

**Minutes of the 321<sup>st</sup> meeting of Expert Appraisal Committee held on 28<sup>th</sup> February-1<sup>st</sup> March, 2023 Video Conference for the projects related to Infrastructure Development, all Ship breaking yards including ship breaking units 7(b); Industrial Estate/Parks/Complexes/Areas, Export Processing Zones, Special Economic Zones, Biotech Parks, Leather Complexes7(c); Ports, harbors, breakwaters, dredging7(e) and National Highways 7(f).**

The 321<sup>st</sup> Meeting of Expert Appraisal Committee (EAC) of Infra-1 (IA-III) was held at INDUS Conference in a hybrid (Physical-Video Conferencing) mode hall during 28<sup>th</sup> February-1<sup>st</sup> March, 2023 under the Chairmanship of Dr. Deepak Arun Apte. A list of participants is annexed as **Annexure-A**.

## **1. OPENING REMARKS OF THE CHAIRMAN**

At the outset, Dr. Deepak Arun Apte, Chairman, EAC welcomed the Members of the EAC and requested Shri Amardeep Raju, the Member Secretary of the EAC to initiate the proceedings of the meeting with a brief account of the activities undertaken by the Ministry under Infra-1 Division.

## **2. CONFIRMATION OF THE MINUTES OF THE LAST MEETING**

The Committee confirmed the Minutes of 318<sup>th</sup> EAC Meeting held on 12<sup>th</sup>-13<sup>th</sup> January, 2023

### **AGENDA WISE CONSIDERATION OF PROPOSALS:**

Agenda wise details of proposals discussed and decided in the meeting are as following:

#### **Agenda No. 3.1**

**3.1 Development of Satellite Town Ring Road (STRR) Phase-II of Bengaluru (NH-948A) from Ramanagara to Peddamadhagondapalli (km 82.200 to km 140.00) in District Ramangara and Bangalore Urban in the State of Karnataka and District Krishnagiri in the State of Tamil Nadu under Bharatmala Pariyojana by M/s National Highways Authority of India (Length-57.8 km)-Further consideration for Environmental Clearance. Proposal No. IA/KA/INFRA1/406866/2022 and File No. 10-34/2018-IA.III.**

*“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”*

3.1.1 The project proponent along with the EIA Consultant M/s Louis Berger Consulting Private Limited, Gurugram made a presentation through Video Conferencing and provided the following information:-

3.1.2 The proposed STRR Phase-II for Development of Satellite Town Ring Road (STRR)

Phase-II of Bengaluru (NH-948A) from Ramanagara to Peddamadhagondapalli (km 82.200 to km 140.00) in District Ramangara and Bangalore Urban in the State of Karnataka and District Krishnagiri in the State of Tamil Nadu under Bharatmala Pariyojana by M/s National Highways Authority of India (Length – 57.8 km).

3.1.3 The Phase-II of Satellite Town Ring Road (STRR-II) starts at km. 82.200 (12°40'10.25"N 77°19'50.23"E) in Ramanagara district of Karnataka state and ends at km. 140.000 (12°38'06.05"N 77°44'29.02"E) in Krishnagiri district of Tamil Nadu State. The project alignment of NH-948A is passing through Ramanagara and Bangalore Rural districts of Karnataka State. The Proposed RoW is 70m throughout the corridor except at interchange, toll plaza, truck parking, grade separated structures etc.

3.1.4 The proposed project falls under 7(f), Category-A, Highway as per EIA notification 2006. Total investment/cost of the project is Rs 3726.47 Crores. The terms of reference (ToR) was considered in 191<sup>st</sup> Meeting on 25<sup>th</sup> 2018, and 195<sup>th</sup> Meeting on held on 30<sup>th</sup>- 31<sup>st</sup> August, 2018 and the ToR was granted by EAC *vide* letter no. F. No. 10-34/2018-IA.III, dated 23<sup>rd</sup> January, 2019.

3.1.5 Public hearing: Public hearing was conducted in Ramnagara, Bengaluru Urban, in Karnataka District and Krishnagiri in Tamil Nadu District by Karnataka State Pollution Control Board and TamilNadu State Pollution Control Board respectively. The details are as following.

S.No	Date	Venue	District	Chaired by
1	23-10-2019	Special Land Acquisition Officer and Competent Authority Office premises, (NH-948A), TDPV Plaza, Cheelur gate, Besides Padmavathi Petrol Bunk, Bangalore-Kanakapura Road, Kanakapura Taluk.	Ramanagara, Karnataka	Deputy Commissioner
2	07-03-2020	Indlawadi Kanak Samudaya Bhavana, Indlawadi Village, Anekal Taluk, Bangalore Urban District.	Bengaluru Urban, Karnataka	Deputy Commissioner
	24-09-2019	District Forest Officer Complex, Mathigiri Cattle Farm(P.O), Mathigiri, Hosur-635110.	Krishnagiri, TamilNadu	District Collector

3.1.6 Present Breakup of the Land use/Land cover of the project site is as following:

S. No	Classes	Area (ha.)	Area in %
1	Settlement	116.90	2.06
2	Agriculture	4794.86	84.39
3	Vegetation	716.15	12.06
4	Waste Land	3.84	0.07
5	Water Bodies	49.84	0.88
Total		5681.58	100.00

3.1.7 Water bodies & impact on drainage: The proposed alignment is crossing Suvarnamukhi River in design km. 92.650. In addition, three ponds are getting affected in design km 85.200, km 86.500 and km 91.300, for that suitable structures (bridges) have been proposed to maintain the natural drainage pattern of these water bodies.

3.1.8 Water requirements: Total water requirement during construction stage is 4417 KLD, which will be extracted from the local surface water resources i.e. from local surfaced water (which is easily available) after getting necessary permission from concerned authority. No Groundwater extraction is proposed. Permission from Central Ground water authorities will be obtained by the concerned contractor as per law for extracting of ground water in camp site, if required.

3.1.9 It is estimated that approx. 28,58,900 KL (3135 KLD) water will be required during the construction stage. Water shall be sourced through surface water and water tankers. NHAI will purchase water tankers from the approved empanelled agencies of respective districts. Necessary permission will be obtained by the contractor from the appropriate authority prior to construction as per law/agreement.

3.1.10 Diversion of forest land: The total forest land involved in the project is 11ha. An application has filed for Forest land diversion vide Proposal No. FP/KA/ROAD/49295/2020 on 11 September, 2020.

3.1.11 The proposed project is passing through core zone of Bannerghatta National Park from design km. 114.298 to km 118.156 and it's Eco-Sensitive Zone. An application has filed for getting Wildlife Clearance from NBWL vide Proposal No. FP/KA/ROAD/49295/2020.

3.1.12 Waste Management: Since this is Greenfield project, minimum debris/waste material will be generated. Only where the road passing through the existing alignment, earthwork generated due to excavation may reuse for filling purpose. Further, C&D waste shall also be used in construction of embankment. 560 Kg/day municipal solid waste is expected to be generated during construction considering 2000 laborers.

3.1.13 Tree cutting and Green belt development: About 10830 trees (5604 numbers on LHS and 5226 numbers on RHS) are falling under Corridor of Impact, out of which 2955 numbers

are tree and 7875 numbers are poles. Necessary permission from the forest department will be obtained before felling of these trees. The proposed alignment finalisation and geometry design endeavored to conserve the maximum amount of trees especially those are falling outside the construction zone. It is estimated that 31,462 plants along the roadside and 26,464 shrubs in median will be planted. Plantation shall be carried out as per the IRC: SP: 21-2009 guidelines and Green Highway Policy-2015.

3.1.14 Rain Water Harvesting: Rainwater harvesting pit will be provided on either side of road at 500 m interval subject to the first aquifer below 10m. Therefore, 115 ground water recharge pits have been proposed as rainwater harvesting structures. The provision of rain water harvesting will be executed as per IR:-SP:50-2013 guidelines and MoRTH guidelines.

3.1.15 Land acquisition and R&R issues: The total land required for the project is 544.28ha out of which Government land is 68.259ha, Private land is 339.737ha, common property (govt + Private) is 147.288ha and Forest land 11ha. The total 260 nos. of structures (232 private, 15 governments, 11 community properties and 2 Panchayat), 418 nos. of families (PAFs), 1044 nos. of persons (PAPs) and 232 households are getting affected due to the proposed project. The R&R plan has been prepared based on Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013. The LA and R&R cost of the project are estimated as INR 1442.37 Cr.

3.1.16 Employment potential: Approx. 2000 employees during construction and 250 employees during operation phase in direct and indirect ways will be required.

3.1.17 Benefits of the project: The entire region will be benefitted from the Project, while the project area will gain through economic development and increased access to markets and social services. In order to decongest the traffic of Bangalore city, the STRR is proposed to ensure a safe, smooth, efficient, and high-speed transport corridor to this city. The STRR will function as an alternative and there is huge potential for the traffic to get diverted to the proposed STRR facility. It will ensure high-speed connectivity primarily to Bangalore International airport and to the proposed Bangalore - Chennai Expressway.

3.1.18 Details of Court cases- No court case is pending against the proposed project.

3.1.19 During *deliberation*, EAC observed the following:

- i. *The proposed project is passing through core zone of Bannerghatta National Park from design km. 114.298 to km 118.156 and it's Eco-Sensitive Zone, thus the committee advised to Project proponent shall construct the entire stretch as an elevated road from design km. 113.25 to km 119.939.*
- ii. *The existing tar road will be decommissioned and should be surrendered to the forest department and shall be maintained as an earthen road for the movement of forest department vehicles and local population staying in this stretch.*
- iii. *No vehicular traffic is permitted on the existing road.*

3.1.20 The EAC, taking into account the submission made by the project proponent has a

detailed deliberation in its 321<sup>st</sup> meeting on 28<sup>th</sup> February-1<sup>st</sup> March, 2023 and **recommended** the proposal for grant of Environmental Clearance with specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. PP shall obtain the NBWL clearance from the National Board of Wild Life if Applicable.
- ii. Project proponent shall construct the elevated road from design km. 113.25 to km 119.939 with minimum 10m from ground level for easy movement for elephants.
- iii. The entire chainage between km. 113.25 to km 119.939 will be fenced on both sides with sound proof barrier of minimum 3m in height to prevent noise pollution in national park as well as to prevent throwing of waste.
- iv. The stretch between the above chainage should be completed in time bound manner and to be decided jointly by the PP and state forest department.
- v. Night construction between chainage km. 113.25 to km 119.939 will not be permitted.
- vi. PP will make all necessary arrangement to monitor elephant movement and all necessary safety measures for laborer working in the area.
- vii. On completion/commissioning of elevated road in NP/E existing surface road shall be de-commissioned and handed over to state forest department. Forest Department, if it feels necessary for the purpose of management, can maintain it as an earthen road and use it as per the provisions of management plan.
- viii. State Forest Department, if it feels necessary for management purpose, can develop some points on the elevated road as animal watch points/tower. Such watch points shall be developed by PP at project cost as per the design suggested by SFD/NP management.
- ix. No vehicular traffic will be permitted on the existing road once elevated road is ready.
- x. No tree can be felled/transplant unless exigencies demand. Where absolutely necessary, tree felling shall be with prior permission from the concern Authority. Old, large and heritage value trees should be retained based on girth and age regulations as may be prescribed by the Forest Department. Where the trees need to be cut/transplanted with prior permission from the concerned local Authority, compensatory plantation in the ratio of 1:10 (i.e. planting of 10 trees for every 1 tree that is cut/ non-survival of any transplanted tree) shall be done and maintained. Plantations to be ensured species (cut) to species (planted).
- xi. Trees with heronry (breeding ground for herons), pelicanary or community nesting of birds like Painted Storks, Ibis, Egrets, Pelican, etc will not be allowed to fell. In case of presence of such, alignment will be required to be changed to save such trees.
- xii. Green belt development (tree plantation) in lieu of the trees being felled in non forest land should be carried out by the State forest department as deposit work and not by the private contractor. Green belt must be developed using exclusively native species.

