Minutes for 5th meeting of Expert Appraisal Committee (Infra-2) for Projects related to All ship breaking yard including ship breaking unit, Common Hazardous Waste Treatment, Storage and Disposal Facilities, Ports and Harbours, Aerial Ropeways, CETPs, Common Municipal Solid Waste Management Facility, Building/Construction Project, Townships and Area Development projects held on 29thApril, 2016

5.1. Confirmation of Minutes of 4th EAC Meeting for Infra-2 held on **28-29th March, 2016**.

The minutes of the 4th Reconstituted Expert Appraisal Committee (Infrastructure- 2) meeting held during 28th – 29th March, 2016 were confirmed.

5.2. Consideration of Proposals

5.2.1.	Construction of Five numbers of Shallow Draught Berth at V.O. Chidambaranar Port, Thoothukkudi District, Tamil Nadu by M/s V O Chidambaranar Port-Finalization of ToR The project authorities gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken along with the draft Term of References for the preparation of EIA-EMP report. All the projects related to Ports and Harbour i.e. ≥5 million TPA of cargo handling capacity (excluding fishing harbours) are listed at 7(e) of schedule of EIA Notification, 2006 covered under category 'A' and appraised at central level. M/s V O Chidambaranar Port has proposed for Construction of Five numbers of Shallow Draught Berth at V.O. Chidambaranar Port, Thoothukkudi District, Tamil Nadu. V O Chidambaranar Port has eight general cargo berths. One container Terminal, two coal jetties, one jetty, two North Cargo Berths and one shallow Draught Berth in the existing port. The present maximum draught of the port is 12.8 m. the present cargo handling capacity of VO Chidambraner Port is 44.55 Million Tones. The capacity of five shallow Draught Berths are about 2.77 Million Tonnes Per Annum. Cost of project is Rs. 250 Crore. The proposed shallow draught berths will be used for handling liquid cargo, dry and break bulk cargoes etc. It is reported that the Gulf of Mannar Marine National Park is situated about 8 Km North from the project site. PP informed that no dredging will be carried out for five shallow Draught Berths. MoEF&CC has issued environmental clearance to M/s V O Chidambaranar Port for Construction of North Cargo Berth III, North Cargo Berth-IV and dredging in front of North Cargo Berth-II, North Cargo Berth-III and North Cargo Berth-IV at VO Chidambaranar Port Tutocorine on 02.01.2015. After detailed deliberations on the proposal, the Committee *recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity* and the following TOR in addition to *Standard ToR* for preparation of EIA-EMP report: i. Importance and benefits of the project. ii. A separate chapter on status of compliance of Environmental Conditions granted by State/Centre to be provided. As per circular dated 30th May, 2012

	issued by MoEF, a certified report by RO, MoEF&CC on status of compliance of conditions on existing port to be provided in EIA-EMP report. iii. Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale. iv. Recommendation of the SCZMA. v. Status of stage -1 forest clearance for the involvement of forest land if applicable. vi. Various Ports facilities with capacities for proposed project. vii. List of cargo to be handled along with mode of transportation. viii. Layout plan of existing and proposed Port. ix. A detailed analysis of the physico-chemical and biotic components in the highly turbid waters round the project site (as exhibited in the Google map shown during the presentation), compare it with the physico- chemical and biotic components in the adjacent clearer (blue) waters both in terms of baseline and impact assessment and draw up a management plan. x. Details of air pollution control measures to be taken as well as cost to be incurred. xi. Total water consumption and its source. Wastewater management plan. xii. Details of Environmental Monitoring Plan. xiii. The Marine biodiversity impact assessment report and management plan shall deal with all micro, micro and mega biotic components and ecology within the area of influence and should be drawn up through the National Institute of Oceanography or any other institution specializing in marine ecology. xiv. Disaster Management Plan for the above terminal. xv. Layout plan of existing and proposed Greenbelt. xvi. Status of court case pending against the project. xvii. A tabular chart with index for point wise compliance of above TORs. xviii. Public hearing to be conducted and issues raised and commitments made by the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made. It was recommended that 'TORs' along with Public Hearing prescribed by the Expert Appraisal Committee (Infrastrucure-2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The draft EIA/EMP report shall be submitted to the State Pollution Control Board for public hearing. The issues emerged and response to the issues shall be incorporated in the EIA report.
5.2.2.	Common hazardous waste treatment, storage and disposal facilities (TSDFs) at '161 B & C' 'Kora', 'Vasanthanarasapura' Karnataka by M/s Century Eco Solution India Private Limited-Finalization of ToR M/s Century Eco Solution India Private Limited has proposed for setting up of hazardous waste facility for alternate fuel & Raw material (AFR) Reclamation (15 TPD) & Rotary Kiln

