

Minutes of the 249th meeting of Expert Appraisal Committee held on 14th December, 2020 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, break waters, dredging 7(e) and National Highways 7(f)

The 249th 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 **14th December, 2020** under the Chairmanship of Dr. Deepak Arun Apte. A list of participants is annexed as **Annexure-A**.

1. OPENING REMARKS OF THE CHAIRMAN

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

2. CONFIRMATION OF THE MINUTES OF THE LAST MEETING

The Committee confirmed the Minutes of 247th EAC meeting held on **23rd –24th November, 2020**.

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 Third Chemical Berth at Pir Pau Jetty by M/s Mumbai Port Trust - Amendment in Terms of Reference. Proposal No. IA/MH/MIS/182208/2020 and File No. 10-50/2019-IA.III

The project proponent along with the EIA consultant M/s Ultra Tech made a presentation through Video Conferencing and submitted the following information.

1. The proposed project is for construction of Third Chemical Berth at Pir Pau Jetty by M/s Mumbai Port Trust within an area of 4.5 Hectare. Terms of reference of the proposed project was issued *vide* letter no F. No.10-50/2019-IA-III dated 21st January 2020 for construction of Third chemical berth (Capacity 2 MMTPA). Total Investment/Cost of the project is Rs. 161 Cr. The proposed project falls under Category A, Schedule 7(e).
2. Users of Pir Pau terminal- BPCL, HPCL, IOCL,CTTL and AEGIS have requested to accommodate the smaller vessels in the proposed berth. To accommodate the parallel body of the smaller vessels and original envisaged vessels, IIT madras has suggested minor modifications in dimensions of structures like berthing dolphin, mooring dolphin,

jetty head and unloading platform. To accommodate the curvature of pipes (Extending from Existing First berth) on Approach trestle, more width is required. During detailed soil investigation, weathered rock (18000 cum) encountered, which need to be dredged. Therefore, the amendment in Terms of Reference in relevant portions is necessary. There is no Change in the capacity of the berth. Public hearing (PH) for the Third Chemical Berth has already been conducted on 01st December 2020.

3. The PP has requested for the following amendments in the TOR issued by the Ministry vide letter no F. No.10-50/2019-IA-III dated 21st January 2020

| ToR point | Particular | Granted Terms of Reference | Required Amendment in ToR |
|--------------|--------------------|--|--|
| Point 3 (ii) | Project Capacity | Proposed capacity of Third Chemical Berth is 2.0 MTPA. | No Change |
| | Area | 4.5 ha area | No Change |
| | Pollution aspect | The project is not situated in Critically Polluted area. | The project is not situated in Critically Polluted area. |
| | Offshore Structure | The project involves construction of Mooring Dolphin 4 Nos (Size - 12m x 11m), Berthing Dolphin 2 Nos (Size - 15m x 14m), Jetty Head 1 No. (Size - 37m x 18.6m) and Approach trestle (Size - 300m x 11m) - 300 m long. | The project involves construction of Mooring Dolphin 4 Nos (Size - 12m x 12m), Berthing Dolphin 2 Nos (Size - 22m x 13.5 m) Jetty Head (Size :- 10.5 m x 58.00 m) and Unloading Platform (Size 14.50 m x 25.80 m.) Approach trestle (Size – 288.45 m x 14.2 m + 1661 sq.m) |
| | Dredging | Dredging will be carried out: Berth Pocket - 400m x 60m Depth - 13 m CD Turning circle- 450 m dia. Depth - 9 m CD. Only soil dredging. Total quantity- 0.25 million cum | Dredging will be carried out: Dredging in Berth Pocket (Size:-300 x 60 m, Depth -13m CD Turning Circle- 460 m Dia depth -10.5 m CD. Only Soil dredging -0.25 million cum Dredging of Channel from second chemical berth to third chemical – Weathered rock dredging-18000 m ³ Total quantity- 0.268 million cum |
| Point 3 (iv) | Project Cost | Investment/Cost of the project is Rs.95.65 Crores | Investment/Cost of the project is <u>Rs.161</u> Crores |

PP vide letter No. CE.Projects/TCB/658 dated 14th December, 2020 has submitted an undertaking the EIA and RA studies have been carried out based on the revised layout . Mumbai Port also confirmed that the revised layout was presented to the public in the Public

Hearing meeting and also to MCZMA.