- No exotic species to be used for the same.
- xiii. No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources.
  - xiv. The landscape planning should include plantation of native species. The species with heavy foliage, broad leaves and wide canopy cover are desirable. Water intensive and/or invasive species should not be used for landscaping
  - xv. Road side tree plantation of local fruit bearing species or in nearby village in collaboration with Gram Panchayats.
  - xvi. In borrow pits, the depth of the pit shall be regulated such that the sides of the excavation will have a slope not steeper than 1:2, from the edge of the final section of bank. Soil erosion checking measures shall be carried out. Details for Borrow area operation and rehabilitation given in EIA report shall be followed.
  - xvii. Quarry areas shall be barricaded during mining operations. The abandoned quarry shall be developed as water reservoirs with proper fencing around quarry area. Details for Quarry area operation and rehabilitation given the EIA report shall be followed.
  - xviii. In all the construction sites within 150 m of the nearest habitation, noisy construction work such as crushing, concrete mixing will be stopped during the night time between 10.00 pm to 6.00 am. No noisy construction activities will be permitted around educational institutions/health centres (silence zones) up to a distance of 100 m from the sensitive receptors. All plants and equipments used in construction shall strictly conform to the CPCB/SPCB noise standards.
  - xix. Accommodation of laborer will be beyond the ESZ. No colonies (temporary/permanent) will be allowed within national park and ESZ.
  - xx. Traffic Control Devices/Road Safety Devices/ Roadside Furniture including various types of cautionary, informatory, regulatory as mandatory signboards, road markers, studs, etc. shall be provided at appropriate locations all along the project stretch in accordance with the specifications laid down in Manual of Specifications and Standards for Expressways (IRC: SP:99-2013) and IRC:8, IRC:25, IRC:26, IRC:35, IRC:67, IRC:79, IRC:103 and Section 800 of MORTH Specifications.
  - xxi. Prepare the traffic prediction report for complete project (including all packages of this project) considering the cumulative impact of the traffic on the environment and submit to the Ministry and concerned Regional Office within 6months.
  - xxii. All the major, minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/ drainage systems are not to be disturbed.
  - xxiii. Afforestation using compensatory plantation in the ratio of 1:10 shall be carried out. Native tree species shall be provided as per the IRC Guidelines on Landscaping and Tree Plantation (IRC:SP:21-2009). Effort should be made to plant native trees and Ficus species on both sides of the alignment. Special attention shall be given for

protecting giant trees, and locally important trees (having cultural importance) and should be identified chainage wise. Necessary finances for the same be provided to the state forest department based on their requirement.

- xxiv. A dedicated fund to be provided by PP within one year to Bannerghatta National Park for elephant conservation. A financial proposal in this regard to be developed by state forest department and submitted to PP in time bound manner.
- xxv. Project alignment should be managed in such a way to save the Heritage/old trees supposed to be affected by the proposed alignment.
- xxvi. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30<sup>th</sup> September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory afforestation etc., either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also become part of EMP and shall be implemented.
- xxvii. Proponent shall keep the finish road level sufficiently elevated from ground level with provision of railing on both sides to restrict animal crossing in order to avoid the possibility of wildlife injury/death. Major water bodies have been observed in the vicinity of the proposed road alignment & may be potential human elephant conflict points, appropriate nos of animal safe passages as per the guideline framed by the Wildlife Institute of India and in consultation with Chief Wildlife Warden.
- xxviii. No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources.
- xxix. The proponent shall obtain permission from the competent authorities for tree felling along the proposed alignment.
- xxx. Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table.

### **Agenda No. 3.2**

**Construction of four laning of Ghazipur–Balial – UP/Bihar New Greenfield Section: Starts at Hridayapur Village (Km.0.000) near NH-24 in the State of Uttar Pradesh and ends at Bahron Singh Ke Tola Village (Km. 115.460) near NH-31 in the State of Bihar and Construction of new Buxar Spur connectivity on proposed highway near Bathoor Village (km 0.000) to Buxar Village (km 17.300) in the state of Uttar Pradesh (Total length-132.760Km) by M/s National Highways Authority of India – Environmental**

## Clearance Proposal.

### Proposal No. IA/UP/INFRA1/415341/2023 and File No. 10/43/2021-IA.III.

*“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”*

3.2.1 The project proponent along with the EIA consultant M/s Aarvee Associates, Hyderabad made a presentation through Video Conferencing and provided the following information:-

3.2.2 The proposal is for construction of four laning of Ghazipur–Balialia – UP/Bihar New Greenfield Section: Starts at Hridayapur Village (Km.0.000) near NH-24 in the State of Uttar Pradesh and ends at Bahron Singh Ke Tola Village (Km. 115.460) near NH-31 in the State of Bihar and Construction of new Buxar Spur connectivity on proposed highway near Bathoor Village (km 0.000) to Buxar Village (km 17.300) in the state of Uttar Pradesh (Total length-132.760Km) by M/s National Highways Authority of India.

3.2.3 The proposed project is a greenfield (new) project access controlled economic corridor construction of four laning of Ghazipur–Balialia – UP/Bihar New Greenfield Section. Starts at Hridayapur village (Km.0.000) near NH-24 in the State of Uttar Pradesh and ends at Bahron Singh Ke Tola Village (Km. 115.460) near NH-31 in the State of Bihar and Construction of new Buxar Spur connectivity on proposed highway near Bathoor Village (km 0.000) to Buxar Village (km 17.300) in the state of Uttar Pradesh (Total length-132.760Km). The latitude longitudes of the project Ghazipur (0.000K.M) (Lat: 25°40'42.01"N Long: 83°32'58.26"E to Lat: 25°49'19.75"N Long: 84°35'24.42"E) and Bathor (0.000K.M)(Start from Lat: 25°42'17.36"N Long: 83°51'27.70"E to Lat: 25°35'56.53"N Long: 83°58'42.07"E ends.).

3.2.4 The proposed RoW is 60m at greenfield alignment; 45m where existing alignment is retained. It traverses mostly through plain terrain and a mixed land use of residential and agricultural can be seen throughout the corridor.

3.2.5 The proposed project falls under 7(f), Category-A, Highway as per EIA notification 2006. Total investment/cost of the project is Rs 3554.28 crores. The Terms of Reference (ToR) was considered in 275<sup>th</sup> Meeting on held on 29<sup>th</sup> September, 2021 and the ToR was granted by EAC vide letter no. File No.10/43/2021-1A-III, dated 22<sup>nd</sup> October, 2021.

3.2.6 Public hearing: Public hearing was conducted in Saran District in Bihar and Ghazipur and Ballia in Uttar Pradesh by Bihar State Pollution Control Board and Uttar Pradesh State Pollution Control Board respectively. The details are as following.

S.No	Date	Venue	District	Chaired by
1	29.11.2022	Conference Hall, Manjhi	Saran, Bihar	Additional District



		Block Office, Saran, Bihar		Magistrate
2	05.12.2022	Meeting Hall District Panchayat, Ghazipur, UP	Ghazipur, Uttar Pradesh	Additional District Magistrate
3	12.12.2022	Meeting Hall, Collectorate, Ballia, UP	Ballia, Uttar Pradesh	Additional District Magistrate

3.2.7 Present Breakup of the Land use/Land cover of the project site is as following:

Land use	Area (ha)	%
Built up	91.751	10.54
Agriculture	283.174	32.53
Forest	2.38	0.27
Barren	407.569	46.82
Others	85.628	9.84
<b>Total</b>	<b>870.5</b>	<b>100</b>

3.2.8 Water bodies & impact on drainage: The alignment is passing across River Ghaghara at Km 114.043, Tamsa River at Km.48.000 and Stream Crossing at Km 91.195. The details of rivers and streams abutting or crossing the project stretch are as follows.

S.No	Water body	Design Chainage km.	Distance from RoW (metres)	Side	Remarks
1	Pond	0.500	25.000	LHS	Away from RoW
2	Pond	5.870	0.000	LHS	Affecting
3	Pond	8.770	0.000	LHS	Affecting
4	Pond	8.560	24.000	RHS	Away from RoW
5	Pond	18.500	0.000	RHS	Affecting
6	Pond	22.500	77.000	RHS	Away from RoW
7	Pond	26.100	81.000	LHS	Away from RoW
8	Pond	27.800	0.000	LHS	Affecting
9	Pond	28.100	0.000	CL	affecting
10	Pond	34.800	74.000	LHS	Away from RoW
11	Pond	35.150	0.000	CL	Affecting
12	Pond	37.500	95.000	RHS	Away from RoW
13	Pond	62.900	75.000	LHS	Away from RoW
14	Pond	74.800	64.000	LHS	Away from RoW

15	Pond	76.100	58.000	RHS	Away from RoW
16	Pond	107.300	53.000	LHS	Away from RoW

3.2.9 Water requirements: Total water requirement during the construction phase is around 4,252 KLD and the same may be obtained through tankers after taking necessary statutory clearances. During operational phase, approx. 200 KLD may be required for the plantation proposed in the proposed. Contractor will obtain permission from Irrigation & CAD Department, Govt of UP. The water requirement for the proposed project shall be met through tankers and if there is any requirement for ground water extraction, the same shall be obtained by the contractor after getting NOC/clearance from the CGWA/State Ground Water Department.

3.2.10 Diversion of forest land: The total forest land involved in the project is 2.38 Ha (0.489 ha in UP and 1.89ha in Bihar) it will be diverted for the proposed project is envisaged to be diverted for this project as per Forest (Conservation) Act, 1980.

3.2.11 The project neither passes through any National park/ Wildlife Sanctuary/ Conservation reserve etc. However, the proposed project alignment does not pass through any wildlife sanctuary or its eco sensitive zone. However, the nearest sanctuary is Surha Tal Bird Sanctuary which is 6.5 km from its Eco Sensitive Zone.

