Minutes for 8th meeting of Expert Appraisal Committee (Infra-2) for Projects related to All ship breaking yard including ship breaking unit, Airport, Common Hazardous Waste Treatment, Storage and Disposal Facilities, Ports and Harbours, Aerial Ropeways, CETPs, Common Municipal Solid Waste Management Facility, Building/Construction Project, Townships and Area Development projects held on 28-29 July, 2016

Thursday 28th July, 2016

8.1. Confirmation of Minutes of 7thEAC Meeting for Infra-2 held on **29 June, 2016**.

The minutes of the 7th Expert Appraisal Committee (Infrastructure- 2) meeting held during 29th June, 2016 were confirmed.

8.2. Consideration of Proposals

8.2.1.	Construction of Dedicated Berth and other Infrastructure Facilities for the Administration of the Union Territory of Lakshdweep at Beypore, Calicut, Kerala by M/s CPWD, Calicut Central Circle – **Environmental and CRZ Clearance [Proposal No. IA/KL/MIS/32325/2013]** The Committee noted that public hearing was conducted by KSPCB on 26.02.2016 and supervised/presided by Dy. Collector (Election), Kozhikode. As per EIA Notification, 2006, the District Magistrate or his or her representative not below the rank of an Additional District Magistrate assisted by a representative of SPCB or UTPCC**,** shall supervise and preside over the entire public hearing process. The Committee was of the view that level of the Dy. Collector seems to be below the rank of an Additional District Magistrate. Although PP was unable to clarify the issues. Therefore, the Committee recommended that procedure prescribed for conducting public hearing as per EIA Notification, 2006 shall be strictly followed by the project authority and KSPCB. The proposal was deferred till the necessary action taken by the project authority.
8.2.2.	Expansion of existing jetty by setting a new berth at Gulf of Kutch, Jamnagar by M/s Reliance Industries Ltd. – **Environmental and CRZ Clearance [Proposal No. IA/MIS/GJ/23582/2014]** The project authorities and their consultant (M/s NEERI) gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken as per Terms of References (TORs) awarded during the 136th Meeting of the Expert Appraisal Committee (Infrastructure) held during 30th July– 1st August, 2014 for 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 Reliance Industries Ltd has proposed to expand the existing liquid jetty by setting up a new berth to the south east of the existing liquid jetty in order to facilitate additional product evacuation through marine route. At present, the products manufactured in the refinery and downstream petrochemical complex are being evacuated through the existing marine facilities that are operational at Sikka, Jamnagar, Gujarat. The marine facilities comprises of five SPMs (i.e. Three SPMs for crude oil import and Two SPMs for product export) and a liquid jetty with

	five product berths (namely A, B, C, D & A1 for exporting products) and a Ro-Ro / Lo-Lo jetty facility for handling over dimensional cargo for projects. The SPMs and jetties lie within jurisdiction of Gujarat Maritime Board (GMB). The existing crude and product SPMs are located approx. 15 kms from shore, in the Gulf of Kutch and are connected to Marine Tank Farm (MTF) via subsea pipelines. The jetty consisting of five berths is also located in Gulf of Kutch and is connected by an approach trestle bridge which is of approx. 4.5 kms long from the land fall point (LFP). The trestle carries all the feed and product pipelines and a carriage way for the movement of light motor vehicles. The New Berth will handle 8 MMTPA of liquid products like Glycols, Acetic Acid, Naphtha, Paraxylene, Diesel, Benzene, Vinyl Acetate Monomer and Phenol. With a part of the infrastructure already available i.e., approach trestle from landfall point to knuckle point, pipe racks etc. connecting to the berths of the existing jetty, it is proposed to expand the existing jetty from the knuckle point by installing an new approach trestle and berth operating platform along with mooring and breasting dolphins on piles, towards the south-east side of the existing jetty at 2487492.941 N, 587053.601 E (WGS 84 datum). New berth having following facility in CRZ area: (i) Berth operating platform -27 m x 21 m at 11m CD would be made up of concrete deck supported on steel structure and piles. (ii) Approach Trestle- New approach trestle, 650 m long and 6.9 m wide, supported on pile from Knuckle platform to the new berth. (iii) No. of loading arm is 6. (iv) Turning circle – 460 m dia. (v) Pile foot print area – 124.28 m^2. (vi) Mooring and Breasting Dolphin – The mooring and Breasting dolphin will be constructed on steel piles and connected to the berth operating platform by catwalks. The New Berth will be designed to handle ships of LOA ranging from 105 to 230 m with a maximum draft of 13.0 m. The parcel size of the vessels will range from 5 - 60 KT. The existing navigational channel would be utilized for the new berth, which would be constructed on the south east of the existing jetty at (Latitude 2487492.94 N, longitude 587053.681 E). It is reported that the proposed facilities are 4 km away from mangroves toward south and North-East. It does not fall within marine national park and marine sanctuary. It is reported that distance of new berth of RIL from eco-sensitive zone, Marine National Park and Marine Sanctuary is 965 m, 1165m and 1712 m respectively. Additionally, PP informed the Committee that ambient air quality monitoring was carried out at 9 locations during summer, post-monsoon and winter season (2012-13) and submitted baseline data indicates that ranges of concentrations of PM10 (40-193 µg/m^3), PM2.5 (11-70 µg/m^3), SO_2 (3-40 µg/m^3), NOx (3-44 µg/m^3), NH3 (4-148 µg/m^3) and CO (0.63-1.14 mg/m^3) methane hydrocarbons (1.21 - 1.54 ppm), non-methane hydrocarbon (0.19-0.31 ppm) Benzo (α) pyrene (BaP (0.61-0.64 ng/m^3) respectively. AAQ modeling study for point source emissions indicates that the maximum incremental GLCs after the proposed project would be 0.06 µg/m3, 1.9 µg/m3and 6.4 µg/m3 with respect to PM_{10}, SO_2 and NOx. The resultant concentrations are within the National Ambient Air Quality Standards (NAAQS) except particulate matter. PP informed that higher value of PM_{10} is due to broken road and wind blown dust. The water requirement during the construction phase will be 5 m^3/d, including the domestic water requirement. The additional water requirement during the operation phase will be 1m^3/d for domestic use which includes requirement for drinking, cleaning etc. in the operational area.

	The wastewater generated will be treated in the STP and the treated wastewater can be discharged into the Gulf. During the operation phase, slope water is expected to be generated at the berth operating platform. The slop water will be collected in the slop tanks provided beneath the berth platform and transferred to shore tank farm through dedicated slop return pipeline. Two slop tanks will be provided at the berth to avoid any spills into the Gulf. M/s NIO has carried out modeling of sedimentation processes and comparison has been made for sedimentation parameters before and after development. It is reported that there is a slight increase in the instantaneous rate of deposition but the order of magnitude values are low and apart from this there is no significant change in the rates of deposition at the jetty location due to the development activities. The instantaneous rate of sediment erosion for various tidal conditions before and after proposed developmental activities has been studied. The maximum rate of erosion observed in the vicinity of Jetty is in the order of 0.00018 kg/m^2-sec. It is reported by M/s NIO that no significant change in the rates of erosion is observed at the areas where development activities are carried out. The software has been run for 15 days continuously to predict the change in bed levels due to the proposed development i.e. expansion of the existing jetty by setting up a new berth. It was noticed that there is difference in the variation in the bed levels after 15 days in the domain before and after development. There is a slight increase as mentioned above of the order of 0.005m. Morphological changes in any region, where development is proposed, are caused due to variations in current patterns. From the study, it is reported that the current speed variations at the vicinity of the jetty are not expected due to jetty construction as the changes in erosion/deposition trend is not significant. The Committee noted that they will adopt the methodology of piling in such a way that it will eliminate the increase in SS due to piling. Enhancement of SS during piling will cause temporal localised changes and meagre impact on phytoplankton. Production and recovery of phytoplankton will start after completion of piling activities. The Committee suggested that while constructing berth/piles, an independent monitoring shall be carried out to check the impact and necessary measures shall be taken on priority basis if any adverse impact is observed. Oil spill modeling studies were carried out to assess the impact of the oil spill / immiscible petrochemical spill. Model was run for several scenarios, viz, premonsoon, monsoon and postmonsoon and outcome is discussed in the EIA report It was informed that in case of small spills of petrochemical products, if spilled on jetty deck, can be recovered using absorbent materials. In case of large spills i.e. < 700t i.e, RIL has a robust Oil Spill Response Plan, which has a well-designed strategy to identify emergency organisation structure, responsibilities, communications and procedures to respond to oil spill emergencies in the marine area. It also delineates the equipment and facilities that are to be maintained in readiness at all times to handle any emergency and mitigate its adverse impacts. The Disaster Management Plan has been prepared to take care of any oil leakage in the Gulf. The response facilities / equipment has been established for Tier 1 capability and is based on a spillage of 700 tons. The Oil Spill Response Plan has been approved by Indian Coast Guard. For spillages more than Tier I level, RIL has developed a mutual aid scheme with M/s Indian Oil Corporation Ltd, M/s Essar Oil Ltd, Vadinar and M/s Bharat Oman Refinery Ltd, Vadinar. Water sprays can be used to reduce vapour. In all cases, the prevention of fire and the safety of personnel must remain the primary consideration. RIL jetty procedures for the use of breathing apparatus, protective clothing and equipment must be scrupulously observed. Gujarat Coastal Zone Management Authority vide letter no. ENV-10-2016-36-E (T Cell) dated 28th June, 2016 has recommended the proposed facilities to MoEF&CC under the provisions of the CRZ Notification, 2011. As per the CRZ maps prepared by the Nation Institute of Oceanography, Goa proposed facilities fall in the CRZ – IV category.