	Incineration Plant (10 TPD). The information regarding layout map indicating various project's components, type of existing industrial units around the project site etc. is incomplete. Plot area available for the said project is 1 acre, which seems to be in lower side The Committee noted that proposal is premature and is deferred. Proposal will be considered after submission of the revised complete proposal through online web portal.
5.2.3.	Development of LNG Facility at Kakinada Deep Water Port (KDWP) Berth 7 located adjacent to Survey no. 317/318, GMR barge mounted power plant located at Survey no. 411,413, Tehsil Kakinada, District East Godavari, Andhra Pradesh by M/s GMR Holding Pvt Ltd- Finalization of ToR The project authorities gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken along with the draft Term of References for the preparation of EIA-EMP report. All the projects related to Ports and Harbour i.e. ≥5 million TPA of cargo handling capacity (excluding fishing harbours) are listed at 7(e) of schedule of EIA Notification, 2006 covered under category 'A' and appraised at central level. M/s GMR Holding Pvt Ltd. has proposed for development of LNG Facility with capacity of 1.75 MTPA at Kakinada Deep Water Port (KDWP) Berth 7 located adjacent to Survey no. 317/318, GMR barge mounted power plant located at Survey no. 411,413, Tehsil Kakinada, District East Godavari, Andhra Pradesh. The project envisages a start-up capacity of 1.75 MTPA which comprises of a captive use by GMR Energy Limited to the tune of ~0.85 MTPA and the balance would comprise of domestic piped and non-piped domestic users within radius of 450 km. The proposed LNG facility consist of the following: i. Development of necessary facility /equipment for ship berthing and mooring, LNG unloading arms with all safety measures. ii. LNG storage and transportation. iii. Onshore insulated Cryogenic Pipeline iv. LNG regasification Facility. v. Pipeline for connectivity to existing gas distribution grid. PP informed that they have selected three locations and based on study it was found that alternate site no. 3 i.e. Berth 7 is best ranked site for setting up of LNG facility. Land requirement for the project is 48.1 acres. During presentation, PP informed that regasification plant will also be installed at Berth No. 7. Cost of project is Rs. 471 Crore. Dredging quantity will be 1.5 Million Cum. Power requirement will be 8 MW. Coringa Wildlife Sanctuary is located at a distance of 1.5 Km south. After detailed deliberations on the proposal, the Committee *recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity* and the following TOR in addition to *Standard ToR* for preparation of EIA-EMP report: i. Importance and benefits of the project. ii. Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale. iii. Recommendation of the SCZMA. iv. Various LNG facilities with capacities for proposed project.

