

211th minutes of meeting of Expert Appraisal Committee for projects related to Infrastructure Development, Industrial estate/parks/complexes/areas, Export Processing Zones, Special Economic Zones, Biotech Parks, Leather Complexes and National Highways projects held on 27th March, 2019

1. **Opening remarks of the Chairman**
2. **Confirmation of the minutes of the 208th meeting held on 19-20 February, 2019 at Indira Paryavaran Bhawan, Jor Bagh Road, New Delhi**
3. **Consideration of Proposals:**

3.1	<p>Expansion of Industrial Area Kuber at Village Ranpur, Tehsil Ladpura, District Kota, Rajasthan by M/s Rajasthan State Industrial Development and Investment Corp. Ltd.</p> <p>– Further consideration of Environmental Clearance</p> <p>[Proposal No. IA/RJ/MIS/30788/2014] [F. No. 21-2/2014-IA.III]</p>
3.1.1	<p>The project proponent along with the EIA consultant M/s VITYA Consultants Pvt. Ltd., Secunderabad, made a presentation and provided following information to the Committee:-</p> <ul style="list-style-type: none"> (i) The proposal is for expansion of the existing Kuber Industrial area at Ranpur Village, Tehsil Ladpura, District Kota (Rajasthan). (ii) The proposed expansion would involve an area of 228.86 acre, comprising a total number of 91 plots, in Ranpur village, Ladpura Tehsil of Kota district, Rajasthan and now envisaged to house stone processing (polishing, cutting, splitting etc.), steel re-rolling units falling under Category B. General engineering, stone processing (polishing, cutting & Splitting etc), Agro Food processing units, service and ancillary industries, agro and food processing industries, non-polluting industries etc are the ones housed in this expansion. (iii) The existing Industrial area of Kuber, Ranpur has been developed in phases between 1997 and 2006 in a total area of 536.75 acres. It consists four different parks like (i) Industrial area (Kuber), (ii) Institutional Area, Ranpur, (iii) Agro Food Park phase-I and (v) Agro Food Park phase-II; Ranpur. The agro food park had come up under a scheme of Ministry of Food Processing, Government of India. (iv) Water requirement: During operation phase, estimated total water demand for Kuber expansion about is 962.5 KLD. The prime source of water will be Chambal River and supply provided from Public Health Engineering Department (PHED) Government of Rajasthan has agreed to supply piped water to this industrial area on seniority basis from Akhailgadh. RIICO agreed and deposited required amount with PHED for execution of the scheme at the earliest. (v) Waste water quantity, treatment capacity, detail: Low water intensive units are envisaged in the proposed expansion. Hence wastewater generation would be either nil or very minimum. Thus, the individual units will have their own effluent treatment plants for treating their effluents and

	<p>recycling the same in their units. These units will achieve Zero Liquid Discharge.</p> <p>(vi) Solid waste management: Since the proposed industries, mainly, are of stone grinding, polishing and general engineering in nature the anticipated industrial solid wastes are of inert and non-toxic in character. Individual units in accordance with the directions and guidelines of State Pollution Control Board/Central Pollution Control Board will handle and manage these wastes.</p> <p>(vii) Hazardous Waste Management: Used waste oil and Lead acid batteries are the anticipated hazardous wastes in the proposed expansion. Individual units shall collect their used oil and store in a secured place as per the guidelines of the pollution control board and periodically sell to the authorised recyclers in accordance with the Hazardous Waste (Management, Handling and Transboundary) Rules, 2008. The used lead acid batteries will be managed and handled in accordance with the Batteries (Management and Handling) Rules, 2001.</p> <p>(viii) Water bodies: Chambal River is the nearest water body from project site; river bank from proposed project site is at about 8.5 km.</p> <p>(ix) Green belt development: For the purpose of green belt 10.12% of the total project area is earmarked. The total number of trees to be planted is about 12,000.</p> <p>(x) Investment/Cost: Rs. 5269.40 Lakhs.</p> <p>(xi) Wildlife issues: The project site is located at 8.5 km from National (Ghariyal) Chambal Sanctuary, and 6.75 km from Mukandara Hills Tiger Reserve. The project proponent has applied for necessary wildlife clearance from the Standing Committee of National Board for Wild Life. In view of the given location of the project site, the project requires appraisal under Category A by the EAC in the Ministry.</p> <p>(xii) Employment potential: The impact of the project on economic aspects can clearly be observed. The proposed project activities will provide employment to persons of different skills and trades. The employment potential will ameliorate economic conditions of low income families directly and provide employment to many other families indirectly who are involved in business and service oriented activities.</p> <p>(xiii) Benefits of the project: Proposed project will result in considerable growth, stimulating the industrial and commercial activities in the region. Small and medium scale industries may be further developed as a consequence.</p> <p>(xiv) The ToR for the proposed development was accorded on 18th September, 2014.</p> <p>(xv) Public Hearing: The public hearing was conducted on 26th June, 2015.</p>
3.1.2	The proposal was earlier considered by the EAC in its 158 th meeting held on 27-28 April, 2016 wherein the EAC noted that the proposed industrial project is 8.5 km from the National Chambal Sanctuary and 6.5 km from the Mukandara Hills Tiger Reserve. The steel re-rolling, stone cutting and processing industries are expected to generate sound and particulate matter, dust pollution in the vicinity of an eco-

	<p>sensitive zone. The project proponent should carry out studies to assess the expected levels of pollution and mitigation barrier as well as threshold.</p>
3.1.3	<p>During deliberations in the 160th meeting held on 28-29 June, 2016, the EAC noted the following:-</p> <ul style="list-style-type: none"> (i) The area surrounding the proposed project area is highly sensitive from the environmental point of view. The Mukandara Hills Tiger Reserve is at a distance of less than 9 km from the project site. The Chambal Gharriyal Sanctuary is at a distance of 8.5 km. The project proponent has failed to submit the boundary of the protected areas. (ii) The proposal involves setting up of industrial units (on 91 identified plots) in an additional area of 228.86 ha, and as such, it would be the expansion of existing Kuber Industrial Area in an area of 536.75 ha. Different proposed industrial units/activities would include steel re-rolling units viz. non-toxic metallurgical processing industry of capacity > 5000 tonnes per annum. As such, the proposal is covered under category B. (iii) The base line air quality values monitored during May, 2016 being on much lower side, the Committee was not convinced about the reliability of the ambient air quality, where PM10 levels are almost half of the NAAQ standards. Such values in a State like Rajasthan (supposed to be higher background PM10 levels) in the month of May need to be crosschecked by a third party for its authenticity. (iv) The Committee is of the view for the proposed industries could be high noise and dust emitting industries to confine these activities only to day time operation. The sensitive wildlife in the close vicinity of the area could be endangered. The Committee is of the considered view for the Ministry may like to get the background PM 10 study done through a third party if the project proponent wishes to pursue the request for EC any further. The Committee was informed that the project proponent has moved the National Wildlife Board for obtaining necessary clearances. <p>After deliberations, the EAC deferred the proposal.</p>
3.1.4	<p>During deliberations in 177th meeting held on 16th October, 2017 the EAC noted the following:-</p> <ul style="list-style-type: none"> (i) One non-toxic secondary metallurgical processing industry proposed to expand its production to over 5000 TPA, a limit to become category 'B' under Item "3(a)" of EIA notification 2006, requiring EC from SEIAA. (ii) Project site is at a distance : <ul style="list-style-type: none"> • 8.52km - National Chambal Gharriyal Sanctuary boundary • 6.51km - Boundary of Mukundra Hills Tiger Reserve Buffer Zone. (iii) No. of plots proposed in Expansion – 91. Mainly sandstone cutting, polishing, and processing units and motor vehicle workshop and IIIT (35ac). Boundary of proposed site falls within 10km from boundaries of CGS and MHTR, hence category 'A' requiring EC from central level.

