

Minutes of the 283rd meeting of Expert Appraisal Committee held on 9th - 10th December, 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, dredging 7(e) and National Highways 7(f)

The 283rd 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 9th - 10th December, 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 undertaken by the Ministry under Infra-1 Division.

2. CONFIRMATION OF THE MINUTES OF THE LAST MEETING

The Committee confirmed the Minutes of 281st EAC meeting held on 24th - 25th November, 2021 with the following amendments.

Agenda No.3.1:	Replaced by
Increase in cargo handling capacity from 40.95 to 60.95 MTPA with existing 9 berths and within approved project area of 1800 acre through modernisation/mechanisation at Gangavaram Port, Pedagantyada Mandal, Visakhapatnam District, Andhra Pradesh by M/s Gangavaram Port Limited – Environmental Clearance under Clause 7(ii).	Increase in cargo handling capacity from 40.95 to 60.95 MTPA with existing 9 berths and within approved project area of 1800 acre through modernisation/mechanisation at Gangavaram Port, Pedagantyada Mandal, Visakhapatnam District, Andhra Pradesh by M/s Gangavaram Port Limited – Environmental and CRZ Clearance under Clause 7(ii).

For the 279th Meeting of EAC held on 15th November, 2021, following correction are incorporated in the Minutes of the Meeting.

Agenda 3.6	Replaces by
This proposed installation of mechanical handling equipment envisages cargo handling of existing 4.58 million tons plus 2.5 MMPTA of additional cargo transported by rail and / or road.	This proposed installation of mechanical handling equipment envisages cargo handling of existing 4.58 million tons plus 6.5 MMPTA of additional cargo transported by rail and / or road.

3. AGENDA WISE CONSIDERATION OF PROPOSALS:

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

Agenda No.3.1

Expansion of an operating notified SEZ, with an additional land of 45.86 acre, for Multi-Sectoral Chemical manufacturing facilities located at Plot 5, Vilayat GIDC Estate, Taluka Vagra, Dist Bharuch, Gujarat by M/s Jubilant Infrastructure Limited – Environmental Clearance.

[Proposal No. IA/GJ/NCP/759/2007; File No. 10/24/2021-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 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. Enkay enviro services Pvt. Ltd., Jaipur made a presentation through Video Conferencing and provided the following information: -

3.1.2. The existing project of Jubilant Infrastructure Limited (JIL) is an operational notified SEZ located at Plot No.5, Vilayat GIDC Estate, Taluka-Vagra, District-Bharuch, Gujarat, India in an area of 107.16501Ha. (264.81Acre).

3.1.3. The proposal is for expansion having an additional contiguous piece of land area of 45.86 acre (18.5590 Ha.) procured from GIDC and expansion of the existing operating / under construction units within the SEZ. Thus, the total land area after expansion will be 310.67Acre (125.724 Ha.).

3.1.4. Environmental Clearance was obtained earlier under category 7(c) from MoEF&CC, New Delhi vide letter no. 21-1087/2007-IA.III dated 03.07.2008 after conducting a public hearing on 20/09/2007, for the area of 250 acres (101.171 Ha) for setting up SEZ, with 15-20 units for manufacturing of Synthetic Organic Chemicals covered under item Category-(5f) of the Schedule 1 of the EIA Notification 2006.

3.1.5. The EC was amended for the expansion in Land area from 250 Acres to 265 Acres (Addition of area 15 acres) vide letter No.21-1087/2007-IA.III dated 03.11.2011, for the same industry sectors as already granted. Further, EC for 30 MW Captive Thermal Power Plant was obtained vide letter no - EIAA/GUJ/EC/1(d)/173/2016 dated 24th February 2016.

3.1.6. Amendment to Environmental Clearance of the JIL-SEZ for change in product mix including 5(b) and existing 5(f) was obtained vide letter.no 21-1087/2007-IA.III dated 31.03.2017 along with an independent (separate) fresh EC, for Unit-III within the SEZ was

also obtained for manufacturing “Technical grade pesticide & pesticide specific intermediates” covered under item 5(b) of EIA Notification 2006 with a capacity of 32,350 TPA from the MoEFCC, New Delhi, vide letter no. F. No. J-1101/311/2014-IA. II (I) dated 8.01.2018 after conducting a public hearing on 18th August 2017.

3.1.7. An EC application with proposal number IA/GJ/NCP/759/2007 was filed on 16.11.2021 with File No. 10/24/2021-IA.III for expansion in area of the JIL SEZ from existing 264.81 acre with additional 45.86 acre making total of 310.67 acre along with increase in capacities of the predefined expansion of current units in operation and under construction with additional R&D Centre as further detailed in the said application filed before the MoEF&CC.

3.1.8. The proposed expansion of JIL-SEZ, a part of the Vilayat GIDC, also lies within the Dahej-PCPIR in an area of 44445.18 Ha, for which Environment clearance was granted vide MoEFCC letter No. 21-49/2010-IA-III Dt. 14/09/2017 for which a Public hearing was conducted by GIDC in 2014. As per the existing regulatory provisions, Public Hearing is exempted for “all projects or activities located within industrial estates or parks (item 7(c) of the Schedule) approved by the concerned authorities, and which are not disallowed in such approvals”. Therefore, based on the application made by the proponent, amended TOR with exemption of public hearing was granted vide letter No. 10/24/2021- IA.III dated 25.10.2021. However, the proponent has to comply with the Ministry’s OM no. J-11011/321/2016-IA.II(I), dated 27.04.2018 which made it mandatory for certain type of industries to conduct public hearing irrespective of their location within Industrial Area or outside the industrial area.

3.1.9. The proposed project falls under Schedule 7(c), Category “A” of EIA Notification 2006. The existing project cost is Rs. 200 crores and the proposed cost is Rs. 300 crores comprising a total amount of Rs. 500 crores.

3.1.10. Terms of Reference for proposed expansion project has been accorded vide letter no. 10/24/2021-IA.III dated 17.08.2021.

