

Minutes of 230th meeting of Expert Appraisal Committee for Projects related to Infrastructure Development, Industrial estate/parks/complexes/areas, Export Processing Zones, Special Economic Zones, Biotech Parks, Leather Complexes and National Highways projects to be held on 28 - 29 January, 2020

1. **Opening remarks of the Chairman:** A deep concern was expressed on the quality of the EIA undertaken by the number of accredited consultants. Many a times delay in decision making is owing to lack of quality EIA and severe shortfall in planning and site selection especially for Category A industry. It is felt necessary that Ministry may ask NABET to review and tighten the norms of accreditation for EIA consultants. Also a general advisory 'avoiding any category A and B industry in the upstream of water reservoirs and catchment areas' may be necessary considering precarious freshwater situation in many states. Currently, CER fund utilization is left with project proponents which in most of the cases is impossible to monitor. Ministry may take a view for develop a mechanism by which such funds can be collected centrally and allocated to states (in lines with CAMPA guidelines) that can be used for specific purpose of mitigation and monitoring and evaluation of implementation of EAC recommendations.
2. **Confirmation of the minutes of the 227th meeting held on 28th November, 2019 at Indira Paryavaran Bhawan, Jor bagh Road, New Delhi.**
3. **Consideration of Proposals:**

3.1	Development of Manallur Industrial Park, Gummidipoondi Taluk, District Thiruvallur, Tamil Nadu by M/s State Industries Promotion Corporation of Tamil Nadu (SIPCOT) Limited - Environmental Clearance [Proposal No. IA/TN/NCP/27117/2015] [F.No.21-59/2015-IA.III]
3.1.1	<p>The project proponent along with the EIA consultant M/s Centre for Environment, Health and Safety Annamalai University. made a presentation and provided the following information:</p> <p>(i) Proposal: The proposed Industrial Park at Manallur is in the Thiruvallur District of Tamil Nadu at 47.5Km North of Chennai. This is an initiative of the Government of Tamil Nadu to support the growth of Industries in cluster as an Environmentally Balancing Industrial Complex (EBIC). This IP will be complimented for growth by the nearby Port and mushrooming Power Plant projects in the project location. The project proponent is State Industries Promotion Corporation of Tamil Nadu (SIPCOT) which is the Industrial Infrastructure promoting organization of Government of Tamil Nadu (GoTN). The proposed Industrial park is envisaged to accommodate industries that fall under 5f and 5h Project Activities or Sectors under the purview of Environmental Clearance, both A and B as categorized in EIA Notification, 2006 and amendments thereof. The Park will also accommodate other industries that are not classified in the EIA Notification but classified by Tamil Nadu Pollution Control Board (TNPCB) viz. red, ultra red, orange or green.</p> <p>(ii) Nature of project (New/Expansion/Amendment/Extension etc.): New</p> <p>(iii) Location (Plot No./ Village/ Tehsil/ District): Village: Manallur and Soorapoondi, Tehsil: Gummidipoondi, District: Thiruvallur. Plot numbers are also given.</p> <p>(iv) Geo-coordinates of project site:</p> <ul style="list-style-type: none"> • Latitude: 13^o 26' 48.15" to 13^o 27' 15.37" N • Longitude: 80^o 01' 21.79" to 80^o 01' 56.24" E <p>(v) Investment/Cost of the project: 250 Crores</p> <p>(vi) Item of Schedule to the EIA Notification, 2006: 7(c) - A.</p> <p>(vii) Why appraisal/ approval is required at the Central level: A category project</p>

(viii) **Whether project involves any violation under notification S.O 804(E) dated 14.03.2017: No**

(ix) **Project brief:** Total area, Land use, project components, connectivity to site etc.
Total Area- 285.065 Ha.

Manallur Industrial Park	Hectare	Area Coverage
TOTAL AREA	286.065	
ALLOTTABLE AREA – INDUSTRIAL PLOTS	200.00	69.91%
Road, Water Supply & Storm Water Drain /Rain Water Harvesting Structures	30.00	10.49%
Common Amenities like EB, Administrative Block, etc.	10.00	3.50%
Solid Waste Management	10.00	5% of allottable area
OSR	28.61	10.00%
Green Belt along roadside/periphery	7.46	2.61%
Area under Green Belt Development		
Green Belt in OSR	28.61	
Green Belt along roadside/periphery	7.46	
Green Belt by Member Industries (Mandate by SIPCOT for the allocation of land)	66.00	33% of Member Industries
TOTAL LAND FOR GREEN BELT	102.07	35.68%

Nature of Landform	Project Impact Area (20 km x 20 Km)	% of Land Cover/ Use Pattern
Built-up, Rural	24.12	6.03
Built-up, Urban	61.52	15.38
Wetlands/Water bodies, Reservoirs/Lakes, Ponds	10.83	2.70
Wetlands/Water bodies, River/Streams/Canals	23.21	5.80
Barren/Uncultivable/Wastelands,	15.02	3.75
Wetlands/Water bodies, Coastal wetland	13.84	3.46
Built-up, Mining	5.23	1.30
Barren/Uncultivable/Wastelands	24.42	6.10
Agriculture, Plantation	2.61	0.65
Agriculture, Crop Land	212.2	53.05
Forest,	4.88	1.22
Ryann (Desert)	2.12	0.53
TOTAL	400.00	100%

Project Components:

	<ul style="list-style-type: none"> • Synthetic Organic Chemicals 5(f) • Integrated Paint Industries 5(h) • Manufacturing industries which are not under the purview of EIA Notification 2006. <p>(x) Details of water bodies, impact on drainage, if any: No notified river or water body is available in the project impact area.</p> <p>(xi) Water requirements, sources (during construction and operation phases) and NOC: Total water requirement for the industrial park is estimated at 1 MGD. Chennai Metropolitan Water Supply & Sewage Board (CMWSSB) has already committed to Supply 15 MLD water to SIPCOT Industrial Park, Thervoy Kandigai, which is just 10 km from the proposed industrial park. Pipeline to supply 15 MLD water are also available. However, only 5 MLD is utilised at present and a surplus of 9 MLD is available. SIPCOT proposes to divert 1 MGD (4.54 MLD) of water from the existing facility to the proposed industrial park.</p> <p>(xii) Groundwater extraction/usage and NOC/Clearance from CGWA/State Ground Water Department: Not submitted by the Proponent.</p> <p>(xiii) Whether the project is in Critically Polluted area: No,</p> <p>(xiv) ToR/EC details:</p> <ul style="list-style-type: none"> • Date of ToR/EC issued: 22/07/2015, Extension date 13/11/2018. • Details of earlier appraisals, if any: Nil. • Details of the information sought by the EAC with response: Nil ToR is fully complied in EIA/EMP. • Date of Public Hearing, location: 03/07/2019, M/s K.V.C Mahal (AC), Sathiyavedu Road, (Near Sivan Koil), Madharpakkam, Gummidipoondi Taluk, Tiruvallur District. • Major issues raised during PH and response of PP: The industries which do not affect the surrounding environment can be acceptable, but the surrounding environments already get polluted due to the operation of the existing industries. Due to heavy air pollution, white washed wall gets blackened within a week. Due to air pollution, public gets affected by the disease like cancer, typhoid etc. it is informed that employment opportunity will be available due to the development of SIPCOT, but only security & scavengers posts only given to the few local people. <p style="text-align: center;">Commitment by Proponent during Public Hearing are not mentioned.</p> <p>(xv) If the project involves expansion copy of certified compliance report issued by concerned regional office: Not applicable.</p> <p>(xvi) If the project involves diversion of forest land: No.</p> <ul style="list-style-type: none"> • Extent of the forest land: Not applicable • Status of forest clearance: Not applicable. <p>(xvii) If the project falls within 10 km of Protected Areas including National Parks, Sanctuaries and Tiger Reserves etc.: No.</p> <ul style="list-style-type: none"> • Name of Protected Areas including National Parks, Sanctuaries and Tiger Reserves etc. and distance from the project site: Not applicable • Status of clearance from National Board for wild life: Not applicable. <p><i>Note: However, as per DSS of the Ministry, Pulicat Lake Wildlife Sanctuary is located at the distance of 5.5 km of proposed site.</i></p> <p>(xviii) Waste Management: The most important and salient feature of the proposed IP will be independent ETP as ZLDP to reclaim water at more than 60% for recycle and reuse which will offset the requirement of virgin water. The ZLDP will prevent the stress on the existing fresh water sources. 10 Ha of land is exclusively allocated to develop solid waste management facilities as Common facilities. In case of any delay in establishing the facilities, Solid waste</p>
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	<p>streams will be sent to offsite, common facilities by independent industries with permission from TNPCB.</p> <p>(xix) Waste water quantity, treatment capacity: Independent industries will put up Effluent Treatment Plants as their own responsibility.</p> <p>(xx) Recycling/reuse of treated water and disposal: All ETPs are mandated to be installed as Zero Liquid Discharge Plant with Membrane based treatment to reclaim water for recycle/reuse.</p> <p>The independent Effluent Treatment Plant is envisaged as a Physico Chemical Treatment Plant with a two stage, Pressure Filter System, in series. Each unit operation shall be monitored for its influent and effluent flow rates, pH, Solids (TSS & TDS) and COD on daily basis. The proposed effluent treatment plant will reclaim water from the treated effluent through RO plants. The monitoring Protocols will be suggested by the Plant supplier on the Turn Key basis. All member units will be mandated to have water meters and flow measuring devices with auto data logging systems for effluent and water recycle lines.</p> <p>(xxi) Solid Waste Management: Independent industries will arrange solid waste management facility as their own responsibility.</p> <p>(xxii) Hazardous Waste Management: Industries will independently arrange hazardous solid waste management facility as their own responsibility.</p> <p>(xxiii) CETP/STPs: Nil.</p> <p>(xxiv) Type of effluent, Quantity, effluent conveyance system from the member units to CETP with CETP's Capacity: Not Applicable.</p> <p>(xxv) Treatment and usage of treated sewage with STP's capacity: Not Applicable.</p> <p>(xxvi) Details of tree cutting and Green belt development: No requirement of any tree in the project area. All trees, very few are mandated to be kept intact.</p> <p>The proposed IP will have buffer zones along the boundary lines, abetting the Back water/ Estuaries and it will be protected by SIPCOT with local species of trees and vegetation. SIPCOT Administration along with Member Industries will commit to create and maintain a "green corridor" in the buffer zones all around the boundary, with compatible species of trees and plantation to suit the prevailing coastal environment. It is also committed to develop green belt all along their inner roads and open spaces. SIPCOT will promote green belt to cover the boundary lines of all the open spaces for raw material and product handling and vehicle parking, strategically through a green belt with local species of vegetation.</p> <p>(xxvii) Energy conservation measures with estimated saving: SIPCOT will develop a corporate policy for non-conventional energy systems in association with member industries to establish Wind Mills or any such Non-Conventional Energy farms to complement the power supply they avail from TANGEDCO.</p> <p>Solar Panels will be mandated for all energy requirements of activities other than industrial uses such as street lighting, Guest houses, water heaters, etc.</p> <p>(xxviii) Parking requirement with provision made: Industries will establish independently the parking space.</p> <p>(xxix) Details of Rain Water Harvesting: SIPCOT will put up Rain Water Harvesting structures (RWHS) within the boundary limits of the proposed IP. The RWHS be established as per the standard practices as percolation pits and as per the guidelines of Tamil Nadu Water Supply and Drainage Board (TWAD). SIPCOT will continuously monitor such RWHS for preventing any contamination due to chemicals and effluent spillages and over flows.</p> <p>(xxx) If the project is in CRZ area: No.</p> <p>(xxxi) If the project involves foreshore facilities: No.</p> <p>(xxxii) If the project involves Marine disposal: No.</p> <p>(xxxiii) NOC from PCB in case of marine disposal: Not Applicable</p>
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	<p>(xxxiv) Brief description of Socio-economic condition of local people and R&R issues involved, if any: There is no displacement of human settlement or hamlet, required for the development of Industrial Park. The location, rather the allotted lands is entirely free from any account of human settlement. So, RR plan is not required for any policy or framework of actions.</p> <p>(xxxv) Employment potential, No. of people to be employed: Industrial Park will enable more than 10,000 people to draw benefit of employment directly and as well through indirect sectors like housing, cargo handling, transportation, educational institutes, hospitals, hotels etc. SIPCOT in coordination with the candidate industries will improve the employment potential directly in its activities of processing, purchase/sale, management, etc., and will also indirectly enable the community to have alternative earnings through opportunities of hotels, travels, transfer of cargo, etc</p> <p>(xxxvi) Benefits of the project: The development of IE will provide space for regulated growth of the mentioned type of industries in cluster. As the location is nearby to all required facilities, the net carbon foot print will be optimized. The available natural resources and human skill shall be positively taken care by the programs and policies of the proposed IE and SIPCOT. Specialised Studies carried out for the project as per the ToR, if any: Nil. Details of Court cases, if any: No.</p>
3.1.2	<p>The EAC after detailed deliberations during 230th meeting held on 28-29 January, 2020, observed the following:</p> <ul style="list-style-type: none"> (i) Though the consultant has already applied for accreditation (renewal) but as on date he does not possess accreditation certificate from QCI/NABET. (ii) The certificate from Chief Wildlife Warden that states the distance of existing Pulicat Wildlife Lake Sanctuary or any other protected area located in the close vicinity of the proposed project site was not provided. (iii) Letter from competent authority regarding allocation of water was not submitted. (iv) Proponent has mentioned that there is no protected area within 10 km range of the proposed site. However, as per Ministry's Decision Support System, Pulicat Lake Wildlife Sanctuary is located at 5.5 km from project site. (v) As per ToR issued by this Ministry, project area is 303.75 ha, however, in EC application, project area is mentioned as 286.065 ha. (vi) Site selection for the proposed Industrial Estate is not planned according to guideline of CPCB's programme on Zoning Atlas for siting of Industries. (vii) The proponent has not addressed the Public Hearing issues raised and commitments made by Proponent along with fund provisions in EIA/EMP report. (viii) The proponent has not planned Industrial Estate according to criteria mentioned in the Ministry's Technical EIA Guidance Manual for Industrial Estate (2009) prepared by IL&FS Ecosmart Limited. The proponent shall revise the layout (overlaid on google map using kml file) and planning of the proposed Industrial Estate. (ix) The proponent has proposed installation of ETP by individual Industrial Unit with ZLD, employing RO system. But nothing has been mentioned about management/treatment of the reject from RO having high TDS and other constituent parameters. (x) As water table is shallow in the area (2.38-7.36 m bgl during pre-monsoon and 0.79-7.30 m bgl during post-monsoon) and soil formation is predominantly red clay and coastal sand. Thus, the site is not suitable for Chemical Industries so as to protect the ground water and surface water. (xi) Proponent shall revise the EIA/EMP report by incorporating all above mentioned observations of EAC.
3.1.3	<p>In view of above mentioned observations of the EAC during 230th meeting held on 28-29 January, 2020, deferred the proposal for want of additional information as mentioned above.</p>

3.2	Development of Multi-product Special Economic Zone (SEZ) / Industrial park at Tehsil sausar, District Chhindwara, Madhya Pradesh by M/s Chhindwara Plus Developers Private Limited (CPDL) - Environmental Clearance [Proposal No. IA/MP/NCP/25386/2014] [F. No. 21-54/2017-IA.III]															
3.2.1	<p>The project proponent along with the EIA consultant M/s CSIR-National Environmental Engineering Research Institute, Nagpur. made a presentation and provided the following information:</p> <p>(i) Proposal: The Multi Product Special Economic Zone (SEZ)/Industrial Park has been envisaged as a project supporting the efforts of the Government of Madhya Pradesh to achieve industrial growth. Special Economic Zone in the backward area has the potential to the development of the region. Spanning over 3300 acres of land the development of multi-product industrial park includes a SEZ/Industrial park with proper internal infrastructure facilities including greenbelt and roads etc., CPDL SEZ project has been envisaged as an integral fit with State Government’s vision of enabling sustainable economic and industrial growth in Madhya Pradesh. Madhya Pradesh has the opportunity to grow as a wide spectrum of industrial activities in the region. Chhindwara Plus Developers Limited (CPDL), is a company by three ‘niche’ marketers Haldiram’s Nagpur (Indian Snacks), Sanvijay Steels (Steel for Transmission), SOBISCO (Biscuits). The company has acquired 1320 hectare of land in the villages Khapakarimwar, Kodadongri B1, Kodadongri B2, Kodadongri Dawami, Kodadongri Malgajari, Dudhalakhurd, Satnoor, Sawanga, Gondiwadhona, Gowariwadhona of Tehsil Sausar, and District Chhindwara in Madhya Pradesh. Development of Chhindwara Plus SEZ and Industrial Park at Sausar has been conceptualized on a number of planning principles that includes spatial flexibility of industrial plots and proper alignment of plots with road layout for easy access and respecting the natural key features of the site. For this proposed SEZ/Industrial park at Sausar District, Chhindwara, Madhya Pradesh, CPDL retained CSIR-NEERI, Nagpur to carry out Environmental Impact Assessment (EIA) studies as per the ToR issued by MoEF&CC, Govt. of India.</p> <p>(ii) Nature of project: New/Expansion/Amendment/Extension etc.: New</p> <p>(iii) Location (Plot No./ Village/ Tehsil/ District): Villeges: Khapakarimwar, Kodadongri B1, Kodadongri B2, Kodadongri Dawami, Kodadongri Malgajari, Dudhalakhurd, Satnoor, Sawanga, Gondhiwadhodna & Gowariwadhona, Tehsil: Sausar, District: Chhindwara (M.P.). Plot numbers are also given.</p> <p>(iv) Geo-coordinates of project site:</p> <ul style="list-style-type: none"> • Start Point- Latitude (N) From: 21°29’44.86”N To: 21°31’09.21”N • End Point- Longitude (E) From: 78°48’07.53”E To: 78°52’22.27”E <p>(v) Investment/Cost of the project: Rs. 2500.00 Crores.</p> <p>(vi) Item of Schedule to the EIA Notification, 2006: 7(C).</p> <p>(vii) Why appraisal/ approval is required at the Central level: A Category</p> <p>(viii) Whether project involves any violation under notification S.O 804(E) dated 14.03.2017: N/A</p> <p>(ix) Project brief: Total area, Land use, project components, connectivity to site etc. Total Area- 1320.065 Hectares. Land Use Patterns:</p> <table border="1" data-bbox="523 1742 1227 1975"> <thead> <tr> <th>Sr. No.</th> <th>Category</th> <th>Area in Sq. m.</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Forest Land</td> <td>47.60</td> </tr> <tr> <td>2</td> <td>Private Land</td> <td>68.01</td> </tr> <tr> <td>3</td> <td>Government Land</td> <td>390.39</td> </tr> <tr> <td></td> <td>Total</td> <td>506.00</td> </tr> </tbody> </table>	Sr. No.	Category	Area in Sq. m.	1	Forest Land	47.60	2	Private Land	68.01	3	Government Land	390.39		Total	506.00
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1	Forest Land	47.60														
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Sr. No.	Land use	%	AREA (Acres)	AREA (Hectare)
1	Chemical, Pharma, Rubber & Plastics	11.787	384.310	155.59
2	Fabrication & Engineering	19.519	636.420	257.66
3	Logistics	4.096	133.540	54.06
4	Food & Beverages	6.853	223.45	90.47
5	Textiles and wearing apparels	2.309	75.300	30.49
6	Construction Material and Mineral Products	1.971	64.270	26.02
7	Gems & Jewellery	1.389	45.29	18.34
8	Electrical, Electronics & IT.	5.220	170.200	68.91
	Total processing area	53.144	1732.780	701.540
9	Residential & Dormitory	6.884	224.450	90.87
	Total residential area	6.884	224.450	90.87
	Common use			
10	Check gates & Amenities & Institution	5.061	165.020	66.81
11	Open space + green area - LHS	3.342	108.960	44.11
12	Open space + green area - RHS	7.208	235.020	95.15
	(Green strip along the median & side - LHS)	0.397	12.930	5.23
	(Green strip along the median & side - RHS)	0.451	14.710	5.96
13	Utilities	2.340	76.290	30.89
14	Road terminal & railway terminal	6.296	205.290	83.11
15	Road (LHS)	4.919	160.370	64.93
	Road (RHS)	7.507	244.780	99.10
	(Area under highway widening)	0.883	28.800	11.66
16	Heavy vehicle parking	1.569	51.160	20.71
	Total area	100.001	3260.560	1320.070

Project Components: Categories of Project Activity to be carried out as per EIA Notification 3 (a), 4 (f), 5 (a), 5 (b), 5 (f), 5 (g) (h) (i), (5) & 7 (h). **Material Production** - Metallurgical Industries (Ferrous & Non-Ferrous), **Material Processing-** Leather/Skin/hide Processing Industry, **Manufacturing Fabrication** - Chemical Fertilizers, Pesticide Industry and Pesticide specific intermediated. Synthetic Organic Chemical industry (dyes) Intermediates - Bulk Drugs, Excluding Drug Formulation Synthetic Rubbers; basic Organic other.