	<p>(iv) The ambient air quality, where PM10 levels are more than the prescribed standards i.e. almost double the as per the monitoring analysis results submitted by SPCB.</p>
3.1.5	<p>After deliberations during 177th meeting held on 16th October, 2017, the EAC deferred the project for want of following information:-</p> <ul style="list-style-type: none"> (i) Proponent has to submit the existing area in Ha and proposed area of Expansion. (ii) Certificate from Chief Wildlife Warden regarding distance of project site from the Tiger Reserve and Sanctuary. (iii) Submission copy of minutes of meeting of SBWL and NBWL. (iv) Copy of permission from CGWA for using of ground water. (v) Copy of permission from Public Health Engineering Department, Rajasthan water allocation from Chambal River. (vi) A report on detailed hydrological study which includes abstraction of ground water, water budgeting, recharging of ground water and construction of rainwater harvesting structures for augmentation of Ground water levels (vii) Air modelling details to be furnished in tabular form like Baseline values, incremental values due to prediction and total values at all air monitoring stations and also details about reasons for higher values. (viii) Noise modelling details to be furnished in tabular form like Baseline values, incremental values due to prediction and total values at all noise monitoring stations as the wild life sanctuaries are with 10 km radius of the project. (ix) Baseline Air quality values are more than the prescribed standards and comprehensive mitigation plan to be prepared to control air pollution due to proposed Industrial area to bring down the air quality parameters within prescribed limits. (x) Baseline health status within 5 km and 10 km radius of proposed industrial area to be furnished as present air quality values are more than prescribed standards. (xi) A comprehensive study on the impact of SEZ on Chambal WLS be to prepared by state forest department and Wildlife Institute of India.
3.1.6	<p>During 211th meeting of EC(Infra-1) held on 27th March, 2019, the project proponent along with the EIA consultant M/s VITYA Consultants Pvt. Ltd., Secunderabad, made a presentation and provided following information:</p> <ul style="list-style-type: none"> (i) Submitted the copy of SOI topomap showing distance of the proposed site from the Chambal River. The map is duly signed by Shri S.R. Yadav, Deputy Conservator of Forest (Wildlife), Mukundra National Park, State Forest Department, Rajasthan. (i) Submitted the copy of minutes of meeting of SBWL and NBWL. An amount of Rs 105.388 Lakh has been deposited at Rajasthan Protected areas Society Account on 26/9/2018 towards wild life conservation and mitigation

	<p>works as per the condition 1 of 49th MoM of Standing Committee for Wild Life held on 13th June 2018.</p> <ul style="list-style-type: none"> (ii) Public Health and Engineering Department (PHED), Kota, Rajasthan, has conveyed their willingness to provide water supply to the proposed Industrial Area vide their letter No.EE/PHED/City.I/2017-2018/7189 dated 6th December, 2017. (iii) No ground water usage is envisaged. An undertaking in this regard has been furnished by the project proponent. (iv) RICCO Limited, vide their Office Order No. 36/2014 dated 25th August, 2014, has made it mandatory that all plot allottees having more than or equal to 500sqm to construct RWHS in their premises to ensure that all rainwater is effectively harvested and recharged. (v) Since no water for construction/ operation will be drawn from ground, no impact on ground water hydrology is anticipated. (vi) Baseline health study has been conducted on 2nd to 4th August, 2018 within a radial distance of 10 km from the proposed Industrial Area to assess the persisting health issues prevalent in the area. Consultations were made with the public, officials of educational institutions within IA and medical professionals of CMHO Kota, MBS Hospital including T.B wing Kota, PHC Ranpur. (vii) A request for Comprehensive Impact Study due to proposed project on Chambal (Gharial) Wildlife Sanctuary and Mukundara Tiger Hills Reserve was made to Wildlife Institute of India, Dehradun vide Letter No. U-(16)-3//2017-18/5253 dated 4th February, 2017 and subsequently another request was also made to indicate formalities, but no reply was received despite our efforts and contacts to reach them. (viii) Provided details of Corporate Environment Responsibility (CER) budget.
3.1.7	<p>After detailed deliberations during 211th meeting of EC(Infra-1), the EAC has made following observations:</p> <ul style="list-style-type: none"> (i) The proponent has not submitted the certificate from Chief Wildlife Warden of the State, but has mentioned about the minutes of the State/National Wildlife Boards wherein the proposed project has been recommended for granting wildlife clearance in favour of the project proponent. (ii) The PHED, Kota, Rajasthan is ready to provide KLD water for present water demand and 7633 KLD for year 2027 for the proposed project. (iii) The proponent has submitted an undertaking that no groundwater shall be used for the proposed project. (iv) No study to assess the impact of proposed project on Chambal (Gharial) Wildlife Sanctuary has been conducted as suggested by EAC(Infra-1) during its 177th meeting held 16th October, 2018. (v) The proposed site is situated in close proximity of Alniya Dam, which is one of the Important Bird Areas (IBA) identified by the Bombay Natural History Society (BNHS).

	<ul style="list-style-type: none"> (vi) Submitted the copy of Consent to Establish (CTE) issued M/s Prem Jain Ispat Udyog Private Limited, Ranpur-Kuber Industrial Area (Phase-II), Kota. (vii) The existing Consent to Operate (CTO) is valid till 31st August, 2019. (viii) Provided details of air pollution details and mitigation measures. (ix) Allocated a fund of Rs. 53.30 Lakhs for CER.
3.1.8	<p>The EAC, after detailed deliberations during 211th meeting held on 27th March, 2019, recommended the project for grant of Environmental Clearance, with the following specific conditions in addition to all standard conditions applicable for such projects:</p> <ul style="list-style-type: none"> (i) This Environmental clearance is subject to outcome of court cases pending against the project proponent at Hon'ble Supreme Court of India / High Court / other Courts, if any. (ii) No A category industry shall be established. (iii) Project proponent not to use any ground water for the said project. Should submit certificate for sealing of all the tube wells operating in the project area. (iv) Approval/permission of concerned authority shall be obtained before drawing surface water from the irrigation canal or any other source of water as provided by Public Health and Engineering Department (PHED), Kota, Rajasthan. State Pollution Control Board (SPCB) concerned shall not issue Consent to operate (CTO) till the project proponent obtains such permission. (v) Minimum 33% of total project area shall be maintained as green belt. (vi) Wildlife Clearance shall be obtained as per WPA, 1972. (vii) Fund provisions of Rs. 53.30 Lakhs, shall be provided for Corporate Environment Responsibility (CER) as per the Ministry's O.M. No. 22-65/2017-IA.III dated 1st May, 2018. The expenditure details, as per the plan, shall be submitted to the concerned Regional Office of the Ministry within 3 months. (viii) The proponent can engage a reputed agency known for their quality work on ecology and biodiversity for study on impact assessment of proposed Industrial Area on Chambal (Gharial) Wildlife Sanctuary and Alniya Dam IBA. Adequate Mitigation measures along with the Biodiversity Conservation Plan shall be devised with sufficient fund provision. The fund shall be deposited with the State Government and the same shall be implemented by the State Forest Department. (ix) Action plan for control of air pollution shall be implemented in toto.
3.2	<p>Development of Mega Industrial Park' at Kopparthy, Tadigotal, Yadavapuram, Tholaganganapalli, Ambavaram & Rampathadu Villages of Chintakomma Dinne, Vallur & Pendlimarr in YSR Kadapa, Andhra Pradesh by M/s Andhra Pradesh Industrial Infrastructure Corporation Ltd - Environmental Clearance</p> <p>[Proposal No. IA/AP/NCP/40091/2016] [F. No. 21-1/2016-IA.III]</p>
3.2.1	<p>The proposal was considered in the 206th EAC meeting held on 24-25 January, 2019. The proponent did not attend the meeting and requested to defer the proposal through email.</p>