3.1.11. Geo-coordinates of the project site:

Pillar no.	Latitude	Longitude
A	N 21°46’57.57”	E 72°53’32.47”
B	N 21°47’16.48”	E 72°53’26.66”
C	N 21°47’15.74”	E 72°53’24.42”
D	N 21°47’32.08”	E 72°53’18.85”
E	N 21°47’27.27”	E 72°52’47.49”
F	N 21°47’2.77”	E 72°52’49.23”
G	N 21°46’46.42”	E 72°52’52.89”

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

Items	Existing	Proposed	Total
Land Area, Acres (Ha.)	264.81 (107.1650)	45.86 (18.5590)	310.67 (125.724)

3.1.13. Land use /Land breakup of the proposed project site:

S. No	Description	Land Area			Remarks, if any
		Existing	Proposed	Total	
		Acres	Acres	Acres	
1	Process Zone	201.293	-26.0083	175.2847	-
2	Non-Process Zone	22.902	0.7083	23.6103	-
3	Infrastructure (road, amenities etc)	6.610	1.746	8.356	-
4	Greenbelt area	34.005	69.414	103.419	Thus, entire green belt area is: 34.005+69.414=103.419 Acre. Out of 69.414 Acres proposed, area of land leased from Vilayat GIDC for green belt would substitute equivalent area of land within the property. An area of about 22.19 acres of green belt in GIDC is allotted.
	Total	264.81	45.86	310.67	-

3.1.14. Landuse/Landcover around 10 km radius of project site

	Level – I	Level – II	Level –III	Area (Ha.)	% (Area)
1	Habitation	Built – up land	Rural & Urban (Town & Cities)	7257.17	23.02
			Industrial Area	366.39	1.16
2	Agricultural land	Crop land	Irrigated crop land	8264.29	26.21
		Fellow Land	Fellow Land	5144.09	16.32
3	Water Bodies	River/stream, Lake /reservoir/tank/ canal	River/stream 3.2.1 Lake /reservoir/tank/ canal	1070.48	3.40
4	Waste Land	Open Scrub/Barren Land	Open Scrub	1539.98	4.88
5	Plantation	Green Land	Trees & Garden	7883.32	25.01
Total				31525.72	100.00

3.1.15. List to industries to be housed with the proposed project site: The project site is proposed to include the industrial activities for Multi-Sectoral Chemical manufacturing facility.

S. No	Proposed Industrial Activity
1	Thermal Power Plant1(d)
2	Pesticides industry and pesticide specific intermediates 5(b)
3	Synthetic organic chemicals industry 5(f)

4	Common hazardous waste treatment storage and disposal facilities (TSDFs) 7(d)
5	Common Effluent Treatment Plants (CETPs) 7(h)

3.1.16. Terrain: The general topography is mixed with two types of terrain, namely ridge-valley topography and undulating plain topography. Topographically, the project area comprises of flat terrain land gently sloping towards North to South. The highest elevation of the project area is 13 MSL. The drainage of the project area is towards South.

3.1.17. Details of water bodies:

S. No.	Particulars	Distance (Km)	Direction
		(From Project Boundary)	
Water Bodies			
1.	Bhukhi river	1.13	S
2.	Karedi nala	3.07	E
3.	Landia nala	4.63	E
4.	Narmada river	10.25	S
Pond			
1.	Pond near village Vore Samni	0.80	N
2.	Pond near Village Vilayat	1.60	S
3.	Pond near village Juned	2.15	NNW
4.	Pond near village Tralsa	6.90	ENE

3.1.18. Water requirements: The total water demand for the project is 15,000 KLD during operation phase. Surface water supply from Narmada is provided by GIDC as per agreement. During construction phase, the water requirement would be about 100 KLD and shall be supplied from the existing GIDC. The proponent will obtain necessary approvals from the CGWA for ground water extraction, if ground water use is necessary.

3.1.19. Diversion of forest land: Proposed project site does not involve forest land. There is no National parks, Sanctuaries, ESZ, ESA and Tiger reserves etc around 10 Km from the proposed project site. There is no Eco Sensitive Zone passing through the project site.

3.1.20. Waste Management: **Municipal Solid Waste:** Existing Municipal solid waste to the tune of 122 kg/day is being generated from existing operations and in proposed phase additional 1126 Kg/ Day will be generated which will be composted within the site through Bio-Composting machines.

Hazardous Waste Generation and its management for existing capacity				
S. No.	Waste	Schedule	Existing Quantity MT/Year	Facility/ Disposal method
1	ETP Sludge	35.3	540	Collection, storage, reception within factory premises and transportation, for final disposal at common TSDF of GEPIL or common TSDF of SEZ.
2	Spray dried	37.2	94.9	Collection, storage, reception within factory

	salts, Incinerator ash			premises and transportation, for final disposal at authorized common TSDF or common TSDF of SEZ.
3	Used oil	5.1	67.6	Collection, storage, reception within factory premises and transportation, for sale to authorized re-refiner.
4	Used batteries	---	20	Collection, storage, reception within factory premises and transportation, for sale to authorized recycler.
5	Packing material, empty containers	33.1	730	Collection, storage, reception within factory premises and transportation, for sale.
6	Corrosive waste	C-2	40	Collection, storage, reception within factory premises and transportation for sale to authorized recycler or final disposal at authorized common TSDF or common TSDF of SEZ or co-incineration at cement plant.
7	Waste containing oil	5.2	20	Collection, storage, reception within factory premises and transportation, for final disposal at authorized common incinerator or common incinerator of SEZ or co-incineration at cement plant
8	Spent resin from ion exchange	35.2	50	Collection, storage, reception within factory premises and transportation for sale to authorized recycler or final disposal at authorized common TSDF or common TSDF of SEZ or co-incineration at cement plant
9	Spent filter aid (E.g Charcoal, carbon, scrubber packing media etc)	36.2	30	Collection, storage, reception within factory premises and transportation for sale to authorized recycler or final disposal at authorized common TSDF or common TSDF of SEZ or co-incineration at cement plant
10	Waste Insulation Material	--	80	Collection, storage, reception within factory premises and transportation, for final disposal at authorized common TSDF or common TSDF of SEZ.
11	Inorganic MEE Salt	35.3	14400	Collection from unit of SEZ, storage, reception within factory premises and transportation for sale to sale to authorized recycler or final disposal at authorized common TSDF or common TSDF of SEZ.
12	Spent catalyst	28.2	250	Collection, storage, reception within factory premises and transportation for sale to authorized recycler or final disposal at authorized common TSDF or common TSDF of SEZ or co-incineration at cement plant
13	Organic / Process Residue	20.4	70	Collection, storage, transportation, disposal by sale to authorized common incinerator of SEZ or Co-processing at cement plant.