	v. List of cargo to be handled along with mode of transportation. vi. Layout plan of proposed facility. vii. Study the impact of dredging on the shore line. viii. The Marine biodiversity impact assessment report and management plan shall deal with all micro, micro and mega biotic components and ecology within the area of influence and should be drawn up through the National Institute of Oceanography or any other institution specializing in marine ecology. ix. Risk assessment including Hazard identification, Consequence Analysis, Risk Assessment and preparation of Disaster Management Plan as per Regulations x. Layout plan of existing and proposed Greenbelt. xi. Status of court case pending against the project. xii. A tabular chart with index for point wise compliance of above TORs. xiii. Public hearing to be conducted and issues raised and commitments made by the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made. It was recommended that 'TORs' along with Public Hearing prescribed by the Expert Appraisal Committee (Infrastrucure-2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The draft EIA/EMP report shall be submitted to the State Pollution Control Board for public hearing. The issues emerged and response to the issues shall be incorporated in the EIA report.
5.2.4.	Environmental Clearance for Development of Deoghar Airport at Villages Asahana, Babupur, Katia, Paharpur and Singhpur Yogidih, Tahsil & District Deoghar Jharkhand by M/s Airports Authority of India- Finalization of ToR The project authorities gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken along with the draft Term of References for the preparation of EIA-EMP report. All the projects related to Airports are listed at 7(a) of schedule of EIA Notification, 2006 covered under category 'A' and appraised at central level. M/s Airports Authority of India has proposed for development of Deoghar Airport at Villages Asahana, Babupur, Katia, Paharpur and Singhpur Yogidih, Tahsil & District Deoghar Jharkhand. The project will be developed in an area of 656.79 Acres (existing 53.41 acres and proposed 603.38 acres). The land for the project has been provided by State Govt. of Jharkhand. Out of which, 18.18 acres of forest land (as per khasra map) exist in the site area. Cost of the project is Rs. 350 Crores The airport will be developed to cater for operation of ATR-72 type of aircraft and after that if required then it will be developed for operation of A-321 type of aircraft, subject to viability and traffic demand. The estimated cost of the project is approx. INR 350 Crores. This project involves construction of the following facilities:

- Runway Size - 2700 m x 45 m [Orientation is 09-27]
- Stop way - 60 m x60 m
- Apron - 565 m x 115 m
- Taxiway - 188 m x 23 m
- RESA - 90 m x 90 m
- Isolation Bay - 64 m x 79 m
- Terminal Building - 5400m^2
- Fire Station - No. 1 (category VII)

During operation phase the water requirement will be about 72.6 KLD of which 41.8 KLD will be fresh water and 30.3 KLD will be recycled water. The requirement will be met from ground water.

The power requirement will be 1,200 kVA for the proposed project. The bulk power supply of 1250 KVA shall be drawn from the grid of State Electricity Board. Electric substation will be built inside the project site for housing HT and LT panels, DG set etc. Provision of Solar Power will be explored in this proposed project. Ajay river is following within 10 km of the project site.

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

i. Importance and benefits of the project.

ii. A toposheet of the study area of radius of 10km and site location on 1:50,000/1:25,000 scale on an A3/A2 sheet. (including all eco-sensitive areas and environmentally sensitive places)

iii. Status of DGCA approval for the project.

iv. Status of stage – 1 forest Clearance.

v. Layout maps of proposed project indicating runway, airport building, parking, greenbelt area, utilities etc.

vi. Cost of project and time of completion.

vii. A note on appropriate process and materials to be used to encourage reduction in carbon foot print. Optimize use of energy systems in buildings that should maintain a specified indoor environment conducive to the functional requirements of the building by following mandatory compliance measures (for all applicable buildings) as recommended in the Energy conservation building code (ECBC) 2007 of the Bureau of Energy Efficiency, Government of India. The energy system include air conditioning systems, indoor lighting systems, water heaters, air heaters and air circulation devices. Use

viii. Details of air emissions, effluents, solid waste and hazardous waste generation and their management.

ix. Noise monitoring shall be carried out in the funnel area of flight path.

x. Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract)

xi. The E.I.A. should specifically address to vehicular traffic management as well as