3.2.2	The proponent attended the meeting, but, desired to withdraw the proposal.																																								
3.3	Development of Industrial Park at Nakkapalli near Nakkapalli Village, Nakkapalli Mandal, Visakhapatnam District in an area of 1578 Ha (3899 acres) by M/s Andhra Pradesh Industrial Infrastructure Corporation Limited (APIIC) - Further consideration for Terms of Reference																																								
	[Proposal No. IA/AP/NCP/ 84879 /2018] [F. No. 21-140/2018-IA.III]																																								
3.3.1	<p>The project proponent along with the EIA consultant M/s L&T Infrastructure Engineering Limited, Hyderabad, made a presentation and provided the following information to the Committee:</p> <ul style="list-style-type: none"> (i) The proposal is for Development of Industrial part at Nakkapalli near Nakkapalli Village, Nakkapalli Mandal, Visakhapatnam District in an area of 1578 Ha (3899 acres) by M/s Andhra Pradesh Industrial Infrastructure Corporation Limited (APIIC) (ii) Location: Project site is falling in Butchirajupeta, D L Puram, Vempadu, Chandanada, Rajayyapeta villages in Nakkapalli Mandal of Visakhapatnam district in Andhra Pradesh. (iii) Land use of the site and around the site up to 10 km radius: The proposed project site of Nakkapalli IP is spread an area of 1578 Ha (3899 acres) in Butchirajupeta, D L Puram, Vempadu, Chandanada, Rajayyapeta villages in Nakkapalli Mandal of Visakhapatnam district in Andhra Pradesh. The site is mostly comprised of agriculture, plantation; fallow; barren, unculturable, wasteland/scrubland; water bodies and settlements located within the site. <p>The surrounding area up to 10.0 km radius land use comprises mostly Agriculture Plantation, Crop land, Aquaculture/Pisciculture, Builtup (Rural), Transportation, Mining/Industrial, Forest, Plantation, Forest-Dense, Gullied/Ravenous, Scrub land Dense, Scrub land Open, Sandy areas, Salt Affected, Lakes/Ponds, Reservoir/Tanks, River/Stream/Drain, Canal and Sea (Bay of Bengal).</p> <p>The existing landuse of study area i.e., 10 km radius from project site is given below:</p> <table border="1"> <thead> <tr> <th>S.No</th> <th>Classes</th> <th>Area (Ha)</th> <th>Area(acres)</th> <th>% of Area</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Agriculture Plantation</td> <td>13662.02</td> <td>33759.58</td> <td>24.56%</td> </tr> <tr> <td>2</td> <td>Crop land</td> <td>10683.24</td> <td>26398.86</td> <td>19.21%</td> </tr> <tr> <td>3</td> <td>Aquaculture/Pisciculture</td> <td>396.46</td> <td>979.67</td> <td>0.71%</td> </tr> <tr> <td>4</td> <td>Builtup (Rural)</td> <td>991.98</td> <td>2451.23</td> <td>1.78%</td> </tr> <tr> <td>5</td> <td>Transportation</td> <td>151.29</td> <td>373.85</td> <td>0.27%</td> </tr> <tr> <td>6</td> <td>Mining/Industrial</td> <td>261.47</td> <td>646.10</td> <td>0.47%</td> </tr> <tr> <td>7</td> <td>Forest Plantation</td> <td>367.34</td> <td>907.71</td> <td>0.66%</td> </tr> </tbody> </table>	S.No	Classes	Area (Ha)	Area(acres)	% of Area	1	Agriculture Plantation	13662.02	33759.58	24.56%	2	Crop land	10683.24	26398.86	19.21%	3	Aquaculture/Pisciculture	396.46	979.67	0.71%	4	Builtup (Rural)	991.98	2451.23	1.78%	5	Transportation	151.29	373.85	0.27%	6	Mining/Industrial	261.47	646.10	0.47%	7	Forest Plantation	367.34	907.71	0.66%
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8	Forest-Dense	1631.23	4030.85	2.93%	
9	Gullied/Ravenous	9.66	23.86	0.02%	
10	Scrub land Dense	231.33	571.62	0.42%	
11	Scrub land Open	1992.83	4924.39	3.58%	
12	Sandy areas	400.72	990.19	0.72%	
13	Salt Affected	3.42	8.45	0.01%	
14	Lakes/Ponds	172.19	425.48	0.31%	
15	Reservoir/Tanks	1028.91	2542.50	1.85%	
16	River/Stream/Drain	227.01	560.97	0.41%	
17	Canal	156.42	386.53	0.28%	
18	Sea (Bay of Bengal)	23250.82	57454.03	41.80%	
Total		55618.32	137435.88	100%	

(Statistics as generated from LU/LC data of NRSC-Bhuvan: Cycle-2 [2011-12])

The existing landuse of study area i.e., 10 km radius from project site is shown below

Major Classes:

The major land use classes in the 10km buffer of the Study Area constituting the 66.37% are:

Agriculture Plantation – 24.56%, Crop land - 19.21% and Sea (bay of Bengal) - 41.8%

Minor Classes:

The other minor land uses classes in the 10km buffer of the Project Area constituting the 14.42% are:

Scrub land Open - 3.58%; Forest-Dense - 2.93%; Reservoir/Tanks - 1.85%; Builtup (Rural) - 1.78%; Sandy areas - 0.72%; Aquaculture/Pisciculture - 0.71%; Forest Plantation - 0.66%; Mining/Industrial - 0.47%; Scrub land Dense - 0.42%; River/Stream/Drain - 0.41%; Lakes/Ponds - 0.31%; Canal - 0.28%; Transportation - 0.27%; Gullied/Ravenous - 0.02%; and Salt Affected - 0.01%

The land use breakup of project site is given below :

S.No	Classes	Area (Ha)	Area(acres)	% of Area
1	Agriculture Plantation	742.30	1834.25	47.04%
2	Crop land	130.43	322.29	8.27%
3	Aquaculture/Pisciculture	102.66	253.68	6.51%
4	Builtup (Rural)	46.17	114.09	2.93%
5	Scrub land Dense	230.08	568.54	14.58%
6	Scrub land Open	191.89	474.18	12.16%
7	Sandy areas	44.66	110.36	2.83%

8	Lakes/Ponds	45.48	112.39	2.88%	
9	Reservoir/Tanks	13.56	33.51	0.86%	
10	River/Stream/Drain	30.64	75.72	1.94%	
Total		1577.87	3899.00	100.00%	

(iv) **Justification for selection of the site:** Andhra Pradesh is strategically located on the south eastern coast of India and is regarded as one of the largest producer of marine products in the country. The prominent industries in the state include Agro & Food-based, petroleum products, pharmaceuticals, textile, basic metals, non-metallic mineral products, etc. Further, the state in the country has pioneered and enacted the concept of industrial single-window clearance. The policy seeks to create an investor-friendly climate by ensuring highest ease of doing business and would provide all the clearances within 21 working days. Further, the state also promises for 24 hours of uninterrupted power supply to investors setting up units.

The Visakhapatnam–Chennai Industrial Corridor (VCIC) is a key part of the planned East Coast Economic Corridor, India's first coastal corridor. VCIC is aligned with the Golden Quadrilateral and is poised to play a critical role in driving India's "Act East Policy." VCIC's long coastline and strategically located ports provide it with an opportunity to create multiple international gateways to connect India with the vibrant global production networks of South East and East Asia that form the bedrock of global manufacturing today. VCIC is aimed at fulfilling the objectives of the Government of India, Make in India Policy which aimed to promote manufacturing activities. Visakhapatnam node is one of the important nodes in VCIC. APIIC has identified four (04) nodes for development of industrial corridors, i.e., Visakhapatnam Node, Kakinada Node, Gannavaram- Kanikapadu Node and Yerpedu- Srikalahasti Node.

Visakhapatnam, one of the key districts coming within the immediate influence of VCIC has all the potential to become an industrial hub. Government of Andhra Pradesh (GoAP) has embarked on major initiative of positioning Visakhapatnam District as the central hub for various sunrise sectors in an endeavour to attract investments from National and International Players across the globe.

APIIC has identified land parcel in Visakhapatnam node at Rambilli and Nakkapalli. At Nakkpalli, about 1578 Ha (3899 acres) of land was identified at Butchirajupeta, D L Puram, Vempadu, Chandanada, Rajayyapeta villages in Nakkapalli Mandal, of Visakhapatnam District for development of industrial park.

