

Minutes

Minutes of 137th meeting of Expert Appraisal Committee for Projects related to Infrastructure Development, Coastal Regulation Zone, Building/Construction and Miscellaneous projects held on 25th to 27th August, 2014 at Conference Hall (Brahmaputra), 1st floor, Vayu Wing, Indira Paryavaran Bhawan, Jor Bagh Road, Aliganj, New, Delhi -110003.

1. Opening Remarks of the Chairman.

The Chairman welcomed the members to the 137th meeting of the Expert Appraisal Committee.

2. Confirmation of the Minutes of the 136th Meeting of the EAC held on 30th June 2014 to 2nd July 2014 at New Delhi.

The EAC confirmed the minutes of the 136th Meeting including review of following inspection report.

Finalization of ToR for setting up of a new major Port in the State of Andhra Pradesh at Dugarajapatnam by M/s Vishakhapatnam Port Trust [11-89/2013-IA.III]

Further to the advice of the EAC committee in its 131st meeting a Sub-Committee comprising of Shri Lalit Kapur, Director MoEF, Shri K.S.Reddy, Director, RO, Bangaluru, Sri Radhakrishnan, Member, EAC and Dr M.V. Ramana Murthy, NIOT, Member, EAC visited the site of proposed Port at Dugarajapatnam, Andhra Pradesh.

Dugarajapatnam village, proposed site for port development by Ministry of Shipping is a small village with 2500 inhabitants, is adjacent to Buckingham Canal and nearer to coast in Vakadu Mandalam of Nellore District of Andhra Pradesh. Buckingham Canal of about 25-50 m width runs parallel to the coast near proposed port location. Along with the Buckingham Canal, a large stretch of water body from Pulicat Lake runs and joins the sea south of the proposed port. It is surrounded with marshy land influenced by sea tide at Kondurupalem inlet and Swarnamukhi estuary. Guduru is a nearest town located at a distance of 40 km and Vakadu at 10 km. Aquaculture, Fishing and Agriculture are major economic activities in the area. ISRO satellite launching station SHAR is located at a distance of about 25 km south of the proposed site. Dugarajapatnam is connected to NH-5 (Chennai - Kolkata) at a distance of about 33 km at a place called Naidupet. The Krishnapatnam port is located about 20 km north of the proposed port location.

Ministry of Shipping has conducted feasibility study of establishing ports in Andhra Pradesh during 2012 and identified three sites based on various factors such as economy, estimated traffic, connectivity, land availability for backup area, land use, connectivity (rail/road), operational feasibility of ports (water depth, sea conditions, dredging, navigational requirements), water resources, power requirement, ecologically sensitive areas and occupation of local population. These three locations are Dugarajapatnam in Nellore Dist, Ramayapatnam in Prakasam Dist and Nakkapalli in Visakhapatnam dist. Government proposed to develop Dugarajapatnam as Green field

major port and M/s RITES Ltd was entrusted with task of preparing Detailed Feasibility Report (DPR) and report was prepared in September 2013. Visakapatnam Port has made a presentation during March, 2014 on the behalf of Ministry of Shipping for issue of TOR. Expert Appraisal Committee desired a site visit for finalisation of TOR as the proposed site is situated near Ecologically Sensitive Pulicat Lake. The site visit to Dugarajapatnam site was arranged and coordinated by port authorities on 21.7.2014 with local state officials from revenue and forest department. The committee along with officials from port authorities have deliberated after site visit. Based on the observations made at site, requirement of additional TOR for EIA was identified and indicated in this report for further action.

Following are the observations of the Sub- Committee.

- (i) As the land allotted was within 2 km of Pulicat Eco-Sensitive Zone (draft notification, January 2014), the authorities have proposed to shift port location to North, which is outside proposed Eco-sensitive Zone of Pulicat Lake.
- (ii) It was informed to the Sub- Committee that land requirement for the Port for Phase-I is 2800 acres that of Phase-II is 2700 acres. The state forest department has already demarcated the Eco sensitive area of Pulicat and its 2 km buffer zone on site. The comments from the public are awaited for finalisation of notification, which was issued during January 2014.
- (iii) The proposed site is located south of Swarnamukhi River and north of Kondurupalem inlet with Casurina plantation and aquaculture lands.

EAC after deliberation opined additional TORs can be issued for undertaking Environmental Impact Assessment (EIA) study. Following TORs have been suggested by the Committee:

- (i) The newly proposed location should not interfere with eco-sensitive zone of Pulicat. Port authorities should submit EIA with duly notified eco-sensitive zone of Pulicat and all necessary clearances from concerned authorities.
- (ii) Since, the proposed site is located south of Swarnamukhi River and Pulicat lake, a study to assess the impact of proposed port on coastal morphology should be conducted.
- (iii) Since, the area is prone to cyclone and Tsunami, a study to asses its impact on port and adjacent area should be conducted.
- (iv) Traffic forecast and possible type of cargo and its impact to be assessed. Area being close to Pulicat lake, possibility of operating clean cargo to be explored.

3. List of Proposals for consideration

3.1	<p>Finalization of ToRs for Expansion of CETP from 55 MLD to 100 MLD in GIDC VapiVapad, Gujarat by M/s Vapi Waste & Effluent management Pvt. Ltd.[F.No.10-3/2014-IA.III]</p> <p style="text-align: center;">M/s Vapi Waste and Effluent Management Company (VWEMCL) operate a 55 MLD CETP in the notified GIDC estate at Vapi, Ta. Pardi, Dist.</p>
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	<p>Valsad, Gujarat. The location of the CETP is within 10 km distance of UT of Dadra and Nagar Haveli and UT of Daman and Diu.</p> <p>Pre-treated industrial effluent and sewage is discharged by nearly 760 member units into a network of underground drainage lines connected to the CETP. The CETP designed by NEERI was based on conventional technology (Activated Sludge Process) and was commissioned in 1997. The CETP has been optimized in the secondary treatment section by addition of FAACO, UASB Reactors and associated downstream processes. Treated effluent from the CETP is discharged into perennially flowing Damanganga river which flows south of the CETP site.</p> <p>The treatment capacity of CETP is proposed to be increased from 55 MLD to 100 MLD by modification in the existing treatment system, <i>inter alia</i>, by adding new aerobic and anaerobic treatment units. A common Multiple Effect Evaporator (MEE) of 200 KLD capacity with 8 TPH coal fired fluidized bed boiler is also proposed for the treatment of segregated streams of high COD and TDS effluent. Proposed expansion will be carried out in the existing premises of the CETP.</p> <p>A presentation was made on ToR for EIA of the project before the Hon. EAC – Infrastructure Development, Coastal Regulation Zone, Building/ Construction and Miscellaneous projects in the 123rd meeting conducted at new Delhi on 21st march, 2014 (item No. 3.13). Clarifications and further information was sought by the Hon. Committee as communicated in the Minutes of meeting of the above mentioned meeting published on the MoEF website. The reply to the same has been submitted to the Hon. EAC.</p> <p>The matter was considered in the 132nd EAC meeting held in March, 2014. The Committee wanted the PP to provide the details of Flood plain area, HFL from the PWD/ Irrigation Department and superimpose the project layout, Flood plain, HFL, existing facilities and proposed facilities, disposal point on the site map. Details of consent status, compliance with norms. The committee also noted that Vapi is a CEPI area, where there is moratorium for expansion of industries hence PP shall submit justification for creating additional facilities and how additional effluent was expected.</p> <p><i>The Committee deferred the proposal and advised the PP to submit the NOC from the State Irrigation Department in respect of siting the project and if it was clear of the flood plain along with the authentic flood plain map from the Irrigation Department of the State.</i></p>
3.2	<p>CRZ Clearance for proposed Beach Resort at S.F.No. 46/3C, Devaneri Hamlet, Mahabalipuram village Thirukalukundram Taluk, Kancheepuram District by M/s Raja Rajeswari Hotels (Chennai) Pvt Ltd. Chennai [F.No.11-8/2014-IA.III]</p> <p>The proposed project is in respect of construction of Beach Resort at survey nos. 46/3C2 Devaneri Hamlet, Mahabalipuram Village, Thirukazhukundram Taluk, Kancheepuram District, Tamil Nadu by M/s.</p>

