

Minutes of the 269th meeting of Expert Appraisal Committee held on 10th August, 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, harbors, breakwaters, dredging7(e) and National Highways7(f)

The 269th 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 during **10th August, 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 268th EAC meeting held on 26th -27th July, 2021.

3. AGENDA WISE CONSIDERATION OF PROPOSALS:

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

Agenda No.3.1

Development of 6 lane Access Controlled Greenfield Highway of Shamli – Ambala Sec. from Km Ch. 0+000 to Km Ch. 120+970 (Total length: 120.970 km) in the States of Uttar Pradesh and Haryana under Bharatmala Pariyojana. Phase II (Lot-9/Package-1) by M/s National Highways Authority of India - Terms of Reference

[Proposal No. IA/HR/NCP/221492/2021 and File No. 10/33/2021-IA.III]

The proposed project is for development of 6 lane Access Controlled Greenfield Highway of Shamli – Ambala Sec. from Km Ch. 0+000 to Km Ch. 120+970 (Total length: 120.970 km) in the States of Uttar Pradesh and Haryana under Bharatmala Pariyojana. Phase II (Lot-9/Package-1).

During deliberations, the EAC noted that no technical team was present to appraise the proposal and there was lack of technical details in the proposal. NHAI was advised to take necessary action for non-occurrence of such incident. The project proponent therefore, withdrew the proposal and will present it with technical details.

Agenda No. 3.2

Development of Economic Corridors, Inter Corridors and Feeder Routes To Improve the Efficiency of Freight Movement in India Under Bharatmala Pariyojana (Lot - 5/Pkg.-4) Hassan – Hulyiar – Hiriyur Route (EC-20) in the State of Karnataka by M/s National Highways Authority of India - Terms of Reference

[Proposal No. IA/KA/NCP/222443/2021 and File No. 10/34/2021-IA.III]

The proposed project is for development of Economic Corridors, Inter Corridors and Feeder Routes to improve the efficiency of freight movement in India under Bharatmala Pariyojana (Lot -5/Pkg.-4) Hassan – Hulyiar – Hiriyur Route (EC-20) in the State of Karnataka.

During deliberations, the EAC noted that no technical team was present to appraise the proposal and there was lack of technical details in the proposal. NHAI was advised to take necessary action for non-occurrence of such incident. The project proponent therefore, withdrew the proposal and will present it with technical details.

Agenda No. 3.3

Development of Greenfield Bhavanapadu Port, District Srikakulam, Andhra Pradesh by M/s Andhra Pradesh Maritime Board (APMB) - Further consideration for Terms of Reference

[Proposal No IA/AP/MIS/173542/2020 and File No 10-56/2020-IA.III]

“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in 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 proposed project was earlier considered in 243rd EAC meeting during 28th - 30th September, 2020 and was deferred for the want of some requisite information on alternative site study and suitability of the site w.r.t high erosion zone.

3.3.2 Further, the proposal was re-considered in 256th EAC meeting held on 3rd – 4th March 2021 and in 260th EAC meeting held on 6th April 2021. It was observed that the land of the selected site for the proposed project has already been allotted to the Singareni Collieries Company Limited (SCCL) by the State Government as a part of compensatory afforestation. EAC observed that the same site cannot be allotted by the State Government to another project and therefore, the proposal was deferred till the availability of land for the proposed port is ascertained by the competent authority of the State Government.

3.3.3 At this instance, the aforementioned proposal was further placed before the EAC in its 269th meeting on 10th August, 2021. The project proponent along with the EIA consultant M/s Voyants Solutions Private Ltd, Gurugram, Haryana has made a presentation through Video Conferencing and provided the following information-

3.3.4 APMB has taken up the matter with the State Government and has instructed the

Detailed Project Report Consultant M/s. RITES to identify the location suitable for Port Development which does not include forest land and that to within the port limits of Bhavanapadu. The revised location falls under the Rajapuram Village, encompassing Mulapeta and Pathalingadu hamlets.

3.3.5 The proposed project falls under 7(e) - Ports & Harbors, Category-A (cargo handling capacity > 5 million TPA), as per EIA notification 2006.