Hazardous Waste Generation and Disposal Practices for Proposed Expansion of JIL-SEZ including the units within the JIL-SEZ				
S. No	Hazardous waste generated	Waste category as per HWM 2016	Total Quantity of Hazardous Waste generation after proposed expansion	Method of handling
1	Used / spent oil	5.1	25 KL/A	Shall be collected in leak proof containers & disposed to authorized re-processors.
2	Used filters	3.3	5 MT/A	Stored in secured manner and handed over to co-processing in cement kiln or captive incineration.
3	Process residues & wastes			
a.	Organic residues	28.1	2500 MTPA	Stored in secured manner and handed over to co-processing in cement kiln or captive incineration.
b.	Mixed salts	28.1	50 MTPA	Stored in secured manner and handed over to TSDF
4	Spent catalyst (Raney Nickel)	28.2	5 MTPA	Stored in secured manner and handed over to authorized recycler/sent back to the supplier
5	Spent Catalyst (Platinum)	28.2	10 MTPA	Stored in secured manner and handed over to authorized recycler/sent back to the supplier
6	Spent Catalyst (Palladium)	28.2	5 MTPA	Stored in secured manner and handed over to authorized recycler/sent back to the supplier
7	Spent carbon	28.3	350 MTPA	Stored in secured manner and handed over to co-processing in cement kiln or GSPCB authorized incinerator
8	Off specification products	28.4	25 MTPA	Stored in secured manner and handed over to co-processing in cement kiln or captive incineration or GSPCB authorized incinerator
9	Date expired raw materials/ products	28.5	25 MPA	Stored in secured manner and handed over to co-processing in cement kiln or captive incineration or GSPCB authorized incinerator.
10	Spent organic solvents (Re processing)	28.6	7100 MTPA	Stored in secured manner and handed over to GSPCB authorized recycler.
11	Spent organic solvents (incineration) (Not	28.6	2000 MTPA	Stored in secured manner and handed over to co-processing in cement kiln or captive

	reprocess able)			incineration or GSPCB authorized incinerator.
12	Chemical containing residue from decontamination and disposal	34.1	8 MTPA	Stored in secured manner and handed over to co-processing in cement kiln
13	Discarded containers/barrels/liners used for hazardous wastes/chemical/used PPE's	33.1	800 MTPA	Store in a secured manner and handed over to GSPCB authorized recycler or co-processing in cement kiln.
14	Oil soaked cotton	33.2	10 MTPA	Stored in secured manner and handed over to co-processing in cement kiln
15	ETP Sludge (PCTP)	35.3	500 MTPA	Stored in secured manner and handed over to co-processing in cement kiln
16	ATDF salt & Spray dried salts	37.3	5500 MTPA	Stored in secured manner and handed over to TSDF
17	Ash from Incineration	37.2	25 MTPA	Stored in secured manner and handed over to TSDF
18	e-Waste	Category - 1&II	1.5 MTPA	Stored in secured manner and handed over to GSPCB authorized collection center /recycler/dismantler

3.1.21. CETP details:

S. No.	Process stream	Total capacity as in earlier EC	Present status	Proposed expansion	Total After expansion EC
1	CETP	2500 KLD	1000 KLD	4000 KLD	5000 KLD

3.1.22. STP Details:

S. No.	Process stream	Total capacity as in earlier EC	Present status	Proposed expansion	Total After expansion EC
1	STP	200 KLD	100 KLD	300 KLD	400 KLD

3.1.23. Tree cutting: No tree cutting is envisaged in proposed expansion project.

3.1.24. Green Belt: The proponent has proposed to strengthen the green belt with minimum 24 m width along the boundary of the project. Existing greenbelt is 34.005 Acre (13.76 Ha) will be augmented with an additional 69.414 Acre (28.09 Ha.), within the Project boundary and land outside the project boundary within the Vilayat GIDC, to achieve total green belt area of equivalent to 33% of the project area. An area of about 22.19 acres of green belt in GIDC is allotted to JIL-SEZ for plantation. Proposed financial budget for the greenbelt development is as below-

Proposed Plantation	Expenditure of Plants
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Year	No of species	Cost of Plants in Lacs @Rs.250/sapling	Care & Maintenance In Lacs @Rs.50/sapling	Total Expenditure in Lacs.
1 st year	4037	10.09	2.02	12.11
2 nd year	3630	9.08	1.82	10.89
3 rd year	3487	8.72	1.74	10.46
4 th year	3377	8.44	1.69	10.13
5 th year	3168	7.92	1.58	9.50
6 th year	3003	7.51	1.50	9.01
7 th year	2849	7.12	1.42	8.55
8 th year	2805	7.01	1.40	8.42
9 th year	2354	5.89	1.18	7.06
10 th year	2200	5.50	1.10	6.60
Total	30910.00	77.28	15.46	92.73

3.1.25. Energy conservation: Energy conservation measures for proposed expansion like LED Lights is installed for energy conservation. Approximate 0.5MW is being conserved out of total demand 49MW.

