Minutes for 10th meeting of Expert Appraisal Committee (Infra-2) for Projects related to All ship breaking yard including ship breaking unit, Airport, Common Hazardous Waste Treatment, Storage and Disposal Facilities, Ports and Harbours, Aerial Ropeways, CETPs, Common Municipal Solid Waste Management Facility, Building/Construction Project, Townships and Area Development projects held on 24-25 October, 2016

Monday,24th October, 2016

10.1. Confirmation of Minutes of 9th EAC Meeting for Infra-2 held on **21-22 September, 2016**.

The minutes of the 9th Expert Appraisal Committee (Infrastructure- 2) meeting held during 21st- 22nd September 2016 were confirmed with the following corrections.

10.1.1 "**Matheran Passenger Ropeway at Village-Bhutivali, Tehsil: Karjat, District-Raigad, Maharashtra by M/s Matheran Ropeway Private Limited (MRPL)"**

Some of the members were of the opinion that validity of EC of the above mentioned project may be re-examined.

Agenda No.: 9.4.6	For	Read
Title of the proposal	Proposal was recommended for TOR alongwith public hearing	Matter may be referred to the Ministry with regard to validity of the existing EC.

10.2. Consideration of Proposals

10.2.1.	**Develop a sanitary landfill facility for disposal of rejects from the MSW treatment plant at Plot Nos-218, 260, 219, 261, 250 & 262, Kanke, Ranchi, Jharkhand by M/s Ranchi Municipality Solid Waste Pvt Ltd – Terms of Reference [F.No.10-65/2016-IA-III]** M/s Ranchi Municipality Solid Waste Pvt Ltd has proposed for development of a sanitary landfill facility for disposal of rejects from the MSW treatment plant at Plot Nos-218, 260, 219, 261, 250 & 262, Kanke, Ranchi, Jharkhand. The Committee noted that waste to energy is also the part of actual project but PP did not apply for environmental clearance. The proponents were advised to revise the Form-1 to dove tail and integrate with all the components. The proponents were also advised to document as to how the proposal conforms to the Solid Waste Rules 2016, The Construction and Demolition Waste Management Rules 2016 and the latest Fly ash notification.
10.2.2.	**Development of Stretch of Mandovi River (NW-68), Zuari River(NW-111) and Cumberjua Canal (NW-27) of National Waterway in the State of Goa by M/s Inland Waterway Authority of India – Terms of Reference [F.No. 10-66/2016-IA-III]** The project authorities gave a detailed presentation on the salient features of the project and

	proposed environmental protection measures to be undertaken along with the draft Term of References for the preparation of EIA-EMP report. All the projects related to Ports and Harbour i.e. $\geq$5 million TPA of cargo handling capacity (excluding fishing harbours) as well as capital dredging are listed at 7(e) of schedule of EIA Notification, 2006 covered under category 'A' and appraised at central level. M/s Inland Waterway Authority of India has proposed for development of stretch of Mandovi River (NW-68), Zuari River(NW-111) and Cumberjua Canal (NW-27) of National Waterway in the State of Goa. Stretch of 41 km, 55km and 17 km have been selected at Mandovi River (NW-68), Zuari River (NW-111) and Cumberjua Canal respectively for National Waterways. PP informed that currently 228 barges are plying on Goa Waterways and the highest capacity barge is of 2500 T. IWT in Goa is expected to handle around 22-24 MTPA traffic by FY 2020 which will be facilitated through current Barage fleet (capacity 80million tons). Hence initial dredging for maintaining 3.2 m LAD will be sufficient for enabling the vessels to ply round the year. Total dredging quantity will be about 3 Mm^3. Dredging in these stretches, which to be disposed off beyond the disposal area of Mormugao Port Trust (Lat $73^O44'$ to $73^O45'$ East and Long 15^O25 to $15^O26.2'$ North) towards seaside. It is reported that Dr. Salim Ali Bird sanctuary falls on the right bank of the Mandovi River. The area adjacent to waterway have patches of mangroves, Agriculture land, Minerals *etc.* Cost of project is Rs. 200 Crores. The Committee suggested them to impact consider impact of proposed terminal. After detailed deliberations on the proposal, the Committee *recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity* and the following TOR in addition to *Standard ToR* for preparation of EIA-EMP report: i. Importance and benefits of the project. ii. Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale. iii. Recommendation of the SCZMA. iv. Impact of proposed terminals be included in the EIA study. v. A detailed biodiversity impact assessment report and management plan shall be drawn up through the NIOS or any other Institute of repute on marine, brackish water and fresh water ecology and biodiversity. The report shall study the impact on the rivers, the estuary and the sea and include the intertidal bio topes, corals and coral communities, molluscs, sea grasses, sea weeds, Subtidal habitats, fishes, other marine and aquatic micro, macro and mega flora and faunaincluding benthos, plankton, turtles, birds etc. as also the productivity. The data collection and impact assessment shall be as per standard survey methods. vi. Study the impact of dredging in the river. vii. Action plan for disposal of dredged soil / rocks. viii. Dispersion modelling for the dumping of the dredge materials shall be carried out. The study report shall be incorporated. ix. Study the Diurnal variations also and follow norms for ambient air monitoring as prescribed by the CPCB/MoEF. x. Locate the base line monitoring stations on the seaward side also. xi. A detailed report on the fish catches in the Mandovi River, Zuari River and Cumberjua Canal shall be undertaken along with the probable impacts of the activity and the management plan

	xii. Disaster Management Plan. xiii. Status of court case pending against the project. xiv. A tabular chart with index for point wise compliance of above TORs. xv. Public hearing to be conducted and issues raised and commitments made by the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made. It was recommended that 'TORs' along with Public Hearing prescribed by the Expert Appraisal Committee (Infrastrucure-2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The draft EIA/EMP report shall be submitted to the State Pollution Control Board for public hearing. The issues emerged and response to the issues shall be incorporated in the EIA report.
10.2.3.	**Restoration of Basic Strip & Prevention of Soil Erosion including feasibility studies for runway extension at Shimla Airport, Himachal Pradesh by M/s Airport Authority of India – Environmental Clearance – [F.No.10-52/2013-IA-III]** The project authorities and their consultant (M/s RITES) gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken as per Draft Terms of References (TORs) awarded during the 112th Meeting of the Expert Appraisal Committee (Infrastructure) held during 10th - 11th May, 2012 for preparation of EIA-EMP report. All the projects related to Airports are listed at 7(a) of schedule of EIA Notification, 2006 covered under category 'A' and appraised at central level. M/s Airport Authority of India has proposed for restoration of Basic Strip & Prevention of Soil Erosion including feasibility studies for runway extension at Shimla Airport, Himachal Pradesh. Shimla Airport has a table top runway on a mountain close to Jubbarhatti Village in Shimla. The airport is situated about 23 km from Shimla city in western direction. The table top is approximately 1600 meters long and 80-120 meters wide along the length of runway. However, at the terminal building, the table top has a width of 338 meters. Steep side slopes of 35 to 50 degree are observed all along the periphery of the table top. The present Airport at Shimla has the following facilities: i. Runway 14-32 - 1189m X 23m ii. Apron - 50m X 30m iii. Terminal Building, ATC, Fire Station, MET Office and Electric Sub Station The basic strip has eroded and the rain cuts have progressed towards the runway over the years due to rains. The following activities to be carried out: (i) Restoration and grading of runway strip of dimension of 1309m X 80m. (This includes 60m runway strip length + 1189m of runway + 60 length of runway strip and 80m width of runway strip i.e 40m on either side of centerline). Presently runway strip of length of 60m is available on either side of runway having a runway length of 1189m. (ii) Provision of Runway marking and signage as per ICAO standard. (iii) Provision of Runway End Safety Area (RESA) of dimension of 30m X 60m on either side of the runway strip. (iv) Extension of apron by 30.5mX30m to accommodate for VIP aircraft (B-200/C-90) alongwith the schedule of aircraft operation of ATR-42. (v) Taxi link to be constructed of dimension 42.5m X 10.5m and 18.6m X 10.5 (vi) Remedial measures to check soil erosion of airstrip including side slopes:

a). Reconstruction of slide areas with strengthened material

b). Prevention methods to ensure avoidance of soil erosion, subsidence, slides etc, including construction of retaining walls

c). Prevention of infiltration/percolation of water into the dumped/filled material in the basic strip/shoulder area and inside slopes of the embankment, by providing top impervious layer.

(vii) Improvement of drainage including repairs of existing cross and longitudinal drains of airstrip.

(viii) 6m wide road to connect Fire station to operational gate – approximately 40 meter lengthfor movement of fire-tender.

The cost of proposed project is Rs. 105.02 Crore**.** It is reported that the proposed project area for the airport and in its neighborhood within 10 km radius has no wild life sanctuary or national park. However, Chail Wild life sanctuary is located at an aerial distance of 12.74 km towards South-East direction from the Shimla Airport.

About 1.37 lakh $m^3$of earth will be required from outside for filling. Proper mitigation measures like dust suppression measures and erosion control measures need to be followed during the earthwork excavation. For erosion control measures three different schemes have been proposed as per the steepness of the slope as under:

a. Slope up to 30 degree – Coir Mat Erosion Control Blanket

b. Slope between 30 and 45 degree – Coir Mat Erosion Control Blanket + Double Twist Steel Wire Mesh.

c. Slope more than 45 degree – 3 D Turf Mat + Double Twist Steel Wire Mesh.

A rectangular concrete drain has been proposed along the runway on either side to facilitate the drainage of storm water.