The EAC, taking into account the submission made by the project proponent had a detailed deliberation during its 249th meeting on **14th December, 2020** and **recommended the proposal for the amendment in Terms of Reference as mentioned above** with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects.

- (i) The PP shall submit the EIA/EMP report as per amendment/changes in the TOR.
- (ii) In view of the recent major accident at Butcher Island Tank Farm due to non-implementation of mitigation plans; disaster plan management should be implemented in letter and spirit to avoid future such incidence.

Agenda No. 3.2

Expansion of existing LNG Terminal of 5 MMTPA to 10 MMTPA along with pipeline of 13.9 km with suitable tap at S.No. 319, Village Hazira, Tal Choraysi, District Surat, Gujarat by M/s Hazira LNG Pvt. Ltd. - Extension of validity of Environmental and CRZ Clearance. [Proposal No. IA/GJ/MIS/185678/2020; File No. 11-88/2011-IA.III]

The project proponent M/s Shell Energy India Private Limited (Formerly known as Hazira LNG Private Limited) has made a presentation through Video Conferencing before the EAC and requested for extension of Environmental and CRZ Clearance for the period of three years as per MoEF&CC Notification dated 14th September, 2016. Environmental and CRZ Clearance for the aforementioned project was granted vide letter No. 11-88/2011-IA-III dated 30th December 2013, which is valid up to 30th December 2020.

The PP has submitted the following reasons/justification for extension of the validity period of EC/CRZ clearance –

1. Although the papers for Right of Way (RoW) for the Forest Land were moved on November 8, 2012, the due process is still in progress and the File has now reached the Nodal Officer, Forest and Environment Department, Govt of Gujarat.
2. In 2013, the Global Oil & Gas markets were at its peak but there was rapid contraction in Global markets thereafter, with prices reducing sharply by over 60%, in a short span of 3 years, by 2016. The sharp drop in prices led to deferment of number of expansion projects in Oil & Gas industry as the investment capacity of Oil & Gas companies was severely under pressure. Global O&G prices have slowly recovered and with rise in demand for clean fuel in India, there is renewed interest in capacity expansion of LNG terminals.

The EAC, taking into account the submissions made by the project proponent had a detailed deliberation during its 249th meeting on 14th December, 2020 and **recommended the proposal for extension of validity of the Environmental and CRZ Clearance** granted by the Ministry vide letter No. 11-88/2011-IA-III dated 30th December 2013 for further period of three years, i.e. up to 29th December, 2023 with conditions as specified in the Environmental Clearance letter and an additional condition as follows.

1. Project proponent will undertake monitoring of migratory birds in the region and mitigation plan if necessary through reputed institute like SACON or an academic institute/university of repute or through nationally recognized individuals known for the work on the subject.

Agenda No. 3.3

Expansion of Krishnapatnam Port (Phase III) at SPSR Nellore District, Andhra Pradesh by M/s Krishnapatnam Port Company Ltd - Further consideration for Environmental and CRZ Clearance. [Proposal No IA/AP/MIS/566/2009; File No 10-18/2016-IA.III]

The above mentioned proposal was earlier considered by Expert Appraisal Committee (EAC) (Infra-2) in its 53rd meeting held on 22-23 July, 2020 wherein the EAC observed that the EC and CRZ clearance for the Phase-II proposal was accorded by the Ministry on 13th November, 2009 and the validity of EC order for the development of Phase-II of the Port has expired on 12th November, 2019. The KPCL is yet to complete the project activities approved vide EC order for the Phase-II development. However, the work for development of Phase-II was reported to be “under progress” in the EIA report in the “executive summary” section. However, at page no. 247 of the EIA report it was mentioned that “The Krishnapatnam Port has already completed Phase-I and phase-II developments. Further, the EAC also noticed that project involves diversion of 418 Ha of the forest land for development of aforementioned Phase-III project; however, in the Application (Form-2) it was mentioned that no forest land is involved.