3.1.26. Rainwater harvesting: In pharmaceutical & Chemical Industry, no runoff water would be recharged to ground water aquifer and maximum efforts would be taken to collect and use the same as a supplement to water supplied by GIDC. Rainwater runoff from various roof top areas shall be connected to adequately designed pipelines drains to appropriately constructed decentralized storage tanks to collect the maximum run-off from the roof top area. The runoff generated from roof top within project premises per hour with 45 mm/ 4 hr intensity of rainfall shall be 2869 m³/hr.

Rain Water quantity calculations

S. No.	Description	Area (in sq. m.)	Run- off coefficient	Rainfall (m)/ 4hr	Quantity of water m ³
1.	Roof Top Area	75000	0.85	0.045	2869

3.1.27. Proposed project site is not in CRZ area.

3.1.28. Marine Disposal: The Waste water generated from industrial activity will be treated in Common effluent treatment plant including ETP, RO, MEE, Dryer and permission for 5MLD discharge to deep sea through GIDC Pipeline.

3.1.29. Land acquisition and R&R issues: The land ownership of the entire area is with Jubilant Infrastructure Limited. The site is a notified SEZ, also falls within the notified GIDC industrial estate of Vilayat and is part of the notified Dahej PCPIR project area.

3.1.30. Employment potential:

S. No.	Unit	Company Employee	Contractual Employee	Total	Remark
1.	Existing (JIL-SEZ)	117	200	317	Local People will be given preference as per
	Member Units of JIL SEZ	323	342	665	
2.	Proposed				

a.	Construction Phase	--	150	150	skilled set of nearby areas.
b.	Operational Phase (JIL-SEZ)	283	200	483	
	Member Units of JIL SEZ	4000	4535	8535	
Note: The SEZ would have a potential Employment projected employment 10,000 workers at full capacity after expansion.					

3.1.31. Benefits of the project:

Type of Project Benefits	Details of Project Benefit
Social benefits	Project shall create enormous opportunities for direct and indirect employment. In expansion phase about 483 people will be directly employed. The total employment including the member's units of the SEZ after expansion has potential to be additional 8535 to take it to about 10,000 at full scale.
Community and infrastructure development programme	Proposed project, estimated investment is Rs. 300 Crores by JIL-SEZ would set aside 2.5% of the capex investment for CSR interventions, amounting to Rs. 7.5 Crore during the tenure of the project. The identified activities under CER program are as follows: <ul style="list-style-type: none"> • Eradicating hunger, poverty and malnutrition, promoting preventive health care and sanitation and making available safe drinking water. • Promoting education, including special education and employment enhancing vocation skills, especially among children, women, elderly, and the differently - abled and livelihood enhancement projects. • Rural development projects. • Ensuring environmental sustainability, ecological balance, protection of flora and fauna, animal welfare, agro-forestry, conservation of natural resources and maintaining quality of soil, air and water.
Improved Aesthetic Surrounding Environment	The proposed additional green belt will enhance the aesthetic beauty of the surrounding environment.
Others	<ul style="list-style-type: none"> • Promoting education, including special education and employment, women, elderly, and the differently-able and livelihood. • Ensuring environmental sustainability, ecological balance, conservation of water bodies nearby the areas.

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

3.1.33. *During the deliberation, the EAC observed and noted the following:*

- i. *CSR activity should be as per the OM issued by the Ministry.*

3.1.34. The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 283rd meeting on 9th - 10th December, 2021 and **recommended** the proposal for grant of Environmental Clearance with specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. All the mitigation measures to reduce pollution as mentioned in EIA/EMP report shall be implemented in toto.
- ii. The existing water bodies in the project area shall be conserved and used for effective water management. No ground water shall be used in any case.
- iii. Provision shall be made to recharge the ground water and construct rainwater harvesting structures for augmentation of ground water levels. Rain water harvesting for roof run-off and surface run-off, as plan submitted shall be implemented.
- iv. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease. The bore well for rainwater recharging shall be kept at least 4 mts above the highest ground water table.
- v. The quantity of fresh water usage, water recycling and rainwater harvesting shall be measured/recorded to ensure the water balance as projected by the project proponent. The record shall be submitted to the Regional Office, MoEF&CC along with six Monthly Monitoring report.
- vi. To achieve the Zero Liquid Discharge, waste water generated from various industrial operations shall be properly collected, treated to the prescribed standards and then recycled or reused for the identified uses.
- vii. The member units shall provide storage tanks and provide primary treatment as per the CETP norms before sending into the CETP for further treatment. Flow meters with recording facilities shall be provided to monitor the effluent quality and quantity sent from member industries to CETP and from CETP to the final disposal/re-use on a continuous basis.
- viii. Ambient noise levels shall be regularly monitored and conform to the prescribed standards both during day and night. Incremental pollution loads on the ambient air and noise quality should be closely monitored during development/ construction phase.
- ix. Continuous monitoring system be installed by all the member industries and adequate measures shall be made to reduce ambient air and noise level during construction phase, so as to conform to the stipulated standards by CPCB/SPCB.
- x. Fly ash should be used as building material in the construction as per the provisions of Fly Ash Notification of September, 1999 and amended as on 27th August, 2003 and 25th January, 2016.
- xi. Grading within the project site shall be planned such that there shall be negligible impacts on the existing natural drainage system/pattern. An adequate drainage system shall be provided at the site with separate collection streams to segregate the storm run-off from roads, open areas, material storage areas, vehicle wash water and other wastewater streams. Suitable measures should be taken to prevent the washing away of construction materials into the drainage system.

- xii. Green belt should be developed all around the settlements and water bodies. Minimum 33% of total project area shall be maintained as green belt.
- xiii. 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 all the public consultations held earlier for JIL-SEZ. 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. 3.2

Development of Kosalanagaram Industrial Park (Block – B, C, D & E) at Vijayapuram Mandal, Chittoor District, Andhra Pradesh by M/s Andhra Pradesh Industrial Infrastructure Corporation Ltd. – Environmental Clearance

[Proposal No. IA/AP/NCP/190168/2020; File No. 21/1/2021-IA.III]

The PP vide letter dated 09.12.2021 informed that due to miscommunication they could not able to attend the meeting and requested to place the proposal in the next EAC meeting.