	estimation of vehicular parking area. xii. Fuel tank farm and its risk assessment. xiii. Public hearing to be conducted and issues raised and commitments made by the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made. xiv. Any litigation pending against the project and/or any direction/order passed by any Court of Law against the project, if so, details thereof shall also be included. Has the unit received any notice under the Section 5 of Environment (Protection) Act, 1986 or relevant Sections of Air and Water Acts? If so, details thereof and compliance/ATR to the notice(s) and present status of the case. xv. A tabular chart with index for point wise compliance of above TORs. It was recommended that **'TOR' along with Public Hearing** prescribed by the Expert Appraisal Committee (Infrastructure- 2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The draft EIA/EMP report shall be submitted to the State Pollution Control Board for public hearing. The issues emerged and response to the issues shall be incorporated in the EIA report.
5.2.5.	Development of Multipurpose Port at Villages Bhavanapadu, Marripadu, Devunalthada, Pollada, Komaralthada, Suryamanipuram, Mandal Santha Bommali Vajrapukothuru, District Srikakulam, Andhra Pradesh by M/s Director of Ports Kakinada- Finalization of ToR The project authorities gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken along with the draft Term of References for the preparation of EIA-EMP report. All the projects related to Ports and Harbour i.e. ≥5 million TPA of cargo handling capacity (excluding fishing harbours) are listed at 7(e) of schedule of EIA Notification, 2006 covered under category 'A' and appraised at central level. M/s Director of Ports Kakinada has proposed for Development of Multipurpose Port at Villages Bhavanapadu, Marripadu, Devunalthada, Pollada, Komaralthada, Suryamanipuram, Mandal Santha Bommali Vajrapukothuru, District Srikakulam, Andhra Pradesh. Being at a distance of 80 nautical miles of north east of port Visakhapatanam, Bhavanapadu port is located at Latitude 18°34'N and Longitude 84° 20'E on northern bank of Tekkali creek at 800m inside the from the confluence with sea. It is proposed to acquire 4922.85 acres of land for the proposed project. It is reported that no forest land is involved. Total cost of project is Rs. 4375 Crores, of which cost of project is Rs. 3725 Crores and cost of land acquisition id Rs. 650 Crore. Total capacity of proposed port is 30.57 MT. Total No of Berths proposed for construction is 14, which will be constructed in two phases (i.e. Phase – I : 5 Berths ; Phase – II : 9 Berths). It is reported that Naupada Salt Pans (6 Km), Nuvularevu salt pans (15 Km) and Telineelapuram (Bird nesting site 7 Km) are located within 10 km distance. Initially, 14 MTPA cargo will be handled by 2020 and 30.5 MTPA cargo will be handled later. Cargo such as LPG, LNG, Thermal Coal, Coking Coal, Containers, Agriculture products, break bulk, fertilizers, soya oil will be handled. Quantity of Dredging anticipated: 2 x 10^6 cum of sand in Phase-I and 2.25 x 10^6 cum for Phase-II. **In Phase-I:** About 54 Ha is planned to be reclaimed/ filled to a level of average 3.50m in the backup area for storage of cargo, with construction of rubble bund with geo textiles along -4m contour for a length of 950m. **In Phase-II:** About 18 Ha is planned to be reclaimed/ filled up to a level of average 3.50m in the backup area for storage of cargo, with construction of rubble bund with geo textiles along -4m contour for a length of 680m. Breakwater of height 17 m for a distance of 1600 m east and 400 m north, Berths (275 m x 25m x 25m) and deck with an elevation (+ 4.5 CD). The structure of berth will be designed for the largest vessel

	i.e. 150,000 dwt. After detailed deliberations on the proposal, the Committee *recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity* and the following TOR in addition to *Standard ToR* for preparation of EIA-EMP report: i. Importance and benefits of the project. ii. Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale. iii. Recommendation of the SCZMA. iv. Various Ports facilities with capacities for the existing as well as proposed project. v. List of cargo to be handled along with mode of transportation. vi. Layout plan of proposed Port. vii. Study the impact of dredging and dumps on the shore line. viii. Study the impact of dredging and dumping on marine ecology and draw up a management plan through the NIO or any other institute specializing in marine ecology. ix. Study on shoreline changing. x. Mangroves details to be mapped. xi. Study the impact on surface drainage. xii. Details of air pollution control measures to be taken as well as cost to be incurred. xiii. Total water consumption and its source. Wastewater management plan. xiv. Details of Environmental Monitoring Plan. xv. Draw up a marine ecology impact assessment report and a marine ecology management plan through the NIOS or any other Institute specializing in marine ecology, covering all the micro, macro and mega biotic components of the ecosystem in the area of influence. xvi. Risk assessment including Hazard identification, Consequence Analysis, Risk Assessment and preparation of Disaster Management Plan as per Regulations. xvii. Layout plan of proposed Greenbelt. xviii. Status of court case pending against the project. xix. A tabular chart with index for point wise compliance of above TORs. xx. Public hearing to be conducted and issues raised and commitments made by the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made. It was recommended that **'TORs' along with Public Hearing** prescribed by the Expert Appraisal Committee (Infrastrucure-2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The draft EIA/EMP report shall be submitted to the State Pollution Control Board for public

