

Minutes of the 266th meeting of Expert Appraisal Committee held on 12th July, 2021 through Video Conferencing for the projects related to Infrastructure Development, all Ship breaking yards including ship breaking units 7(b); Industrial Estate/Parks/Complexes/Areas, Export Processing Zones, Special Economic Zones, Biotech Parks, Leather Complexes 7(c); Ports, harbours, breakwaters, dredging7(e) and National Highways7(f)

The 266th Meeting of Expert Appraisal Committee (EAC) of Infra-1 (IA-III) was held through Video Conferencing at the Ministry of Environment, Forest & Climate Change (MoEF&CC), Indira Paryavaran Bhavan, New Delhi on 12th July, 2021 under the Chairmanship of Dr. Deepak Arun Apte. A list of participants is annexed as **Annexure-A**.

1. OPENING REMARKS OF THE CHAIRMAN

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

2. CONFIRMATION OF THE MINUTES OF THE LAST MEETING

The Committee confirmed the Minutes of 265th EAC meeting held on 23rd – 24th June, 2021, with the following amendments:

Agenda item of the Minutes of 265th EAC meeting	Corrections
<i>Agenda 3.3: Deepening and Widening of..... by M/s Mumbai Port Trust - Environmental Clearance</i>	<i>Deepening and Widening of.....by M/s Mumbai Port Trust - Environmental and CRZ Clearance</i>
<i>Agenda3.6: Development of Krishnapatnam North.....by M/s NICDIT Krishnapatnam Industrial City Development Limited - Environmental Clearance</i>	<i>Development of Krishnapatnam North..... by M/s NICDIT Krishnapatnam Industrial City Development Limited - Environmental and CRZ Clearance</i>

3. AGENDA WISE CONSIDERATION OF PROPOSALS:

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

Agenda No.3.1

Construction of 4 lane access controlled New Greenfield Highway section of Mancherial - Warangal of length 112.240 km from Ramaraopet village to Oorugonda village (Design Chainage 0+000 to 112+240) under inter corridor route under Bhatatmala Pariyojana, Phase-I in the state of Telangana by M/s NHA I - Terms of Reference [Proposal No. IA/TG/NCP/215100/2021 and File No. 10/29/2021-IA.III]

“The EAC noted that the Project Proponent and the consultant have given undertaking that the data and information given in the application and enclosures are true to the best of

their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data /information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.1.1. The project proponent along with the EIA consultant M/s Enviro Infra Solutions Pvt. Ltd., GZB has made a presentation through Video Conferencing and provided the following information-

3.1.2. The proposed project is Construction of 4 lane Access Controlled New Greenfield Highway Section of Mancherial – Warangal (Total length of 112.240 km) from Ramaraopet village to Oorugonda village (Design Chainage 0+000 to 112+240) under inter corridor route under Bharatmala Pariyojana, Phase-I in the state of Telangana”. Alignment was approved on dated: 22.02.2019 vide reference no. NHAI/Planning/EC/Misc/2019 (office memorandum) through meeting on dated 02.01.2019 under the chairmanship of secretary, RT&H, MoRT&H. The proposed Row is 45 m except junctions where it is 60 m.

3.1.3. The proposed project falls under 7(f), Category-A, Highway as per EIA notification 2006. Total investment/cost of the project is Rs 2454.95 Crores.

3.1.4. The land use pattern on 10 km either side of the project highway is predominately agriculture followed by habitation, forest and waste land.

S.No	Landuse / Landcover	Area (ha)	Percentage %	Remarks if any
1.	Private land	541.670	90.93	Agriculture Land
2.	Government land	41.459	6.96	Agriculture Land
3.	Forest land	12.558	2.11	Reserve Forest
	Total	595.685	100	-

3.1.5. The terrain of the alignment is flat to undulating in nature.

3.1.6. Details of water bodies, impact on drainage: There are 46 Nos. of streams, 04 Nos. of rivers and 06 Nos of ponds which are crossing along the proposed alignment. There shall be no major impact on the drainage system as sufficient numbers of structures (such as culverts, minor/major bridges etc.) will be constructed.

3.1.7. Water requirements: Total requirement of water for the construction is estimated 28,00,047 KLD which will be met through surface water and ground water proposed to be used only for camp site for transient period after obtaining the permissions from appropriate authority.

3.1.8. Groundwater extraction: Ground water proposed to be used only for camp site for transient period after obtaining the permissions from appropriate authority.

3.1.9. Tree cutting: The alignment will require cutting of approximately 14,689 nos. of trees.

3.1.10. Diversion of forest land: The proposed project requires diversion of 12.558 ha of forest (RF/PF) land. The proposal for forest diversion proposal is under process.

3.1.11. The proposed project does not fall in the protected areas of the wildlife Sanctuary

and also the proposed project is approx. 300 m away from the proposed Eco sensitive zone of Sivaram Wildlife Sanctuary as per draft Notification No. SO. 2145 (E) dated 24th May 2018. Since the notification is in draft stage, therefore Wildlife Clearances is applicable.

3.1.12. Land acquisition and R&R issues: The Project requires approx. 595.686 ha land. Total 35 nos. of structures are coming in the proposed RoW. The land will be acquired as per procedure laid down in RFCT LARR Act, 2013.

3.1.13. Employment potential: During the construction of the highway project around 1000 persons would be employed temporarily for a period of 2 years. However, due to construction of toll plazas approx. 50 persons will be employed on permanent basis. Preference will be given to local people for employment.

3.1.14. Benefits of the project - This project starts from Ramaraopet village in Macherial district and terminates at Oorugonda village in Warangal district in the state of Telangana. The proposed access controlled project with new alignment has been envisaged through an area which shall have the advantage of simultaneous development as well as shall result in a shorter distance to travel. The junctions with existing road will be planned in the form of interchanges and flyover to ensure uninterrupted flow of traffic. The proposed road would act as the prime artery for the economic flow to this region. It will enhance economic development, provide employment opportunities to locals, strengthen tourist development, ensure road safety, and provide better transportation facilities and other facilities such as way side amenities. Vehicle operating cost will also be reduced due to improved road quality. The compensatory plantation and road side plantation shall further improve the air quality of the region.