3.2.12 Waste Management: The quantity of domestic solid waste to be generated in the camp site is around 273.75 TPA and shall be disposed in the nearest Municipal dumping yards operated and maintained by the respective municipalities. The quantity of bio-medical waste to be generated is approx. 0.821 TPA from the worker/labour camps. The same shall be disposed through UPPCB approved vendors/Agencies meant for safe collection and disposal of the bio-medical waste. The waste Oil and grease to be generated from the proposed project is around 0.0131 TPA which shall be disposed through UPPCB Approved Vendors/Agencies meant for safe collection and disposal of the Oil & Grease wastes. The Construction & Demolition waste to be generated from the proposed project is around 651 TPA which shall be disposed at Municipal Dump Yards/ identified low lying areas.

3.2.13 Tree cutting and Green belt development: Approx. 4,232 trees are proposed to be felled in the proposed project. The proposed plantations are around 49,786 nos. of trees as avenue plantation. Budget allocation for the avenue plantation is Rs. 896 lakhs. The median plantation is proposed in two rows and the number of plantation proposed are around 66,380 Nos. The budget allocation in EMP for the median plantation is Rs.531lakhs. Plantation shall be carried out as per the IRC: SP: 21-2009 guidelines and Green Highway Policy-2015.

3.2.14 Rain Water Harvesting: Rainwater harvesting pit will be provided on either side of road at 500 m interval subject to the first aquifer below 10m. The total 400 Rain Water Harvesting (RWH) pits of dia. 1.5 m with a depth of 3.8 m at an interval of 500 m either side of the road are proposed in the project with budgetary provision of 80 Lakhs Rs. in the EMP budget. The provision of rain water harvesting will be executed as per IR:-SP:50-2013 guidelines and MoRTH guidelines.

3.2.15 Land acquisition and R&R issues: The alignment is passing through 89 villages in Ghazipur District, 99 villages in Ballia Districts in Uttar Pradesh State and 4 villages in Saran District in Bihar state. The Project Affected Persons (PAPs) identified in the project are 21,133 nos with an extent of land 815.507 Ha as per 3D Notification published in the project. The R&R plan has been prepared based on Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013. The LA and R&R cost of the project are estimated as INR 1,632.00 Cr.

3.2.16 Employment potential: Approx. 1,500 workers during the construction phase of the project and 30 nos. of permanent employees during the operation phase. The hiring of workers for the will be from the project affected villages.

3.2.17 Benefits of the project: Community will accrue the benefit from proposed development project by way of improvement in the physical infrastructure; social infrastructure; development of economy; reduced pollution, vehicle maintenance, fuel saving, lesser carbon footprint, employment potential and other tangible benefits. In general Project will have following benefits at national and regional level.

3.2.18 Details of Court cases- No court case is pending against the proposed project.

3.2.19 During deliberation, EAC observed the following:

- i. *The proposed alignment is passing adjacent to the River Ghaghara at Km 114.043, Tamsa River at Km.48.000 and Stream Crossing at Km 91.195 and also passing adjacent to the river meandering area which is flood plane area. PP shall explore the elevated road option in these stretches, avoiding the flood plane and forest area.*

3.1.21 The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 321<sup>st</sup> meeting on 28<sup>th</sup> February-1<sup>st</sup> March, 2023 and **Deferred** the proposal for want of following information:

- i. The proposed alignment is passing adjacent to the River Ghaghara at Km 114.043, Tamsa River at Km.48.000 and Stream Crossing at Km 91.195 and also passing adjacent to the river meandering area which is floodplain area which will be a major risk not only to the road but also for the natural drainage and flooding related issues in nearby settlements. Also, large number of pillars will be laid to cross the floodplain area which will spoil the natural endowments and aquatic ecosystem as well which will have serious impact on its ecology and forest. PP shall explore the alternate alignment option avoiding the floodplain and forest area. In absence of such alternate, elevated corridor with maximum possible span between pillars to be explored to reduce number of pillars in the flood plain areas.

### **Agenda No. 3.3**

**3.3 Development of 6-lane access controlled Greenfield Highway from Ahmednagar – Solapur – Akkalkot Section starts at NH-61 at Kolhewadi village near Ahmednagar (km 288.000) and ends at NH-150E Hasapur village near Akkalkot (km 513.250) in the State of Maharashtra (Total length - 225.25 km) under Bharatmala Pariyojana**

**(Lot5/Package-2- Maharashtra) by M/s National Highways Authority of India–Terms of Reference Proposal No. IA/MH/INFRA1/413796/2023 and File No. 10/3/2023-IA.III.**

**The proposal is withdrawn by the PP.**

#### **Agenda No. 3.4**

**Development of 4 Lane Greenfield Highway from Dahod (on Delhi-Mumbai Expressway) to Bodeli section of NH-56 in the State of Gujarat (Total Length - 95 km) by M/s National Highways Authority of India– Terms of Reference**

**Proposal No. IA/GJ/INFRA1/413753/2023 and File No. 10/4/2023-IA.III.**

*“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”*

3.4.1 The above mentioned proposal was considered by the Expert Appraisal Committee (EAC) for Infrastructure, CRZ and other miscellaneous projects in its 321<sup>st</sup> EAC meeting held during 28<sup>th</sup> -1<sup>st</sup> March, 2023, in the Ministry of Environment, Forest and Climate Change, New Delhi.

3.4.2 The project proponent along with the EIA consultant M/s Intercontinental Consultants and technocrats Pvt. Ltd, New Delhi made a presentation through Video Conferencing and provided the following information:-

3.4.3 The proposed project is for Development of 4 Lane Greenfield Highway from Dahod (on Delhi-Mumbai Expressway) to Bodeli section of NH-56 in the State of Gujarat (Total Length - 95 km) by M/s National Highways Authority of India.

3.4.4 The proposed project falls under 7(f), Category-A, Highway as per EIA notification 2006. Total investment/cost of the project is Rs 3,323.93Cr.

3.4.5 Land use/Land cover of project site: The total land acquisition for the proposed alignment is approx. 467.13 ha. The land use pattern on 10 km either side of the project road is Agriculture land occupied major part (58.54%) of the total area, followed by open scrub (19.58%), built-up area (11.28%), forest (6.53%), water bodies (2.21%), agricultural plantation (1.7%) and barren/ waste land (0.16%).

3.4.6 The alignment is predominantly passes through rolling terrain and intermittently through mountainous terrain with elevation ranges from 94 m to 400 m AMSL. The proposed right of way (PRoW) is 30 m for the stretch passing through forest areas and in the remaining section the PRoW is 45 m except at interchanges, toll plaza, highway amenities, truck parking, where additional land shall be required as per actual design.

3.4.7 Water Bodies: Alignment of the proposed project road crosses Hadaf River at Ch. 25+667, Nalisher Nadi at Ch. 42+850, Panam River at Ch. 44+500, Tributary of Panam River

at Ch. 45+200, Vaswa River at Ch. 57+550, Heran River at Ch. 66+100, Waswa River at Ch. 81+900 and Bharaj River at Ch. 85+707 and also crosses streams & local Nalas at several locations. To minimize the impact drainage & hydrological flow, 27 minor bridges, 11 major bridges, 6 bridges cum viaduct and 311 culverts are proposed to be constructed along the project road. It has been ensured that all the 1<sup>st</sup> and 2<sup>nd</sup> order streams crossing the proposed alignment provided with necessary culverts and bridges with capacity of more than 20% excess discharge.

3.4.8 Water requirements: Water demand of the project is approx. 11,673 KL per day. In compliance to the Sub-Clause 111.8.3 of MoRTH Specifications, the Contractor will identify the nearest source of water body at plant and camp site and shall source the water preferably from surface water bodies, rivers, canals and tanks in the project area. Only at locations where surface water sources are not available, the Contractor shall contemplate extraction of ground water, after intimation and consent from the CGWB. : During the operations phase the water would be required primarily for domestic use at the toll plaza and landscaping.

3.4.9 Tree cutting: about 64,335 trees Tentative to be felled. The tree enumeration for affected trees shall be undertaken during detailed EIA Study. The inventory will include tree species, grith and height.

3.4.10 Diversion of forest land: The proposed alignment passes through 83.86 ha protected forest land for which the forest clearance is yet to be obtained.

3.4.11 The proposed project is located at a distance of approx.11 km at Ch. 51+500 of Ratanmahal Wild Life Sanctuary and Jambughoda Wild Life Sanctuary is located at a distance approx. 5.5 km at Ch. 92+000.

3.4.12 Land acquisition and R&R issues: Approx. Tentatively, 467.13 ha land is to be acquired for the project. The total number of affected properties in project road is 266, out of which 262 are private, 2 are Government and 2 are CPRs. The compensation amount for the acquisition of land and structures will be determined by the CALA (Competent Authority for Land Acquisition) in accordance with the provisions of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RFCTLARR) Act, 2013 under the National Highways Act, 1956. The detailed report will be provided along with EIA report.

3.4.13 Employment potential: total manpower will be required for the proposed project is 725 no's. During the construction of the road, around 100 persons would be employed permanently and 400 People will get employment on contract basis. During operation of Highway about 25 persons will be employed permanently and 200 persons will get temporarily.

3.4.14 Benefits of the project: Dahod district is categorized under Aspirational District and Dahod and Chhotaudepur have large tribal population. Development of Greenfield highway between Dahod and Bodeli is conceptualized for following benefits to the tribal region. Dolomite and sand mining activities in the region is experiencing movement of large no. of heavy vehicles through existing narrow road network. The improvement proposal would help

to connect the area with major industrial hub, cities, towns of South and West part of Gujarat through highway connectivity. Faster accessibility to nearest markets for finished products, agricultural goods medical facilities, Educational institutions and etc.

3.4.15 Details of Court cases: No Court Case is pending against the proposed project.

3.4.16 During deliberation, EAC observed the following:

*The alignment connecting to Delhi – Mumbai Corridor appears to have other viable options also, which are less damaging to the environment. The proposed alignment is passing through large patch of forest area and fragmenting forest areas between Ratanmahal Wild Life Sanctuary and Jambughoda Wild Life Sanctuary and felling of 30,000 trees approx.*

3.4.17 The EAC based on the information submitted and clarifications provided by the project proponent and detailed discussions held on all the issues during its 321<sup>st</sup> meeting held on 28<sup>th</sup> -01<sup>st</sup> March, 2023, **deferred** the project for grant of Terms of Reference (ToR) with a request to submit revised alignment options that will avoid fragmenting forest areas between Ratanmahal Wild Life Sanctuary and Jambughoda Wild Life Sanctuary. A sub-committee will visit the site and evaluate all the options.

### **Agenda No. 3.5**

**3.5 Development of 4/6 lane of access-controlled Agra-Gwalior Greenfield highway, starting from design km 0.000 near village Deori, District Agra and terminate at design km 87+030 near Village Susera, District Gwalior in the state of Uttar Pradesh, Rajasthan and Madhya Pradesh (Total length 87.070 km) – Further consideration for Terms of Reference.**

Proposal No. IA/MP/NCP/291176/2022 and File No. 10/40/2022-IA.III.