Dust generated by construction activities shall be kept to a minimum by full implementation of the following measures:

i. Water trucks (for sprinkling of water) are to be used when necessary during clearing,grading, earth moving, excavation, or transportation of cut or fill materials, to preventdust from leaving the site and to create a crust after each day's activities cease;

ii. During construction, water trucks shall be used to keep all areas of vehicle movementdamp enough to prevent dust from leaving the site;

iii. Stockpiled earth material shall be sprayed with water to minimize dust generation. During construction, the amount of disturbed area shall be minimized;

iv. Onsite vehicle speeds should be reduced to 10 kmph or less;

v. Exposed ground areas (that are left exposed after project completion) should be sownwith a fast-germinating native grass seed and watered until vegetation is established.

vi. After clearing, grading, earth moving, or excavation is completed, the entire area ofdisturbed soil shall be treated immediately by watering or re-vegetation or spreading soilbinders to minimize dust generation until the area is paved or otherwise developed so thatdust generation will be minimized;

vii. Grading and scraping operations shall be suspended when necessary to minimize dustgeneration; and

viii. All roadways, driveways, and sidewalks associated with construction activities should be paved as soon as possible.

ix. Crusher plant shall be located at least 500m away from the habitation and on the barren land so as to avoid / cause minimum damage to the population during construction.

x. Contractor operating the crusher plant would fulfill the requirements laid down by Himachal Pradesh State Pollution Control Board in terms of pollution control in operating the crusher plant.

xi. Every day the haul road at the construction site be inspected and the debris left by

	thetrucks to be removed as early as possible. Scrubber will be installed at the outlet of the DG sets. Total water requirement will be 22.46 m^3/day. Out of which, total fresh water requirement from public health department will be 14.7 m^3/day and remaining water requirement will be met from 7.75 m^3/day. Daily sewage flow considering 90% of the domestic water consumption (21.65 KLD) worksout to 19.45 KLD, which will be treated through packaged Sewage Treatment Plant (STP).Some part of the storm water from terminal building, and fire station is being collected separately for rain water harvesting. The remaining storm water discharges into the nallas through storm drains. generation of solid waste will be 63 kg/day. The collected solid waste shall be disposed regularly at designated Solid Waste Treatment site of the town, which is at an aerial distance of 6.0 km from the airport. Careful planning for excavation, filling and dumping along with re-vegetation are required to mitigate the soil erosion. After detailed deliberations, the Committee recommended the project for environmental clearance and stipulated the following specific conditions along with other environmental conditions while considering for accord of environmental clearance: i. PP shall obtain clearance from DGCA and AAI for safety and project facilities. ii. Construction site should be adequately barricaded before the construction begins. iii. Soil and other construction materials should be sprayed with water prior to any loading, unloading or transfer operation so as to maintain the dusty material wet. iv. The soil/construction materials carried by the vehicle should be covered by impervious sheeting to ensure that the dusty materials do not leak from the vehicle. v. The excavation working area should be sprayed with water after operation so as to maintain the entire surface wet. a. Soil stockpile shall be managed in such a manner that dust emission and sediment runoff are minimised. Ensure that soil stockpiles are designed with no slope greater than 2:1 (horizontal/vertical). Top soil shall be separately stored and used in the development of green belt. vi. Construction activities schedule shall be planned in such a way that the area of exposed soil is minimised during time of the year potential for erosion is high for example during summer when intense rainstorms are common. vii. Stablize the site and install and maintain erosion control so that they remain effective during any pause in construction. This is particular important if the project stops during wetter month. viii. A detailed drainage plan for rain water shall be drawn up and implemented. ix. Noise from vehicles and power machinery and equipment on-site should not exceed the prescribed limit. Equipment should be regularly serviced. Attention should also be given to muffler maintenance and enclosure of noisy equipments. x. Where an activity is likely to cause noise nuisance to nearby residents, restrict operation hours between 7 am to 6 pm. xi. Solid inert waste found on construction sites consists of building rubble, demolition material, concrete, bricks, timber, plastic, glass, metals, bitumen etc shall be reused/recycled or disposed off as per solid waste management rule, 2016. xii. Diesel power generating sets proposed as source of back up power for elevators and common area illumination during operation phase should be of enclosed type and conform to rules made under the Environment (Protection) Act, 1986. The height of

	stack of DG sets should be equal to the height needed for the combined capacity of all proposed DG sets. Use of low sulphur diesel. The location of the DG sets may be decided with in consultation with State Pollution Control Board. xiii. Aircraft maintenance, sensitivity of the location where activities are undertaken, and control of runoff of potential contaminants, chemicals etc shall be properly implemented and reported. xiv. Proper drainage systems, emergency containment in the event of a major spill during monsoon season etc shall be provided. xv. The run off from paved structures like Runways, Taxiways, can be routed through drains to oil separation tanks and sedimentation basins before being discharged into rainwater harvesting structures. xvi. Storm water drains are to be built for discharging storm water from the air-field to avoid flooding/water logging in project area during monsoon season / cloud bursts. xvii. Rain water harvesting for roof run- off and surface run- off, as plan submitted should be implemented. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease. xviii. Acoustic enclosures for DG sets, noise barriers for ground- run bays, ear plugs for operating personnel shall be implemented as mitigation measures for noise impact due to ground sources. xix. During airport operation period, noise should be controlled to ensure that it does not exceed the prescribed standards. During night time the noise levels measured at the boundary of the building shall be restricted to the permissible levels to comply with the prevalent regulations. xx. The solid wastes shall be segregated as per the norms of the municipal solid waste management and Handling rules. Recycling of wastes such as paper, glass (produced from terminals and aircraft caterers), metal (at aircraft maintenance site), plastics (from aircrafts, terminals and offices), wood, waste oil and solvents (from maintenance and engineering operations), kitchen wastes and vegetable oils (from caterers) shall be carried out. xxi. Traffic congestion near the entry and exit points from the roads adjoining the Airport shall be avoided. Parking should be fully internalized and no public space should be utilized. xxii. Energy conservation measures like installation of LED/CFLs/TFLs for the lighting the areas outside the building should be integral part of the project design and should be in place before project commissioning. Used CFLs and TFLs should be properly collected and disposed off/sent for recycling as per the prevailing guidelines/ rules of the regulatory authority to avoid mercury contamination. Use of solar panels may be done to the extent possible.
10.2.4.	**Passenger Ropeway between Dharamshala to Mc Ledoganj, Kangra, Himachal Pradesh by M/s Dharmshala Ropeway Ltd– Environmental Clearance – [F.No.10-10/2016-IA-III]** The project authorities and their consultant (M/s RITES) gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken as per Draft Terms of References (TORs) awarded during the 3rdMeeting of the Expert Appraisal Committee (Infrastructure) held during 23rd February, 2016 for preparation of EIA-EMP report. All the projects related to Aerial Ropeway (Elevation greater than 1000 m) are listed at 7(g) of schedule of EIA Notification, 2006 covered under category 'A' and appraised at

central level.

M/s Dharmshala Ropeway Ltd. has proposed for setting up of Passenger Ropeway between Dharamshala to Mc Ledoganj, Kangra, Himachal Pradesh. The land requirement for the proposed project is about 2.2438 ha. Out of which, forest land is involved in 1.6958 ha land. It is reported that no eco-sensitive places and national park/wildlife sanctuary is located within 15 km. Cost of project is Rs.144.9 Crore. The Latitude and Longitude of the Lower Terminal and Upper Terminal are given below:

LOCATION OF ROPEWAY

Terminal	**Northing**	**Easting**
LTP	32°13'12.01"N	76 ^{o} 19' 01.14" E
UTP	32°14'4.21"N	76°19' 27.73"E

The project envisages construction of buildings at two ends namely Lower Terminal Point (LTP) and Upper Terminal Point (UTP) of Ropeway Systems for boarding/de-boarding of passengers and other infrastructures i.e. ticket counters, waiting area, toilet facilities, medical emergency room etc.The broad parameters of the ropeway are given below:

S. N.	**ITEM**	**Parameters**
1	System	Mono-cable Detachable Gondola
2	Capacity(Designed), PPHPD (Passengers per hour per direction)	Minimum 600 and max. 1000 @ max speed
3	Line speed, m/sec	0 to 6
4	Horizontal distance between stations rail back loop crs, m	Approx. 1900 m
5	Vertical rise, m	360 m
6	Line gauge,m	5, 3
7	Capacity of cabin, persons	6 – 8
8	Cabin Spacing, m	288 m
9	Total no of cabins (minimum), in no.	18 to 24
10	Travel time one way, min	4 min 58 sec
11	Type of cabin	Fully enclosed cabin with ventilation. Door operation – automatic
12	Hauling rope 45mm6x19(so) or operation –	45mm6x19(s) 1960N/mm2,,
13	Main drive motor, KW	343 KW, AC variable speed 0-1500rpm
14	Boarding/Deboarding	In motion. Speed should not be more than 0.3 m/sec. Cabin should be guided.
15	Handling of cabin in station	Cabin conveyor

		system
16	Auxiliary drive (diesel engine) for emergency, HP	25, AC
17	Line speed with emergency engine, m/sec	1.5 (Max)
18	Line Rescue System	At least two systems
19	D.G. set at Lower station in KVA for drive unit 346 KW and others 100 KW	600
20	Stand by D.G. set at Upper station in KVA forslow drive unit(rescue) 40 KW and others 50 KW	50
21	Ambient temp	(+) 24° C max and 0°
22	Relevant standard	CEN & IS Code, Himachal Ropeway
23	Location of Tension Gears	Upper Terminal near HH The Dalia Lama Temple, nearMC Parking McLeodganj
24	Location of Drive gears	LowerStation near Bus Stand Dharmshala
25	Number of Towers	13
26	Area requirement	Total Area : 22,438 m^2 Area for LTP, UTP and Towers : 5718 m^2, ROW : 16720 m^2,

About 100 persons would be working on the project during peak constructionperiod. The post construction phase would also create job opportunities for 60 persons.

Total water requirement during operation is about 220.2 KLD. Water supply for both the requirement will be met from HPIPH. Total power requirement is about 536KW, which is obtained from HPSEB. Total solid waste generates during construction and operation are 10.0 kg/day and 480 kg/day respectively.7 Tensioning system Hydraulic

The Committee deliberated upon the issues raised during the Public Hearing / Public Consultation meeting conducted by the HP State Pollution Control Board on 20thMarch, 2016. The issues were raised regarding transportation of passenger language, permission for cutting of trees, safety and security of passengers, vehicle parking, local employment, rain water harvesting facilitiesetc. The Committee noted that issues have satisfactorily been responded by the project proponent and incorporated in the final EIA-EMP report.

MoEF&CC, Regional Office, Dehradun vide letter no 8B/HPB/09/41/2016/1026 dated 23.09.2016 has issued diversion of 1,6958 ha of forest land in favour of M/s Dharamshala ropeway.