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

3.1.16. *During the deliberation, EAC observed the following:*

- i. The EAC during deliberation noted that the present alignment is passing nearby Eco-sensitive zone of Sivaram Wildlife Sanctuary.*
- ii. There is a scope to change the alignment so that a distance from the ESZ can be increased substantially.*
- iii. The EAC suggested to examine re-alignment from chainage 6500 To 33000. The re-alignment shall also reduce the total length of the road.*

3.1.17. The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 266th meeting during 12th July, 2021 and **recommended** the proposal for grant of Terms of Reference (ToR) with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. Provide details regarding the type of trees in Forest and Non-Forest area.
- ii. The re-alignment as mentioned at the Para 3.1.16 shall be adopted to reduce the distance of the road and to avoid wild life, Sanctuaries and RF.
- iii. Apart from land compensation, the loss for crop has also to be compensated.
- iv. Cumulative impact assessment study should be carried out along the entire stretch including the other packages and the current stretch under consideration.

- v. The proponent shall carry out a detailed traffic flow study to assess inflow of traffic from adjoining areas like airport/urban cities. The detailed traffic planning studies shall include complete design, drawings and traffic circulation plans (taking into consideration integration with proposed alignment and other state roads etc.). Wherever required adequate connectivity in terms of VUP (vehicle underpass)/ PUP (Pedestrian underpass) needs to be included.
- vi. Provide compilation of road kill data on the wildlife on the existing roads (national and state highways) in the vicinity of the proposed project. Provide measures to avoid road kills of wildlife by the way of road kill management plan.
- vii. The alignment of road should be such that the cutting of trees is kept at bare minimum and for this the proponent shall obtain permission from the competent authorities. Alignment also should be such that it will avoid cutting old and large and heritage trees if any. All such trees should be geo-tagged, photographed and details be submitted in the EIA –EMP report.
- viii. The proponent shall carry out a comprehensive socio-economic assessment and also impact on biodiversity with emphasis on impact of ongoing land acquisition on the local people living around the proposed alignment. The Social Impact Assessment should have social indicators which can reflect on impact of acquisition on fertile land. The Social Impact Assessment shall take into consideration of key parameters like people’s dependency on fertile agricultural land, socio-economic spectrum, impact of the project at local and regional levels.
- ix. As per the Ministry’s Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfil these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the Ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.
- x. In pursuance of Ministry's OM no stated above the project proponent shall add one annexure in the EIA Report indicating all the commitments made by the PP to the public during public hearing and submit it to the Ministry and the EAC.
- xi. The Action Plan on the compliance of the recommendations of the CAG as per Ministry’s Circular No. J-11013/71/2016-IA.I (M), dated 25th October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.
- xii. Passage for animal movement has to be detailed in the report.
- xiii. A comprehensive plan for plantation of three rows of native species, as per IRC guidelines, shall be provided. Such plantation alongside of forest stretch will be over and above the compensatory afforestation. Tree species should be same as per the forest type.

- xiv. The PP shall not use groundwater/surface water without obtaining approval from CGWA/SGWA as the case may be. The project proponent shall apply to the Central Ground Water Authority (CGWA)/State Ground Water Authority (SGWA)/Competent Authority, as the case may be, for obtaining No Objection Certificate (NOC), for withdrawal of ground water.
- xv. Detailed Biodiversity assessment and conservation/mitigation plan be developed by a reputed institute or by a team of expert of national repute.
- xvi. Rain water harvesting structures to be constructed at the either sides of the road with special precaution of oil filters and de-silting chambers.

Agenda No. 3.2

Construction of 4 lane access controlled New Greenfield Highway section of Khammam - Vijayawada of length 89.429 km from V. Venkatayapalem village to Jakkampudi village (on NH-16) (Design Chainage 220+480 to 309+909) under Other Economic Corridor in the states of Telangana & Andhra Pradesh by M/s NHAI – Terms of Reference [Proposal No. IA/TG/NCP/215098/2021 and File No. 10/30/2021-IA.III]

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

3.2.1 The project proponent along with the EIA consultant M/s Enviro Infra Solutions Pvt. Ltd., GZB has made a presentation through Video Conferencing and provided the following information-

3.2.2 The proposed project is Construction of 4 lane access controlled New Greenfield Highway section of Khammam-Vijayawada of length 89.429 km from V. Venkatayapalem village to Jakkampudi village (on NH-16) (Design Chainage 220+480 to 309+909) under Other Economic Corridor in the states of Telangana & Andhra Pradesh. The proposed project highway starts from V. Venkatayapalem village in Khammam district of Telangana state and terminates at Jakkampudi village in Krishna district of Andhra Pradesh state. The proposed Row is 45 m.

3.2.3 The proposed project falls under 7(f) - Category-A, Highway as per EIA notification 2006 and its subsequent amendments. Total cost of the project is Rs. 2540.65 Crore.

3.2.4 The land use pattern on 10 km either side of the project highway is predominately agriculture followed by habitation, forest and waste land. The proposed project does not involve any diversion of forest land. The alignment does not pass through any wild life sanctuary, protected area and its eco sensitive zone.

S. No	Landuse / Landcover	Area (ha)	Percentage %	Remarks if any
1.	Private land	410.28	94.74	Agriculture Land
2.	Government land	22.74	5.25	Agriculture Land
3.	Forest land	Nil	-	
	Total	433.02	100	-

3.2.5 Terrain and topographical features: The terrain of the alignment is flat to undulating in nature.

3.2.6 Details of water bodies, impact on drainage: There are 14 Nos. of canals, 03 Nos. of rivers and 05 Nos of local streams which are crossing the proposed alignment. There shall be no major impact on the drainage system as sufficient numbers of structures (such as culverts, major/minor bridges etc.) will be constructed.

3.2.7 Water requirements: Total requirement of water for the construction is estimated 19,62,869.70 KLD which will be met through surface water and ground water proposed to be used only for camp site for transient period after obtaining the permissions from appropriate authority.

3.2.8 Tree cutting: The alignment will require cutting of approximately 53,396 no. of trees. Efforts will be made to minimise the trees loss by restricting trees cutting with information width. Avenue plantation shall be carried out as IRC:SP:21:2009 on available RoW apart from statutory requirements.

3.2.9 Land acquisition and R&R issues involved: The Project requires approx. 433.02 ha of land. Approx. 05 no. of structures are coming in the proposed RoW. The NHAI shall compensate the affected title holder as per NHAI Act 1956. The land will be acquired as per procedure laid down in RFCT LARR Act, 2013.