The EAC considered this as a serious lapse on the part of consultant, as the incorrect statement provided in the EIA report may create confusion, and leads to violation of EIA Notification 2006. Based on the above ambiguity, a “ShowCause Notice” was issued to the concerned EIA consulting agency M/s Cholamandalam MS Risk Services Limited, Chennai *vide* this Ministry’s letter of even number dated 12th October 2020 in the matter of Expansion of Krishnapatnam Port (Phase III) at SPSR Nellore District, Andhra Pradesh by M/s Krishnapatnam Port Company Ltd. After apology made by the EIA consultant, a warning letter was sent to the concerned EIA consulting agency stating that in case of further inadequacy in addressing the factual information in future projects, legal action will be initiated.

The aforementioned proposal was *deferred* by the EAC during 53rd meeting of EAC (Infra-2) on 23rd July 2020 and EAC advised the Project Proponent to revise the application and EIA report by excluding the forest area since the Stage-I Clearance is under process, removing the status of remaining Phase-II developments and to include impacts and mitigation measures for modulating the ephemeral drains.

According to the recommendations made by EAC, the forest land parcel of 418 Ha has been excluded from the total available area of 1512 Ha (1512 Ha - 418 Ha = 1094 Ha) for the Phase-III expansion and the proposal has been revised accordingly considering all the associated recommendations in the EIA, CIA as well as other studies carried out for the proposed project.

At this instant, the aforementioned proposal was further placed before the EAC during its 249th meeting held on 14th December 2020. The project proponent alongwith EIA consultant M/s Cholamandalam MS Risk Services Limited, Chennai has made a presentation through Video Conferencing and provided the following information-

1. Krishnapatnam Port located at 14°15’10” N Latitude and 80°08’05” E Longitude in Sri PottiSriramulu (SPSR) Nellore District, AP is developed by Krishnapatnam Port Company Ltd (KPCL) as an all-weather, deep water, multi-purpose port. The Phase I & II developments of Krishnapatnam Port comprising of 12 berths out of 17 approved berths with required marine infrastructure were developed in a designated land area of Ha.1240 (Ac. 3064) to cater to 68

MTPA of various types of cargo plus 2.0 MTEUsPA of container traffic. To cater to future traffic needs, KPCL has proposed to take up Phase III expansion of the port.

2. The proposed phase-III project comprising of 16 Berths including 3 jetties for liquid cargo and 3 SBM's in deep waters within Port Limits to cater 150.2 MTPA of various types of cargo plus 1.1 MTEUsPA of container cargo. The proposed expansion entail 60 million cu m of dredging in soft soil, utilize 26 million cu m of dredged sand for reclamation of low lying areas of port, stock pile 2 million cu m on the coast north of north breakwater for long term coastal protection as recommended by NIOT and disposal of balance 32 million cu m of dredged spoil in the identified dredge disposal area of 51 Km² beyond (-) 20 m contour. In view of the severe floods that have occurred in the Nellore region during 2015, in order to improve the discharge through Kandaleru Creek the GoAP also suggested cutting through the Islands in the Creek. The Masterplan development as well as the proposed Phase-III expansion of Krishnapatnam Port envisaged training the meanders of the Kandaleru Creek by forming a straight cut across the sand bar existing in the Kandaleru Creek within the port limits and develop the west dock with berths on both sides of the straight cut and reclaim the erstwhile meanders of the creek.

3. The proposed proposal fall under 7(e), Category A as per EIC notification 2006. The overall cost of the project is Rs. 907000 Lakhs. The Term of Reference (ToR) was issued vide letter No. 10-18/2016-IA.III dated 4th May 2016. Amendment in TOR was done vide Letter No. of even number dated 24th November 2017. Further amendment in TOR was done vide Letter No. of even number dated 27th August 2018. Public hearing was exempted as per the ToR amendment vide Letter No.10-18/2016-IA-III dated 24th November 2017. However, it was recommended that the Project Proponent shall address the compliance of the recommendations made in the Public Hearing 2009 and submit the same as separate document attached to EIA report.

4. PP presented the status of implementation of the commitments made during the public hearing. It was mentioned that as desired by the local public, 100 m green belt has been developed along the boundary of the port. Further as desired by APPCB, 191.5 Ha of green belt has been developed. Dedicated 4 lane port road connectivity has been developed to NH-16 by GoAP. PP mentioned that as requested by local public, Krishnapatnam Port is undertaking environmental protection measures to combat air pollution. Total no of village population working directly and indirectly in the port and port based industries are 10,500. Further KPCL has adopted 33 surrounding villages and is carrying out necessary developmental activities.