After detailed deliberations, the Committee found additional information adequate and recommended the project for environmental clearance and stipulated the following specific conditions along with other environmental conditions while considering for accord of

	environmental clearance: 1. The project should conform to the norms prescribed by the Director General Mine safety. Necessary clearances in this regard shall be obtained. 2. Energy conservation measures as suggested in the "Green Rating for Integrated Habitat Assessment", GRIHA, shall be followed while constructing associated buildings. 3. The gaseous emissions from DG set shall be dispersed through adequate stack height as per CPCB standards. Acoustic enclosure shall be provided to the DG sets to mitigate the noise pollution. Diesel generating sets shall be installed, in the downwind directions. 4. Solar energy shall be used in the project i.e. at upper terminal and lower terminal to reduce the carbon footprint. 5. Adequate infrastructure, including power, shall be provided for emergency situations and disaster management. 6. Total fresh water requirement from HPIPH water supply will be 220.2 m^3/day. No ground water shall be extracted. 7. As proposed, wastewater shall be discharged into authorized municipal sewerage system. In any case, no wastewater shall be discharged in open. 8. Adequate parking shall be constructed at upper terminal and lower terminal. PP shall ensure smooth traffic management and minimum waiting time. 9. Separate dedicated baggage trolleys shall be provided and passenger trolleys should not be allowed to carry heavy baggage (beyond hand baggage as defined for airtravel) 10. Storm water from the project area shall be passed through setting chamber. 11. Adequate first aid facility shall be provided during construction and operation phase of the project. 12. Regular safety inspection shall be carried out of the ropeway project and a copy of safety inspection report should be submitted to the Regional Office, Dehradun. 13. An onsite disaster management plan shall be drawn up to account for risks and accidents. This onsite plan shall be dovetailed with the onsite management plan for the district.
10.2.5.	**Upgradation of Common Effluent Treatment Plant (CETP) from 6 to 9 MLD at Bhiwadi, District Alwar, Rajasthan by M/s Bhiwadi Jal Pradushan Nivaran Trust – Terms of Reference [F.No. 10-67/2016-IA-III]** The project authorities gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken along with the draft Term of References for the preparation of EIA-EMP report. All the projects related to CETPs are listed at 7(h) of schedule of EIA Notification, 2006 covered under category 'B' and appraised at State level. However, applicability of general condition i.e. 1 km of interstate boundary of Rajasthan and Haryana, project proposal is treated as category 'A' project. M/s Bhiwadi Jal Pradushan Nivaran Trust has proposed for Upgradation of Common Effluent Treatment Plant (CETP) from 6 to 9 MLD at Bhiwadi, District Alwar, Rajasthan. PP informed that existing CETP was established in 2002. Plot area of the existing CETP is 121400 m^2 and additional land acquired is 11,600 m^2. Cost of project is Rs. 35 Crore. No forest land is involved. It is proposed for setting up of 9 MLD CETP alongwith effluent recycling plant (ERP) of 6 MLD & reject management system (RMS) ultimately leading to Zero Liquid Discharge. PP informed that effluent being generated from heterogeneous type industries i.e. Pharma, Automobile, pickling, electroplating, engineering, textile, drugs, rubber etc located in Bhiwadi. Type of effluent is mixed in nature (chemical, oil & grease, organic pollutants alongwith metal constituents). CETP receives effluent through open drain to village Matila on Alwar Highway and further it flows to

	Village Thada by gravity flow. Existing CETP is equipped with primary, secondary & tertiary treatment facilities upto PSF & ACF and wastewater is being treated. Treated wastewater is being disposed off via RIICO's closed conduit pipeline. PP informed that conveyance system will be laid for conveying effluent from the source to the proposed CETP. CETP have to be equipped with Standby DG set (2 x 500 kVA) of suitable capacity as stand-by power for operation of CETP. After detailed deliberations on the proposal, the Committee *recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity* and the following TOR in addition to *Standard ToR* for preparation of EIA-EMP report: i. Importance and benefits of the project. ii. Copy of consent to establish and consent to operate issued by RSPCB. iii. Recommendation of RSPCB for the proposed project. iv. A chapter on Quantification and Characterization of inlet characteristic including methodology adopted. v. Process flow diagram of the proposed CETP. vi. Layout plan of CETP vii. Cost of project and time of completion. viii. Total area earmarked for CETP. ix. Method for conveyance of effluent from the individual industrial unit to CETP. x. Reuse and Recycle option of treated effluent. xi. Detail plan for recycling/recovery treatment plant. xii. The complete details of the spent acid plant and proposals for environmental clearance. xiii. What are the inlet criteria for CETP as prescribed for the CETP by the Rajasthan Pollution Control Board. xiv. What is the mechanism to ensure that this inlet criteria shall be met by all the member units. xv. The degree of pretreatment to be provided by the member units and the rationale behind accepting secondary and tertiary treated effluents into the CETP. xvi. The proposal for clearance to explain both the existing and proposed systems along with the conveyance mechanism. xvii. All unit operations with design parameters to be specifically provided and costing to be re-examined on firm proposals. xviii. Environment Management Plan xix. Disaster Management Plan. xx. Layout plan of existing and proposed greenbelt. xxi. Status of court case pending against the project. xxii. A tabular chart with index for point wise compliance of above TORs. xxiii. Public hearing to be conducted and issues raised and commitments made by the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made. It was recommended that **'TORs' along with Public Hearing** prescribed by the Expert Appraisal Committee (Infrastrucure-2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The draft EIA/EMP report shall be submitted to the State Pollution Control Board for public hearing. The issues emerged and response to the issues shall be incorporated in the EIA report.
10.2.6.	**Development of ropeway facilities at South-Western Part of the Parikrama path of kamadgiri, Village- khohi, Tehsil- karwi, District- Chitrakoot, Uttar Pradesh by M/s**

Chitrakoot Ropeways Private Limited – Terms of Reference [F.No. 10-68/2016-IA-III]

The project authorities gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken along with the draft Term of References for the preparation of EIA-EMP report.All the projects related to Aerial Ropeway are listed at 7(g) of schedule of EIA Notification, 2006 covered under category 'B' and appraised at state level. However, due to applicability of general condition i.e. interstate boundary of Madhya Pradesh within 5 km, proposal is treated as Category 'A' project.

M/s Chitrakoot Ropeways Private Limited has proposed for development of ropeway facilities at South-Western Part of the Parikrama path of kamadgiri, Village- khohi, Tehsil- karwi, District-Chitrakoot, Uttar Pradesh. The ropeway will be built in one phase with its Upper Terminal Point at the northern part of the Lakshman temple and the Lower Terminal Point at the forest land on the southern part of the parikrama path. There is no eco-sensitive zone is 10 km radius of the project. Cost of the project is Rs. 874.62 lakhs. Coordinates of the station are as given below:

Station	Latitude	Longitude
Terminal T1 (LTP)	80°50'21.45"E	25°10'1.39"N
Terminal T2 (UTP)	80°50'15.21"E	25° 9'55.82"N

Details of the project is as given below:

S.N.	Unit	Details
1	Length of the ropeway	256.99 m
2	No. of cabins	6 No. (Up & Down)
3	Capacity of each cabin	6 persons
4	Trip time	2.39 min
5	No. of working hours	10 hours
6	Total handling capacity	452 PPH
7	Type of ropeway	Mono-cable pulsed fixed Grip Gondola Rope

The area required for the construction of the terminal stations and line towers & other purpose would be about 9629.9 sqm. The ropeway shall have area in terminal stations, ropeway alignment and towers. 0.875 ha of Forest land will be diverted to construction of LTP and UTP with basic amenities. Final (Stage-II) Forest Approval has been obtained vide MoEF&CC file number 8B/UP/09/07/2014/FC/1535 dated 09/02/2015.

The total water requirement has been estimated as 73 KLD. Water shall be used mainly for flushing, drinking, hand washing & horticulture purposes. The source of water will be municipal supply/borewell. The Committee suggested them to recheck the water balance as the quantity seems to be higher side.

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

	i. Importance and benefits of the project. ii. A toposheet of the study area of radius of 10km and site location on 1:50,000/1:25,000 scale on an A3/A2 sheet. (including all eco-sensitive areas and environmentally sensitive places) iii. Stage – I forest clearance to be submitted. iv. Route map of proposed ropeway project. v. Layout maps of proposed project indicating location of upper station and lower station, building, food court, parking, greenbelt area, utilities etc. vi. Numbers of persons/projections of tourist. vii. Cost of project and time of completion. viii. A note on appropriate process and materials to be used to encourage reduction in carbon foot print. Optimize use of energy systems in buildings that should maintain a specified indoor environment conducive to the functional requirements of the building by following mandatory compliance measures (for all applicable buildings) as recommended in the Energy conservation building code (ECBC) 2007 of the Bureau of Energy Efficiency, Government of India. The energy system include air conditioning systems, indoor lighting systems, water heaters, air heaters and air circulation devices. Use ix. Details of air emission, effluents, solid waste and hazardous waste generation and their management. x. Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract) xi. The E.I.A. should specifically address to vehicular traffic management. xii. An onsite disaster management plan shall be drawn up to account for risks and accidents. This onsite plan shall be dovetailed with the onsite management plan for the district. xiii. Provisions shall be kept for a valet parking. Separate dedicated baggage trolleys shall be provided and passenger trolleys should not be allowed to carry heavy baggage (beyond hand baggage as defined for air travel) xiv. Public hearing to be conducted and issues raised and commitments made by the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made. xv. Any litigation pending against the project and/or any direction/order passed by any Court of Law against the project, if so, details thereof shall also be included. Has the unit received any notice under the Section 5 of Environment (Protection) Act, 1986 or relevant Sections of Air and Water Acts? If so, details thereof and compliance/ATR to the notice(s) and present status of the case. xvi. A tabular chart with index for point wise compliance of above TORs. It was recommended that **'TOR' along with Public Hearing** prescribed by the Expert Appraisal Committee (Infrastructure- 2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The draft EIA/EMP report shall be submitted to the State Pollution Control Board for public hearing. The issues emerged and response to the issues shall be incorporated in the EIA report.
10.2.7.	**Development of LPG and Liquid Storage Terminal by West Coast Liquid Terminal Pvt.**

Ltd. at Port at Chhara, Village Chhara-Sarkhadi, Taluka Kodinar, District GirSomnath, Gujarat by M/s West Coast Liquid Terminal Private Limited – Terms of Reference [F.No. 10-69/2016-IA-III]

The project authorities gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken along with the draft Term of References for the preparation of EIA-EMP report.All the projects related to Ports and Harbour i.e. ≥5 million TPA of cargo handling capacity (excluding fishing harbours) are listed at 7 (e) of schedule of EIA Notification, 2006 covered under category 'A' and appraised at central level.