	<p>Raja Rajeswari Hotels (Chennai) Pvt. Ltd. The total plot area is 27750sq.m out of which development zone (area 200 – 500 m of HTL) is 12681.151sq.m and No Development Zone (NDZ) area is (0-200m of HTL) 15068.849 sq.m. The total built up area is 11750.28 sq.m (FSI area 9148.069 Sqm and Non FSI area 2602.214 Sqm) and FSI achieved is 0.33. Maximum building height will be 8.84 m. The proposal involves construction of 2 Blocks (A & B). Block A is proposed with Basement +G + 1 Floor and Block B G+1 floors with 96nos of Guest Rooms. Parking area of 3933 Sqm is proposed for facilitating 132 Nos. of car and 75 nos. of two wheelers and 5 no. of buses. The total power requirement for the project is 1250 kVA which will be sourced from TNEB and Power back up through DG sets is 2 x 625 KVA. The total water requirement will be 98 KLD out of which fresh water requirement is 79 KLD. Domestic water requirement is 76 KLD and water requirement for swimming pool make up is 3 KLD. The source of water is Ground water which will be drawn from Krishnakarani village (Survey No.67/21B, etc) which is around 5 Km form the site. The Land belongs to Tmt. Lalitha Lakshmi, one of the Directors of Sri Raja Rajeswari Hotels(Chennai) Pvt Ltd. The PP states that there will be no withdrawal of ground water in Coastal Regulation Zone. The quantity of sewage to be generated is estimated to be 83 KLD which will be treated in STP of 90 KLD. The treated sewage will be 79 KLD of which 19 KLD is to be used for flushing, 10 KLD for cooling tower make up and 50 KLD for gardening (Green belt area is Area= 15068.849 sq.m). Zero discharge concept of STP is planned. The organic waste, 200 Kg/day will be decomposed by Organic Waste Converter. Inorganic waste of 250 kg/day is to be disposed to authorized recyclers. STP sludge 8 kg/day is to be used as manure for Gardening and Landscaping purpose. Rainwater harvesting is proposed to augment the water requirement during monsoon days. Roof top collection sump of 3 nos. of 50 KL capacity each is proposed for collecting rain water from roof top and usage during monsoon after treatment and rainwater harvesting pits of 25 Nos. are proposed for percolation.</p> <p><i>PP submitted and presented the details. PP informed that the required water will be met from Panchayat supply. The EAC was not satisfied with the kind of assured provision for water that was presented by the PP. EAC suggested that the PP should get proper permission for water drawal from the Competent Authority handling ground water drawal or authorized to provide assured and safe water by the State. Committee also advised the PP to submit the clearance from ASI in view of the proximity of Mahabalipuram.</i></p>
3.3	<p>Environmental Clearance for development of Industrial Model Township (IMT), Rojka Meo, Distt. Mewat, Haryana by M/s HSIIDC Ltd. [F. No. 21-36/2012-IA.III]</p> <p>Haryana State Industrial and Infrastructure Development Corporation Limited (HSIIDC) is the Project Proponent for the proposed project. HSIIDC proposes to develop IMT Rojka Meo as a modern and model Industrial Township with international level environmental friendly infrastructure. The total area of the project is 1501.61 Acre, which has</p>

already been acquired by HSIIDC for the purpose of development of IMT. Out of the area acquired 1241.23 acre (496.49 ha) has been planned and 260.38 acre (104.15 ha) would be planned later. The expected cost of project is Rs 755 Crores (exclusive of the cost of the land). The water requirement of the project would be 40MLD. The Energy requirement would be 157.88 MW (tentative peak load). The project is having the provision for development of 25 MLD CETP in the IMT. The project is expected to facilitate in creation of employment opportunities both direct and indirect for the local population. The project will promote urban development through provision of essential amenities in the IMT. The project is expected to have immense benefit for social upliftment. The project also aims at development of better landscaping in the vicinity as well as creation of green belt in the area which would eventually help in the improvement of visual and aesthetic quality of the area. It is proposed to establish following types of industries within the industrial Area.

- General Manufacturing industries
- Garment industries
- Electronics & Electrical industries
- Sports goods manufacturing industries
- CMC machines industries (automobiles)
- Sheet metal component industries
- Auxiliary industries
- CETP

The area is more than 500 ha and CETP a Category 'B' is proposed hence it is Category 'A' under 7 (c).

ToR was given vide Ministries letter dated July 13, 2012. The Public Hearing was conducted on 28th October, 2013.

The Committee observed that the water requirement for the project is proposed to be fulfilled mainly by canal water which would be transported from Basai to IMT Rojka-Meo. Water demand during construction phase shall be met from STP treated water sourced from PHE Department (Sohana). Total water requirement of the IMT project will be around 40 MLD.

- (i) *The Committee advised the proponent to provide calculations for water requirement and the availability of water in the proposed industrial area. The Committee was of the opinion that water which is available in the region is very meagre. Keeping in mind the massive amount of urbanization taking place in the area around Gurgaon and beyond water allowance provided by the Government of Haryana the domestic use, the Committee suggested to provide details regarding the availability of water which is left for industrial purpose after catering for the present population of Gurgaon, Manesar and beyond and also for the proposed residential development area where CLU for urbanization has been provided.*
- (ii) *Amount of water released into the drinking water channel at*

	<p><i>Bahadurgarh and how much of the total supply is reaching the Basai area at Gurgaon, and whether a water conduit scheme can be prepared to keep conserve water and prevent water theft from the open channel. .</i></p> <p><i>(iii) Feasibility study may be submitted if the treated sewage effluent from the Gurgaon area could be utilized for the Industrial Purpose.</i></p> <p><i>(iv) The types of industries suggested in the industrial area should be very specific. As the inter industrial area falls in a water scarcity zone, the type of industries should be less water intensive</i></p> <p><i>(v) The revised green belt plan along with the layout map should be submitted. Detailed calculations for the green area proposed to be provided in the industrial area should be submitted.</i></p>
3.4	<p>CRZ Clearance for BBG Submarine cable system landing at Versova Beach, Mumbai, Maharashtra by M/s Vodafone South Ltd. [F.No.11-27/2014-IA.III]</p> <p>This item was chaired by Shri. M.L. Sharma, Vice Chairman as shri. Anil Razdan could not present. As presented by the Project Proponent, the proposal is the Bay of Bengal Gateway (BBG) Submarine Cable System”, a 100 Gigabit-per-second (100G) submarine cable system, is being constructed to connect Oman, the United Arab Emirates, India, Sri Lanka and Malaysia. The cable will connect five countries via landing points in Barka (Oman), Fujairah (United Arab Emirates), Mumbai and Chennai (India), Mt. Lavinia (Sri Lanka) and Penang (Malaysia) and thus will enhance the robustness and reliability of international connectivity into and out of the five countries. The fibre optic option is the most cost-effective one and the one that is most compatible with the rest of the global network of transmission infrastructure. Without fibre optic connections to the rest of the world, internet services development and integration into the global information economy are achievable only with unnecessarily high cost, greater difficulty and more risk than need be the case given the choice of technology available.</p> <p>As per CRZ survey was carried out by IRS, Anna University, it was observed that project activity will take place in CRZ IV A, CRZ II & CRZ-IB area classified as per CRZ Notification, 2011. MCZMA has recommended the project vide letter dated 12.08.2014.</p> <p>The BBG cable will terminate in Mumbai, India, at a Beach Man Hole (BMH) proposed to be located near the main entry to Versova Beach, a block from the Sun-n-Sea Resort. The timeline expected for the cable lay installation at Versova Beach, Mumbai, is between 15-20 days. Estimated operational lifetime of the cable is 25 years.</p> <p>A detailed impact assessment study has been carried out to identify the potential impacts & impact areas of the project on environment & social factors. The impact assessment has demonstrated that the impacts likely to be generated in the cable-laying operation in deep offshore water will be minimal. No impacts are expected on fisheries or shipping activities.</p>

	<p>Though the Sanjay Gandhi National Park is about 8 km from the land fall point, the being only laying of cable and there is no operational part in the project which will cause impact to environment, the clearance from NBWL will not be required.</p> <p><i>The Committee recommended the proposal for CRZ Clearance with the following conditions in the Clearance letter for strict compliance by the project proponent :</i></p> <ul style="list-style-type: none"> <i>(i) All the conditions stipulated by MCZMA shall be complied with.</i> <i>(ii) The laying of pipeline shall be completed as much as in minimum time as committed.</i> <i>(iii) An undertaking should be submitted that no Mangroves will be disturbed during the whole exercise of lying of cable.</i> <i>(iv) The platform to be constructed at the intertidal zone should be buried in such a way that nothing is visible on the surface of the beach.</i> <i>(v) No marine life should be disturbed during the whole exercise of laying of cable.</i>
3.5	<p>CRZ Clearance for BBG Submarine Cable System (Cable laying) landing at Santhome Beach, Chennai, Tamil Nadu by M/s Infotel Telecom Ltd. [F.No.11-28/2014-IA.III]</p> <p>“The Bay of Bengal Gateway (BBG) Submarine Cable System”, a 100 Gigabit-per-second (100G) submarine cable system, is being constructed to connect Oman, the United Arab Emirates, India, Sri Lanka and Malaysia. The cable will connect five countries via landing points in Barka (Oman), Fujairah (United Arab Emirates), Mumbai and Chennai (India), Mt. Lavinia (Sri Lanka) and Penang (Malaysia) and thus will enhance the robustness and reliability of international connectivity into and out of the five countries. The fibre optic option is the most cost-effective one and the one that is most compatible with the rest of the global network of transmission infrastructure. Without fibre optic connections to the rest of the world, internet services development and integration into the global information economy are achievable only with unnecessarily high cost, greater difficulty and more risk than need be the case given the choice of technology available.</p> <p>The PP informed that in the CRZ survey was carried out by Anna University, it was observed that project activity will take place in CRZ IV A, CRZ II & CRZ-IB area classified as per CRZ Notification, 2011, hence project seeks NOC before development under CRZ Notification, 2011. Project is not listed in schedule I of EIA notification, 2006 thus prior environment clearance is not required under EIA notification, 2006. The BBG cable will terminate in India in Chennai at a Beach Man Hole (BMH) proposed to be located near the main entry to Santhome Beach, near Foreshore Estate Bus Terminus.</p> <p>In India, the project proponent of the BBG Submarine Cable System in</p>

Chennai is Infotel Telecom Ltd. French-US vendor, Alcatel-Lucent Submarine Networks (ASN), has been contracted for the deployment of the 100G cable system. In conjunction with this contract, ASN has retained Atlantis Consultancy and EQMS India Pvt. Ltd. (EQMS) to manage the environmental permitting process for the cable landing in Mumbai and Chennai (India). The timeline expected for the cable lay installation at Santhome Beach, Chennai, is between 15-20 days. Estimated operational lifetime of the cable is 25 years.

OALC-4 cable design will be laid that can accommodate up to 8 pairs of fibers. Cable is multi layered so that that negligible strain and ultra low pressure are applied to the fibers in normal operation. Extra protective layering will be provided to cable when laid in shallow waters and other required places. Outer covering of cable is inert & insulated material that will prevent any toxicity, generation of electrical or magnetic field. Cable installation process comprises of Cable Routé Survey, Route Clearance, Pre-Lay Grapnel Run (PLGR), Cable Surface Lay, Cable Burial, Shore-end Landing, Crossings Engineering, Post-Lay Inspection and Burial.