5. The terrain of the project site is naturally at an elevation of 5m above mean sea level as per Carto-Dem canals and reservoirs. The study area comprises mainly of coastal plain and deltaic plain. The project area encompasses coastal plains and water bodies within its extent. The major topographical features within the study area are Built-up land (Industry), Bulit-up land (Rural/urban), arable land, scrub land, mangroves, aquaculture land, water bodies – Bay of Bengal, creeks, reserve forest etc.

6. Total area of the proposed project is 1094 Ha (Ac.2703). The project does not involve any land acquisition and R&R as the proposed project activities will be developed within the exiting designated Krishnapatnam port facility. There is no diversion of forest land. The

patches of mangroves around 7.128 Ha of area is falling in proposed Phase-III development area will be protected. There is no Eco-Sensitive Zone (ESZ)/Protected Areas such as National Parks, Sanctuaries and Tiger Reserves etc., within the 10 km radius of the project area.

7. The proposed project site is located in the coastal area and attracts CRZ Notification, 2011. The CRZ Area details of the proposed project activities as per the revised layout of the Phase-III expansion of KPCL has been provided by Institute of Remote Sensing, Anna University, which is an authorized agency for CRZ map preparation. The layout superimposed on CRZ map was done at 1:4000 scales. The proposed project was appraised by the Andhra Pradesh Coastal Zone Management Authority (APCZMA) and the recommendation was obtained vide Letter No. 2020/CRZ/IND/201930 dated 21.05.2020.

8. The project site is located on the east coast alongside Bay of Bengal. The Kandaleru Creek and Upputeru creeks, Buckingham canal passes through the project site. The other surface water bodies in the study area include irrigation drains from agricultural fields, Sarvepalli reservoir and Govindapalli reservoir. The ephemeral drains inside the project site will not be disturbed and culverts CED 1 and CED 2 are proposed to be provided for the road and rail bridges over the drains without affecting their flow. The mangroves inside the Phase-III developmental area will be conserved and pipelines from the nearby drain are provided for tidal exchange. The Kandaleru Creek will be straightened to develop the west dock. NIOT has studied the impacts of creek rerouting and it was found that there is only slight change in the water level and no impact on flushing and tidal exchange due to the proposed development.

9. The shore near the port experiences low erosion on the northern side of the port and low accretion on the southern side of the port. The envisaged development includes forming shore protection by straightening of the existing North and South breakwaters by 1050 m and 1300 m, respectively, and reclaim the area contained the breakwater and proposed shore protection of about 16 ha on either side. As per the ToR condition, the shoreline change study due to the straightening of breakwaters was carried out by NIOT, Chennai. Possible change in hydrodynamic scenario near the shore and also within the project boundary that can lead to erosion and accretion in the shoreline has been studied by NIOT. Digital Shoreline Analysis System (DSAS) was used to study the 11.18 km stretch of the shoreline and the results revealed that 58% of the shoreline has shown accretion and the rest shown erosion. So, there is no significant change in the shoreline due to straightening of breakwaters for a period of one year. However, in order to mitigate the predicted possibility of erosion is observed for an extent of 30m over a stretch of 2800m in 5 years and erosion of 60m over a stretch of 3000m in 10 years, NIOT has recommended for 2.0 million cum of dredged sand to be used for beach nourishment on the coast north of north breakwater as a long term coastal protection measure.

10. The existing port facility has a water supply of 5 MLD which includes 1 MLD of water from Muthukur Reservoir provided by Government of Andhra Pradesh and 4 MLD of water from Nakkala Kalava irrigation drain provided by Irrigation Department of Andhra Pradesh. The present Port facility (Phase-I and Phase-II developments) utilizes 2.5 MLD of water and the water requirement for the proposed Phase-III development is estimated to be 2.5 MLD. No groundwater will be extracted/utilized for the proposed project.

11. The project site has a shallow groundwater table. So, the possibility of implementing rainwater harvesting system within the port area is difficult due to seawater ingress/salinity intrusion in the region. The existing KPCL facility has rainwater recharge pits of 14 No.'s that has a capacity of 154600 m³. Additional recharge pits will be provided based on the feasibility.