3.2.10 The proposed highway will have Major Bridges – 5 Nos., Minor Bridges – 40 Nos., Culverts – 68 Nos. of box culverts and 97 Nos. of pipe culverts, Vehicular underpasses – 27 Nos., SVUPs – 20 Nos., PUPs – 39 Nos., Cloverleaf Interchange – 1 No., Trumpet Interchange – 1 No. 7. There is provision of 5 nos. of toll plazas, 2 nos. of truck lay byes, 1 no. of rest area and 27 nos. of High mast lights which have been proposed.

3.2.11 The proposed highway shall be constructed to IRC: SP: 84 -2019, “Manual of Specifications and Standards for highway” design standards and as per NHAI latest circular vide NHAI/Bharatmala/EC/DPR/2016 Dt. 14.05.2018. 9. All safety measures will be provided as IRC: SP: 55 and prevailing circular/notification of govt. of India/NHAI.

3.2.12 Employment potential: During the construction of the highway project around 800 persons would be employed temporarily for a period of 2 years. However due to construction of toll plazas approx. 40 persons will be employed on permanent basis. Preference will be given to local people for employment.

3.2.13 Benefits of the project: This project starts from V. Venkatayapalem village in Khammam district of Telangana state and terminates at Jakkampudi village in Krishna district of Andhra Pradesh state. The proposed access controlled project with new alignment has been envisaged through an area which shall have the advantage of

simultaneous development as well as shall result in a shorter distance to travel. The junctions with existing road will be planned in the form of interchanges and flyover to ensure uninterrupted flow of traffic. The proposed road would act as the prime artery for the economic flow to this region. It will enhance economic development, provide employment opportunities to locals, strengthen tourist development, ensure road safety, and provide better transportation facilities and other facilities such as way side amenities. Vehicle operating cost will also be reduced due to improved road quality. The compensatory plantation and road side plantation shall further improve the air quality of the region.

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

3.2.15 *During the deliberation, EAC observed the following*

- i. *The alignment is passing nearby the foothill area, passage for animal movement has to be detailed in the report. Permission from concerned DFO is needed regarding the underpass/overpass locations for animal movement in the forest/hill area.*
- ii. *The number of tree cutting is huge therefore a detailed report regarding tree classification in terms of native species, exotic species, crop trees etc shall be prepared.*

3.2.16 The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 266th meeting during 123th July, 2021 and **recommended** the proposal for grant of Terms of Reference (ToR) with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. Passage for animal movement has to be detailed in the report. Permission from concerned DFO is needed regarding the underpass for Animals movement in the forest/hill Area.
- ii. A detailed information regarding the forest area and presence of animals therein shall be presented in the EIA report..
- iii. Detailed information about the nature of trees (exotic/native/planted) and their numbers.
- iv. Provide onsite metrological data.
- v. Apart from land compensation, the loss for crop has also to be compensated.
- vi. Cumulative impact assessment study should be carried out along the entire stretch including the other packages and the current stretch under consideration.
- vii. The proponent shall carry out a detailed traffic flow study to assess inflow of traffic from adjoining areas like airport/urban cities. The detailed traffic planning studies shall include complete design, drawings and traffic circulation plans (taking into consideration integration with proposed alignment and other state roads etc.). Wherever required adequate connectivity in terms of VUP (vehicle

underpass)/ PUP (Pedestrian underpass) needs to be included.

- viii. Road safety audit (along with accident/black spots analysis) by any third-party competent organization at all stages namely at detailed design stage, construction stage and pre-opening stage to ensure that the project road has been constructed considering all the elements of road safety.
- ix. Provide compilation of road kill data on the wildlife on the existing roads (national and state highways) in the vicinity of the proposed project. Provide measures to avoid road kills of wildlife by the way of road kill management plan.
- x. The alignment of road should be such that the cutting of trees is kept at bare minimum and for this the proponent shall obtain permission from the competent authorities. Alignment also should be such that it will avoid cutting old and large and heritage trees if any. All such trees should be geo-tagged, photographed and details be submitted in the EIA –EMP report.
- xi. The proponent shall carry out a comprehensive socio-economic assessment and also impact on biodiversity with emphasis on impact of ongoing land acquisition on the local people living around the proposed alignment. The Social Impact Assessment should have social indicators which can reflect on impact of acquisition on fertile land. The Social Impact Assessment shall take into consideration of key parameters like people's dependency on fertile agricultural land, socio-economic spectrum, impact of the project at local and regional levels.
- xii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfil these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.
- xiii. In pursuance of Ministry's OM no stated above the project proponent shall add one annexure in the EIA Report indicating all the commitments made by the PP to the public during public hearing and submit it to the Ministry and the EAC.
- xiv. The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M), dated 25th October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.
- xv. A comprehensive plan for plantation of three rows of native species, as per IRC guidelines, shall be provided. Such plantation alongside of forest stretch will be over and above the compensatory afforestation. Tree species should be same as per the forest type.
- xvi. The PP shall not use groundwater/surface water without obtaining approval from CGWA/SGWA as the case may be. The project proponent shall apply to the

Central Ground Water Authority (CGWA)/State Ground Water Authority (SGWA)/Competent Authority, as the case may be, for obtaining No Objection Certificate (NOC), for withdrawal of ground water.

- xvii. Detailed Biodiversity assessment and conservation/mitigation plan be developed by a reputed institute or by a team of expert of national repute.
- xviii. Rain water harvesting structures to be constructed at the either sides of the road with special precaution of oil filters and de-silting chambers.

Agenda No. 3.3

Construction of Third Berth (Jetty) at Petronet LNG Terminal, Dahej, Bharuch, Gujarat by M/s Petronet LNG Limited – Terms of Reference [Proposal No. IA/GJ/NCP/214735/2021 and File No. 10/31/2021-IA.III]

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

3.3.1 The project proponent along with the EIA consultant M/s EQMS India Pvt. Ltd., Delhi has made a presentation through Video Conferencing and provided the following information-

3.3.2 The proposed project is an expansion project. Petronet LNG Ltd (PLL) is an Indian natural gas company formed on the behest of Government of India to import Liquefied Natural gas (LNG) and set up LNG terminals in the country. PLL formed in 1998, as a joint venture company promoted by the GAIL, ONGC, BPCL & IOCL. It is one of the companies in the Indian energy sector, who has set up the country’s first LNG receiving and regasification terminal in Dahej, Gujarat and another terminal in Kochi, Kerala. Details of existing and Proposed Jetties infrastructure are detailed in the following Table.