Agenda No. 3.3

Development of 6-lane access controlled spur to Haridwar from Delhi-Saharanpur-Dehradun Economic Corridor in the States of Uttar Pradesh & Uttarakhand (Total Length – 43.900 km) – Environmental Clearance.

[Proposal No. IA/UK/NCP/211849/2021; File No. 10/25/2021-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 EIA/EMP report. If any part of data/information submitted is found to be false/misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

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

3.3.2. The project alignment is a 6 lane asses controlled highway starts at Km 0+000 (29°47'32.83"N, 77°33'33.91"E) near Halgoya village in Saharanpur district of Uttar Pradesh (Ch. 108+450 of Delhi-Saharanpur-Dehradun economic corridor) and ends at Km 43+900

(29°54'2.99"N, 77°58'10.83"E) near Badheri village where it merges with NH-334 (Old NH No. 58) in Haridwar district of Uttarakhand State.

3.3.3. The proposed project falls under 7(f), Highway, Category A. Total project cost is Rs, 2132.56 Cr. The budget allocated for EMP is INR 17.276 Cr which is 0.81 % of the project cost. The construction period of the proposed project is 30 months.

3.3.4. ToR Details: The proposed project has been recommended for Terms of Reference (ToR) vide Proposal No. IA/UK/NCP/211849/2021 and File No. 10/25/2021-IA.III in 262nd EAC meeting held during 25th -27th May, 2021 and ToR letter was issued on 17th June 2021.

3.3.5. Public Hearing: Public Hearing was organized in Saharanpur district by Uttar Pradesh Pollution Control Board and in Haridwar district by Uttarakhand Pollution Control Board.

S. No.	Category of Issue raised by Public	Response / Commitment by Proponent	Remarks, if any
1	Land Acquisition	To be undertaken as per regulatory process	As per NH Act, 1956
2	Compensation	To be undertaken as per regulatory process	As per RFCTLARR Act, 2013

3.3.6. Land use/Land cover of project site:

S. No.	Land-use / Land-cover	Area (ha)	%
1	Agricultural Land	274.34	91.6
2	Roads, Highways and Railways	7.90	3
3	Water-bodies (Irrigation Minor / Canal and Pond)	1.05	0.4
4	Waste Land	11.85	4.5
5	Built-up Section	1.32	0.5
6	Plantation / Forest	0.15	-
Total Area (ha)		296.62	100

3.3.7. Land use/ Land cover around 10 km radius of project site (1 km in case of Highway projects):

S. No.	Land-use / Land-cover	Area (ha)	%
1	Agricultural Land	77790.80	88.8
2	Roads, Highways and Railways	2634.00	3
3	Water-bodies (Irrigation Minor / Canal and Pond)	351.20	0.4
4	Waste Land	2195.00	2.5
5	Built-up Section	4390.00	5
6	Plantation / Forest	263.40	0.3
Total Area (ha)		87624	100

3.3.8. Right of Way (RoW): Proposed ROW is 60 meter. The total length of the project is 43.9 km (19 km in Saharanpur district & 24.9 km in Haridwar district).

3.3.9. Terrain: The proposed alignment follows 'plain' terrain. The elevation varies from ~256 m above MSL to ~276 m above MSL with average elevation of ~266 m above MSL.

3.3.10. Water Bodies: The project alignment is crossing 1 pond, 4 rivers, 2 irrigation canals & 3 nalas. (Total length of the project affecting water body is 1150 m).

3.3.11. Flyover/Interchanges-5; VUP-9; LVUP-11; SVUP-29; MJB-5; MNB-10; ROB-2 is proposed along the project stretch for free passage to villagers, domestic animals and to avoid any impact on local hydrology. All safety measures will be provided as per NHAI Safety Manual and IRC:SP-88 and Expressway Manual IRC:SP-99.

3.3.12. Water requirements: About 21,58,442.17 KL water shall be required for construction phase. Water shall be sourced from surface water bodies through Tankers after necessary approval. No groundwater extraction is proposed. However, if potable water is required same shall be extracted after necessary permission from appropriate authority.

3.3.13. Waste Management: Construction and demolition waste due to demolition of existing structures & construction activities shall be managed as per Construction and Demolition Waste Management Rules, 2016. Municipal wastes generated from the construction workers camp shall be managed as per Solid Waste Management Rules, 2016. Hazardous wastes generated due to activities like maintenance and repair work on vehicles shall be managed as per hazardous and other wastes (Management, & Trans-boundary Movement) Rules, 2016

3.3.14. Diversion of forest land: About 5.55 Ha protected forest (roadside plantation/canal side plantations declared as protected forest) shall be affected by the crossing of proposed alignment. Forest application is already submitted and nodal officer EDS compliance is in progress. Proposed project site is not in CRZ area.

3.3.15. Details of Tree Cutting/Green Belt: About 8300 trees are to be felled in the proposed project. Nearby 1166 trees / km (51187 Nos.) on either side of proposed highway and shrubs 666 nos./ Km (29237 Nos.) at median shall be planted in accordance to IRC SP 21:2009 and NHAI Green Highway Policy 2015.

3.3.16. Rain Water Harvesting: About 44 nos. of rainwater harvesting structures have been proposed in the project corridor.

3.3.17. Land Acquisition/ R&R Issues: Approx. 296.618 ha (private land-265.99 ha, govt. land-21 ha, Forest land-5.55 ha & others-4.078 ha) land shall be required for the proposed project. The land acquisition done as per NH Act, 1956 and LARR Act, 2013. The R&R issues shall be resolved as per LARR Act, 2013.

3.3.18. Employment potential: Project shall provide direct employment opportunities for about 300 persons (including permanent and temporary) based on Ministry of Road Transport & Highways Press disclosure.

3.3.19. Benefits of the project: The proposed project will provide multifold benefits such as reduction in travel time and cost savings, faster access and better reach to the nearby major market for perishable products, development of tourism, reduction in carbon footprint, revenue generation for both State and Centre etc.