	hearing. The issues emerged and response to the issues shall be incorporated in the EIA report.
5.2.6.	Erection & Commissioning of Conveying System At GMB-Pindara Jetty, Village: Virpur, Tal: Kalyanpur, Gujarat by Bombay Minerals Ltd-Finalization of ToR PP did not attend the meeting.
5.2.7.	Development /Improvement of 7 Infrastructure Facilities at Chennai Port, Tamil Nadu by M/s Chennai Port Trust -Amendment in TOR MoEF&CC vide letter no 10-127/2007- IA III dated 5.02.2016 has issued TOR to M/s Chennai Port Trust for preparation of EIA report alongwith public hearing for development /improvement of 7 Infrastructure facilities at Chennai Port, Tamil Nadu. Now, PP has requested for exemption from public hearing on the following grounds: i) There is no addition to Cargo handling capacity of the Port; 1 MTPASA is capacity of berth only. ii) The current proposal is seeking clearance for strengthening of existing facility to handle coastal vessels and coastal cargo. The Committee noted that the Officials came for presentation was unprepared and don't have any information about the existing environmental clearance obtained by the port and issues raised during the existing public hearing. It was also noted that supreme court case is pending against the project. After detailed deliberation, the Committee recommended that public hearing can not exempted.
5.2.8.	EC for Proposed "The Marina" – A Mixed Development of Mall, Hotel, Multiplex and Residential Apartments by Allied Majestic Promoters and OMR Mall Developers Pvt Ltd.- Further consideration Proposal was considered by the EAC (Infra-2) in its 3rd meeting held on 23rd February, 2016 and the Committee sought the following addl. Information: a) Monitoring report from the Regional Office, Chennai for the current status of compliance of the existing EC's conditions to be submitted. b) A report on mandatory compliance measures taken for proposed buildings as recommended in the Energy conservation building code (ECBC) 2007 of the Bureau of Energy Efficiency, Government of India. c) Solar power to be included. d) Details of rain water harvesting system to be incorporated. e) Details of car parking norms to be followed. f) Source of water supply. g) Details of DG sets and its stack height as well as acoustic enclosure. PP has submitted the above mentioned information : Certified monitoring report dated 22.11.2014 issued by the MoEF&CC's Regional Office, Chennai is submitted. It is reported that the project construction wark was started on 15.11.2010 and the basement, ground floor and first floor works have been completed. In second and third floor construction activities are at various stages. They are planning to complete the work by October, 2015. EC was accorded for construction of shopping mall

	cum hotel (retail shop, theaters- 1800 seats multiplex, restaurant and 270 rooms hotel) having an area of 1,30,803.23 m^2 (basement + ground + 9 floors). Whereas the project authorities have change the scope of construction by reducing an area of 1,10,673 m^2 without approval. In general the project proponent is implementing all the conditions except change in scope. Further, PP has also submitted an affidavit mentioning that construction is already in progress, presently they have constructed basement + ground + 5 floors (which was earlier approved basements + ground + 9 floors), the recent photographs of the site showing the existing facility are submitted. PP informed that 22 nos. of rain water harvesting pits will be constructed. Rain water harvesting sump of 160 KL will be installed. Total fresh water requirement will be 243 KLD and sourced from Muttukadu Panchayat. Alternate source will be Nemmeli Desalination Plant. A total of DG sets of 4885 KVA will be installed. The Committee noted that PP has submitted the form-1 for amendment in the EC. As there is change in the scope of project, it was suggested to submit the revise Form-1 for EC instead of amendment for record purpose. After detailed deliberations, the Committee found additional information adequate and recommended the project for environmental clearance and stipulated the following specific conditions along with other environmental conditions while considering for accord of environmental clearance: i) The gaseous emissions from DG set shall be dispersed through adequate stack height as per CPCB standards. Acoustic enclosure shall be provided to the DG sets to mitigate the noise pollution. ii) Total fresh water requirement from Muttukadu Panchayat/Nemmeli Deesalination Plant through tanker shall not exceed 243 m^3/day. No ground water shall be used. iii) Sewage shall be treated in STP followed by RO system. Treated sewage will be recycle/reuse for cooling make up water, flushing and horticulture within building premises. 'Zero' effluent discharge shall be adopted and no effluent will be discharged outside the premises. iv) Solar power shall be used for lighting in the hotel and apartment to reduce the power load on grid. v) Solid waste shall be managed as per guidelines of Municipal Solid Waste (Management & Handling) Rules. Further action will be taken on the project after submission of revised form-1 through online web portal.
5.2.9.	Amendment in Environmental/CRZ Clearance of Kattupalli Shipyard cum Port, Ponneri Taluk, Thiruvallur District, Tamil Nadu by L&T Shipbuilding.-reg. MoEF&CC vide letter no 10-130/2007-IA III dated 3rd July, 2009 has granted EC & CRZ clearance to M/s L & T Ship Building Ltd. for proposed shipyard – cum- minor port complex at Kattupalli, Ponneri Taluka, Tiruvallur District, Tamil Nadu with following condition: "There shall be no reclamation /dredging of areas."