Particular	Existing		Proposed
	North Jetty (First Jetty)	South Jetty (Second Jetty)	Third Jetty
No. of unloading Arm	3	3	3
NG Arm	1	1	1
Unloading line with diameter- LNG	2 X 30 inch	2 X 32 inch	2 X 32 inch
Unloading line with diameter- Ethane	-	-	1 x 30 inch
Vapour return line with diameter- LNG	1 X 10 inch	1 X 10 inch	1 X 10 inch
Vapour return line with diameter- Ethane	-	-	1 x 8 inch
De-superheater	1	1	1

Berthing time	8 Hrs	8 Hrs	8 Hrs
Unloading time	14-18 Hrs	14-18 Hrs	14-18 Hrs
Design capacity for Ship	65000 to 166000 m ³	125000 to 266000 m ³	65,000 to 2,66,000 m ³
Approach Trestle length	2.4 km	2.4 km	2.5 km
Unloading Platform	1	1	1
No. of Mooring Dolphins	5	8	8
No. of Berthing Dolphins	4	4	4
No. of Gangway Tower	1	1	1
Design Life	45 Years	45 Years	45 Years

3.3.3 The particulars of the project after installation of third Jetty (Expansion) is as following:

S. No.	Particular		Unit	Existing	After Installation of Third Jetty (Expansion)	Remark
1.	Onshore Land		Ha	132.27 Ha		No Change
2.	Green belt area		Ha	19.6 Ha		No Change
3.	Capacity of Terminal		MTPA	20 (17.5 Operational + 2.5 is under is planned in future)		No Change
4.	Fresh Water Requirement during operation		KLD	21.2		No Change; it will be limited within the sanctioned limit.
5.	Wastewater generation- Domestic during operation		KLD	17.2		
6.	Domestic wastewater treatment		KL/hr	Onshore- Soak pit Jetty Head- Modular STP		Additional Modular STP on Proposed Jetty Head
7.	Power Requirement	With Ship	MW	25.8	26.2	Increase
		Without Ship		25	26.05	
8.	Power Backup		MW & KVA	GTG- 5 x 7.7 MW DG Sets- 1000 KVA and 1500 KVA		No Change
9.	Manpower Requirement		No.	265	275	Increase
10.	Project cost		Rs. Crores	-	1700	Cost of Proposed Third Jetty
11.	No. of Ship or Traffic Density at Port/year		Per Year	250	350 (approx.)	Increase
12.	No. of Jetties		No.	2	3	Increase
13.	No. of Operating Days		Days	365		No Change

14.	Berthing Time & Unloading time	Hours	8 Hours & 14-18 Hours	No Change
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3.3.4 PLL owns and operates LNG terminal at Dahej in state of Gujarat. It commenced its commercial operations in April 2004. Dahej LNG terminal was initially constructed with a capacity of 5MMTPA which was later expanded to 10, 15 and 17.5 MMTPA in three phases. At present, two berths (Jetties) having length of 2.442 Km and 2.467 Km are operational at Dahej LNG Terminal for unloading of LNG from LNG carrier (ship) and transport to the storage tanks. Environmental & CRZ Clearance has already been granted to the project by MoEF&CC vide letter no. 11-63/2011-IA-III dated 26.02.2014 & Extension dated 04.12.2020 for handling 20.0 MMTPA LNG.

3.3.5 Considering the increase demand of Natural Gas in the country and proposed expansion of LNG terminal from 17.5 MMTPA to 20 MMTPA, PLL has now proposed to construct third berth (Jetty) of 2.5 Km adjacent to the existing second berth for unloading of LNG and transport to the storage tanks. The third berth is proposed at a distance of 650 m south of the existing second berth to be oriented along N-S direction (180° N) similar to the existing berths considering the current directions. It will also act as risk mitigation measure in case of existing berths are unable to operate for any extended period or to cater the anticipated number of ships at a time.

3.3.6 PLL is also planning to import and unload Liquid Ethane and Propane at the Third Berth through carriers of parcel size of 1,00,000 m³ (approx.). Thus, it is proposed to lay the Ethane and Propane unloading transfer pipes of approx. 6.5 Km from Third Berth to the proposed location of Ethane and Propane storage tanks. It is expected that 1.25 MMTPA Ethane will be handled initially and expandable to 2.5 MMTPA in future. Presently provision to unload Liquid Ethane and Propane is being provided at third berth. The onshore infrastructure for Ethane and Propane storage & regasification system shall be planned and installed at later stage. Ethane and propane unloading shall only be done after construction/installation of onshore Ethane and propane Storage & Regasification System. Separate prior environmental clearance shall be taken from MoEF&CC for onshore Ethane and Propane infrastructure installation.

3.3.7 Geo-coordinates of project site: The Geo-coordinates of the proposed project is as following:

- Coordinates of Proposed Jetty Head: 2397642.35 N and 242319.618 E
- Coordinates of Proposed Land Fall Point: 2398348.00 N and 244750.00 E
- Coordinates of LNG Terminal: 2398735.75 N and 245078.71 E

3.3.8 Total Length of the Proposed Project is 2.5 Km.

3.3.9 The proposed project falls under category 'A' of item 7 (e) of the schedule to the EIA Notification, 2006 and its subsequent amendments. Total investment/cost of the project is approx. Rs 170000 Lakh (1700 Crores).

3.3.10 Land use/Landcover of Project site in tabular form:

S. No.	Land use/Land Cover	Area (Ha)	%age Distribution
1.	Process Area	9.2475	7.0
2.	Storage Area	3.7875	2.9
3.	Green Area	19.6000	14.8
4.	Road Area & Open Area	99.6422	75.3
	Total Plot Area	132.2772	100

Land use/Landcover around 10 Km radius of Project Site Shall be submitted during EIA Stage.

3.3.11 Terrain and Topographical Features: Topographically the area is slightly undulating, and the elevation of the onshore facility is +12m CD and offshore facility is - 17 m CD. Different land use areas are available in the study area i.e., sea water, industries, salt pan, Open shrubs, Residential, Mixed use.

3.3.12 The total green belt area of approx. 1,96,000 sqm has been allocated in and around periphery wall. In addition to this, 1150 ha mangrove plantation undertaken along the Gujarat Coast.

3.3.13 Details of Water Bodies: Details of Water bodies are as following. No impact on drainage is anticipated due to operation of Third Jetty.