3.3.6 Cost of the Project: Total investment/cost of the project is Rs 3,09,190 Lakhs (3091.90 Cr).

3.3.7 The Total Land Requirement for Proposed Project (Phase I) is 1010 acres in which Bhavanapadu Port Development covers 825.08 acres and External Connectivity covers 184.92 acres. In which 825.08 acres of land required for Port Development in Phase I, the Forest Land is 2.99 acres. APMB seek Forest Clearance for 2.99 acres which is required for internal road / conveyor corridor for permitted activity.

3.3.8 Geo-coordinates of project site are as following:

Description	Point	Latitude (North)	Longitude (East)
NW Corner	A	18°35'8.44"N	84°21'44.35"E
NE Corner	B	18°32'21.7"N	84°26'29.45"E
SE Corner	C	18°27'5.08"N	84°21'52.50"E
SW Corner	D	18°30'48.83"N	84°18'5.30"E

3.3.9 Site Connectivity: East Coast Railway of the Chennai - Kolkata broad gauge (BG) main line passes about 7.2 kms from Bhavanapadu at Naupada Junction from the proposed port boundary. The National Highway-5 from Chennai to Kolkata is at a distance of about 14.3 kms from Bhavanapadu proposed port on south side of Tekkali creek. The Nearest International Airport is Visakhapatnam 185 Km in the SSW Direction from the project site.

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

S. No.	Land use category	Area in sq. km	Area in %
1	Agriculture Land	1.20	29.43
2	Settlement	0.00	0.03
3	Waterbody	0.70	17.17
4	Forest	0.01	0.29
5	Saltpan	1.62	39.74
6	Costal sand	0.49	12.12
7	Open scrub	0.05	1.22
	Total	4.08	100.00

3.3.11 Land use land cover around 10 km radius of the Project site:

S. No.	Land use category	Area in sq. km	Area in %
1	Agriculture Land	121.61	28.61
2	Settlement	2.59	0.61
3	Waterbody	230.82	54.31
4	Plantation	13.82	3.25
5	Open scrub	10.24	2.41

6	Saltpan	38.95	9.16
7	Forest	0.01	0.00
8	Costal sand	6.59	1.55
9	Mangrove	0.366	0.09
	Total	425.00	100.00

3.3.12 Terrain and Topographical Features: The project area is mostly flat with minor undulations. There is a well-developed beach and rain-fed agriculture is being practiced in the area. The topography shows maximum land in and around under salt farming hence, salt pans.

3.3.13 Total Water Requirement for the proposed project is 111295 liters (31455 liters for administrative building + 9240 liters for Workshop Building + 70600 liters for Miscellaneous Facilities). The water demand shall be met from the nearby reservoir. No ground water shall be abstracted or used for any commercial purposes of Port operations.

3.3.14 Tree cutting: Bushes and scrubs with trees will be cut due to development of proposed Bhavanapadu Port. Care will be taken to relocate the trees and necessary permission will be sought from the competent authority. The details will be provided in the EIA report.

3.3.15 Diversion of Forest Land: Out of 825.08 acres of Land required for Phase I, the total Forest land is 2.99 Acres (for Internal Road Connectivity between immediate port backup area and conveyer belt network).

3.3.16 The project site is in CRZ III area & part of the area will fall under harbor, berth, north & south break water & turning circle will fall under CRZ 1B. Bhavanapadu Port Area falls under rural area & hence categorized as CRZ III. Average Density of Population of Srikakulam district is 462 / Sqkm (Census 2011), hence Bhavanapadu being a part of it will fall under CRZ-III B. Demarcation of coastal regulation zone, High Tide Line/Low Tide Line & Land Use map will be prepared through MoEFCC authorized / accredited institute & the same will be presented in Environmental Impact Assessment Report.

3.3.17 Total Domestic Effluent Generation will be 69.04 KLD. STP of 70 KLD will be provided for domestic Effluent.

3.3.18 The details on the shoreline change will be studied by doing modelling and littoral drift studies as required & the same will be submitted during Environmental Impact Assessment Study (Report) in detail.