M/s West Coast Liquid Terminal Private Limited has proposed for development of LPG and Liquid Storage Terminal by West Coast Liquid Terminal Pvt. Ltd. at Port at Chhara, Village Chhara-Sarkhadi, Taluka Kodinar, District GirSomnath, Gujarat. Proposed facilities will be located within Simar Port Pvt. Ltd. MoEFCC vide letter no 11-73/2009 IA III dated 6th January, 2014 has issued environmental clearance & CRZ clearance to M/s Simar Port Pvt. Ltd. for development of Port Simar at Chhara. The proposed project will consist of storage tanks and a dedicated liquid jetty for storage and handling of LPG, POL and veg oils products as per the market demand; together with required infrastructure viz unloading and loading facility at jetty and storage tanks, firefighting system, weigh-bridge, pipelines between terminal and jetty etc. Types of cargo to be handled are as given below:

S. No.	**Type of Tank**	**Chemicals to be Stored**	**Total No. of Tanks**	**Storage Capacity in m^3**	**Maximum Storage Capacity in m^3**	**Maximum Throughput (MMTA)**
1	Refrigerated full containment double walled storage tanks for each chemical	Propane	1	2 tanks x 77,600	155,200	5
		Butane	1			
2	Pressurized mounded bullets	Propane	3	10 bullets x 15,00 MT	30,000	
		Butane	3			
		Mixed LPG	4			
3	Storage Tank	Class A POL Products of Categories conforming to Class A / B / C and non-classified	12	12 tanks x 25,000	300,000	4
4	Storage Tanks	Vegetable Oils	39	2,000, 3,000, 5,000	100,000	1
	Total		**63**		**585,200**	**10**

	Total Plot area for proposed project is 303,500 m^2. Green Belt will be developed in 16,818m^2. Plot area to be left undeveloped is 51,282 m^2. PP confirmed that no forest land is involved. Cost of project is Rs. 2700 Crore. It is reported that there are four reserved forests and five patches of unclassified forests are located within 10 km distance .Gir Wildlife sanctuary and National Park is located at a distance of approximately 22 km from the proposed project site. Water bodies such as PanchpipalvaBandhara (9 km NE) and SodamBandhara (3 Km East) are situated within 10 km distance. The evacuation of LPG from proposed terminal is planned through the intermediates connection to these pipeline from Chhara. However, the cross country pipeline connectivity is not currently in the scope of this proposed project. Total water requirement for the proposed project would be 200 KLD out of which 120 KLD would be fresh water and 80 KLD would be recycled water. Wastewater generation will be 85 m3/day. Effluent will be treated in the ETP. During operation, power requirement shall be 83.915 kWh/day. (Contractual load at any single point of time during operational period as per worst case scenario will be 1,465 kW). During Construction phase DG Sets will be used for Power Generation and Power will be sourced from Chhara Port's main substation during Operation Phase. DG set (2 x600 KVA)will be installed as standby arrangement. After detailed deliberations on the proposal, the Committee *recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity* and the following TOR in addition to *Standard ToR*for preparation of EIA-EMP report: i. Importance and benefits of the project. ii. Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale. iii. Recommendation of the SCZMA. iv. Status of stage -1 forest clearance for the involvement of forest land if applicable. v. PP shall submit map dully authenticated by Chief wildlife warden showing Gir wildlife sanctuary features vis-à-vis project location. vi. Various Ports facilities with capacities for proposed project. vii. List of cargo to be handled along with mode of transportation. viii. Layout plan of existing and proposed Port. ix. A detailed analysis of the physico-chemical and biotic components in the highly turbid waters round the project site (as exhibited in the Google map shown during the presentation), compare it with the physico- chemical and biotic components in the adjacent clearer (blue) waters both in terms of baseline and impact assessment and draw up a management plan. x. Details of air pollution control measures to be taken as well as cost to be incurred. xi. Impact of transportation through truck shall be assessed. Air quality modelling shall be carried out for vehicular movement. xii. Effort shall be made to transport gas through pipeline instead of truck movement. xiii. Total water consumption and its source. Wastewater management plan. xiv. As proposed, no capital and maintenance dredging will be carried out.

xv. Details of Environmental Monitoring Plan.

xvi. Apart from the terrestrial and fresh water biodiversity surveys, a detailed marine, estuarine and creek impact assessment report and management plan, as applicable, shall be drawn up through the NIOS or any other institute of repute on marine ecology and biodiversity. The report, to cover activities at the Chara port and also the activities related to the proposed storage, shall study the intertidal biotopes, corals and coral communities, sea grasses and seaweeds, sub tidalhabitats, fishes and other marine flora and fauna including, turtles, birds and marine animals inclusive of mammals. Data collection and impact assessment shall be as per standard survey methods. Special mention shall be made of the difference in temperatures in the sea water through discharge of used sea water.

xvii. Risk Assessment & Disaster Management Plan

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

xviii. Layout plan of proposed Greenbelt.

xix. Status of court case pending against the project.

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

xxi. Public hearing to be conducted and issues raised and commitments made by the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made.

It was recommended that 'TORs' along with Public Hearing prescribed by the Expert Appraisal Committee (Infrastrucure-2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The draft EIA/EMP report shall be submitted to the State Pollution Control Board for public hearing. The issues emerged and response to the issues shall be incorporated in the EIA report.

10.2.8. **Expansion of Rajiv Gandhi International Airport at Village Shamshabad, Hyderabad, Telangan by M/s Hyderabad International Airport Limited – Amendment in ToR - [F.No.10-35/2016-IA-III]**

MoEF&CC vide letter no F. No 10-35/2016-IA III dated 11th July, 2016 has issued TOR for expansion of Rajiv Gandhi International Airport in Hyderabad, Telangana. Now, PP proposed to include the following facilities in the proposal:

Particulars	Existing Features	Proposed Additional Facilities
Cargo Terminal Building	14740 m^2 (Current design capacity is 1.0 LTPA) As per EC dated 18th June 2010, 1.0 LTPA to 3.0 LTPA capacity is already approved.	Expansion from current 1.0 LTPA to 3.0 LTPA capacity Cargo terminal Expansion 30,000 m^2 additional area to cater to 3.0 LTPA capacity.
Storage Warehouses	2 no's of warehouse each of	4 No's of warehouse each of 5000

		5000 m^2 already approved.	m^2

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

i. List of cargo to be handled along with mode of transportation.

ii. Details of handling, storage and disposal of unclaimed hazardous chemicals.

iii. Disaster management Plan

Other TOR issued vide MoEF&CC's letter dated 11th July, 2016 will remain same.

Besides, PP also requested to include the proposal for Aviation SEZ to "SEZ at an existing airport" (Change of aviation sector SEZ to Multi Sector SEZ, like Aviation & Aerospace, Pharma, electronic, gems and jewellery etc. in the proposal. The Committee noted that the said request is change in scope of the project. Therefore, the Committee suggested them to apply in appropriate sector for environmental clearance.

10.2.9. Development of Shipyard cum Captive jetties including a LNG Terminal at Nana Layja, Kutch district, Gujarat by M/s Gujarat Integrated Maritime Complex Pvt. Ltd. – Environmental and CRZ Clearance – [F.No.11-87/2011-IA-III] – **The project will be taken after item No.10.2.4**

The project proponent did not attend the meeting. The Committee decided to consider the proposal as and when requested by the proponent.

10.2.10. **Expansion of Indira Gandhi International Airport in New Delhi by M/s Delhi International Airport Pvt Limited- Terms of Reference – [F.No.10-72/2016-IA-III]**

The project authorities gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken along with the draft Term of References for the preparation of EIA-EMP report. All the projects related to Airports are listed at 7(a) of schedule of EIA Notification, 2006 covered under category 'A' and appraised at central level.

M/s Delhi International Airport Pvt. Limited has proposed for expansion of Indira Gandhi International Airport in New Delhi. Total airport area is 5106 acres (2,066 ha). No additional land will be acquired. It is reported that central ridge RF (5.2 Km, NE) and Rajokri PF (1.8 Km, SE) are located within 10 km distance. Proposed expansion of the operational facilities will be to handle passenger capacity from the current 62 million passenger per annum (MPA) to 109 MPPA and cargo handling capacity of 1.5 Million Metric Tonnes per annum (MMTPA) to 2.2 MMTPA by 2034 as per forecast, Master Planning and Operation Management Development Agreement (OMDA) requirements set by the Airport Authority of India, Govt. of India.The proposal includes following expansion and construction:

i. Expansion and construction of passenger Terminal Facilities such as expansion of T1, T2 & T3 and construction of T4 etc.
ii. Expansion and Construction landside facilities such as access roads, parking, bus staging, automatic passenger mover & metro rail etc.
iii. Expansion and construction of airside facilities such as runway, Taxiways, Aprons & other Aeronautical facilities.
iv. Expansion and construction of Cargo facilities.
v. Expansion and construction of support facilities such as :
vi. Airport rescue and fire fighting(ARFF).

	vii. Fuel farms viii. Ground service equipment staging and storage ix. Administrative buildings x. Hotel & commercial establishments xi. GSE maintenance & MROs xii. Flight catering facilities. xiii. Airport Administration Buildings xiv. Passenger & Employee parking area. xv. Power Stations xvi. Utilities Facilities xvii. Commercial property development Cost of project is Rs 16000 Crore. The total energy demand for the various phases of operations is 282.62 MVA. The energy to be consumed will be sourced from grid through M/s BSES Rajdhani Power Ltd. Emergency power backups are provided with the capacity of 42 MW (captive power plant of 3x MVA DG sets). Currently IGIA have 7.84 MW solar power PV systems for renewable energy generation. Total water consumption will be increased from 6.7 MLD to 24.47 MLD after expansion, which will be met from sources such as Delhi Jal Board, recycled STP treated water & Ground water resources. After detailed deliberations on the proposal, the Committee *recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity* and the following TOR in addition to *Standard ToR* for preparation of EIA-EMP report: i. Importance and benefits of the project. ii. A separate chapter on status of compliance of Environmental Conditions granted by State/Centre to be provided. As per circular dated 30th May, 2012 issued by MoEF, a certified report by Regional Office, MoEF&CC on status of compliance of conditions on existing unit to be provided in EIA-EMP report. iii. A toposheet of the study area of radius of 10km and site location on 1:50,000/1:25,000 scale on an A3/A2 sheet. (including all eco-sensitive areas and environmentally sensitive places). iv. Layout maps of existing and proposed project indicating runway, airport building, parking, greenbelt area, utilities etc. v. Cost of project and time of completion. vi. An impact of increased passenger flow on the traffic movement in and around the airport and connecting areas shall be assessed and a management plan drawn up through the Central Road Research Institute. The expansion plan and the Traffic Management shall be dovetailed with the existing government schemes and plans for road and other infra structure augmentation. vii. A note on appropriate process and materials to be used to encourage reduction in carbon foot print. Optimize use of energy systems in buildings that should maintain a specified indoor environment conducive to the functional requirements of the building by following mandatory compliance measures (for all applicable buildings) as recommended in the Energy conservation building code (ECBC) 2007 of the Bureau of Energy Efficiency, Government of India. The energy system include air conditioning systems, indoor lighting systems, water heaters, air heaters and air circulation devices. Use

	viii. Details of emission, effluents, solid waste and hazardous waste generation and their management. Air quality modelling and noise modelling shall be carried out for the emissions from various types of aircraft. ix. Classify all Cargo handled as perishable, explosive, solid, petroleum products, Hazardous Waste, Hazardous Chemical, Potential Air Pollutant, Potential Water Pollutant etc. and put up a handling and disposal management plan. x. A detailed plan for the type of cargo handled and the management of unclaimed Cargo shall be submitted especially with reference to rules related to Hazardous waste management and Hazardous chemical storage and the Public Liability Insurance Act. xi. Noise monitoring shall be carried out in the funnel area of flight path. xii. Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract) xiii. The E.I.A. should specifically address to vehicular traffic management as well as estimation of vehicular parking area. xiv. Details of fuel tank farm and its risk assessment. xv. Public hearing to be conducted and issues raised and commitments made by the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made. xvi. Any litigation pending against the project and/or any direction/order passed by any Court of Law against the project, if so, details thereof shall also be included. Has the unit received any notice under the Section 5 of Environment (Protection) Act, 1986 or relevant Sections of Air and Water Acts? If so, details thereof and compliance/ATR to the notice(s) and present status of the case. xvii. A tabular chart with index for point wise compliance of above TORs. It was recommended that **'TOR' along with Public Hearing** prescribed by the Expert Appraisal Committee (Infrastructure- 2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The draft EIA/EMP report shall be submitted to the State Pollution Control Board for public hearing. The issues emerged and response to the issues shall be incorporated in the EIA report.
Tuesday, 25th October, 2016	
10.3.1.	**Expansion and Modernization of existing PNP Port at Gut No. 346, Dharamtar Creek, Village- Shahbaj, Raigad-District, Maharashtra by M/s PNP Maritime Services Pvt. Ltd – Terms of Reference – [F.No.10-70/2016-IA-III]** The project authorities gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken along with the draft Term of References for the preparation of EIA-EMP report. All the projects related to Ports and Harbour i.e. ≥5 million TPA of cargo handling capacity (excluding fishing harbours) are listed at 7 (e) of schedule of EIA Notification, 2006 covered under category 'A' and appraised at central level.