3.3.20. Details of Court cases: No Court Cases are pending against the proposed project.

3.3.21. *During the deliberation, the EAC noted the following:*

i. PP stated that Forest clearance is not applicable if the land is with MoRTH/PWD.

3.3.22. The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in 283rd meeting during 9th - 10th December, 2021 and **recommended** the proposal for grant of Environmental Clearance with specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. Green belt development (tree plantation) in lieu of the trees being felled in non-forest land should be carried out by the State forest department as deposit work and not by the private contractor. Green belt must be developed using exclusively native species. No exotic species to be used for the same. No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources.
- ii. The proponent shall obtain permission from the competent authorities for tree felling along the proposed alignment.
- iii. Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table.
- iv. In borrow pits, the depth of the pit shall be regulated such that the sides of the excavation will have a slope not steeper than 1:2, from the edge of the final section of bank. Soil erosion checking measures shall be carried out. Details for Borrow area operation and rehabilitation given in EIA report shall be followed.
- v. Quarry areas shall be barricaded during mining operations. The abandoned quarry shall be developed as water reservoirs with proper fencing around quarry area. Details for Quarry area operation and rehabilitation given the EIA report shall be followed.
- vi. In all the construction sites within 150 m of the nearest habitation, noisy construction work such as crushing, concrete mixing will be stopped during the night time between 10.00 pm to 6.00 am. No noisy construction activities will be permitted around educational institutions/health centers (silence zones) up to a distance of 100 m from the sensitive receptors. All plants and equipment used in construction shall strictly conform to the CPCB/SPCB noise standards.
- vii. Traffic Control Devices/Road Safety Devices/ Roadside Furniture including various types of cautionary, informatory, regulatory as mandatory signboards, road markers, studs, etc. shall be provided at appropriate locations all along the project stretch in accordance with the specifications laid down in Manual of Specifications and Standards for Expressways (IRC: SP:99-2013) and IRC:8, IRC:25, IRC:26, IRC:35, IRC:67, IRC:79, IRC:103 and Section 800 of MoRTH Specifications.
- viii. Prepare the traffic prediction report for complete project (including all packages of this project) considering the cumulative impact of the traffic on the environment and submit to the Ministry and concerned Regional Office within 3 months.

- ix. All the major, minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/ drainage systems are not to be disturbed.
- x. Afforestation using compensatory plantation in the ratio of 1:10 shall be carried out. Native tree species shall be provided as per the IRC Guidelines on Landscaping and Tree Plantation (IRC: SP:21-2009). Effort should be made to plant native trees and Ficus species on both sides of the alignment. Special attention shall be given for protecting giant trees, and locally important trees (having cultural importance) and should be identified chainage wise.
- xi. Project alignment should be managed in such a way to save the Heritage/old trees supposed to be affected by the proposed alignment.
- xii. 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 afforestation etc., either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also become part of EMP and shall be implemented.
- xiii. Proponent shall keep the finish road level sufficiently elevated from ground level with provision of railing on both sides to restrict animal crossing in order to avoid the possibility of wildlife injury/death. Animal underpasses, watch tower, water holes and other mitigation measures proposed shall be constructed in supervision of forest department.
- xiv. While constructing the over bridges as proposed over major water bodies efforts should be made to avoid construction of pillars in beds of water bodies.

Agenda No. 3.4

Development of 4/6 lane of Paniyala – Alwar - Barodameo Economic Corridors, Inter corridors and feeder routes to improve the efficiency of freight movement in India under Bharatmala Pariyojana (Lot-6/Package-4) (Length 86.10 km) – Terms of Reference.

[Proposal No. IA/RJ/NCP/239740/2021; File No. 10/48/2021-IA.III]

The proposed proposal was included in the Agenda inadvertently. This proposal was already recommended in 281st EAC meeting held during 24th – 25th November, 2021, and therefore, it was excluded and not considered. The Minutes of 281st meeting held on 24th – 25th November, 2021 is annexed as **Annexure-I**.

Agenda No. 3.5

Construction of Two-Lane Road Tunnel including Approaches (from existing roads) for providing direct connectivity between Aanakampoyil – Kalladi -Meppadi in Kozhikode and Wayanad Districts of Kerala State by M/s Kerala Public Works Department, Roads Division, Kozhikode (Length 8.735 km) – Terms of Reference.

[Proposal No. IA/KL/NCP/239126/2021 File No. 10/54/2021-IA.III]

The matter was placed before the EAC. After detailed deliberation by the EAC, it was observed that the proposed road tunnel is connecting Major district road and State Highway. Further the proposed road including approaches are not notified as National Highway or State Highway and hence the project does not fall under the ambit of the schedule of the EIA Notification, 2006, as amended. Accordingly, the proposal is returned in the present form.

Agenda No. 3.6

Development of WQ7 & WQ8 berth in the Northern arm of Inner harbour of Visakhapatnam Port Trust- Revised scope of proposal for handling of multiple cargo through semi mechanized mode by M/s Visakhapatnam Port Trust – Environmental Clearance under 7(ii) clause of EIA Notification, 2006.

[Proposal No. IA/AP/NCP/240579/2021 File No. 11-93/2012-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 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 project proponent along with the EIA consultant M/s SV Enviro Labs & Consultants, Andhra Pradesh has made a presentation through Video Conferencing and provided the following information-

3.6.2. The proposed proposal of WQ 7 & WQ 8 Berths in the Northern arm on Inner Harbour of Visakhapatnam Port Trust is within the existing port estate and the land to be used as per the port plan. Amendment in EC & CRZ clearance was obtained vide F.No: 11-93/2012-IA.III, dated 16.11.2018 to handle B.F.Slag, Gypsum, Bauxite, Lime Stone, ilmenite sand, coking coal and ores other than Iron ore, through semi-mechanized mode (using Harbour mobile cranes) for a period of three years i.e., up to Dec. 2021.