3.3.19 The estimated capital dredging quantity & dredging areas for the proposed port is as follows:

- i. Total Quantity at proposed berth location - 4.617 Million cum (Mm³).
- ii. Total Quantity for approach channel - 4.956 Million cum (Mm³).
- iii. Total Quantity at turning basin - 3.859 Million cum (Mm³).
- iv. Additional Area = 0.509 Million cum (Mm³).
- v. Total estimated dredging quantity for Phase-I development is 14 Million cum (Mm³).

3.3.20 Cargo stacking and storage facilities will be developed for handling cargos with commodities like –

- i. Raw cashew, Lime stone, Edible oil, other commodities, containers, Mineral sands, cashew, soya meal, Granite, Ferro products, Jute products, Iron & Steel scrap, Iron ore, Iron & steel products, Fertilizers. Thermal coal/ Coking coal.
- ii. There is deposition of dust in to the air at the time of construction and cargo handling.
- iii. Dust suppression systems (e.g. water Sprinkling/misting at the bulk storage).

3.3.21 There are no fishing boats, no fish landing centres observed within the project site boundary. There is one Fishery Harbour near to the port. However, the Fishery Harbour is outside the port boundary. Hence, development of Bhavanapadu port shall not disturb the fishery Harbour operations.

3.3.22 Socio-economic Condition: The proposed development of the project will lead to positive impact due to the development of port. And also provides direct & indirect employment in a rural area improving the living conditions.

3.3.23 Land acquisition and R & R issues involved:

- i. 1010 Acres of land required for the development of proposed Port. The land acquired by APMB as per RFCTLARR (Andhra Pradesh Amendment) 2018 Act.
- ii. As per Census of India 2011, total population of the Rajapuram village is 3316 and it is compounded into 783 households. As per the reconnaissance survey and Census of India, there are six numbers of hamlets namely Kothalingudu, Pathalingudu, Matchilesam Sunnapalle, Reddikasunnapalle, Mulapeta and Vishnuchakram are coming under Rajapuram village. Out of these six hamlets, the settlement of Mulapeta and Pathalingudu are impacted and attract Rehabilitation & Resettlement. Based on secondary data approximately 302 households in which 249 households in Mulapeta and 53 households in Pathalingudu hamlets needs to be displaced due to the development of Proposed project.
- iii. The Census and Socio-economic survey would be conducted for the Project Affected Families (PAF) and R&R Plan shall be prepared and implemented by APMB as per Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation & Resettlement (Andhra Pradesh Amendment) Act, 2018 and RFCTLARR Act, 2013.

3.3.24 Benefits of the project: The project has considerable benefits from the social perspective. The proposed project will have positive impact on social and economic improvement of the region by overall improvement in living standard through creation of new direct and Indirect Jobs, increase in volume of general trade, general improvement in infrastructural facility with better transport and communication network. It is estimated that, this project will generate 10,000 No. of Direct and indirect Employment. As per the Feasibility Assessment, the project is found to be viable from all aspects such as technical, economic, environmental and social aspects.

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

3.3.26 During the deliberation in the 269th meeting held on 10th August, 2021, EAC observed the following:

- i. *It was noted by the Committee that earlier the total Land required for Phase I was 660 acres (267.093 ha) out of which government land and forest was 379 acres (153.376 Ha) and 281 acres (113.717 Ha), respectively. The Total Forest Land Area Identified is 471.35 Acres (190.74 Ha) (for master plan). There was significant forest land removed from the proposed project land requirement based on previous EAC observation as the same forest land was provided as a compensatory land has already been allotted to the Singareni Collieries Company Limited (SCCL). The project proponents therefore decided to remove 471.35 Acres (190.74 Ha) of land from their proposed activities and want to use only 2.99 acre as a connectivity corridor between port and backend facilities.*
- ii. *The PP has to apply for Forest Clearance for accessing the RoW.*
- iii. *The compensatory land to be given should be recommended by DFO stating that the land is suitable for Forestry. (Barren/Un usable land should not be compensated)*