12. The existing facility of KPCL has an effective waste management system in place. Based on the existing good practices, the waste management plan of the proposed Phase-III expansion of KPCL has been developed for the constructional and operational phases of the proposed Phase-III expansion of KPCL. Zero waste management policy has been proposed, which will be adopted in future based on the feasibility. The port is proposed to install a Sewage Treatment Plant (STP) of capacity 700 KLD to treat the sewage and an Effluent Treatment Plant (ETP) of 300 KLD capacities to treat the wastewater from the Port. The treated wastewater will be utilized for greenbelt and dust suppression systems. Greenbelt is proposed in an area of 120 Ha along the Port boundary and around the coal storage areas with native species.

13. No trees will be cut for the proposed project as the entire proposed project activities will be developed within the existing Krishnapatnam Port facility. A 3-Tier greenbelt is proposed to be developed utilizing only native species and in consultation with the forest department. Greenbelt will be developed in a total of 120 ha area with 2,40,000 plantations along the Port boundary and around the coal storage areas. The fund for greenbelt development is 8 crores (capital cost) and 0.8 Crores (annual recurring cost).

14. As part of energy conservation measures, the proposed Phase-III expansion project will be installed with LED bulbs and use of renewable energy resources such as Solar power and wind power. This is expected to save about 2% from the overall energy consumption.

15. Benefits of the project: The proposed development would generate large scale direct and indirect employment for the local people in both the skilled and unskilled worker class. Further there would be an improvement to the local infrastructures in the vicinity of the port through CSR. About 6200 people will get employment during construction and operation phase. The proposed development will help in handling the increased cargo demand due to industrialization. This will contribute towards the growth in economy of the region and the nation. The increased revenue due to proposed development would contribute to the exchequer i.e., Central Government departments like Customs & Excise, Railways, Commercial Taxes and Income Tax. This will eventually contribute towards the State Government of Andhra Pradesh by way of share of revenue and lease rentals.

16. Details of Court cases: No court cases are pending against KPCL.

The EAC, taking into account the submission made by the project proponent had a detailed deliberation during its 249th meeting on **14th December, 2020** and **recommended the proposal for grant of Environmental and CRZ Clearance** with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- (i) The Environmental and CRZ Clearance to the project is primarily under provisions of EIA Notification, 2006 and CRZ Notification, 2011. It does not tantamount to

approvals/consent/permissions etc required to be obtained under any other Act/Rule/regulation. The Project Proponent is under obligation to obtain approvals /clearances under any other Acts/ Regulations or Statutes as applicable to the project.

- (ii) The project proponent shall abide by all the commitments and recommendations made in the Form-II, EIA and EMP report, submissions made during Public Hearing and also that have been made during their presentation to EAC.
- (iii) Construction activity shall be carried out strictly according to the provisions of the CRZ Notification, 2011. No construction works other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area.
- (iv) All the recommendations and conditions specified by the Andhra Pradesh Coastal Zone Management Authority (GCZMA) vide letter 2020/CRZ/IND/201930 dated 21.05.2020 shall be complied with.
- (v) 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. Creek water monitoring program shall be implemented during the construction phase
- (vi) Development of green belt by native species with consultation with state forest department shall be ensured.
- (vii) The proposed expansion entail 60 million cu m of dredging in soft soil. As proposed, the PP shall utilize 26 million cu m of dredged sand for reclamation of low lying areas of port, stock pile 2 million cu m on the coast north of north breakwater for long term coastal protection as recommended by NIOT and disposal of balance 32 million cu m of dredged spoil in the identified dredge disposal area of 51 Km² beyond (-) 20 m contour. The impact of dredging on the marine environment should be monitored and necessary measures shall be taken on priority basis if any adverse impact is observed. NIOT will oversee the work as scientific body and continue to monitor its impact/benefits for at least 5 years post project completion. Necessary financial assistance to be provided by project proponent to NIOT. The report of the same to be submitted to regional office of MoEFCC by project proponent.
- (viii) Marine ecological monitoring and its mitigation measures for protection of phytoplankton, zooplanktons, macrobenthos, estuaries, sea-grass, algae, sea weeds, Crustaceans, Fishes, coral reefs and mangroves etc. as given in the EIA-EMP Report shall be complied with in letter and spirit with the help of reputed organization or individuals of national repute having knowledge in the said subject. Necessary financial assistance to be provided by project proponent
- (ix) 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.
- (x) The actions shall be in accordance with proposed landscape planning concepts to minimise major landscape changes. The change in land use pattern shall be limited to the proposed port limits and be carried out in such a way as to ensure proper drainage by providing surface drainage systems including storm water network.