A detailed impact assessment study has been carried out by the PP to identify the potential impacts & impact areas of the project on environment & social factors. The impact assessment has demonstrated that the impacts likely to be generated in the cable-laying operation in deep offshore water will be minimal. No impacts are expected on fisheries or shipping activities provided normal international marine activity procedures are followed.

Based on the EIA, it is clear that the submarine cable landing and marine installation has low and insignificant impacts on the environment. The activities of installation also are of short duration. During the operation phase, there is no adverse impact associated with the laid cable. Thus, it can be concluded that the project will not significantly impact the environment. The health, safety, and environmental measures mentioned in the report will be taken by the PP to tackle any associated impact during the installation phase of the cable.

The Committee recommended the proposal for CRZ Clearance with the following comments in the Clearance letter for the strict compliance by the proponent.

- (i) An undertaking should be submitted that no Mangroves will be disturbed during the whole exercise of lying of cable.*
- (ii) The platform to be constructed at the intertidal zone should be buried in such a way that nothing is visible on the surface of the beach.*
- (iii) No marine life should be disturbed during the whole exercise of lying of cable.*
- (iv) All the conditions stipulated by TNCZMA shall be complied with.*
- (v) The laying of pipeline shall be completed in the minimum time as committed.*

3.6

Finalization of ToR for proposed Greenfield Airport at Holongi,

	<p>Itanagar, Arunachal Pradesh by M/s Airports Authority of India [F.No. 10-20/2014-IA.III]</p> <p>As presented by the Project Proponent, the proposal is for development of greenfield airport for 200 PHP capacity at Holongi, Itanagar, Arunachal Pradesh. The proposed site is located in village Holongi, Baliajan tehsil, Papum Pare district, close to Assam, Arunachal Pradesh border line. The geographical co-ordinates are Latitude: 26°58'12"N, Longitude: 93°39'53"E. The proposed site falls in Survey of India toposheets nos 83E/12, 83E/16, 83F/19 and 83 F/13.</p> <p>The proposed site at Holongi is located approximately at a distance of 20 km in South West of NH-52 A from Itanagar. Gohpur railway station is 8.4 km, SSW and nearest airport is Jorhat at 60 km, SE. The total land required for the project including land area for the project affected families will be about 430.98 Ha, out of which 320 ha will be required for the proposed airport in present phase. Land identified for the proposed airport is partly vacant and single crop agricultural land & to be acquired by State Govt.</p> <p>The raw material for the construction phase such as stone aggregate, sand, cement, structural steel, bricks, Bitumin, which will be transported locally from river, vendors, IOCL Guwahati. During construction phase, about 50-75 KLD water will be required which will be drawn from either Kokila or Holongi as per State Govt. consent. Raw water for utility purpose of 90 KLD will be sourced from Kokila River and necessary permissions will be obtained. Power requirement of 1 MW required will be supplied by Arunachal Pradesh Electricity Board, standby source of 2*250 KVA (only one will be in operation at a time) will be provided. Cost of the proposed development is estimated to be Rs 1069 approximately.</p> <p>During the discussions, the Committee sought the following information:</p> <ul style="list-style-type: none"> (i) <i>Submit the details of site selection along with the other sites considered and justification for selection of the site.</i> (ii) <i>Submit the layout superimposed on the flood plain map of both rivers Holongi and Kokila and NOC from the concerned State Authority in case of any activity falls within flood plain.</i>
3.7	<p>Finalization of ToR for proposed Industrial Park at Krishnampalem Village, Tehsil Rambilli, Dist. Visakhapatnam, Andhra Pradesh by M/s APIIC [F.No. 21-38/2014-IA.III]</p> <p>The proposed project is development of Industrial Park at survey nos 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 137, 138, 139, Krishnampalem Village, Rambilli Taluk, Visakhapatnam District, Andhra Pradesh by M/s. Andhra Pradesh Industrial Infrastructure Corporation Limited. The total plot area is</p>

250.745 Acres (101.48 Ha). Since the area proposed is less than 500 Ha., the application is submitted for Area Development Project under category 8 B. The total no. of plots proposed is 25. Already allotment is made for three plots. The plotted area is 163.21 Acres, Roads – 25.94 Acres, open space 25.345 Acres, common facilities 7.66 acres, commercial area – 12.09 acres, 60 m wide drain- 16.5 Acres. The net usable area is 234.245 acres. In the common facilities an Administration Building is proposed and common Facilities like Bank, ATM, canteen, post office, weigh bridge, truck parking area, fire station and Occupational Health Centre are proposed to facilitate the Industries within the Estate. The total power requirement for the project is 10 mVA which will be sourced from APEPDCL. Individual industries upon establishment will have their own power back up facility. Raw water requirement will be 1785 KLD. The source of water is from Yeluru canal around 20 Km from the site. APIIC will be providing only infrastructure facilities and the industries which are coming up will have their own ETP/STP. There will be temporary influx of around 250 persons during construction phase and 1000 persons during operation phase. An area of 2000 Sq.m is proposed for waste processing and Municipal Solid waste of 650 Kg is expected during operation phase. Individual industries will have their own Hazardous waste storage and disposal facility. Rainwater harvesting is proposed to augment the water requirement during monsoon days. The project cost is 1565 Lakhs.

The project comes under the Category B since the area is less than 500 ha and no category A or B category industry is proposed. The project comes under Category 8(b) however considered at the central level as the SEIAA, Andhra is non-functional and was not reconstituted.

During the discussions, the Committee finalized the following additional ToRs for carrying out EIA studies:

- (i) Only non-polluting industries should be established in the proposed industrial area*
- (ii) The fish processing units should be established on the furthest end from the local community establishment*
- (iii) Green buffer in the form of green belt to a width of 15 meters should be provided all along the periphery of the industrial area.*
- (iv) The individual units should keep 33% of the allotted area as a green area.*
- (v) Landuse / land cover details of the proposed industrial area*
- (vi) Details regarding project boundary passing through any eco-sensitive area and within 10 km from eco- sensitive area.*
- (vii) Reasons for selecting the site with details of alternate sites*

examined/rejected/selected on merit with comparative statement and reason/basis for selection. The examination should justify site suitability in terms of environmental damages, resources sustainability associated with selected site as compared to rejected sites. The analysis should include parameters considered along with weightage criteria for short-listing selected site.

- (viii) Submit the details of the trees to be felled for the project.*
- (ix) Submit the details of the infrastructure to be developed.*
- (x) Submit the details of the road/rail connectivity along with the likely impacts and mitigative measures*
- (xi) Submit the present land use and permission required for any conversion such as forest, agriculture etc.*
- (xii) Submit details regarding R&R involved in the project*
- (xiii) Zoning of the area in terms of 'type of industries' coming-up in the industrial area based on the resource requirement.*
- (xiv) Submit the details of Water Management studies*
- (xv) The project boundary area and study area for which the base line data is generated should be indicated through a suitable map. Justification of the parameters, frequency and locations shall be discussed in the EIA.*
- (xvi) Submit Legal frame work for the implementation of Environmental Clearance conditions - to be clearly spelt out in the EIA report.*
- (xvii) Submit Roles and responsibility of the developer etc for compliance of environmental regulations under the provisions of EP Act.*
- (xviii) Site justification of the identified industry sectors from environmental angle and the details of the studies conducted if any.*
- (xix) Ground water classification as per the Central Ground Water Authority.*
- (xx) Adequate buffers for separate industries to be located away from one another and from residential neighbourhoods – Specific details like buffer distance and this will be enforced with role and responsibilities, the act provisions shall be submitted.*

	<p style="text-align: center;"><i>(xxi) The back up power facilities by individual industries will confirm to the prescribed environment standards.</i></p> <p>Public hearing to be conducted for the project as per provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan. The Public Hearing should be conducted based on the ToR letter issued by the Ministry and not on the basis of Minutes of the Meeting available on the web-site.</p> <p>A detailed draft EIA/EMP report should be prepared as per the above additional TOR and should be submitted to the Ministry as per the Notification.</p>
<p>3.8</p>	<p>Environmental Clearance for extension and development of existing Airport at Hubli, Karnataka by M/s Airport Authority of India [F.No. 10-53/2013-IA.III]</p> <p>As presented by the Project Proponent, AAI Hubli is an operational airport for northern Karnataka region and at present the airstrip is operational for two flights per day of Bombardier Dash 8Q-400 type of aircraft in all weather conditions having carrying capacity of 72 passengers. Airports Authority of India proposes to modernize/expand the airport in Hubli. As part of the process, land has been acquired in Unkal and Gokul villages of Hubli Taluka of Dharwad District, Karnataka. A MoU has been signed between the State Government and AAI for modernization/expansion of Hubli Airport at proposed site. After expansion there will be provision of landing and take-off of A-321 aircrafts.</p> <p>At present the airport will be developed for operation of A-321 type of aircraft with minimum seating capacity of 169 passengers, subject to viability and traffic demand. The estimated cost of the project is Rs. 141.44 crores. The area of the existing airport is 369 acres and an additional land having 600 acres area has been provided for the expansion phase by the State Government. The project site falls under Seismic Zone II which is a low damage risk zone (MSK VI or less). Proposed project site is almost flat agriculture land with elevation ranging from 665 m to 650 m above MSL. The water quality of the area shows that it is suitable for drinking only after conventional treatment followed by disinfection as per IS-2296, class-C. Presently, in spite of flights operating from the airport, the air pollution level was found to be the low among all the monitoring locations.</p> <p>The noise monitoring carried out shows that the noise level was mostly within the acceptable levels as per standards for various zones as prescribed by Central Pollution Control Board (CPCB). There are a total of 32 villages in the Study Area and part of Hubli Town with a total population of 1003621 as per Census 2011.</p> <p>All the facilities for safe operation of the aircraft like expansion of</p>