3.3.27 The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 269th meeting during 10th August, 2021 and **recommended** the proposal for grant of Terms of Reference (ToR) with specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. The ecologically fragile area including CRZ 1A area etc. shall be demarcated and superimposed on the layout plan and submitted with a copy of layout superimposed on the HTL/LTL map demarcated on 1:4000 scales prepared by an authorized agency as per CRZ Notification (2011)
- ii. Risk analysis and its management plan for handling different types of liquid cargos (if handling) shall be conducted and submitted.
- iii. Detailed modelling studies to understand whether the selected site can withstand severe cyclones and develop design in accordance to due safety measures.
- iv. Erosion and accretion study at the mouth of the creek which is adjacent to the proposed site be carried out and submitted.
- v. Comprehensive study on the sea level rise (based on the recent Intergovernmental Panel on Climate Change (IPCC) predictions), its impact on coast and coastal erosion and port viability should be done.
- vi. Importance and benefits of the project.
- vii. Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scales.
- viii. Recommendation of the AP CZMA shall be obtained and submitted.
- ix. Submit superimposing of latest CZMP as per CRZ Notification (2011) on the CRZ map.
- x. Submit a complete set of documents required as per para 4.2 (i) of CRZ

Notification, 2011.

- xi. Hydrodynamics study on impact of dredging on flow characteristics shall be carried out.
- xii. 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 should be conducted and required mitigation plan be submitted.
- xiii. A management plan for the area under which mangroves are or likely to be removed and compensatory mangrove plantation plan be submitted.
- xiv. Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract).
- xv. 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.
- xvi. A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project.
- xvii. 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.
- xviii. 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.
- xix. A comprehensive plan for disaster management and mitigation be developed taking in to account the products, processes and hazardous waste management and disposal if any. The plan should also include financial provisions for the same and integrate these within EIA/EMP.
- xx. Details and status of court case pending against the project, if any.
- xxi. Public hearing to be conducted and issues raised and commitments made by the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made.
- xxii. 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.
- xxiii. 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 paras (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.

- xxiv. 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

Proposed Construction of Third Chemical Berth at Pir Pau Jetty by M/s Mumbai Port Trust – Further consideration for Environmental and CRZ Clearance.

[Proposal No. IA/MH/NCP/210987/2006 and File No. 10-50/2019-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 project proponent along with the EIA consultant M/s Ultra Tech, Environment Consultancy & Laboratory, Maharashtra made a presentation through Video Conferencing and provided the following information: -

3.4.2 The ToR for the proposed project was issued by MoEF&CC vide letter No. 10-50/2019-IA-III dated 21st January, 2020 with further Amendment in ToR on 24th December, 2020.

3.4.3 The proposal for Environmental Clearance and CRZ Clearance was considered in the EAC in its 262nd meeting during 25th and 27th May, 2021; The EAC deferred the proposal for want of additional documents/information.

3.4.4 The project involves construction of third chemical berth at a distance of 300 m from First Chemical berth at Pir Pau Jetty. The entire berth and approach is in port limit water area and hence no land use change, vegetation clearance, new land creation or reclamation of land is envisaged. Total capital dredged quantity of about 0.25 million cum is involved for the project development. The geo coordinates of the project sites are 18°58'48.33"N & 72°55'10.80"E. The existing two berths together handled 3.66 MT during 2020-21. Entire transfer of the cargo (both import and export) is through the Pipelines laid all along jetty and land. The existing pipelines are extended to the proposed Third Chemical Berth from First Chemical berth. The structures will be built complying with the OISD guidelines.

3.4.5 The proposed project falls under 7(e), Category-A, Ports, Harbours as per EIA notification 2006. Total investment/cost of the project is Rs 161 Crore.