- (xi) Suitable preventive measures be taken to trap spillage of fuel / engine oil and lubricants from the construction site. Measures should be taken to contain, control and recover the accidental spills of fuel during cargo handling.
- (xii) All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to the RO, MoEF&CC along with half yearly compliance report.
- (xiii) The company shall draw up and implement Corporate Social Responsibility Plan as per the Company's Act of 2013.
- (xiv) 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 incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory Aforestation 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 and become part of EMP.

Agenda No. 3.4

Development of Litibeda-Ranchi 4-lane access-controlled Greenfield Highway from Litibeda (Junction of SH-10 in Odisha) to Ranchi (Sithiy) in the State of Jharkhand under Bharatmala Pariyojana (Ch 0+000) to Ch 147+500) [total length - 147.500 km) by M/s National Highways Authority of India - Terms of Reference. [Proposal No IA/JH/NCP/186689/2020; File No 10-69/2020-IA.III]

The project proponent along with the EIA consultant M/s Centre for Envotech& Management Consultancy Pvt. Ltd., Bhubaneswar has made a presentation through Video Conferencing and provided the following information.

1. The proposed project is comprised to the Development of Litibeda-Ranchi 4-Lane access-controlled Greenfield Highway from Litibeda (Junction of SH-10 (Odisha)) to Ranchi (Sithiy) in the State of Jharkhand under Bharatmala Pariyojana. The proposed alignment starts at Litibeda (Design Km 0+000) from Intersection of SH 10 and ends at Ch. 147+500 on Ranchi Ring Road. The proposed project includes 9 major bridges, 100 minor bridges, 136 culverts, 3 Interchanges, 51 VUP/LVUP/SVUP, 2 Vehicular Overpass, 2 Way side Amenities, 3 Toll Plaza, Truck Parking at four locations and 74.50 km length of embankment with average height of > 2.5 m.

2. Total Length of the Proposed Project is 147.500 Km. About 880.11 ha land (Govt./Pvt. Land 853.49 Ha + Forest Land 26.62 Ha) acquisition will be required for project implementation as per Land Acquisition Act, 1956. The width of proposed Right of way (PROW) is 60 m. At location of interchanges, highway amenities, toll plaza and truck parking,

extra land has been proposed as per the actual design requirement.

3. The proposed project falls under 7(f), Category-A as per EIA notification 2006. Total investment/cost of the project is Rs 3015.06 Crore.

4. The terrain of the proposed alignment is plain (flat) land and is predominantly an agricultural land (91.2%) followed by built-up area (3.14%), Govt land (1.51%) and Forest/tree cover (4.15%).

5. The proposed Greenfield highway does not cross over Main Canal network at any locations. It crosses over minor canals and natural drains. Construction of bridges and culverts has been proposed to prevent diversion of these minor canal and natural drains. Seven main water bodies will be impacted due to the proposed highway.

6. Total water demand for the project is 4532176 KL. No ground water will be extracted. If required, ground water extraction will be done after obtaining NoC from the CGWA/ State Ground Water Department.

7. Fly ash will be utilized for construction of embankment as per IRC Guidelines (IRC: SP: 58-2001). Quantity of fly ash to be utilized for the project is 2,340,000cum.

8. The Proposed project will involve diversion of about 26.62 ha of forest land. About 21498 trees are proposed to be felled in the forest and non-forest area. Prior permission would be taken from the concern authority before tree felling/cutting. There is no protected area within 10km boundary of the PROW. The proposed project is 3.150 km away from the boundary of ESZ of Palkot Wildlife Sanctuary.

9. The socioeconomic survey will be undertaken on sample representative of the project influence area and population. The sample households would be selected from various socio-economic groups of the clusters/ settlements.