Manufacturing Fabrication: Distilleries, Integrated Paint Industry, Pulp & Paper Industry. Induction/arc furnaces or more **Physical infrastructure including Environment services:** Common Effluent Treatment Plants (CETPS). **All above Categories with threshold limit (A, B-1 & B-2).**

(x) **Connectivity to Site:** NH-547 Bisects the Site. All Road are 4 Lane, 50 Kms off North - South/East - West Junction NH-6 & NH-7. 50 kms from international Airport and Cargo hub (Nagpur). Inland Container Depot (ICD) - Nagpur (50 kms), Nearest

<p>Railway Station: Saonga Railway Station on eastern boundary of Project & Nagpur 50km. The location is a about 40 Km from Zero Mile (Nagpur) which is considered as the centre of country. Chhindwara is well connected to its neighbouring districts by Rail and Road.</p>		
<p>(xi) Details of water bodies, impact on drainage, if any: N/A.</p>		
<p>(xii) Water requirements, sources (during construction and operation phases) and NOC: Average water demand= 27,000m³/annum. 26,310 m³/day from Kanhan River & 930 m³/day from Gondhwadhona Dam. Agreement made with Water Resource Department (WRD), Government of Madhya Pradesh vide letter No. 1677 Dated 31/12/2016.</p>		
<p>(xiii) Groundwater extraction/usage and NOC/Clearance from CGWA/State Ground Water Department: N/A.</p>		
<p>(xiv) Whether the project is in Critically Polluted area: No.</p>		
<p>(xv) ToR/EC details</p>		
<p>(xvi) Date of ToR/EC issued: 20th March, 2017.</p>		
<p>(xvii) Details of earlier appraisals, if any: N/A.</p>		
<p>(xviii) Details of the information sought by the EAC with response:N/A.</p>		
<p>(xix) Date of Public Hearing, location: 03/06/2019 PWD Rest House Compound Sausar Village: Sausar, Teh.: Sausar, Dist.: Chhindwara (M.P.).</p>		
<p>(xx) Major issues raised during PH and response of PP:</p>		
1.	Discrepancy in Stamp Duty:	In the acquisition of land, acquired by us directly from the land-owners through registered Sale Deeds, the stamp duty is waived off on all the documents executed in respect of acquisition for Special Economic Zone (S.E.Z.) / Industrial Park as per the proviso attached to Section-3 of Indian Registration Act. The stamp duty is not paid as there is provision of relaxation of stamp duty in Registration Act. The Registration Act may be perused for confirmation.
2.	Illegal acquisition of lands	We are developing the S.E.Z/ Industrial Park project in 1320.065 hectares, of which 386.000 hectares of land is acquired through Government acquisition, after deciding fair compensation and the same is paid directly in the bank accounts of concerned persons. 242.019 Hectares and 54.354 hectare of revenue land has been allotted by government as per norms 80.737 Hectares of land involves revenue forest land and the remaining near about 574 hectares land is acquired by directly interacting with the land owners after fixing compensation for the same. In this manner, it is proposed to develop the S.E.Z project only after acquiring the land by following provisions of Land Acquisition Act. All the lands registered in the name of S.E.Z./Industrial park is free of controversy. No litigation is pending in any Court as regards the said laid.
3.	Payment of Rs.15,000/- per acre, per year of the land acquired under Government acquisition:	We had paid Rs. 50,000/- in one time settlement (OTS) to the concerned farmer as per Schedule-2 of Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act (Land Acquisition Act), 2013. The same is appropriate as per rules and nothing is remained to be paid.
4.	Compensation for trees on the purchased / acquired land:	In the public hearing, demand for proper compensation for trees on the purchased / acquired land was made. In this connection, it is submitted that the number of trees on the purchased/acquired land was counted and its compensation is paid as per rules is included in the purchase / acquisition amount. No separate payment was made for the same.

5.	Jobs to local residents in the project:	Priority is being given to local residents for work presently being undertaken in connection with the project. Once the layout of project is finalized, more local residents will be employed and maximum employment will be generated. This will be reflected at the time of development of project.
6.	Protection of trees:	There is a plan to protect the trees which are on the land earmarked for development and maximum trees will be protected. It is also proposed to plant more trees in "Green Land" as shown in the land use plan.
7.	Protection of wild animals or endangered species.	There is neither any protected area within 15 km radius of proposed area, nor any endangered species or animals are found within this radius.

(xxi) **If the project involves expansion copy of certified compliance report issued by concerned regional office:** N/A.

(xxii) **If the project involves diversion of forest land: Yes**

- Extent of the forest land: **80.737 Hectares**
- Status of forest clearance: Stage-I (In-Principal) clearance approved by FAC of MoEFCC, New Delhi in its meeting held on 26th September 2019.

(xxiii) **If the project falls within 10 km of Protected Areas including National Parks, Sanctuaries and Tiger Reserves etc.:** N/A.

- Name of Protected Areas including National Parks, Sanctuaries and Tiger Reserves etc. and distance from the project site: N/A.
- Status of clearance from National Board for wild life: N/A.

(xxiv) **Waste Management**

- Waste water quantity, treatment capacity: 19608 KL/Day.
- Recycling / reuse of treated water and disposal: 19608 KL/Day.
- Solid Waste Management: 43.3 Tons will be used for Sanitary Landfills.
- Hazardous Waste Management: Hazardous Waste Generated will be sent to TSDF.

(xxv) **CETP/STPs:**

- Type of effluent, Quantity, effluent conveyance system from the member units to CETP with CETP's Capacity: Mixed effluent 19608 KL/Day
- Treatment and usage of treated sewage with STP's capacity: STP will be provided.

(xxvi) **Details of tree cutting and Green belt development:**

Following are the number of trees present in the proposed project site.

Sl. No.	Village/Land Type	No. of Trees Present
1.	Kodadongiri B1	258
2.	Kodadongiri B2	709
3.	Kodadongiri Davami	643
4.	Kodadongiri Malgulari	314
5.	Savanga	355
6.	Dudhalakhurd	483
7.	Satnoor	645
8.	Khapakarimwar	3790
9.	Gondiwadona	0
10.	Gowariwadona	0
11.	Forest land (80.737 Ha)	2414
Total		9612

A total of 9612 trees are present in the project site. Entire forest land will be retained in the SEZ/ industrial park area. Approximately 1100 trees will be cut for the

	<p>development of infrastructures for SEZ/industrial park. Trees will be planted in the vacant area during operational phase.</p> <p>(xxvii) Energy conservation measures with estimated saving: Source / Mode Percentage Quantity: Solar, CFL and LED, 2% 10.</p> <p>(xxviii) Parking requirement with provision made: 28800 Nos. 20.71 Hectares of land.</p> <p>(xxix) Details of Rain Water Harvesting: No of Recharge Pits: 32 Capacity: 3200.</p> <p>(xxx) If the project is in CRZ area: N/A</p> <ul style="list-style-type: none"> • Components in CRZ area: N/A • Layout on CRZ map of 1: 4000 scale prepared by an authorised agency: N/A • Appraisal by State Coastal Zone Management Authority (SCZMA) and copy of their recommendations: N/A <p>(xxxi) If the project involves foreshore facilities: N/A</p> <ul style="list-style-type: none"> • Shoreline study: N/A • Dredging details, disposal of dredge material: N/A • Reclamation: N/A • Cargo handling with dust control measures: N/A • Oil Spill Contingent Management Plan: N/A <p>(xxxii) If the project involves Marine disposal: N/A</p> <ul style="list-style-type: none"> • NOC from PCB in case of marine disposal: N/A • details of modelling study – details of outfall diffusers, number of dilutions expected, distance at which the outlet will reach ambient parameters: N/A • location of intake / outfall. Quantity: N/A • detail of monitoring at outfall: N/A <p>(xxxiii) Brief description of Socio-economic condition of local people and R&R issues involved, if any: The land has been in possession of the project proponent for more than 10 years and there is no habitation within the land premises. Socio-Economic evaluation study has been done for the surrounding arrears upto 10 km and appropriate budget to the tune of 20 Cr. has been earmarked towards CER based on the requirement of the people in the region.</p> <p>The land has been in possession for more than ten years without encroachment. For acquisition of government land, Policy for resettlement and rehabilitation (R &R) has been approved from Divisional Commissioner, Jabalpur vide its order dated 24.06.2015 as per The Right to fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (No.30 of 2013). The amount for R & R has is paid by CPDL on 06/10/2016 and has been settled and completed.</p> <p>No settlements/villages fall within the land boundaries of proposed multi-product SEZ and now the said project does not require any further implementation of Rehabilitation and Resettlement (R & R).</p> <p>A certificate to this effect from district collector is submitted.</p> <p>(xxxiv) Employment potential, No. of people to be employed: The SEZ/Industrial Park will create employment to 40,000 Person for skilled as well as semi-skilled workers directly or indirectly.</p> <p>(xxxv) Benefits of the project: The proposed project will provide a support for the upliftment of the surrounding area. Hence, the surrounding area will get better road connectivity and other supporting infrastructure due to the proposed project. Internationally recognized road standards will be provided in the proposed SEZ/Industrial Park. High quality metal road for smooth movement of light and heavy vehicles will be developed within the SEZ/Industrial Park.</p> <p>Water supply and Sewerage collection and treatment systems will be implemented and improved in and around SEZ/Industrial Park area. SEZ/Industrial Park will develop a fully centralized water distribution facility to meet the requirement of industrial processes and offices. A well-planned sewage system is being designed and</p>
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	<p>will be connected with a STP. Each of the individual industries will contribute their wastewater to the Common Effluent Treatment Plant (CETP).</p> <p>24/7 security services for SEZ/Industrial Park units, Plug-n-Play facility where fully furnished offices with complete business amenities will be available to the customers at a nominal rent, until their units are fully operational. An Eco-friendly, Organic and Sustainable Industrial Environment, International standard landscaping with pollution resistant species of trees and Rain water harvesting will be implemented in the SEZ/Industrial Park. It is proposed to develop the multi-product SEZ which would house number of industries such as free trade warehousing, Auto and ancillary, Pharmaceutical formulation, Light engineering, Electronics and electrical.</p> <p>(i) Specialised Studies carried out for the project as per the ToR, if any: N/A.</p> <p>(ii) Details of Court cases, if any: N/A.</p>
3.2.2	<p>The EAC after detailed deliberations during 230th meeting held on 28-29 January, 2020, observed the following:</p> <p>(i) A representation was received from a Nagpur based NGO alleging that there are irregularities in respect of land acquisition and farmers' compensation while establishing the proposed multi-product SEZ. However, the District Collector, Chhindwara, on request of this Ministry, has furnished a detailed clarification that allegations are baseless and there are no irregularities involved in the acquisition of land for the proposed project.</p> <p>(ii) ToR was issued by this Ministry for land area of 1320.065 ha. However, SEZ Notification was issued for 1208.81 ha and Public Hearing was also done only for 1208 ha.</p> <p>(iii) Project site is abutting the forest land and agricultural land and several waterbodies are located within the proposed site.</p> <p>(iv) Employment detail is not provided.</p> <p>(v) SEZ Notification is not yet done.</p> <p>(vi) Proponent has used very small scale toposheets (1:2,50,000) to describe the land details topographic features like drainage pattern etc.</p> <p>(vii) The proposed project site is located at the distance of around 13 km from Pench Tiger Reserve and 25 km from the Pench-Satpura Tiger Corridor. This was verified through the Decision Support System of the Ministry.</p> <p>(viii) CER amount (computed on slab basis) to be revised per Ministry's OM dated 1st May, 2018.</p> <p>(ix) Quarry areas to be developed as water reservoirs.</p> <p>(x) Traffic circulation plan was not submitted by the proponent.</p> <p>(xi) Proponent has committed that 1,00,00 tree will be planted.</p> <p>(xii) Site selection for the proposed Industrial Estate is not planned according to guideline of CPCB's programme on Zoning Atlas for siting of Industries.</p> <p>(xiii) There is a water body (reservoir/dam) within proposed site for the purpose of irrigation, the catchment area of the same is not provided along with the drainage map (SOI toposheet 1:50,000 scale).</p>
3.2.3	<p>In view of above mentioned observations of the EAC during 230th meeting held on 28-29 January, 2020, returned the proposal in present form. The proponent shall ensure the submission of following information/document while submitting the proposal.</p> <p>(i) The Industrial Estate planning is required to be done considering environmental features and protection of the water bodies. Therefore, no chemical/water polluting industries should be planned. The planning of industries categories and earmarking of areas for each Industrial sector should be based on zoning atlas for siting of industries prepared by CPCB in respect of Chhindwara district.</p> <p>(ii) Since, the Public Hearing was conducted for 1208 ha only, the proponent shall do planning only for 1208 ha area and revise the entire proposal including Form-2, EIA/EMP report accordingly.</p>

	<ul style="list-style-type: none"> (iii) Submit an undertaking that no enquiry from any State Government agency or Court case is pending/ongoing against the proposed project and M/s CPDL. (iv) Submit an undertaking that no construction has been done at the proposed site. (v) Provide the employment detail in revised EIA/EMP report. (vi) Provide copy of SEZ Notification for 1208 ha area. (vii) Submit the large scale maps toposheets (1:50,000) for revised area (1208 ha) to describe the land details topographic features like land use (especially forest and agricultural patches). Also provide the detailed catchment plan with drainage flow pattern at 1:20,000 scale map. (viii) Revise the CER amount (computed on slab basis) per Ministry's OM dated 1st May, 2018. (ix) Provide detailed plan to utilise the quarry areas as water reservoirs. (x) Revised plan for parking to accommodate the vehicles coming from either side of the nearest Highway(s). (xi) Proponent shall ensure that proposed site is least 250m away from existing Highways and thick green-belt is developed in between. (xii) Submit the copy of stage-1 Forest Clearance. (xiii) Submit the copy of water allocation from the Kanhan River and Gondhwadhona Dam from the competent authority. (xiv) Submit the details of protection measures against the air and water pollution to protect forest, agriculture and dam adjacent to the project site. (xv) Planning of industrial sector for the proposed Industrial Estate shall be planned according to guideline of CPCB's programme on Zoning Atlas for siting of Industries. (xvi) The planning of Industrial Estate should be based on the criteria mentioned in this Ministry's Technical EIA Guidance Manual for Industrial Estate (2009) prepared by IL&FS Ecosmart Limited, Hyderabad. The proponent shall revise the layout and planning of the proposed Industrial Estate. EIA/EMP report should also be revised accordingly. (xvii) The proposed project is in the proximity of Pench Tiger Reserve and Pench Important Bird Area identified by BNHS-Bird Life International. A detailed impact and mitigation plan to be developed by a competent national-internationally reputed institute/university. (xviii) NOC from state forest department stating that the project will have no impact on Pench Tiger Reserve and any of its wildlife corridor in the region.
3.3	<p>Development of Bilaspur – Urga section of NH-130A (Raipur – Dhanbad Economic Corridor) start at Junction with NH-130 & NH-130A, near Nehru Chowk, Bilaspur and terminate at junction with NH-149B & SH-4 near in the State of Chhattisgarh (approx. 70.2 km) by M/s National Highways Authority of India – Further consideration for Environmental Clearance [Proposal No. IA/CG/NCP/113887/2019] [F.No. 10-59/2018-IA.III]</p>
3.3.1	<p>The project proponent along with the EIA consultant M/s Feedback Infra Private Limited made a presentation and provided the following information:</p> <ul style="list-style-type: none"> (i) Proposal: The proposed Bilaspur-Urga section of NH-130A (Raipur—Dhanbad Economic Corridor) start at Junction with NH-130 & NH-130A, near Nehru Chowk, Bilaspur and terminate at junction with NH149B & SH-4 near Urga in the State of Chhattisgarh (approx. 70.2 km) by M/s National Highways Authority of India. (ii) Nature of project: New/Expansion/Amendment/Extension etc.: New (iii) Location (Plot No./ Village/ Tehsil/ District): Project shall traverse through Bilaspur, Janjgir Champa and Korba District. (iv) Geo-coordinates of project site: Start Point- 22°01'23.45"N, 82°12'46.50"E End Point- 22°15'54.01"N, 82°47'50.07"E (v) Investment/Cost of the project: ~ INR 1115.45 Crores (vi) Item of Schedule to the EIA Notification, 2006: 7(f).