3.4.6 Land use/Land cover of Project site:

S. No	Classes	Area in Ha.	Area in Sq. Km	Area in %
1	Barren Land	5029.4	50.29	16
2	Builtup Land	4938.9	49.39	16
3	Forest Vegetation	2348.8	23.49	7
4	Mangrove Vegetation	1118.9	11.19	4
5	Open Land	4414.7	44.15	14
6	Water Body	13954.9	139.55	44
	Total Area	31805.6	318.06	100

3.4.7 Terrain and Topography: Project is located in Thane Creek. The broad physiographic feature of Mumbai district is flat terrain flanked by north – south trending hill ranges. The hill ranges are almost parallel ridges in the eastern and western part of the area. The Powai – Kanheri hill ranges are the other hill extending in the eastern and central part running NNE – SSW. The maximum elevation of the area is 450 m above mean sea level (amsl) at some of the peaks of hill ranges. Trombay island has north – south running hills with maximum elevation of 300 m above man sea level (m amsl).

3.4.8 Water Requirement: Total water requirement during construction phase is about 10 KLPD that will be met from water transported through tankers/barges from MCGM source. During operational phase water requirement will be around 1000 liters per day. The existing drinking facility at Pir Pau will be sufficient for the new project. Use of Ground water is not proposed for the project.

3.4.9 The Public Hearing was conducted on 1st December 2020 at Wadala Village, Mumbai, Maharashtra.

3.4.10 Thane Creek Flamingo Bird Sanctuary is located at 8.2 km N, and Veer Mata Jijabai Bhosale Udyan and Zoo is located at 8.35 km from the project site. Mudflats near Mahul Creek are at 2.29 km, S and Mangroves near Sewri and Mahul creek is at 3.8 km, SW.

3.4.11 Eco-Sensitive Zone/Area (ESZ /ESA) like Mudflats near Mahul Creek, S Mangroves near Sewri and Mahul creek (SW) are in a 2.29 and 3.8 Km distance.

3.4.12 Tree cutting and Green belt development: The proposed project of construction of Third Chemical Berth is within existing Mumbai Port Trust water limits hence; there is no need of trees to be cut for proposed expansion. MbPT has developed green belt area within port area limits.

3.4.13 Waste Management: The MbPT is operational port and having valid Consent to Operate from MPCB. As per recent CTO of MbPT, port is generating following hazardous waste. Proposed project will be expansion of existing activities only. Hence, any new type of hazardous waste other than that permitted in CTO will not be generated. Two STPs of capacity 2 cum and 1 cum, respectively will be installed.

S. No	Type of Waste	Category	Existing Quantity (TPA)	Additional Quantity (TPA)
1	Oil containing cargo residue	3.1	623	20
2	Oil contaminated sludge and filter	3.3	888	25
3	Used/Spent oil	5.1	635	20

4	Waste/Residue containing oil	5.2	1000	30
5	Garbage, kitchen waste and office waste	--	10 TPD	--

3.4.14 According to CRZ map, the proposed third chemical berth falls under CRZ IV A, which includes the water areas up to the territorial waters (12 nautical miles) and the tidal influenced water bodies. CRZ recommendation has been granted by MCZMA vide letter.No.CRZ 2020/CR 65/TC 4 dated 1st December 2020. All the recommendations are incorporated in the EIA report.

3.4.15 Disposal of dredged material: The studies carried out at the proposed project location by CWPRS for assessing the suitability of dumping grounds/locations. DS-3 has Page 15 of 34 been selected for disposing dredged material. Geographical Coordinates of DS-3: 18°54'23'' N and 72° 41' 29'' E.

3.4.16 Capital Dredging: Berth Pocket – 300 m x 60 m, Depth – 13 m CD, Turning Circle – 460 m dia., Depth – 10.50 m CD, Only soil dredging. Total quantity – 0.25 million cum, Dredging of Channel from SCB to TCB-Weathered Rock Dredging-18000m³.

3.4.17 Land acquisition and R&R issues: There is no land acquisition/R&R issues to this project.

3.4.18 Benefits of the project: With the Ujjwala Yojna, there is demand for increase in LPG from present 0.9 MMTPA to 1.5 MMTPA. Proposed expansion will lead to increase in the chemical cargo handling capacity of berths at Pir Pau Jetty and thus will benefit the Mumbai Port by increasing the overall port capacity for chemical vessel handling. More availability of LPG will reduce the use of other fossil fuel like Coal, wood etc and will result in lesser pollution and environmental friendly. Presently, both the berths are always occupied and the construction of third berth would be the necessity for the smooth handling of cargo traffic. The project is expected to employ the services of a total of Upto 200 workers during construction phase.