- Gulf of Khambhat (0 Km)
- Narmada River (1.36 Km, SE)
- Ban Khadi (5.53 Km, N)
- Ghughar Khadi (6.53 Km N)

3.3.14 Water requirements: During Construction Phase, there will be requirement of 43 KLD of water (Domestic: 23 KLD & Construction: 20 KLD). Water required for labour and construction work shall be sourced from GIDC supply and tanker supply. Also, water from condensate water reservoir (moisture in air get condensed during the regasification of LNG) can be used for construction purpose. During Operation Phase, Petronet LNG terminal doesn't require industrial water for regasification, only domestic water is required by the terminal. Since there is no major increase in manpower for proposed expansion, domestic water requirement shall be limited to 21.2 KLD only. The fresh water is being sourced by GIDC water supply. Potable water will be supplied to the proposed jetty from the existing potable water system on-shore at 2.5 bar pressure under ambient temperature via a 1.5" diameter supply line.

3.3.15 CRZ area: The proposed project falls under CRZ Area. Details/Map shall be submitted along with the EIA Report.

3.3.16 Waste management: During Construction Phase, there will be generation of approx. 15 KLD of domestic wastewater which will be collected in septic tanks and further disposed through municipal waste collection vehicles. No wastewater shall be discharged to the sea or in ground. All probable waste management measures shall be adopted to avoid the water contamination. During Operation Phase, generation of 17.2 KLD of domestic wastewater is proposed from the terminal which will be collected in septic tank followed by soak pits. Septic tanks will be cleaned regularly by municipal waste collection vehicles.

3.3.17 There is very minimal wastewater generation at the jetty head which is treated through modular STPs provided at both jetties and treated water is disposed to the sea. Same practice shall be adopted for the proposed third jetty and modular STP shall be provided at proposed Jetty head. The Ships will not be allowed to discharge wastes into the gulf. Discharge of bilge water, oil or any mixture containing oil is not permitted in the marine environment of the port.

3.3.18 There is no industrial effluent generation from the terminal. Only, Process water is generated when Submerged Combustion Vaporizers (SCV) are run. SCV's are normally run for 15-20 days or maximum one month in a year during winter when ambient air heaters are not able to take load due to low ambient temperature. Water generated in SCV's is treated with sodium bicarbonate so that pH is maintained between 6-8. Water generated is collected in pit and used for gardening. Process water generation is not continuous but only when SCV's are run.

3.3.19 No shoreline change is anticipated in the proposed project. Port has open waters with safe navigable depths. Sufficient safe sea room exists for vessels to maneuver when making approach to the berth. No breakwater and dredging is required for proposed third jetty. *Handling of Cargo:* The jetty will serve as a facility to support the mooring and docking of LNG, Ethane and Propane Carriers. It will be designed to handle vessels ranging from sizes 65,000 m³ to 2,66,000 m³.

3.3.20 *Storage:* Unloaded LNG shall be stored in 6 no. of existing LNG storage tanks. Separate onshore Storage facility shall be constructed for Ethane and Propane at later stage. *Transport:* Sea transportation is used for transporting LNG, Ethane and Propane from different countries, and it is unloaded from the Ship on the terminal through unloading arm, pipelines, etc. After regasification of LNG/Ethane, it will be transported through different pipelines. PLL also have truck loading bays to dispatch LNG by LNG road tankers. Same practice shall be followed after installation of third jetty.

3.3.21 Brief Description of Socio-Economic Condition of Local People shall be submitted during EIA.

3.3.22 Employment potential: During Construction Phase about 1500 (approx. during peak construction) peoples shall be employed and during operation Phase, additional 15 peoples shall be employed.

3.3.23 Benefits of the project: Dahej LNG terminal is meeting around 40% of the total gas demand of the country and therefore it is essential that the terminal throughput is maintained. The proposed infrastructure will create additional infrastructure in the country to import additional LNG, Ethane and Propane from different countries and reduce the demand supply gap. This project will help the Country in enhancing its energy basket for natural gas consumption from existing 6% to 15%. Reduce the Carbon footprint by use of Natural Gas / LNG in the Country. The location of third jetty is proposed in a way that it can be connected to the existing plant boundary which makes integration of facilities and utilities like storage tanks, regasification system in a cost effective manner. Existing infrastructure will be used most optimally, resulting in increase of productivity of existing operations as well as reduction of overall cost of new project. Proposed Third Jetty will act

as risk mitigation measure in case of existing berths are unable to operate for any extended period or to cater the anticipated number of ships at a time.

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

3.3.25 During the deliberation, the EAC noted the following:

- i. *The onshore infrastructure for Ethane and Propane storage & regasification system shall be planned and installed at later stage. Ethane and propane unloading shall only be done after construction/installation of onshore Ethane and propane Storage & Regasification System. Separate prior environmental clearance shall be taken from MoEF&CC for onshore Ethane and Propane infrastructure installation.*
- ii. *It is noted by the Committee that the first LNG berth which is already installed at the site is very close to a coal jetty (towards north direction), which belongs to Adani Petronet Unit. There is a high risk when petroleum jetty is allowed near coal jetty or vice-versa. In this case, the distance between the coal jetty and LNG jetty of PPL is approximately 1 km. Further, the coal stack yard of Adani Petronet is approximately 200 meters from the first LNG storage tank of PPL and the distance between the boundary of both the assets is only about 70m. This make the entire area to be a high risk zone.*
- iii. *Committee is of the view that the Ministry may frame guidelines on the safe distance between two jetties and landward development of storage and habitation and permissibility of jetty based on the categories of cargo to be placed in close proximity.*
- iv. *A cumulative environmental impact assessment and risk assessment of all the jetties including coal jetty of Adani Petronet be conducted as a part of EIA report and a risk management plan be prepared. Risk assessment should be done jointly by Petronet and Adani Petronet*
- v. *There are several jetties and other infrastructure existing in the Gulf of Khambhat; the Committee recommended that the Ministry may request Gujarat Maritime Board (GMB) to prepare a carrying capacity study for the Gulf of Khambhat for the infrastructure development vis-à-vis environmental sustainability including risk assessment taking into account the master plan and CZMP of the area. The study may recommend the future possible developmental activity in the Gulf of Khambhat. The PP need to comply with the recommendations of the study.*
- vi. *There is lack of proper green buffer nearby coal unit operated by Adani Petronet. Ministry may issue necessary directions in this regard to Adani Petronet.*

3.3.26 The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 266th meeting on 12th July, 2021 and **recommended** the proposal for grant of Terms of Reference (ToR) with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. The onshore infrastructure for Ethane and Propane storage & regasification system shall be planned and installed at later stage. Ethanwe and propane unloading shall only be done after construction/installation of onshore Ethane and propane Storage & Regasification System. Separate prior environmental clearance shall be taken from MoEF&CC for onshore Ethane and Propane infrastructure installation.