- (vii) **Why appraisal/ approval is required at the Central level:** New National Highway requires approval at Central Level
- (viii) **Whether project involves any violation under notification S.O 804(E) dated 14.03.2017:** No Violation
- (ix) **Project brief:** Total area, Land use, project components, connectivity to site etc.: Total Area- About 506 Ha

Land use:

Sr. No.	Category	Area in Sq. m.
1	Forest Land	47.60
2	Private Land	68.01
3	Government Land	390.39
	Total	506.00

- Project involves development of Greenfield Highway along with 6 Major bridges, 14 minor bridges, 134 culverts, 2 ROBs, 3 Flyovers, and 30 Vehicular Underpasses.
- (x) Project highway shall connect NH 49, NH 149 B and SH 4
Ghatora is nearest Railway Station, 2.3 km (approx.)
Bilaspur Airport, 10 km in South West Direction
- (xi) **Details of water bodies, impact on drainage, if any:** The proposed project passes through 3 rivers, 15 irrigation channels and 17 ponds. However, the highway shall not intersect the water bodies' directly as elevated structures are proposed on the above water bodies.
- (xii) **Water requirements, sources (during construction and operation phases) and NOC:** Project requires 1508891 KL of water during construction stage. Construction water shall be arranged from nearby river and potable water for construction camp shall be arranged from ground water. Necessary permission/clearance/NOC shall be obtained by the contractor before any extraction.
- (xiii) **Groundwater extraction/usage and NOC/Clearance from CGWA/State Ground Water Department:** Potable water for construction camp shall be arranged from ground water. Necessary permission/clearance/NOC shall be obtained by the contractor before any extraction.
- (xiv) **Whether the project is in Critically Polluted Area:** No, project doesnot fall in any critically polluted area
- (xv) **ToR/EC details**
Date of ToR/EC issued: ToR was granted vide F. No. 10-59/2018-IA.III dated 09th October, 2018
Details of earlier appraisals, if any: Project was appraised by EAC during its 225th meeting held on 22nd October 2019
Details of the information sought by the EAC with response: Point wise compliance of the Additional Information Sought by EAC is attached as Appendix I.
Date of Public Hearing, location :25 Feb 2019 - Near Gram Panchayat Bhawan, Amlipali (JanjgirChampa District)
06 Mar 2019 - Open Area near Radha Swami Ashram, Village- Dekha (Bilaspur District)
5 July 2019 - Govt. High School, Tarda Village (Korba District)
Major issues raised during PH and response of PP: Major issues raised by the public were related to compensation which was replied by the ADM that Compensation shall be provided to the affected person on basis of the prescribed rules of the State Government. The rates of the structure shall be decided by the PWD officials.
- (xvi) **If the project involves expansion copy of certified compliance report issued by concerned regional office:** Not applicable, it is a new project.
- (xvii) **If the project involves diversion of forest land:** Yes
Extent of the forest land: About 47 ha

	<p>Status of forest clearance: Application for obtaining forest clearance has already been submitted vide MoEF&CC proposal no. FP/CG/ROAD/34338/2018 dated 22nd June, 2018.</p> <p>(xviii) If the project falls within 10 km of Protected Areas including National Parks, Sanctuaries and Tiger Reserves etc.: No, project does not fall in any protected area Name of Protected Areas including National Parks, Sanctuaries and Tiger Reserves etc. and distance from the project site: Not applicable Status of clearance from National Board for wild life: Not applicable</p> <p>(xix) Waste Management Waste water quantity, treatment capacity: Sewage from labour camp shall be routed to septic tanks / soak pits or bio-toilets. The waste water other than sewage shall be utilized for greenbelt development and dust suppression. Recycling / reuse of treated water and disposal: Waste water from rinsing of Batching Plants shall be utilized for dust suppression. Waste water generated from workers shall be treated in septic tanks and bio-toilets provided at site and will be utilized for greenbelt development. Solid Waste Management: Approximately 450 Kg of Municipal Solid Waste shall be generated by the workers. It will be collected and disposed off in environmentally acceptable ways. The waste will be collected in Dark grey bin for non-recyclable waste, Green bin for food/ compostable garden waste and Blue bin for paper waste. Recyclable waste would be re-used or disposed off by authorized recycler. Garden waste & compostable waste would be composted. Other non-recyclable waste would be disposed of through municipalities. Hazardous Waste Management: Spent oil generated from the DG sets shall be carefully stored in HDPE drums in order to avoid spillage and shall be sold to government approved vendors.</p> <p>(xx) CETP/STPs: No provision of CETP/STPs Type of effluent, Quantity, effluent conveyance system from the member units to CETP with CETP's Capacity: Not Applicable Treatment and usage of treated sewage with STP's capacity: Not Applicable</p> <p>(xxi) Details of tree cutting and Green belt development: Approximately 15000 trees are proposed to be cut for the project. Compensatory afforestation shall be undertaken as per requisite norms. It is proposed to develop greenbelt by planting approx. 1 lakh trees.</p> <p>(xxii) Energy conservation measures with estimated saving: Solar Street light system is proposed to be provided at the junctions provided in or nearby urban/semi-urban areas and over/ underpass/ flyovers. It is proposed to provide solar lights with maintenance free battery or operation & maintenance of such streetlights may be given to the same supplier.</p> <p>(xxiii) Parking requirement with provision made: 4 nos. of truck lay byes.</p> <p>(xxiv) Details of Rain Water Harvesting: Rain water Harvesting at 500 mtrs at each side in 70.2 x2=140.4 km has been proposed.</p> <p>(xxv) If the project is in CRZ area: No Components in CRZ area: Not applicable Layout on CRZ map of 1: 4000 scale prepared by an authorised agency: Not applicable Appraisal by State Coastal Zone Management Authority (SCZMA) and copy of their recommendations: Not applicable</p> <p>(xxvi) If the project involves foreshore facilities: No, project does not involve foreshore facilities Shoreline study: Not Applicable Dredging details, disposal of dredge material: Not Applicable Reclamation: Not Applicable</p>
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	<p>Cargo handling with dust control measures: Not Applicable Oil Spill Contingent Management Plan: Not Applicable</p> <p>(xxvii) If the project involves Marine disposal: No, project does not involve marine disposal NOC from PCB in case of marine disposal: Not Applicable details of modelling study – details of outfall diffusers, number of dilutions expected, distance at which the outlet will reach ambient parameters: Not Applicable location of intake / outfall. Quantity: Not Applicable detail of monitoring at outfall: Not Applicable</p> <p>(xxviii) Brief description of Socio-economic condition of local people and R&R issues involved, if any:</p> <ul style="list-style-type: none"> • Average literacy rate of the project corridor is approximately 73.84% whereas male literacy is 85.22% and female literacy rate is 62.24%. • The composition of Schedule Caste (SC) in total population is 24.54% and Schedule Tribe (ST) is 17.18%. • Work Participation Rate of the study area is 49.17% in which males are 56.21% and females are 41.98%. Among the total workers 51.70% are main workers and rest 48.30% are marginal worker. • Project is passing through 45 nos. of villages, distributed across 8 Tehsils of of Bilaspur, Janjgir-Champa and Korba districts of Chhattisgarh. • The Greenfield project will affect 122 private properties (106 Residential, 9 commercial & 7 Residential cum commercial). • The proposed road improvement will affect 3 religious and two government structures. • Out of the 127 affected structures (including CPR'S), 80 are Pucca, 3 are kutchha structures and 44 are Semi-Pucca. • Total 31 project affected households (PAHs) are surveyed. • There are altogether 145 persons excluding children below the age of 6 years (family members of affected households). • Out of 145 PAPs, 73 are male and 72 are female. • By the proposed green field project, 145 people from 31 households will be affected and in which 50.34% are male and 49.66% are female. • Out of the 31 PAHs, 16 belongs to Other Backward Castes (OBC), 7 are Scheduled Caste, 2 belongs to Scheduled Tribe and the remaining 6 belongs to General caste. • Hindu population is 93.55% and remaining 6.45% families belongs to Muslim category. <p>(xxix) The R&R budget has been estimated to be INR 1655.4 crores.</p> <p>(xxx) Employment potential, No. of people to be employed: No. of people to be employed 900 (Including Permanent and Temporary)</p> <p>(xxxi) Benefits of the project: The proposed project shall enhance and improve the current route between Bilaspur and Korba which is narrow and zig-zag and thus needs to be straightened, widened and improved geometrically to mobilize the heavy traffic. Also, the commuters commuting between the route shall save both time and fuel. The Project will further have following benefits:</p> <ul style="list-style-type: none"> • High-speed connectivity and access: The projected corridor is a proposed economic corridor. This will avoid traffic congestion and speed-up the freight movement • Decongestion of existing National and State Highways: The proposed corridor will take away traffic pressures from existing SH and NH passing through various cities. Also, long-distance traffic will shift to the proposed corridor, thereby leaving the NH and SH for regional and local usage.
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- Usage shift: Long-distance traffic will shift from existing roads to the proposed Economic Corridor, resulting in lesser congestion on these highways.
- Improved safety: Due to access control, the Roadway & Travel Safety of the traffic connecting the cities will be enhanced as there will be minimum distractions & conflict zones
- Improvement in Social Infrastructure
- Aiding economic growth: The seamless connectivity will provide better access to vehicles as a link to the National Highways. The Project will reduce travel time and provide boost to trade and commerce linked to the regions connected through this economic corridor.
- Growth of backward areas: The biggest strength of the alignment is that it plans to cover backward districts of Chhattisgarh. As a result of connectivity and access to other parts of the country, these backward areas will be aided to integrate with rest of the world. Further, freight and passenger traffic on the economic corridor will help promoting ancillary economy of these regions.
- Support to industries: Different types of industries like Manufacturing, Tourism etc. along the proposed corridor will be facilitated in their business operation and reachability.

(xxxii) **Specialised Studies carried out for the project as per the ToR, if any:** Public Consultation, Risk Assessment and Social Impact Assessment has been carried out.

(xxxiii) **Details of Court cases, if any:** No Court Case in respect to the Project.

(xxxiv) Rs. 5.91 Crore is earmarked for CER.

(xxxv) Proposed project required ~506.0080 hectare land which includes 391.699 (77.41%) hectare of private, 66.7569 (13.19%) of government and remaining 47.552 (9.40%) hectare of forest land will be acquired

(xxxvi) The census survey has been carried out covering 100% Assets and PAHs, whereas, socio-economic survey has been conducted for 25% samples.

(xxxvii) Social indicator like demography, sex ratio, religious category, social stratification, education, health, occupational pattern, income categorisation and gender assessment were included in SIA.

(xxxviii) Land acquisition of about 506 ha of land is envisaged.

(xxxix) Alignment has been fixed after due consideration of social displacement associated with structure demolition.

(xl) 122 private structures (121 TH and 1 is NTH i.e. encroacher), 2 governments & 3 religious properties will be affected by the proposed greenfield project. All the structure will be fully impacted within the proposed RoW of 70 meter.

(xli) Out of 127 properties, 122 (96.06%) are private properties, 3 (2.36%) are religious properties (Temple/Church) and 2 (1.57%) are government structures.

(xlii) Water for the project shall be sourced from Surface Water Sources through Tanker Supply located along side the project highway

Sl. No.	Design Chainage	Name of Water Source
1	1+540	Arpa River
2	7+080	Kurung Left Bank Canal
3	16+065	Lilaghar River
4	57+375	Hasdeo Right Bank Canal
5	58+890	Hasdeo River
6	59+975	Hasdeo Left Bank Canal

(xlili) **Details of Quarry Area:**

Sl. No.	Description	Unit	Total Lead	Source
1	Borrow earth Average Lead Distance	Km.	7.00	Private land
2	Sand			Kanki Village - Hasdeo River
	Average lead from source to plant location	Km.	19.00	
	Average lead to site	Km.	25.00	
3	Stone Material - Boulder stone, aggregates, stone dust			Jayramnagar Village, Champa Village
	Average lead from source to plant location	Km.	28.00	
	Average lead to site	Km.	31.00	
4	Bitumen			Pradip refinery, Jagatsinghpur, Odhisa
	Average lead from source to plant location	Km.	554.00	
6	Cement	Km.	47.00	Bilaspur
7	HYSD/TMT Bars	Km.	192.00	Bhilai, Durg
8	Fly ash	Km.	26.00	NTPC Sipat

(xliv) **Details of Borrow Areas**

Sl. No.	Sample No.	Chainage (km)	Left/Right	Location	Lead (km)	Remarks
1	BA 01	5+500	Right	Kisan Parasada	2.0	Private Land
2	BA 02	7+500	Right	Bhilai Village	0.5	Private Land
3	BA 03	16+900	Right	Farhada Village	1.5	Private Land
4	BA 04	17+800	Right	Sankar Village	1.0	Private Land
5	BA 05	28+400	Right	Balaod Village	1.0	Private Land
6	BA 06	50+800	Right	Gumiya Village	2.5	Private Land
7	BA 07	57+100	Left	Kanebri Village	4.0	Private Land

(xlv) Noise Barrier are proposed in residential area located in near vicinity of the project. Location of noise barrier location is provided in table below. However, contractor shall again consult with the villagers for further input.

Order	Tentative Chainage	Side of the Proposed Highway	Approximate Length of barrier (m)
Noise Barrier 1	70000	LHS	60
Noise Barrier 2	67900	RHS	80
Noise Barrier 3	66100	Both	100
Noise Barrier 4	60300	Both	80
Noise Barrier 5	51200	Both	100
Noise Barrier 6	2100	RHS	80
Total Length			500

3.3.2 The EAC after detailed deliberations during 225th meeting held on 22nd October, 2019, observed the following:

	<ul style="list-style-type: none"> (i) EIA/EMP prepared for this project does not strictly follow the generic structure as per EIA Notification, 2006 as amended from time to time. For example, there is no detail of Social Impact Assessment and R&R Plan in the said EIA/EMP report. (ii) The disclosure of Consultant section in the EIA/EMP report does not declare that this particular EIA/EMP report has been prepared by the EIA Consultant. (iii) Not submitted activity wise fund provision for CER as per Ministry's OM dated 1st May, 2018. (iv) Proponent has not identified specific locations of water sources. (v) Proponent has not submitted the detailed compliance of TOR condition no. 20. (vi) Issues raised in Public Hearing (e.g. provisions of noise barriers) are not addressed in the EIA/EMP report.
3.3.3	<p>In view of above mentioned observations of the EAC during 225th meeting held on 22nd October, 2019, the proposal was <i>deferred</i> for want of following information/documents:</p> <ul style="list-style-type: none"> (i) Revised EIA/EMP following the generic structure strictly as per EIA Notification, 2006 as amended from time to time. EIA report should include the Social Impact Assessment and R&R Plan. (ii) The disclosure of Consultant section in the EIA/EMP should specifically mention that this particular EIA/EMP report has been prepared by the EIA Consultant. (iii) Submit the activities wise fund provision (calculated on slab basis) for CER as per Ministry's OM dated 1st May, 2018. (iv) Submit the details of identified specific locations of water sources along with map of SOI toposheets. (v) Submit the detailed compliance report of TOR condition no. 20. (vi) All issues raised in Public Hearing including that of provisions of noise barrier should be addressed adequately in the EIA/EMP report.
3.3.4	<p>The EAC after detailed deliberations during 230th meeting held on 28-29 January, 2020, observed that the issues regarding SIA and R&R Plan, water bodies, quarry area and Public Hearing, disclosure of consultant, compliance of ToR condition no. 20 etc., were addressed and EIA/EMP report is revised accordingly.</p>
3.3.5	<p>The EAC, after detailed deliberation during its 230th meeting on 28-29 January, 2020, recommended the project for grant of Environmental Clearance, with the following specific conditions in addition to all standard conditions applicable for such projects:</p> <ul style="list-style-type: none"> (i) This Environmental Clearance is subject to outcome of court cases pending against the project proponent at Hon'ble Supreme Court of India / High Court / other Courts, if any. (ii) The recommendations of Cumulative Impact Assessment studies for all the packages shall be provided (to the concerned Regional Office of the MoEF&CC) along with application for last package of proposed Highway along with the monitoring reports submitted time to time. (iii) Detailed plan of expenditure with implementation schedule to address issues raised during Public Hearing shall be prepared and submitted to the Regional Office of this Ministry within three months. The proponent shall adhere the strict compliance of above plan to utilize funds. (iv) No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources. State Pollution Control Board (SPCB) concerned shall not issue Consent to operate (CTO) till the project proponent obtains such permission(s). (v) Submit the Traffic circulation plan. (vi) The proponent shall obtain permission from the competent authorities for tree felling along the proposed alignment. (vii) Proponent shall plant 1,00,000 trees on either side along with the shrub plantation and grass carpeting in median of the proposed alignment. A comprehensive plan for afforestation using native species shall be provided as per the IRC Guidelines on

	<p>Landscaping and Tree Plantation (2009). Effort should be made to plant local fruit trees and Ficus species on both sides of the alignment.</p> <p>(viii) Quarry areas shall be developed as water reservoirs with proper fencing around quarry area. Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table. Provisions shall be made for oil and grease removal from surface runoff. Rainwater harvesting structures shall be provided near the disposal point of the side drains as prescribed by CGWB guidelines.</p> <p>(ix) As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1st May, 2018, and proposed by the project proponent, an amount of Rs. 13.58 crores (computed on slab basis for total budget of Rs. 1115.45 crores) shall be earmarked under Corporate Environment Responsibility (CER) for the activities such as support to Panchayats/local government, schools w.r.t. sanitation, health and hygiene, construction of public toilets in the surrounding villages, medical camps, rainwater harvesting, Installation of street lights in nearby villages as per requirement, rejuvenation and creation of water ponds, augmentation of drinking water facilities and provision of solid waste facilities viz. vermicompost and safe drainage of waste water in consultation with concerned Panchayats. The activities proposed under CER shall be restricted to the affected area around the project. The entire activities proposed under the CER shall be treated as a project and be monitored. The monitoring report shall be submitted to this Ministry's Regional Office concerned as a part of half yearly compliance report, and to the concerned authorities including District Collector. It should be posted on the website of the project proponent.</p> <p>(x) The RoW shall not exceed 70m at any point of the proposed 8-lane alignment, except for the junction improvement at the intersections of the other roads. Standardisation of ROW for plain land and forest land to be defined and to be remain constant for all the packages.</p> <p>(xi) The proponent has proposed diversion of 47 ha for forest land by considering RoW of 100m. But, RoW to be reduced from 100m to 70m, hence, the proponent shall have to reduce the area under diversion of forest land, accordingly.</p> <p>(xii) The proponent shall obtain the Forest Clearance for diversion of forest land as mentioned above, as required under the Forest (Conservation) Act, 1980. Project proponent shall submit an undertaking that work on non-forestry land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.</p> <p>(xiii) Commencement of work in non-forest land will not confer any right on the user agency with regard to grant of approval under the Forest (Conservation) Act, 1980.</p>
3.4	Development of Industrial Park at Therkuveerapandiyapuram and Meelavitan villages, Thoothukudi District, Tamil Nadu by M/s State Industries Promotion Corporation of Tamil Nadu Ltd. (SIPCOT) – Terms of Reference [Proposal No. IA/TN/NCP/125893/2019] [F. No. 21-1/2020-IA.III]
3.4.1	<p>The project proponent along with the EIA consultant M/s Centre for Environment, Health and Safety, Annamalai University made a presentation and provided the following information:</p> <p>(i) Proposal: SIPCOT TUTICORIN INDUSTRIAL PARK is envisaged for the following category Industries</p> <ul style="list-style-type: none"> • Petroleum refining industry-4(a) • Petro-chemical complexes – 5(c) <p>(ii) Nature of project: New/Expansion/Amendment/Extension etc.: New</p> <p>(iii) Location (Plot No./ Village/ Tehsil/ District): Village: Thekkuveerapandiyapuram and Meelavittan, Tehsil: Ottapidaram and Tuticorin, District: Tuticorin.</p>

- (iv) **Geo-coordinates of project site:**
 - Latitude: 08° 49' 48.28" to 08° 50' 33.25" N
 - Longitude: 78° 03' 51.69" to 78° 04' 48.82"E
- (v) **Investment/Cost of the project:** 250 crores
- (vi) **Item of Schedule to the EIA Notification, 2006:** 7(C) -A Category:
Member Industries will have any of the Two classified project activities or Sectors [4(a) and 5(c)], falling under A Category in the purview of EIA Notification, 2006.
- (vii) **Why appraisal/ approval is required at the Central level:** A Category Project.
- (viii) **Project brief: Total area, Land use of site and 10 km radius of project site, project components, connectivity to the site etc:** 466.503 HA.