*“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”*

3.5.1 The proposed project is for Development of 6 lane (Greenfield) access control Expressway starts from village Deori, (Design Ch. 0+000, 27° 5'8.85"N 78° 1'22.37"E) in district Agra and ends near Susera village, (Design Ch. 88+400, 26°19'20.77"N, 78°10'38.08"E) in Gwalior district in the state of Uttar Pradesh, Rajasthan and Madhya Pradesh. The alignment falls in 04 districts i.e., “Agra” in the state of Uttar Pradesh, “Dholpur” in the state of Rajasthan, “Morena and Gwalior” districts in the state of Madhya Pradesh. Total Length - 88.400 km.

3.5.2 The proposed project falls under Schedule 7(f), Highway, Category “A” of EIA Notification 2006. Total investment/cost of the project is about Rs. 2497.84 cr.

3.5.3 The above mentioned proposal was earlier considered in the 310<sup>th</sup> meeting of Expert Appraisal Committee (EAC) held during 11<sup>th</sup> October, 2022. The proposal was deferred for want of requisite information/documents.

3.5.4 At this instance, the aforementioned proposal was further placed before the EAC in its 321<sup>st</sup> meeting during 28<sup>th</sup> – 1<sup>st</sup> March, 2023. The project proponent along with the DPR consultant M/s Lea Associate South Asia Pvt Ltd. has made a presentation through Video Conferencing and provided the following information.

S.No	Information sought during 310 <sup>th</sup> EAC Meeting held on 11 <sup>th</sup> October, 2022	Reply given by PP during 321 <sup>st</sup> meeting during 28 <sup>th</sup> February– 1 <sup>st</sup> March, 2023
1	Opinion of the Chief Wildlife Warden of the state/s be sought on the impact of proposed bridge on the Gharial and Indian Skimmer nesting areas if any.	<p><i>Comments of Chief Wildlife Warden and PCCF(W/L)-Bhopal, Madhya Pradesh.</i></p> <p><i>PCCF(WL), Bhopal vide letter dated 06.01.2023 stated that due to proposed bridge located in downstream at a distance of 1100 meters from the nearest Breeding/nesting area of aquatic organisms (i.e. breeding/nesting areas are upstream to the proposed bridge), there is less possibility of adverse impact on aquatic organisms.</i></p> <p><i>PCCF(WL), Jaipur has stated in letter dated 01.02.2023 that as the proposed Greenfield 6 lane Agra-Gwalior section passing through National Chambal Sanctuary, therefore Wildlife Clearance will be required in the said project as per MoEF&amp;CC office guideline 06.05.2022. it is pertinent to mentioned here that DFO-Sawai Madhopur in his report dated 13.01.2023 has stated that nesting/breeding areas of the Aquatic animals is 2.5km on west side and 5.3Km on eastern side of the Proposed Bridge. Thus, the bridge is proposed at a distance of 2.5KM on the downstream side of nearest nesting area. Thus, the bridge is proposed at a distance of 2.5km on the downstream side of nearest nesting area. Thus, DFO Sawai Madhopur has opined the view that there is less possibility of adverse impact on aquatic organisms.</i></p>
2	Committee also seek details of other bridges proposed over	<i>In addition to the list of bridges indicated on Chambal River, NHAI has also proposed a Major</i>

Chambal River as a part of other alignments so as to understand the cumulative impact of various alignments passing over the Chambal River	<i>Bridge on Chambal River at MP/UP Border under Atal Progressway at km 378.000(GPS-Co-Ordinates 26.672474,79.002658) for which TOR has already been granted by MoEF vide letter dated 10.08.2022.</i>
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3.5.1. The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 321<sup>st</sup> meeting during 28<sup>th</sup>February-1<sup>st</sup> March, 2023 and **recommended** the proposal for grant of Terms of Reference with specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects.

- i. PP shall prepare the EIA/EMP report with due consideration of all the recommendations made by the PCCF (WL), Bhopal vide letter dated 06.01.2023 and PCCF (WL), Jaipur has stated in letter dated 01.02.2023.
- ii. As already agreed, upon by the State Forest Department location and type of wild animal crossing structures like over bridge, elevated road, underpasses, box culverts shall be decided in consultation with state CWLW and State Forest Department.
- iii. Cumulative impact assessment study should be carried out along the entire stretch including the other packages and the current stretch under consideration.
- iv. A specific study should be undertaken on impact assessment, habitat improvement and mitigation with focus on Critically Endangered species by nationally reputed institute like SACON, ZSI, etc.
- v. The proponent shall carry out a detailed traffic flow study to assess inflow of traffic from adjoining areas like airport/urban cities. The detailed traffic planning studies shall include complete design, drawings and traffic circulation plans (taking into consideration integration with proposed alignment and other state roads etc.). Wherever required adequate connectivity in terms of VUP (vehicle underpass)/ PUP (Pedestrian underpass) needs to be included.
- vi. Road safety audit (along with accident/black spots analysis) by any third-party competent organization at all stages namely at detailed design stage, construction stage and pre-opening stage to ensure that the project road has been constructed considering all the elements of road safety.
- vii. Provide compilation of road kill data on the wildlife on the existing roads (national and state highways) in the vicinity of the proposed project. Provide measures to avoid road kills of wildlife by the way of road kill management plan.
- viii. 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. Alignment also should be such that it will avoid cutting old and large and heritage trees if any. All such trees should be geo-tagged, photographed and details be submitted in the EIA –EMP report. PP should explore possibility of reducing RoW



considering very large number of tree cutting involved.

- ix. The proponent shall carry out a comprehensive socio-economic assessment and also impact on biodiversity with emphasis on impact of ongoing land acquisition on the local people living around the proposed alignment. The Social Impact Assessment should have social indicators which can reflect on impact of acquisition on fertile land.
- x. The Social Impact Assessment shall take into consideration of key parameters like people's dependency on fertile agricultural land, socio-economic spectrum, impact of the project at local and regional levels.
- xi. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfil these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.
- xii. In pursuance of Ministry's OM no stated above the project proponent shall add one annexure in the EIA Report indicating all the commitments made by the PP to the public during public hearing and submit it to the Ministry and the EAC.
- xiii. The Action Plan on the compliance of the recommendations of the CAG as per.

### **Agenda No. 3.6**

#### **Capacity Optimization of Operational Ennore Coal Terminal Private Limited (ECTPL) at Kamarajar Port, Chennai, Tamil Nadu by M/s Kamarajar Port Limited under clause 7(ii) of EIA Notification, 2006 – Environmental and CRZ Clearance Proposal No. IA/TN/INFRA1/414037/2023 and File No. 10-28/2005-IA.III.**

*“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”*

3.6.1. The PP has requested for the following amendments in the Environmental and CRZ clearance under Para 7 (ii) clause of the EIA notification 2006 regarding change in the cargo mix with proposed capacity enhancement from 8 MTPA to 9.6 MTPA of the operational Ennore Coal Terminal Private Ltd at Kamarajar Port, Chennai, Tamil Nadu.

3.6.2. Initially the M/s Ennore Port Limited obtained the EC vide letter no.10-28/2005-IA.III dated 19<sup>th</sup> May, 2006 was obtained by the Ministry for Expansion Proposals–development of

Terminals for marine liquids, coal, Iron and containers in second phase and associated capital dredging at Ennore Port. Subsequently, Ennore Port obtained modification in EC by the Ministry vide letter dated 10<sup>th</sup> September, 2007, further again modification in the EC letter dated 19<sup>th</sup> May, 2006 was obtained on 23<sup>rd</sup> July, 2009. Thereafter the name of the Ennore port has changed from M/s Ennore port limited to M/s Kamarajar Port limited, after change of the name PP has submitted that the Kamarajar Port ltd (formerly known as Ennore Port ltd.) obtained EC for construction of (CB3 and CB4) at Kamarajar Port, Tamil nadu vide letter dated 12<sup>th</sup> March, 2015.

3.6.3. Now PP applied for amendment regarding change in the cargo mix as following:

S.no	As per the EC dated 19 <sup>th</sup> may, 2006	Requested for expansion under 7(ii) of the EIA notification, 2006.
1	An Iron Ore berth to handle 12 Million Metric Tonnes Annually (MTPA)	No change
2	The Coal berth to handle 8 MTPA	from 8 MTPA to 9.6 MTPA
3	The container terminal to handle 3 MTPA	No change
4	Marine liquid terminal to handle about 3MTPA of liquid cargo, comprising of LPG, POL products and chemicals such as benzene, syrene and Linear Alkyl Benzene) (LAB), etc.	No change

3.6.4. The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 321<sup>st</sup> meeting during 28<sup>th</sup>February-1<sup>st</sup> March, 2023 and **recommended the proposal** for change in configuration by modification cargo handling capacity and cargo profile mentioned in the environmental clearance vide letter no.10-28/2005-IA.III dated 19<sup>th</sup> May, 2006 with specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects.

- i. The EMP prepared for the capacity enhancement shall be implemented and a compliance report shall be submitted to the IRO of the Ministry.
- ii. All conditions mentioned in the EC 10-28/2005-IA.III dated 19<sup>th</sup> May, 2006 and its amendments vide letter dated 10<sup>th</sup> September, 2007 and 23<sup>rd</sup> July, 2009 shall remain same.

- iii. Storage of the Coal shall be under covered shed accommodated with a Stacker reclaimed inside provided with DFS (Atomized Automatic Sprinkling System) including peripheral drainage system, internal roads, fire fighting system etc.

### **Agenda No. 3.7**

#### **All Weather Multipurpose Port Near Subarnarekha River at Choumukh Village, Balasore District, Odisha by M/s Subarnarekha Port Private Limited (SPPL) – Extension of validity of Environmental and CRZ Clearance Proposal No. IA/OR/NCP/296846/2023 and File No. 10-33/2007-IA.III.**

*The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in EIA/EMP report. If any part of data/information submitted is found to be false/misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”*

3.7.1. The project proponent along with the EIA consultant L&T Infrastructure Engineering Limited has made a presentation and provided the following information:-

3.7.2. The project of " All Weather Multipurpose Port Near Subarnarekha River at Choumukh Village, Balasore District, Odisha by M/s Subarnarekha Port Private Limited (SPPL) " was granted Environmental & CRZ Clearance on 21st March, 2012 and Extension of Validity of Environmental and CRZ Clearance was granted on 23rd May, 2019.

3.7.3. The Odisha State Pollution Control Board (OSPCB) has granted the Consent To Establish (CTE) for the Project vide its Letter no.21669/Ind-II-NOC-5438 dated October 17, 2012, renewed through vide letter No. 6365/IND-II-NOC-5438(Pt) dated 24/05/2018 (First renewal) and Renewed vide letter No. 23089/IND-II-NOC-6832 dated 13/12/2022 (Second renewal) and is valid till 15.10.2027.

3.7.4. Subsequently the incidental charges associated with Land alienation were paid on July 31, 2012 to GoO. However, the requisite land was not leased to SPPL due to the PIL Petition No. 20115/2012 filed in High Court (HC) of Odisha, Cuttack (against Port Policy of Odisha State) on December 06, 2012. The GoO desired that the said PIL should be cleared before handing over the Port land to the company (SPPL). The HC of Odisha, Cuttack dismissed the PIL petition on December 16, 2016. Subsequently, SPPL has signed the Land Lease agreement with Government of Odisha signed on January 29, 2018 for most of Part of the Port land. The project company is now a subsidiary of M/s Tata Steel Limited and is ready to implement the project. Till now approx. 80% of land acquisition has been completed.