Some of the important features of the Site making it suitable for Industrial Park are presented

	<ul style="list-style-type: none"> ➤ Strategically located near to four states Andhra Pradesh, Telangana, Chhattisgarh and Odisha. ➤ The site is located around 60 km from City of Visakhapatnam with well-endowed Social and educational infrastructure. ➤ The site has good access to logistic facilities. The site is well connected to the Road network in the region from Chennai - Kolkata National Highway 16 which is at a distance of ~2.9 km on North of the site. ➤ The nearest Railway station to the project site is at Gullipadu located at 7.2 km towards NW. ➤ Visakhapatnam Airport is located at a distance of 64 km towards NE. The Airport has direct flight connectivity to International destinations such as Kuala Lumpur, Singapore, Colombo, Dubai, National destinations such as Bangalore, Kolkata, Delhi,–, Hyderabad, Mumbai, Port Blair, Jagdalpur, Tirupati, Vijayawada, Ahmedabad, Bhubaneswar, Chennai, & Coimbatore. ➤ Gangavaram Port is located at distance of 60 km NE. ➤ Water and Power supply can be assured for the proposed IP will be met from the Yeleru Left Main Canal (YLMC) in line with the existing industrial water supply policy of the state. APSPDCL is responsible for undertaking distribution of Power in Visakhapatnam District.
(v)	<p>Total water requirement and its source: Total water demand for the proposed IP is 18.87 MLD but considering the reuse of 540 KLD of treated sewage from the STP, the net fresh water demand is 18.4 MLD and 700 KL of fire water demand.</p> <p>The water will be sourced from the Yeleru Left Main Canal (YLMC) in line with the existing industrial water supply policy of the State located at 35 km.</p>
(vi)	<p>Municipal solid waste generated disposal facility: Total municipal solid waste generation is estimated at 18.5 TPD which include biodegradable and Non–bio Degradable/Recyclable waste) and 79.5 TPD of Industrial Waste (hazardous, non-hazardous and recyclable waste).</p> <p>The industrial solid waste generated daily shall be collected via trucks and transported to the landfill site. A TSDF is being proposed to be developed by APIIC for common utilisation of industrial parks developed and under development in Visakhapatnam region. This TSDF will serve requirement of Nakkapalli I.P and until it is operational, it is proposed to use JNU Pharma city TSDF. Industries shall follow Hazardous and Other Waste (Management and Transboundary Movement) and amendment thereof, 2016.</p>
(vii)	<p>Waste water generation, treatment and disposal: Industries willing to have own treatment facilities for effluent and sewage shall be developed by the industry in their premises.</p> <ul style="list-style-type: none"> • Estimated effluent generation: ~8.575 MLD

- Estimated sewage generation: ~0.998 MLD
Industries willing to have own treatment facilities for effluent and sewage shall be developed by the industry in their premises. If industry would like to utilise common treatment facilities, effluent of ~8.575 MLD and sewage of ~0.998 MLD generated in the industrial area will be treated together in the proposed CETP of 9.6 MLD capacity. The treated wastewater will be disposed into sea through marine outfall facility. CETP will be developed on modular basis based on industrial wastewater generation. The sewage from residential areas will be treated in STP of 675 KLD capacity which will be developed on modular basis. Treated sewage will be reused for greenbelt and toilet flushing etc

- (viii) **Rain Water Harvesting:** Nakkapalli IP is planned with water recycling, waste management, rainwater harvesting, use of non-renewable energy like solar powered street lights, etc. for efficient use of resources.
- (ix) **Water bodies, diversion if any:** There is a backwater/stream flowing within the site and a buffer of 100 m or width of the creek as per CRZ regulation is proposed and green areas will be developed in the buffer area. Major part of the stream is less than 100m width. As the stream width reduces, buffer equal to the width of the stream is proposed.
Adequate landscaped green spaces/buffers will be provided near water bodies.
- (x) **Tree cutting, types, numbers, girth size etc.:** The site is comprised of agriculture plantation, aquaculture, scrubland, dense scrub land on hills, water bodies and settlements are located within the site. The following are the type of trees within site. Clearance of these trees is envisaged.

Scientific Name	Local Name
<i>Borassus flabellifer</i>	Thaadi
<i>Cocos nucifera</i>	Kobbari
<i>Wrightia tinctoria</i>	Ankudu
<i>Annona squamosa</i>	Seethaphal
<i>Anacardium occidentale</i>	Jeedimamidi
<i>Acacia auriculiformis</i>	Australia Tumma
<i>Eucalyptus globulus</i>	Neelagirichettu
<i>Phoenix sylvestris</i>	Eetha
<i>Casuarina equisetifolia</i>	Sarugudu
<i>Mangifera indica</i>	Mango

	<p>(xi) If the project involves diversion of forest land, extend of the forest land: No forest area is involved.</p> <p>(xii) Rehabilitation involved, if any: About 1578 Ha (3899 acres) of land was identified at Butchirajupeta, D.L. Puram, Vempadu, Chandanada, Rajayyapeta villages in Nakkapalli Mandal. APIIC is in the possession of 3096 acres as on date. The balance land is under progress of acquisition. The following is the list of villages falling in Nakkapalli project site.</p>												
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	<p>These villages contain some settlements. Settlements falling in Nakkapalli Site Boundary. No resettlement will be taken up to the existing settlements, however Scattered dwellings will be relocated into the residential area proposed. An adequate green buffer and access roads to road network will be provided to the existing settlements which are falling in the project site.</p>												
	<p>(xiii) Terrain, level with respect to MSL, requirement of filling, if any: The existing terrain of the entire project site is relatively flat and gentle. Existing ground elevation is ranging from 0m to 126 m.</p> <p>Mostly Cut and fill quantities will be managed within in the site. However, excess fill materials if any will be sourced from approved quarry and details will be provided in the EIA report.</p>												
	<p>(xiv) CETP:</p> <table border="1"> <tr> <td>Type of effluent, Quantity, effluent conveyance system from the member units to CETP</td><td> <p>Industries willing to have own treatment facilities for effluent and sewage shall be developed by the industry in their premises.</p> <ul style="list-style-type: none"> Estimated effluent generation: ~8.575 MLD Estimated sewage generation: ~0.998 MLD </td></tr> <tr> <td>Treatment and usage of treated sewage</td><td> <p>If industry would like to utilise common treatment facilities, effluent of ~8.575 MLD and sewage of ~0.998MLD generated in the industrial area will be combinedly treated in proposed CETP of 9.6 MLD capacity. The treated wastewater will be disposed into sea through marine outfall facility. CETP will be developed on modular basis based on industrial wastewater generation. The sewage from residential areas will be treated in STP of</p> </td></tr> </table>	Type of effluent, Quantity, effluent conveyance system from the member units to CETP	<p>Industries willing to have own treatment facilities for effluent and sewage shall be developed by the industry in their premises.</p> <ul style="list-style-type: none"> Estimated effluent generation: ~8.575 MLD Estimated sewage generation: ~0.998 MLD 	Treatment and usage of treated sewage	<p>If industry would like to utilise common treatment facilities, effluent of ~8.575 MLD and sewage of ~0.998MLD generated in the industrial area will be combinedly treated in proposed CETP of 9.6 MLD capacity. The treated wastewater will be disposed into sea through marine outfall facility. CETP will be developed on modular basis based on industrial wastewater generation. The sewage from residential areas will be treated in STP of</p>								
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		675 KLD capacity which will be developed on modular basis. Treated sewage will be reused for greenbelt and toilet flushing etc
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- (xv) **Whether the project is in Critically Polluted area:** No.
- (xvi) **National Park/ Wild Life Sanctuary in 10 km radius area:** Not Applicable.
- (xvii) **If the project falls within 10 km of eco- sensitive area, Name of eco-sensitive area and distance from the project site:** Not Applicable. Following reserve forests are located within 10.km radius area.

Reserve Forests (RF)	
Rajayyapeta R.F	Adjacent
DonivaniLakshmpuram R.F	Adjacent
Vempadu R.F	1.6 km; NW
Payakaraopeta R.F	8.4 km; N
Pentakota R.F	3.7 km; SW
RF near KottaPolvaram	4.7 km; NNE

The water bodies located are Bay of Bengal – Abutting and Tandava Nadi – 6.5 km; W

- (xviii) **Investment/Cost of the project:** INR 1191 Crore.
- (xix) **Employment potential:** Direct employment of about 30,800 and 2.5 times of direct employment as indirect employment will be generated during construction and during operation phases respectively, thereby opening up employment opportunities for the youth in the catchment region.