	The Committee deliberated upon the issues raised during the Public Hearing / Public Consultation meeting conducted by the Gujarat Pollution Control Board on 12th April, 2016. The concerns were raised on local employment, CSR budget, contract for water tanker; Assistance to Digvijay college run by Gram panchayat; healthcare facility to be created etc. In response, PP informed that under CSR program, action plan has been prepared for the next 5 years (2016-21). CSR funds allocated for need base activities in the year 2016-17, 2017-18, 2018-19, 2019-20 and 2020-21 are 9.425 Crore, 11.7502 Crore, 12.48 Crore, 13.1425 Crore and 15.135 crore respectively. PP also explained the various activities to be carried out under CSR funds. The Committee noted that issues have satisfactorily been responded by the project proponent and incorporated in the final EIA-EMP report. After detailed deliberations, the Committee 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 clearance: (i) Construction activity shall be carried out strictly according to the provisions of CRZ Notification, 2011. No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area. (ii) As proposed, the Company shall not carry out any construction activity in the Eco- Sensitive area. (iii) The project proponent shall ensure that there shall be no damage to the existing mangroves patches near site and also ensure the free flow of water to avoid damage to the mangroves. (iv) As proposed, the Company shall undertake additional mangrove plantation in area of 100 ha. (v) 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. (vi) Shoreline should not be disturbed due to dumping. Periodical study on shore line changes shall be conducted and mitigation carried out, if necessary. The details shall be submitted along with the six monthly monitoring report. (vii) The commitments made during the Public Hearing and recorded in the Minutes shall be complied with letter and spirit. A hard copy of the action taken shall be submitted to the Ministry. (viii) As proposed, no capital and maintenance dredging shall be carried out. (ix) While constructing berth/piles, an independent monitoring shall be carried out by Government Agency/Institute to check the impact and necessary measures shall be taken on priority basis if any adverse impact is observed (x) All the conditions stipulated in the earlier Clearance including the recommendations of Environment Management Plan, Disaster management

	Plan shall be strictly complied with. (xi) The ground water shall not be tapped within the CRZ areas by the PP to meet with the water requirement in any case. (xii) Necessary arrangements for the treatment of the effluents and solid wastes must be made and it must be ensured that they conform to the standards laid down by the competent authorities including the Central or State Pollution Control Board and under the Environment (Protection) Act, 1986. (xiii) All the operational areas will be connected with the network of liquid waste collection corridor comprising of storm water, oily waste and sewage collection pipelines. (xiv) Marine ecology shall be monitored regularly also in terms of sea weeds, sea grasses, mudflats, sand dunes, fisheries, echinoderms, shrimps, turtles, corals, coastal vegetation, mangroves and other marine biodiversity components as part of the management plan.Marine ecology shall be monitored regularly also in terms of all micro, macro and mega floral and faunal components of marine biodiversity. (xv) Measures should be taken to contain, control and recover the accidental spills of fuel and cargo handle. (xvi) All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to the RO, MoEF&CC along with half yearly compliance report. (xvii) Ships/barges shall not be allowed to release any oily bilge waste in the sea. Any effluents from the Jetty which have leachable characteristics shall be segregated and recycled/disposed as per SPCB guidelines. (xviii) Location of DG sets and other emission generating equipment shall be decided keeping in view the predominant wind direction so that emissions do not effect nearby residential areas. Installation and operation of DG sets shall comply with the guidelines of CPCB. (xix) No product other than permitted under the CRZ Notification, 2011 shall be stored in the CRZ area. (xx) Municipal solid wastes and hazardous wastes shall be managed as per Municipal Solid Waste Rule, 2016 and Hazardous Waste Management Rule, 2016.
8.2.3.	Coastal Waste Management Project (CWMP), Unit:2 at Raviguntapalli Village in Nellore District Andhra Pradesh by M/s Mumbai Waste Management Limited (A subsidiary of M/s Ramky Enviro Engineers Ltd.) –**Environmental Clearance [Proposal No. IA/AP/MIS/32311/2015]** The project authorities and their consultant (M/s Ramky Enviro Engineers Limited, Hyderabad)

gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken as per Terms of References (TORs) awarded during the 1st Meeting of the Expert Appraisal Committee (Infrastructure-2) held during 21st – 22nd December, 2015 for preparation of EIA-EMP report. All the projects related to Common hazardous waste treatment, storage and disposal facilities (TSDFs) including common incineration facility are listed at 7(d) of schedule of EIA Notification, 2006 covered under category 'A' and appraised at central level.

Mumbai Waste Management Limited is a subsidiary of M/s Ramky Enviro Engineers Ltd, India as a promoter has proposed for setting up of Integrated Common Hazardous Waste Treatment, Storage, Disposal and Recycling Facilities including incineration. Proposed project activities consists of collection, transportation, reception, treatment, storage, reuse, recycle, blending and disposal of industrial hazardous wastes, biomedical waste, spent solvent recycling, used oil recycling, alternate fuel &raw material facility, used lead acid batteries, waste plastic & paper recycling and E-waste generated in the state of Andhra Pradesh. Details of project are as given below:

Phase	**Type of waste**	**Units**	**Capacity**
Phase-I	Hazardous Waste	Secured landfill	548 TPD
		Treatment/Stabilization	383 TPD
	Recycling Facility	E waste	82 TPD
		Spent Solvent Recycling	27 KLPD
		Used Oil Recycling	54 KLPD
		Used Lead Acid Batteries	65 TPD
	Alternative Fuel and Raw Material		55 TPD
	Bio Medical Waste 50000 @0.25kg/day/bed		12.5 TPD
Phase II	Waste Plastic Recycling		27 TPD
	Waste Paper Recycling		54 TPD
	Incineration		55 TPD
Phase III	Renewable Energy		2 MW
	Waste to Energy		2 MW

Cost of project is Rs. 260 crore. Total plot area is 194407 m^2 of which area earmarked for greenbelt is 63506 m^2. Nearest village is situated at Bojjanapalle village, 1.5 km NW from the project site. Waterbodies namely Telugu Ganga canal, 2.5 Km E; Kundaleru Reservoir 8 km N are located within 10 km distance from project site. Total water requirement from ground source/village gram panchayat will be 366 m^3/day. The Committee suggested them to give exact source of water supply.

Additionally, PP informed the Committee that ambient air quality monitoring was carried out at 11 locations during December, 2015 – February, 2016 and submitted baseline data indicates

that ranges of concentrations of PM_{10} (36.9 to 52.5 µg/m^3), $PM_{2.5}$ (11.0 to 15.5 µg/m^3), SO_2 (7.7 to 10.5 µg/m^3), NOx (10.3 to 15.5 µg/m^3) and CO (227 to 270 µg/m^3), Benzene (0.22 to 0.35 µg/m^3), Ammonia (15 to 22 µg/m^3), Lead (BDL),Nickel (BDL) and Arsenic (BDL) respectively. AAQ modeling study for point source emissions indicates that the maximum incremental GLCs after the proposed project would be 1.8 µg/m^3, 4.7 µg/m^3 and 8.1 µg/m^3 with respect to PM_{10}, SO_2 and NOx. The resultant concentrations are within the National Ambient Air Quality Standards (NAAQS).