3.7.5. Due to COVID pandemic all the construction related works initiated by SPPL was stalled and SPPL was not able to continue the initiated works. Due to the above reason the project activity was not completed within the EC validity.

3.7.6. Now, SPPL is in the process of implementing the project and in the process of reinitiating all the necessary activities required for port construction in a speedier manner. There are no changes in the Project cargo handling capacity, facilities and type of cargos and they remain same as per Environmental/CRZ clearances obtained.

3.7.7. Present proposal is request for grant of Environmental and CRZ Clearance validity extension for one more year (i.e. till March 20, 2024) to continue the ongoing construction related works and commence the Port operations.

3.7.8. The EAC based on the information submitted and clarifications provided by the project proponent and detailed discussions held on all the issues during its 321<sup>st</sup> meeting held on 28<sup>th</sup> February -1<sup>st</sup> March, 2023, clarified that as per amendment notification dated 12<sup>th</sup> April, 2022, the EC is valid for 10 years and 1 year may be extended in respect of valid Environmental Clearance, by the regulatory authority concerned if an application is made in the laid down proforma to the regulatory authority by the applicant within the validity period of the existing Environment Clearance.

3.7.9. M/s Subarnarekha Port Private Limited (SPPL) has obtained Environmental Clearance vide letter dated 21st March, 2012, therefore as per the existing regulatory provisions, the EC is valid for 10 years. However, as per the Notification dated 18th January, 2021 period from the 1st April, 2020 to the 31st March, 2021 shall not be considered for the purpose of calculation of the period of validity of Prior Environmental Clearances. Therefore, the **Validity of EC has been extended upto March 20, 2024**. i. The extension of validity is being granted for the original proposals for which Environmental and CRZ Clearance was granted earlier. ii. The project proponents will not make any changes in the project nature, structure or configuration and limit themselves to activities for which the Environmental and CRZ Clearance has been given earlier.

### **Agenda No. 3.8**

**Reduction of Captive Port from 15 MTPA to 5 MTPA with Lighterage Operation and Desalination Plant of 40 MLD & Associated facilities in the area of 47.35 Ha at Kottattai village, Bhuvangiri Taluk, Cuddalore District, Tamil Nadu by M/s IL&FS Tamil Nadu Power Company Ltd. (ITPCL) – Terms of Reference Proposal No. IA/TN/INFRA1/417541/2023 and File No. 10/5/2023-IA.III.**

*The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in EIA/EMP report. If any part of data/information submitted is found to be false/misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”*

3.8.1. The proposed proposal is for reduction capacity of Captive Port from 15 MTPA to 5 MTPA with Lighterage Operation and Desalination Plant of 40 MLD & Associated facilities at Kottattai village, Bhuvangiri Taluk, Cuddalore District, Tamil Nadu by M/s IL&FS Tamil Nadu Power Company Ltd. (ITPCL).

3.8.2. The above mentioned proposal was placed before the EAC in its 321<sup>st</sup> meeting on 28<sup>th</sup> February-1<sup>st</sup> March, 2023. The project proponent along with the EIA consultant M/s Indomer Coastal Hydraulics and L&T infrastructure Ltd provided the following information.

3.8.3. The proposed project is reduction of Captive Port capacity from 15 MTPA to 5 MTPA with Lighterage Operation and Desalination Plant of 40 MLD & Associated facilities at Kottattai village, Bhuvangiri Taluk, Cuddalore District, Tamil Nadu by M/s IL&FS Tamil Nadu Power Company Ltd. (ITPCL). The marine facilities for the lighterage operation at Parangipettai Port is located near Pudukuppam beach at Parangipettai block and lying east of ITPCL Thermal Power Plant. The Geo-coordinates of project site is Latitudes 11°30'49.92" to 11°31'39.41E" and From Longitudes 79°45'44.76" to 79°46'19.22"N.

3.8.4. About 50% of the construction activities for the proposed revised capacity from 15 MTPA to 5 MTPA was completed for the captive jetty with lighterage operations without capital dredging and break water as cost-effective option at Parangipettai port.

3.8.5. Initially ITPCL obtained Environmental & CRZ Clearance for setting up of 2x600MW and 3x800MW Coal based TPP at villages Kottatal, Ariyagoshi, Villianallur and Silambamangalam, in Chidambaram Taluk, in Cuddalore, District, in Tamil nadu vide the letter no F.No. 11-43/2010-IA.III dt: 29.10.2010. EC validity was extended by MoEF&CC vide the letter no F.No. 11-43/2010-IA.III dt: 27.02.2018. Consent to Establish (CTE) was issued for Port by TNPCB in August 16, 2015 and renewed on May 2<sup>nd</sup> 2018.

- i. Present proposal is to supply coal through Lighterage Operation to the nearby coal based Thermal Power Plant which has obtained Environmental & CRZ Clearance from MoEF&CC vide F.No. J-13012/34/2008-IA-II (T) dated 31.05.2010 for the capacity of 3600 MW.
- ii. Amendment to EC from MoEF & CC vide J-13012/34/2008-IA.II (T) dated 4<sup>th</sup> February, 2014
- iii. Amendment to EC for transportation of coal by rail route vide F.No.13012/34/2008-IA.II (T) dated 27<sup>th</sup> March, 2015
- iv. EC Validity Extension F.No.13012/34/2008-IA.II (T) dated 26.02.2018
- v. As an implementation process, the project is executed in several stages.
- vi. ITPCL had already set up 1200 MW (2 x 600 MW each) Power Plant as Phase 1 development. Coal requirement of Phase 1 TPP is 5 MTPA of Coal.

3.8.6. The Captive Port Project components along with its associated facilities to be developed/constructed at site as per the clearances obtained are as follows:

- i. Captive port area is 47.35 Ha (~117 acres)
- ii. Handling Capacity – 15.0 MTPA
- iii. Two (02) Coal Berths – Total length of 600m and depth of (-) 15.5m CD
- iv. Two (02) Breakwaters – Northern breakwater of 2100m and Southern breakwater of 1150m
- v. Approach Channel – 3300m long, 160m wide, (-) 16.1m CD to cater 80,000 DWT and facilities enhanced in future to receive 200,000 DWT vessels

- vi. Turning Circle – 500m Diameter and depth of (-) 15.5m CD
- vii. Mechanical unloaders – 4000 TPH capacity on each berth
- viii. Conveyor System from berth to Existing TT1. There is no coal storage planned at the port area.
- ix. Capital Dredging (Approach channel, turning circle, berth pocket) – 11 MCM (out of which ~1 MCM will be used along the waterfront for leveling purpose and balance will be disposed to identified offshore location at 30m contour).
- x. Buildings associated with Captive port including utility buildings etc.

3.8.7. Development of all –weather captive port (15 MMTPA) was delayed as the coal volumes will not be able to aid the minimum capital investment required for establishing it for the present operating capacity of 1200 MW with a coal requirement of 5 MMTPA. Presently, as interim arrangement ITPCL is sourcing imported coal from Karaikal port through rail, MoEF&CC has issued EC amendment for transporting coal through rail from Karaikal port vide letter F.No. J-13012/34/2008 – IA. II (T) dated March 27, 2015.

3.8.8. Now, ITPCL intended to complete the construction of captive jetty to handle 5 MMTPA coal through more feasible Lighterage/barge operation in the same location without capital dredging and break water as cost -effective option. The lighterage operations are to be carried out in the open sea. The location for the lighterage operations is very close to the power plant and hence advantageous to bring coal in more economical and lesser time-consuming approach. Moreover the 20 m contour, where even cape size vessels could anchor, is only 6 km from the coast which is advantageous with reduced transit time for barges. The construction activities for the proposed port project completed about 50% for the proposed reduced capacity of 5.0 MTPA captive port with lighterage operations at Parangipettai port.

3.8.9. The proposed project falls under 7(e), Category-A, Ports, Harbors, breakwater, dredging as per EIA notification 2006. Total Project Cost is Rs. 200.5 Crores.

3.8.10. Landuse/Landcover of project site: Land use/ Land cover around the 10 km radius of the project site covers – Water body, Open. barren land, Agriculture land, Fallow land, Open/degraded vegetation, Plantations, scrubs, rivers& canals, settlement & Habitations, Mangroves, Sea and Industrial area.

3.8.11. Terrain and topographical features: The terrain of the project is Coastal flat terrain. Water requirements: Water requirement during construction phase (0.5 MLD) will be met through existing water supply system. Water demand during operation phase will be to the tune of 105 KLD. Source of water will be desalination plant existing in the power plant (10 MLD capacity).

3.8.12. Groundwater extraction: The withdrawal of groundwater is not envisaged as a part of proposed development.

3.8.13. Tree Cutting: About 25 trees of local plantation species are envisaged to be fell down and Clearance of scrub vegetation is envisaged near the proposed facility area. ITPCL will take up plantation for the development of green belt proposed.

3.8.14. The project site is located at 6.3 Km from the Pichavaram Mangrove (Ramsar Site) is present 6.3 Km from the approach trestle.

3.8.15. As per CRZ notification 2011, project site partly is falling in CRZ areas. Project area falls under CRZ I, CRZ III and CRZ IV. The present proposal is a permissible activity as per CRZ notification 2011 & 2019. CRZ mapping will be carried out by authorised agency and further details will be covered in the EIA report.

3.8.16. Solid waste Management: Sewage generated from the project shall be treated in the STP located in the Thermal Power Plant Sewage generated from the project shall be treated in the STP located in the Thermal Power Plant.

3.8.17. Present proposal is for construction of approach trestle without capital dredging and break water.

- i. 50% of the construction work required for approach trestle was completed.
- ii. Details of approach trestle are
- iii. Approach trestle – 428x10m (already constructed – 360 m)
- iv. Approach Bund – 100 m.
- v. Coal berth – 165m x 17m
- vi. As per the Institute of Ocean Management, Anna University, Chennai, MoEF&CC the project is located in Medium Accretion area not in the eroding coast.

3.8.18. Present proposal is for fresh EC for the reduction in the capacity i.e., 15 MMTPA to 5 MMTPA with the Lighterage/ barge operation without capital dredging and break water construction. Cargo handling: Coal (5 MMTPA). The coal handling will impart Fugitive Dust Emission. The closed conveyors automated loading/unloading system and periodical cleaning of floors shall be implemented. Details will be covered in EIA report.

3.8.19. Land acquisition and R&R issues involved: Project site doesn't have any inhabitants hence, no R&R is involved. Details will be covered in the EIA report.

3.8.20. Employment potential: The project is likely to provide employment both direct & indirect to ~75 persons during operational and ~ 125 person during construction phase.

3.8.21. Benefits of the project: The proposed project is cost effective as the requirement on the onshore infrastructure facilities are minimum. There is no requirement for breakwater construction, capital dredging or reclamation as the operation will be carried out offshore. Details of Court cases: No Court Case is pending against the proposed project.