3.6.3. The proposed modernization project falls under 7(e), Category-A, Ports & harbors as per EIA notification 2006. The project cost is about Rs. 288.43 Crores. Public hearing was already conducted on 10.04.2015.

3.6.4. Geo-coordinates of the project site are Latitude: 17°42'24.80"N to 17°42'42.45"N; Longitude: 83°16'54.59"E to 83°16'55.67"E.

3.6.5. Land use/Land cover around 10 km radius of project site:

S. No.	Land use/Land cover	Area (ha)	%
1	Vegetation	3742	11.91
2	Scrub	4495	14.30
3	Barren land	1848	5.88
4	Water body	15717	50.01
5	Agriculture Land	1489	4.74
6	Settlement/Built up area	4137	13.16
	Total	31428	100

3.6.6. Terrain and topographical features: The project is located within marine zone. The maximum water depth in the outer harbour is 18.10m. Topographically, the harbour is conveniently divided into 2 major regions namely, the inner harbour and the outer harbour.

3.6.7. Water requirement: Water requirement during operation phase would be 40 KLD. The source of water is GVMC through pipeline. Ground water extraction is not proposed.

3.6.8. Wildlife/Protected area: The project is located near to Kambalakonda wildlife sanctuary at a distance of 8.98Km. Standing committee of National Board for Wildlife (SC-NBWL) recommended wildlife clearance for modernization of existing facility and additional new facilities entailing capacity at Visakhapatnam port, Andhra Pradesh. There is no Eco sensitive zone around 10km radius of the site.

3.6.9. Court cases: No Court Case is pending against the proposed project.

3.6.10. The PP has requested for the following amendments in the Environmental and CRZ clearance under Para 7 (ii) clause of the EIA notification 2006.

- i. Obtained EC amendment from MoEF&CC, New Delhi dt: 16.11.2018 for “Development of WQ7 & WQ8 berth through internal resources and operate the berth for handling B.F slag, Gypsum, Bauxite, Lime stone, Ilmenite sand, coking coal and ores other than Iron ore through semi mechanized mode (using harbor mobile cranes) for a period of three years i.e till 16.11.2021.
- ii. It is now proposed the period mentioned above may be extended for another three years up to 2024.
- iii. **As per existing EC:** Handling of B.F.Slag, Gypsum, Bauxite, Lime Stone, ilmenite sand, coking coal and ores other than iron ore. **Proposed along with existing:** Fertilizers, manganese ore, Coke (CP coke, Lam coke and Pet coke), Steam Coal, Steel cargo, Project cargo including iron ore and other dry bulk cargo as per availability.

3.6.11. During the deliberation, the EAC observed and noted the following:

- i. The proponent has submitted old compliance report of 2018. Recent compliance report of 2021 should be submitted by the proponent.
- ii. Change in Cargo capacity/quantity should be clearly mentioned.
- iii. Regarding extension of operations through semi mechanized mode for another three years up to 2024, it has been mentioned that Since, the proposal is already valid up to

16th November, 2022 as per Govt. notification, dated 18th January, 2021 in view of outbreak of Corona Virus (COVID-19) and subsequent lockdowns, the application may be made before 3 months of expiry of extension already provided.

3.6.12. The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 283rd meeting during 9th - 10th December, 2021 and **deferred** the proposal for grant of Environmental and CRZ clearance for the want of following documents/clarification:

- i. Recent compliance report of 2021 should be submitted.
- ii. Change in Cargo capacity/quantity should be clearly mentioned.
- iii. Feasibility report on the increase in types of cargos and their impacts be prepared and submitted

Agenda No. 3.7

Development of Multipurpose Cargo Berth (Berth No. 17) at New Mangalore Port by M/s New Mangalore Port Trust – Terms of Reference. [Proposal No. IA/KA/NCP/239741/2021 and File No. 10/55/2021-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 PFR/DPR/Form-1/Annexure-III. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.7.1 The project proponent along with the EIA consultant M/s Ultra Tech has made a presentation through Video Conferencing and provided the following information-

3.7.2 NMPT intends to develop the existing multipurpose deep draft Berth No 14 for handling container through mechanization. The Port will no longer have other deep draft berth general cargo to handle the large ships of 60,000 DWT and above. Therefore, port has proposed to develop an additional deep draft general cargo berth in between Berth no.8 and no.13, named as Berth No. 17. Geo-coordinates of project site are Latitude 12°22'29.17"N, Longitude 74°49'1.69"E.

3.7.3 The berth is proposed to handle RO-RO/ Cruise ships bunkering cargo ships iron ore fines/concentrate, fertilizers, river sand, bentonite, gypsum, machinery, steel coil etc. at the proposed new berth No. 17. The proposed handling capacity of the multipurpose berth no 17 would be 9 MMTPA. Further, 2.5 acres of water area will be used for construction of berth adjacent to existing berth No. 8 and 30 acres (approximate) of Port land which will be utilized for storage of cargo handled at proposed berth.

S. No	Facility	Size and Dimension
1	Length of the Berth	348m

2	Width of the berth	26 m
3	Approach trestles	10 m with, 2 nos.
4	Deck elevation	1. Berthing Jetty: Deck level - (+)4.66 m 2. Approach Jetty: Deck level - (+)4.66 m 3. Dredging level for Berthing structure – (-)15.10m CD

3.7.4 The proposed project falls under 7(e), Category-A, Ports, Harbors, breakwater, dredging as per EIA notification 2006. Total Project Cost is Rs. 21,391 Lakhs.

3.7.5 Landuse/Landcover of project site:

S. No	Land use /Land cover	Area (ha)	%	Remarks, if any
1	Water Body	1.01	100%	Proposed project is located in New Mangalore Port Trust (NMPT) Port limit and Customs Notified area.

3.7.6 Terrain and topographical features: Proposed project is located in New Mangalore Port. 2.5 Acres of water area will be used for construction of berth. The proposed location of the berth No. 17 has been identified as the existing waterfront in between berths No. 8 and berth No. 13. New Mangalore Port is an all-weather major port at Panambur, Mangalore in Karnataka state in India. It is the only major port of Karnataka and the seventh largest port in India. Entire project is in waterfront area. There will be no change in the drainage pattern due to proposed project.