- ii. A cumulative environmental impact assessment and risk assessment of all the jetties including coal jetty of Adani Petronet shall be conducted as a part of EIA report.
- iii. A detailed study on the impact of project on migratory birds and mitigation measures be undertaken by Gujarat Institute of Desert Ecology (GUIDE)
- iv. Detailed Safety Guidelines regarding the number of Jetties to be handled on the proposed port.
- v. Keeping in view a large number of small scale industries around the proposed project so also other major infrastructures, exemption of Public Hearing is not permitted.
- vi. The ecologically fragile area including CRZ 1A area etc. shall be demarcated and superimposed on the layout plan and submitted.
- vii. Risk analysis and its management plan for handling different types of liquid cargos (if handling) be conducted and submitted.
- viii. Detailed modelling studies be carried out to understand whether the selected site can withstand severe cyclones and develop design in accordance to due safety measures.
- ix. Detailed modelling studies to understand the impact of past 100 years and future 30 years sea level rise related inundation, erosion and safety of the proposed jetty and storage units
- x. Importance and benefits (socio-economic and environmental) of the project be submitted.
- xi. Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scales.
- xii. Recommendation of the Gujarat CZMA shall be obtained and submitted.
- xiii. Submit superimposing of latest CZMP as per CRZ Notification (2011) on the CRZ map.
- xiv. Submit a complete set of documents required as per para 4.2 (i) of CRZ Notification, 2011.
- xv. A detailed study on the impact of proposed activity on marine ecology and marine biodiversity with specific focus on the corals, mangroves and Mud flats in the proximity of the site be conducted and required mitigation plan be submitted.
- xvi. A management plan for the area under which mangroves are or likely to be removed and compensatory mangrove plantation plan be submitted.
- xvii. Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract).
- xviii. A certificate from the local body supplying water, specifying the total annual water availability with the local authority, the quantity of water already committed the quantity of water allotted to the project under consideration and the balance water available. This should be specified separately for ground water and surface water sources, ensuring that there is no impact on other users.

- xix. A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project.
- xx. A certificate from the competent authority handling municipal solid wastes, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project.
- xxi. An assessment of the cumulative impact of all development and increased inhabitation being carried out or proposed to be carried out by the project or other agencies in the core area, shall be made for traffic densities and parking capabilities in a 05 kms radius from the site. A detailed traffic management and a traffic decongestion plan drawn up through an organization of repute and specializing in Transport Planning shall be submitted with the EIA.
- xxii. Disaster Management Plan for the project shall be prepared and submitted.
- xxiii. Details and status of court case pending against the project, if any.
- xxiv. 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.
- xxv. A tabular chart with index for point-wise compliance of above ToRs. The specific ToRs as recommended above are 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.
- xxvi. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent, based on the commitments made during the public hearing, specific studies as stated in xiv and xv shall include all the activities required to be taken to fulfill these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.
- xxvii. In pursuance of Ministry's OM No. stated above, the project proponent shall add one annexure in the EIA Report indicating all the commitments made by the PP to the public during public hearing and submit it to the Ministry and the EAC.

Agenda No. 3.4

Construction of two offshore container berths and development of container terminal on BOT basis in Mumbai Harbour by M/s Mumbai Port Trust – Further consideration for Environmental and CRZ Clearance [Proposal No. IA/MH/MIS/62185/2017 and File No. 10-10/2017-IA.III]

“The EAC noted that the Project Proponent/consultant have given under taking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the

project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.4.1 The proposed project is expansion for construction of two offshore container berths and development of container terminal on Build-Operate-Transfer (BOT) basis in Mumbai Harbour. Mumbai Port Trust (MbPT) has proposed to develop offshore container Terminal (OCT) at Indira Dock, Mumbai Port in two phases, i.e., **Phase 1**: Berth length of 700 m and width of 58 m with adequate equipment to handle vessel capacity of 6000 TEU with annual handling capacity of 0.8 million TEU, and **Phase 2**: Berth length will be increased by 350 m thereby increasing the handling capacity of terminal to 1.2 million TEU.

3.4.2 The Environment Ministry of Environment, Forest and Climate Change had accorded the Environment Clearance to the project vide letter No.10-18/2005-IA-III dated 15.6.2006 and modified the same vide letter No.10-18/2005-IA-III dated 09.11.2006. The CRZ clearance was granted on 29.05.2005. Subsequently, the validity has been extended up to 14.6.2016 vide letter No. 10-18/2005-IA-III dated 07.01.2014.

3.4.3 As the earlier EC granted by MoEFCC expired on 14.6.2016, and the project got delayed due to various reasons, MbPT initiated to get a fresh Environmental Clearance to execute the following pending work.

Completed Work (As permitted by earlier EC)	Pending work
<ul style="list-style-type: none"> • 2 berths and Approach Trestle Completed • Capital Dredging for berth pocket up to - 16 m CD from 0 CH. to 700m CH. • and (-) 8mCD to (-) 11m CD in 700 CH. to 1050m CH. Filling of P&V Dock • The capital dredging from (-) 8m CD to (-) 13.5 m CD at Approach Channel and turning circle 	<ul style="list-style-type: none"> • Procurement of Cargo handling Equipment • Balance Capital Dredging in the approach channel and turning circle to the required Depths. And Berth pocket for Phase II • Development of Storage Yard

3.4.4 The proposed project was earlier considered in 32th EAC meeting held on 2nd July, 2018, and it was deferred for the want of some requisite documents/information.

3.4.5 At this instance, the aforementioned proposal was further placed before the EAC in its 266th meeting on 12th July, 2021. The project proponent along with the EIA consultant M/s Terracon Ecotech Pvt. Ltd. has made a presentation through Video Conferencing and provided the following information-

3.4.6 The project/activity is covered under category ‘A’ of item 7 (e) i.e. ‘Ports, harbours, break waters, dredging’ of the schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level by sectoral EAC. Total investment/cost of the project is Rs. 1290 Crores.