	M/s PNP Maritime Services Pvt. Ltd has proposed for expansion and modernization of existing PNP Port at Gut No. 346, Dharamtar Creek, Village- Shahbaj, Raigad-District, Maharashtra.PP informed that they have obtained EC & CRZ clearance vide MoEF letter no J-16011/38/2001-IA III dated 6.10.2003. It is proposed to increase the cargo handling from 4 MTPA to 19 MTPA through modernization and expansion of the current port operation. Port is located on the right bank of Amba River (i.e. Dharamtar Creek) about 25 nautical miles from Mumbai Port Lighterage area and 18 nm from JNPT Port. It is around 14 nm from the inner anchorage and 25 nm from the outer anchorage. Dharamatar creek and mangrove vegetation are located within 15 km distance. Mangrove vegetation is planted very near to the project site. Existing land available is 60 ha. PNP is in the process of acquiring another 135 ha inaddition to the existing area. A court case application no 95/2014 vs. Secretary, Environment Department, Govt. of Maharashtra is pending against the project proponent in the Hon'ble NGT, (Western Zone), Pune. PP could not produce documents related to the NGT court case. But PP informed that issues are regarding mismanagement of mangroves plantation. The project proponents were advised that since the current activities are subjudice at the NGT, it may not be possible to consider any further proposal till the NGT takes a final view in the matter.
10.3.2.	**Relocation of Air Traffic Control Tower and Technical Block within Airport Premises of Netaji Subhas Chandra Bose International Airport (NSCBI), District 24 Paragnas (North) in West Bengal by M/s Airports Authority of India – Terms of Reference – [F.No.10-71/2016-IA-III]** The project authorities gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken along with the draft Term of References for the preparation of EIA-EMP report. All the projects related to Airports are listed at 7(a) of schedule of EIA Notification, 2006 covered under category 'A' and appraised at central level. M/s Airports Authority of India has proposed for relocation of Air Traffic Control Tower and Technical Block within Airport Premises of Netaji Subhas Chandra Bose International Airport (NSCBI), District 24 Paragnas (North) in West Bengal.modernization of the airport was completed in 2013 with a construction of a new terminal building on an area of 180864 m^2, for which environmental clearance was granted by MoEF vide letter no 10-160/2007 IA III dated 18.03.2008. For safe aircraft movement, relocation of ATC Tower on total land area of 9625 m^2 and ground coverage of 3357 m^2 is proposed. Built up area for ATC tower will be 26370 m^2.Hugli river is flowing at a distance of 9.0 km. Further, PP requested to exempt the public hearing due to following reasons: i. Kolkata Airport has land area 56,85,834 m^2 was established in year 1970, which is much before the EIA Notification, 2006. ii. First environmental clearance was granted in year 2008 and public hearing was exempted as it was an existing project. iii. Environmental clearance granted by MoEF dated 18.03.2008, public hearing was waived as per provision 7 (ii) of EIA Notification, 2006. iv. Now, in existing project, only relocation of ATC tower will be done for safe aircraft movement. There is no revision in population and other environmental parameters. The Committee exempted the public hearing under section 7 (ii) of EIA report as proposed project involves construction of ATC tower and building within the existing airport. After detailed deliberations on the proposal, the Committee *recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said*

	project/activity and the following TOR in addition to *Standard ToR* for preparation of EIA-EMP report: i. Importance and benefits of the project. ii. A separate chapter on status of compliance of Environmental Conditions granted by State/Centre to be provided. As per circular dated 30th May, 2012 issued by MoEF, a certified report by Regional Office, MoEF&CC on status of compliance of conditions on existing unit to be provided in EIA-EMP report. iii. A toposheet of the study area of radius of 10km and site location on 1:50,000/1:25,000 scale on an A3/A2 sheet. (including all eco-sensitive areas and environmentally sensitive places) iv. Layout maps of proposed project indicating runway, ATC Tower, airport building, parking, greenbelt area, utilities etc. v. Cost of project and time of completion. vi. A note on appropriate process and materials to be used to encourage reduction in carbon foot print. Optimize use of energy systems in buildings that should maintain a specified indoor environment conducive to the functional requirements of the building by following mandatory compliance measures (for all applicable buildings) as recommended in the Energy conservation building code (ECBC) 2007 of the Bureau of Energy Efficiency, Government of India. The energy system include air conditioning systems, indoor lighting systems, water heaters, air heaters and air circulation devices. Use vii. Details of air emission, effluents, solid waste and hazardous waste generation from the existing airport and their management. viii. Noise monitoring shall be carried out in the funnel area of flight path. ix. Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract). x. How is the project complying with the guidelines of the CGWA as published in November 2015. Status of permission of CGWA for ground water extraction. xi. The E.I.A. should specifically address to vehicular traffic management as well as estimation of vehicular parking area. xii. Action plan to manage construction and demolition waste generated from the project site. xiii. Any litigation pending against the project and/or any direction/order passed by any Court of Law against the project, if so, details thereof shall also be included. Has the unit received any notice under the Section 5 of Environment (Protection) Act, 1986 or relevant Sections of Air and Water Acts? If so, details thereof and compliance/ATR to the notice(s) and present status of the case. xiv. A tabular chart with index for point wise compliance of above TORs. It was recommended that **'TOR'** prescribed by the Expert Appraisal Committee (Infrastructure-2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006.
10.3.3.	**Coastal Waste Management Project (CWMP), Unit – 2 at Raviguntapalli Village in Nellore**

District, Andhra Pradesh by M/s. Mumbai Waste Management Limited – Further consideration for Environmental and CRZ Clearance – [F.No.10-31/2015-IA-III]

Proposal was considered by EAC (Infra-2) in its 8th meeting held on 28th July, 2016 and the Committee desired addl. Information. Now, PP has submitted the following add. information:

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

Phase	Type of Waste	Units	Schedule
Phase – I	**Hazardous Waste**	**Secured Landfill**	**Phase – I activities shall commence within 12 months from the date of obtaining Consent for Establishment (CFE)**
		Treatment/Stabilization	
	Recycling Facilities	**E-Waste**	
		Spent Solvent Recycling	
		Used Oil Recycling	
		Used Lead Acid Batteries	
	Alternative Fuel and Raw Material		
	Bio-Medical Waste Management Facility		
Phase – II	**Waste Plastic Recycling**		**Phase – II activities shall commence within 24 months from the date of obtaining CFE.**
	Waste Paper Recycling		
	Incineration		
Phase – III	**Renewable Energy**		**Phase – III activities shall commence within 5 years from the commencement date of operations of Phase - II.**
	Waste to Energy		

(ii) Furnish following details w.r.t. E waste; Spent Solvent Recycling; Used Oil Recycling; Used Lead Acid Batteries; Alternative Fuel and Raw Material; Bio Medical Waste; Waste Plastic Recycling; Waste Paper Recycling and incineration facilities:

a). Design capacity
b). Technology to be used.
c). Plot area required for the proposed facility. Also indicate in the layout plan.
d). Mass balance.
e). Anticipated air pollutants emission; emission rate and concentration of pollutants.
f). Air pollution control measures.
g). Water balance chart indicating fresh water requirement, water losses, effluent generation and recycle/reuse of treated effluent.
h). Solid waste generation, handling, storage and its disposal plan.

Unit	Capacity	Area	Technology/	Expected	Control

		(in m^2)	Additional Information	Air Pollutants	Measures
Direct Landfill	548 TPD	1,02,345	Double-liner composite system	Particulate Matter	1. Daily Soil Cover 2. Water Sprinkling
Stabilization	383 TPD				
E-Waste Recycling	82 TPD	200	Crushing, Dismantling, Shredding, Separation	Particulate Matter, Lead, and Mercury	1. Bag Filters
Spent Solvent Recycling	27 KLPD	1,800	Distillation	Volatile Organic Compounds	1. Closed Circuit System 2. Activated Charcoal Tower
Used Oil Recycling	54 KLPD		Wiped Film Evaporator under Vacuum	Hydrocarbons, Hydrogen Sulphide, Halides/Halogens	1. Closed Circuit System 2. Activated Charcoal Tower 3. Demister
Used Lead Acid Battery Recycling	65 TPD	828	Smelting (in Rotary Furnace) and Refining (in Refining Pot)	Particulate Matter, Lead, SO_2, and NO_x	1. Multi Cyclone 2. Bag Filter (Pulse jet) 3. Alkaline Scrubber 4. 30 m Stack
AFRF	55 TPD	900	Neutralization, Mixing, and Blending	Volatile Organic Compounds and Particulate Matter	1. Fugitive Dust 2. Exhaust Hood Followed by Scrubber

Unit	Capacity	Area (in m^2)	Technology/Additional Information	Expected Air Pollutants	Control Measures
Bio-Medical Waste	**12.5 TPD**	**136**	**Autoclave and Incineration**	**Particulate Matter, NO_x, HCl, Dioxins and Furans, and Mercury**	**1. Venturi followed by Alkaline Scrubber**
Waste Plastics Recycling	**27 TPD**	**250**	**Chipping, Washing, Drying, Agglomeration, Extrusion, and Granulation**	**Volatile Organic Compounds**	**1. Adequate Ventilation and Exhaust**
Waste Paper Recycling	**54 TPD**	**500**	**Segregation, Compaction, and Baling**	**None expected**	**1. Adequate Ventilation and Exhaust**
HW Incineration	**55 TPD**	**1,625**	**Dual Chamber Incineration (Rotary Kiln and Secondary Chamber)**	**Particulate Matter, HCl, SO_2, NO_x, CO, Total Organic Carbon, HF, Dioxins and Furans, Heavy Metals**	**1. Spray Dryer 2. Multi Cyclone 3. Dry lime injection 4. Activated Carbon Treatment 5. Bag Filter 6. Wet Alkali Scrubber 7. 30 m Stack**
		108584			

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

Hazardous waste incinerator shall be set up within 12 months from the commencement of operations of biomedical waste management facility. Until the time hazardous waste

incinerator gets operational (Phase – II), the Incinerable part of the biomedical waste shall be sent to the nearest authorized common bio-medical waste management facility.