The Committee deliberated upon the issues raised during the Public Hearing / Public Consultation meeting conducted by the Andhra Pradesh Pollution Control Board on 31st May, 2016. The concerns were raised on anticipation of adverse impact of proposed project; local employment, development of surrounding villages; CSR etc. The Committee suggested them to submit action plan for the corporate social responsibility alongwith funds earmarked and item-wise details along with time bound action plan.

After deliberation, the Committee sought following additional information:

(i) Schedule plan (phase wise) for installation of Integrated Common Hazardous Waste Treatment, Storage, Disposal and Recycling Facilities.

(ii) Furnish following details w.r.t. E waste; Spent Solvent Recycling; Used Oil Recycling; Used Lead Acid Batteries; Alternative Fuel and Raw Material; Bio Medical Waste; Waste Plastic Recycling; Waste Paper Recycling and incineration facilities:
   a). Design capacity
   b). Technology to be used.
   c). Plot area required for the proposed facility. Also indicate in the layout plan.
   d). Mass balance.
   e). Anticipated air pollutants emission; emission rate and concentration of pollutants.
   f). Air pollution control measures.
   g). Water balance chart indicating fresh water requirement, water losses, effluent generation and recycle/reuse of treated effluent.
   h). Solid waste generation, handling, storage and its disposal plan.

(iii) As per submitted plan, bio-medical waste management facility will be developed in phase-1 and incineration facility will be developed in 2nd phase. Pl. clarify the disposal mechanism of incinerable bio-medical waste till the development of 2nd phase.

(iv) Action plan for recovery of energy from incinerator.

(v) E-waste management facility shall be designed as per the guidelines of e-waste.

(vi) Action plan for recovery of precious metal from e waste.

(vii) Copy of agreement with the stake holder for accepting alternative fuel and raw materials as well as recyclable waste.

(viii) Ground level concentration has been predicted considering the air emissions from incinerator and DG set. Pl. also consider the emissions from stack of furnace proposed for lead recycling and solvent recycling for prediction of GLC.

(ix) Give exact source of water supply.

(x) All the solvent storage tanks shall be connected with vent condensers with chilled brine circulation.

(xi) Location of storage of waste oil/refined oil and solvent shall be done in such a manner that risk should be contained within the boundary of the plot.

(xii) Disaster Management plan.

(xiii) Action plan for the corporate social responsibility alongwith funds earmarked and

item-wise details along with time bound action plan should be prepared.

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

8.2.4. Development of Integrated facilities (stage II) within the existing Kandla Port Trust Limit at Kutch district of Gujarat. (1.Setting up of Oil Jetty No.7. 2. Setting up of Barge jetty at Jafarwadi 3.Setting up of Barge port at Veera; 4.Administrative office building at Tuna Tekra; 5. Road connecting from Veera barge jetty to Tuna gate by M/s Kandla Port Trust Limited. – **Environmental and CRZ Clearance [Proposal No.IA/GJ/MIS/27227/2015]**

The project authorities and their consultant (M/s Mantec Consultants Pvt. Limited,) gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken as per Terms of References (TORs) awarded during the Meeting of the Expert Appraisal Committee (Infrastructure) held during 19th May, 2015 for 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) as well as capital dredging are listed at 7(e) of schedule of EIA Notification, 2006 covered under category 'A' and appraised at central level. Public hearing was exempted by EAC under section 7 (ii) of EIA Notification, 2006.

M/s Kandla Port Trust Limited has proposed for development of Integrated facilities (stage II) within the existing Kandla Port Trust Limit at Kutch district of Gujarat. Details of project configuration as given below:

S.N.	Activity	Location	Coordinates	Capacity/ Length	Capital Cost (In Crore)
1	Setting up of Oil Jetty No.7	Old Kandla	70°13'14.09" E 23°02'22.21" N	2.00 MMTPA	Rs. 72.00
2	Setting up of Barge jetty	Jafarwadi	70° 12' 36.4" E 23° 04'33.6" N	3.00 MMTPA	Rs 105.00
3	Setting up of Barge Jetty	Veera	70°01'21.8" E 22°54'26.3" N	6.29 MMTPA	Rs. 160.00
4	Administrative Office Building	Tuna Tekra	$70^0$06'00" E $22^0$56'02" N	1600 m^2	Rs. 10.00
5	Road	Veera Barge Jetty to Tuna gate	70°01'21.8" E 22°54'26.3" N To 70°05'35" E 22°58'22" N	15500 m	Rs. 48.82
Total					Rs 395.82 Crore

Dredging is envisaged during construction of Oil Jetty No-07 and Barge Jetty at Jafarwadi. Total quantity of capital dredging is 152000 m^3 and maintenance dredging is 22800 m^3. The Committee suggested them to conduct dispersion modelling for the dumping of the capital and maintenance dredge materials shall be carried out. It is reported that no wildlife or national park or sanctuary is found in the nearby 10 km of study area. No R & R is envisaged as the project activities are within the existing land of Kandla Port Trust.

PP informed that KPT has recently achieved the milestone of handling 100.03 MT cargo in the

year 2015-16, which shows that the current Rail-Raod infrastructure is sufficient enough for the smooth and speedy evacuation of the cargo. The total land requirement will be 61.75 ha. which is available with KPT. It would be developed on undeveloped barren land. The project component wise land requires is as under:

a. Setting up of Oil Jetty No – 07: 1 Ha.
b. Setting up of Barge Jetty at Jafarwadi: 20 Ha
c. Administrative office Building at Tuna Tekra: 1.5 Ha
d. Road connecting from Veera Barge jetty to Tuna Gate: 19.25 Ha
e. Setting up of Barge Port at Veera: 20 Ha.

Additionally, PP informed the Committee that ambient air quality monitoring was carried out at 6 locations during March, 2012 to February, 2013 and submitted baseline data. The committee suggested them to identify ambient air quality monitoring station near to proposed project site and take some more representative AAQM data as baseline.

As per EIA report, the proposed areas are under medium erosion category represent 10.6% of total coastline of Gujarat. It is reported that during construction of jetty piling will be done in the sea to make berths, which will have temporary impact on the micro flora and fauna of sea. PP informed that piling and dredging shall be done by advanced techniques so as to reduce the impact. Silt curtain shall be used to reduce the impact and turbidity and thus reducing the loss of primary productivity and subsequent impact on food chain. PP informed that area earmarked for greenbelt is 20.43 ha. out of total plot area of 61.75 ha.

Gujarat Coastal Zone Management Authority vide letter no. ENV-10-2015-231-E (T Cell) dated 29th June, 2016 has recommended the proposed facilities to MoEF&CC under the provisions of the CRZ Notification, 2011. As per the CRZ maps prepared by the IRS Anna University, Chennai proposed facilities fall in the CRZ – (IB), CRZ (III) and CRZ (IV) category.

After deliberation, the Committee sought following additional information:

(i) Tabular statement indicating details of (a) existing facilities as per existing EC obtained/recommended for EC; (b) proposed additional facilities; (c) total capacity after expansion to be provided.

(ii) Dispersion modelling for the dumping of the capital and maintenance dredge materials shall be carried out. Location of dump site to be furnished.

(iii) Summary of traffic management report for cargo evacuation.

(iv) Representative AAQM stations to be identified around the proposed facilities considering upwind and downwind direction and AAQM data for PM_{10}, $PM_{2.5}$, SO_2, NOx, CO, Benzene including VOCs should be furnished.

(v) Water balance chart for existing and proposed facilities.

(vi) Details of air pollution control measures to be undertaken for each activities/facilities.

(v) Quantity of bilge and ballast water generation from existing and proposed facilities. Plan for transportation, treatment and disposal of bilge and ballast waters.