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

- The total estimated manufacturing industry output in 25 years after the complete industrial plotted land is absorbed and all the industrial units commence production, is about Rs. 1 lakh Crores.
- Proposed Park is likely to generate direct and indirect employment potential of about 30,800 respectively, thereby opening up employment opportunities for the youth in the catchment region.
- Employment opportunities to the local people for skilled, semi-skilled and unskilled work force during the construction and operation phases
- As a part of the Corporate Social Responsibility (CSR) initiatives, it is envisaged to create better and quality Education, Health, Hygiene and Sanitation, Empowerment and Livelihoods and Community Development Initiatives.
- The proposed project shall further act as a catalyst to industrialization and urbanization of the region.
- There will be improvement in living standards. General welfare will improve in the area as per capita income will go up in the post project period.

	<ul style="list-style-type: none"> Overall economic growth of Visakhapatnam District, in particular and State of Andhra Pradesh and Nation in general. The proposed project is in Visakhapatnam–Chennai Industrial Corridor (VCIC), is a key part of the East Coast Economic Corridor (ECEC), India's first coastal corridor Its development which is in line with the National/State objective of improving manufacturing GDP, promoting port-led industrialization etc., <p>(xxi) If any court case pending for violation of the environmental laws: No.</p>
3.3.2	During detailed deliberations, in 204 th meeting of EAC (Infra-1), held on 17 th December, 2018, it was observed that as Pharma units are proposed in this project as well as other projects. Therefore, proponent was advised to have appropriate planning within the state so that pharma units are not spread over in various industrial areas, rather put them at one place. Sufficient buffer is needed between inhabited areas and proposed industrial area. In view of above, the EAC deferred the proposal.
3.3.3	<p>During 211th meeting of EC(Infra-1) held on 27th March, 2019, the project proponent along with the EIA consultant M/s L&T Infrastructure Engineering Limited, Hyderabad, has made a presentation and provided following information to the Committee:</p> <ul style="list-style-type: none"> (i) The industries to be housed within the proposed Industrial Area include the Pharmaceuticals, Chemicals and Petrochemicals, Industrial and Consumer Electronics, Auto and Auto components, Aerospace and defence, Light and heavy Engineering, CRZ permissible hazardous material storages, Building Materials Industry/Non Metallic minerals, MSME, Plastics, Food and Agro Processing Industry, Textile and Apparel manufacturing. (ii) The area coverage of the pharma and chemical units is reduced from 20% to 11.5% of proposed industrial area. (iii) Green buffer of 50 m is provided all around settlements. (iv) The pharma and chemical units will be located 500 m away from the settlements. Non-pharma and chemical units will be located between the 50 m buffer and 500 m distance. (v) Green belt is 18% of proposed industrial area. Rest of the green cover shall be developed by the individual industries.
3.3.4	<p>After detailed deliberations during 211th meeting of EC(Infra-1), the EAC has made following observations:</p> <ul style="list-style-type: none"> (i) The project also involves the CRZ Clearance. (ii) The proponent has made any efforts for preparing the 'Zoning Atlas of Industries' as desired by EAC(Infra-1) in its 204th meeting of EAC (Infra-1), held on 17th December, 2018.

	<ul style="list-style-type: none"> (iii) The Pharma/chemical units are scattered at 5 locations within the proposed Industrial Area. The EAC has suggested to keep all of them at one place. (iv) There is no proposal for establishing Environmental Cell by the proponent. (v) The Ramkey TSDF facility is located nearby the proposed TSDF facility. (vi) CRZ area is 5.76% of proposed industrial area. Creek area is very important. This area should be disturbance free and no activity should be permitted in area between sea and creek. (vii) The area between 50 m and 500 m from the settlements should not be used for establishing red category (as per CPCB classification) industries. (viii) Not provided the details of Corporate Environment Responsibility (CER) budget.
3.3.5	<p>The proposal was considered in the 211th EAC meeting held on 27th March 2019. The EAC after detailed deliberation recommended the project for grant of Terms of Reference (ToR), and for preparation of EIA/EMP report with public consultations subject to compliance of all conditions as notified in the standard ToR applicable for such projects and specific conditions, as mentioned below:</p> <ul style="list-style-type: none"> (i) The PP has to apply for CRZ Clearance also, as per provisions contained in the CRZ Notification 2011 and subsequent amendments, if any. (ii) No disturbance to the creek area. The creek areas are to be protected and the location of Pharma and Petro-chemical industries adjacent to the creek are to be relocated. (iii) No activity shall be permitted in area between sea and creek. (iv) Proponent shall prepare the Zoning Atlas so that the polluting industries including Pharma/Chemical units are not scattered all over the region. (v) Proponent to indicate the details of type of Pharma and Petro-chemical industries proposed to be setup. Clustering of Pharma and Petro-chemical industries for separate CETP to be worked out. (vi) No Pharma, Chemical and Petro-chemical units shall be established within 500 m of the exiting settlements within the proposed industrial area. (vii) Non-pharma, non-chemical and non-Petro-chemical industries shall be established between 50 m and 500 m from the settlements. (viii) No red category industries (as per CPCB classification) shall be established between 50 m and 500 m from the settlements within the proposed industrial area. (ix) The planned Pharma, Chemical and Petro-chemical units shall not exceed 11.5% of total industrial area as proposed. (x) All existing waterbodies should be protected.

	<ul style="list-style-type: none"> (xi) No extraction of the groundwater shall be undertaken. Water allocation letter to be submitted for use of water from Yeleru Left Main Canal (YLMC). (xii) Proponent shall establish an Environmental Cell specifically for the proposed industrial area. (xiii) The proposed TSDF facility shall be used for captive purposes only. (xiv) The activities and budget earmarked for Corporate Environmental Responsibility (CER) shall be as per ministry's O.M No 22-65/2017-IA.II (M) dated 01.05.2018 and the action plan on the activities proposed under CER shall be submitted at the time of appraisal of the project included in the EIA/EMP Report. (xv) The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M), dated 25.10.2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.
3.4	<p>Development of 4-laning of Kothi-Satna- Maihar Section of NH 135BG from km 55.000 to km 76.960 (Package-II) and km 80.800 to km 119.535 (Package-III) under Bharatmala Pariyojana in the State of Madhya Pradesh by M/s National Highways Authority of India - Terms of Reference</p> <p>[Proposal No. IA/MP/MIS/83186/2018] [F. No. 10-17/2019-IA.III]</p>
3.4.1	<p>The project proponent along with the EIA consultant International Consultants and Technocrats Private Limited, New Delhi, made a presentation and provided the following information to the Committee:</p> <ul style="list-style-type: none"> (i) The proposed project is the 4 laning of Kothi – Satna – Maihar Section of NH 135BG which includes Kothi to Satna (Package-II: design Ch. 55+000 to 76+960) section of 21.960 km and Satna to Maihar Section (Package-III: design Ch. 80+800 to 119+535) section of 38.735 km under Bharatmala Pariyojana Phase-I. The total length of the existing road is 64.763 Km and design length is 60.695 km. (ii) Location: The proposed project road starts from design Km 55+000 i.e. near Kothi village and ends at design Km 119+535 on NH-30 near Maihar in State of Madhya Pradesh. The proposed alignment is passing through 3 talukas (Raghuraj Nagar, Uchehara & Maihar) and 42 villages (9 villages in Raghuraj Nagar Taluka, 23 villages in Uchehara Taluka & 10 villages of Maihar Taluka) of Satna district in the state of Madhya Pradesh. (iii) Land use of the site and around the site up to 10 km radius: The alignment is passing through plain terrain. The predominant land use along the alignment is agriculture followed by residential & commercial and mix land use. (iv) Land Acquisition and Proposed RoW: Total land acquisition for the proposed project is 285.139 ha, out of which 15.496 ha is government land