Sl. No.	Description	Area (ha)
1.	Industrial Plots (60%)	279.90
2.	Roads, Drains and SIPCOT Office etc.	22.66
3.	EB	10
4.	Green belt Development (33%)	153.94
Total Area		466.503

- The proposed IP will be connected by main roads with state and National Highways.
- The VOC Port at 15 Km can help the member industries for goods transport.
- An elaborate Traffic and road plan will be developed for the use of member Industries and implemented by SIPCOT.
- (ix) **Justification for selection of the site:** Nearby Port
 - Industrial Environment of Tuticorin
 - Availability of land that requires no R&R
- (x) **Terrain, level with respect to MSL, requirement of filling if any:** 15m
- (xi) **Rehabilitation involved if any:** Not applicable
- (xii) **Details of water bodies, impact on drainage, if any:** No notified river or water body is available in the project impact area.
- (xiii) **Water requirements, sources (during construction and operation phases):** The water to the tune of 2 MGD will be made available through Water Drawing facility from River Tamiraparani.
- (xiv) **Groundwater extraction/usage:** Nil
- (xv) **Whether the project is in Critically Polluted area:** No
- (xvi) **Tree cutting, types, numbers, girth size etc.:** Not applicable
- (xvii) **If the project involves diversion of forest land:** No
 - Extent of the forest land: Nil
 - Status of forest clearance: Nil
- (xviii) **If the project falls within 10 km of Protected Areas including National Parks, Sanctuaries and Tiger Reserves etc.:** No
 - Name of Protected Areas including National Parks, Sanctuaries and Tiger Reserves etc. and distance from the project site: Nil
 - Status of clearance from National Board for wild life: Nil
- (xix) **Whether project site is in CRZ area if yes furnish the CRZ map:** Not Applicable
- (xx) **CETP:** No
 - Type of effluent, Quantity, effluent conveyance system from the member units to CETP with CETP capacity: Nil
 - Treatment and usage of treated sewage with STP capacity: Nil

	<p>(xxi) Incinerator: Types of wastes, sources, collection, treatment, waste generation and disposal: Not Applicable</p> <p>(xxii) R&R issues involved, if any: No</p> <p>(xxiii) Employment potential, No. of people to be employed: SIPCOT envisions creating employment opportunities for not less than 10000 peoples of varied qualification and competence, directly in the proposed IP. Nevertheless, the proposed IP will also enable atleast another 5000 peoples to have some means of employment indirectly to support the activities of the member industries.</p> <p>(xxiv) Benefits of the project: Oil refining capacity in the light of more oil well exploration projects in Tamilnadu. Production of Petroleum products in Tamilnadu which are currently being drawn from Gujarat and Maharashtra/Employment facility. Compatible use of land and coastal resources.</p> <p>(xxv) Details of Court cases, if any: No.</p>
3.4.2	<p>In view of above mentioned observations of the EAC during 230th meeting held on 28-29 January, 2020, deferred the proposal for want of following information/documents:</p> <p>(i) The proponent has not given three alternative sites for the proposed industrial activities being highly polluting.</p> <p>(ii) Submit following undertakings:</p> <ul style="list-style-type: none"> • that no construction has been done at the proposed site. • that no legal case is pending in any court/tribunal. <p>(iii) Submit the copy of letter dated 29th May, 2018 regarding cancellation of land allotment.</p> <p>(iv) Submit the copy of water allotment from from the Chennai Metro Water Supply and Sewerage Board (CMWSSB).</p> <p>(v) Submit the revised layout overlaid on google map (using kml file) shall be presented before the EAC.</p> <p>(vi) Submit the layout plan of earlier Industrial Area and proposed Industrial Area.</p> <p>(vii) Provide water requirement details along with the water balance chart.</p> <p>(viii) Submit the revised Form-1 to rectify the discrepancies in figures regarding water requirement etc. and total area of the proposed project site.</p> <p>(ix) Site selection for the proposed Industrial Estate shall be planned according to guideline of CPCB's programme on Zoning Atlas for siting of Industries.</p> <p>(x) The planning of Industrial Estate should be based on the criteria mentioned in this Ministry's Technical EIA Guidance Manual for Industrial Estate (2009) prepared by IL&FS Ecosmart Limited, Hyderabad. The proponent shall revise the layout and planning of the proposed Industrial Estate. EIA/EMP report should also be revised accordingly.</p>
3.5	<p>Development of Chennai-Bengaluru Industrial Corridor (CBIC) in Tumakuru and Sira Taluka, Tumakuru district, Karnataka by M/s Tumakuru Industrial Township Limited – Terms of Reference [Proposal No. IA/KA/NCP/128708/2019] [F.No. 21-2/2020-IA.III]</p>
3.5.1	<p>The project proponent along with the EIA consultant M/s Ramky Enviro Services Private Limited, Hyderabad, made a presentation and provided the following information:</p> <p>(i) Proposal: The proposal is for development of Industrial Township in Tumakuru District, Karnataka with project titled “Chennai-Bengaluru Industrial Corridor-Tumakuru Industrial Township Limited (KIADB)”.</p> <p>(ii) Nature of project: New/Expansion/Amendment/Extension etc.: New</p> <p>(iii) Location (Plot No./ Village/ Tehsil/ District): The proposed project is present at Tumakuru and Sira Taluks in Tumakuru District, Karnataka.</p> <p>(iv) Geo-coordinates of project site: The Geo-coordinates of the project are presented as attachment 2.</p>

	<p>(v) Investment/Cost of the project: The estimated cost for the proposed project is Rs. 8000 crores.</p> <p>(vi) Item of Schedule to the EIA Notification, 2006: 7(c) Industrial estates/ parks/ complexes/ areas, export processing Zones (EPZs), Special Economic Zones (SEZs), Biotech Parks, Leather complexes.</p> <p>(vii) Why appraisal/ approval is required at the Central level: As per EIA Notification, 14th September 2006, Industrial estates with area greater than 500 ha. and housing at least one Category B industry shall require prior environmental clearance from the Central Government in the Ministry of Environment and Forests (MoEF&CC). Accordingly, the present project requires appraisal / approval at the central level.</p> <p>(viii) Project brief: Total area, Land use of site and 10 km radius of project site, project components, connectivity to the site etc.:</p> <ul style="list-style-type: none"> • The proposed project spreads over an area of 3433.41 hectares (8484.15 acres). • The land use of site comprises of plantation and cropland along with fallow and scrub land scattered around, along with few water bodies. • The proposed project will comprise of industrial area along with infrastructure facilities such as residential area, commercial and social amenities, logistic hub, utilities (water supply and distribution system, storm water drains, electrical distribution network, internal street lightening, waste water and waste management facilities) open space for internal access and road development. • The proposed project site is well connected by road and railways. The nearest access road is NH-48 (Delhi-Chennai) passing through the site, nearest railway station is Heggere railway station at a distance of around 15 km (S); the nearest airport is Bengaluru airport at distance of around 77 km (SE) and the nearest seaport is Mangalore port at a distance of around 240 km (W). <p>(ix) Justification for selection of the site: The important features of the site making it suitable for Industrial Township include:</p> <ul style="list-style-type: none"> • The site lies along either sides of NH-48 (within the stretch of the Golden Quadrilateral consisting of Mumbai-Pune-Bengaluru-Chennai), provides a strong regional connectivity with metro cities like Mumbai and Bengaluru along with several industrial towns like Chitradurga and Davangere. • Tumakuru node is well connected regionally, in terms of road, rail and airways and is anticipated to enhance further. • The area has an existing industrial park (Vasantha Narasapura) within the node. • Tumakuru has the distinct advantage as the satellite town to Bengaluru. • It has the potential to integrate with wider Bengaluru industrial and economic cluster which includes automobile and electronics industrial hubs such as Bidadi (Toyota Hub) and Narasapura etc. • It holds greater potential to provide faster returns on investments • In the view of short-term development, this is the highest potential industrial node in Karnataka state. • The development of Tumakuru node and associated infrastructure will be beneficial for surrounding industrial activities. • There are no ecologically sensitive areas such as Wild Life Sanctuaries, National parks, Critically Polluted Areas, etc., within 10 km radius from the proposed site. • There is no costal area in the study area. • The site is not falling in flood plain and there is no major river flowing near the study area
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	<p>(x) Terrain, level with respect to MSL, requirement of filling if any: The topographic elevation at the project site is ranging from 720 to 825 meters above mean sea level (reference: elevation data of SRTM [Shuttle Radar Topography Mission]). Requirement of filling can be done as required during construction process.</p> <p>(xi) Rehabilitation involved if any: All the land is acquired by KM/s IADB and no rehabilitation is required</p> <p>(xii) Details of water bodies, impact on drainage, if any: There are few water bodies near to the site in north and south east directions at a distance of 5.5 to 9 km range. Local natural drainage shall be taken into consideration while planning, designing and construction. Storm water drainage system will be implemented and maintained during construction and development phases. All preventive measures and mitigation will be implemented as required. Accordingly, no change to existing water bodies or no diversion of streams is envisaged and no drainage courses and water bodies will be affected. Sufficient green belt and development zone will be provided all along the natural streams.</p> <p>(xiii) Water requirements, sources (during construction and operation phases): Gross water demand for “Tumakuru Industrial Township Limited” during operations is around 130 MLD out of which around 69 MLD is fresh water and around 61 MLD is treated water requirement. The raw water is proposed to be supplied from Yattinhole project (water supply scheme to Tumakuru district) to Sorekunte Lake and subsequently to water treatment plant (3.5 km transmission pipe length) for further supply to the proposed project, as a part of Tumakuru node. Correspondingly, additional water allocation from existing Hemavathy LBC is intended to meet the fresh water demand for Tumakuru industrial node for which government is in advance stage of proposals. The treated water demand is proposed to be catered from Bheemasandra tertiary treatment plant over Bheemasandra Lake -16 km and further through on-site treatment facilities that will be established in subsequent phases of project development.</p> <p>(xiv) Groundwater extraction/usage: Nil</p> <p>(xv) Whether the project is in Critically Polluted area: No, the project doesn't classify under Critically Environmental Pollution Index, hence it is not in critically polluted area.</p> <p>(xvi) Tree cutting, types, numbers, girth size etc.: There are variety of d trees like <i>Phoenix sylvestris ROXB</i>, <i>Acacia catechu</i>, <i>Areca Catechu</i>, <i>Cocos nucifera</i>, and shrubs like <i>Parthenium hysterophorus</i>, <i>Calotropis gigantean</i>, <i>Lantana camara</i> and some <i>poaceae species</i> etc. in some of the patches of the project area. Most of the trees will be retained as block plantations and road plantation and in case the trees are cut, compensatory plantation in the ratio of 1:3 (i.e, planting of three trees for every one tree that is cut) shall be done and maintained. However, shrubs, thorny bushes and weeds are going to be removed as required during the development of the project facilities. Green belt to a width of 15 meters will be provided all along the periphery of the industrial area and will be developed for around 33% green belt in the project site by KIADB and individual industrial sectors.</p> <p>(xvii) If the project involves diversion of forest land:</p> <ul style="list-style-type: none"> • Extent of the forest land: No forest land is involved and diversion is not anticipated for the proposed project • Status of forest clearance; Forest clearance is not required for the present project <p>(xviii) If the project falls within 10 km of Protected Areas including National Parks, Sanctuaries and Tiger Reserves etc.:</p> <ul style="list-style-type: none"> • Name of Protected Areas including National Parks, Sanctuaries and Tiger Reserves etc. and distance from the project site: The project area does not
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	<p>cover protected areas including national parks, sanctuaries and tiger reserves etc.</p> <ul style="list-style-type: none"> • Status of clearance from National Board for wild life: No clearance from national board for wild life is required for the project. <p>(xix) Whether project site is in CRZ area if yes furnish the CRZ map: The project site is not in CRZ area.</p> <p>(xx) CETP:</p> <ul style="list-style-type: none"> • Type of effluent, Quantity, effluent conveyance system from the member units to CETP with CETP capacity: The industrial park proposes zero liquid discharge (ZLD) by providing Common Effluent Treatment Plant (CETP) to cater the waste water generated from all the industrial units. It is estimated that around 40.35 MLD of the effluent is generated from the industries and will be conveyed through pipelines to the proposed CETP of capacity of around 45 MLD. • Treatment and usage of treated sewage with STP capacity: It is proposed to construct Sewage Treatment Plant (STP) of 32 MLD to treat domestic waste water. The treated water will be reused for industrial activities as well towards landscape / horticultural activities. <p>(xxi) Incinerator: Types of wastes, sources, collection, treatment, waste generation and disposal: Incinerator is not proposed for the present project. Both domestic and industrial activities are anticipated to generate solid waste, where the generated domestic solid waste will comprise of biodegradable waste, recyclables and inert waste. These wastes consist of both hazardous and non-hazardous wastes. Integrated solid waste management facility is proposed for handling Municipal Solid Waste (MSW) generated. Hazardous waste shall be disposed by individual industry to nearby TSDF in Karnataka.</p> <p>(xxii) R&R issues involved, if any: None. The proposed project does not involve any R&R issues.</p> <p>(xxiii) Employment potential, No. of people to be employed: Proposed “Tumakuru Industrial Township Limited” is likely to generate employment close to around 3.7 lakhs.</p> <p>(xxiv) Benefits of the project: The present project is implicated to be on one of the prime positions on development landscape that could potentially contribute to the economic growth of the region and subsequently to the nation. It is structured to provide smooth access to industrial production units, reduce transportation logistic costs, improve delivery time as well as decrease inventory cost thereby ensure increased private investments in manufacturing and industrial activity in the three states. Precisely the project is in accordance with GoI’s policy “National Manufacturing Policy” and consequently the project bolsters the Government’s vision to emerge as a preferred manufacturing destination for investors, increase manufacturing sector contribution to India’s GDP which directly translates into superior national economic growth subsequently generate greater employment opportunities in the country, as well enrich the economic and social life of the personnel involved.</p> <p>(xxv) Details of Court cases, if any: None</p> <p>(xxvi) Proponent has submitted an undertaking to exclude (a) Pharmaceutical, (b) Polluting Chemical, (c) Dye and (d) Synthetic rubber sectors from the proposed list of industries to be established in the Chennai Bengaluru Industrial Corridor – Tumakuru Industrial Township.</p>
3.5.2	<p>In view of above mentioned observations of the EAC during 230th meeting held on 28-29 January, 2020, recommended the project for grant of Terms of Reference (ToR), and for preparation of EIA/EMP report with public consultations subject to compliance of all conditions as notified in the standard ToR applicable for such projects and specific conditions, as mentioned below:</p>

	<ul style="list-style-type: none"> (i) The planning of Industrial Estate should be based on the criteria mentioned in this Ministry's Technical EIA Guidance Manual for Industrial Estate (2009) prepared by IL&FS Ecosmart Limited, Hyderabad as well as CPCB's Zoning Atlas Guidelines for siting industries. (ii) No water polluting/chemical industries should be planned in order to protect various water bodies (ponds for irrigation purpose) in the area. The proponent shall revise the layout and planning of the proposed Industrial Estate. (iii) Proponent shall submit the copy of water allocation from competent authorities of Yattinhole project and Hemavathy LBC, as mentioned by the Proponent, at the time of Environmental Appraisal of this project. (iv) Water balance chart be prepared and submitted along with EIA/EMP report. (v) Proponent shall submit the catchment details along with drainage flow pattern of the region at large scale maps (using SOI toposheets 1:50,000) for revised area (1208.81 ha) and also describe the other details like land use (especially forest and agricultural patches) at the time of Environmental Appraisal of this project. (vi) Industries of sectors like (a) Pharmaceutical, (b) Polluting Chemical, (c) Dye and (d) Synthetic rubber sectors shall not be established in the proposed project. (vii) Submit a certificate from local DFO that no forest land is involved in the proposed Industrial Park. (viii) Since, the Reserved Forests are located all around the proposed project site, Proponent shall prepare the detailed plan in consultation with the State Forest Department for the conservation of the Reserved Forests and plant/animal species within the Reserved Forests. (ix) Proponent shall ensure the conservation and development of nearby water bodies in the surrounding areas. (x) Proponent shall not do any coal-based operation. Instead, possibilities to be explored for gas/electricity-based operations. Option to utilise solar power and wind energy should also be worked out. (xi) Proponent shall ensure that proposed site is least 250m away from existing Highways and thick green-belt is developed in between. (xii) The activities and budget earmarked for Corporate Environmental Responsibility (CER) shall be as per ministry's O.M No 22-65/2017-IA.III dated 1st May, 2018 and the action plan on the activities proposed under CER shall be submitted at the time of appraisal of the project included in the EIA/EMP Report. (xiii) The PP shall not use groundwater without obtaining approval from CGWA/SGWA as the case may be. The project proponent shall obtain necessary permission from Competent Authority to use surface water. (xiv) The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M) dated 25th October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.
3.6	Development of National Investment and Manufacturing Zone (NIMZ) at Kalinganagar, District Jaipur, Odisha by M/s Odisha Industrial Infrastructure Development Corporation (IDCO) – Terms of Reference [Proposal No. IA/OR/NCP/130256/2019] [F. No. 21-3/2020-IA.III]
3.6.1	<p>The project proponent along with the EIA consultant M/s Centre for Envirotech & Management Consultancy Private Limited, Bhubaneswar, made a presentation and provided the following information:</p> <ul style="list-style-type: none"> (i) Proposal: Development of National Investment & Manufacturing Zone at Kalinganagar, District-Jajpur, Odisha. (ii) Nature of project: New/Expansion/Amendment/Extension etc.: New (iii) Location (Plot No./ Village/ Tehsil/ District): The project will have plots from 43 villages such as Badasulidiha, Baghuapal, Baliapal, Balungabandi, Barakhai, Baradia, Chandia, Dasmania, Dhanurjoypur, Dhapankhi, Duligarh, Duburi, Gadapur,

	<p>Gobarghati, Godigotha, Golagan, Hatimunda, Jakhapura, Jampasi, Kacherrigan, Kantipur, Khairadiha, Khurunti, Managobindapur, Manatira, Mandpara-76, Manglapur, Manoharpur-189, Mirigchara, Nadiabhanga, Nimapali, Nuagan, Nuagaon, Olal-220-01, Panchabatia, Rabana, Sarangapur, Rampilo, Ranagundi, Saransa, Satabainsia, Sulia, Trijanga. For examples Plot No.- 94 53 64 114 74 30 101 119 93 141, and many more plot numbers located in Kalinganagar area. Tehsil-Jajapur Road District- Jajpur State- Odisha</p> <p>(iv) Geo-coordinates of project site: It lies between 85°40' to 86°44' East longitudes and between 20°33' to 20°10' North latitude.</p> <p>(v) Investment/Cost of the project: INR 10627 Crores</p> <p>(vi) Item of Schedule to the EIA Notification, 2006: 7c Schedule</p> <p>(vii) Why appraisal/ approval is required at the Central level: Appraisal/approval is required at the Central level because the area involved is more than 500 ha.</p> <p>(viii) Project brief: Total area, Land use of site and 10 km radius of project site, project components, connectivity to the site etc.: The KNIMZ has been conceived in accordance with the objective of the GoI's NIMZ policy to develop as a self-sustained economic region with processing area supported by adequate non-processing area. KNIMZ is proposed to be developed such that output from one unit would become input for another. The envisioned project, Kalinganagar National Investment and Manufacturing Zone (KNIMZ), is proposed to cover an area of 16327 hectares. It would integrate the existing industrial base of KNIC with the facilities and incentives provided by a NIMZ to develop a world class industrial zone. This would result in the development of a self-sustained cluster in the value chain of metallurgical industries. Major steel producers like Tata Steel, Visa Steel, Jindal stainless, Neelanchal Ispat Nigam Limited etc have established manufacturing plants in KNIC. The individual industries are operating with Environment Clearance from MoEF&CC, Delhi and Consent to Operate from Orissa State Pollution Control Board, Bhubneshwar.</p> <p>Land-use of existing area includes industrial area (21.57%), existing village settlement (5.57%), roads and its widening (1.98%), existing railway lines (2.33%). Land-use of proposed area includes Industrial area (21.19%), Residential area (7.51%), Commercial area (0.11%), Mixed-use (2.44%), Public Facility Zone (1.83%), Knowledge Park (1.98%), Transportation (1.88%), New Proposed Roads (3.43%).</p> <p>The site for NIMZ is a part of Kalinganagar Development Authority (KNDA) and has been proposed keeping in view the existing Industrial growth, certain natural and man-made physical features like River Brahmani on the southern side, National Highway-53 (200), proposed Angul-Sukinda rail line on the north and the State Highway-20 on the west. Kalinganagar is about 100km from the state capital, Bhubaneswar. Besides, it is also linked with Cuttack and Paradip port by both rail and road. Kalinganagar enjoys one of most strategically located Industrial Region which is connected with the Upstream Mineral & Coal belts and as well as market and port locations which offers an cost advantage in logistics to all industries.</p> <p>(ix) Justification for selection of the site: The site for NIMZ is a part of Kalinganagar Development Authority (KNDA) and encircling KNIC area has been proposed keeping in view the existing industrial growth. Kalinganagar enjoys one of most strategically located industrial region which is connected with the upstream mineral & coal belts and as well as market and port locations which offers an cost advantage in logistics to all industries.</p> <p>(x) Terrain, level with respect to MSL, requirement of filling if any: The area is more or less North to South trending land terrain with a few intermittent saucer type depressions, ridges and valleys having steep gradient. The site slopes from North to</p>
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	<p>Southeast direction towards Brahmani River. These are few mountains in the southern part of the project site having maximum elevation of around 250m. Cutting and filling shall be required for leveling of land.</p>
(xi)	<p>Rehabilitation involved if any: Rehabilitation is involved and shall be done as per RFCTLARR Act, 2013 and Odisha RCTLARR Rules, 2016.</p>
(xii)	<p>Details of water bodies, impact on drainage, if any: Impact on Drainage: The Master plan proposes to protect the existing natural resources like water bodies existing on site. Adequate buffer has been provided to protect the numerous ponds and streams passing through the site. The drainage plan has also been worked out while protecting the existing natural drainage channels of the site.</p>
(xiii)	<p>Water requirements, sources (during construction and operation phases): The total water demand for the proposed development is estimated at 305 MLD. The fresh water demand is 180 MLD and the balance water demand of 125 MLD. Brahmani River will be made available to meet the requirement of the KNIMZ.</p>
(xiv)	<p>Groundwater extraction/usage: Water required for the project shall be taken from Brahmani River.</p>
(xv)	<p>Whether the project is in Critically Polluted area: The project is not located in Critically Polluted Area.</p>
(xvi)	<p>Tree cutting, types, numbers, girth size etc.: This is for ToR application and tree cutting details are not available yet.</p>
(xvii)	<p>If the project involves diversion of forest land: Yes. The forest land involved within the site is 5846.61 ha, of which forest diversion for 2284.74 ha has already been obtained and application for diversion of rest of the forest land has been applied.</p> <ul style="list-style-type: none"> • Extent of the forest land: 3561.97 ha • Status of forest clearance: Applied for Stage I forest clearance vide proposal no. FP/OR/IND/43268/2019
(xviii)	<p>If the project falls within 10 km of Protected Areas including National Parks, Sanctuaries and Tiger Reserves etc.: The project doesn't fall within 10 km of National Parks, Sanctuaries and Tiger Reserves etc. However, as mentioned in the website of Wildlife Conservation in Odisha, the Government of Orissa in 2004 proposed to constitute two new Elephant Reserves (ER) viz. the Brahmani-Baitarani ER and South Odisha ER. The Brahmani-Baitarani ER is falling within 10 km radius of the proposed KNIMZ area. In an Article published in Down to Earth on 4th July, 2015, the Government of Orissa has withdrawn the proposal to create the South Orissa Elephant Reserve and the Baitarani Elephant Reserve under Project Elephant.</p>
(xix)	<p>Whether project site is in CRZ area if yes furnish the CRZ map: The project is not location in coastal region</p>
(xx)	<p>CETP: The industries shall have their own effluent treatment plants.</p> <ul style="list-style-type: none"> • Type of effluent, Quantity, effluent conveyance system from the member units to CETP with CETP capacity: Not applicable • Treatment and usage of treated sewage with STP capacity: Total quantity of waste water that would be generated and collected through extensive sewerage system will be 162 MLD. 4 STPs are proposed amounting to a total capacity of 214 MLD. Treated wastewater is proposed to be reuse for Industrial use, flushing and gardening. It is considered that the waste water from existing industrial areas will not be connected to this network
(xxi)	<p>Incinerator: Types of wastes, sources, collection, treatment, waste generation and disposal: Incinerators do not form a part of this project.</p>
(xxii)	<p>R&R issues involved, if any: Rehabilitation is involved and shall be done as per RFCTLARR Act, 2013 and Odisha RCTLARR Rules, 2016.</p>