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

The proposed incineration plant is designed with spray drier system where the wastewater as leachate from the secured landfill, scrubber blow down from incineration, wastewater from the vehicle and tire washing generated from various day to day operations shall be used for quenching to bring down temperature from 1100+°C from secondary combustion chamber to 240oC needed for the further treatment.

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

The E-Waste management facility has been designed based on the "Guidelines For Environmentally Sound Management of E-Waste" published by MoEF&CC. Collection, storage, dismantling and segregation, recycling, treatment & disposal shall be in line with applicable guidelines (Guidelines For Establishment of Integrated E waste Recycling & Treatment Facility).

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

The part of the E-Waste containing precious metals shall be collected after dismantling and sent to a company called "UMICORE PRECIOUS METALS REFINING" located in Belgium for recovery of precious metals. We have an agreement with UMICORE for the same.

(vii) Copy of agreement with the stake holder for accepting alternative fuel and raw materialsas well as recyclable waste.
Cement industries
Namely Zuarietc around the proposed project expressed interest in taking AFRF for co-incineration in cement kilns; Some cement industries already issued purchase orders for AFRF.

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

Post Project Scenario (µg/m3)

Particulars	**Particulate Matter (PM)**	**Sulphur Dioxide (SO_2)**	**Oxides of Nitrogen (NO_x)**	**Lead (Pb)**
Baseline Scenario (Max)	52.5	10.5	15.5	**0.001**
Predicted GLC (Max)	3.1	5.3	15.4	**0.012**
Overall Scenario (Worst Case)	55.6	15.8	30.9	**0.013**
NAAQ Standards 2009	100	80	80	**1**

(ix) Give exact source of water supply.

- **The source of water supply would be from multiple sources like borewells, village panchayat supply etc. The Phase-I activities of the project require an amount of 109 KLD of raw water (of which around 50 KLD of water is used only for green belt development) and around 30 KLD of wastewater is generated and the treated wastewater is totally consumed/recycled within the project activities.**

- **As per Central Ground Water Board (CGWB) brochure 2013, stage of groundwater consumption in Rapur Mandal is around 30% which is falling under "safe" category. The present project requirement of around 366 KLD will have minimal impact on the existing groundwater resources. All necessary permissions shall be obtained for groundwater withdrawal through 'Andhra Pradesh State Single Window Policy' after obtaining Environmental Clearance.**

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

- **This recommendation shall be followed. All the solvent storage tanks shall be connected with vent condensers with chilled brine circulation**

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

- **Design of tank farm area for used oil and spent solvents is done after estimating the damage distance for pool fire and toxic area of used spent solvents.**
- **The estimated maximum threat zone for most toxic solvent used in the project is 17 meters.**
- **The damage distance is within the boundary limits of proposed project and do not have any impact on the surroundings. In addition, all safety guidelines will be followed to maintain the tank farm area**

(xii) Disaster Management plan.
DMP has been prepared and submitted.

(xiii) Action plan for the corporate social responsibility alongwith funds earmarked and item-wise details along with time bound action plan should be prepared.

Based on EAC members' suggestion, the CSR budget has been increased. The revised action plan for CSR is presented in the table below:

S.No.	Name of the Activity	1st Year	2nd Year	3rd Year
1	General & Dermatology Camp	200000	250000	300000
2	Awareness program on Health and Hygiene	60000	65000	80000
3	Awareness program on Food and Nutrition	75000	100000	150000
4	Career Guidance Trainings	60000	70000	80000
5	Community Plantation	200000	220000	250000

6	Vocational training for women	400000	500000	600000
7	ParyavaranPuraskar Award	200000	220000	250000
8	Note book distribution in schools	100000	150000	200000
9	Basic Infrastructure/ Material support to schools	300000	350000	400000
10	Workshop on waste management in schools	200000	250000	300000
11	Celebration of children's day, Independence day, Republic day in schools	125000	175000	225000
12	Vocational Trainings for unemployed Youth	300000	350000	400000
13	Environment Awareness Campaigns	100000	150000	200000
14	Science exhibitions/Biodiversity Campaigns in schools	200000	250000	300000
15	Employees welfare Activities	1000000	1250000	1500000
	Total	**3520000**	**4350000**	**5235000**

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

i. The emission standards prescribed by the MoEF under Environment (Protection) Act for incinerator, lead recovery unit, e-waste, solvent recycling, used oil recycling unit etc shall be strictly followed. At no time, the emission levels shall go beyond the prescribed standards. In the event of failure of any pollution control system adopted by the unit, the respective unit shall not be restarted until the control measures are rectified to achieve the desired efficiency. Stack emissions shall be monitored regularly.

ii. Air pollution control device viz. gas quencher; treatment with mixture of hydrated lime and activated powder for adsorption of partial acidity and VOCs (if any); bagfilter/ESP for removal of particulate matter; ventury scrubber followed by packed bed scrubber with caustic circulation to neutralize the acidic vapours in flue gas; and demister column for arresting water carry over shall be provided to the incinerator.Online pollutant monitoring shall be provided as per CPCB guidelines for monitoring particulate matter, SO_2, NOx and CO from the incinerator stack. The periodical monitoring of Dioxins and Furans in the Stack emissions shall be carried out.

iii. As proposed, scrubber shall be provided to the oil fired boiler to control particulate emissions within permissible limit. The gaseous emissions shall be dispersed through stack of adequate height as per CPCB/GPCB guidelines.

iv. Bagfilter shall be provided at Crushing, Dismantling, Shredding, Separation units of the e-waste management facility.

v. Multi cyclone, bagfilter followed by scrubber alongwith stack of adequate height shall be provided to Smelting (in Rotary Furnace) and Refining (in Refining Pot) to control process emissions.

vi. Incinerator shall be designed as per CPCB guidelines. Energy shall be recovered from incinerator.

vii. Sufficient number of Piezometer wells shall be installed in and around the project site to monitor the ground water qualityin consultation with the State Pollution Control Board /

		CPCB. Trend analysis of ground water quality shall be carried out each season and information shall be submitted to the SPCB and the Regional Office of MoEF&CC.
	viii.	Ambient air quality monitoring shall be carried out in and around the landfill site at up wind and downwind locations.
	ix.	The depth of the land fill site shall be decided based on the ground water table at the site.
	x.	Environmental Monitoring Programme shall be implemented as per EIA report and guidelines prescribed by CPCB for hazardous waste facilities. Periodical ground water/soil monitoring to check the contamination in and around the site shall be carried out. Regular monitoring of Volatile Organic Compounds (VOCs) should be carried out.
	xi.	All the solvent storage tanks should be connected with vent condensers with chilled brine circulation.
	xii.	The Company shall ensure proper handling of all spillages by introducing spill control procedures for various chemicals.
	xiii.	Total fresh water requirement from ground water source should not exceed 366 m^3/day and prior permission should be obtained from the CGWA/SGWA.
	xiv.	All leachates arising from premises should be incineration/ Forced evaporation/spraying on landfill.
	xv.	Effluent shall be treated in the effluent treatment plant followed by RO to achieve zero liquid discharge. Treated effluent shall be recycled/reused for cooling tower make up, plantation and landfill. No effluent shall be discharged outside the plant premises.
	xvi.	No non hazardous wastes, as defined under the Hazardous waste (Management, Handling and Transboundary Movement) Rules 2008 and amendments thereof, shall be handled in the premises.
	xvii.	All recommendations made in the public hearing proceedings shall be satisfactory implemented.
	xviii.	Gas generated in the Land fill should be properly collected, monitored and flared.
	xix.	Project Proponent shall develop green belt, as committed. Atleast 15 m thick greenbelt shall be developed in the periphery of hazardous waste facility.
	xx.	Project should ensure that the site is properly cordoned off from general movement and no unauthorized person or goods permitted to enter the premises. Necessary security provision should be made as a condition in the Authorization under the Hazardous Wastes(Management , Handling and Transboundary Movement) Rules 2008 to prevent unwanted access.
	xxi.	Emergency plan shall be drawn in consultation with SPCB/CPCB and implemented in order to minimize the hazards to human health or environment from fires, explosion or any unplanned sudden or non sudden release of hazardous waste or hazardous waste constituents to air, soil or surface water.
	xxii.	Rain water runoff from the landfill area and other hazardous waste management area shall be collected and treated in the effluent treatment plant.
	xxiii.	All the issues raised and commitment made during the public hearing/consultation meeting shall be satisfactorily implemented. Accordingly, provision of budget to be kept.
	xxiv.	As proposed, at least Rs 1.34 Crore should be earmarked towards the Enterprise Social Commitment (ESC) based on local needs viz. creation of atleast three rain water harvesting ponds nearby villages, water supply to local affect villages, sanitation, medical health facilities, women empowerment programme and action plan with financial and physical breakup/details should be prepared and submitted to the

	Ministry's Regional Office at Bangalore. Implementation of such program should be ensured accordingly in a time bound manner.
10.3.4.	**LPG Import Terminal at Puduvypeen SEZ (Cochin Port Trust, Cochin) by M/s Indian Oil Corporation Ltd - Extension of validity of EC – [F.No. 11-21/2010-IA-III]** MoEF vide letter no. F No 11-21/2010 IA III dated 5th July, 2010 has issued environmental and CRZ clearance to M/s Indian Oil Corporation Ltd for setting up of LPG Import Terminal at Puduvypeen SEZ. PP informed that they have commenced construction of compound wall and land development works at the project site in October, 2010 after receipt of EC. But could not continue further as the project was put on hold due to non finalization of jetty arrangements required for unloading LPG, with Cochin Port Trust (CoPT). After protracted negotiations with CoPT they could enter into concession agreement with CoPT for construction of Multi- User Liquid Terminal (MULT) only on 04.04.2015. Thereafter CoPT has applied for EC for MULT and the EC was granted by MoEF on 12.02.2016. As they need to synchronies construction of LPG Import Terminal with construction of MULT, they have resumed the work at LPG Import Terminal in February, 2016. The expected date of completion of LPG Import Terminal project is 31.07.2019. Now, PP requested to extend the validity of EC. After detailed deliberation, the Committee recommended extension of the validity of EC&CRZ clearance letter upto 4th July, 2020.
10.3.5.	**All Weather Multi Cargo Greenfield Captive Jetty at village Nandgaon, Taluk- Palghar, Dist. Thane, Maharashtra by M/s JSW Infrastructure Limited - Corrigendum in Environmental and CRZ Clearance – [F.No.11-85/2011-IA-III]** The project proponent did not attend the meeting. The Committee decided to consider the proposal as and when requested by the proponent.
10.3.6.	**LNG Terminal (introduction of a 6 MTPA FSRU in early production phase) at JSW Jaigarh Port by M/s H-Energy Gateway Private - Amendment in Environmental and CRZ Clearance - [F. No. 10-17/2006-IA.III]** MoEFCC vide letter dated 19th December, 2013 has issued environmental and CRZ clearance to M/s JSWVJaigarh Port Ltd. for expansion of JSW port at Jaigarh, Ratnagiri, Maharashtra. Further, MoEFCC vide letter dated 3.3.2015 has transfer the environmental clearance & CRZ clearance from JSW Jaigarh Port Ltd to M/s H Energy Gateway Pvt. Ltd. The clearances includes 8 MTPA shore tankage based LNG terminal. The clearance includes 8 MTPA shore tankage based LNG receiving terminal, re-gasification and send-out facility. PP informed that the facility is being developed by H-Energy. Pre-engineering for the LNG Terminal is already over and the Jetty construction tenders has been released. However, construction of a land based terminal including the storage tankages would take atleast 6 to 7 years to complete, whereas the construction of the jetty would take about a year and half to complete. In order to put the idle infrastructure to productive use and to serve the country by alleviating the immediate energy needs, they are proposing to start 'Early Production Facility' by charting and deploying a LNG vessel as Floating Storage and Re-gasification Unit (FSRU) at the LNG Jetty. Further, PP informed that FSRU is a LNG vessel with facilities for receipt of liquid LNG cargo through ship to ship transfer using flexi hoses. The FSRU is a self sufficient unit with storage and on-deck re-gasification facilities.