10. Benefits of the project: This Proposed Road will not only improve the mobility in between Jharkhand and Odisha, it will also improve the connectivity among other states like Chhattisgarh, Bihar, Uttar Pradesh and West Bengal. The mobility between industries in Jharkhand (Jamshedpur, Patratu, Bokaro, Dhanbad) and Odisha (Rourkela, Jharsuguda, Sambalpur, Angul) will increase. The proposed alignment will reduce travel length by 98 km (40%) and travel time by 4.5 hr. i.e. 70% (From 6.5 hr. to 2 hr.) from Ranchi (Jharkhand) to Litibeda (In Odisha) and thus will serve as life line between Jharkhand & Odisha. Besides above, about 1000 people during construction phase and about 100 people during operation phase at toll plaza and for road surveillance and maintenance work will be employed.

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

The EAC, taking into account the submission made by the project proponent had a detailed deliberation during its 249th meeting on **14th December, 2020** and **deferred** the proposal for the following specific clarification:

- i. Details of the proposed alignment and its alternatives to be verified by the Project Elephant of the MoEFCC to ascertain if the proposed alignment will be passing through the elephant corridor and if yes will it cause major fragmentation of the elephant corridor in the region.

- ii. The details of the road alignment and existing and known elephant corridor to be provided to the Committee in KML file.

Agenda No. 3.5

Proposed Construction of Training Walls for Permanent Stability of Bar Mouth at Village Pulicat, Taluk Ponneri, District Thiruvallur, Tamil Nadu by M/s Department of Fisheries - Environmental Clearance. [Proposal No IA/TN/NCP/186694/2019; File No 10-39/2019-IA.III]

The project proponent along with the EIA consultant M/s ABC Techno Labs India Private Limited, Chennai has made a presentation through Video Conferencing and provided the following information.

1. The Department of Fisheries, Government of Tamil Nadu have proposed two training walls (160m in North, 150m in South and crest width of 4m) at the coastal stretches of Pulicat Lake for the permanent Stability for Bar Mouth at Pulicat which will give access to fishermen in all seasons of the year and traditional fishing. The dredging of channel of width 30 m to 50 m in between the training walls by dredging the Seabed up to -1.5 m for CD level will be done. The dredging will be carried out after the construction of the training wall. The construction of two short groynes with average length of 50m to avoid severe erosion on North sides of the training walls.
2. The proposed project falls under Category (B) of item 7(e) as per EIA notification 2006. However, as the project site is located within 5 km of the Inter-State Boundary of Andhra Pradesh and Tamil Nadu States, the proposal is appraised at Central Level as category A. The Terms of reference (ToR) for the proposed Project was issued vide Ministry's Letter No. 10-39/2019-IA-III, dated 16th October, 2019 during 44th EAC meeting on 23rd -25th September 2019. Total Investment/Cost of the project is Rs2700.00 Lakhs.
3. Public Hearing was conducted on 29th October 2020 at Fish Market Hall (MSS School Hall), Pazhaverkadu, Ponneri Taluk, Tiruvallur. No Major Issues raised during the meeting & the project has been welcomed by the fishermen attended the meeting as the project envisages the permanent stability of the bar mouth for free flow vessels & will give access to fishermen for traditional fishing in all seasons.
4. Total area required for the proposed project is 3.72 ha. The Project Site falls in the ESZ of Pulicat Bird Sanctuary. No tree Cutting is envisaged in the proposed project.
5. The project site is well connected by road, rail and air ways. The project site is connected with NH 5 Chennai- Guntur road on Western side at a distance of 23 Km. The nearest railway station is Ponneri Railway Station located at 20 Km from the project site on SW direction. The Chennai International Airport is situated at a distance of 57 Km from project site on SW direction.
6. Total Water requirement shall be 4.5 m³/day for labor during construction phase and it will be sourced from private Tankers.
7. The solid waste will be generated only in construction phase & the generated waste will be properly disposed to local authorized person. Dust bin will be provided for the collection of food waste and other domestic solid waste generated by the on-site staff and it shall be disposed

off by the local authorities. In the operation phase, no solid waste will be generated from the proposed site.

8. For the disposal of dredged material, huge area is available in either side of the training wall for dumping the dredging material. Hence, no dredging sand will be disposal into the lake.