	<p>and 269.643 ha is private land. The existing RoW varies between 15 m to 30 m and Proposed ROW shall be 70 m.</p> <p>(v) Total water requirement and its source: Total water requirement for 24 months of construction period is 15,25,000 KL (2,542 KLD). It would be sourced from surface (40%) and ground water (60%). The required permission will be obtained by the Contractor prior to construction as per law.</p> <p>(vii) Utilization of Fly Ash: There are three Thermal Power Plants (TPPs) within 300 km of the proposed project road. Fly ash from the above mentioned TPPs will be utilized for construction of road embankment as per IRC Guidelines (IRC:SP:58-2001). Total Quantity of fly ash requirement in Package-II and Package-III is 20,81,656 cum.</p> <p>(viii) Water bodies, diversion if any: The proposed alignment is crossing Satna River at Ch. 85+550, Barua Nala at Ch. 106+750 and Patan Nala at Ch. 114+250.</p> <p>(ix) Tree cutting, types, numbers, girth size etc.: Tentative Number of Trees to be felled along existing Road</p>																																									
		<table border="1"> <thead> <tr> <th rowspan="2">Existing Chainage (Km)</th> <th rowspan="2">Design Ch. (Km) & Package</th> <th colspan="5">Girth Size wise Number of Trees</th> <th rowspan="2">Major Species</th> </tr> <tr> <th>30 to 60 cm</th> <th>60 to 90 cm</th> <th>90 to 180 cm</th> <th>>180 cm</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td rowspan="2">56+600 to 121+300</td><td>55+000 to 76+960 (Pkg-II)</td><td>525</td><td>49</td><td>10</td><td>5</td><td>589</td><td rowspan="2">Sal, Sagar, Peepal, Shisham, Mango, Neem, Jamun etc.</td></tr> <tr> <td>80+800 to 119+535 (Pkg-III)</td><td>48</td><td>25</td><td>18</td><td>4</td><td>95</td></tr> <tr> <td colspan="2">Grand Total</td><td>573</td><td>74</td><td>28</td><td>9</td><td>684</td><td></td></tr> </tbody> </table>						Existing Chainage (Km)	Design Ch. (Km) & Package	Girth Size wise Number of Trees					Major Species	30 to 60 cm	60 to 90 cm	90 to 180 cm	>180 cm	Total	56+600 to 121+300	55+000 to 76+960 (Pkg-II)	525	49	10	5	589	Sal, Sagar, Peepal, Shisham, Mango, Neem, Jamun etc.	80+800 to 119+535 (Pkg-III)	48	25	18	4	95	Grand Total		573	74	28	9	684	
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		<p>Actual numbers of government and private trees are to be felled can be ascertained after completion of Joint Measurement Survey (JMS) with appropriate authorities. The details will be provided in the EIA Report.</p>																																								
(x)	If the project involves diversion of forest land, extend of the forest land: No diversion of forest land.																																									
(xi)	Rehabilitation involved, if any: Initial enumeration reveals an impact on approx. 141 properties in Package-II and 17 properties in Package-III (Private, Religious, Community and Government). Actual details will be provided in the EIA Report.																																									
(xii)	Terrain, level with respect to MSL, requirement of filling, if any: The alignment is mainly passing through plain terrain with elevation ranges from 318 m to 339 m AMSL.																																									
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	<p>(xv) National Park/ Wild Life Sanctuary in 10 km radius area: Not Applicable.</p> <p>(xvi) If the project falls within 10 km of eco- sensitive area, Name of eco-sensitive area and distance from the project site: There are NO National Park, Wildlife Sanctuary, Biosphere Reserved etc. within 10 km radius of the alignment of the Proposed Project Road. However, As per S.O. 3573(E) dated 9th November, 2017, Eco-sensitive Zone (ESZ) Boundary of Ranipur Wildlife Sanctuary is located at a distance of approx. 14.3 km from the start point (design Ck. 55+000) of the proposed project road.</p> <p>The Project Director, PIU Katni vide Letter No. NHAI/ PUI/ Katni/ Bharatmala/ P-II & P-III/ Wildlife/ 2019/ 2547 dated 04.02.2019 requested to the Chief Wildlife Warden of Uttar Pradesh for his comments on the EDS raised by the MoEFCC dated 26/11/2018 regarding the distance of proposed alignment from nearest Protected Area (PA). The comment of the Chief Wildlife Warden is under process with State Government.</p> <p>(xvii) Investment/Cost of the project: INR. 1,581.15 Crore.</p> <p>(xviii) Employment potential: Approx. 400 during construction phase of 24 months and approx. 120 during operation phase.</p> <p>(xix) Benefits of the project: Proposed project will Improved road network benefiting the local people & tourist; reduce the travel time, distance as well as transportation cost; boost socio-economic and tourism development along the project road; income of vulnerable and poor people will be increased; increase possibility of employment of semi-skilled and unskilled people living along the project road and its adjoining villages during the construction and operational period; will provide better driving conditions and road safety</p> <p>(xx) If any court case pending for violation of the environmental laws: No.</p>
3.4.1	<p>The proposal was considered in the 211th EAC meeting held on 27th March 2019. The EAC after detailed deliberation recommended the project for grant of Terms of Reference (ToR), and for preparation of EIA/EMP report with public consultations subject to compliance of all conditions as notified in the standard ToR applicable for such projects and specific conditions, as mentioned below:</p> <ul style="list-style-type: none"> (i) Details of all the packages of the proposed alignment shall be submitted. Cumulative Impact Assessment studies shall be done for all the packages/sections of the proposed highway and be submitted along with the EC application for last package/section of the Highway. (ii) Carry out detailed traffic study to assess inflow of traffic from adjoining areas like airport/urban cities. (iii) Study to be carried out on Acoustic and Light Proofing measures considering the Wildlife Institute of India manual and other studies by the reputed institutes on the matter. The study shall be carried by the qualified

	<p>professionals, scientists from any national institute having requisite experience to conduct such study</p> <p>(iv) Rain water harvesting structures to be constructed at the either sides of the road with special precaution of oil filters and de-silting chambers.</p> <p>(v) Provide compilation of road kill data on existing roads (national and state highways) in the vicinity of the proposed project.</p> <p>(vi) Provide measures to avoid road kills of wildlife by the way of road kill management plan.</p> <p>(vii) The alignment of road should be such that the cutting of trees is kept at bare minimum and for this the proponent shall obtain permission from the competent authorities.</p> <p>(viii) A comprehensive plan for plantation of three rows of native species, as per IRC guidelines, shall be provided.</p> <p>(ix) The activities and budget earmarked for Corporate Environmental Responsibility (CER) shall be as per ministry's O.M No 22-65/2017-IA.II (M) dated 01.05.2018 and the action plan on the activities proposed under CER shall be submitted at the time of appraisal of the project included in the EIA/EMP Report.</p> <p>(x) The PP shall not use groundwater/surface water without obtaining approval from CGWA/SGWA as the case may be. The project proponent shall apply to the Central Ground Water Authority (CGWA)/State Ground Water Authority (SGWA)/Competent Authority, as the case may be, for obtaining No Objection Certificate (NOC), for withdrawal of ground water.</p> <p>(xi) The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M), dated 25.10.2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.</p>
3.5	<p>Construction of 4/6-lane access control NH-754K from Dhadhaniya Sasan (District Jodhpur) to Rajasthan-Gujarat Border near Sanchore (District Jalor) in the state of Rajasthan, part of Amritsar to Kandla Corridor under Bharatmala Pariyojana by M/s National Highways Authority of India - Environmental Clearance</p> <p>[Proposal No. IA/RJ/NCP/94687/2018] [F. No. 10-51/2018-IA.III]</p>
3.5.1	<p>The project proponent along with the EIA consultant M/s Enviro Infra Solutions Pvt. Ltd., made a presentation and provided the following information to the Committee:</p> <p>(i) The proposed project is Construction of 4/6 lane Access Control National Highway No. 754K starting from Dhadhaniya Sasan (Jodhpur district) to Rajasthan-Gujarat Border near Sanchore (District-Jalore) in the state of Rajasthan under Bharatmala Pariyojana (Package 7/Lot-4). This is a part of Amritsar-Kandla Corridor.</p> <p>(ii) Location: The proposed project expressway starts from design Ch. -1+142 (26°19'12.53"N 72°35'48.83"E) at NH125 near existing km 52+000 between</p>