	The Committee exempted the proposal from preparation of EIA-EMP report alongwith public hearing as per Section 7 (ii) of EIA Notification 2006 as there is no change in plant capacity. After detailed deliberations on the proposal, the Committee sought the following project specific information: (i) Certified compliance report on the environmental conditions stipulated in the earlier E.C. issued by the Regional Office, MoEF and CC. (ii) Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale. (iii) Recommendation of the SCZMA. (iv) Apart from the terrestrial and fresh water biodiversity surveys, a detailed marine, estuarine and creek impact assessment report and management plan, as applicable, shall be drawn up through the NIOS or any other institute of repute on marine ecology and biodiversity. The report, to cover activities at the Jaigarh port and also the activities related to the proposed storage, shall study the intertidal biotopes, corals and coral communities, sea grasses and seaweeds, sub tidal habitats, fishes and other marine flora and fauna including, turtles, birds and marine animals inclusive of mammals. Data collection and impact assessment shall be as per standard survey methods. (v) Tranquillity and Mathematical Model study. (vi) Study for cold water dispersion. Special mention shall be made of the difference in temperatures in the sea water through discharge of used sea water. Action plan and the monitoring mechanism to control the discharge (COLD WATER) temperature within 3 degree centigrade from the ambient as per the UNO guidelines. (vii) Anticipated impacts due to THERMAL SHOCK and the mitigation measures. (viii) Environmental Management Plan and Environmental Monitoring Plan. (ix) Risk Assessment for FSRU & Disaster Management Plan - Identification of hazards - Consequence Analysis - Details of domino effect of the storage tanks and respective preventive measures including distance between storage units in an isolated storage facility. - An onsite disaster management plan shall be drawn up as per law and dovetailed with the offsite management plan for the district. (x) Accreditation proof of the international consultant DNUGL ,who had prepared the QRA report and commitment for compliance of QRA recommendations. The proposal was deferred till the desired information is submitted. The above information shall be provided with the uploading of minutes on the website.
10.3.7.	**Development of an Incineration Facility at Alang, District Bhavnagar, Gujarat by M/s Gujarat Maritime Board - Amendment in EC - [F.No.10-45/2009-IA-III]** The committee recommended that the proposal is not fit for acceptance since the proponents have applied for a separate incinerator on one hand and on the other hand they want waste

	from outside also as they say that the existing incineration capacity is underutilized.
10.3.8.	**Development of Phase-II of Gangavaram Port by M/s Ganagavaram Port Limited - Amendment in in Environmental and CRZ Clearance – [F.No. 11-91/2010-IA-III]** The project proponent did not attend the meeting. The Committee decided to consider the proposal as and when requested by the proponent.
10.3.9.	**Integrated Municipal Solid Waste Processing Facility for Sonepat Cluster at Khasra No. 4(23,24,25),14//(4-5-6-7-14-15-16-17-24-25), 15//(1-8-9-10-11-12-13), 15//(19-20-21), Village-Murthal,Tehsil-Sonipat (Haryana) by M/s Directorate of Urban Local Bodies– Terms of Reference – [F.No.10-73/2016-IA-III]** The project authorities gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken along with the draft Term of References for the preparation of EIA-EMP report. All the projects related to common municipal solid waste management facility are listed at 7(i) of schedule of EIA Notification, 2006 covered under category 'B' and appraised at state level. However, applicability of general condition i.e. interstate boundary (Delhi) located at a distance of 4.46 km, proposal is treated as category 'A' project. M/s Directorate Of Urban Local Bodies has proposed for setting up of Integrated Municipal Solid Waste Processing Facility for Sonepat Cluster at Khasra No. 4(23,24,25),14//(4-5-6-7-14-15-16-17-24-25), 15//(1-8-9-10-11-12-13), 15//(19-20-21), Village-Murthal,Tehsil-Sonipat, Haryana. Alternate site analysis was carried out to identify suitable site for Integrated Municipal Solid Waste Processing Site. Three alternate sites namely Murthal Village Site, Existing waste dumping site at Sonepat and Nimri Village Site were identified. Murthal Village site was identified as best ranked Site. The proposed integrated municipal solid waste processing facility of 500 TPD capacity will be set up in 15 acres of new site in Murthal village. It is reported that no national park, wildlife sanctuary, bio-sphere reserve, tiger reserve, wildlife corridor, reserved forest are located within 10 km distance. Yamuna River is flowing at a distance of 5.5 km. Configuration of the proposed project is as given below: 1 | Composting | 50 TPD 2 | Sanitary landfill | Design life of landfill is 20 years 3 | Power Plant | 5 MW 4 | Bio-methanation | 50 TPD Cost of project is Rs. 176.87 Crore. After detailed deliberations on the proposal, the Committee *recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity* and the following TOR in addition to *Standard ToR*for preparation of EIA-EMP report: i. Importance and benefits of the project. ii. Details of various waste management units with capacities for the proposed project. iii. List of waste to be handled and their source along with mode of transportation. iv. Details of air Emission, effluents, solid waste generation and their management. v. Requirement of water, power, with source of supply, status of approval, water balance

	diagram, man-power requirement (regular and contract) vi. Process description along with major equipments and machineries, process flow sheet (quantative) from waste material to disposal to be provided vii. Hazard identification and details of proposed safety systems. viii. Layout maps of proposed Solid Waste Management Facilities indicating storage area, plant area, greenbelt area, utilities etc. ix. Details of Drainage of the project upto 5 km radius of study area. If the site is within 1 km radius of any major river, peak and lean season river discharge as well as flood occurrence frequency based on peak rainfall data of the past 30 years. Details of Flood Level of the project site and maximum Flood Level of the river shall also be provided. x. Details of effluent treatment and recycling process. xi. Action plan for measures to be taken for excessive leachate generation during monsoon period. xii. Action plan for any pollution of ground water is noticed during operation period or post closure monitoring period. xiii. Detailed Environmental Monitoring Plan as well as Post Closure Monitoring Plan. xiv. Public hearing to be conducted and issues raised and commitments made by the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made. xv. Any litigation pending against the project and/or any direction/order passed by any Court of Law against the project, if so, details thereof shall also be included. Has the unit received any notice under the Section 5 of Environment (Protection) Act, 1986 or relevant Sections of Air and Water Acts? If so, details thereof and compliance/ATR to the notice(s) and present status of the case. xvi. A tabular chart with index for point wise compliance of above TORs. It was recommended that **'TOR' along with Public Hearing** prescribed by the Expert Appraisal Committee (Infrastructure- 2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The draft EIA/EMP report shall be submitted to the State Pollution Control Board for public hearing. The issues emerged and response to the issues shall be incorporated in the EIA report.
10.3.10.	**Integrated Municipal Solid waste processing facility for Faridabad and Gurgaon Urban Local Bodies at Village – Bhandwari, District Gurgaon (Haryana) by M/s Directorate Of Urban Local Bodies– Terms of Reference – [F.No.10-74/2016-IA-III]** The project authorities gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken along with the draft Term of References for the preparation of EIA-EMP report. All the projects related to common municipal solid waste management facility are listed at 7(i) of schedule of EIA Notification, 2006 covered under category 'B' and appraised at state level. However, applicability of general condition i.e. interstate boundary (Delhi) located at a distance of 0.98 km, proposal is treated as category 'A' project. M/s Directorate Of Urban Local Bodies has proposed for setting up of Integrated Municipal Solid waste processing facility for Faridabad and Gurgaon Urban Local Bodies at Village – Bhandwari, District Gurgaon (Haryana). Total available land is 27.83 acre. Out of which, forest

	land is involved in 13.83 ha. The Committee suggested them to identify more sites and submit alternate site sensitivity analysis. The proposal was deferred till the desired information is submitted through online. The above information shall be provided with the uploading of minutes on the website.
10.3.11.	**Multi-purpose all weather port at Tadadi, Karnataka by M/s Karnataka State Industrial &Infrastructure Development Corporation Limited- reconsideration for EC & CRZ clearance** F. No. 11-28/2011- IA III Proposal was considered by EAC (Infra-2) in its meeting held during **21st – 22ndDecember, 2015 and** the Committee desired additional information. Now PP has submitted the following addl. information: **(i)** Generate 1 month fresh baseline data and compare it with 2010 baseline data. Fresh baseline environmental quality data for Summer (March) 2016 has been collected for air quality, water quality (ground water & surface - river, estuarine & marine), noise, soil quality in the surrounding villages of the proposed Tadadi Port region. Further, ecology of the river, estuarine and marine environment has been studied. Present environmental quality data has been compared with the baseline data collected in 2010. The study concludes that the present environmental quality of the study region surrounding Tadadi Port area is in general found within the permissible limits (of respective standards) and the levels were comparable to the data generated earlier in 2010. However, it is important to mention that in the present study, samples were collected in Summer Season (March 2016), whereas earlier study was carried out in post monsoon season. Therefore, expected seasonal variations with respect to different environmental quality parameters are observed. **(ii)** Reply/comments by the PP on the issues raised during public hearing and representations containing 350 pages from NGOsand affected people. **(iii)** Have the concerns of the public consultation suitably been addressed. If yes, give details. The Project Proponent (PP) noted the concerns and issues raised during public hearing and also representations received. All the concerns/issues/ suggestions are summarized alongwith the response from the PP have been submitted. Important discussion points are as given below: **To re-establish culture of biological species through proper ecological valuation and estuarine management plan**: The project developer will ensure minimum adverse impact on the various environmental aspects due to construction and operation of the port. Mitigation measures and environmental management plan for various environmental issues are highlighted in the EIA report which will be followed by the project developer with adequate financial provisions. **Mangroves have grown in the 1400 acre project area and hence Central forest clearance is required:**