9. The proposed project area falls in CRZ-IB and CRZ-IV as per the CRZ demarcation map. The CRZ map was prepared by Indian Institute of Remote Sensing, Chennai & the Recommendation of the TNSCZMA has been obtained *vide* letter Proc.No.P1/2045/2017 dated 08th December 2017.

10. Benefits of the project: Construction of training walls will give permanent stability to the bar mouth at Pulicat Village & it will allow the continuous access of the vessel for fishermen to do traditional fishing in all the seasons. It will also increase fishing activity in the lake and support fishermen livelihood thereby increasing their social and economic status. The project will give employment to the fishermen in the nearby 52 villages during operation phase. About 60 persons will be given employment during the Construction Phase.

11. The proposal was also referred to CRZ sector for comments. It has been mentioned by CRZ sector that Tamil Nadu Coastal Zone Management Authority (TNCZMA) vide its letter No. P1/2045/2017 dated 08.12.2017 has forwarded their recommendation for the above said project subject to compliance of general and specific conditions as mentioned in their letter. TNCZMA in its above mentioned letter stated that the said works should be carried out on approval of the Comprehensive Shoreline Protection Management Plan by the NCZMA (Competent Authority) as per directions of Hon'ble NGT(SZ) in Application No. 04 of 2013.

Further, para 9(i) of TNCZMA letter states that Shore protection work on the coast of Tamil Nadu should be carried out as per the final orders of the Tribunal in the above said NGT application.

The Comprehensive Shoreline Protection Management Plan of Tamil Nadu is yet to be approved by the NCZMA, pending the comments of neighbouring states i.e. Government of AP & Kerala on the plan, as desired by EAC(CRZ) in its meeting held on 21.05.2019 & 30.09.2020. In this regard, the instant proposal for construction of the Training Walls for Permanent Stability of Bar Mouth may be premature to consider for now from the CRZ perspective.

12. Details of Court cases: No litigation or direction /order passed by any Court of Law are pending against the proposed project.

The EAC, taking into account the submission made by the project proponent for the aforementioned proposal had a detailed deliberation during its 249th meeting on 14th December, 2020 and noted that there is a lack of scientific data/evidence over fisheries. The EAC **deferred** the proposal for the submission of following information:

- (i) Form-1 for project attracting CRZ Notification, 2011 as per Annexure-IV in the said notification is not available, which is one of the statutory documents as per the CRZ regulations.
- (ii) It was also observed that the proposed project may affect the migratory bird, since Pulicat Bird Sanctuary is located within 10 km of the project site. Therefore, report of the study already conducted by Salim Ali Institute of Ornithology may be submitted.
- (iii) Data on fishery as to how much reduction in fishery has been observed in past years may be submitted.
- (iv) Since the proposal is related to making a permanent opening at the bar mouth data on salinity of the lake is also important, therefore available data on salinity of the lake over the past 10-20 years shall be submitted.
- (v) Details of the project w.r.t. Comprehensive Shoreline Protection Management Plan of Tamil Nadu
- (vi) EAC sub-committee will make a site visit to ascertain the details about the interventions and its impacts and discuss the same with a team from NIOT, SACON, TNSCZMA and Dept of Fisheries.

Annexure-A

Following members were present during the 249th EAC(Infra-1) meeting held on 14th December, 2020:

| S. No. | Name | Designation |
|---------------|--|--------------------|
| 1. | Dr. Deepak Arun Apte, Chairman | Present |
| 2. | Shri S. Jeyakrishnan, Member | Present |
| 3. | Shri Manmohan Singh Negi, Member | Present |
| 4. | Shri Sham Wagh, Member | Present |
| 5. | Dr. Ashok Kumar Pachauri, Member | Present |
| 6. | Dr. Manoranjan Hota, Member | Present |
| 7. | Dr. V.K Jain, Member | Present |
| 8. | Dr. Mukesh Khare, Member | Absent |
| 9. | Dr. Ramana Murthy, Member | Present |
| 10. | Shri Amardeep Raju, Scientist 'E' & Member Secretary | Present |
| 11. | Dr. Rajesh P Rastogi, Scientist 'C', MoEF&CC | Present |