(vii) The Marine biodiversity management plan to deal with all micro, micro and mega biotic

	components and ecology within the area of influence. (viii) Certified compliance report of the environmental conditions stipulated in the existing environment clearance as well as copy of six monthly compliance report submitted to the Regional Office, MoEF&CC. (ix) Details energy conservation measures to be taken for new administrative office building (all points mentioned in the proposal such as orientation to support reduced heat gain, use of ASHRAE 90.1, use of ECBC compliant envelope measures to be supported through drawings and details in the proposal). (x) Disaster Management Plan The proposal was deferred till the desired information is submitted through online. The above information shall be provided with the uploading of minutes on the website.
8.2.5.	Upgradation of existing ship recycling yard at Alang Sosiya, Gujarat for undertaking safe and environmentally sound ship recycling operations by M/s Gujarat Maritime Board – **Environmental and CRZ Clearance [Proposal No. IA/GJ/MIS/24799/2014]** The project authorities and their consultant (M/s Mecon Ltd) gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken as per Draft Terms of References (TORs) awarded during the Meetings of the Expert Appraisal Committee (Infrastructure) held during 26th -28th November, 2014 for preparation of EIA-EMP report. All the projects related to ship breaking yards including ship breaking units are listed at 7(a) of schedule of EIA Notification, 2006 covered under category 'A' and appraised at central level. Gujarat Maritime Board (GMB) has proposed to upgrade and expand the existing Alang-Sosiya Ship Recycling Yard located in Talaja Tehsil of Bhavnagar District in Gujarat. The existing yard stretches over a length of 10 km of coastline. The yard is divided into 167 plots which have been leased to private entrepreneurs for ship recycling. The existing yard has the capacity to recycle ~400 ships per year to recover ~4 million tonnes per year (Mt/yr) of various materials which include over 99% steel. Details of the proposed upgradation and expansion project are as given below: a. **Upgradation of existing Ship recycling plots:** 70 plots in Phase I a remaining 97 plots in Phase II. b. **Hazardous Material removal Pre-treatment Facility:** Constructing two n of dry-docks (each of dimension: l x b x h = 300 m x 50 m x 11.5 m) for p cleaning of hazardous materials from ships. Dry-dock 1 will be at the southe end of the existing yard and Dry-dock-2 about 2 km further south. Both the d docks may also be used for ship repair and ship building purposes when the are no ships for decontamination. c. **Additional facilities:** (1) Waste oil treatment system. (2) Incinerator at t existing dedicated waste Treatment Storage and Disposal Facility (TSDF) s located within Alang Notified Area. d. **Improvement of Labour Welfare Infrastructure:** Housing including hospi facilities, community centre and community school to be developed for welfa of labourers working at the yard (Total built-up area: ~94,700 m^2). e. **Additional Plots:** 15 nos. 100 x 90 m plots between the two proposed d docks.

During presentation, PP requested that construction of Labour Welfare Infrastructure housing project may be dropped. Separate application shall be filed in SEIAA, Gujarat for obtaining environmental clearance as this project does not attract CRZ and covered under category 'B' project.

The total quantity of capital dredging from each dry-dock works to about 1.00 million cubic metres (Mm^3). Quantity of maintenance dredging will be 0.10 Mm^3 for each dry-dock. The basic design of existing ship-recycling plots include:

- Impermeable concrete pavement
- Embankment of sheet piles on the sea-side of the concrete pavement (90 m 60 m)
- Drain ditch at the edge of the concrete pavement, along-side the sheet piles capture oil and /or oily water and a pit of 1 m x 1 m x 2 m to store oil & oily wat
- Oil skimmer of 1.1 m (w) x 2.7 m (l) x 1.15 m (d) to prevent oil escaping duri heavy rain.

Presently, all wastes generated at the yard are sent to a dedicated was Treatment, Storage and Disposal Facility (TSDF), spread over 7 ha, located ne Manar village within Alang Notified Area. At present the TSDF has a 100,000 r capacity landfill facility for hazardous and non-hazardous solid wastes, a 5 t/d capacity incinerator and a 30 m^3/capacity Effluent Treatment Plant (ETP) f treating oily waste waters. It is proposed to develop the following addition facilities at the existing TSDF:

1. A 25 t/day incinerator spread over 875 m^2
2. Oil Recovery and ETP capable of processing 30 m^3/day of effluents a recovering 4 m^3/hr of oil. This facility will be spread over 1400 m^2.

Power requirement for grid will be increased from 1.35 MW to 3.0 MW aft expansion. Emergency power will be provided by DG set. Total water requirement f industrial purpose will be 2000 m^3/day and potable purpose will be 2000 m^3/day aft expansion. At present 1000 m^3/day is being supplied through pipeline from Trapaj. T balance is supplied in tankers from bore-wells located well away from the coast.

As per EIA report, the shoreline of Alang-Sosiya SRY is found to be stable and no changes in shoreline have been recorded since the last 8 years (2001-2008).

PP informed that plankton and benthos samples were collected from the sea at five line transects, each with three sampling points, 100 m off HTL, ~500 m off HTL and ~2-2.5 km offshore. As per Phytoplankton study, the species diversity was found poor and showed the presence of *Navicula spp*. and *Nitzschia spp*.as dominant species occurring at stations. The diversity of zooplankton was found to be poor. Biomass and bio-diversity of benthic fauna was low probably due to the strong currents, and rocky substratum. Marine algae were more or less absent. Only *Enteromorpha* was found in small scattered clumps on rocks at Stations B and D (i.e. at the existing northern and southern ends of the yard). The Committee suggested them to prepare management plan for improving marine biodiversity at the proposed project site.

Gujarat Coastal Zone Management Authority vide letter no. ENV-10-2016-99-E (T Cell) dated 8th June, 2016 has recommended the proposed facilities to MoEF&CC under the provisions of

	the CRZ Notification, 2011. As per the CRZ maps prepared by the NCSCM, Chennai proposed facilities fall in the CRZ – (IB), CRZ (III) and CRZ (IV) category. The Committee deliberated upon the issues raised during the Public Hearing / Public Consultation meeting conducted by the Gujarat Pollution Control Board on 20th October, 2015. The issues were raised regarding any additional land acquisition; hospital project; bilge water management; Intertidal land management, additional hazardous waste management; impact on agriculture due to ship recycling project etc. After detailed deliberation, the Committee noted that issues have satisfactorily been responded by the project proponent and incorporated in the final EIA-EMP report. After deliberation, the Committee sought following additional information: i) List of all wastes to be generated alongwith quantity, type of storage, mode of transportation and disposal method. ii) Monitoring report of the existing work areas where asbestos is being removed, including meeting the general monitoring criteria. iii) Measures to be taken during asbestos handling in the open and within rooms. iv) Quantity of bilge and ballast water generation from ship. Plan for transportation, treatment and disposal of bilge and ballast waters. v) Action plan for conducting employees training program for likely to be exposed to asbestos and PCB removal work during the ship breaking. vi) Management plan to improve the marine biodiversity at the project site vii) Layout plan indicating truck parking facility for easy accessibility of vehicles for transporting scrap and other materials and to relieve the traffic congestion around the yards. viii) Ground water analysis of the peizometer wells around the captive landfill site. ix) Creek protection plan to be submitted. x) Pollution load (in respect of air pollution, water pollution and solid waste) from the existing and proposed DG sets, vehicle repair centre/shop, Dhaba/restaurant, sanitation facilities etc shall be assessed and incorporated in the EIA report. Action plan to control pollution to also be incorporated. xi) Location of dump site for capital and maintenance dredge materials to be furnished. Elaborate the scientific methods for dumping. xii) Risk assessment for hazardous chemical storage facility. Disaster Management Plan. xiii) Action plan for existing and proposed dock to achieve zero waste spill. xiv) **As per EIA report,** the shoreline study has been conducted by considering data for year 2001-2008. Pl. revalidate the study by considering latest data.

	The proposal was deferred till the desired information is submitted through online. The above information shall be provided with the uploading of minutes on the website.
8.2.6.	Common Hazardous Waste Treatment, Storage and Disposal Facility and Incineration facility at survey No.163,180,181,182,183 and 184 at village vadgam, Taluka Khambhat Distt. Anand, Gujarat by M/s Hindustan Enviro Life Protection Services Ltd.– **Further consideration for Environmental Clearance [Proposal No. IA/GJ/MIS/22261/2014]** The aforesaid proposal was considered by the Expert Appraisal Committee (Infrastructure-2) in its 4th meeting held during **28th – 29th March, 2016** and the Committee sought following additional information:- (i) To carry out a sensitivity analysis of alternative sites as per the "Guidelines for conducting Environmental Impact Assessment: site selection for common Hazardous waste management facility published by the CPCB in October 2003." (ii) Project proponents would also submit a write up on how their project proposals conform to the stipulations made in the "Protocol for Performance evaluation and monitoring of the Common Hazardous Waste Treatment Storage and Disposal facilities including common Hazardous Waste incinerators", published by the CPCB on May 24, 2010 (iii) Ground water table in all seasons, Ground water analysis report. (iv) Leachate characteristics and its treatment methodology. (v) Ambient air quality modelling. (vi) Issues raised during public hearing and commitments made by the project proponent in the form of tabular chart with financial budget for complying with the commitments made. (vii) Detailed reply on the environmental concerns (7 points) emerged from the public hearing. (viii) Comments of SPCB on the action report taken with respect to the observations of the Public hearing as well as recommendation of SPCB w.r.t. project. PP has submitted the above mentioned addl. information. PP informed that four alternative locations were identified and considered for evaluation of setting up of proposed facilities. Alternative Site 1: Site along the road from Vadgam to Tadatalav Village – Location 1; Alternative Site 2: Site along the road from Vadgam to Tadatalav Village – Location 2; Alternative Site 3: Near Dharvala Talav Village; Alternative Site 4: Near Jafrabad Pravishakha Village. It is reported that *Alternative Site 2* was found to be suitable for the proposed project. Ground water table was found in the range of 1.8 m to 2 m below ground level. Ground water analysis report has been submitted. Leachate characteristics have been submitted. Leachate will be treated in the ETP followed by RO. AAQ modeling study for point source emissions indicates that the maximum incremental GLCs after the proposed project would be 1.47 µg/m^3, 4.40 µg/m^3, 11.7 µg/m^3, 12.8 µg/m^3, 2.56 µg/m3, 6.61 µg/m^3, 0.54 µg/m^3 and 2.56 µg/m^3 with respect to PM_{10}, SO_2 and NOx, CO, HC, HCl, HF and TOC. Regarding near water bodies which house migratory birds including flamingos, the site is well located and found to be away from migratory birds nesting area. PP submitted the copy of certificate issued by Deputy Forest Conservator of Anand District, wherein it is mentioned that site of migratory bird is more than 5.7 km away. Letter from R&B department for expansion of