3.8.22. During EAC the Committee observed the following:

- i. Initially ITPCL obtained Environmental & CRZ Clearance for setting up of 2x600MW and 3x800MW Coal based TPP at villages Kottatal, Ariyagoshi, Villianallur and Silambimangalam, in Chidambaram Taluk, in Cuddalore, District, in Tamil nadu vide the letter no F.No. 11-43/2010-IA.III dt: 29.10.2010.
- ii. *The instant proposal is for reduction of capacity of Captive Port from 15 MTPA to 5 MTPA with Lighterage Operation and Desalination Plant of 40 MLD & Associated facilities in the area of 47.35 Ha at Kottattai village, Bhuvangiri Taluk, Cuddalore District, Tamil Nadu by M/s IL&FS Tamil Nadu Power Company Ltd. (ITPCL).*
- iii. *As per submission made by the PP/Consultant the EAC Could not find any document stating port facility in the existing EC dated 29.10.2010 and also in the said EC specific Condition no (i) Environmental Clearance is subject to obtaining CRZ clearance for permissible activities located in CRZ areas.*
- iv. *To consider above proposal further PP shall submit the PP/Consultant shall provide the copy of EC obtained for the Port facilities for further consideration of the proposal.*

3.8.23. The EAC based on the information submitted and clarifications provided by the project proponent and detailed discussions held on all the issues during its 321<sup>st</sup> meeting held on 28<sup>th</sup> -01<sup>st</sup> March, 2023, **deferred** the project for grant of Terms of Reference (ToR) for want of following information.

*To consider above proposal further PP shall submit the PP/Consultant shall provide the copy of EC obtained for the Port facilities for further consideration of the proposal.*

### **Agenda No. 3.9**

**Development of Eight Lane Peripheral Ring Road - Phase-I connecting Tumkuru Road to Hosur Road (crossing Ballari Road and Old Madras Road) in Bengaluru District, Karnataka by M/s Bangalore Development Authority – Environmental Clearance Proposal No. IA/KA/INFRA1/405741/2022 and File No. 10/46/2022-IA.III**

“The EAC noted that the Project Proponent and the consultant have given undertaking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed. If any part of data /information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”



3.9.1. The project proponent along with the DPR Consultant M/s Environmental Health & Safety Consultants Pvt Ltd made a presentation and provided the following information:-

3.9.2. The above mentioned proposal was earlier considered in the 316<sup>th</sup> meeting of Expert Appraisal Committee (EAC) held during 15<sup>th</sup>-16<sup>th</sup> December, 2022. The proposal was deferred for want of requisite information/documents.

3.9.3. At this instance, the aforementioned proposal was further placed before the EAC in its 321<sup>st</sup> meeting during 28<sup>th</sup> – 1<sup>st</sup> March, 2023. The project proponent along with the DPR Consultant M/s Environmental Health & Safety Consultants Pvt Ltd made a presentation and provided the following information:-

S.No	Information sought during 316 <sup>th</sup> Meeting EAC held on 15 <sup>th</sup> -16 <sup>th</sup> December, 2022	Reply given by PP during 321 <sup>st</sup> meeting during 28 <sup>th</sup> February– 1 <sup>st</sup> March, 2023
i	<p>The instant proposal Hon'ble Supreme Court in its judgment dated 17.03.2020 upheld the orders of the Hon'ble NGT and directed to prepare fresh EIA studies for the project. Further, it has also issued directions to SEIAA to re-verify the earlier deficiencies found in the EIA report based on which EC was stayed.</p>	<p>As per the directions of the Hon'ble Supreme Court Judgement dated 17.03.2020 compliance to the deficiencies found in the previously prepared EIA report based on which the previously issued EC was stayed has been presented. M/s Environmental Health and Safety Consultants Pvt. Ltd, Bengaluru is accredited as 'A' category organization from National Accreditation Board for Education and Training (NABET) A fresh EIA/EMP report has been prepared by conducting fresh baseline data studies from December, 2019 to February, 2020 in compliance of the Hon'ble Supreme Court order dated.</p> <p>The Public hearing also conducted on 18-08-2020 at Nityotsva Marriage convention centre, Singanayakanahalli, Dodballapur road, near Avalahalli village, Yelahanka Taluk, BENGALURU URBAN District, Karnataka under the chairmanship of Deputy Commissioner.</p> <p>The Public hearing also conducted on 13-07-2022 at Dr.B.R Ambedkar Bhavan, Bruhat Bengaluru Mahanagara Palika, No.757, 16thA, Main road, Satellite Town, Yelahanka Taluk, Bengaluru under the chairmanship of Deputy Commissioner.</p> <p>A Virtual Public Hearing was conducted on 23.09.2020 at Office premises of Bangalore Development Authority under the chairmanship of</p>

		<p>Deputy Commissioner as per the request of the local people A Virtual Public Hearing was conducted.</p> <p>The project involves diversion of 7.73 Ha of forest land in Sy. No. 59 belonging to Jarakabandekaval RF and attracts the provisions of Forest (Conservation) Act, 1980. In view of this, an online application to MoEF&amp;CC for forest land diversion has been submitted on 09.06.2020</p>
ii	<p>However, PP applied seeking the environmental clearance at Ministry; PP shall submit the justification for consideration of the instant proposal at Ministry. There after Ministry shall examine the PP submission for onward consideration of the instant proposal.</p>	<p>The Hon'ble Supreme Court of India vide its Judgment (civil Appeal No 2566 of 2019) dated 17.03.2020 states that Access to the road is restricted only to national highways, state highways and major district roads. In this view of the matter, there is no doubt that the PRR project is an expressway falling within the ambit of para 7(f) of the Schedule to the 2006 Notification. The PRR project commenced on the issuance of the final notification under section 19(1) of the BDA Act on 29 June 2007. Having concluded that the PRR project is an expressway, the appellant as project proponent was under an obligation under para 7(f) of the schedule to the 2006 Notification to seek a prior EC to implement the project.</p> <p>Further, the Hon'ble Supreme Court vide its Judgment issued</p> <p>83.(iv) the appellant shall ensure that the requisite clearance under various enactments have been obtained and submitted to the SEAC prior to the consideration by it of the information submitted by the appellant in accordance with the OMs issued by the MoEFCC from time to time.</p> <p>(v) The SEAC shall thereafter assess the rapid EIA report and other information submitted to it by the appellant in accordance with the role assigned to it under the 2006 notification. If it is of the opinion that the appellant has complied with the 2006 Notification as well as the directions issued by this Court, only then shall it recommended to the SEIAA the grant of EC for the proposed project.</p>

		<p>The SEAC and SEIAA would lay down appropriate conditions concerning air, water, noise, land, biological and socioeconomic environment and other conditions it deems fit (para 83 of 68)</p> <p>Therefore as per the order of the Hon'ble Supreme Court, PRR is an expressway which falls under Schedule 7(f) of the EIA Notification,2006 and its subsequent amendments</p> <p>Further, General conditions are applicable to this project as the project located 1.49km away from the Puttenahalli Lake Bird Conservation Reserve and Peenya Industrial Area and Jigani-Bommasandra Industrial Area are notified as severely polluted area and critically polluted areas by the CPCB and are located at a distance of 3.4km and 4 km respectively from the proposed PRR alignment.</p> <p>The SEIAA, Karnataka vide letter dated 18.10.2022 transferred the proposal to the Ministry due to the applicability of the General Conditions and the project and the project appraised at Ministry.</p>
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The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 321<sup>st</sup> meeting during 28<sup>th</sup> February-1<sup>st</sup> March, 2023 and **recommended** the proposal for grant of environmental clearance with specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects.

- i. PP shall implement the all the directions passed by the Hon'ble Supreme Court Judgment dated 17.03.2020 and the status of the implementation shall be submitted to the Regional office of the MoEFCC.
- ii. No tree can be felled/transplant unless exigencies demand. Where absolutely necessary, tree felling shall be with prior permission from the concern Authority. Old, large and heritage value trees should be retained based on girth and age regulations as may be prescribed by the Forest Department. Where the trees need to be cut/transplanted with prior permission from the concerned local Authority, compensatory plantation in the ratio of 1:10 (i.e. planting of 10 trees for every 1 tree that is cut/ non-survival of any transplanted tree) shall be done and maintained. Plantations to be ensured species (cut) to species (planted).

- iii. Trees with heronry (breeding ground for herons), pelicanary or community nesting of birds like Painted Storks, Ibis, Egrets, Pelican, etc will not be allowed to fell. In case of presence of such, alignment will be required to be changed to save such trees.
- iv. Green belt development (tree plantation) in lieu of the trees being felled in non forest land should be carried out by the State forest department as deposit work and not by the private contractor. Green belt must be developed using exclusively native species. No exotic species to be used for the same.
- v. No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources.
- vi. The landscape planning should include plantation of native species. The species with heavy foliage, broad leaves and wide canopy cover are desirable. Water intensive and/or invasive species should not be used for landscaping
- vii. Road side tree plantation of local fruit bearing species or in nearby village in collaboration with Gram Panchayats.
- viii. In borrow pits, the depth of the pit shall be regulated such that the sides of the excavation will have a slope not steeper than 1:2, from the edge of the final section of bank. Soil erosion checking measures shall be carried out. Details for Borrow area operation and rehabilitation given in EIA report shall be followed.
- ix. Quarry areas shall be barricaded during mining operations. The abandoned quarry shall be developed as water reservoirs with proper fencing around quarry area. Details for Quarry area operation and rehabilitation given the EIA report shall be followed.
- x. In all the construction sites within 150 m of the nearest habitation, noisy construction work such as crushing, concrete mixing will be stopped during the night time between 10.00 pm to 6.00 am. No noisy construction activities will be permitted around educational institutions/health centres (silence zones) up to a distance of 100 m from the sensitive receptors. All plants and equipments used in construction shall strictly conform to the CPCB/SPCB noise standards.
- xi. Traffic Control Devices/Road Safety Devices/ Roadside Furniture including various types of cautionary, informatory, regulatory as mandatory signboards, road markers, studs, etc. shall be provided at appropriate locations all along the project stretch in accordance with the specifications laid down in Manual of Specifications and Standards for Expressways (IRC: SP:99-2013) and IRC:8, IRC:25, IRC:26, IRC:35, IRC:67, IRC:79, IRC:103 and Section 800 of MORTH Specifications.
- xii. Prepare the traffic prediction report for complete project (including all packages of this project) considering the cumulative impact of the traffic on the environment and submit to the Ministry and concerned Regional Office within 6months.
- xiii. All the major, minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/ drainage systems are not to be disturbed.