	<p>(xxiii) Employment potential, No. of people to be employed: 3,89,751 persons</p> <p>(xxiv) Benefits of the project: The development of the site as NIMZ and the subsequent increase in the economic activity in the area is estimated to provide employment to a total of 3,89,751 persons.</p> <p>(xxv) Details of Court cases, if any: Not Applicable</p>
3.6.2	<p>The EAC after detailed deliberations during 230th meeting held on 28-29 January, 2020, observed the following:</p> <p>(i) Proponent has mentioned that there is no protected area within 10 km range of the proposed site. However, the Government of Odisha in 2004 had proposed to establish two Elephant Reserves, i.e., Brahmani-Baitarani ER and South Odisha ER under Project Elephant of The Government of India. The Brahmani-Baitarani ER is falling within 10 km radius of the proposed KNIMZ area. Subsequently, as per an Article published in Down to Earth on 4th July, 2015, the Government of Orissa has withdrawn the proposal to create the South Orissa Elephant Reserve and the Baitarani Elephant Reserve under Project Elephant.</p> <p>(ii) The proposed project site, i.e., Kalinganagar National Investment and Manufacturing Zone (KNIMZ), encompasses the Kalinga Nagar Industrial Complex (KNIC) wherein major steel producers like Tata Steel, Visa Steel, Jindal stainless, Neelanchal Ispat Nigam Limited etc. have established their manufacturing plants. There is need to check the status of Forest Clearance to these industries and violation to Forest Clearance conditions, if any.</p> <p>(iii) Final approval has been obtained to established the KNIMZ, but government notification is yet to come.</p> <p>(iv) Proponent has not provided tree cutting details.</p> <p>(v) Proponent needs to revised the entire proposal by excluding area under KNIC from the proposed KNIMZ.</p> <p>(vi) There is discrepancy in area of KNIC. As per documents submitted the area is 5456.80 ha, however during presentation, it was mentioned as 6000 ha.</p>
3.6.3	<p>In view of above mentioned observations of the EAC during 230th meeting held on 28-29 January, 2020, returned the proposal in present form. The proponent shall ensure the submission of following information/document while submitting the proposal.</p> <p>(i) Proponent shall submit the copy of notification issued by Government declaring KNIMZ.</p> <p>(ii) Provide clarification about discrepancy in KNIC area as stated above.</p> <p>(iii) Submit the copies of stage-1 and stage-2 Forest Clearance for already diverted forest land.</p> <p>(iv) Proponent shall submit the plan showing the already diverted forest land and status of the forest land (including 163 km² area) to be diverted.</p> <p>(v) Compliance report of Forest Clearance conditions.</p> <p>(vi) Proponent shall submit a certificate from Chief Wildlife Warden regarding the status of the Elephant Reserves and Elephant Corridors if any within the 50 km radius of the proposed project site.</p> <p>(vii) Further, proponent shall submit a certificate from Chief Wildlife Warden that no protected area is located within 10 km radius of the project.</p> <p>(viii) Since, the EAC has suggested to exclude KNIC area from the KNIMZ area, Proponent shall revise the proposal entirely. Accordingly, the Form-1, PFR and other desired documents such as notification of NIMZ etc. shall be revised and submitted to this Ministry.</p> <p>(ix) The planning of Industrial Estate should be based on the criteria mentioned in this Ministry's Technical EIA Guidance Manual for Industrial Estate (2009) prepared by IL&FS Ecosmart Limited, Hyderabad. The proponent shall revise the layout and planning of the proposed Industrial Estate. EIA/EMP report should also be revised accordingly.</p>

	<p>(x) Proponent shall provide the category wise list of industrial units (A or B) as per EIA Notification, 2006 as amended from time to time.</p> <p>(xi) Proponent shall submit a Forest Biodiversity Conservation Plan for already diverted Forest land, if applicable after revised the layout plan by excluding the KNIC area.</p> <p>(xii) Proponent shall submit detailed R&R plan along with Social Impact Assessment in EIA/EMP report.</p> <p>(xiii) A thorough study be undertaken with respect to the movement of elephants in this area, impact of project on elephant movement and mitigation measures.</p>
3.7	<p>Development of Coastal Employment Unit (Industrial Park) at Kamarajar Port in the villages of Ennore, Puzhuthivakkam and Athipattu, district Tiruvallur, Tamil Nadu by M/s Kamarajar Port Limited – Terms of Reference [Proposal No. IA/TN/NCP/135607/2020] [F.No. 21-4/2020-IA.III]</p>
3.7.1	<p>The project proponent along with the EIA consultant M/s L&T Infrastructure Engineering Limited, made a presentation and provided the following information:</p> <p>(i) Proposal: Development of Coastal Employment Unit (Industrial Park) at Kamarajar Port.</p> <ul style="list-style-type: none"> • Sagarmala’s National Perspective Plan (NPP) proposed 14 CEZs • Out of 14 CEZs, three are located in Tamil Nadu <ul style="list-style-type: none"> ○ Kamarajar, Chennai and Kattupalli Port; Tuticorin; Karaikal • Coastal Employment Units (CEUs) are specific Industrial estate/cluster projects with a demarcated boundary in CEZ • CEU will aim to develop port-proximate industrial manufacturing units <ul style="list-style-type: none"> ○ Reduction in logistic cost ○ Better utilisation EXIM and domestic cargo <p>(ii) Nature of project: New</p> <p>(iii) Location (Plot No./ Village/ Tehsil/ District): Plot: Survey No. 1, 252, 255 – Ennore Survey No. 143 (Part), 46, 47 & 49 – Puzhuthivakkam Survey No. 354, 354/1 (Part) – Athipattu Village: Ennore, Puzhuthivakkam and Athipattu, Tehsil: Ponneri, District: Tiruvallur, State: Tamil Nadu</p> <p>(iv) Geo-coordinates of project site: Latitude: 13°15’40” N Longitude: 80°18’39” E</p> <p>(v) Investment/Cost of the project: The cost estimated for development of infrastructure in the project site is 217 Crores.</p> <p>(vi) Item of Schedule to the EIA Notification, 2006: 7(C), Industrial Park Industries to be housed in CEU attract EIA Notification 2006 (as amended under activity 3a – Metallurgical Industries 5a – Chemical Fertilizers 5e – Petrochemical based processing 5f – Synthetic organic chemical industry</p> <p>(vii) Why appraisal/ approval is required at the Central level: CEU (Industrial Park) is proposed in an area of 326.73 acres (132.22 ha) and anticipated industries will under 3a – Metallurgical industries; 5a – Chemical fertilizers; 5e – Petrochemical based processing; 5f – Synthetic organic chemical industry which will fall under category of A of EIA Notification 2006 (as amended).</p> <p>(viii) Project brief: Total area, Land use of site and 10 km radius of project site, project components, connectivity to the site etc.: The CEU (Industrial Park) is envisaged to be developed on 326.73 acres (132.22 ha) of port land in parts of villages of Ennore, Attipattu & Puzhuthivakkam in Ponneri taluk of Tiruvallur district.</p> <p>Land use of 10km radius: The surrounding 10km radius land use of the site comprises of Wasteland – Scrub land; Built-up – Industrial, Rural, Urban; Agriculture – Crop land, Plantation; Forest –</p>

Mangrove; Water bodies – River/Canal, Lakes/Ponds and sea (Bay of Bengal), Inland Wetland.

S.No	Class	Area (ha)	Area (acres)	% of Area
1	Agriculture -Crop land	4975.31	12294.25968	13.32%
2	Agriculture-Plantation	902.11	2229.162524	2.42%
3	Builtup-Urban	867.83	2144.454793	2.32%
4	Builtup-Rural	2072.09	5120.246283	5.55%
5	Builtup-Industrial	4510.28	11145.14544	12.07%
6	Forest -Mangrove	18.9	46.7029206	0.05%
7	Scrubland	6346.17	15681.72876	16.99%
8	Waterbodies-River	999.89	2470.782184	2.68%
9	Waterbodies-Ponds	2305.82	5697.805734	6.17%
10	Waterbodies-inland	118.94	293.9071628	0.32%
11	Sea	14236.98	35180.34638	38.11%
	Total	37354.32	92304.54185	100.00%

Land use of site: The land use of the project site is port land and the present land cover is majorly Barren uncultivable land and has approximately 6 acres of Built-up (Power sub-station, Temple and other structures).

Project Components: The various investments with different product mix proposed for the CEU comprises of Industrial area along with open space/green belt, utilities, roads, commercial area and pipeline corridor.

Utilities are planned and zoned across the project site. It will include water supply system, WW/sewage network and wastewater treatment facility, waste management facilities, power substation and distribution network, fire station. Based on the requirement, these facilities are spread across the project site. Logistic hub will include warehousing, storage facility, container terminal, truck parking facility, workshops, weigh bridge, etc.

The manufacturing area comprises of multi-sector industries. Focus Sectors for investment envisaged for CEU at Kamarajar Port are:

S.No	Focus-Sector	Anticipated Types of industries/activities
1.	Pharmaceuticals	Bulk drugs and intermediates, medicinal chemical and botanical products
2.	Petrochemical	Petrochemical products and petrochemical based processing industries
3.	Electronics	Electronic components
		Computers and peripheral equipment
		Communication equipment
		Consumer electronics
		Measuring, testing, navigating and control equipment; watches and clocks
4.	Engineering	Domestic appliances
		Basic iron and steel
		Casting of metals

		General purpose machinery
		Special purpose machinery
		Other fabricated metal products; metalworking service activities
5.	Automobile	Parts and accessories for motor vehicles Transport equipment
6.	Chemical Fertilizers	Basic chemicals, fertilizer and nitrogen compounds, and Other chemical products
7.	Synthetic Organic chemicals industry	Synthetic rubber in primary forms and Rubber Products, basic & other synthetic and organic chemicals and chemical intermediates
8.	Other Industries and Non-metallic minerals	Plastics products Non-metallic mineral products Basic precious and other non-ferrous metals

Connectivity to site:

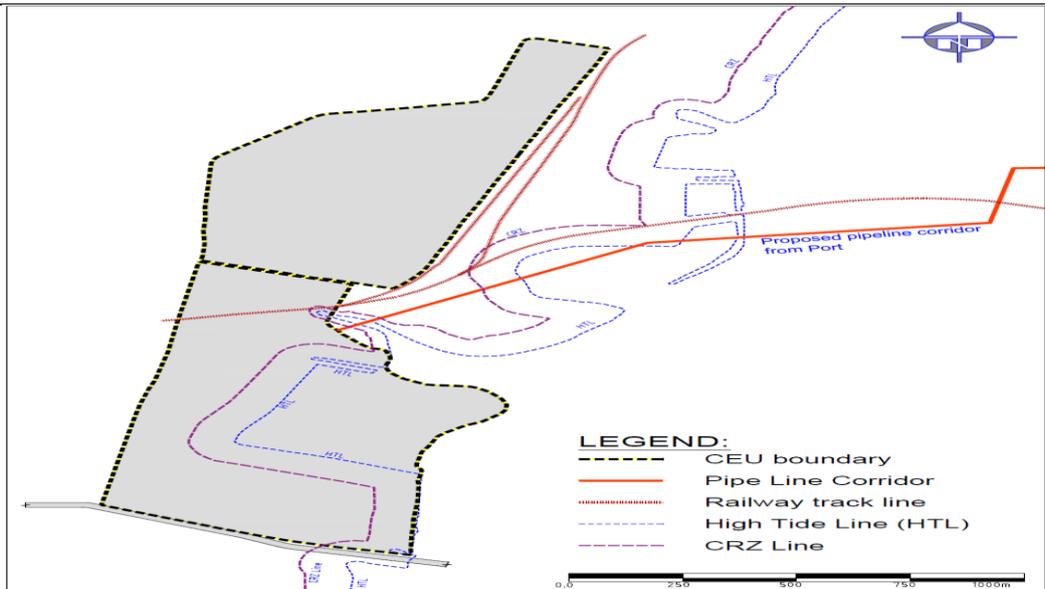
- **Road Connectivity:** The project site is strategically placed in terms of connectivity to National Highway (NH). Chennai - Nellore Highway which is NH-16/AH-45, located ~ 14.3 km South-West of the site. The CEU is accessible from NH-16 via the TPP Road and the North Chennai Thermal Power Station (NCTPS) Road. TPP Road also connects to the Inner Ring Road (IRR), an orbital road connecting to NH-16 and three other National highways (NH 205, NH 4 and NH 45).
- **Railway Station:** The nearest railway station is Athipattu Pudu Nagar at a distance ~0.9 km W from the site, Athipattu R.S (2 km, W) on the Chennai-Delhi main line. The 6 km line, which is being doubled, bisects the CEU site and also connects to the Port's container terminal
- **Seaport:** The nearest port to the proposed industrial area is Kamarajar Port (~2km) in East, Kattupalli port (~4.0 km) in North East and Chennai Port (~24 km) in the North West and Krishnapatnam Port is at a distance of ~110 km in the Northwest direction
- **Airport Connectivity:** The nearest airport is Chennai International Airport at ~33 km in the South East direction.

(ix) **Justification for selection of the site:** Government of India (GoI) has identified large land parcels to promote the industrial development in the state of Tamil Nadu. Out of which 322.43 acres (130.47 ha.) of identified land parcel near Ennore, Attipattu & Puzhuthivakkam Village, North of Chennai, in Minjur block, Ponneri taluk of Tiruvallur district has been proposed for development of Coastal Employment Unit (Industrial Park). Site was selected by GoI for enhancing the manufacturing capability of India considering the important features of KPL such as strategic location, demand, connectivity, well qualified man power, water and power availability, no R&R and no sensitive areas which makes it the most suitable site for the development. The site meets the requirement of all critical factors that are important for success of development of Coastal Employment Unit in the state and could be a pre-eminent location.

Some of the important features of the site making it suitable for Industrial area are presented

- The project site is strategically placed in terms of connectivity to the hinterland markets.
- The project site is strategically placed in terms of connectivity to National Highway (NH). Chennai -Nellore Highway - NH 16 is located ~ 14.3 km south of the site.
- The nearest railway station is Athipattu Pudu Nagar at distance ~0.9 Km W from the site

	<ul style="list-style-type: none"> • The nearest port to the proposed industrial area is Kamarajar Port (~2km) in East, Kattupalli (~4.0 km) in North East and Chennai Port (~24 km) in the North West and Krishnapatnam Port is at a distance of ~110 km in the Northwest • The nearest airport is Chennai International Airport at ~33 km in the South East direction. • Nearest water source is Minjur Desalination Plant at ~12Km away from the site and Supply Pipeline within 500m from site. It is envisaged that the CEU can be supplied from the existing supply mains of the Chennai Metro Water Supply and Sewerage Board (CMWSSB). • Power supply for the CEU could be availed from the 230/110/33 kV substation located within the site. <p>(x) Terrain, level with respect to MSL, requirement of filling if any: The existing terrain of the entire site is relatively flat. The average elevation within the site is 2m and the elevation ranges between 0- 6m. Levelling of land is required at the low level pockets within the site to tackle events of flooding which shall be managed mostly by cut and fill quantities within the site. However, excess fill material if required will be sourced from approved quarry.</p> <p>(xi) Rehabilitation involved if any: None. Kamarajar Port Limited is in possession of the project site. Master Plan retains the existing settlement comprising of Temple and other structure which shall be left untouched.</p> <p>(xii) Details of water bodies, impact on drainage, if any:</p> <ul style="list-style-type: none"> • The pipeline corridor from CEU boundary crosses Buckingham canal to reach the Port Berth and for this a structure to convey the pipes will be constructed by duly following the guidelines of Inland water ways • Site needs to be levelled as per the development requirements and shall be limited to project site. Adequate Storm water drainage system along with rainwater harvesting structures will be provided to ensure that drainage pattern of the area is maintained. • There is a backwater/stream flowing within the site from Kosasthalaiyar River and a buffer of 100 m or width of the creek as per CRZ regulation is proposed and green areas will be developed in the buffer area <p>(xiii) Water requirements, sources (during construction and operation phases): Construction Phase: Requirement: 0.5 MLDS Source: Water required during construction phase will be met from CMWSSB. Operation phase: Gross water demand is ~1.8 MLD, by considering of 0.82 MLD of treated wastewater for reuse/recycle into the system, net fresh water demand is 0.98 MLD. Source: from CMWSSB.</p> <p>(xiv) Ground water extraction/usage: No. Water supply will be conveyed through pipeline from supply tapping point of CMWSSB.</p> <p>(xv) Whether the project is in Critically Polluted area: No</p> <p>(xvi) Tree cutting, types, numbers, girth size etc.: The site is majorly barren land and with some scrub land. No major tree cutting is anticipated within the site. However exact number of tree cutting if any will be reported in EIA report.</p> <p>(xvii) If the project involves diversion of forest land: No</p> <p>(xviii) If the project falls within 10 km of Protected Areas including National Parks, Sanctuaries and Tiger Reserves etc.: None of the proposed project activities are falling within the 10km of Protect areas including National Parks, Sanctuaries and Tiger Reserves etc. Pulicat Bird Sanctuary' is located at distance of 24 Km North.</p> <p>(xix) Whether project site is in CRZ area if yes furnish the CRZ map: Yes CRZ map is furnished below:</p>
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(xx) **CETP:**

- i. **Type of effluent, Quantity, effluent conveyance system from the member units to CETP with CETP capacity:** The effluent and sewage generated in the project area will be treated with STP capacity of 0.5 MLD and CETP capacity of 0.8 MLD will be developed.
 - Estimated effluent generation: ~0.756 MLD
 - Estimated sewage generation: ~0.486 MLD
- ii. **Treatment and usage of treated sewage with STP capacity:** Reuse of treated sewage of 0.437 MLD from STP and about 0.605 MLD from CETP is proposed for non-potable water demand.

(xxi) **Incinerator:** Types of wastes, sources, collection, treatment, waste generation and disposal:
Not applicable

(xxii) **R&R issues involved, if any:** None.

Kamarajar Port Limited is in possession of the project site as on date. Master Plan retains the existing settlements comprising of Temple and other structure which shall be left untouched.