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

3.4.20 *During the deliberation in the 269th meeting held on 10th August, 2021, EAC observed the following:*

- i. The PP is required to submit a project specific Risk Assessment and Management Plan rather than a generic plan as submitted in the EIA report*

3.4.21 The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 269th meeting on 10th August, 2021 and **recommended** the proposal for grant of Environmental and CRZ Clearance with specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- (i) Construction activity shall be carried out strictly according to the provisions of the CRZ Notification, 2011. No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area.
- (ii) Consent to Establish/Operate for the project shall be obtained from the State Pollution Control Board as required under the Air (Prevention and Control of Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.

- (iii) The Project proponent shall ensure that no creeks or rivers are blocked due to any activities at the project site and free flow of water is maintained.
- (iv) No underwater blasting is permitted.
- (v) Necessary approvals to be taken during implementation and commissioning from statutory bodies concerned.
- (vi) A continuous monitoring programme covering all the seasons on various aspects of the coastal and marine environment need to be undertaken by a competent organization available in the State or by entrusting to the National Institutes/renowned Universities with rich experiences in marine science aspects. Monitoring should include mudflats, local fisheries, mangroves, migratory birds and other marine biodiversity components as part of the management plan.
- (vii) The project proponent shall comply with the air pollution mitigation measures as submitted. Continuous online monitoring of air and water covering the total area shall be carried out and the compliance report of the same shall be submitted along with the 6 monthly compliance reports to the regional office of MoEF&CC.
- (viii) Sediment concentration should be monitored fortnightly at source and disposal location of dredging while dredging.
- (ix) Spillage of fuel / engine oil and lubricants from the construction site are a source of organic pollution which impacts marine life, particularly benthos. This shall be prevented by suitable precautions and also by providing necessary mechanisms to trap the spillage.
- (x) The effluent from workshops, oil storage, etc. will contain oil and grease particles which shall be treated in an oil skimmer and suitably disposed after treatment or will be sold to registered recyclers.
- (xi) Necessary arrangements for the treatment of the effluents and solid wastes/ facilitation of reception facilities under MARPOL must be made and it must be ensured that they conform to the standards laid down by the competent authorities including the Central or State Pollution Control Board and under the Environment (Protection) Act, 1986. The provisions of Solid Waste Management Rules, 2016. E-Waste Management Rules, 2016, and Plastic Waste Management Rules, 2016 shall be complied with.
- (xii) Dredging, etc will be carried out in the confined manner to reduce the impacts on marine environment. Dredged material shall be disposed safely in the designated areas as per CWPRS recommendations, and in no case shall be disposed in the marine environment,
- (xiii) Dredging shall not be carried out during the fish breeding season.
- (xiv) While carrying out dredging, an independent monitoring shall be carried out by Government Agency/Institute to check the impact and necessary measures shall be taken on priority basis if any adverse impact is observed.
- (xv) All the recommendations mentioned in the rapid risk assessment report, disaster management plan and safety guidelines shall be implemented.

- (xvi) Necessary arrangement for general safety and occupational health of people should be done in letter and spirit including development and operations of state of art health care facility for the employees and population staying nearby region. The provision for the same is to be met through EMP budget.
- (xvii) As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporated in the Environmental Management Plan. All other activities including pollution control, environmental protection and conservation, fisheries, R&R, etc, either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also be implemented under EMP.
- (xviii) A comprehensive cumulative Chemical Hazard Management plan through authorized agency/institute covering proposed and existing chemical berths should be made and compliance in accordance with the plan should be submitted to the regional office along with the 6 monthly compliance report.

Following members were present during the 269th EAC (Infra-1) meeting held on 10th August, 2021

S. No.	Name	Designation	Remarks
			10 th August 2021
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	Absent
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
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