	<p>Dhandhaniya Sasan and Agolai towns (Jodhpur district) and ends at Rajasthan- Gujarat Border (Design Ch.207+100) near Sanchore (District-Jalore) (24°39'51.63"N 71°44'46.86"E) in the state of Rajasthan. The length of the proposed alignment is 208.242 km.</p> <p>(iii) Land use of the site and around the site up to 10 km radius: The Land use pattern of 10 km on either side of the proposed project is predominately agriculture followed by government land (fallow and waste land), private land and forest land.</p> <p>(iv) Justification for selection of the site: Alternative alignments have been considered during design stage. MoEF&CC granted TOR vide letter no. F. No. 10-51/2018-IA.III for "Construction of 4/6 lane Access Control National Highway No. 754K starting from Dhandhaniya Sasan (Jodhpur district) to Rajasthan-Gujarat Border near Sanchore (District-Jalore) in the state of Rajasthan".</p> <p>Keeping in view of having less/minor effect on environmental and social components, the above mentioned alignment has been fixed and it seems more feasible as the length is less as compared to the other options. It also provides quicker alternative to traffic coming from Amritsar (Punjab) and going towards Jamnagar (Gujarat)/Kandla.</p> <p>The proposed alignment has been design considering the following major issues:</p> <ul style="list-style-type: none"> • Environmental parameters • Avoiding of forest to the maximum possible extent. • Better connectivity. • Overall economic development of the areas. • Reduction in fuel consumption due to better geometrics and straight alignment leading to lesser pollution. • Minimum disturbance to the habitations area <p>(v) Land Acquisition and Proposed RoW: The land acquisition for the proposed alignment is approximately 1730.16 ha out of which 13.219 ha is forest land. The proposed RoW of the project is 70 m.</p> <p>(vi) Total water requirement and its source: The peak water requirement is 19,000 KLD during construction stage and will be extracted from local surface water resources i.e. from nearby canals after getting necessary permission from concerned authority by the appointed contractor.</p> <p>(vii) Waste water generation, treatment and disposal: 68 KLD Waste water shall be generated and shall be disposed through primary, secondary settling tanks and soak pits.</p> <p>(viii) Municipal solid waste generated disposal facility: Approx. 500 kg/day during construction phase and Approx. 50 kg/day during operation phase at tolls and wayside amenities area within PROW may be generated. Bio</p>
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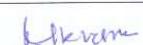
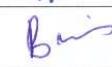
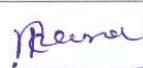
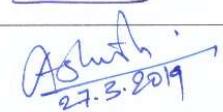
	<p>degradable waste shall be disposed through bio composting and other waste through landfill site.</p> <p>(ix) Hazardous Waste Management - The hazardous waste generated during construction period will be disposed off as per applicable rule.</p> <p>(x) Water bodies, diversion if any: 179 Wells shall be impacted due to the proposed alignment.</p> <p>(xi) Tree cutting, types, numbers, girth size etc.: About 15360 trees are falling in PROW out of which about 5909 trees are proposed to be felled. These felling of trees will be restricted with the construction zone of 58 m.</p> <p>(xii) Green belt development (20 % of construction projects and 33 % for others) – Avenue plantation shall be carried out as per IRC SP 21:2009 Guidelines and Green Highway policy 2015 based on availability of land.</p> <p>(xiii) If the project involves diversion of forest land, extend of the forest land: Proposal for forest diversion of 13.219 ha forest land has been submitted online vide proposal no. FP/RJ/ROAD/38738/2019 dated 06.02.2019.</p> <p>(xiv) Rehabilitation involved, if any: The Project requires approx. 1730.16 ha. land. Total 370 no. of structures are falling in the proposed RoW. The land will be acquired as per NH Act and its subsequent amendments.</p> <p>(xv) Whether the project is in Critically Polluted area: No.</p> <p>(xvi) National Park/ Wild Life Sanctuary in 10 km radius area and Eco sensitive zone in 10 km radius area: The proposed alignment does not pass through Wildlife Sanctuary/National Park and its eco sensitive zone.</p> <p>(xvii) Investment/Cost of the project: INR. 4,043 Crore.</p> <p>(xviii) Employment potential: During the construction of the project around 1000 persons would be employed temporarily for a period of 2 years. However due to construction of toll plazas approx. 100 persons will be employed on permanent basis. Preference will be given to local people for employment.</p> <p>(xix) Benefits of the project: The benefits of the project are given below: <ul style="list-style-type: none"> • The proposed project would act as the prime artery for the economic flow to this region. • Enhanced connectivity between rural & urban population which will benefit the all sections of the society like general population, small-medium-large scale industries, farmers, businessmen etc. • Improved access to higher education facilities & modern health facilities. • Strengthening of both rural & urban economies which in turn will improve economic scenario of the state and country. • Faster transportation will strengthen tourist development in the area. </p>
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	<ul style="list-style-type: none"> Improved road connectivity helps in better implementation and management of government schemes. With improvement in economy, more generation of employment opportunities <p>(xx) If any court case pending for violation of the environmental laws: No.</p> <p>(xxi) If the project is for EC under EIA Notification, 2006:</p> <ol style="list-style-type: none"> Date of ToR: 12th September, 2018. Date of Public Hearing, location <ul style="list-style-type: none"> 22nd January, 2019 at Additional District Magistrate Office, Tehsil: Bhinmal, Dist: Jalore. 28th January, 2019 at State Secondary School, Dhandhaniya Bhayla, Tehsil: Balesar, Dist: Jodhpur. 13th February, 2019 at Atal Sewa Kendra village Panchayat: Asotara, Tehsil: Pachpadra, Dist: Barmer. Major issues raised during PH and response of PP 																		
	<table border="1"> <thead> <tr> <th>S. No.</th><th>Issues raised</th><th>Response of PP</th></tr> </thead> <tbody> <tr> <td>1.</td><td>The provisions made for their movement in case national highway is passing through the middle of their land / farm.</td><td>They assured that service lane / SVP will be provided along the national highway and underpass and over bridge will be made at a fixed distance from the highway so that no problem in movement arises.</td></tr> <tr> <td>2.</td><td>Tube well and trees are coming in the middle of the road, what compensation will be given to that.</td><td>Compensation for the tube well and trees will be paid as per NH act and as decide by competent authority.</td></tr> <tr> <td>3.</td><td>In Sanchore, 24 Km area from Golasan to Bhadura, is irrigated by Narmada canal for sowing of 3 crops. Crops and environment will be affected due to this proposed project. Farmers will be adversely affected by this.</td><td>Due to this project, no river or canal will be blocked and to protect them, small and big bridges will be constructed which will not affect the irrigated land of farmers. Huge plantation will be done on both side of the road which will increase the oxygen level in the area and will not affect the lifecycle of people living in the nearby area.</td></tr> <tr> <td>4.</td><td>In Jalore district, trees like Kejdi, Rohida, Neem, Babool, Shisham and Peepal will be affected which will create an imbalance in the environment.</td><td>Under this project, only those trees will be planted which are found in this region. Help of Forest department will be taken so that plantation is done properly.</td></tr> <tr> <td>5.</td><td>Jalore district is famous for it's spices cultivation. Due to this road construction, production quantity of spices like Jeera, Esab, Daal, Dalhan, Mirch, Dhaniya, Saauf, etc will reduce</td><td>Due to this project, land of those farmers which will be affected, will be given appropriate compensation so that they can purchase new land and cultivate their spices. This will then not</td></tr> </tbody> </table>	S. No.	Issues raised	Response of PP	1.	The provisions made for their movement in case national highway is passing through the middle of their land / farm.	They assured that service lane / SVP will be provided along the national highway and underpass and over bridge will be made at a fixed distance from the highway so that no problem in movement arises.	2.	Tube well and trees are coming in the middle of the road, what compensation will be given to that.	Compensation for the tube well and trees will be paid as per NH act and as decide by competent authority.	3.	In Sanchore, 24 Km area from Golasan to Bhadura, is irrigated by Narmada canal for sowing of 3 crops. Crops and environment will be affected due to this proposed project. Farmers will be adversely affected by this.	Due to this project, no river or canal will be blocked and to protect them, small and big bridges will be constructed which will not affect the irrigated land of farmers. Huge plantation will be done on both side of the road which will increase the oxygen level in the area and will not affect the lifecycle of people living in the nearby area.	4.	In Jalore district, trees like Kejdi, Rohida, Neem, Babool, Shisham and Peepal will be affected which will create an imbalance in the environment.	Under this project, only those trees will be planted which are found in this region. Help of Forest department will be taken so that plantation is done properly.	5.	Jalore district is famous for it's spices cultivation. Due to this road construction, production quantity of spices like Jeera, Esab, Daal, Dalhan, Mirch, Dhaniya, Saauf, etc will reduce	Due to this project, land of those farmers which will be affected, will be given appropriate compensation so that they can purchase new land and cultivate their spices. This will then not
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		<p>and disturb the social component of this region.</p> <p>6. Due to this road, a large number of families will be displaced and become homeless.</p> <p>7. Toll should free for the villagers, is proponent has made provision for the villagers? Due to project the noise pollution will increase which will have impact on nearby school children's, so what provision made for that.</p>	<p>affect their income and production of spices.</p> <p>Design and construction of this road will be done in such a way that no village habitation is directly impacted and only 370 structures are impacted which will be duly compensated with appropriate compensation as per NH Act.</p> <p>No consideration has been made about this so far but keeping the problem of farmers in mind, passes will be provided to locals as per NH act.</p> <p>Noise barriers will be installed near schools if noise level will increase the stipulated limits and wide leaves tree will be planted along the road, which will prevent sound pollution and thus will not affect the children who are studying nearby.</p>
	(xxii) If the project is in CRZ area - The proposed alignment does not pass through CRZ areas.		
3.5.1	The EAC, after detailed deliberations during 211 th meeting held on 27 th March, 2019, deferred the proposal for want of following information/documents:	<ul style="list-style-type: none"> (i) Details of all the packages of the proposed alignment shall be submitted. (ii) Predictive Modelling for PM2.5 and PM10 along with the mitigation measures. (iii) In compliance to the submission of the proponent, a certificate from Chief Wildlife Warden stating that no Protected Area or Wildlife Corridor falls within the 10 km radius of the proposed alignment shall be submitted to the Ministry. (iv) Certificate of accreditation from QCI/NABET. 	
3.6	Development of New NH-544F starting from its junction with NH-44 near Maruru (Raptadu), Anantapur district at km 0.000 connecting Itukalapalli, Husenapuram (Tadipatri), Nagireddipalli, Nallgatala, Giddalur, Kagitaalagudem (Chumbum), Rayayaram, Nuzendla, Kommalapadu, Kavuru, Phirangipuram, Medikonduru, Velavarthipadu and terminating at its junction with Vijaywada Inner Ring road near Pedda Parimi, Guntur district at km 385.310 in the State of Andhra Pradesh (total km 385.310) by M/s National Highways Authority of India - Terms of Reference [Proposal No. IA/AP/MIS/ 88514 /2018] [F. No. 10-18/2019-IA.III]		
3.6.1	The project proponent informed through email that they want to withdraw the proposal. Project proponent did not attend the EAC meeting.		
3.7	Widening and improvement of Yaingangpokpi-Nagaland Road Section of NH-202 into two laning with paved shoulder of 0.000 km from Laikot to Hungpung of 48.273 km in the State of Manipur on EPC Mode by M/s National Highways & Infrastructure Development Corporation Ltd. (NHIDCL) - Environmental Clearance		