	MoEF&CC vide letter dated 12th May, 2010 has amended the EC & CRZ letter 3rd July, 2009 for carrying out dredging for 8.5 Million cum of material. MoEF&CC vide letter dated 17th December, 2014 has extended the validity of EC till 02.07.2019. Now, PP has submitted the proposal for amendment in EC/CRZ Clearance for extension of dredged spoil disposal site. After detailed deliberations, the Committee *recommended for grant of project specific Terms of Reference for preparation of EIA /EMP report :* i. Importance and benefits of the project. **ii.** A separate chapter on status of compliance of Environmental Conditions granted by State/Centre to be provided. As per circular dated 30th May, 2012 issued by MoEF, a certified report by RO, MoEF on status of compliance of conditions on existing unit to be provided in EIA-EMP report. iii. Details of implementation of activities/projects granted in the existing EC. iv. Quantity of materials to be dredged under capital dredging and maintenance dredging. v. Recommendation of the SCZMA. vi. Dispersion modelling for the dumping of the dredge materials shall be carried out. The study report shall be incorporated. vii. The EIA should also include a marine ecology impact assessment report and management plan from reputed institute in marine Ecology. The said report shall deal with all the micro, macro and mega biotic components and ecology within the area of influence. viii. Study of water, sediment, aquatic biological environment quality etc in and around the dredging facility. ix. Study the impact of dredging and dumping on marine. x. Environmental Management Plan including environment monitoring plan. The Committee noted that deepening of channel was covered in the EIA study of the existing EC date 3rd July, 2009. Therefore, the Committee exempted the public hearing as per 7 (ii) of EIA Notification as public hearing was conducted on 21.08.2008. The Committee also suggested them to upload the copy of form1 in TOR section of the MoEF&CC's website. TOR letter will be issued after uploading form 1.
5.2.10.	Development of an offshore LNG Floating storage and re-gasification unit at Kakinada Deep Water Port in Andhra Pradesh by M/s Krishna Godavari LNG Terminal Pvt. Ltd-Further Consideration for Environmental & CRZ Clearance-reg. Proposal was considered by the Expert Appraisal Committee (Infrastructure -2) in its 2nd meeting held during 20th - 21st January, 2016.