(xxiii) **Employment potential, No. of people to be employed:** The total employment potential due to the proposed project is expected to be 30,537. Approximate numbers of 15,397 of direct and 15,140 indirect employment is envisaged.

(xxiv) **Benefits of the project:**

- Proposed project is one of the growth driver as per the vision of National Manufacturing Policy which aims at increasing manufacturing share of India's GDP to 25% by 2025
- Port-led industrialization & economic development will be a key element of this multi-pronged approach of Coastal Employment Unit under Sagarmala
- Employment opportunities to the local people for skilled, semi-skilled and unskilled work force during the construction and operation phases
- Proposed project is likely to generate employment close to 30,537 which is also set to increase the skill levels of labour workforce
- The proposed project is estimated by Financial Year – 2029 to bring investment of INR 1,751 Crores with an output of INR 10,418 Crores per year
- As a part of the Corporate Social Responsibility (CSR) initiatives, it is envisaged to create better and quality Education, Health, Hygiene and Sanitation, Empowerment and Livelihoods and Community Development Initiatives

	<ul style="list-style-type: none"> • The proposed project shall further act as a catalyst to industrialization and urbanization of the region • There will be improvement in living standards. General welfare will improve in the area as per capita income will go up in the post project period <p>(xxv) Details of Court cases, if any: None.</p>
3.7.2	<p>The EAC after detailed deliberations during 230th meeting held on 28-29 January, 2020, observed the following:</p> <ol style="list-style-type: none"> Site selection for the proposed Industrial Estate is not planned according to guideline of CPCB's programme on Zoning Atlas for siting of Industries. Proponent has mentioned that there is no court case is pending against them. However, a legal case regarding alleged illegal dumping of dredged material is ongoing before the Hon'ble NGT. There is violation reported at Kamarajar port. Polluting sectors like Pharma and Chemical units are planned to be established in the proposed Industrial Estate/Cluster. EAC is of view that proponent shall establish only those industrial units, which are beneficial to local fishermen communities and other non polluting units and not to establish any highly polluting chemical (pharma, petro etc) units.
3.7.3	<p>In view of above, the EAC after detailed deliberations during 230th meeting on 28-29 January, 2020, returned the proposal in present form and advised the proponent to re-design the proposal as per Ministry's Technical EIA Guidance Manual for Industrial Estate (2009) prepared by IL&FS Ecosmart Limited and extant provisions of EIA Notification, 2006 as well as guidelines of CPCB on Zoning Atlas for Siting Industries based environmental consideration. Violation and ongoing/pending court cases shall also be disclosed by the project proponent.</p> <p>It was also decided that Committee of EAC will make a site visit and examine the developments at Kamarajar Port considering several proposals are coming for EAC/TOR in piecemeal manner by various project proponents thereby making it difficult to enumerate environmental impacts individually. There is a need to assess the cumulative impacts of all the development in the Kamarajar port region.</p>
4.1	<p>Upgradation of Barshi Solapur Akkalkot Dudhani Aland to State District Border SH-204, km 0/000 to 136/200 Part – Barshi to Solapur Road (Section from km 1/400 to km 63/300) (Length 61.900 km) at Taluk Barshi, District Solapur, Maharashtra by M/s Public Work Division No. 2, Solapur, Maharashtra- Terms of Reference [Proposal No. IA/MH/NCP/131165/2019] [F.No. 10-1/2020-IA.III]</p>
4.1.1	<p>The project proponent along with the EIA consultant M/s MITCON Consultancy and Engineering Services Limited, Pune, made a presentation and provided the following information:</p> <ol style="list-style-type: none"> Proposal: Up-gradation of Barshi-Solapur-Akkalkot-Dudhani-Aland to State District Border on SH 204, (Km 0/000 to 136/200 Part -Barshi to Solapur Road) Tahsil Barshi, district Solapur (Section from km 1/400 to km 63/300) Length - 61.900 km. Nature of project: New/Expansion/Amendment/Extension etc.: Expansion (Widening) Location (Plot No./ Village/ Tehsil/ District): From Barshi to Solapur (Chainage 1+400 to Chainage 63+300) Plot No.: NA Villages: BARshi, Soundare Gaon, Pangaon, Vairag, Shelgaon, Darphal, Vadala, Nannaj, Karambe Tahsils: Barshi & Solapur (North) District: Solapur State: Maharashtra. Geo-coordinates of project site: Barshi (Start of Project road at CH 1+400): <ul style="list-style-type: none"> • Latitude - 18° 13' 19.23"N • Longitude - 75° 42' 0.68"E Solapur (End of Project road at CH 63+300): <ul style="list-style-type: none"> • Latitude - 17° 42' 31.35"N • Longitude - 75° 52' 43.79"E

- (v) **Investment/Cost of the project:** Approximately Rs. 250.99 Crores
- (vi) **Item of Schedule to the EIA Notification, 2006:** 7(f) Highways (New Construction Projects and Industrial Estates)
- (vii) **Why appraisal/ approval is required at the Central level:** Since the project is passing through Great Indian Bustard Sanctuary falling in Protected areas notified under the Wildlife (Protection) Act, 1972. Thus, General Condition applies according to EIA Notification 2006 and its amendment thereof.
- (viii) **Project brief:** Total area, Land use of site and 10 km radius of project site, project components, connectivity to the site etc.: **Total Area: 123.8 Ha.**
(Non-Forest Area: 118.78 Ha; Forest Area: 5.02 Ha)
Land use pattern along the project road and 10 km radius around project site comprises of agricultural and settlement areas.
Project Components:

Sr. No.	Component	Details	
1	Hume Pipe Culverts (Existing & Proposed): 1200 mm – 1 Row 1200 mm – 2 Rows 1200 mm – 4 Rows 900 mm – 1 Row 900 mm – 2 Rows 900 mm – 3 Rows 900 mm – 4 Rows	55 (15 Existing + 40 Reconstruction): 20 Nos. 8 Nos. 6 Nos. 5 Nos. 5 Nos. 1 Nos. 1 Nos.	
2	Box Culvert	0 Nos.	
2	Slab Culvert	17 Nos.	
3	Bridges / Flyovers	Major Bridges	2 Nos.
		Minor Bridges	11 Nos.
		ROB	1 No.

Site Connectivity: Project is part of existing Maharashtra State Highway no. 204 which connects Barshi to Akkalkot.

Nearest Railway Station: Jeur, 15 km

Nearest Airport: Pune, 210 km

Nearest Town/City/District Headquarters: Solapur, 5km

- (ix) **Justification for selection of the site:** As the project involves upgradation of existing Barshi to Solapur Road (SH – 204), to two lane road with paved shoulders on either side, no alternative alignments were considered.
- (x) **Terrain, level with respect to MSL, requirement of filling if any:** The project road passes through plain / rolling terrain throughout the length.
- (xi) **Rehabilitation involved if any:** There is no acquisition of private land, hence Rehabilitation and Resettlement plan is not required.
- (xii) **Details of water bodies, impact on drainage, if any:** The alignment crosses two streams:
 - near village Kalegaon (CH. 16+000)
 - near village Raleras (CH. 28+500)
Also, 2 lakes like Gav Talav and Mahar Talav are located at a distance of 550 m and 250 m respectively, from the alignment at village Darphal.
As the project is upgradation (Widening) of existing road, however, no impacts are anticipated.

	<p>(xiii) Water requirements, sources (during construction and operation phases): Requirement:</p> <ul style="list-style-type: none"> • 4.2 KLD – Construction Phase • 4.5 KLD - Domestic Purposes <p>Source: Water Tankers</p> <p>(xiv) Groundwater extraction/usage: No</p> <p>(xv) Whether the project is in Critically Polluted area: No</p> <p>(xvi) Tree cutting, types, numbers, girth size etc.: NA</p> <p>(xvii) If the project involves diversion of forest land: Yes</p> <ul style="list-style-type: none"> • Extent of the forest land: 5.02 Hectares • Status of forest clearance: Stage I Forest Clearance is under process with State Forest Department. MoEF&CC File No.: FP/MH/ROAD/41850/2019 <p>(xviii) If the project falls within 10 km of Protected Areas including National Parks, Sanctuaries and Tiger Reserves etc.: Around 25 km of the existing alignment, which has been proposed for improvement (widening), is passing through the Great Indian Bustard Sanctuary.</p> <ul style="list-style-type: none"> • Name of Protected Areas including National Parks, Sanctuaries and Tiger Reserves etc. and distance from the project site,: Great Indian Bustard Sanctuary. • Status of clearance from National Board for wild life: Wildlife Clearance is under process with NBWL. MoEF&CC File No.: FP/MH/ROAD/41850/2019 <p>(xix) Whether project site is in CRZ area if yes furnish the CRZ map: No</p> <p>(xx) CETP: NA</p> <ul style="list-style-type: none"> • Type of effluent, Quantity, effluent conveyance system from the member units to CETP with CETP capacity • Treatment and usage of treated sewage with STP capacity <p>(xxi) Incinerator: Types of wastes, sources, collection, treatment, waste generation and disposal: NA</p> <p>(xxii) R&R issues involved, if any: There is no acquisition of private land, hence Rehabilitation and Resettlement plan is not required.</p> <p>(xxiii) Employment potential, No. of people to be employed: One labour camp will be set up in Shelgaon village which will host about 100 nos. of construction workers and 5 nos. of Engineers.</p> <p>(xxiv) Benefits of the project; Environmental Benefits –Widening and improvement components will include:</p> <ul style="list-style-type: none"> • improvement in pavement conditions and road geometry, • reconstruction/ widening and provision of additional cross drainage (CD) structures, • provision of lined drains in built - up sections, junction improvement, protection works, bus bays/truck lay byes and installation of safety measures etc. <p>Social Benefits – PWD has initiated the proposed improvement project in Solapur District, to significantly benefit the social-economic well-being of the rural population. Project immediate outcome will be improved accessibility to social services and markets, increased fuel efficiency, reduced travel time, accidents, vehicle emissions and better employment opportunities outside agriculture, both through improved access to economic centers, and increased industrial activities within the state.</p> <p>Financial Benefits – Project aims to improve transport efficiency of the state road network, which will contribute to expansion of economic opportunities and poverty reduction. Local Personnel will be preferred during construction and operation phase which will help upliftment of livelihood of the nearby villages.</p>
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	(xxv) Details of Court cases, if any: No
4.1.2	<p>The EAC after detailed deliberations during 230th meeting on 28-29 January, 2020, observed the following:</p> <ul style="list-style-type: none"> (i) About 2.8 km of the alignment between Darphal and Solapur falls under the Great Indian Bustard Sanctuary. The breeding site Nanjaj is located in the close proximity of the proposed alignment. (ii) 79 tree are to be cut and new plantation at 1:3 ratio are proposed. However, it should be understood that Solapur district faces severe water crisis and the probability of survival of newly planted saplings/seedlings are quite low in this region. Further, trees can be a blockade to the breeding and foraging grounds of the Great Indian Bustards. Hence no plantation should be done in grassland areas and infact emphasis to be given on grassland development. Plantation of the trees in this area shall be done in such a manner that it does not affect the Great Indian Bustard habitat (iii) The proponent has submitted an undertaking that the proposal does not involve land acquisition and R&R, hence Public Consultation may be exempted for this project as per provisions under EIA Notification, 2006 and subsequent amendments.
4.1.3	<p>The EAC after detailed deliberations during 230th meeting on 28-29 January, 2020, recommended the project for grant of Terms of Reference (ToR), and for preparation of EIA/EMP report with exemption to public consultations subject to compliance of all conditions as notified in the standard ToR applicable for such 10-4 projects and specific conditions, as mentioned below:</p> <ul style="list-style-type: none"> (i) Proposed alignment passes through the Great Indian Bustard Sanctuary. The detailed conservation plan for Great Indian Bustard and other grassland obligatory species including grassland development shall be prepared in consultation with the Chief Wildlife Warden. The plan should include fund provision and accordingly provided for in the project budget (ii) Study to be carried out on Acoustic and Light Proofing measures considering the Wildlife Institute of India manual and other studies by the reputed institutes on the matter. The study shall be carried by the qualified professionals, scientists from any national institute/universities of repute having requisite experience to conduct such study. (iii) Rain water harvesting structures to be constructed at the either sides of the road with special precaution of oil filters and de-silting chambers. (iv) Provide compilation of road kill data on existing roads (national and state highways) in the vicinity of the proposed project. (v) Provide measures to avoid road kills of wildlife by the way of road kill management plan. (vi) The alignment of road should be such that the cutting of trees is kept at bare minimum and for this the proponent shall obtain permission from the competent authorities. (vii) A comprehensive plan for plantation of three rows of native species, as per IRC guidelines, shall be provided. Such plantation alongside of forest stretch will be over and above the compensatory afforestation. Plantation areas should be clearly identified and should exclude grassland habitats. Such locations be provided on the google map including shape files (viii) Proponent shall carry out the study on Traffic Density on surrounding environment. (ix) Proponent shall furnish justification for the requirement of 5.02 ha of forest land (Reserved Forest area) for this project. (x) The activities and budget earmarked for Corporate Environmental Responsibility (CER) shall be as per ministry's O.M No 22-65/2017-IA.II (M) dated 1st May, 2018 and the action plan on the activities proposed under CER shall be submitted at the time of appraisal of the project included in the EIA/EMP Report. (xi) The PP shall not use groundwater/surface water without obtaining approval from CGWA/SGWA as the case may be. The project proponent shall apply to the Central Ground Water Authority (CGWA)/State Ground Water Authority (SGWA)/Competent

	<p>Authority, as the case may be, for obtaining No Objection Certificate (NOC), for withdrawal of ground water.</p> <p>(xii) The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M), dated 25th October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.</p>																																	
4.2	<p>Improvement of Daund Karmala Paranda Barshi to Osmanabad Road, SH-68, km 137/260 to km 189/120, Taluka Karmala, District Solapur, Maharashtra (Length – 50.54) by M/s Public Works Division, Akluj, Maharashtra – Terms of Reference [Proposal No. IA/MH/NCP/130984/2019] [F.No. 10-2/2020-IA.III]</p>																																	
	<p>The project proponent along with the EIA consultant M/s MITCON Consultancy and Engineering Services Limited, Pune, made a presentation and provided the following information:</p> <p>(i) Proposal: Improvement of Daund Karmala Paranda Barshi to Osmanabad Road, SH 68, Km 137/260 to Km 189/120, District Solapur, Maharashtra (Length - 50.54 Km).</p> <p>(ii) Nature of project: New/Expansion/Amendment/Extension etc.: Expansion (Widening).</p> <p>(iii) Location (Plot No./ Village/ Tehsil/ District): From village Korti to village Awati (Chainage 137/260 to Chainage 189/120) Plot No.: NA Villages: Korti, Vihal, Veet, Pande, Salse and Awati Tahsil: Karmala, District: Solapur State: Maharashtra</p> <p>(iv) Geo-coordinates of project site: Village Korti (Start point at CH 137+260) :</p> <ul style="list-style-type: none"> • Latitude - 18°24'38.08"N • Longitude - 75° 0'22.66"E <p>Village Awati (End point at CH 189+120) :</p> <ul style="list-style-type: none"> • Latitude - 18°18'8.43"N • Longitude - 75°24'24.87"E <p>(v) Investment/Cost of the project: Approximately Rs. 250.61 Crores.</p> <p>(vi) Item of Schedule to the EIA Notification, 2006: 7(f) Highways (New Construction Projects and Industrial Estates)</p> <p>(vii) Why appraisal/ approval is required at the Central level: Since the project is passing through Great Indian Bustard Sanctuary which is a Protected area notified under the Wildlife (Protection) Act, 1972. Thus, General Condition applies according to EIA Notification 2006 and its amendment thereof.</p> <p>(viii) Project brief: Total area, Land use of site and 10 km radius of project site, project components, connectivity to the site etc.: Total Area: 101.08 Ha. (Non-Forest Area:99.18 Ha; Forest Area:1.90 Ha). Land use pattern along the project road and 10km radius around project site comprises of agricultural and settlement areas.</p> <p>Project Components:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Sr. No.</th> <th>Component</th> <th>Details</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>H. P. Drains (Existing & Proposed):</td> <td>49 Nos. (46 Existing + 3 Proposed):</td> </tr> <tr> <td></td> <td>900 mm – 1 Row</td> <td>20 Nos.</td> </tr> <tr> <td></td> <td>900 mm – 2 Rows</td> <td>8 Nos.</td> </tr> <tr> <td></td> <td>900 mm – 3 Rows</td> <td>6 Nos.</td> </tr> <tr> <td></td> <td>900 mm – 4 Rows</td> <td>5 Nos.</td> </tr> <tr> <td></td> <td>600 mm – 1 Row</td> <td>5 Nos.</td> </tr> <tr> <td></td> <td>600 mm – 2 Rows</td> <td>1 Nos.</td> </tr> <tr> <td></td> <td>600 mm – 4 Rows</td> <td>1 Nos.</td> </tr> <tr> <td></td> <td>600 mm – 9 Rows</td> <td>1 Nos.</td> </tr> <tr> <td></td> <td>450 mm – 1 Row</td> <td>1 Nos.</td> </tr> </tbody> </table>	Sr. No.	Component	Details	1	H. P. Drains (Existing & Proposed):	49 Nos. (46 Existing + 3 Proposed):		900 mm – 1 Row	20 Nos.		900 mm – 2 Rows	8 Nos.		900 mm – 3 Rows	6 Nos.		900 mm – 4 Rows	5 Nos.		600 mm – 1 Row	5 Nos.		600 mm – 2 Rows	1 Nos.		600 mm – 4 Rows	1 Nos.		600 mm – 9 Rows	1 Nos.		450 mm – 1 Row	1 Nos.
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2	Slab Drain	5 Nos.	
3	Bridges / Flyovers	Major Bridges	2 Nos.
		Minor Bridges	8 Nos.

Site Connectivity: Project is an expansion (widening) of existing Maharashtra State Highway no. 68 which connects Daund to Osmanabad.