Road is submitted, wherein it is mentioned that construction of road will be widening upto 5.5 m. Creek/Estuary is located more than 5 km distance of project site. It was informed that *133 local persons have signed a document stating that they have no objection to the proposed project. Further, PP has earmarked Rs. 2.25 crore for undertaking the CSR activities in surrounding villages namely Vainaj, Vadgam and Tada Talav for five years. CSR activities identified are educational activities; medical health facilities; water harvesting/recharge; safe drinking water (storage) Infrastructure facilities; skill development/training programs; other, which will be implemented in five years.*

GPCB vide letter no. GPCB/CTE/AND-148/ID/50514 dated 17.06.2016 has sent their comments on the action report taken with respect to the observations of the Public hearing and forwarded their recommendation to MoEF&CC for grant of environmental clearance to the said project. *The Committee deliberated on the comments issued by GPCB's letter dated 17.06.2016 and found satisfactory.*

After detailed deliberations, the Committee, on the basis of the additional information provided and presentation, recommended the project for environmental clearance and stipulated following specific conditions alongwith other environmental conditions while considering for accord of environmental clearance:

- As proposed, air pollution control device viz. gas quencher; treatment with mixture of hydrated lime and activated powder for adsorption of partial acidity and VOCs (if any); bagfilter/ESP for removal of particulate matter; ventury scrubber followed by packed bed scrubber with caustic circulation to neutralize the acidic vapours in flue gas; and demister column for arresting water carry over will be provided to the incinerator. Online pollutant monitoring shall be provided as per CPCB guidelines for monitoring particulate matter, SO_2, NOx and CO from the incinerator stack. The periodical monitoring of Dioxins and Furans in the Stack emissions shall be carried out
- Incinerator shall be designed as per CPCB guidelines. Energy shall be recovered from incinerator.
- Sufficient number of Piezometer wells shall be installed in and around the project site to monitor the ground water qualityin consultation with the State Pollution Control Board / CPCB. Trend analysis of ground water quality shall be carried out each season and information shall be submitted to the SPCB and the Regional Office of MoEF&CC.
- Ambient air quality monitoring shall be carried out in and around the landfill site at up wind and downwind locations.
- The depth of the land fill site shall be decided based on the ground water table at the site.
- Environmental Monitoring Programme shall be implemented as per EIA report and guidelines prescribed by CPCB for hazardous waste facilities. Periodical ground water/soil monitoring to check the contamination in and around the site shall be carried out.
- The Company shall ensure proper handling of all spillages by introducing spill control procedures for various chemicals.
- All leachates arising from premises should be collected and treated in the ETP followed by RO. RO rejects shall be evaporated in MEE.
- Scrubber water, leachate water or wheel wash effluent shall be treated in the effluent treatment plant followed by RO to achieve zero liquid discharge.

	• No non hazardous wastes, as defined under the Hazardous waste (Management, Handling and Transboundary Movement) Rules 2008 and amendments thereof, shall be handled in the premises. • All recommendations made in the public hearing proceedings shall be satisfactory implemented. • Gas generated in the Land fill should be properly collected, monitored and flared. • Project Proponent shall develop green belt, as committed. Atleast 10 m thick greenbelt shall be developed in the periphery of hazardous waste facility. • Project should ensure that the site is properly cordoned off from general movement and no unauthorized person or goods permitted to enter the premises. Necessary security provision should be made as a condition in the Authorisation under the Hazardous Wastes(Management , Handling and Transboundary Movement) Rules 2008 to prevent unwanted access. • Emergency plan shall be drawn in consultation with SPCB/CPCB and implemented in order to minimize the hazards to human health or environment from fires, explosion or any unplanned sudden or non sudden release of hazardous waste or hazardous waste constituents to air, soil or surface water. • Rain water runoff from the landfill area and other hazardous waste management area shall be collected and treated in the effluent treatment plant.
2nd Day, Friday, 29th July, 2016	
8.3.1	Integrated Municipal Solid Waste Processing and Sanitary Landfill at Village & Tehsil Barbil, District Keonjhar, Orissa by M/s Urban Development Housing Department, Orissa Govt. – **Finalization of ToR [Proposal No. IA/OR/MIS/57406/2016]** The project authorities gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken along with the draft Term of References for the preparation of EIA-EMP report. All the projects related to common municipal solid waste management facility are listed at 7(i) of schedule of EIA Notification, 2006 covered under category 'B' and appraised at state level. However, applicability of general condition i.e. interstate boundary (Jharkhand) located at a distance of 4.0 km, proposal is treated as category 'A' project. M/s Urban Development Housing Department, Orissa Govt. has proposed for setting up of Integrated Municipal Solid Waste Processing and Sanitary Landfill at Village & Tehsil Barbil, District Keonjhar, Orissa. Proposed project will consist of segregation of municipal waste; door to door collection of waste; setting up of windrow composting and scientific landfill. Proposed capacity of processing plant is about 30 TPD. Proposed capacity of sanitary landfilling is about 37700 m^3 for 10 years. The sanitary landfilling, processing plant and other facilities would be located within the existing dump area of 5.6 acre. Total project cost is Rs. 7.56 Crores for Composting & Land filling (phase I). Karo River (2.0 Km) and Champua Nala (200 m) are the major surface streams in Barbil. Near the site the Champua Nala is the principal drainage channel at project site. Both these streams are beyond 200 m from the dump site. Depth of ground water table is in the range of 3.8 to 4.8 m. Proposed plant capacity will be 30 TPD. Design life of the proposed landfill site is 7-8 years. Leachate collection system and leachate treatment facilities will be provided. Area earmarked for greenbelt is 1.0 acre. Barbil