	AP Coastal Zone Management Authority vide letter no. 2119/Env.Sec. V/2015 dated 27th April, 2016 has recommended the above mentioned proposal to MoEF&CC under the provisions of the CRZ Notification, 2011. It was noted that the demarcation of HTL, CRZ and LTL has been carried out by Institute of Remote Sensing (IRS), Anna University. The area of development falls within CRZ – IV, CRZ I (B) and CRZ III. The proposed development is a permissible activity in CRZ area as per paragraph 3 (ii) (b) of CRZ Notification, 2011. After detailed deliberations, the Committee found additional information adequate and recommended the project for environmental and CRZ clearance and stipulated the following specific conditions along with other environmental conditions while considering for accord of environmental and CRZ clearance: 1. Construction activity shall be carried out strictly according to the provisions of CRZ Notification, 2011. No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area. 2. The environmental clearance is subject to obtaining prior clearance from Wildlife angle including clearance from the Standing Committee of the National Board for Wildlife as applicable. 3. The Terminal should operate for 270 days in a year with a down time of 95 days. 4. In case of extreme events the FSRU/FSU and LNG carriers shall be towed away to safe zones which will be identified and notified beforehand. 5. Stack of adequate height shall be provided to duel fuel power generator (mainly gas) to disperse air emission as per CPCB/SPCB guidelines. 6. No reclamation and no dredging shall be undertaken. Trenching for laying submarine pipelines shall be undertaken after taking due care for marine ecology. A marine biodiversity management plan to mitigate environmental impacts shall be drawn up through the NIO or any other reputed marine ecology institution and implemented. The trenched material would be put back after the pipeline is laid in the trench. 7. No break waters, jetties or other shore connected structures shall be constructed. 8. The project proponents shall ensure that all fishing vessels are prohibited within 1.5 Kms. of LNG operational area. 9. The CSR activities will be managed as per the Companies Act of 2013. For the tribal population at Coringa, the CSR activities will be dovetailed with the related Government projects and implemented accordingly. 10. Waste including membrane recharges shall be handled in accordance to the Water (Prevention and Control of Pollution) Act 1981, the E.P. Act (1986) and as per the International Maritime Regulations. 11. The industry shall ensure continuous monitoring of the sea water around the installation as the expected drop in temperature of sea water is (-) 0.32^{O}C. the extent of the impact on the surrounding water zone may be studied for its impact on marine flora and fauna. 12. As proposed a green belt of 30% of the 5 Acre shore gas receiving area shall be provided. 13. The Project proponent shall ensure that no creeks or rivers are blocked due to any activities at the project site and free flow of water is maintained. 14. All the conditions stipulated in the earlier Clearance including the recommendations of Environment Management Plan, Disaster management Plan shall be strictly

	complied with 15. The ground water shall not be tapped within the CRZ areas by the PP to meet with the water requirement in any case. 16. Ship /vessels calling at the jetty shall not be permitted to dump wastes/bilge water during the berthing period.
5.2.11.	Proposed Greenfield facility for import of 5 MMTPA LNG Floating Storage Unit (FSU) and handling facility within Krishnapatnam Port Ltd., Nellore, Andhra Pradesh by MIs LNG Bharat Pvt. Ltd. – Environmental and CRZ Clearance – reg. M/s LNG Bharat Private Limited (LNGBL) has proposed to set up 5 MMTPA capacity LNG import facility with Floating Storage Unit (FSU), onshore mini storage tanks and cryogenic road tanker loading facilities at the existing Krishnapatnam port, Nellore District, Andhra Pradesh. It is reported that there is no ecological sensitive locations, archaeological monuments, place of tourist interests and defence installations within 10 km distance. 4 reserve forest block exists within 10 km distance. Total land requirement for the project is 120 acres. This land is located within the existing Krishnapatnam port. Greenbelt having 10-20 m width will be developed all along the boundary. Cost of the project is Rs. 1000 Crore. Out of which, Rs. 20.35 Crore and Rs. 1.21 Crore are earmarked toward capital cost and recurring cost per annum for implementation of environment management plan. The proposed LNG Re-gasification Terminal at Krishnapatnam Port shall be designed, constructed and operated for unloading, storage and re-gasification of LNG equivalent to 5 MMTPA. The proposed LNG Re-gasification facility will be developed in 3 phases: **Phase-1** 1. Floating storage unit (FSU) 2. Ship Unloading arms 3. Three horizontal vacuum insulated cryogenic storage tanks each with 350 m3 gross capacity; 4. Five Cryogenic liquid transfer pumps for recirculation and (or) trailer filling; 5. Two Cryogenic liquid transfer pumps for grid line feed; 6. Ambient air vaporizer for BOG generated from the storage tanks 7. Ambient air vaporizers for gas make-up to the grid line (AVC 2400 HP, there shall be two banks of 4 vaporizers where one bank shall be working &another stand-by); 8. 8 number of loading bays for filling of road trailers; 9. BOG compressor for BOG generated from FSU, storage tanks & trailers 10. Pressure regulation & metering; 11. Valve skid for trailer filling & BOG; 12. Skid for trailer depressurization; 13. Drain vessel; 14. Suction accumulator if required; 15. Valve skid on the jetty 16. Liquid nitrogen storage tank, ambient air vaporizer, pressure regulator for GN2 supply. 17. Cryogenic and other pipelines 18. Any other equipment as required for the terminal **Phase-1A** 1. LNG shore tank, capacity 30,000 m3 2. Vaporizers 3. Pressure regulation & metering skid

