014. The present proposal is for CRZ clearance excluding the two bye passes since the project passes the CRZ-I & CRZ-III areas at 9 locations. The proposed length of the project is 149 km however, the additional RoW is 15 m (less than 40 m), hence according to the S.O 2259 (E) dated 22.08.2013, the project does not require EC under EIA Notification, 2006.</p> <p><i>The EAC after deliberation suggested that the site will be visited by a sub-committee comprising Shri Radhakrishnan and representative of MoEF which will submit a report.</i></p> |
| 4.11 | <p>CRZ Clearance for Offshore LNG terminal in the offshore region of Digha, West Bengal. M/s H-Energy East Coast Pvt Ltd.[F.No.11-12/2014-IA.III]</p> <p>The proposed development is an offshore LNG floating storage and Re-gasification (FSRU) terminal of 8 MMTPA ultimate capacity, in the offshore region of Digha, West Bengal. H-Energy East Coast Private Limited (HEECPL), a subsidiary of H-Energy group of companies proposes this development with intent to supply natural gas to the eastern and northern states of India through the proposed Haldia-Jagdishpur pipeline of GAIL India. The key components of the proposed development are:</p> <ol style="list-style-type: none"> 1. Floating Storage Regasification Unit (FSRU) - which is a floating structure (at ~ 50 m water depth) moored to the seabed via a turret mooring system. Systems required for LNG pumping, vaporization, BOG (boil-off gas) handling, and natural gas transmission to shore are located on the deck of the FSRU. LNG will be stored in membrane tanks and LNG carriers will transfer LNG to FSRU through hard loading arms. Regasification will be carried out by sea water based Intermediate Fluid Vaporizers. 2. Sub-sea pipeline (~115 km long) with flexible Risers (connecting FSRU with a Pipeline End Manifold located on sea-bed) and onshore pipeline segment (of approx. 2 km length), 3. Onshore Receiving Facility (ORF) with gas send-out to a proposed gas network, and occupy an approximate land area of 10 acres containing support infrastructure such as , pig receiving station, metering facility and at a later date compressors. <p>The proposed location of FSRU will be within the area limits of the Kolkata Port Trust. The FSRU is planned to be located in the Exclusive Economic Zone beyond the territorial waters of the Indian coast, and therefore out of purview of both the EIA 2006 and the CRZ 2011 Notifications. However, a component of the proposed development is proposed to be located in the territorial waters and the coastal land.</p> |

A part of the subsea pipeline (connecting the FSRU on offshore waters and the onshore receiving facility) as part of the proposed development will pass through the CRZ-IV zone, and the remaining portion of the pipeline is proposed to be laid through different zones of the CRZ, including CRZ-I and CRZ-III. In addition to this, the alternative proposed locations of the Onshore Receiving Facility (ORF) are likely to be either within the CRZ-III/I zone or outside it. Both the pipeline carrying re-gasified LNG and the ORF are allowable activities in these zones, for which CRZ clearance is being sought. West Bengal State CZMA has recommended the proposed development, and HEECP is committed to implementing its recommendations.

The proposed development is not anticipated to pose any significant adverse impact on the coastal communities or their livelihoods, since the land requirement for the onshore receiving facility is very small (~ 10 acres) and HEECP is evaluating various available options for siting the Onshore Receiving Facility to ensure that any such potential adverse impacts associated with meeting the land requirement is either minimized or completely avoided. The proposed development is assessed by ZSI not to interfere with marine ecological habitats of the area, and the cold water discharge from LNG re-gasification has been modelled by IIT Kharagpur, to design the project and expose the existing marine habitat to minimal risks. Key benefits that the proposed development is expected to bring are:

- Provide cheaper and cleaner source of energy leading to growth of gas based projects and reduce of cost of industrial production
 - Accelerate socio-economic development in West Bengal, Jharkhand and Bihar
 - Supplement depleting domestic energy resources
- Enable peak loads for electricity to be met with gas based power

The EAC after deliberation decided to defer the project and suggested the PP to submit the following:

- i. Design details of the risers system and submarine pipeline should be submitted*
- ii. Location of ORF should be established and the details should be submitted along with CRZ details.*
- iii. Maximum damage distance at the worst case scenario shall be superimposed on the landuse map at ORF.*
- iv. The measures proposed to prevent issues relating to fishing boat movement close to the shore over the pipe line.*