	[Proposal No. IA/MN/NCP/ 91113 /2019] [F. No. 10-19/2019-IA.III]
3.7.1	The EAC, during its 211 th meeting on 27 th March, 2019, suggested the proponent to examine the applicability of EIA Notification, 2006 and subsequent amendments for the present proposal.
3.8	Widening and improvement of Yaingangpokpi-Nagaland Road Section of NH-202 into two laning with paved shoulder of 48.273 km from Hungpung to Longpi Kajui of 94.612 km in the State of Manipur on EPC Mode M/s National Highways & Infrastructure Development Corporation Ltd. (NHIDCL) - Environmental Clearance [Proposal No. IA/MN/NCP/ 91843 /2019] [F. No. 10-20/2019-IA.III]
3.8.1	The EAC, during its 211 th meeting on 27 th March, 2019, suggested the proponent to examine the applicability of EIA Notification, 2006 and subsequent amendments for the present proposal.
3.9	Widening and improvement of Yaingangpokpi-Nagaland Raod Section of NH-202 into two laning with paved shoulder of 94.612 km from Longpi Kajui to Chingjaroi Khullen & Razai of 129.100 km in the State of Manipur on EPC Mode M/s National Highways & Infrastructure Development Corporation Ltd. (NHIDCL) - Environmental Clearance [Proposal No. IA/MN/NCP/ 91945 /2019] [F. No. 10-21/2019-IA.III]
3.9.1	The EAC, during its 211 th meeting on 27 th March, 2019, suggested the proponent to examine the applicability of EIA Notification, 2006 and subsequent amendments for the present proposal.
3.10	Widening and improvement of Yaingangpokpi-Nagaland Road Section of NH-202 into two laning with paved shoulder of 129.100 km from Chingjaroi Khullen & Razai to Jessami of 169.400 km in the State of Manipur on EPC Mode M/s National Highways & Infrastructure Development Corporation Ltd. (NHIDCL) - Environmental Clearance [Proposal No. IA/MN/NCP/ 92031 /2019] [F. No. 10-22/2019-IA.III]
3.10.1	The EAC, during its 211 th meeting on 27 th March, 2019, suggested the proponent to examine the applicability of EIA Notification, 2006 and subsequent amendments for the present proposal.

List of the Members attended 211th meeting of Expert Appraisal Committee for Projects related to Infrastructure Development, Industrial Estate and Miscellaneous projects held on 27th March, 2019 and approved the above minutes.

Sl. No.	Name of the EAC member	Role/Designation	Signature
1	Dr. Deepak Arun Apte, Director, Bombay Natural History Society (BNHS), Mumbai	Chairman	
2	Dr. V.K. Jain, Professor of Chemistry, School of Sciences, Gujarat University, Ahmedabad	Member	
3	Dr. M.V. Ramana Murthy, Project Director, NIOT Campus, Pallikarai, Chennai	Member	
4	Shri T.P Singh, Advisor, MEITY, New Delhi	Member	
5	Dr. N.K. Verma, Former AD, CPCB, New Delhi	Member	
6	Dr. Manoranjan Hota Former Advisor/Scientist-G, MoEF&CC	Member	
7	Dr. Anil Kumar Singh, IFS (Retd), Ex PCCF Assam, Tower F, Float No. 103 Grand Anjara Heritage, Sector 74, Noida, UP	Member	
8	Shri Prabhakar Singh, Special DG, CPWD, Delhi.	Member	
9	Shri Narendra Surana, Managing Director, Bhagyanagar India Limited and Surana Telecom. and Power Limited, Hyderabad	Member	
10	Dr. Mohan Singh Panwar, Associate Professor , H.N.B Garhwal Central University, Srinagar,	Member	
11	Dr. Anuradha Shukla, Central Road Research Institute (CRRI), Mathura Road, New Delhi	Member	
12	Shri N.K. Gupta, Member (EAC), Scientist E & In-charge (ESS), Central Pollution Control Board,	Member	
13	Dr. D. Chakraborty, Scientist MoWR, RD & GR, New Delhi	Member	
14	Smt. Bindu Manghat ,Director Survey of India New Delhi	Member	
15	Shri Raghu Kumar Kodali, Director/Scientist-F, IA-III Division, MoEF&CC	Member Secretary (Infra-1 EAC)	
16	Shri Ashish Kumar, Joint Director , IA-III, MoEF&CC	Special Invitee	 27.3.2019