	Municipality has obtained authorization from Orissa State Pollution Control Board on 29.07.2015 for setting up of waste processing and landfill. The committee suggested them to incorporate the alternate site analysis in the EIA report. PP should also incorporate the methodology for remediation of the existing landfill. 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 sensitivity analysis of the site shall be carried out as per the MoEF criteria and form part of the EIA report. iii. Details of various waste management units with capacities for the proposed project. iv. List of waste to be handled and their source along with mode of transportation. v. The design period of the sanitary land fill should be as per the MSW rules. vi. The load on the sanitary land fill should be calculated on the basis of segregated wastes. vii. The project proponents should consult the Municipal solid waste Management manual of the Ministry of Urban Development, Government of India and draw up project plans accordingly. viii. Methodology to remediate the existing landfill site. ix. Proposed landfill site shall be kept atleast 150 m away from the nearest River. x. Details of air Emission, effluents, solid waste generation and their management. xi. Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract) xii. Process description along with major equipments and machineries, process flow sheet (quantative) from waste material to disposal to be provided xiii. Hazard identification and details of proposed safety systems. xiv. Layout maps of proposed Solid Waste Management Facilities indicating storage area, plant area, greenbelt area, utilities etc. xv. Details of Drainage of the project upto 5km radius of study area. If the site is within 1 km radius of any major river, peak and lean season river discharge as well as flood occurrence frequency based on peak rainfall data of the past 30 years. Details of Flood Level of the project site and maximum Flood Level of the river shall also be provided. xvi. Details of effluent treatment and recycling process. xvii. Action plan for measures to be taken for excessive leachate generation during monsoon period. xviii. Report on health and hygiene to be maintained by the sanitation worker at work place. xix. Action plan for any pollution of ground water is noticed during operation period or post closure monitoring period. xx. Detailed Environmental Monitoring Plan as well as Post Closure Monitoring Plan. xxi. 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. xxii. 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. xxiii. 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.
8.3.2	Construction of New Civil Enclave at Allahabad Airforce Base at Village Bamrauli, District Allahabad in Uttar Pradesh by M/s Airports Authority of India – **Finalization of ToR [Proposal No. IA/UP/MIS/57365/2016]** PP informed that Allahabad Airport is existing operational Airport at Allahabad Airforce base. In view of increasing passengers, Airports Authority of India has planned to construct new Civil Enclave outside adjacent to airforce base, which comprises terminal building, taxing way and apron for parking of aircraft. State Government is in process to transfer 82.66 acres land to Airports Authority of India to develop a New Civil Enclave to handle Civil Airport operations. The current land use of proposed Civil Enclave Site is agriculture and fallow land. The Committee asked them to furnish tentative layout plan of the proposed project including details of built up area and no. of floors as well as site orientation etc. In response, PP & Environmental Consultant informed that layout plan is yet to be prepared. It will take another two to three months to prepare and finalize layout plan with approval of Airports Authority of India. In this case, approval of Ministry of Defence is required. The proposal was deferred till the layout plan including project details of the proposed project is submitted. The above information shall be provided with the uploading of minutes on the website.
8.3.3	Installation of hazardous waste incinerator at existing common biomedical waste treatment facility located at C-21, MG Road, Phase – 1 UPSIDC, AmapurLodha Village, HapurTahsil, Ghaziabad, Uttar Pradesh by M/s Ramky Enviro Engineers Limited. – **Finalization of ToR [Proposal No. IA/UP/MIS/56949/2016]** The project authorities gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken along with the draft Term of References for the preparation of EIA-EMP report. All the projects related to Common hazardous waste treatment, storage and disposal facilities (TSDFs) alongwith common Incineration Facility are listed at 7(d) of schedule of EIA Notification, 2006 covered under category 'A' and appraised at central level. M/s Ramky Enviro Engineers Limited has proposed to replace the existing 200 kg/hr biomedical waste incinerator with 500 kg/hr (1.5 M kCal/hr) Hazardous waste incinerator at existing common biomedical waste management facility at UPSIDC, Gaziabad, UP. The proposed hazardous incinerator will be used for both industrial hazardous waste and biomedical waste. Total existing plot area is 0.75 acres. Cost of project is Rs. 9 Crore. PP informed the following necessity for the proposed project: a). As per UPPCB, out of 1,37,763 TPA of hazardous waste generated by various industries in the state of UP, 14% of the waste is incinerable waste. b). Ramkey's existing member industries located in and around Gaziabad have to spend a lot of money in transportation of hazardous waste to existing Ramky's TSDF facility at Kanpur. c). The proposed incinerator facility acts as Annex Facility to cater to all the industries

	located in and around Ghaziabad to avoid transportation distance of upto 450 km (one way). Incinerator will be based on double combustion chambers. Spray dryer followed by cyclone, ventury feeder, badfilter and packed bed scrubber alongwith stack of adequate height will be provided to incinerator. Bottom ash and ash from bagfilter and spray dryer will be finally disposed in secured landfill. PP could not produce the supporting document regarding notification of industrial area. 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. i. 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. ii. Details of various waste management units with capacities for the proposed and existing project. iii. List of hazardous and bio-medical wastes to be handled and their source along with mode of transportation. iv. Other chemicals and materials required with quantities and storage capacities. v. Details of temporary storage facility for storage of hazardous waste and biomedical waste at project site. vi. Details of pre-treatment facility of hazardous waste at TSDF/incineration facility. vii. Details of air Emission, effluents, hazardous/solid waste generation and their management. viii. The report will present a trend analysis of base level quality before the existing facilities came into existence, present scenario (with the present activities being fully commissioned) and the projected impacts of the proposed incinerator etc. as proposed. ix. Disposal plan of incineration ash and other inert waste. x. Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract) xi. Process description along with major equipments and machineries, process flow sheet (quantative) from waste material to disposal to be provided xii. Hazard identification and details of proposed safety systems. xiii. Layout maps of proposed Solid Waste Management Facilities indicating storage area, incinerator plant area, greenbelt area, utilities etc. xiv. Details of effluent treatment and recycling process. xv. Copy of CTE/CTO and environmental clearance (if not obtain, pl. give reason). xvi. 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. xvii. 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.

xviii. 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.

8.3.4 Development of passenger ropeway between Kothi and Rohtangin at Villaqge Palchan, Kothi, Tehsil Manali, District Kullu in Himachal Pradesh by M/s Department of Tourism & Civil Aviation, Himachal Pradesh . – **Finalization of ToR [Proposal No. IA/HP/MIS/56914/2016]**

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 Aerial Ropeway (Elevation greater than 1000 m) are listed at 7(g) of schedule of EIA Notification, 2006 covered under category 'A' and appraised at central level.

M/s Department of Tourism & Civil Aviation, Himachal Pradesh has proposed for Development of passenger ropeway between Kothi and Rohtangin at Villaqge Palchan, Kothi, Tehsil Manali, District Kullu in Himachal Pradesh. Total land requirement is 9.0 ha. Out of which, forest land involved in 9.0 ha. Cost of project is Rs. 584 Crore. Manali wildlife sanctuary is located within 10 km distance. Ropeway will be constructed in following three sections:

(i) Kothi to Gulaba
(ii) Gulaba to Marhi
(iii) Marhi to Rohtang

Salient features of the proposed alignment is as given below:

S.N.	Description	Alignment between Kothi and Rohtang		
		Section –I	Section –I I	Section –III
1	Length of alignment (m)	1124.6	2875.6	3163.10
2	Level Difference, m	410	380	632
3	Length of habitation where the ropeway has to over fly, m	Nil	Nil	Nil
4	Length of forest land crossing, m	1124.6	2875.6	3163.10
5	Road crossing	1	Nil	7
6	HT power line crossing	Nil	Nil	Nil
7	HT power line crossing	Nil	Nil	Nil
8	Crossing of nallah	Nil	1	1
9	No. of trees to be cut/trimmed	350	150	Nil

Type of ropeway installation will be Monocable Detachable Gondola System. Water

	requirement during construction will be 4560 KL. During Operation, water requirement from local stream will be 242.61 m^3/day. During operation, solid waste generation will be 605.80 kg/day and disposed off to the existing municipal solid waste management site of Manali. Total power requirement from HPSEB will be 2240 KW. 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. Stage – I forest clearance to be submitted. iv. Copy of application submitted for clearance from NBWL for Manali wildlife clearance. v. Route map of proposed ropeway project. vi. Layout maps of proposed project indicating Location of upper station and lower station, building, food court, parking, greenbelt area, utilities etc. vii. Numbers of persons/projections of tourist. viii. Cost of project and time of completion. ix. 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 x. Details of Emission, effluents, solid waste and hazardous waste generation and their management. xi. Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract) xii. The E.I.A. should specifically address to vehicular traffic management. 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.
8.3.5	Integrated Municipal Waste Management for Cluster-I at Plot no- 2408, Khata no. 876, Village Kapumal, Jharsuguda, Orissa by M/s Jharsuguda Municipality. – **Finalization of ToR [Proposal No. IA/OR/MIS/53183/2016]** The project authorities gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken along with the draft Term of References for the preparation of EIA-EMP report. All the projects related to common municipal solid waste management facility are listed at 7(i) of schedule of EIA Notification, 2006 covered under category 'B' and appraised at state level. However, applicability of general condition i.e. located within Jharsuguda IB Valley CPA, proposal is treated as category 'A' project. OUIDF, an infrastructure Company of Odisha has initiated development of projects for scientific management of MSW in the state of Odisha, keeping in view of obligation of Urban Local Bodies (ULBs) under MSW (M&H) Rules 2016. The State has been divided into thirteen regional clusters in which the studied cluster (Cluster-1) is one of them. M/s Jharsuguda Municipality has proposed to install processing plant under integrated MSW management facility for Jharsuguda cluster comprising of four ULBs namely Jharsuguda, Brajrajnagar, Belapur and Sundergarh. Jharsuguda and Sundergarh have a common landfill facility at Aamlipali, Sundergarh. It was informed that the TOR presentation has been made before SEAC, Odisha for proposed common landfill site at Aamlipalli, Sundergarh. The proposed project involve components of (i) direct collection of segregated MSW (door to door); (ii) transportation of MSW including street sweeping waste from secondary collection points within municipal limit; (iii) to develop temporary transfer point at Jharsuguda to collect rejects; (iv) MSW processing facility to process facility to process 73 TPD waste generated from Jharsuguda; (v) To transport and dispose off the residual inert matter/processing rejects from processing facility site to the engineered sanitary landfill site. The processing facility will be based on controlled mechanical aerobic process (capacity 41.61 MTPD). Cost of project is Rs. 860.58 lakhs. Total plot area for processing system will be 22711 m^2 of which area earmarked for greenbelt is 6480 m^2. The Committee suggested them to explore the feasibility of covered composting instead of open composting. 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 sensitivity analysis of the site shall be carried out as per the MoEF criteria and form part of the EIA report. iii. Details of various waste management units with capacities for the proposed project. iv. List of waste to be handled and their source along with mode of transportation. v. The project proponents should consult the Municipal solid waste Management manual of the Ministry of Urban Development, Government of India and draw up project plans accordingly. vi. Option shall be explored for covered bio-composting of the wet garbage. vii. Details of transportation of inert material from bio-composting yard to landfill site. viii. Copy of agreement to be furnished for accepting the inert waste by the landfill site.