	<p>existing runway, new terminal building to cater 200 passengers at a time, expansion of apron, air traffic controller, runway end safety area (RESA) etc. shall form a part of project. Other miscellaneous facilities will include New ATC tower cum Technical Block, Fire station (category VII), relocation of DVOR, security watch tower new substation, AC plant room, provision of hooter system at access points and provision of explosive detection system.</p> <p>At present power supplied to AAI-Hubli is 100 KVA and after expansion the power requirement for the proposed project is about 2000 KVA which will be sourced from Hubli Electricity Supply Company Limited (HESCOM). At present daily consumption of water is about 25 KLD supplied from municipality and after expansion daily consumption of water will be 101 KLD considering 4 lakhs passenger per annum and 150 employees. AAI has proposed extraction of ground water for construction phase only and in operational phase they will utilize water supply from Hubli-Dharwad Municipality. The total wastewater generation in operation phase will be 86 KLD and that during construction phase is 15 KLD. The wastewater will be treated with 104 KLD Soil Bio-filter Technology (in short "SBT") developed by IIT Bombay. Presently 36 acres area is already developed as Green belt while after expansion landscape area for the project will be increased from 36 to 146 acres. During the operation phase, twin bin waste collection system- green bins for bio-degradable wastes and blue bins for non-biodegradable wastes shall be provided.</p> <p>The proposal was examined by the EAC in October, 2013 and finalized additional TORs for further study including conduct of Public Hearing. PP has submitted the final EIA after the conduct of Public Hearing.</p> <p><i>The EAC noted that the existing and predicted noise levels presented by the PP are on the lower side and appeared unrealistic. The EAC suggested the PP to re-examine the modeling and submit the details of measured noise level during the existing operation in normal and aircrafts landing/ take off and compare / validate it with the predicted noise levels by appropriate modeling.</i></p>
3.9	<p>Environmental Clearance for development of a domestic airport at Kishangarh, Ajmer, Rajasthan by M/s Airport Authority of India [F.No. 10-45/2013-IA.III]</p> <p>As presented by the project proponent in recent years, Kishangarh has come to be known as the marble city of India and is famous for trade of granite and marble. It is purported to be the only place in the world with a temple of nine planets. Kishangarh was the capital of a princely State during the British Raj, which was located in the Rajputana Agency. The project will to cater the tourism demand of Ajmer and surrounding regions. Airports Authority of India proposes to develop a domestic airport in Villages: Madanganj, Rathora ki Dhani, Jatli & Sarana near Kishangarh, District-Ajmer, and State-Rajasthan. An MoU (Memorandum of Understanding) was signed between State Government and Airports Authority of India for the development of Kishangarh Airport. The project will be developed in an area</p>

	<p>of 700 acres (283 ha) by dismantling the existing airstrip covering an area of 11 acres which is non-functional since last few years. The land for the project has been provided by State Govt. free of cost and without encumbrances after removing obstructions.</p> <p>The latitude of the project site varies from 26°34'20.5"N to 26°36'5.5"N and longitude varies from 74°47'20.0" E to 74°49'39.6" E.</p> <p>In Phase-I, the airport will be developed to cater for operation of Dash 8 Q-400 type of aircraft in all weather conditions and will involve the following activities. All the facilities for safe operation of the aircraft like construction of new runway, low cost terminal building to cater 150 passengers at a time, apron, air traffic controller, runway end safety area (RESA), apron, link taxi track shoulders, isolation bay shoulders, fully equipped fire fighting equipments, storm water drains and perimeter wall shall form the part of project. Other miscellaneous facilities will include DVOR building, CCR room, Security watch tower new substation, AC plant room, provision of hooter system at access points and provision of explosive detection system. Subsequently, in Phase-II the airport will be developed for operation of A-321 type of aircraft, subject to viability and traffic demand. The estimated cost of the project is Rs 181 Crore.</p> <p>The project will utilize the ground water and water supply from Kishangarh Municipality. The daily consumption of water during operation phase will be about 143 KLD of which 102 KLD will be fresh water and 41 KLD will be recycled water. Suitable provisions have been kept for storage and distribution system of water for different purposes. The power requirement for the proposed project is about 1MW. The power requirement for the project will be sourced from 440KV sub-station of Ajmer Vidyut Vitran Nigam Limited to step down sub-station within the premises of the proposed project.</p> <p>The proposal was examined by the EAC in September, 2013 and finalized additional ToRs for carrying out EIA studies including conduct of Public Hearing. PP has submitted the final EIA after the conduct of Public Hearing.</p> <p><i>The EAC noted that the existing and predicted noise level presented by the PP are on lower side. The EAC suggested the PP</i></p> <p>(i) <i>to Review the modeling and submit the details of measured noise level during the existing operation and compare / validate it with the predicted noise levels by modeling noise levels in normal and take off/ landing times;</i></p> <p>(ii) <i>to submit the details of drain and bund, its purpose, delineation of flood plain, if any certified by the competent authority.</i></p>
3.10	Environmental and CRZ Clearance for additional coal berths (CB3 and CB4) at Ennore Port, Tamil Nadu by M/s Ennore Port Limited. F. No. 11-

	<p>51/2012-IA.III</p> <p>Ennore Port is the 12th major port of India, which is located on the Coromandel Coast about 20 km North of Chennai Port, Chennai, Tamil Nadu. This port is also the first port to become a public enterprise.</p> <p>To meet the coal requirement of the Thermal Power Plants of Tamil Nadu Electricity Board (TNEB) (restructured as Tamilnadu Generation and Distribution Corporation Limited – TANGEDCO in November 2010), Ennore Port Limited had proposed to construct additional coal berths CB 3 and CB 4 of 9 MTPA capacity each at Ennore Port, Tamil Nadu.</p> <p>The total dredging area is 336 m × 150 m (CB 3) and 336 m × 184 m (CB 4). Quantity to be dredged for CB 3 is Land based: 0.3 million m³ and Marine based: 2.1 million m³. Anticipated dredged material quantity for CB 4 is Land based: 0.3 million m³ and Marine based: 1.0 million m³. The length and breadth of the proposed coal berths is 336 m long × 27.5 m wide</p> <p>The Terms of Reference (ToR) for this project was approved by MoEF vide F.No.11-51/2012-IA.III dated 21.08.2012. Public Hearing held on 18th February 2014 at ennore port premises.</p> <p><i>The committee sought following information.</i></p> <p>(i) <i>It was observed that the port has proposed to cut a part of land within the port limit to an extent of 300 m X 300 m and up to a depth of 16 m to construct the proposed berths. The Committee advised the PP to come up with similar cases which have obtained environmental and CRZ clearance by creating a cut within the port area along with the possible impact on the environment and tranquility of harbour.</i></p> <p>(ii) <i>The details of coal handling system from vessel to stockpile should be presented.</i></p> <p>(iii) <i>PP proposed sand trap to prevent siltation of Ennore creek, which is located at 2 km south of port. The details of sand trap and strategies for dredging of sand trap and disposal of dredge spoil with current situation to be submitted.</i></p>
3.11	<p>Development of All-weather, deep water, Multi-purpose Seaport in Kona Village, Thondangi mandal, East Godavari District, Andhra Pradesh. [F. No. 10-24/2008-IA.III]</p> <p>A request for approval for one season additional field studies for development of the greenfield seaport was submitted. The proposed port site is located on the East Coast of India at a distance of about 25 km North East of the existing Kakinada Deep-Water Port at the shore coordinates 17^o 10' 27.3" N, 82^o 26' 31.1" E. The port location has been chosen, within the available 8 km shoreline, following due technical feasibility, and environmental and socio-economic suitability. The port is expected to cater to the cargo generated from the proposed multi-product Kakinada SEZ, and</p>

Exim cargo of the hinterland.

Phase I of the project includes 5 berths (dry bulk, break bulk, LNG berth / FSRU and container), 1 OSV and port craft berth, and is expected to handle 18.20 MMTPA cargo, besides 0.25 MTEU containers and 5 MMTPA LNG.

The project Master Plan comprises 11 berths (dry and break bulk cargo, liquid bulk, containers), 4 OSV berths, SPM at -25 m CD and LNG terminal in a breakwater-protected, dredged basin configuration, to be set-up in phases. Indicative cargo of the proposed port are bulk cargo such as coal, fertilizers, fertilizer raw materials, food grains and other bulk cargo such as granite; containers; liquid cargo like LNG, crude oil, POL cargo, bulk chemicals / petrochemicals, edible oils, bitumen; project and engineering cargo, passenger cars and other diverse cargo, etc. Ultimate handling capacity of the port is projected at 69.60 MMTPA cargo, 2.5 MTEUs containers and 5 MMTPA LNG.

Port is planned to handle Coal vessels of 125,000-150,000 DWT and Containers of 4,000 TEUs in a -20 m dredged basin. Fully mechanized material handling systems will be installed. Sufficient stockyards, open and covered storages will be developed in the back-up area.

TOR approval was obtained for the project in April 2008 and an amendment to the TOR approval was issued in December 2010. A fresh TOR approval was obtained in February 2013. Baseline studies were carried out for 3 seasons during Post Monsoon 2010, Winter 2010 and Summer 2011. Preparation of Draft EIA Report and DPR are completed. Public Hearing could not be taken up due to the delay in land transfer from State Government as a result of the prevailing conditions. State Government has now initiated transfer of back-up land.