- xiv. Afforestation using compensatory plantation in the ratio of 1:10 shall be carried out. Native tree species shall be provided as per the IRC Guidelines on Landscaping and Tree Plantation (IRC:SP:21-2009). Effort should be made to plant large number of native trees and Ficus species on both sides of the alignment. Special attention shall be given for protecting giant trees, and locally important trees (having cultural importance) and should be identified chainage wise.
- xv. Project alignment should be managed in such a way to save the Heritage/old trees supposed to be affected by the proposed alignment.
- xvi. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30<sup>th</sup> September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory afforestation etc., either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also become part of EMP and shall be implemented.
- xvii. Proponent shall keep the finish road level sufficiently elevated from ground level with provision of railing on both sides to restrict animal crossing in order to avoid the possibility of wildlife injury/death. Major water bodies have been observed in the vicinity of the proposed road alignment & may be potential human elephant conflict points, appropriate nos of animal safe passages as per the guideline framed by the Wildlife Institute of India and in consultation with Chief Wildlife Warden.
- xviii. No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources.
- xix. The proponent shall obtain permission from the competent authorities for tree felling along the proposed alignment.
- xx. Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table.
- xxi. Apart from land compensation, the loss for crop has also to be compensated.

### **Agenda No. 3.10**

**Rehabilitation and upgradation of Revas - Reddi Coastal Highway MSH-04 to Four / Two Lane with paved shoulder Package-I from JNPT - Revas bundar - Alibag – Murud - Shrivardhan to Bagmandla (Bankot) in Raigad District, Maharashtra by M/s**

**Maharashtra State Road Development Corporation Limited – Terms of Reference Proposal No. IA/MH/INFRA1/409766/2022 and File No. 10/1/2023-IA.III.**

“The EAC noted that the Project Proponent and the consultant have given undertaking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed. If any part of data /information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.10.1. The abovementioned proposal was placed before the EAC in its 321<sup>st</sup> meeting on 28<sup>th</sup>February –1<sup>st</sup> March, 2023. The project proponent made a presentation and provided the following information:-

3.10.2. The proposed project is for Rehabilitation and Upgradation of Revas-Reddi Coastal Highway MSH-04 to four / two Lane with paved shoulder Package-I from JNPT - Revas bundar - Alibag – Murud - Shrivardhan to Bagmandla (Bankot) in Raigad District, Maharashtra, total length is 134.884Km. The proposed project starts at Start point at Revas can be access through Revas Alibaug road (Start point- 18°48'51.39"N/ 72°56'35.50"E) and end point Bankot can be access through Bankot-Velas road(End point- 17°58'23.78"N / 73° 2'14.10"E). The total length of the project is 134.884 Km and the ROW width has been proposed to about 30.00 m to 45.00 m for four lane & 24.00 m to 30.00 m for two lane stretches. The carriageway configuration will be as for 4-laning from ch. km 8+884 to ch. km 84+500 and 2-lane with paved shoulder from ch. km 84+500 to ch. km 143.768.

3.10.3. The proposed project falls under Schedule 7(f), Highway, Category “A” of EIA Notification 2006 due to applicability of General Condition as the proposed alignment is passing through the Phansad Wildlife Sanctuary Total investment/cost of the project is about Rs. 7,425.81 Crores.

3.10.4. Land use/ Land cover (approx. area) of the project site is as following.

SN	Land use/Landcover	Length (m)	%	Remarks, if any
1	Agriculture/vegetation	63.277	44.17	--
2	Creek	7.600	5.31	--
3	Built-up and vegetation	10.730	7.49	--
4	Built-up	42.720	29.82	--
5	Forest	9.573	6.68	--
6	Rice farm and mangrove	0.500	0.35	--
7	Mangrove and built-up area	0.200	0.14	--
8	Open land	2.853	1.99	--

9	Mangroves	5.800	4.05	--
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3.10.5. Terrain and topographical features: The proposed alignment has plain/rolling terrain and hilly terrain topography, Plain/rolling Terrain-52% and Hilly Terrain-48%.

3.10.6. Forest land: The proposed alignment is involved 23.445ha of Forest land and Forest clearance will be obtained. Project alignment pass through Eco sensitive zone of Phansad WLS.

3.10.7. Water Bodies: The project road crosses three major rivers namely Kundalika, Rajapuri Creek and Savitri River and others are as follows

S.No	Name of the River/Canal	Passing/crossing at
1	Kundalika River/Creek	Ch:47+000
2	Arabian sea (CRZ I and III)	Within 1 km
3	Rajpuri Creek	Ch:91+000 to 95+000
4	Savitri River	Ch:142+000 to 143+000
5	Teenvira dam	crossing at, Ch:142+000 to 143+000
6	Teenvira dam	at a distance of 7.4km from Ch 27+000
7	Poyanad Talao	at a distance of 10.5 km from Ch 29.000
8	Shreegao Dam	at a distance of 8.3 km from Ch: 37+000
9	Kurdus Dam	at a distance of 12.3 km from Ch:40+000
10	Phansad Dam	at a distance of 2.8 km from Ch: 57.000
11	Khar Amboli Dam	at a distance of 1.4 km from Ch: 81.000
12	Namdala Dam	at a distance of 0.9km from Ch: 88.000
13	Wadavali-Kudki dam	at a distance of 2.8 km from Ch: 98+000
14	Karle Dam	at a distance of 0.6 km from Ch 115+000
15	Kharsai Dam	at a distance of 5.7 km from Ch: 115.000
16	Pabra Dam	at a distance of 12.6 km from Ch:115.00
17	Ranavali Dam	at a distance of 3.8 km from Ch: 125.000

18	Sukondi Dam	at a distance of 14.4 km from Ch: 143+000
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3.10.8. Water requirement: During construction phase the total water requirement is approximately 67.5 m<sup>3</sup>/day (i.e. 45 lpd for 1500 labourers) Additional water will be required for dust suppression and construction activities. Water required for construction purpose = 5,40,000 m<sup>3</sup> and 600 m<sup>3</sup>/day. The water shall be obtained from nearby surface water bodies with prior consent from the authorities having jurisdiction.

3.10.9. Applicability of CRZ: The proposed project is covered under CRZ, CRZ classification is as under

SN	CRZ – Classification	Length in Metres
1	CRZ-IA (50m Mangrove Buffer Zone)	15926.49
2	CRZ-IA	2974.35
3	CRZ-IB	1457.50
4	CRZ-II	566.43
5	CRZ - III (NDZ)	23057.11
6	CRZ-III (200m to 500m from HTL)	8332.28
7	CRZ-IVB	3658.71
8	Outside CRZ	78909.11
	<b>Total</b>	<b>134882.00</b>

3.10.10. Land acquisition and R&R issues: Most of the land coming under the project area is agricultural and barren land. Along with this the alignment passing through forest area and somewhat inhabited area. The land required for the construction will be acquired by MSRDC before the start of construction work. R&R plan will be prepared in consonance with Maharashtra Highways Act, 1955 and LARR, 2013 and will be submitted in EIA.

3.10.11. Employment: Temporarily @1500 labours shall be employed per day.

3.10.12. Benefits of the project: Due to Proposed Project Roadway construction broadly encompasses the process of construction and maintenance, including the design, contracting, implementation, supervision, and maintenance of roadways and related structures, such as bridges and interchanges. The areas covered includes public works, private contracting of civil works, and labor-based construction techniques. For this purpose, 1500 labours shall be employed per day. Direct Employment: During the construction phase manpower will be needed to take the part in various project activities. Skilled, semi-skilled and unskilled labours, will likely to get work. In the post construction phase, it is expected that the project will provide social benefits to local people in terms of direct employment by way of better commercial and industrial development of the area. Indirect Employment: The project shall also induce indirect employment generation for cleaners, guards, local vendors, operation and maintenance workers etc. Local vendors, construction material traders,



electrician, plumbers etc. will be benefitted through employment generated during construction and maintenance phase.

3.10.13. Details of Court cases: No court case is pending against the proposed project

3.10.14. The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 321<sup>st</sup> meeting during 28<sup>th</sup> February-1<sup>st</sup> March, 2023 and **deferred** the proposal for want of following information.

- i. Project alignment pass through Eco sensitive zone of Phansad WLS.
- ii. The project road crosses three major rivers namely Kundalika, Rajapuri Creek and Savitri River and others.
- iii. The proposed alignment has extremely sensitive ecological features of the region in terms of its wildlife and forests, CRZ area.
- iv. The committee also observed that the alignment seems to be crossing within the periphery of CRZ areas in number of places and passing through ESZ of Phansad WLS and densely populated areas in many places.
- v. Considering the sensitive nature of the alignment a sub-committee will make a site visit before considering the proposal further for ToR.
- vi. Committee also desired to know the complete alignment and understand the issue comprehensively since expansion of existing roads in Ratnagiri and Sindhudurg will be influencing coastal plateaus with large number of endemic species as well as passing through very dense habitation areas.

### **Agenda No. 3.11**

**Expansion of LNG Terminal Capacity from 6.28 MTPA to 21.2 MTPA along with one additional LNG Jetty at Hazira Terminal, Hazira, Surat, Gujarat by M/s Shell Energy India Pvt. Ltd. – Term of Reference Proposal No. IA/GJ/INFRA1/412118/2023 and File No. 10/6/2023-IA.III.**

“The EAC noted that the Project Proponent and the consultant have submitted undertaking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.11.1. The proposed proposal is for ‘Expansion of LNG Terminal Capacity from 6.28 MTPA to 21.2 MTPA along with one additional LNG Jetty at Hazira Terminal, Hazira, Surat, Gujarat by M/s Shell Energy India Pvt. Ltd’

3.11.2. The abovementioned proposal was placed before the EAC in its 321<sup>st</sup> meeting on 28<sup>th</sup> February – 1<sup>st</sup> March 2023. The project proponent along with the EIA Consultant **M/s**

**Enviro Analysts and Engineers Pvt. Ltd** made a presentation and presented at the Ministry in Physical mode and provided the following information:

3.11.3. Initially the Environment Clearance (for lesser capacity: 10 MMTPA) vide letter No. 11-88/2011-IA-III , December 30<sup>th</sup> , 2013 and also received extension for EC on January 13<sup>th</sup> 2021. The proposed project is expansion to 21.2 MMTPA and consists of constructing LNG storage tanks, enhancing regasification capacity, building new Truck loading facilities and augment LNG receiving capacity through constructing a Jetty, breakwater and 12 ha reclamation. The 12 ha reclamation is contiguous to existing terminal and application for 12 ha RoU has already been submitted.

3.11.4. The proposed project falls under 7(e), Category-A, Ports, Harbors, breakwater, dredging as per EIA notification 2006. Total Project Cost is Rs. 14,80,000 Lakhs.

3.11.5. Landuse/Landcover of project site:

S. No.	Land use/Landcover	Area (ha)	%	Remarks, if any
i.	Water	28338.31	76.94	--
ii.	Dense Vegetation	832.68	2.26	--
iii.	Flooded Vegetation	690.17	1.87	--
iv.	Crops	1756.48	4.77	--
v.	Built up	3191.19	8.66	--
vi.	Bare Ground	297.18	0.81	--
vii.	Rangeland	1726.49	4.69	--
	<b>Grand Total</b>	<b>36832.50782</b>	<b>100</b>	--

3.11.6. Terrain and topographical features: The topography of the proposed project is majorly Flat terrain

3.11.7. Water bodies: No water bodies will impact due to the instant proposal.

3.11.8. Water requirements: The sea water is being utilized for LNG Regassification at 6,35,280 m<sup>3</sup>/day at present, which will increase up to 15,24,000 m<sup>3</sup>/day. Drinking water: 50 m<sup>3</sup>/day, Source: Kakrapar Right Bank Canal. No ground water will be used.