	ix. Methodology for remediating the project site, which is presently being used for open dumping of garbage. x. Details of air emission, effluents generation, solid waste generation and their management. xi. Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract) xii. Process description along with major equipments and machineries, process flow sheet (quantative) from waste material to disposal to be provided xiii. Hazard identification and details of proposed safety systems. xiv. Layout maps of proposed solid waste management facilities indicating storage area, plant area, greenbelt area, utilities etc. xv. Details of Drainage of the project upto 5km radius of study area. If the site is within 1 km radius of any major river, peak and lean season river discharge as well as flood occurrence frequency based on peak rainfall data of the past 30 years. Details of Flood Level of the project site and maximum Flood Level of the river shall also be provided. xvi. Details of effluent treatment and recycling process. xvii. Action plan for measures to be taken for excessive leachate generation during monsoon period. xviii. Detailed Environmental Monitoring Plan. xix. Report on health and hygiene to be maintained by the sanitation worker at the work place. 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. xxi. 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. xxii. 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.
8.3.6	Deepening and Widening of Existing Mumbai Harbour Channel and JN Port Channel (Phase II) at Tehsil Uran, District Raigarh, Maharashtra by M/s Jawaharlal Nehru Port Trust . – **Finalization of ToR [Proposal No. IA/MH/MIS/56511/2016]** 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) as well as capital dredging are listed at 7(e) of schedule of EIA Notification, 2006 covered under category 'A' and appraised at central level. M/s Jawaharlal Nehru Port Trust has proposed for deepening and widening of existing Mumbai Harbour Channel and JN Port Channel (phase-II). In phase-II capital dredging, the channel

will be dredged further to 15.9 m (Outer Channel) to 14.7 m (JN Port Channel) below chart datum to facilitate upto 12,500 TEU vessels with a static draft of 15 mtrs by using tidal window. JNP is located in the Mumbai Estuary on the West Coast of India. The propose channel widening is located between 72^{O}57'00" E, 18^{O}58'99" N and 72^{O}42'OO" E, 18^{O}51'00" N. The channel starts from coastal area of Nhava and connects open sea at south western part of the Mumbai. Existing channel length is 33490 m and proposed channel length is 35490 m. Existing width is 370 m to 800 m and proposed width 450 m to 800 m. Existing depth of the channel 13.1 m to 14.2 below CD and proposed depth is 14.7 m to 15.9 m below CD. PP informed that project falls under CRZ IV area. Quantity of capital dredging will be 35.03 million cum. Out of which, total soil dredging will be 33.3 million cum and total rock dredging will be 1.73 million cum.

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. Layout plan of existing and proposed Port.

vi. 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.

vii. Study the impact of dredging on the shore line.

viii. A detailed impact analysis of rock dredging.

ix. Action plan for disposal of dredged soil and rocks.

x. Dispersion modelling for the dumping of the dredge materials shall be carried out. The study report shall be incorporated.

xi. Disaster Management Plan.

xii. Status of court case pending against the project.

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

xiv. 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.
8.3.7	Setting Up of a Riverine Jetty (Outer Terminal 1) at Haldia Dock Complex, Kolkata Port Trust, West Bengal by M/s Kolkata Port Trust . – **Finalization of ToR [Proposal No. IA/WB/MIS/56967/2016]** 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. $\geq$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 Kolkata Port Trust has proposed for setting up of a Riverine Jetty (Outer Terminal 1) at Haldia Dock Complex, Kolkata Port Trust, West Bengal. The proposed project will be located at upstream of 3rd Oil Jetty on the river Hoogly at latitude 22O01'08.4" N & 88O04'29.4" E, to handle Panamax & Handy max vessels carrying bulk cargo viz. coal and coke. Design capacity of cargo will be 5.46 MTPA. Total cost of project is Rs. 412.97 Crore. The length of berth will be 270 m and width of berth will be 25 m. Major equipments /facilities such as mobile harbour cranes, stacker cum reclaimer, rapid wagon loading system with silo, conveyors, front end loaders, rail & road weigh bridge, water supply and distribution system will be provided. There will be no movement of dumpers or trucks for evacuation of cargo. No capital dredging will be carried out. 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. As proposed, no capital and maintenance dredging will be carried out. xiii. Details of Environmental Monitoring Plan. xiv. 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. xv. Disaster Management Plan for the above terminal. xvi. Layout plan of existing and proposed Greenbelt. xvii. Status of court case pending against the project. xviii. A tabular chart with index for point wise compliance of above TORs. xix. 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.
8.3.8	Construction of New Integrated Terminal Building, Apron and Link Taxiway at Agartala Airport, Tripura by M/s Airports Authority of India (AAI) – **Amendment in ToR- [Proposal No. IA/TR/MIS/27097/2015]** MoEF&CC vide letter no 10-10/2015-IA III dated 22nd June, 2015 has issued TOR for preparation of EIA report for construction of new domestic terminal building, apron and link taxiway. Now, PP informed that there is modifications in scope of work for new integrated terminal building, apron and link taxiway at Agartala Airport, which are as given below:

S.N.	As per proposal submitted at TOR stage	Modification sought in TOR
1	Construction of New Domestic Terminal Building, Apron and Link Taxiway at Agartala Airport, Tripura	The modified name of project is construction of New Integrated Terminal Building, Apron and Link Taxiway at Agartala Airport.
2	Terminal building design for 500 arriving and 500 departing passengers	Terminal building will be designed for 600 arriving (including 100 International) and 600 departing (including 100 International) passengers.
3	The terminal building covering an area of 29422 m^2	The integrated terminal building covering an area of 30000 m^2 (approximate)

After detailed deliberation, the Committee recommended the proposal for amendment in the TOR with following additional TOR:

(i) Details energy conservation measures to be taken (all points mentioned in the proposal

such as orientation to support reduced heat gain, use of ASHRAE 90.1, use of ECBC compliant envelope measures to be supported through drawings and details in the proposal.

(ii) Details of rain water harvesting system to be furnished. Clarity on recharge pits, storage systems for rain water and use of appropriate filtration system for collected rain water to be detailed.

(iii) Details on solar lighting for common areas and landscaping to be provided

(iv) Layout of parking plan indicating entry and exit points of vehicular movement as well as traffic management plan. Highlight the fire tender pathway.

Other TOR issued vide MoEF&CC's letter dated 22nd June, 2015 will remain same.

8.3.9 Redevelopment of Cargo Handling Facilities at outer terminal (near 2nd Oil Jetty) at Haldia Dock Complex, Kolkata Port (West Bengal) by Kolkata Port Trust - **Amendment in ToR [Proposal No. IA/WB/MIS/31632/2015]**

MoEF&CC vide letter no 10-27/2015-IA III dated 8th January, 2015 has issued TOR for preparation of EIA report for redevelopment of Cargo Handling Facilities at outer terminal (near 2nd Oil Jetty) at Haldia Dock Complex. Committee noted that date of issue of TOR letter may be read as 8th January, 2016 instead of 8th January, 2015.