	PP clarified that mangrove plantation carried out in 200 ha. It may be noted that these mangroves are partially planted and partially of natural occurrence. Only part of mangroves in the region will be affected due to the project. It may be further noted that in order of compensate for the loss of mangroves vegetation due to the project activity, double the area/ amount of mangroves vegetation with denser vegetation will be developed in the adjacent area through Forest Department. It was also informed that prior stage – 1 forest clearance will be obtained. **Consider livelihood/employment for women :** Development of the port will necessarily result in the economic development and prosperity of Tadadi port area. In addition, necessary skill based training for local people will be taken up. This will help local community in securing job etc. **Livelihood for all the people who are depending on fishing port in the project area in the event of shifting the port:** Considering the dependency of local population on the fishing, the existing fishing port will be improved by providing additional facilities. As the fishing activity is possible only during few months of a year (about 6 months), provision of other employment opportunity like sea food processing units, employment in port and port based industries etc will result in economic up-liftment in the local community. In addition, necessary skill based training for local people will be taken up. This will help local community in securing jobs etc. **The shell fish are naturally available and how it can be shifted and artificially made. Details about shifting of natural Oyster bed and the loss due to this:** The presence of bivalves/Oysters/Shell fish etc. has been noted. It may be noted that the Oyster/bivalves do not produce any pearls but only produces protein rich delicious meat. The port will not affect oyster bed directly, adequate mitigation measures will be taken as required, by the developer. The EIA study for animals, fishing and family is based on census record only. The exact location & extent of these species need to be ascertained alonwith its economic valuation, so that appropriate management plans including need and /or possibility of re-planting the oyster bed could be planned in scientific manner. **Fishing – No details about particular place of shifting of fishing activity and lack of details about livelihood plan for 15000 fisherman:** Considering the dependence the local population on the fishing, the existing fishing port will be improved by providing additional facilities. As the fishing activity is possible only during few months of a year (about 6 months), provision of other employment opportunity like sea food processing units, employment in port and port based industries etc, will result in economic upliftment of the local community. **How compensation would be paid to 350 families depending upon salt pans in Sanikatta:** There are no salt pans in the proposed area identified for port development. Any impact in the adjacent area during port development will be studied and addressed by the developer during the detailed design phase. **No mention about impact on surrounding well and underground water due to dredging:** The dredging work for the channel as well as the turning area is proposed to be carried out by the dredger. Part of the dredged material from capital dredging will be utilized for land

	reclamation of inundated land. Balance portion of dredged material of capial dredging and maintenance dredging will be disposed off in the scientifically located mid sea site, using dredger only. **Due to oil spillage and pollutants the sea water becomes poisonous and polluted and can not be used for salt producing:** Any waste from ships (including waste oil, waste/ballast water etc) will be collected, treated and disposed off as per norms and guidelines. **No details/plan/design about drawing about 1.5 lakh litre of water from Gangavalli and its impact:** Will be detailed out in the DPR, to be prepared by the Developer. **Displacement of the existing Tadadi fishing harbor:** Considering the dependence of local population in the fishing, the existing fishing port will be improved by providing additional facilities as the fishing activity is possible during few months of a year (about 6 months), provision of other employment opportunity like sea food process unit, employment in port based industries etc, will result in economic upliftment of the local community. In addition, necessary skill based training for the local people will be taken up. This will help local community in securing jobs etc. **Health problem may rise due to contaminated air and drinking water due to the dust of coal:** Mitigation measures and environmental management plan for various environmental issues and health are highlighted in the EIA report which will be followed by the project Developer with adequate financial provisions. **During 1973 KIADB had acquired 1848 acre land from farmers for only Rs. 40 per Gunta and made them needy and refugee:** The land has been acquired and the compensations have been paid by KIADB. **The estuary is more that total area of all the estuaries of this District. Wide range of mangrove forest is balancing the environment and give food and shelter for fishes, protection from sea erosion, flood:** It may be noted that these mangroves are partially planted and partially of natural occurance. It may also be noted that only part of mangroves in the region will get affected due to the project. In order to compensate for the loss of mangroves vegetation due to the project activity, double the area/amount of mangrove vegetation will be developed in the adjacent area with denser vegetation through Forest Department. The required funding for the same will be provided by the developer and/or State Govt. **Team of scientist from IISc, have identified generation of Bivalaves is giving a life to many of people:** The exact location & extent of bivalave needs to be ascertained alongwith its economic valuation, so that appropriate management plans including need and / or possibility of re-planting the bivalve could be planned in scientific manner.

(iv) What are the environmental impacts of coal and Iron ore handlingport.

Transportation and handling of coal and iron ore at the port shall be through closed containers of appropriate size, thereby eliminating any possibility of spillage of loose material in the estuary/marine area.

(v) Whether impacts have been predicted on marine biota. What is the biotic composition and how is it going to be impacted. What are the mitigation measures.

The impacts have been assessed on the marine biota. Apart from detailed analysis carried out earlier in 2010, status of marine ecology has been studied in detail during March 2016. Details are presented in **Chapter 6** on Marine/Estuarine Ecology in the report (attached as **Annexure I**). The marine ecology is rich in biodiversity and comparable to the levels observed in 2010.

(vi) As per EIA report, mangroves to be relocated. Mangroves Conservation Plan to be submitted.

It was reported that some of the mangroves were planted and are not of natural occurrence. The fact is evident through analysis of remote sensing data for the March 2016. A systematic mangrove plantation is found at the project site area and its vicinity, accounting for nearly 50% of the mangrove vegetation. It may also be noted that only part of mangroves in the region will get affected due to the project activities. Efforts will be made to minimize the removal/loss of mangrove vegetation present at the project area site and also on the navigational route of the ships. It is further emphasized that in order to compensate for the loss of mangroves vegetation due to the project activity, double the area/ amount of mangrove vegetation will be developed in the adjacent area (some of the existing mangroves within the project development area are sparse and thin). The required funding for the same will be provided by the developer and/or State Govt.

(vii) Whether Coast line change if dredge material is dumped. Give details.

The dredging work for the channel as well as the turning area is proposed to be carried out by the dredgers. Part of the dredged material from capital dredging will be utilized for land reclamation of inundated land. Balance portion of dredged material of capital dredging and maintenance dredging will be disposed off in the scientifically located mid sea site, using dredger only. The detailed analysis of the same will be carried out by the developer on a time to time basis (during construction, operation and maintenance phases).
However, an initial assessment has been done, while preparing the feasibility report for the Tadadi Port roject by M/s Prointec & Mir Projects and Consultants (January 2012). The report mentions various technical and engineering design details with respect to port development and cargo operation.

(viii) Action plan to protect mud flat.

Mudflat is considered as the area lying in the inter tidal zone of the project site and shall get affected while developing the port area. Efforts will be made to protect/shift the mudflat material under the guidance of local experts/fisheries department.

(ix) Rehabilitation plan for existing salt pan.

Salt pan in the study area is located at a distance of about 2 km from the port boundary. No direct impact is envisaged, however, in order to protect the salt pans appropriate measures

	shall be taken by the developer. A specific study would be undertaken by the developer to ensure protection of the salt pan. **(x)** Measures to be taken for Oyster bed modification. As per the latest remote sensing data analysis, oyster bed is reported to be about 1.5 to 2.0 km from the port boundary. Though the activities at the port are not likely to directly affect oyster bed, yet it may get disturb /destroyed as a result of dredging requirement for movement of ships. It is important to note that oyster /bivalves does not produce any pearls, but only produces protein rich delicious meat. However efforts will be made to protect the area while detailed engineering for the port is prepared by the developer. Adequate financial provisions for the mitigation measures shall be made if required. **(xi)** One side of project is belt of Western Ghat. Action plan for transportation facility to avoid Western Ghat. There are alternate highways leading to the region. Also, Hubbali-Ankola Railway line is being pursued for hinterland connectivity to the northern part of the coast line in Karnataka. **(xii)** Copy of report on demarcation of HTL and Delineation of CRZ boundaries of TADRI Sea Port duly signed by NIO for record. CSIR-National Institute of Oceanography (NIO), Goa has carried out CRZ study including demarcation of high tide line with delineation of CRZ boundaries for the proposed port. The study was conducted in April 2011 and March 2013 in accordance to the coastal regulation zone notification. The study revealed that the area of port is engulfed by the saline water and presently in the form of intertidal area and part of the creek system and the project site contains environmentally sensitive areas such as mud flat, dense cluster of mangroves and sparse mangroves and has the criteria to classify it as CRZ-I(A) & CRZ I(B) as per the CRZ Notification dated 6th January 2011. **(xiii)** Copy of offshore dump study report and location of dumps. As part of the feasibility report prepared by M/s Prointec & Mir Projects and Consultants (January 2012), a detailed study has been carried out on quantification of dredge material and its offshore dumping along with sediment dispersion modelling. Summary of the sediment dispersion study is attached as **Annexure IV**. It was noticed that a number of representations have been received against the proposals. It was decided that the Member Secretary of the Committee would forward all the representation received against the project to the project proponents who would give a reply to the representations which would be examined by the members of the committee. Any decision will be taken thereafter.
10.3.12.	**Expansion of Adani Petronet (Dahej) Port Private Limited, Dahej, Bharuch District, Gujarat by M/s Adani Petronet (Dahej) Port Pvt. Ltd. – Amendment /Corrigendum regarding.** MoEF&CC vide letter no F.No. 11-37/2007 dated 14th October, 2016 has issued environmental and CRZ Clearance for the above mentioned project. Now, PP has informed that following needs to be corrected :

Condition reference	Wording of the condition	Correction needed	Justification
Para 3.0 last line	Cost of expansion project is Rs. 464.32 Crore. Out of which, Rs. 171.65 Crore and Rs. 173.35 Crore are earmarked towards capital cost and recurring cost per annum for environmental management plan.	Amount for recurring environmental management plan to be corrected as Rs. 1-7 Crore.	As represented in th EIA report capit expenditure is R 171.65 Crore ar recurring expenditu is Rs. 1.7 crore. Tot of both is Rs. 173.3 Crore.
Specif condition no. (xxviii) First line	All the mitigation measures suggested in the EIA report and the marine environment study of CWPRS, Pune shall be implemented	All the mitigation measures suggested in the EIA report shall be implemented	CWPRS has not don any study in th project. Marin environment study also conducted b cholamandalam M Risk Services Lt which is given in th EIA report from pag no. 81 to page no. 96

After detailed deliberation, the Committee recommended the proposal for amendment/corrigendum.

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LIST OF PARTICIPANTS OF EAC (INFRASTRUCTURE-2) IN 10th MEETING OF EAC (INFRASTRUCURE-2) HELD ON 24th – 25th October, 2016

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