Kakinada SEZ Port shoreline is categorized as a "Stable Coast" as per the Shoreline Changes Study conducted by National Centre for Sustainable Coastal Management, MoEF. Considering that validity of data is for 3 years, it is proposed by PP to carryout additional field studies for one month / one season for revalidation. There is no change at the port site and surrounding areas within 10 km radius (no new industries and new developments) since the time of earlier data collection. In line with the CRZ Notification, 2011, it is proposed to carry out an additional Rapid EIA covering marine and terrestrial components based on a one season field study during Post Monsoon Season of the year 2014.

Approval for one season additional field studies for revalidation has been requested by the PP.

The Committee observed that the PP has paid for the land in the year 2007 for obtaining the land. However, the land was not transferred to the PP and PP was not able to conduct the Public Hearing.

	<p><i>The Committee agreed to the request of the PP for collection of data for one season i.e. post monsoon data for the year 2014. The Committee also suggested the PP to collect the secondary information for the pre-monsoon period for the year 2014 and then use these data to revalidate the older data. The PP should compare both the data and submit the report.</i></p>
3.12	<p>Finalization of ToR for development of a captive Jetty (4.5 MTPA) Village Nate, Rajapur Taluka, Ratnagiri, Maharashtra by M/s I Log Ports Pvt. Ltd.[F.No.11-10/2014-IA.III]</p> <p><i>EAC deferred the project as it was brought to the notice of the Committee that the High Court of Bombay in a Civil Appeal in PIL 179 of 2012 had granted stay on the OM dated 25.07.2014 of the Ministry lifting the Moratorium in Ratnagiri District, thereby bringing the moratorium brought back in force .</i></p>
3.13	<p>Extension of validity for CRZ Clearance for laying of crude oil pipeline project from ennore port to M/s CPCL along the NCTPCL compound wall proposed by M/s. IMC Ltd. [F. No. 11-31/2009-IA.III]</p> <p>IMC Ltd., was established in 1935 as a subsidiary of the UK-based United Molasses Company, primarily to import and export molasses. In due course, the company diversified into third party storage, setting up and expanding its network of tank terminals at Indian ports. IMC has successfully pioneered the development of liquid terminals at several ports, enabling manufacturers and traders to import crucial raw materials and export products, thus contributing significantly to India's international trade.</p> <p>IMC proposes to lay a 42"dia crude oil pipeline & 2 Nos. 24" dia product pipelines to connect to the Marine Liquid Terminal of ETTPPL at Ennore Port and Manali industrial area. On shore pipe line starts from land fall point at the MLT-1 jetty and terminates at pipeline receiving terminal at Manali. The proposed pipeline will pass through inside port and outside the boundary wall of Kamarajar Port Limited (KPL) and re-enters into KPL and will pass along the compound wall and reaches Kortaliyar River alongside of North Chennai Thermal Power Plant compound wall. The pipeline will cross Kortaliyar river by horizontal drilling method. From there, it will pass through below ground along side of Nettukuppam, to reaches the Manali express village road & Manali express way junction. From these sector the pipeline will travel alongside of the State Highways from Manali Road Junction to CPCL crude tank farm. The total length of the pipeline is around 22455 rmts.</p> <p>The pipeline will passes through alongside of state and National Highways without disturbing the habitants.</p> <p>The PP mentioned that they have completed all formalities in general and obtained the following requisite statutory clearances from:</p>

- i. The Chief Controller of Explosives
- ii. State Public Works Department
- iii. National Highways Authority of India
- iv. State Highways
- v. NOC from District Collector

PP mentioned that they completed all detailed engineering, construction engineering drawings. Please be informed that procurement of pipelines, pipe fittings, valves & other equipments are under progress.

Owing to transfer of Revenue records from Panchayat to Corporation vide G O No.256 of 26.12.2009 the requested permission got delayed and the District Collector has now recommended the proposed pipeline to the Govt. of Tamil Nadu vide their letter of 8th May 2013.

Due to the reasons stated above PP mentioned that they are unable to commence the construction activities and project got delayed. PP requested to extend time for few more years to complete the pipeline project.

However, vide letter dated August 25, 2014, CPCL communicated to the Ministry that CPCL has proposed to lay a new line from Chennai Port to CPCL along a new road corridor, connecting Chennai Port and Ennore and running to close proximity of CPCL. This proposal has already been cleared by MoEF which accorded CRZ clearance for the above project of CPCL vide Letter No. F.No.10-78/2008-IA-III dt.03.01.2014. CPCL is Implementing this project through Indian Oil Corporation Ltd. (Pipeline Division), with a target completion in the year 2015.

It has been clarified by CPCL that they do not have any proposal to source Crude Oil from Ennore Port as of now and therefore CPCL does not have any agreement, whatsoever, with M/s.IMC Ltd. for the laying of Crude Oil Pipeline from Ennore Port to CPCL. Moreover, CPCL has a long term MoU with Chennai Port for sourcing its Crude Oil requirements for a period of 30 years, upto 2033, through Chennai Port Trust only. Regarding product evacuation, IOCL is the Marketing Agency for CPCL products and the products are delivered to IOCL at Refinery Battery Limit and all further infrastructure including product pipelines are owned and operated by M/s.IOCL,

CPCL requested to consider the above submissions while deliberating the proposal at the Meeting of EAC scheduled to be held on 26.08.2014. The same was done. The PP stated in the meeting before the EAC that there are likely to be other users of pipeline in the area.

The Committee observed that the Ministry has already granted CRZ Clearance to a similar project for laying of crude oil pipeline from Chennai Port to CPCL as proposed by CPCL itself for which the IMC is seeking extension of Clearance earlier granted from the Ennore Port. However, the PP mentioned that there are other users existing in the

	<p><i>area upto where the pipeline is proposed to be layed.</i></p> <p><i>The Committee suggested the PP to submit the MoU obtained from the likely users including CPCL.</i></p>
3.14	<p>CRZ Clearance for redevelopment of the property bearing C. S. No. 763 of Malabar Cumballa Hill Division, situated at 61B, Bhulabhai Desai Road, D ward Mumbai, Maharashtra by M/s Atul Projects India Ltd. [F.No. 11-24/2014-IA.III]</p> <p>As presented by the Project Proponent, the proposal is for redevelopment of the property bearing C. S. No. 763 of Malabar Cumballa Hill Division, situated at 61B, Bhulabhai Desai Road, D ward Mumbai, Maharashtra. Plot area of the site is 576.93 m², and falls in CRZ II area as per the approved CZMP for Mumbai. The total FSI approved for the proposed hotel building by UDD is 2.5. The total proposed FSI is 2.5 (1439.63 m²). The total proposed construction area is 5900 m². The proposed building comprises of 2 level basements (for parking) + ground+1st to 6th parking floors +7th parking floor (double height) +8th level +1st to 14th upper floors with height 69.55 m.. The project cost is Rs. 2.53 Crore. Total water requirement is 10.44 m³/day.</p> <p>The project involves existing medical care facility and as per para 4, (i), (ii),(i) the project requires clearance from Ministry, accordingly, the MCZMA has recommended the project vide letter dated 17.04.2014.</p> <p><i>The EAC after deliberation decided to defer the project and advised the Ministry to seek comments from Fire Service Department, Mumbai on the following:</i></p> <p>(i) <i>Whether the present building plan allows adequate fire fighting measures on the north side of the building where the set back is only 3 m as it does not seem possible for any fire fighting vehicle to approach the building on rear side or the adjacent side. The Committee ws not satisfied that if similar building comes up on rear side in the future with the same set back, how the fire fighting emergency will be tackled. A specific recommendation and clearance of the Chief Fire Officer, Brihan Mumbai Maha Nagar Polik may be obtained a in the interest of public safety.</i></p>
3.15	<p>Amendment in Environmental and CRZ Clearance granted for expansion of JSW Port at Jaigarh, Ratnagiri, Maharashtra by M/s JSW Jaigarh Port Ltd [F.No.10-17/2006 -IA.III]</p> <p>The EAC in June, 2014 asked the PP to explain the EIA studies for each of the chemicals mentioned in the EIA report along with the Risk Assessment details. The Committee also suggested to the Ministry to verify the facts in the documents submitted by the proponent at the time of getting the earlier Environmental Clearance.</p>

	<p>The details submitted by the Proponent and provided by the Ministry were examined by the EAC. PP has presented the risk assessment report.</p> <p><i>The Committee after deliberation recommended the proposal for grant of amendment to the Environmental and CRZ Clearance with the following conditions in the Clearance letter for strict compliance by the project proponent :</i></p> <p>(i) <i>The smooth and safe operation of the system shall be ensured by incorporating a computerized SCADA (Supervisory Control And Data Automation) system. Any leakage in the pipeline shall be immediately detected by the computer controlled monitoring system and product pumping shall be immediately cut off.</i></p> <p>(ii) <i>PP shall obtain all required statutory clearances as applicable.</i></p> <p>(iii) <i>The storage of all hazardous chemical shall be outside CRZ area. PP shall submit an authenticated map showing the location of storage and CRZ limits.</i></p> <p>(iv) <i>Fire safety plan shall be put in place as committed.</i></p>
3.16	<p>CRZ Clearance for construction of unloading platform for Mechanised Sailing Vessels(MSV) at Agatti Island, Lakshdweep by M/s Andaman Lakshdweep Harbour Works[F.No.11-50/2013-IA.III]</p> <p><i>The EAC appreciated the detailed presentation by the PP. The Committee immediately realized the priceless undersea wealth of the Western face of the island and the irreversible damage that has already taken place through human activity and intervention. The EAC after deliberation advised the Project Proponent to explore possibility of utilizing and strengthening the existing facilities on eastern side where there are no live corals for operating state of art larger vessels, as ALHW proposal for construction of unloading platform for mechanized sailing vessels in lagoon may not be appropriate in view of the sensitivity of the area with live corals which are already facing extinction. The damage could be irreversible.</i></p>
3.17	<p>CRZ Clearance for extension of berthing head of katchery jetty at Kavaratti, Lakshadweep Island, Lakshdweep by M/s Andaman Lakshadweep Harbour Works. [F. No. 11-51/2013-IA.III]</p> <p><i>The EAC appreciated the detailed presentation by the PP. The Committee immediately realized the priceless undersea wealth of the Western face of the island and the irreversible damage that has already taken place through human activity and intervention. The EAC after deliberation advised the Project Proponent to explore possibility of utilizing and strengthening existing facilities on eastern side for operation state of art larger vessels, as ALHW proposal for construction of unloading platform for mechanized sailing vessels in lagoon may not be appropriate in view of the sensitivity of the area with live corals which are already facing extinction. The damage could be</i></p>