3.4.7 Terms of reference (ToR) was granted by MoEFCC to the project *vide* letter No.10-10/2017-IA-III dated 12.07.2017 with exemption to conduct Public Hearing. Earlier, Public

Hearing for this Project was conducted on 29.09.2005 by District Collector at Durbar hall, Asiatic Society of Mumbai.

3.4.8 Maharashtra Coastal Zone Management Authority had given its recommendation to the project vide letter dated 09.05.2005

3.4.9 Geo-coordinates of project site: The Location of the proposed jetty is 18°56'37.35"N, 75°51'13.88"E.

3.4.10 Area (ha)/Length (km) of the proposed project:

- Phase 1: Berth length of 700 m and width of 58 m with adequate equipment to handle vessel capacity of 6000 TEU with annual handling capacity of 0.8 million TEU
- A Y-Shape approach trestle to connect the berths with the onshore terminal facilities. For this an 18 m wide road will split into two 12 m wide roads reaching the berth and thus forming a Y-shape. Approximate length of the trestle will be 1000m.
- Phase 2: Berth length will be increased by 350m thereby increasing the handling capacity of terminal to 1.2 million TEU. Stack yard of 45 ha

3.4.11 Landuse/Landcover around 10 km radius of project site:

Existing Land use Categories (2012)	Area in Hectares	Area in %
Residential	10333.39	24.9
Commercial	903.89	2.18
Offices	360.16	0.87
Industrial	2258.34	5.44
Natural areas and open spaces	13075.55	31.5
Education Amenities	852.32	2.05
Medical Amenities	316.76	0.76
Social amenities	361.32	0.87
Public utilities and Facilities	693.81	1.67
Transport and communication Facilities	5319.56	12.8
Urban villages	319.73	0.77
Primary Activity	1594.8	3.84
Unclassified	1835.52	4.42
Vacant land	3280.56	7.91
Total Area Under MCGM	41505.7	100
<i>*ELU Survey, 2012, Group SCE India Pvt. Ltd</i>		

3.4.12 Proposed project is off shore project and falls under CRZ II and CRZ IV as per CRZ notification 2011.

3.4.13 Water requirements: The total water requirement is 45 liters per day. Proposed water requirement during construction and operation phase is 5.17 KLD and 3.78 KLD, respectively. No Ground water shall be extracted.

3.4.14 Project Site does not fall within 10 km of National Parks, Sanctuaries and Tiger

Reserves etc. the project is located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC.

3.4.15 Waste Management: Total sewage generation during construction and operation phase is 3.45 KLD and 2.25 KLD, respectively. Total solid waste generation during construction and operation phase is 51.75 Kg/day and 33.75 Kg/day, respectively.

3.4.16 Employment Potential: Total Employment potential of the proposed project is 190 (Construction phase: 115 peoples + Operation phase: 75 peoples)

3.4.17 Benefits of the project: The benefits of the proposed project is, Increase in EXIM trade due to this facility; Increase facilities for industries in the Mumbai region and Maharashtra, will also provide many economic benefits; Efficient and modern handling facilities for cargo and berthing of ships; Reduce dependence on transportation by other modes.

3.4.18 Details of Court cases: A PIL has been filed against the filling of Victoria and Princes Docks in Bombay High Court. PIL No 149 of 2014/31 of 2015. The PIL was discharged on 09.07.2019.

3.4.19 *During the deliberation, the EAC noted the following:*

- i. It has been noted by the EAC that Environment Clearance to the project was issued vide letter No.10-18/2005-IA-III dated 15.6.2006. In the said EC, only containers were allowed as a part of cargo. The present proposal is for clean cargo namely steel coils, RO-RO, some containers and occasionally passenger vessels. However, during presentation by PP it was noted by the Committee that the RO-RO facility is already operational, which is in violation of EIA Notification, 2006, as amended and CRZ Notification, 2011. The PP and the consultant could not able to explain the how the RO-RO was in operation without any statutory approval.*
- ii. EAC further noted that the PH for the project was conducted on 29.09.2005, which is as per EIA Notification, 1994. Ministry vide its ToR letter No.10-10/2017-IA-III dated 12.07.2017 has exempted the conduct of Public Hearing. There is a gap of almost 12 years when the earlier PH was conducted.*
- iii. The marine EIA studies conducted for the project have many deficiencies and very poorly done.*
- iv. There is no mention of date when the data is collected and monitoring took place for preparing the EIA report.*
- v. There was no fresh cumulative assessment of impact of traffic for the expansion and other proposals of MbPT in the area.*
- vi. No details or summary of EIA consultants has been provided along with declaration by experts contributing to the EIA.*
- vii. No date/month/year of submission of EIA report has been mentioned on the report, neither the details of accreditation and name of the EIA consultant mentioned on the cover of EIA report.*

3.4.20 The EAC, taking into account the submission made by the project proponent

has a detailed deliberation in its 266th meeting held on 12th July, 2021 and noted that the RO-RO facility is already operational for which environmental clearance is not obtained by the PP, which is in violation of EIA Notification, 2006, as amended and CRZ Notification, 2011.

Regarding EIA/EMP report prepared by M/s Fine Envirotech Engineers, Committee made remarks that presenting old, secondary, incomplete information and inconsistent data in the EIA report vitiates the process of appraisal of the projects and misleads the Expert Appraisal Committee in taking a considered decision on the issue. Committee further recommended that a Show Cause Notice may be issued to the consultant for misleading the Committee regarding violation committed by the PP and presenting old, secondary, incomplete information and inconsistent data in the EIA report

Agenda No. 3.5

Modernization of existing facilities and addition of New facilities entailing capacity at Visakhapatnam Port by M/s Visakhapatnam Port Trust – Development of WQ-7 & WQ-8 berth including Mechanical Port Amendment in Environmental and CRZ Clearance [Proposal No. IA/AP/NCP/214077/2021 and File No. 11-93/2012-IA.III]

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

3.5.1 The project proponent has made a presentation before EAC in its 266th meeting on 12th July, 2021 through Video Conferencing and provided the information regarding the case.

3.5.2 M/s Visakhapatnam Port Trust (VPT) is operating 23 berths and 9 notified stock yards for storage of dusty cargoes such as GCB (Coal) / East Yard (coal), R-4 & R-10 area (coal), S-4 Conveyor area (coal), Ore Handling Complex (iron ore), Opposite to M/s ESSAR (iron ore), West Ore Berth (Coal) etc. in port area.