Nearest Railway Station: Jeur, 15 km

Nearest Airport: Pune, 134 km

Nearest Town/City/District Headquarters: Karmala

- (ix) **Justification for selection of the site:** As the project involves upgradation (widening) of existing Daund – Karmala – Paranda - Barshito Osmanabad Road (SH – 68), to two lane road with paved shoulders on either side, no alternative alignments were considered.
- (x) **Terrain, level with respect to MSL, requirement of filling if any:** The project road passes through plain / rolling terrain throughout the length. Elevation at start point (Korti) is 588 m above MSL whereas elevation at end point (Awati) is 514 m above MSL.
- (xi) **Rehabilitation involved if any:** Resettlement Plan (RP) has been prepared in compliance with the applicable State Government, Government of India, and ADB policy and legal framework. Total 76 nos. of people will be affected due to improvement of the road. A separate Resettlement plan will be prepared and submitted along with the EIA report.
- (xii) **Details of water bodies, impact on drainage, if any:** The alignment crosses Sina River near village Awati. As the project is upgradation (widening) of existing road, no impacts are anticipated.
- (xiii) **Water requirements, sources (during construction and operation phases):**
- Requirement: 16 KLD - Construction phase
 - Source: Water Tankers.
- (xiv) **Groundwater extraction/usage: No**
- (xv) **Whether the project is in Critically Polluted area: No**
- (xvi) **Tree cutting, types, numbers, girth size etc.:** No Tree cutting
- (xvii) **If the project involves diversion of forest land: Yes**
- Extent of the forest land: 1.9 Hectares
 - Status of forest clearance: Stage I Forest Clearance is under process with State Forest Department. (File No.: FP/MH/ROAD/43301/2019)
- (xviii) **If the project falls within 10 km of Protected Areas including National Parks, Sanctuaries and Tiger Reserves etc.:** The existing alignment, which has been proposed for improvement, is passing through the Great Indian Bustard Sanctuary.
- Name of Protected Areas including National Parks, Sanctuaries and Tiger Reserves etc. and distance from the project site.: Great Indian Bustard Sanctuary, Nannaj.
 - Status of clearance from National Board for wild life: Wildlife Clearance is under process with NBWL. (File No.: FP/MH/ROAD/43301/2019)
- (xix) **Whether project site is in CRZ area if yes furnish the CRZ map: No**
- (xx) **CETP: NA**
- Type of effluent, Quantity, effluent conveyance system from the member units to CETP with CETP capacity: NA
 - Treatment and usage of treated sewage with STP capacity: NA
- (xxi) **Incinerator:** Types of wastes, sources, collection, treatment, waste generation and disposal: NA

	<p>(xxii) R&R issues involved, if any: Resettlement Plan (RP) has been prepared in compliance with the applicable State Government, Government of India, and ADB policy and legal framework. Total 76 nos. of people will be affected due to improvement of the road. A separate Resettlement plan will be prepared and submitted along with the EIA report.</p> <p>(xxiii) Employment potential, No. of people to be employed: Three labour camps will be set up in Shelgaon, Veet and Korti villages which will host 110 nos., 75 nos. and 75 nos. of workers respectively.</p> <p>(xxiv) Benefits of the project: Environmental Benefits – Widening and improvement components will include:</p> <ul style="list-style-type: none"> • Improvement in pavement conditions and road geometry, • Reconstruction/ widening and provision of additional cross drainage (CD) structures, • Provision of lined drains in built - up sections, junction improvement, protection works, bus bays/truck lay byes and installation of safety measures etc. <p>Social Benefits – PWD has initiated the proposed improvement project in Solapur District, to significantly benefit the social-economic well-being of the rural population. Project immediate outcome will be improved accessibility to social services and markets, increased fuel efficiency, reduced travel time, accidents, vehicle emissions and better employment opportunities outside agriculture, both through improved access to economic centers, and increased industrial activities within the state.</p> <p>Financial Benefits – Project aims to improve transport efficiency of the state road network, which will contribute to expansion of economic opportunities and poverty reduction. Local Personnel will be preferred during construction and operation phase which will help upliftment of livelihood of the nearby villages.</p> <p>(xxv) Details of Court cases, if any: No Court cases pending.</p> <p>(xxvi) Submitted and undertaking that no land acquisition is required for the project as the land is already in possession of PWD, Government of Maharashtra.</p>
4.2.2	<p>The EAC after detailed deliberations during 230th meeting on 28-29 January, 2020, observed the following:</p> <p>(i) About 2.9 km of the alignment between Darphal and Solapur falls under the Great Indian Bustard Sanctuary. Ujani Dam, a proposed Ramser site is located in close proximity of the proposed alignment.</p> <p>(ii) Total 103 tree are to be cut and new plantation at 1:3 ratio are proposed. However, it should be understood that Solapur district faces severe water crisis and the probability of survival of newly planted saplings/seedlings are quite low in this region. Further, trees can be a blockade to the breeding and foraging grounds of the Great Indian Bustards. Hence no plantation should be done in grassland areas and infact emphasis to be given on grassland development. Plantation of the trees in this area shall be done in such a manner that it does not affect the Great Indian Bustard habitat. Such locations be provided on the google map including shape files.</p> <p>(iii) The proponent has submitted an undertaking that the proposal does not involve land acquisition and R&R, hence Public Consultation may be exempted for this project as per provisions under EIA Notification, 2006 and subsequent amendments.</p>
4.2.3	<p>The EAC after detailed deliberations during 230th meeting on 28-29 January, 2020, recommended the project for grant of Terms of Reference (ToR), and for preparation of EIA/EMP report with exemption to public consultations subject to compliance of all conditions as notified in the standard ToR applicable for such projects and specific conditions, as mentioned below:</p> <p>(i) Proposed alignment passes through the Great Indian Bustard Sanctuary. The detailed conservation plan for Great Indian Bustard and other grassland obligatory species</p>

	<p>including grassland development shall be prepared in consultation with the Chief Wildlife Warden. The plan should include fund provision and accordingly provided for in the project budget.</p> <p>(ii) Study to be carried out on Acoustic and Light Proofing measures considering the Wildlife Institute of India manual and other studies by the reputed institutes on the matter. The study shall be carried by the qualified professionals, scientists from any national institute/universities of repute having requisite experience to conduct such study.</p> <p>(iii) Proponent, in consultation with the State Forest Department shall prepare a Wetland Conservation Plan with special consideration of Ujani dam.</p> <p>(iv) Rain water harvesting structures to be constructed at the either sides of the road with special precaution of oil filters and de-silting chambers.</p> <p>(v) Provide compilation of road kill data on existing roads (national and state highways) in the vicinity of the proposed project.</p> <p>(vi) Provide measures to avoid road kills of wildlife by the way of road kill management plan.</p> <p>(vii) The alignment of road should be such that the cutting of trees is kept at bare minimum and for this the proponent shall obtain permission from the competent authorities.</p> <p>(viii) A comprehensive plan for plantation of three rows of native species, as per IRC guidelines, shall be provided. Such plantation alongside of forest stretch will be over and above the compensatory afforestation.</p> <p>(ix) Proponent shall carry out the study on Traffic Density on surrounding environment.</p> <p>(x) Proponent shall furnish justification for the requirement of 1.9 ha of forest land (Reserved Forest area) for this project.</p> <p>(xi) The activities and budget earmarked for Corporate Environmental Responsibility (CER) shall be as per ministry's O.M No 22-65/2017-IA.II (M) dated 1st May, 2018 and the action plan on the activities proposed under CER shall be submitted at the time of appraisal of the project included in the EIA/EMP Report.</p> <p>(xii) The PP shall not use groundwater/surface water without obtaining approval from CGWA/SGWA as the case may be. The project proponent shall apply to the Central Ground Water Authority (CGWA)/State Ground Water Authority (SGWA)/Competent Authority, as the case may be, for obtaining No Objection Certificate (NOC), for withdrawal of ground water.</p> <p>(xiii) The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M), dated 25th October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.</p>
4.3	<p>Development of Economic Corridors, Inter-corridors, feeder routes and Coastal Road to improve the efficiency of freight movement in India (Lot-3/Odisha & Jharkhand/Package-2) Raipur-Vishakhapatnam (Ch. 0.000 – Ch. 124.661 km) (Length 124.661 km) in the State of Chhattisgarh by M/s National Authority of India (NHAI) under Bharatmala Pariyojana-Terms of Reference [Proposal No. IA/CG/NCP/131198/2019] [F.No. 10-3/2020-IA.III]</p>
4.3.1	<p>The project proponent along with the EIA consultant M/s Centre for Envirotech & Management Consultancy Private Limited, Bhubneshwar made a presentation and provided following information:</p> <p>(i) Proposal: Phase-1 of Development of Economic Corridors, Inter-corridors and feeder routes and Coastal road primarily to improve the efficiency of freight movement in India under Bharatmala Pariyojna Lot-3/Odisha & Jharkhand/Package-2, (Ch 0.00 - Ch 124.661 km).</p> <p>(ii) Nature of project: New/Expansion/Amendment/Extension etc.: This project is long stretch of road of 124.661 km i.e. starting from Jhanki village of Abhanpur Tehsil and continuing upto Marangpuri village of Baderajpur Tehsil of Chhattisgarh state.</p> <p>(iii) Location (Plot No./ Village/ Tehsil/ District):</p>

- The proposed road shall connect different parts of Chhattisgarh. The proposed stretch is directly connected to various important roads and railway stations.
- The length proposed for the stretch measures 124.661 Kms and the Starting Point of phase-1 of Proposed Alignment of Economic Corridor is Abhanpur near ch. 61.600 of proposed Raipur-Durg Bypass. It is 23.000 Km away from Raipur city of Chhattisgarh State.
- The nearby railway stations are Abhanpur Railway Station, 4 km (approx.) in South direction from the starting point of the proposed phase.
- Raipur Airport is 10.83 km in NNW Direction from starting point of Highway.
- Hence the site is well connected to other parts of the country.

(iv) **Land use of the site and around the site up to 10 km radius:**

Land use	Forest Land (Ha.)	Pvt./Govt. Land (Ha.)	Total (Ha.)
Road & Bridges	195.107	486.893	682.00

The Land use pattern on 10 km on either side of the project road was analyzed and is found to be predominately agriculture followed by fallow, wastelands, forest and few habitations.

- (v) **Geo-coordinates of project site:**
- (vi) **Investment/Cost of the project:** Total Cost of the Project is Rs. 4066.25 (in crore).
- (vii) **Item of Schedule to the EIA Notification, 2006:**
- (viii) **Why appraisal/ approval is required at the Central level:**
- (ix) **Project brief:** Total area, Land use of site and 10 km radius of project site, project components, connectivity to the site etc:
 - Nature of Proposal: New
 - Total Area – 682.00 ha
 - Govt./Pvt. Land – 486.893 ha
 - Forest Land – 195.107 ha
- (x) **Justification for selection of the site:** In Chhattisgarh state, the alignment starts at Jhanki village follows Urla-2, Karga, Sirri, Sivni Kalan, Mendaraka, Sidhaurikhurd, Joratarai, Chiwarri, Maheshpur, Dudhawa, Malgaon, Choria, Khalari, Thema, Tiriyanpani, Laxmikant, Machhali villages & ends near Marangpuri village. Design speed 100 Kmph has been considered with tunnel provision of length 4.350 Km. The option-3B has been recommended due to less forest length.
- (xi) **Terrain, level with respect to MSL, requirement of filling if any**
- (xii) **Rehabilitation involved if any**
- (xiii) **Details of water bodies, impact on drainage, if any**
- (xiv) **Water requirements, sources (during construction and operation phases):**
 - Water Requirement - The total water demand of the project is 3830411 KL.
 - Source – Surface Water/Ground Water
 - Status of Clearance – Under Process
- (xv) **Groundwater extraction/usage:**
- (xvi) **Whether the project is in Critically Polluted area:** No
- (xvii) **Tree cutting, types, numbers, girth size etc.:** The alignment will involve cutting of around 38,433 nos. of trees.
- (xviii) **If the project involves diversion of forest land;** Total Forest Area – 195.107 ha
 - Extent of the forest land: 195.107 Ha
 - Status of forest clearance: Forest clearance is under process.

	<p>(xix) If the project falls within 10 km of Protected Areas including National Parks, Sanctuaries and Tiger Reserves etc.: The distance of Sitanadi Eco-sensitive Zone boundary is 0.7 Km from Ch. 96.5-100 km of the proposed road project.</p> <ul style="list-style-type: none"> • Name of Protected Areas including National Parks, Sanctuaries and Tiger Reserves etc. and distance from the project site: • Status of clearance from National Board for wild life: <p>(xx) Whether project site is in CRZ area if yes furnish the CRZ map: Not applicable</p> <p>(xxi) CETP: Not applicable Type of effluent, Quantity, effluent conveyance system from the member units to CETP with CETP capacity Treatment and usage of treated sewage with STP capacity:</p> <p>(xxii) Incinerator: Types of wastes, sources, collection, treatment, waste generation and disposal: Not applicable</p> <p>(xxiii) R&R issues involved, if any: Not applicable</p> <p>(xxiv) Employment potential, No. of people to be employed: During the construction of the road project around 1000 persons would be employed temporarily. However due to construction of toll plazas approx. 60 persons will be employed on permanent basis.</p> <p>(xxv) Benefits of the project:</p> <ul style="list-style-type: none"> • High-speed connectivity and access: The proposed economic corridor will avoid traffic congestion and speed-up the freight movement. • Aiding economic growth: The seamless connectivity will provide better access to vehicles as a link to the National Highways. The Project will reduce travel time and provide boost to trade and commerce linked to the regions connected through this economic corridor. • Growth of backward areas: The biggest strength of the alignment is that it plans to cover backward districts of Chhattisgarh. As a result of connectivity and access to other parts of the country, these backward areas will be aided to integrate with rest of the world. Further, freight and passenger traffic on the economic corridor will help promoting ancillary economy of these regions. • Decongestion of existing National and State Highways: The proposed phase will take away traffic pressures from existing SH and NH passing through various cities thereby leaving the NH and SH for regional and local usage. • Improved safety: Due to access control, the Roadway & Travel Safety of the traffic connecting the cities will be enhanced as there will be minimum distractions & conflict zones. • Support to industry: Different types of industries like Manufacturing, Tourism and agricultural etc. along the proposed corridor will be facilitated in their business operation and reach ability. <p>(xxvi) Details of Court cases, if any: No</p> <p>(xxvii) Submitted and undertaking that no land acquisition is required for the project as the land is already in possession of PWD, Government of Maharashtra.</p>
<p>4.3.2</p>	<p>The EAC after detailed deliberations during 230th meeting on 28-29 January, 2020, observed the following:</p> <p>(i) Proposed project will start from Jhanki village of Abhanpur tehsil in Raipur district and passing through four districts such as Raipur, Dhamtari, Kanker and Kondagaon districts of Chhattisgarh state and ends at Marangpuri village of Baderajpur tehsil in Kondagaon districts.</p> <p>(ii) The proposed alignment is located in the Eastern Ghats and within the Elephant range. There are possibilities that proposed alignment interferes with the elephant movement as it may fall within the Elephant corridor area.</p>

	<p>(iii) It is mentioned that minimum distance of Sitanadi Eco-sensitive Zone boundary is 0.7 Km at Ch. 96.5-100 km of the proposed road project. However, ESZ Notification of Satanadi Tiger Reserve is not yet issued by the Ministry. The Ministry has issued draft ESZ Notification of Udanti-Sitanadi Tiger Reserve on 22nd September, 2017. As on date the said ESZ Notification has expired as the final notification could not be published within 545 days of issue of draft ESZ Notification.</p>
<p>4.3.3</p>	<p>The EAC after detailed deliberations during 230th meeting on 28-29 January, 2020, recommended the project for grant of Terms of Reference (ToR), and for preparation of EIA/EMP report with public consultations subject to compliance of all conditions as notified in the standard ToR applicable for such projects and specific conditions, as mentioned below:</p> <p>(i) As the proposed alignment falls within the 10 km of Sitanadi Tiger Reserve, the proponent shall obtain the NOC from the National Tiger Conservation Authority. Proponent shall also obtain the NOC from the Project Elephant of MoEFCC.</p> <p>(ii) A thorough study be undertaken with respect to the movement of elephants in this area, impact of project on elephant movement and viability of the alignment specific to elephant movement. In the study, proponent shall map wildlife crossing (particularly for Elephant movement) accurately through the thorough consultation with state forest department and Project Elephant at MoEF&CC, New Delhi. Wildlife Conservation Plan (including construction of underpasses of adequate length and height for elephant movement) and other appropriate mitigation measures shall be prepared in consultation with the Chief Wildlife Warden of the State along with implementation schedule and appropriate monitoring mechanism subject to NOC from Project Elephant of MoEFCC.</p> <p>(iii) Study to be carried out on Acoustic and Light Proofing measures considering the Wildlife Institute of India manual and other studies by the reputed institutes on the matter. The study shall be carried by the qualified professionals, scientists from any national institute/universities of repute having requisite experience to conduct such study.</p> <p>(iv) Number of tunnels should be increased in order to avoid the disturbance to existing forest cover as well as local inhabitation.</p> <p>(v) Number of pillars in the waterbodies/rivers should be kept minimum while constructing bridges or overpasses. The minimum 45 m or more of distance shall be maintained between two adjacent pillars.</p> <p>(vi) RoW of the proposed alignment shall be restricted to 60 m in general and 30 m in forest areas. Standardization of ROW for non-forest land and forest land to be defined and to be remain constant for all the projects of NHAI.</p> <p>(vii) If applicable, the proposal for diversion of forest land shall be revised as per reduced RoW, i.e., 60 m in general and 30 m in forest areas.</p> <p>(viii) Since the proposed alignment will pass from forest land and the traffic shall be predominantly Coal transportation, pollution impact studies are essential. Also the proponent to carry out detailed traffic study to assess inflow of traffic from adjoining areas.</p> <p>(ix) Rain water harvesting structures to be constructed at the either sides of the road with special precaution of oil filters and de-silting chambers.</p> <p>(x) Provide compilation of road kill data on existing roads (national and state highways) in the vicinity of the proposed project.</p> <p>(xi) Provide measures to avoid road kills of wildlife by the way of road kill management plan.</p> <p>(xii) The alignment of road should be such that the cutting of trees is kept at bare minimum and for this the proponent shall obtain permission from the competent authorities.</p> <p>(xiii) A comprehensive plan for plantation of three rows of native species, as per IRC guidelines, shall be provided. Such plantation alongside of forest stretch will be over and above the compensatory afforestation. Tree species should be same as per the forest type.</p> <p>(xiv) The activities and budget earmarked for Corporate Environmental Responsibility (CER) shall be as per ministry's O.M No 22-65/2017-IA.II (M) dated 1st May, 2018 and the</p>

	<p>action plan on the activities proposed under CER shall be submitted at the time of appraisal of the project included in the EIA/EMP Report.</p> <p>(xv) The PP shall not use groundwater/surface water without obtaining approval from CGWA/SGWA as the case may be. The project proponent shall apply to the Central Ground Water Authority (CGWA)/State Ground Water Authority (SGWA)/Competent Authority, as the case may be, for obtaining No Objection Certificate (NOC), for withdrawal of ground water.</p> <p>(xvi) The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M), dated 25th October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.</p>
4.4	Development of Economic Corridors, Inter-Corridors, feeder routes and Coastal Road primarily to improve the efficiency of freight movement in India (Lot-3Odisha & Jharkhand/Package-2) Raipur-Vishakhapatnam (Ch. 124.661 – Ch. 365.033 km) (Length 240.371 km) in the State of Odisha by M/s National Highways Authority of India (NHAI) under Bharatmala Pariyojana- Terms of Reference [Proposal No. IA/OR/NCP/131730/2019] [F.No. 10-4/2020-IA.III]
4.4.1	<p>The project proponent along with the EIA consultant M/s Centre for Envirotech & Management Consultancy Private Limited, Bhubneshwar made a presentation and provided following information :</p> <p>(i) Proposal: Development of Economic Corridors, Inter-corridors and feeder routes and Coastal road primarily to improve the efficiency of freight movement in India under Bharatmala Pariyojna Lot-3/Odisha & Jharkhand/Package-2, (Ch 124.661 - Ch 365.033 km).</p> <p>(ii) Nature of Project: New</p> <p>(iii) Location: This project is long stretch of road of 240.372 km i.e. starting from Dhanara village in Nabarangpur district and continuing upto Tumbigura village of Koraput district, Odisha passing through many villages.</p> <p>(iv) Geo-coordinates of the Project Site:</p> <ul style="list-style-type: none"> • Starting Point: 20°01'44.59"N 81°51'58.13"E • End Point: 18°25'42.52"N 83°02'29.23"E <p>(v) Investment/Cost of the Project: The estimated cost of the project is about INR 8092 Crores.</p> <p>(vi) Item of Schedule to the EIA Notification, 2006: As per EIA notification, 2006, the proposed project is covered under category 7 'f'.</p> <p>(vii) Why appraisal/approval is required at the Central level: As per EIA notification, 2006, all new National Highway project is coming under Category A project and category-A project is appraisal at Central Level.</p> <p>(viii) Project brief: Total area, Land use of site and 10 km radius of project site, project components, connectivity to the site etc,:</p> <ul style="list-style-type: none"> • Total Area – 1254.616 ha • Govt./Pvt. Land – 904.32 ha • Forest Land – 350.296 ha <p>(ix) Site Connectivity: The proposed road shall connect different parts of Odisha. The proposed stretch is directly connected to various important roads and railway stations. This project is long stretch of road of 240.372 km i.e. starting from Dhanara village in Nabarangpur district and continuing upto Tumbigura village of Koraput district, Odisha. Koraput Railway Station, 8.51 km (approx.) in East direction from Ch.290.00 km. Raipur Airport, 129.50 Km (approx.) in North direction from Ch. 124.661 km.</p> <p>(x) Justification for selection of the site: In Odisha state, the alignment follows Dhanara, Murtama, Nandapara, Talbera, Karki, Pujarigura, Sandubull, Chhaagan, Kunduli, Pikali, Tumbigura, The project length considering tunnel provision of length-4.960Km, design speed 100Kmph with smooth gradient in hilly terrain &</p>