	<i>irreversible.</i>
3.18	<p>Amendment in Environmental Clearance granted for upgradation and modernization of Nhava Supply Base in village Nhava, Taluka Panvel, District Raigad, Maharashtra by M/s. ONGC [F.No.10-80/2007-IA-III]</p> <p><i>The EAC decided to defer the project since the PP did not attend the meeting.</i></p>
3.19	<p>Finalization of ToR for expansion and modernization of PNB Port Shahabaj Village Raigad, Maharashtra by M/s PNP Maritime Services Pvt Ltd.[F.No.10-14/2014-IA.III]</p> <p>As presented by the Project Proponent, the proposal is for expansion and modernization of PNB Port Shahabaj Village Raigad, Maharashtra. The Port was given Environment Clearance in 2003 vide MoEF Letter No.J-16011/38/2001-IA III dated 6/10/2003. At present PNP has a waterfront of 650 m with four unloading platforms each of capacity 60,000 m³. Three of the four berthing faces are of block work construction, whereas the fourth is on piles. The import cargo handled is primarily coal, which is shipped by rail/road to various power stations in the hinterland. The other cargo consists of sulphur, and rock phosphate required by the fertilizer industry in Kihim, Alibag. Some amount of bauxite was also handled, but the traffic in the same has declined. Other than these bulk cargo, PNP has also been handling containers and containers will also be handled in future too.</p> <p>The depths in the Dharamtar Creek allow vessels up to 2500 DWT to bring the cargo from the mother vessel to the PNP Barge Port, with some tidal restriction when the levels fall below 1.0 m CD. The cargo is unloaded from the barges by mobile payloaders/ grabs, which are also utilized as stacker/reclaimers in the storage yards.</p> <p>The throughput with the present system when fully stretched is only 400,000 tonnes per month. The demand from industry is up to 10 million tonnes per annum, and therefore it is desired to upgrade the existing unloading equipment and also extend the waterfront to the south to a total length of 1200 m.</p> <p>PNP has presently 56.40 ha of land for storage of cargo and other requirements such as Customs clearance, weighing and dispatch. This land is in their possession. PNP is in the process of acquiring another 109.60 ha of land behind the extended waterfront. The additional storage shall be established within this land.</p> <p><i>During the discussions, the Committee finalized the following additional ToRs for carrying out EIA studies:</i></p> <p>(i) <i>Time series map of the area for the period prior to and after development of the facility.</i></p> <p>(ii) <i>Submit the details of cargo storage, dust control measures,</i></p>

	<p><i>leachate collection and disposal etc</i></p> <p><i>(iii) Status of the Court case against the project if any.</i></p> <p><i>(iv) Details of fishing activity in the area along with likely impacts due to the project</i></p> <p><i>(v) Details of compliance with the earlier EC conditions</i></p> <p><i>(vi) Details of the consent from SPCB, their recent inspection/monitoring</i></p> <p><i>(vii) Details of vessels handled and proposed to be handled including types, numbers, trips etc.</i></p> <p><i>(viii) Details of the dredging, disposal and reclamation.</i></p> <p><i>(ix) Impact of proposed facilities on flow pattern through hydrodynamic and dredge disposal study to asses the fate of dredge spoil and its impact on mangroves</i></p> <p><i>(x) Details of green belt development.</i></p> <p><i>(xi) Details on traffic study/road connectivity and impact.</i></p> <p><i>(xii) Details of mangroves areas and afforestation measures along with conservation plan.</i></p> <p>A detailed draft EIA/EMP report should be prepared in terms of the above additional TOR and should be submitted to the PCB for conduct of PH. Public hearing to be conducted for the project in accordance with provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan.</p> <p>A detailed final EIA/EMP report after addressing issues raised during Public hearing and be submitted to the Ministry as required in the above Notification.</p>
3.20	<p>Extension of ToR for establishment of Grass-root Port, Ship Yard and Fishing Harbor at Kumarapuram, Payakaraopeta mandal, Visakhapatnam District, Andhra Pradesh.</p> <p><i>The EAC decided to defer the project since the PP did not attend the meeting.</i></p>
3.21	<p>Extension of validity of ToR granted for Port at Positra, Gujarat to M/s Port of Positra [F.No. 10-65/2007-IA.III]</p> <p><i>The EAC decided to defer the project since the PP did not attend the meeting.</i></p>
3.22	<p>Environmental Clearance for rehabilitation and up-gradation of existing 2 lane to 4 lane from Solapur to Yedshi section of NH-211 from Km 0.000 to Km 100.000 and from Km 249.000 to Km 255.000 of NH-9 in the state of Maharashtra [F.No.10-72/2012-IA.III]</p> <p>As presented by the PP, the project involves rehabilitation and up-gradation of existing 2 lane to 4 lane from Solapur to Yedshi section of NH-211 from Km 0.000 to Km 100.000 and from Km 249.000 to Km 255.000 of</p>

NH-9 in the state of Maharashtra. The project road is Solapur to Yedshi section of NH-211 from Km 0.000 to Km 100.000 and from Km 249.000 to Km 255.000 of NH-9 and passes through Solapur and Osmanbad Districts of Maharashtra. The Existing and proposed length is 106.000 km. The major settlement enroute are Solapur, Ule, Tamalwadi, Suratgaon, Mulumbra, Wadgaon, Tuljapur, Osmanabad Singoli, Yedshi and Yermala. The landuse within 15 km radius of the project road is predominantly waste/open land (59.54 %), followed by Agriculture fallow (35.86%), waterbody (2.0%), built-up area (1.92%), and others (0.68%). The project road does not pass through any ecological sensitive area / National Park / Sanctuaries etc. The project section of NH-9 from Km 249.00 to Km 255.000 and project section of NH-211 from Km 0.000 to Km 10.000 fall within 10 Km radius from the outer boundary of Great India Bustard Wildlife Sanctuary and the project section of NH-211 from Km 66.000 to Km 100.000 falls within 10 Km radius from Yedshi-Ramling Wildlife Sanctuary. The entire project stretch is outside the Sanctuary area and no acquisition of Sanctuary land is involved. The Maharashtra State Wildlife Board has recommended the case of Wildlife clearance and the State Govt. has sent their recommendation to NBWL for the approval for both the Wildlife Sanctuary. The NBWL has considered the case for approval on 12th of August, 2014 in the Standing Committee Meeting. The proposed land acquisition is 341.995 ha. This includes 274.888 ha private/agriculture land, 2.11 bultup land and 64.997 ha. Government land. The existing Right of way is generally 30 m. The proposed right of way is 60 m in rural and open areas and 50 m in built-up areas. There are proposal for 9 nos. of bypasses/realignments. The existing road has 2 nos. of Major bridges, 26 nos. of Minor bridges, 132 nos. of Culverts and 1 no. of ROB. It is proposed to retain with repair and widening 2 nos. of existing Major Bridges, 23 nos. of existing Minor Bridges, 128 nos. of culverts. Apart from these, it is proposed to provide 3 nos. of new bridge on service road and 4 new minor bridges on proposed realignment sections. It is also proposed to provide 17 nos. of new Culverts on proposed bypasses/realignments sections. There are proposal of 11 nos. Pedestrian/Cattle underpasses, 7 nos. of Vehicular Underpass, 1 no. of ROB and 30 nos. of Bus bays with bus shelters. The project road will have provision of 2 no. of Truck laybys, 2 nos. of Rest areas cum wayside amenities, Toll Plazas at 2 locations, High mast light at 11 locations, Street Light at near habitation areas for a length of 23.576 Km and Service roads for a total length of 45.212 Km. A total number of 13315 roadside trees fall within proposed ROW. Tree loss will be minimized by restricting tree cutting within formation width. Avenue plantation will be carried out as per IRC SP: 21: 2009 on available ROW apart from statutory requirements. 460 KL/Day water will be required for the project during construction stage for entire project. To meet this requirement about 40 percent will be abstracted from Surface water source and rest from Ground water source with proper requisite permission from concerned department. 1252 nos. of structures will be affected due to widening of this section. The NHA shall compensate to the authorized owner as per NHA Act, 1956. There is no Thermal Power Plant located within 100 Km radius of the project road, so use of flyash in construction is not proposed. The proposed safety measures will be provided as per IRC: 67 and 4-laning Manuals of IRC. The total estimated

Project Civil Cost is approximately Rs. 972.5 Crores, EMP cost is Rs. 9.64 crores and R & R Cost is Rs. 49.03 crores.

The EAC considered the project in its meeting held in October, 2012 and finalized ToR including conduct of Public Hearing. Public Hearing was conducted on 24.04.2012 at Solapur, on 15.05.2012 at Parimal Mangal Karyalaya, Osmanabad and on 21.12.2013 at Panchayat Bhawan, Yermala, Osmanabad. The major issues raised during the Public Hearing are safe crossing at villages, tree plantation, control of dust and noise near the Junior College, Yermala etc. The details of response on the above presented by the PP were examined by the EAC. It is noted that PP proposed to provide *concrete and vegetative noise barriers will be provided along the sensitive receptor including along the Junior College, Yermala, 11 minor junctions near the villages proposed to be improved. Also 2 Vehicular underpass, Zebra crossing and light beacon for ensuring the safe crossing of local traffic and pedestrians are proposed.* To the query whether the project design presented during public hearing and to be implemented are one and the same, the PP replied in conformity.