3.5.3 Development of West Quay North (WQ-7 & WQ – 8) berth with mechanized handling facility for handling bulk cargoes on DBFOT basis. Presently the cargo such as blast furnace slag, gypsum and ores other than iron ore proposed to be handled under this project (WQ – 7 & WQ – 8) which are already being handled in the semi mechanized method elsewhere in port and now proposed to be changed to fully mechanized handling system.

3.5.4 The Environment and CRZ Clearance was accorded by MoEF&CC vide letter F.No.11-93/2012-IA.111, dated 25.05.2016. The Andhra Pradesh Pollution Control Board have issued CFE to the subject work vide Order No. 45/APPCB/CFE/RO-VSP/HO/2006

dated 18.12.2017.

3.5.5 In view of few reasons as listed below, though the construction of WQ-7&WQ-8 berths mentioned above was completed, but mechanization as proposed was not completed:

- i. The Indian Navy has submitted a proposal to the Port requesting to allot 150 m width and 1.5 KM Long land for development of strategic facilities for Indian Navy at the same location where VPT proposed to develop mechanized stack yards. Port requested the Indian Navy to reduce their land requirement so as to enable the Port to accommodate the proposed mechanized stack yard. As the matter is under negotiations, the Port could not start mechanization of the two berths i.e., WQ-7 & WQ-8; and
- ii. The Port could not identify successful bidders for taking up the mechanization project.

3.5.6 Hence Visakhapatnam Port had obtained amendment to the Environmental Clearance issued by MoEF&CC, Govt. of India for handling of cargo viz. B.F. Slag, Gypsum, Bauxite, Lime Stone, ilmenite sand, coking coal and Ores other than Iron Ore through semi-mechanized manner in WQ7 & WQ8 berths vide EC & CRZ clearance amendment letter F.No.11-93/2012-IA.111 dated 16.11.2018.

3.5.7 The present proposal is for optimum utilization of the berths by judicially handling all multiple dry bulk cargo as identified viz. Fertilizers, manganese ore, Coke (CP coke, Lam coke and Pet coke), S. Coal, Steel cargo, Project cargo etc. apart from the list of cargo specified in EC and CFO amendment orders. The total cargo handling capacity shall be within the consented capacity duly adhering to strict implementation of well-structured Environmental management systems in place thus ensuring that there will be no increase in pollution load.

S.No	Cargo profile as per Existing CFO	Updated cargo Profile requesting for amendment	Remarks
1.	B.F. Slag, Gypsum, Bauxite, Lime Stone, ilmenite sand, Ores other than Iron Ore and also coking coal	Fertilizers, Manganese ore, Coke (CP coke, Lam coke and Pet coke), S. Coal, Steel cargo, Project cargo, B.F. Slag, Gypsum, Bauxite, Lime Stone, ilmenite sand, coking coal and other dry bulk cargo as per the availability.	The cargo quantity shall be within the consented capacity i.e. 34.1 MMTPA The Mechanization of the berths as proposed under Phase –II shall be completed within 3 years duly addressing all the issues vide revised TEFR. Thus amendment as per the present proposal may please

			be accorded for three years.
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3.5.8 During deliberations, the EAC noted that the proponent has applied for the amendment in Environmental and CRZ Clearance, however, the present proposal is not merely a case of amendment in Environmental and CRZ Clearance, but there is a substantial change in project profile in terms of quantity and type of Cargo profile.

3.5.9 The project proponent withdrew the proposal with the request that a revised proposal will be submitted.

Agenda No. 3.6

IFFCO Kisan SEZ – Nellore Agro Park at Racharlapadu Village, Kodavaluru Taluka, SPSR Nellore District Andhra Pradesh by M/s IFFCO Kisan SEZ Ltd. – Amendment in Environmental Clearance [Proposal No. IA/AP/NCP/215042/2021 and File No 21-8/2010-IA.III]

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

3.6.1 The Environmental Clearance (EC) to the present project was granted by Ministry of Environment and Forests vide Letter No. 21-8/2010-IA-III dated 22.06.2011 for setting up of Agro park in total area of 1111 Ha.

3.6.2 The IFFCO Kisan Special Economic Zone (IKSEZ) has obtained EC for setting up of Agro Chemicals, Township cluster, Green Houses/ Agro Processing. Now the management proposed to obtain EC amendment to accommodate various Multiproduct units like Non-Agro ecofriendly units, Light/Heavy Engineering units, renewable power products manufacturing, Non-Alcoholic / Fruit based beverages, Agro Chemicals, Nano fertilizers, Alcohol bottling units and Grain based distillery.

3.6.3 The project proponent along with the EIA consultant M/s Sri Sai Manasa Nature Tech Pvt. Ltd. has made a presentation before EAC in its 266th meeting on 12th July, 2021 through Video Conferencing and provided the information regarding the case.

3.6.4 During deliberations, the EAC noted that the proponent has applied for the amendment in Environmental Clearance, however, the present proposal is not merely a case of amendment in Environmental Clearance, but there is a substantial change in project profile in terms of dropping of Power plants and inclusion of Multi-product based industries besides earlier approved existing agro based industries. Further, PP

has proposed to include Grain based distillery in the Industrial Area, for which a complete environmental assessment is required to be conducted.

3.6.5 The project proponent withdrew the proposal with the request that a revised proposal will be submitted.

Following members were present during the 266th EAC (Infra-1) meeting held on 12 July, 2021

S. No.	Name	Designation	Remarks
1.	Dr. Deepak Arun Apte	Chairman	Present
2.	Sh. S. Jeyakrishnan	Member	Present
3.	Sh. Manmohan Singh Negi	Member	Present
4.	Sh. ShamWagh	Member	Present
5.	Dr. Mukesh Khare	Member	Present
6.	Dr. Ashok Kumar Pachauri	Member	Present
7.	Dr. V. K Jain	Member	Present
8.	Dr. Manoranjan Hota	Member	Present
9.	Sh. R Debroy	Member	Absent
10.	Dr. Rajesh Chandra	Member	Absent
11.	Dr. M. V Ramana Murthy	Member	Present
12.	Smt. Bindu Manghat	Member	Absent
13.	Dr. Niraj Sharma	Member	Present
14.	Sh. Amardeep Raju,	Scientist'E' & MS, MoEF&CC	Present
15.	Dr. Rajesh Prasad Rastogi	Scientist'C', MoEF&CC	Present
16.	Sh. P. Balakumar	RA, Infra-1, MoEF&CC	Present