4.12

ToR for Development of a deep water port at Astaranga Area, Puri Dist, Orissa. M/s Navayuga Engineering Company Limited.[F.No.11-60/ 2013-IA.III]

The Project Proponent stated that the Government of Orissa (GoO) desired to develop the Astaranga Port into a full-fledged all weather multi-user port through private investment on Build, Own, Operate, Share and Transfer (BOOST) terms and signed a Concession Agreement with Navayuga Engineering Company Limited on November 22, 2010 for the development of a port at Astaranga, Puri District. Land area to an extent of 1578.269 ha required for the port development is agreed to be made 24 available by GoO as per the Concession Agreement. Proposed port site is located on the South of the existing Paradeep Port on East Coast of India (latitude 19o 56' N and Longitude 86o 17' E) in the Puri District of Odisha. The river Devi is on the Northern side of the proposed site. Astaranga is located at about 75 km from Bhubaneswar and 65 km from Puri. Nearest railway station is Bhubaneswar (road distance - 75 km) and nearest airport is BijuPatnaik Airport, Bhubaneswar (Road Distance - 75 km). The two major highway connectivity to the proposed port at Astaranga are NH-203 and SH-60.

The Port at Astaranga is proposed to be developed in phases. Present proposal is for Phase-IA of the project designed for a cargo handling capacity of 17.7 MTPA (Export Cargo – 11.7 MTPA and Import Cargo – 6 MTPA). Cargo to be handled in the Port includes Thermal Coal, Coking Coal, Aluminium products and General Cargo. Design Vessel Size: 85,000 DWT &120,000 DWT vessels light loaded to a draft of 14.0m.

Port Facilities Planned for Phase IA Development

Breakwater : North Breakwater (300m) and South Breakwater (1300m)

Approach Channel : Length – 6200m, Width – 180m, Turning Circle – 450m

Dredging : Capital Dredging – 23.5 million cum, : Maintenance Dredging - 0.95 million cum per annum

Total Quay Length : 1250m

A railway line about 75 km long connecting the port to the main line near Bhubaneswar New station is to be developed. A multilane road about 70 km long is also proposed as a part of the port project connecting NH-5 to the proposed port taking off from near Phulnakra as external Road and Rail Connectivity. Land for the same shall be made available by GoO as per Concession Agreement. The proposed project involves approval for de-reservation of village forest land (approximately 50 Ha). Application for de-reservation procedure is under process.

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| | <p>Natural creek passing through the identified area for port is proposed to be straightened by forming straight cuts and the meandering course is thereafter proposed to be reclaimed and used as port backup area. Required bridges for road and rail connectivity will be built across the creek duly maintaining the existing cross section of the waterway. The top of protection bunds shall be above + 6.00 m CD from considerations of high water level and storm surge during cyclones.</p> <p>Water Resources Department, Govt. of Odisha has allotted 5000 KLD of water from River Devi with the intake point located near Bauriakhana at about 10 km from the port where the salinity levels normally possess river water quality. The water will be treated in the Water Treatment Plant before use.</p> <p>Power requirement during construction phase is around 2-3 MW, which is proposed to be drawn from nearest 33 /11 KV substation (7 km from the site) and DG sets. Power requirement during Operation phase is 15-20 MW, which is proposed to be drawn from either of the 400 / 220 KV substations at Mendhasal or Chandaka in Khurda District. 25</p> <p>The Capital Cost for the Phase-1A development of the project is estimated at Rs. 7,417 Crores with an FIRR of 12.67%. Sahan Protected Forest (Casuarina) located adjacent on North-West along coast.</p> <p><i>PP presented the site selection criteria for the project as sought by the EAC in November, 2013. The EAC after deliberation decided that Sub- Committee comprising Dr M. V. Ramanamurthy, Shri. S.K. Sinha and a representative from MoEF would make site visit and submit a report.</i></p> |
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Any other item

Member Secretary informed the EAC that the earlier EAC has suggested site visit for the proposal on development of Jetty along the bank of Hanasthal Creek, Taluk Maliya, Dist. Rajkot, Gujarat by M/s. Gujarat Maritime Board [F.No.11-89/2012-IA.III]. However due to lapse of the tenure of the EAC, the site visit could not be made, hence requested the EAC to form a sub- committee for site visit. EAC suggested that sub- committee comprising Shri. M.L. Sharma, Dr. Ramanamurthy and representative of MoEF to make site visit and submit a report.