The Committee recommended the proposal for Environmental Clearance with the following conditions in the Clearance letter for strict compliance by the project proponent :

- (i) *The project road of NH-9 from Km 249.00 to Km 255.00 and project section of NH-211 from Km 0.000 to Km 10.000 fall within 10 Km radius from the outer boundary of Great India Bustard Wildlife Sanctuary and the project section of NH-211 from Km 66.000 to Km 100.000 falls within 10 Km radius from Yedshi- Ramling Wildlife Sanctuary. Prior Clearance from NBWL shall be obtained for the sections falling within 10 km of the above Wildlife Sanctuaries.*
- (ii) *Online CCTV shall be installed at the camp site so as the Executive Engineer to check/ monitor whether the conditionalities are met during construction.*
- (iii) *Concrete and vegetative noise barriers shall be provided along the sensitive receptor including along the Junior College, Yermala as committed.*
- (iv) *The 11 minor junctions near the villages shall be improved as committed. Also 2 Vehicular underpass, Zebra crossing and light beacon for ensuring the safe crossing of local traffic and pedestrians shall be provided.*
- (v) *It is indicated that 13315 nos. trees fall within the proposed RoW, required to be cut. Necessary permission from competent authority shall be obtained for tree cutting. Necessary compensatory plantation shall be carried out and cost provision should be made for regular maintenance.*
- (vi) *Rain water harvesting including oil and grease trap shall be*

	<p><i>provided. Water harvesting structures shall be located at every 500 mts along the road. Vertical drain type rainwater harvesting structures shall be set up to minimize surface runoff losses of rainwater.</i></p> <p><i>(vii) R&R shall be as per the guidelines of NHAI/State/Central Government which ever is higher.</i></p> <p><i>(viii) MoRTH guidelines shall be followed for widening & up-gradation of road.</i></p> <p><i>(ix) The responses/commitments made during public hearing shall be complied with letter and spirit.</i></p> <p><i>(x) All the recommendation of the EMP shall be complied with letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEF along with half yearly compliance report to MoEF-RO.</i></p>
3.23	<p>Finalization of ToR for rehabilitation and upgradation of existing Two lane to Four lane of Aurangabad-Dhule section of NH-211 from Km 290.200 to Km 376.000 and Km 390.000 to Km 452.800 excluding Gautala Autram Ghat section (Km 376.000 to Km 390.000) in the State of Maharashtra under NHDP-IVB Group B: Package-7 by M/s NHAI [F.No. 10-19/2014-IA.III]</p> <p>The project involves rehabilitation and upgradation of existing two lane to four lane of Aurangabad-Dhule section of NH-211 from km 290.200 to km 376.000 and km 390.000 to km 452.800 excluding Gautala Autram Ghat section (km 376.000 to km 390.000) in the State of Maharashtra. The length of the existing alignment is 148.600 km. The proposed length of the road is 154.259 km. Available RoW of the alignment varies from 24m - 60m. The proposed RoW is 60m. Existing carriageway is 7m and the proposed carriageway is 2x8.75m in Rural area and 2x9.25m in Built-up area excluding median. The proposed road project involves existing major bridge - 6 Nos., existing minor bridge - 46 Nos., proposed major bridge-7 Nos., proposed minor bridge - 82 Nos (63 Nos. on main rand 19 nos. on service/slip road), proposed flyover - 2 Nos (1 at Aurangabad Bypass and 1 at Paithon road & SH-60 crossing), existing Rail Over Bridge (ROB) - 1 (At existing Chalisgoan Bypass), proposed Rail Over Bridge (ROB) - 3 (2 Nos. 4-lane & 1 No. 2-lane), existing culverts - 358 Nos. (250 Nos. of pipe culverts & 108 Nos. of slab culverts), proposed culverts - 354 Nos. (290 Nos. on main road & 64 Nos. on cross roads), proposed pedestrian underpass - 11, proposed vehicular underpass - 10, proposed bus bays - 60 Nos., proposed truck lay byes - 6 Nos., proposed rest areas - 3 Nos., existing toll plaza - 1 No. (2+2 lane on existing 2 lane Chalisgoan Bypass), proposed toll plaza - 3 Nos., proposed major junctions - 12 Nos., proposed minor junctions - 34 Nos., existing bypass/re-alignments - 1 No. (Chalisgoan Bypass), proposed bypass/re-alignments - 5 Nos., proposed service roads - 29.604 km on both</p>

side of the project road, proposed slip roads - 38.988 km on both side of the project road. The total civil cost of the project is Rs.1402.93 Cores.

The Gautala Autram Ghat Wildlife Sanctuary is situated within 15 km distance from the project road. The nearest distance of Gautala Autram Ghat Wildlife Sanctuary is 1.9 km from ch. 390.000 km of NH-211. The project indicates diversion of 18.654 ha Reserved forest land (Aurangabad: Satara, Devlai, Kanchanwadi and Vitthalpur: 12.41 ha., Jalgaon: Bilakhed: 2.221 ha. and Dhule: Borvihir, Narvhal: 3.942 ha). The project involves approximately 15,000 nos. of trees to be cut. There are 4 numbers of rivers /streams crossing the project road viz. (i) Shivana River at km 353.200, (ii) Shivna River at km 366.200, (iii) Girna River at km 412.000 and (iv) Bori River at km 431.800. Total 714 Ha of land would be required including bypasses section of the project road. It includes agricultural, barren / fallow lands and lands under private ownership. On an average about 250 KL/day water will be consumed for the project road. There are 4 numbers of rivers /streams along the project road, which can be potential source of water for construction depending upon the availability of water. Solid waste generated in Construction and workers camp will be segregated at source and will be disposed off at nearest municipal disposal site after approval of concerned authority in environmentally acceptable manner. Construction and demolition waste will be suitably utilized for strengthening of roads, shoulders, or land filling. The electric poles, cables and transformers falling within proposed ROW will need to be diverted at few locations. The Affected utilities will be relocated in co-ordination with concerned departments/agencies. Utility ducts will be provided along the alignment throughout the project stretch. No change in hydrology of water courses is envisaged due the project. The balancing culverts will be provided to maintain the natural water flow and drainage.

The required quantity of stone, aggregates, sand/soil (expected source – MT) are Soil: 8682275 cum, Sand: 131240 cum, Cement: 111060 MT, Aggregates: 938042 cum, Bitumen: 93600 MT, Steel: 22650 MT and Bricks: 1356980 pcs. Fugitive dust emission will be occurring from storage, transportation and handling of construction materials like stone chips, aggregates, cement, earth, sand etc during construction period. Trucks carrying construction materials will be covered by the tarpaulin. Other appropriate mitigation measures such as water sprinkling will be adopted in the construction and storage areas towards suppression of fugitive dust emission. The project corridor passes through a number of densely populated/ built-up areas. A number of hospitals, schools, places of worship and community facilities are located along the project corridor.

During the discussions, the Committee finalized the following TOR for further study:

- (i) *The project fall within 10 km of Gautala Autramghat Wild life Sanctuary. Necessary prior clearance from NBWL shall be obtained.*

	<p>(ii) <i>The proposal indicates the acquisition of 18.654 ha Forest land. Necessary stage –I forestry clearance shall be obtained.</i></p> <p>(i) <i>It is indicated that 20,000 nos. trees fall within proposed RoW, however, efforts shall be taken to minimise old well grown tree cutting. Information should be provided about their species and whether it also involved any protected or endangered species.</i></p> <p>(ii) <i>Explore the possibilities of cooled mix technology instead of hot mix technology</i></p> <p>(iii) <i>Submit the details of the road safety audit and plans for meeting the MoRTH safety requirements.</i></p> <p>(iv) <i>The model ToR available on Ministry website and General Guidelines at Annexure-I to this Minutes shall also be considered for preparation of EIA/EMP.</i></p> <p>(v) <i>Any further clarification on carrying out the above studies including anticipated impacts due to the project and mitigative measure, project proponent can refer to the model ToR available on Ministry website "http://moef.nic.in/Manual/Highways".</i></p> <p><i>A detailed draft EIA/EMP report should be prepared in terms of the above additional TOR and should be submitted to the PCB for conduct of PH. Public hearing to be conducted for the project in accordance with provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan.</i></p> <p><i>A detailed final EIA/EMP report after addressing issues raised during Public hearing and be submitted to the Ministry as required in the above Notification.</i></p>
3.24	<p>Amendment to the CRZ and Environmental Clearance granted for the development of Shipyard cum Minor port complex at Kattupalli, Ponneri Taluka, Tiruvallur District, Tamil Nadu by M/s L&T Ship Building Limited [F.No.10-130/ 2007-IA.III(P)]</p> <p>L&T Shipbuilding Limited (LTSB), a joint venture between Tamil Nadu Industrial Development Corporation Limited (TIDCO) and L&T, has developed Shipyard cum Port Complex at Kattupalli, Thiruvallur District, Tamil Nadu. LTSB has obtained the Environmental/CRZ Clearance vide Letter No. 10-130/2007-IA.III dated July 03, 2009 and Tamil Nadu Pollution Control Board (TNPCB) has accorded Consent to Operate (CTO) dated November 16, 2012 and renewal dated July 04, 2013.</p> <p>LTSB has commissioned its operations on January 30, 2013. Since commencement of operations, LTSB has received several enquiries/request from various importers/exporters for handling of the following cargo at the</p>

Kattupalli Port:

- RoRo (1,49,899 Nos) - Automobiles such as Cars, Earth Movers, Trucks & Buses, other automobiles
- Liquid Non-Hazardous Cargo (Edible Oil, CBFS, Base Oil, Lube Oil) : 0.57 Million TPA
- Break bulk (Granite, Gypsum, Barytes, Lime Stone, Steel Cargo, timber (logs), Cables): 1.82 Million TPA

Considering the enquires/requests received from various importers/exporters and to utilize the existing port facilities optimally, LTSB proposes to strengthen their traffic by handling Automobile (Ro-Ro) and Liquid Non-hazardous cargo and revised traffic of Project/Break Bulk Cargo in addition to Containers, General Cargo and Break bulk etc., which are currently being handled at the developed facilities.