	<p>permissible hill cutting. The option-3B has been recommended due to less length & cost.</p> <p>(xi) Terrain, level with respect o MSL, requirement of filling if any: The PROW is taken as 70m in Plain & Rolling Terrain of this corridor.</p> <ul style="list-style-type: none"> • Maximum Level – 1170.819 m • Minimum Level – 355.886 m <p>(xii) Rehabilitation involved if any: No</p> <p>(xiii) Details of water bodies, impact on drainage, if any: 7 main water bodies will be impacted due to the proposed highway.</p> <p>(xiv) Water requirement, source, status of clearance: Water Requirement - The total water demand of the project is 7046473 KL.</p> <ul style="list-style-type: none"> • Source – Surface Water/Ground Water • Status of Clearance – Under Process <p>(xv) Ground water extraction/usage: The total water demand of the project is 7046473 KL. Water will be sourced from Surface/Ground Water.</p> <p>(xvi) Whether the project is in Critically Polluted area; No</p> <p>(xvii) Tree cutting, types, numbers, girth size etc.: The alignment will involve cutting of around 67050 nos. of trees.</p> <p>(xviii) If the project involves diversion of forest land:</p> <ul style="list-style-type: none"> • Extent of the forest land – 350.296 Ha • Status of forest clearance – Forest clearance is under process. <p>(xix) If the project falls within 10 km of eco- sensitive area, Name of eco- sensitive area and distance from the project site,: The distance of Sitanadi Eco-sensitive Zone boundary is 11.95 Km from Ch. 124.661 km of the proposed road project.</p> <p>(xx) Whether project site is in CRZ area if yes furnish the CRZ map: Not Applicable</p> <p>(xxi) CETP – Not Applicable:</p> <ul style="list-style-type: none"> • Type of effluent, Quantity, effluent conveyance system from the member units to CETP • Treatment and usage of treated sewage <p>(xxii) Incinerator – Not Applicable Types of wastes, sources, collection, treatment, waste generation and disposal Habitation in and around.</p> <p>(xxiii) Rehabilitation involved if any; Not Applicable</p> <p>(xxiv) Employment potential: During the construction of the road project around 2000 persons would be employed temporarily. However due to construction of toll plazas approx. 100 persons will be employed on permanent basis.</p> <p>(xxv) Benefits of the project:</p> <ul style="list-style-type: none"> • High-speed connectivity and access: The proposed economic corridor will avoid traffic congestion and speed-up the freight movement. • Aiding economic growth: The seamless connectivity will provide better access to vehicles as a link to the National Highways. The Project will reduce travel time and provide boost to trade and commerce linked to the regions connected through this economic corridor. • Growth of backward areas: The biggest strength of the alignment is that it plans to cover backward districts of Odisha. As a result of connectivity and access to other parts of the country, these backward areas will be aided to integrate with rest of the world. Further, freight and passenger traffic on the economic corridor will help promoting ancillary economy of these regions. • Decongestion of existing National and State Highways: The proposed phase will take away traffic pressures from existing SH and NH passing through various cities thereby leaving the NH and SH for regional and local usage.
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	<ul style="list-style-type: none"> • Improved safety: Due to access control, the Roadway & Travel Safety of the traffic connecting the cities will be enhanced as there will be minimum distractions & conflict zones. • Support to industry: Different types of industries like Manufacturing, Tourism and agricultural etc. along the proposed corridor will be facilitated in their business operation and reach ability. <p>(xxvi) Court cases if any: No</p>
4.4.2	<p>The EAC after detailed deliberations during 230th meeting on 28-29 January, 2020, observed the following:</p> <ol style="list-style-type: none"> (i) Proposed alignment is confined to the state of Odisha and starts from Dhanara village in Nabarangpur District to Tumbigura in Koraput district. (ii) The proposed alignment is located in the Eastern Ghats and within the Elephant range. There are possibilities that proposed alignment interferes with the elephant movement as it may fall within the Elephant corridor area. (iii) It is mentioned that the distance of Sitanadi Eco-Sensitive Zone boundary is 11.95 Km from Ch. 124.661 km of the proposed road project. However, ESZ Notification of Sitanadi Tiger Reserve is not yet issued by the Ministry. The Ministry has issued draft ESZ Notification of Udanti-Sitanadi Tiger Reserve on 22nd September, 2017. As on date the said ESZ Notification has expired as the final notification could not be published within 545 days of issue of draft ESZ Notification.
4.4.3	<p>The EAC after detailed deliberations during 230th meeting on 28-29 January, 2020, recommended the project for grant of Terms of Reference (ToR), and for preparation of EIA/EMP report with public consultations subject to compliance of all conditions as notified in the standard ToR applicable for such projects and specific conditions, as mentioned below:</p> <ol style="list-style-type: none"> (i) As the proposed alignment may falls in close proximity of Sitanadi Tiger Reserve, the proponent shall obtain the NOC from the National Tiger Conservation Authority. Proponent shall also obtain NOC from Project Elephant of MoEFCC. (ii) A thorough study be undertaken with respect to the movement of elephants in this area, impact of project on elephant movement and viability of the alignment specific to elephant movement. In the study, proponent shall map wildlife crossing (particularly for Elephant movement) accurately through the thorough consultation with state forest department and Project Elephant at MoEF&CC, New Delhi. Wildlife Conservation Plan (including construction of underpasses of adequate length and height for elephant movement) and other appropriate mitigation measures shall be prepared in consultation with the Chief Wildlife Warden of the State along with implementation schedule and appropriate monitoring mechanism subject to NOC from Project Elephant of MoEFCC. (iii) Study to be carried out on Acoustic and Light Proofing measures considering the Wildlife Institute of India manual and other studies by the reputed institutes on the matter. The study shall be carried by the qualified professionals, scientists from any national institute/universities of repute having requisite experience to conduct such study. (iv) Number of tunnels should be increased in order to avoid the disturbance to existing forest cover as well as local inhabitation. (v) Number of pillars in the waterbodies/rivers should be kept minimum while constructing bridges or overpasses. The minimum 45 m of distance shall be maintained between two adjacent pillars. (vi) RoW of the proposed alignment shall be restricted to 60 m in general and 30 m in forest areas. Standardization of ROW for non-forest land and forest land to be defined and to be remain constant for all the projects of NHAI. (vii) The proposal for diversion of forest land shall be revised as per reduced RoW, i.e., 60 m in general and 30 m in forest areas. (viii) Since the proposed alignment will pass from forest land and the traffic shall be predominantly Coal transportation, pollution impact studies are essential. Also the

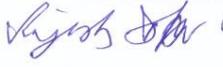
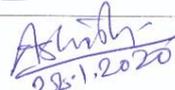
	<p>proponent to carry out detailed traffic study to assess inflow of traffic from adjoining areas.</p> <p>(ix) Rain water harvesting structures to be constructed at the either sides of the road with special precaution of oil filters and de-silting chambers.</p> <p>(x) Provide compilation of road kill data on existing roads (national and state highways) in the vicinity of the proposed project.</p> <p>(xi) Provide measures to avoid road kills of wildlife by the way of road kill management plan.</p> <p>(xii) The alignment of road should be such that the cutting of trees is kept at bare minimum and for this the proponent shall obtain permission from the competent authorities.</p> <p>(xiii) A comprehensive plan for plantation of three rows of native species, as per IRC guidelines, shall be provided. Such plantation alongside of forest stretch will be over and above the compensatory afforestation. Tree species should be same as per the forest type.</p> <p>(xiv) The activities and budget earmarked for Corporate Environmental Responsibility (CER) shall be as per ministry's O.M No 22-65/2017-IA.II (M) dated 1st May, 2018 and the action plan on the activities proposed under CER shall be submitted at the time of appraisal of the project included in the EIA/EMP Report.</p> <p>(xv) The PP shall not use groundwater/surface water without obtaining approval from CGWA/SGWA as the case may be. The project proponent shall apply to the Central Ground Water Authority (CGWA)/State Ground Water Authority (SGWA)/Competent Authority, as the case may be, for obtaining No Objection Certificate (NOC), for withdrawal of ground water.</p> <p>(xvi) The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M), dated 25th October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.</p>
4.5	<p>Development of Economic Corridors, Inter-Corridors, feeder routes and Coastal Road primarily to improve the efficiency of freight movement in India (Lot-3/Odisha & Jharkhand/Package-2) Raipur-Vishakhapatnam (Ch 365.033 – Ch 464.662 km) in the State of Andhra Pradesh by M/s National Highways Authority of India (NHAI) under Bharatmala Pariyojana – Terms of Reference [Proposal No. IA/AP/NCP/121915/2019] [F.No. 10-5/2020IA.III]</p>
4.5.1	<p>The project proponent along with the EIA consultant M/s Centre for Envirotech & Management Consultancy Private Limited, Bhubneshwar made a presentation and provided following information:</p> <p>(i) Proposal; Development of Economic Corridors, Inter-corridors and feeder routes and Coastal road primarily to improve the efficiency of freight movement in India under Bharatmala Pariyojna Lot-3/Odisha & Jharkhand/Package-2, (Ch 365.033 - Ch 464.662 km).</p> <p>(ii) Nature of Project: New</p> <p>(iii) Location: This project is long stretch of road of 99.629 km i.e. starting in Vizianagaram district to Sabbavaram village in Visakhapatnam district & various other parts of Andhra Pradesh.</p> <p>(iv) Geo-coordinates of the Project Site: Starting Point: <ul style="list-style-type: none"> • Latitude: 18°25'09.64"N • Longitude: 83°02'11.24"E End Point: <ul style="list-style-type: none"> • Latitude: 17°48'13.93"N • Longitude: 83°05'54.77"E </p> <p>(v) Investment/Cost of the Project: The estimated cost of the project is about INR 2542.67 Crores.</p> <p>(vi) Item of Schedule to the EIA Notification, 2006; As per EIA notification, 2006, the proposed project is covered under category 7 'f'.</p> <p>(vii) Why appraisal/approval is required at the Central level; As per EIA notification,</p>

	<p>2006, all new National Highway project is coming under Category A project and category-A project is appraisal at Central Level.</p> <p>(viii) Project brief: Total area, Land use of site and 10 km radius of project site, project components, connectivity to the site etc,;</p> <ul style="list-style-type: none"> • Govt. Land – 165.911 ha • Pvt. Land – 432.04 ha • Forest Land – 45.04 ha • Total – 642.991 ha <p>(ix) Site Connectivity: The proposed road shall connect different parts of Andhra Pradesh. The proposed stretch is directly connected to various important roads and railway stations.</p> <p>This project is long stretch of road of 99.629 km i.e. starting in Vizianagaram district to Sabbavaram village in Visakhapatnam district & various other parts of Andhra Pradesh.</p> <p>Similiaguda Railway Station, 16.0 km (approx.) in South-West direction (Ch.363.811 km).</p> <p>Kothavalasa Railway Station, 11.0 km (approx.) in North-East direction (Ch.464.662 km).</p> <p>Visakhapatnam Airport, 11.2 km in South-East direction (Ch.464.662 km).</p> <p>(x) Justification for selection of the site: In Andhra Pradesh state, the alignment follows Bangarugudi, Garella Valasa, Mathumuru, Mulachelagam, Chandapuram, Jakkuva, Kotha Palem, Penta Srirampuram & ends near Sabbavaram. The design speed 100 Kmph with smooth gradient in hilly terrain & permissible hill cutting. The option-3 has been recommended due to less length of Forest Area.</p> <p>(xi) Terrain, level with respect o MSL, requirement of filling if any: The PROW is taken as 70m in Plain & Rolling Terrain of this corridor.</p> <p>(xii) Rehabilitation involved if any: No</p> <p>(xiii) Details of water bodies, impact on drainage, if any: 6 water bodies will be impacted due to the proposed highway.</p> <p>(xiv) Water requirement, source, status of clearance: Water Requirement - The total water demand of the project is 3338116 KL.</p> <ul style="list-style-type: none"> • Source – Surface Water/Ground Water • Status of Clearance – Under Process <p>(xv) Ground water extraction/usage: The total water demand of the project is 3338116 KL. Water will be sourced from Surface Water/Ground Water.</p> <p>(xvi) Whether the project is in Critically Polluted area: No</p> <p>(xvii) Tree cutting, types, numbers, girth size etc.: The alignment will involve cutting of around 10397 nos. of trees.</p> <p>(xviii) If the project involves diversion of forest land:</p> <ul style="list-style-type: none"> • Extent of the forest land – 45.04 Ha • Status of forest clearance – Forest clearance is under process. <p>(xix) If the project falls within 10 km of eco- sensitive area, Name of eco- sensitive area and distance from the project site,: No</p> <p>(xx) Whether project site is in CRZ area if yes furnish the CRZ map: Not Applicable</p> <p>(xxi) CETP: Not Applicable:</p> <ul style="list-style-type: none"> • Type of effluent, Quantity, effluent conveyance system from the member units to CETP • Treatment and usage of treated sewage <p>(xxii) Incinerator: Not Applicable</p> <p>Types of wastes, sources, collection, treatment, waste generation and disposal Habitation in and around.</p> <p>(xxiii) Rehabilitation involved if any: Not Applicable</p>
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	<p>(xxiv) Employment potential; During the construction of the road project around 1000 persons would be employed temporarily. However due to construction of toll plazas approx. 50 persons will be employed on permanent basis.</p> <p>(xxv) Benefits of the project:</p> <ul style="list-style-type: none"> • High-speed connectivity and access: The proposed economic corridor will avoid traffic congestion and speed-up the freight movement. • Aiding economic growth: The seamless connectivity will provide better access to vehicles as a link to the National Highways. The Project will reduce travel time and provide boost to trade and commerce linked to the regions connected through this economic corridor. • Growth of backward areas: The biggest strength of the alignment is that it plans to cover backward districts of Andhra Pradesh. As a result of connectivity and access to other parts of the country, these backward areas will be aided to integrate with rest of the world. Further, freight and passenger traffic on the economic corridor will help promoting ancillary economy of these regions. • Decongestion of existing National and State Highways: The proposed phase will take away traffic pressures from existing SH and NH passing through various cities thereby leaving the NH and SH for regional and local usage. • Improved safety: Due to access control, the Roadway & Travel Safety of the traffic connecting the cities will be enhanced as there will be minimum distractions & conflict zones. • Support to industry: Different types of industries like Manufacturing, Tourism and agricultural etc. along the proposed corridor will be facilitated in their business operation and reach ability. <p>(xxvi) Court cases if any: No</p>
<p>4.5.2</p>	<p>The EAC after detailed deliberations during 230th meeting on 28-29 January, 2020, observed the following:</p> <p>(i) Proposed alignment starts in Vizianagaram district to Sabbavaram village in Visakhapatnam district and various other parts of Andhra Pradesh.</p> <p>(ii) The proposed alignment is located in the Eastern Ghats and within the Elephant range. There are possibilities that proposed alignment interferes with the elephant movement as it may fall within the Elephant corridor area.</p>
<p>4.5.3</p>	<p>The EAC after detailed deliberations during 230th meeting on 28-29 January, 2020, recommended the project for grant of Terms of Reference (ToR), and for preparation of EIA/EMP report with public consultations subject to compliance of all conditions as notified in the standard ToR applicable for such projects and specific conditions, as mentioned below:</p> <p>(i) Proponent shall map wildlife crossing (particularly for Elephant movement) accurately through the thorough consultation with state forest department and Project Elephant at MoEF&CC, New Delhi. Wildlife Conservation Plan (including construction of underpasses of adequate length for elephant movement) and other appropriate mitigation measures shall be prepared in consultation with the Chief Wildlife Warden of the State along with implementation schedule and appropriate monitoring mechanism. Proponent shall also obtain NOC from Project Elephant Division of MoEF&CC.</p> <p>(ii) Study to be carried out on Acoustic and Light Proofing measures considering the Wildlife Institute of India manual and other studies by the reputed institutes on the matter. The study shall be carried by the qualified professionals, scientists from any national institute/universities of repute having requisite experience to conduct such study.</p> <p>(iii) Number of tunnels should be increased in order to avoid the disturbance to existing forest cover as well as local inhabitation.</p> <p>(iv) Number of pillars in the waterbodies/rivers should be kept minimum while constructing bridges or overpasses. The minimum 45 m or more of distance shall be maintained between two adjacent pillars.</p>

	<ul style="list-style-type: none"> (v) RoW of the proposed alignment shall be restricted to 60 m in general and 30 m in forest areas. Standardization of ROW for non-forest land and forest land to be defined and to be remain constant for all the projects of NHAI. (vi) The proposal for diversion of forest land shall be revised as per reduced RoW, i.e., 60 m in general and 30 m in forest areas. (vii) Since the proposed alignment will pass from forest land and the traffic shall be predominantly Coal transportation, pollution impact studies are essential. Also the proponent to carry out detailed traffic study to assess inflow of traffic from adjoining areas. (viii) Rain water harvesting structures to be constructed at the either sides of the road with special precaution of oil filters and de-silting chambers. (ix) Provide compilation of road kill data on existing roads (national and state highways) in the vicinity of the proposed project. (x) Provide measures to avoid road kills of wildlife by the way of road kill management plan. (xi) The alignment of road should be such that the cutting of trees is kept at bare minimum and for this the proponent shall obtain permission from the competent authorities. (xii) A comprehensive plan for plantation of three rows of native species, as per IRC guidelines, shall be provided. Such plantation alongside of forest stretch will be over and above the compensatory afforestation. Tree species should be same as per the local forest type. (xiii) The activities and budget earmarked for Corporate Environmental Responsibility (CER) shall be as per ministry's O.M No 22-65/2017-IA.II (M) dated 1st May, 2018 and the action plan on the activities proposed under CER shall be submitted at the time of appraisal of the project included in the EIA/EMP Report. (xiv) The PP shall not use groundwater/surface water without obtaining approval from CGWA/SGWA as the case may be. The project proponent shall apply to the Central Ground Water Authority (CGWA)/State Ground Water Authority (SGWA)/Competent Authority, as the case may be, for obtaining No Objection Certificate (NOC), for withdrawal of ground water. (xv) The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M), dated 25th October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.
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List of the Members attended 230th meeting of Expert Appraisal Committee for Projects related to Infrastructure Development, Industrial Estate and Miscellaneous projects held on 28th-29th January, 2020 and approved the above minutes.

Sl. No.	Name of the EAC member	Role/Designation	Signature
1	Dr. Deepak Arun Apte, Director, Bombay Natural History Society (BNHS), Mumbai	Chairman	
2	Dr. V.K. Jain, Professor of Chemistry, School of Sciences, Gujarat University, Ahmedabad	Member	
3	Dr. M.V. Ramana Murthy, Project Director, NIOT Campus, Pallikarai, Chennai	Member	
4	Shri Rajesh I. Shah, Vikas Centre for Development, Navjeevan, Ahmedabad – 380014	Member	
5	Dr. N.K. Verma, Former AD, CPCB, New Delhi	Member	
6	Dr. Manoranjan Hota Former Advisor/Scientist-G, MoEF&CC	Member	
7	Dr. Anil Kumar Singh, IFS (Retd), Ex PCCF Assam, Tower F, Float No. 103 Grand Anjara Heritage, Sector 74, Noida, UP	Member	
8	Shri Prabhakar Singh, Special DG, CPWD, Delhi.	Member	
9	Shri Narendra Surana, Managing Director, Bhagyanagar India Limited and Surana Telecom. and Power Limited, Hyderabad	Member	
10	Dr. Mohan Singh Panwar, Associate Professor, H.N.B Garhwal Central University, Srinagar,	Member	
11	Dr. Anuradha Shukla, Central Road Research Institute (CRRI), Mathura Road, New Delhi	Member	
12	Shri R Debroy, Member (EAC), Scientist E & In-charge (ESS), East Arujn Nagar, Delhi – 110 032,	Member	
13	Dr. D. Chakraborty, Scientist, CGWA, West Block – II, Wing-3, R.K Puram, New Delhi – 110 066.	Member	
14	Smt. Bindu Manghat, Director Survey of India New Delhi	Member	
15	Shri Raghu Kumar Kodali, Director/Scientist-F, IA-III Division, MoEF&CC	Member Secretary (Infra-1 EAC)	
16	Shri Ashish Kumar, Joint Director, IA-III, MoEF&CC	Special Invitee	 28-1-2020