4. BOG compressor for BOG generated from shore tank
5. Any other equipment as required for the terminal

Phase-2

1. LNG shore tanks additional capacity
2. Vaporizers additional capacity.
3. Any other equipment as required for the terminal

Additionally, the PP informed the Committee that ambient air quality monitoring was carried out at 8 locations during pre-monsoon season, 2014, post monsoon season 2014 and winter season 2014-2015 and submitted baseline data indicates that ranges of concentrations of PM_{10} (25.4 µg/m^3 to 76.7 µg/m^3), $PM_{2.5}$ (12.8 µg/m^3 to 37.1 µg/m^3), SO_2 (12.4 µg/m^3 to 25.6 ug/m^3) and NOx (15.1 µg/m^3 to 30.4 µg/m3) respectively. AAQ modeling study for point source emissions indicates that the maximum incremental GLCs after the proposed project would be 0.63 µg/m^3 with respect to NOx. The resultant concentrations are within the NAAQS. Air emission will be from the operation of GTG's/GTE's and flare. Natural Gas will be used to run GTG's/GTE's. 45 m stack height will be provided to GTG's/GTE to disperse the air pollutants. Potable water requirement will be 20 m3/day and will be sourced from KPCL. Domestic effluent generation will be 8 m^3/day, which will be treated in the Sewage Treatment Plant (STP). Treated sewage will be recycled/reused for horticulture purpose. Waste oil/used oil will be sent to authorized re-processors.

The Committee deliberated upon the issues raised during the Public Hearing / Public Consultation meeting conducted by the AP Pollution Control Board on 22nd December, 2015. The issues were raised regarding local employment, environment protection measures, dust emissions from the other nearby industries, development of villages etc. Regarding local employment, PP informed that employment preference will be given to nearby villagers. About 1000 jobs will be created indirectly due to this project, which includes skilled, semiskilled and unskilled. Regarding pollution control measures, PP informed that Rs. 20.35 Crores has been earmarked on pollution control, treatment and monitoring system. PP also informed that Rs. 20.0 Crores has been allocated for undertaking the proposed CSR in consultation with the District Administration. The Committee noted that issues have satisfactorily been responded by the project proponent and incorporated in the final EIA-EMP report.

The Committee deliberated on quantitative risk assessment report. The Committee suggested them to comply with the recommendations suggested in the report.

The Committee deliberated on the recommendation letter no 2119/Env.Sec. V/2015 dated 27.04.2016 of APCZMA for the above mentioned project. It was noted that as per the SCZMA, the proposal submitted by the Proponent is not clear on the exact locations of various installation. The SCZMA felt that the FSU & route of pipelines requires firming up with the location co-ordinates. APCZMA sought for requisite documents and undertakings from the PP. The Committee was of the view that SCZMA should remove the deficiency in the proposal before recommending to the Ministry.

The Committee suggested proponent that PP should submit all the requisite documents to APCZMA as sought by them.

The proposal was deferred till the recommendations of SCZMA are submitted. The above information shall be provided with the uploading of minutes on the website.

****

LIST OF PARTICIPANTS OF EAC (INFRASTRUCTURE-2) IN 5th MEETING OF EAC (INFRASTRUCURE-2) HELD ON 29thApril, 2016

S.N.	Name	Designation	Attendance
1	Prof. T. Haque	Chairman	P
2	Shri K. Gowarappan	Member	A
3	Dr. Yashpal Singh	Member	A
4	Dr. Ayi Vaman N. Acharya	Member	P
5	Dr. S.K. Bhargava	Member	A
6	Dr. Chandrahas Deshpande	Member	A
7	Shri A.P. Singh	Member	P
8	Ms. Mili Majumdar/Dr.Hina Zia Representatives of TERI	Member	A
9	Prof.Dr. Sanjay Gupta	Member	A
10	Dr. R Deoliya	Member	A
MOEF&CC Representative			
11.	Shri A. N. Singh	Joint Director & Member Secretary	P