The prior environmental /CRZ clearance was obtained for about 25.0 MTPA which includes 2.0 Million TEUs per Annum of Container (around 24.0 MTPA) and 0.5 MTPA of Steel Cargo and 0.5 MTPA of Project Cargo/Break bulk/General Cargo. Based on the present traffic projections the total traffic volume is about 24.65 MTPA. The proposed handling capacity will be well within the capacity for which prior environmental/CRZ clearance is obtained.

As such, no revision in the port layout is envisaged due to handling of the proposed cargo, except for re-allocating storage areas for the mentioned cargo. Also, no major additional requirements and structural changes at the Port are anticipated. The facilities developed/yet to be developed for handling container and break bulk cargo vessels will meet the requirement of handling the proposed cargo. The facilities developed/ yet to be developed such as navigational channel, berthing structures etc., will be adequate to meet the requirements to handle the vessels for handling the proposed cargo.

The General Condition (XII) of the Environmental/ CRZ Clearance letter says that *"In case of deviation or alteration in the project including the implementing agency, a fresh reference shall be made to this Ministry for modification in the clearance conditions or imposition of new ones for ensuring environmental protection"*.

Accordingly, LTSB sought an amendment to Environmental/ CRZ Clearance to handle the revised cargo traffic. The application for amendment in CRZ clearance was submitted to TNSCZMA and during its 76th meeting, the application was appraised and recommended the proposal vide its Minutes of Meeting for handling the revised cargo traffic including Containers, Ro-Ro, Project Cargo, Break Bulk/general cargo (Barytes/Gypsum/Limestone/Granite/Steel Cargo), Edible oil, CBFS, Base Oil, Lube Oil.

The above matter was first considered in 135th meeting of the EAC,

	<p>MoEF on July 02, 2014 for following Two (02) proposals.</p> <ol style="list-style-type: none"> 1. Extension in Environmental/CRZ Clearance Validity 2. Amendment in CRZ/EC to handle revised cargo traffic within the approved capacity <p>The Committee recommended the proposal for extension of validity of CRZ clearance for a period of 5 years. However, it deferred the proposal for amendment in the CRZ clearance to handle the revised cargo traffic as indicated during the presentation. The Committee sought the additional information regarding Quantity of cargo to be handled along with details on storage and pollution control measures, safety measures for liquid cargo, details of transportation of cargoes. The PP submitted the required information sought by the Committee.</p> <p><i>The Committee recommended the proposal for amendment in CRZ/EC to handle revised cargo traffic within the approved capacity with the following conditions in the Clearance letter for the strict compliance by the proponent.</i></p> <ol style="list-style-type: none"> (i) <i>The cargo should only include Edible oil, CBFS, Base Oil and Lube Oil, break bulk and Ro-Ro as indicated in the presentation.</i> (ii) <i>The quantity of cargo to be handled should be as presented during the meeting.</i> (iii) <i>All conditions as stipulated in the TNCZMA recommendation letter No. 6064/EC.3/2014-1 dated June 26, 2014 should be strictly adhered to.</i> (iv) <i>No additional land should be utilized for the proposed development.</i> (v) <i>The local traffic should not be disturbed as committed.</i> (vi) <i>All other conditions shall remain unchanged in accordance with the EC and CRZ Clearance provided vide letter No. 10-130/2007-IA-III dated 3rd July 2009.</i>
3.25	<p>Applicability of the December, 2009 amendment to the EIA Notification, 2006 for the projects intended for the IT Parks constructed prior to the amendment</p> <p><i>The Committee suggested the Ministry to take inputs from the concerned SEIAA/State Government in the matter. The Ministry may verify whether the proponent has got approvals from the local authority for construction of IT park.</i></p>
3.26	<p>Environmental Clearance for construction of Rail Vihar Group Housing project at vill Siroli, Tehsil Sanganar, Dist. Jaipur, Rajasthan by M/s Indian Railway Welfare Organization. [F.No. 21-39/2014-IA.III]</p> <p>As presented by the PP the proposal is for construction of “Rail Vihar” - a group housing project promoted by Indian Railway Welfare Organisation at Khasra no 2687, 2688, 2689, Village Siroli, Tehsil Sanganer, District Jaipur (Raj). The cost of the project is Rs. 90 crores. The total plot area is 13,118.92</p>

	<p>sq. m. and the built up area is 39,441.01 sq. m. The maximum height is 32.3 m (upto machine room/ mumty level) and 29.5 m (upto terrace level). The no. of floors shall be stilt + 9 floors. Total number of Dwelling units will be 261. The no. of 4 BHK flats will be 63 nos, 3 BHK 99 nos, 2 BHK 99 nos. The parking required will be for 393 ECU and the proposed parking will be 413 ECU. The power requirement & source will be connected load 3553 KW. maximum demand is 1,844.3 KW. Source is JVVNL. There is a provision of power backup by providing DG sets of capacity 320 kVA (1 no.). The total water requirement is 156 KLD, fresh water requirement will be 99 KLD, recycled water will be 57 KLD. The source is borewells (2 nos.) + STP treated water. A sewage treatment facility of 140 KLD capacity shall be provided.</p> <p><i>The Committee recommended the proposal for Environmental Clearance with the following conditions in the Clearance letter for strict compliance by the project proponent.</i></p> <ul style="list-style-type: none"> <i>(i) No temporary or permanent structure should come up in the car parking area as it would impede free movement of fire fighting vehicles.</i> <i>(ii) Green belt shall be provided all around the proposed layout.</i> <i>(iii) Energy Conservation should be more than > 20%.</i> <i>(iv) Suitable toilet fixtures for water conservation shall be provided.</i> <i>(v) Ensure smooth turns or straight road instead of 90^o turns as to avoid fluid comes.</i> <i>(vi) Zebra crossing for pedestrians should be provided on the main road</i> <i>(vii) Effluent discharge pipe should be at ground level and of different color and type.</i> <i>(viii) No treated effluent should be discharged outside the premises and the same should be recycled and reused.</i> <i>(ix) Solid waste should be handled as per Municipal Solid Waste (Management & Handling) Rules, 2000.</i>
3.27	<p>Finalization of ToR for Tsomgo passenger ropeway, Sikkim by M/s Dept. of Tourism & Civil Aviation, Govt. of Sikkim [F. No. 10-12/2014-IA.III]</p> <p><i>The EAC decided to defer the project since the PP did not attend the meeting.</i></p>

Annexure

General Guidelines

- (i) *The EIA document shall be printed on both sides, as far as possible.*
- (ii) *The status of accreditation of the EIA consultant with NABET/QCI shall be specifically mentioned. The consultant shall certify that his accreditation is for the sector for which this EIA is prepared.*
- (iii) *On the front page of EIA/EMP reports, the name of the consultant/consultancy firm along with their complete details including their accreditation, if any shall be indicated. The consultant while submitting the EIA/EMP report shall give an undertaking to the effect that the prescribed TORs (TOR proposed by the project proponent and additional TOR given by the MoEF) have been complied with and the data submitted is factually correct (Refer MoEF office memorandum dated 4th August, 2009).*
- (iv) *While submitting the EIA/EMP reports, the name of the experts associated with/involved in the preparation of these reports and the laboratories through which the samples have been got analysed should be stated in the report. It shall clearly be indicated whether these laboratories are approved under the Environment (Protection) Act, 1986 and the rules made there under (Please refer MoEF office memorandum dated 4th August, 2009). The project leader of the EIA study shall also be mentioned.*
- (v) *All the TOR points as presented before the Expert Appraisal Committee (EAC) shall be covered.*
- (vi) *Environmental Management Plan presented before the EAC as a part of EIA report, shall be made part of Concessionaire Agreement/ other relevant documents. Proponent shall submit an undertaking in this regard.*
- (vii) *Since most of the environmental issues are related to design parameters, following additional information should also be sought under Chapter-II (Disclosure of Consultant)*
Name of the Design Consultant, Name of the EIA consultant, EIA Coordinator, Functional Area Expert and detail of accreditation .

137th Meeting of the Expert Appraisal Committee for Projects related to Infrastructure Development, Coastal Regulation Zone, Building/Construction and Miscellaneous projects held from 25th - 27th August, 2014 in the Conference Hall (Brahmaputra), 1st floor, Vayu Wing, Indira Paryavaran Bhawan, Jor Bagh, New, Delhi -110003.

List of Participants

Expert Appraisal Committee

- | | |
|---------------------------|------------------|
| 1. Shri Anil Razdan | Chairman |
| 2. Dr. M.L. Sharma | Member |
| 3. Sh. R. Radhakrishnan | Member |
| 4. Dr. M.V. Ramana Murthy | Member |
| 5. Dr. R. Prabhakaran | Member |
| 6. Dr. Anuradha Shukla | Member |
| 7. Shri S.K. Sinha | Member |
| 8. Shri Y.B. Kaushik | Member |
| 9. Shri Lalit Kapur | Member Secretary |

MoEF officials

- | | |
|------------------------------|---------------------|
| 10. Shri E. Thirunavukkarasu | Scientist 'D', MoEF |
| 11. Shri Amardeep Raju | Scientist 'C', MoEF |