Now, PP informed that there is change in configuration of project, which are as given below:

S.N	Attributes	Details as per TOR issued	Revised project	Remarks
1	Jetty Location	Latitude $22^{O}01'39.1"N$ Longitude $88^{O}05'29.8"$	Latitude $22^{O}01'39.1"N$ Longitude $88^{O}05'29.8"$	same
2	Jetty Size	176x20 m RCC approach trestle 90 m x 10.5 m	Service Platform = 24 x 20 m 4 breasting dolphins = each deck size - 12x12m. 4 mooring dolphins = each deck size - 12x16m. Approach trestle = 76 m Walkway=1.5 m wide connecting breasting dolphins and mooring dolphins	Downward revision
3	Total capacity	3.825 MTPA	2.0 MTPA	Downward revision
4	Cargo	Coal	Liquid bulk cargo viz. Edible oil, paraxylene and chemical like VAM, MTBE, Butadiene, Benzene, Acetone, Phenol, Methanol etc.	Downward revision
5	Power requirement	3405 kw	700 kw	Downward revision
6	Project area	On river = 10000 m^2. On land = 141000 m^2	On river = 4000 m^2. On land = 10,000 m^2	Downward revision

7	Project cost	312.19 Crores	94.59 Crore	Downward revision

After detailed deliberation, the Committee recommended the proposal for amendment in the TOR with following additional TOR:

i. Draw up an aquatic and marine biodiversity management plan for the area of influence through the National Institute of Oceanography or any other organization specializing in marine ecology, with regards to all micro, macro and mega biotic components of the study area.

ii. Risk Assessment & Disaster Management Plan

- Identification of hazards
- Consequence Analysis
- Details of domino effect of the storage tanks and respective preventive measures including distance between storage units in an isolated storage facility.
- Onsite and offsite emergency preparedness plan.

Other TOR issued vide MoEF&CC's letter dated 8th January, 2016 will remain same.

8.3.10 Modernization of Navlakhi Port by way of 1) Mechanization of the existing facilities & 2) Construction of new mechanized jetty at Village: Navlakhi, Tehsi1: Maliya, District: Morbi, Gujarat by M/s Gujarat Maritime Board - **Amendment in ToR [Proposal No. IA/GJ/MIS/27340/2015]**

MoEF&CC vide letter no. F. No. 10-14/2015 IA III dated 23rd June, 2015 has granted TOR for preparation of EIA –EMP report for the above mentioned project. Now, PP informed the following change in configuration of the proposed project and requested for amendment in the existing TOR:

Description	Existing Port Infrastructure	As per TOR approved on 23.06.2015	Amendment sought in TOR
Capacity, MMTPA	4	20	20
No. of Jetties	4	1	5 (after expansion 9 jetties)
Length, m	440	870	1284.80
Draft, m	4.5	4.5	4.5
Back up area , ha	16.7	5.76	5.76
Capital Dredging, m3		276000	407592
Maintenance Dredging, m^3		28000	41350

After detailed deliberation, the Committee recommended the proposal for amendment in the existing TOR. Existing TOR alongwith public hearing and recommendation of SCZMA will remain same.

8.3.11 Setting up of Port facilities at Sagar Island with Rail Connectivity in District South 24 Parganas in West Bengal by M/s Kolkata Port Trust- **Amendment in ToR [Proposal No. IA/WB/MIS/38068/2014]**

	MoEF&CC vide letter no. F. No. 10-22/2014 IA III dated 29th February, 2016 has granted TOR for preparation of EIA –EMP report for the above mentioned project. Now, PP informed that there is only change in land requirement for rail road connectivity i.e. 102 ha inplace of 84 ha. Other parameters of the project as per earlier TOR remain unchanged. After detailed deliberation, the Committee recommended the proposal for amendment in the existing TOR. Existing TOR alongwith public hearing and recommendation of SCZMA will remain same.
8.3.12	Development of International Airport at Aranmula, Mazhuppaserry and Kidaganoo Villages, Kerala by M/s KGS Aranmula International Airport Ltd. – **Further consideration for ToR [Proposal No. IA/KL/MIS/26240/2014]** The above mentioned proposal was considered by the Expert Appraisal Committee (Infrastructure) in its 149th meeting held during 24th – 26th June, 2015 and the Committee recommended the following additional TOR and condition : (i). There is natural rivulet passing through the proposed runway. The PP to submit design as said to insure the uninterrupted flow of the water body. (ii). All environmental and social issues raised will be adequately addressed in the EIA/EMP reports. (iii). All the issues related to public concern which have been raised would be addressed during the public hearing. (iv). The Ministry of Defence has withdrawn in –principal approval. The PP to provide fresh consent of Ministry of Defence before proceeding further. MoEF&CC to also verify the reasons for withdrawal before grant of TOR. In response, PP has submitted the copy of fresh In-principle 'No Objection for the proposed project' issued by the Ministry of Defence. Now, MoEF&CC has referred the proposal to EAC for reconsideration. The Committee also discussed the issues/concerns raised by Shri Kummanam Rajasekharan, Patron Aranmula Heritage Village Action Council received vide e-mail dated 29th July, 2016 regarding the said project proposal. In response, PP informed that these points/issues raised by the Council was earlier raised in the 147th EAC meeting and addressed by them during the 149th EAC meeting on 24th – 26th June 2015. PP also informed that : 1) PP has obtained the approval from Ministry of Civil Aviation, Ministry of Defence, Ministry of Home Affairs and Kerala Govt. 2) They have applied for fresh Environment Clearance and are awaiting TOR. The project has been listed in three earlier EAC meetings. 3) Ministry of Civil Aviation had withdrawn the "in principle" approval, citing the withdrawal of Ministry of Defence NOC and setting aside Environment Clearance. Now we approval of Ministry of Defence Clearance has been obtained. They have a valid Site Clearance Approval from Ministry of Civil Aviation. Ministry of Civil Aviation will issue final "In Principle Approval" only after we obtain the Environment Clearance.

	4) The NGT set aside the earlier EC purely on procedural issues, like appointment of consultant, inadequate notice for Public Hearing. They have now appointed RITES (a Govt. of India Undertaking and NABET accredited agency) for conducting the fresh EIA study. 5) Supreme Court dismissed our appeal on the above grounds only and not on environmental issues. 6) The Legislative Committee of the Kerala Assembly mentioned this 09.07.2012. However, as late as 22.04.2015 the Kerala Govt. has permitted the airport at the same site. 7) Kerala Govt. has supported the project from the beginning and have a 10% stake in the Project. They have issued various GOs, including classification of the Project Site for Commercial use, Single Window Clearance Etc. 8) The Project benefits include easy accessibility of Air Travel to the population of Central Travancore. It will benefit the four districts of Pathanamthitta, Kottayam, Azhapuzha and Idukki. Devotees to Sabarimala shrine, which sees 5 crore devotees annually, will find the airport convenient for their pilgrimage. Domestic and foreign tourists to the Backwaters of Kumarakom and Azhapuzha will also find the airport convenient. The airport will be a boon to the millions of Non Resident Indians and No resident Keralites. The Committee was satisfied with the comments of PP. 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. Layout maps of proposed project indicating runway, airport building, parking, greenbelt area, utilities etc. iv. Cost of project and time of completion. v. Status of land acquisition. vi. 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 vii. Details of Emission, effluents, solid waste and hazardous waste generation and their management. viii. Classify all Cargo handled as perishable, explosive, solid, petroleum products, Hazardous Waste, Hazardous Chemical, Potential Air Pollutant, Potential Water Pollutant etc. and put up a handling and disposal management plan. 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.
8.3.13	Setting up of Beach Resort 'ANANTRA' at S.F. No.125/1A3 of Kokilamedu Village, Thirukalukundram Taluk, District Kancheepuram, Tamil Nadu by M/s Silver Reeds Hotels and Resorts Pvt Ltd **– Reconsideration of Environmental and CRZ Clearance - Reg. [Proposal No. IA/TN/MIS/21126/2013]** The proposal was considered by EAC in its meeting held during 24th – 26th June, 2015 and the Committee recommended the proposal with condition that water requirement shall be met from desalination plant and stipulated the condition that "the technical details of desalination plants namely the intake, outfall etc shall be submitted to the TNCZMA prior to the commencement of development activities". The Committee also recommended the Beach Resort for granting CRZ and Environmental Clearance Proposal was referred to EAC for reconsideration. During presentation, PP confirmed that no municipal water supply is available in the project area. PP has already submitted the application to SCZMA for their recommendation for the project i.e. "installation of desalination plant". After detailed deliberation, the Committee suggested that we may wait for recommendation of SCZMA for desalination plant.

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LIST OF PARTICIPANTS OF EAC (INFRASTRUCTURE-2) IN 8th MEETING OF EAC (INFRASTRUCURE-2) HELD ON 28-29 July, 2016

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