3.11.9. Tree Cutting: The proposed project involves 410 Nos of Babool Trees.

3.11.10. Diversion of forest land: The proposed project having the 12 ha of forest land. Forest clearance yet to be obtained.

3.11.11. The proposed project involves the CRZ area. Demarcation of CRZ area has been done by Institute Of Remote Sensing, Anna University, Chennai.

3.11.12. Waste management: Only domestic sewage will be generated which will be treated in STP. Sewage to STP: 18 m<sup>3</sup>/d, treated waste water will be used for gardening. Capacity-30 m<sup>3</sup>/d. Technology: Membrane Bioreactor (MBR).

3.11.13. Shore line change and Details of channel, breakwaters, dredging, disposal and reclamation, NIO is engaged for study. The details will submit with the EIA/EMP report.

3.11.14. Handling of each cargo, storage, transport along with spillage control, dust preventive measures: LNG cargos will be received at proposed & existing jetty. Storage of LNG is in LNG storage tanks. Water sprinkled during project stage for dust control. LNG will be transferred through pipeline. Spill control plan is in place.

3.11.15. Land acquisition and R&R issues involved: The proposed project doesn't involve Land acquisition and R&R.

3.11.16. Employment potential: The proposed project will create employment of 400 Nos which including all staff.

3.11.17. Details of Court cases: No court cases are involved in the instant proposal.

3.11.18. Benefits of the project:

- Proposed production activity will provide employment to the local residents, resulting financial and social benefits of the nearby people.
- Indirect employment will be generated by the proposed units like canteen, transportation facilities to workers and by civil works and repair and maintenance arising out of the project.
- The export will result in generation of foreign exchange to the country.

3.11.19. The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 321<sup>st</sup> meeting during 28<sup>th</sup> February-1<sup>st</sup> March, 2023 and **deferred** the proposal for want of following information.

- i. The proposed project is located very close to the existing Hazira port, including its expansion plans and other proposed ports. There appears to many infrastructure projects being developed in very close proximity to each other. Committee desired to understand the cumulative impacts of all these projects on the creek and other ecologically sensitive areas as well as understand the safety issues. A site visit by the sub-committee shall be conducted to ascertain clarity on above observations.

### **Agenda No. 3.12**

**Development of Greenfield Port at Vadhavan, District Palghar, Maharashtra by M/s Jawaharlal Nehru Port Trust (JNPT) – Further consideration for Amendments in Terms of Reference Proposal No. IA/MH/NCP/295375/2022 and File No. 10-52/2020-IA.III.**

“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.12.1. The above mentioned proposal was considered in the 318<sup>th</sup> EAC meeting during 12<sup>th</sup> -13<sup>th</sup> January, 2023 and return the proposal in present form is of the view that the instant amendment PP has changed the entire scope of the earlier TOR dated 07<sup>th</sup> October, 2020 and the amount of the reclamation in the instant proposal is 200M cum and in the earlier ToR mentioned that 86.88M cum also. EAC also 51 noted that the marine borrow pit was identified in the offshore of the daman coast about 50km from the Vadhavan port site at a depth varying from 20m to 25m. Also, the location of the port was changed from onshore to offshore port requiring large scale of reclamation. Thus, the Committee opined that the instant proposal cannot be considered at this moment as the entire scope and configuration has changed and PP shall revise the total PFR considering the current scope of the work with all the parameters and submit it to the Ministry for further consideration. The information so provided shall be presented before the committee so that additional ToRs can be considered for the project in due course.

3.12.2. At this instance, the aforementioned proposal was further placed before the EAC in its 321<sup>st</sup> meeting during 28<sup>th</sup> – 1<sup>st</sup> March, 2023. The project proponent along with the EIA consultant M/s. Enkay Enviro Services Pvt. Ltd., Jaipur made a presentation through Video Conferencing and provided the following information:-

- i. PP has submitted the revised PFR considering the current scope of the work i.e internal modification in Master Plan and change in source of material for reclamation from offshore sand borrow pits.

3.12.3. The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 321<sup>st</sup> meeting during 28<sup>th</sup>February-1<sup>st</sup> March, 2023 and **deferred** the proposal for want of following information/Documents.

- i. Unfortunately, many members of the Committee did not receive the desired documents.
- ii. The EAC, advised the PP to submit all necessary document for Committee to understand fully the change in scope and the Committee also asked the PP to submit all necessary papers well in advance.
- iii. The PP also could not provide clarification on several aspects such as traffic related information, connectivity, capital dredging related matters, jurisdictional aspects of offshore sand mining off the coast of Daman for a port which is located in Maharashtra and its impact of fisheries both in Maharashtra and Daman etc. PP should provide clarity on these observations.

### Agenda No. 3.12

#### **Development of Greenfield Non-Major Port at Ramayapatnam in Prakasam District of Andhra Pradesh – Amendment in Environmental and CRZ Clearance Proposal No. IA/AP/NCP/228803/2020 and File No. 10-8/2020-IA.III.**

“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.12.1. The abovementioned proposal was placed before the EAC in its 321<sup>st</sup> meeting on 28<sup>th</sup>February – 1<sup>st</sup> March 2023. The project proponent along with the EIA Consultant M/s. Indomer Coastal Hydraulics (P) Ltd made a presentation and presented at the Ministry in Physical mode and provided the following information:

3.12.2. The proposed project falls under 7 (e) Ports, Harbour, Cat –A ( $\geq 5$  million TPA of cargo handling capacity, excluding fishing harbours) as per EIA notification 2006. The Environmental and CRZ clearance was recommended by the EAC in its 286<sup>th</sup> meeting during 18<sup>th</sup> – 19<sup>th</sup> January, 2022 and it was granted vide letter No. 10-8/2020-IA.III dated 17/02/2022 for phase-I.

3.12.3. The proponent has requested for the following amendments in the EC letter No. F.No.10-8/2020-IA.III dated: 17.02.2022.

S.No	As per the Approved EC	Proposed Amendment	Remarks
1	Development of Greenfield Non-Major Port at Ramayapatnam in Prakasam District of Andhra Pradesh	Development of Greenfield Non-Major Port at Ramayapatnam in Nellore District of Andhra Pradesh	The proposed project location falls under Nellore District which was erst while Prakasam District.
2	Ramayapatnam Port has proposed to handle iron ore cargo of 9.13 MTPA in Phase I exceeding the total cargo capacity of 24.91.	Proposed to handle additional iron ore cargo of 9.13 MTPA in Phase I exceeding the total cargo capacity of 24.91 to 34.04 MTPA in Phase I. However, 9.13 MTPA of coal handling capacity will be reduced in the master plan to match the approved port capacity of 138.54 MTPA in the	Due to the development of demand from customers, Ramayapatnam Port has proposed to handle additional iron ore cargo of 9.13 MTPA in Phase I exceeding the total cargo capacity of

		<p>master plan, thus there shall not be any change in overall port capacity of 138.54 MTPA</p>	<p>24.91 to 34.04 MTPA in Phase I. However, 9.13 MTPA of coal handling capacity will be reduced in the master plan to match the approved port capacity of 138.54 MTPA in the master plan, thus there shall not be any change in overall port capacity of 138.54 MTPA</p>
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3.12.4. Reason for the Amendment: Due to the development of demand from customers, Ramayapatnam Port has proposed to handle additional iron ore cargo of 9.13 MTPA in Phase I exceeding the total cargo capacity of 24.91 to 34.04 MTPA in Phase I. However, 9.13 MTPA of coal handling capacity will be reduced in the master plan to match the approved port capacity of 138.54 MTPA in the master plan, thus there shall not be any change in overall port capacity of 138.54 MTPA. Also, the proposed project location falls under Nellore District which was earlier Prakasam District.

3.12.5. During the EAC, the Committee observed the following.

- i. PP submitted that due to the development of demand from customers, Ramayapatnam Port has proposed to handle additional iron ore cargo of 9.13 MTPA in Phase I exceeding the total cargo capacity of 24.91 to 34.04 MTPA in Phase I. However, 9.13 MTPA of coal handling capacity will be reduced in the master plan to match the approved port capacity of 138.54 MTPA in the master plan, thus there shall not be any change in overall port capacity of 138.54 MTPA.
- ii. *EAC opined that initially the Environmental and CRZ clearance vide letter no. F.No.10-8/2020-IA.III dated: 17.02.2022 was granted for phase-I for development of Greenfield Non-Major Port at Ramayapatnam in Prakasam District of Andhra Pradesh. Phase-II cannot be considered at this stage. However if PP want to change in configuration by modification/enhancement of cargo handling capacity and cargo profile mentioned in the environmental clearance vide letter dated 17.02.2022. PP shall submit the revised application form under the appropriate provisions of the EIA notification, 2006.*

3.12.6. The EAC, taking into account the submission made by the project proponent, had a

detailed deliberation in its 321<sup>st</sup> meeting during 28<sup>th</sup>February-1<sup>st</sup> March, 2023. **Recommended** the proposal change in name of the district as ‘Development of Greenfield Non-Major Port at Ramayapatnam in Nellore District of Andhra Pradesh’ instead of ‘Development of Greenfield Non-Major Port at Ramayapatnam in Prakasam District of Andhra Pradesh’. However, w.r.t. change in configuration by modification of cargo handling capacity and cargo profile mentioned in the environmental clearance vide letter dated 17.02.2022. PP shall submit the revised application form under the appropriate provisions of the EIA notification, 2006.

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**Annexure-A**

Following members were present during the 321<sup>st</sup> EAC (Infra-1) meeting held on 28<sup>th</sup> February– 1<sup>st</sup> March, 2023.

S. No.	Name	Designation	28 <sup>th</sup> February, 2023	1 <sup>st</sup> March, 2023	Remarks
1.	Dr. Deepak Arun Apte	Chairman	Present	Present	-
2.	Sh. S. Jeyakrishnan	Member	Conveyed inability to attend	Conveyed inability to attend	-
3.	Sh. Manmohan Singh Negi	Member	Present	Present	-
4.	Sh. Sham Wagh	Member	Present	Present	-
5.	Dr. Mukesh Khare	Member	Present	Present	-
6.	Dr. Ashok Kumar Pachauri	Member	Present	Present	-
7.	Dr. V. K Jain	Member	Present	Present	-
8.	Dr. Manoranjan Hota	Member	Present	Present	-
9.	Representative of CPCB	Member	Absent	Absent	-
10.	Representative of CGWA	Member	Absent	Absent	-
11.	Dr. M. V Ramana Murthy	Member	Present	Present	-
12.	Dr. Nirmalendu Kumar	Member	Absent	Absent	-
13.	Dr. Niraj Sharma	Member	Present	Present	-
14.	Sh. Amardeep Raju	Scientist 'E' & MS - EAC (Infra-1)	Present	Present	-