3.7.7 Water requirements: Water for construction phase will be met from tankers from Mangalore city corporation. During operation phase, water will be arranged through Mangalore city corporation. For construction phase 100 KLD & operational phase 10 KLD will be consumed.

3.7.8 The project does not involve in tree cutting/ forest diversion/ Eco sensitive areas.

3.7.9 The project falls in CRZ IV B & CRZ II as per Coastal zone management plan.

3.7.10 STP details: The generated domestic sewage will be treated in the existing Sewage treatment plant. The capacity of the existing STP is 1.2MLD.

3.7.11 Changes that envisaged in Port:

Shore line change	Project fall under low erosion zone.
Capital dredging	Total capital dredging is 1, 50,000 cum
Maintenance dredging	Maintenance dredging is carried out every year to the tune of 6 Million CUM at the port. This project will lead to an additional 35,000 cum of maintenance dredging.
Disposal Point	The dredged materials will be disposed off at location recommended by CWPRS.

3.7.12 Dust preventive measures: Fugitive dust may emit from material transport by truck. Construction material shall be transported through covered trucks. Dust will be suppressed by

water sprinkling. Cargo will be transferred after covering the trucks, Tarpaulin will be used and overloading will be avoided.

3.7.13 Employment Potential: **Construction Phase:** The expected labor force required during construction phase is to the tune of about 100 to 150 persons. Although the workforce requirement will be temporary in nature, it will be met from the local population as far as possible hence there will be positive impact. **Operational Phase:** The operation phase of the proposed development will also provide opportunities for employment mostly in the skilled and semi-skilled categories directly and indirectly to the tune of 1000 Nos. This will enhance the income of the people associated with subcontracting business.

3.7.14 Benefits of the project: There will be direct and indirect benefits to the country as well as the port. Even on a pessimist approach the new terminal will be able to handle 340000TEU or 4 MTPA additional cargo. This will trigger development of major and minor industries, processing units, employment potential in the hinterland apart from sizeable income to the port exchequer and Government of India from the EXIM trade.

3.7.15 No Court Cases are pending against the proposed project.

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

- i. PP should ensure that coal will not be handled in the berth as there is a petroleum tanks nearby.*
- ii. Details/capacity of dreg dumping storage capacity has to be furnished.*
- iii. Compliance report from regional office has to be submitted.*
- iv. Public hearing should be conducted as this is an expansion activity.*
- v. Grid based sampling should be done for EIA study and should comprise the following:*
 - *Cumulative impact study*
 - *Comprehensive Marine study*
 - *Safety aspect report*

3.7.17 The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 283rd meeting during 9th - 10th December, 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 ecologically fragile area including CRZ 1A area etc. shall be demarcated and superimposed on the layout plan and submitted.
- 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 including sea-level rise.
- iv. Erosion and accretion study at the mouth of the creek and adjoining areas of port site be

carried out and submitted

- v. Importance and benefits of the project.
- vi. Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scales.
- vii. Recommendation of the Karnataka CZMA shall be obtained and submitted.
- viii. Submit superimposing of latest CZMP as per CRZ Notification (2011) on the CRZ map.
- ix. Submit a complete set of documents required as per para 4.2 (i) of CRZ Notification, 2011.
- x. Hydrodynamics study on impact of dredging on flow characteristics shall be carried out.
- xi. Bathymetric survey of the existing dumping site used for dredged material shall be conducted and availability of dumping area for the proposed dredging activity shall be evaluated and submitted. Sediment budget for the area adjoining areas to be conducted and mitigation measures for shoreline management to be drawn.
- 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 including mitigation plan through nationally recognized institution or university.
- 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. Disaster Management Plan for the project shall be prepared and submitted.
- 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, 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.

Agenda No. 3.8

Modernisation of IFFCO Kisan SEZ – Nellore Agro Park at Racharlapadu village, Kodavaluru Taluka, Nellore district, Andhra Pradesh by M/s IFFCO Kisan SEZ Ltd. – Environmental Clearance under 7(ii) clause of EIA Notification, 2006.

[Proposal No. IA/AP/NCP/241187/2021 and File No. 21-8/2010-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 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.”

3.8.1 The project proponent along with the EIA consultant M/s Sri Sai Manasa Nature Tech Pvt.Ltd. Hyderabad has made a presentation through Video Conferencing and provided the following information-

3.8.2 IKSEZ is a Multi-Product Special Economic Zone with focus on agro based industries. A notified SEZ with DTZ spread over approximately 1111 Ha, situated in Nellore District of Andhra Pradesh.

3.8.3 The proposed project falls under 7(c), Category-A, Industrial Estates/ Parks / Complexes / Areas, Export Processing Zones (EPZs), Special Economic Zones (SEZs), Biotech Parks, Leather Complexes as per EIA notification 2006. Total Project Cost is Rs. 65,000 Lakhs.

3.8.4 Land use/Land cover of project site:

S. No.	Land use/Land cover	Area (ha)	%	Remarks, if any
1	Plotted/ Industrial area	754.3	67.93	-
2	Storage Pond & Rain Water Harvesting	42.3	3.81	-
3	Green belt / Open Spaces	248.0	22.33	IKSEZ will develop on the whole of 22% i.e, 620 acres (248ha) and individual industries will develop 11% of the greenbelt to achieve the total greenbelt of 33%.
4	Road Network	49.2	4.43	-
5	Water Pipeline	0.7	0.07	-
6	Parking Space	10.5	0.94	-
7	Solid Waste Management	6.0	0.49	-
Total		1111.0	100.00	-

3.8.5 Land use/Land cover around 10 km radius of project site:

S. No.	Land use/Land cover	Area (ha)	%
1	Waterbody	2279.54	4.68
2	Open scrub	8077.53	16.59
3	Agricultural Fields	6275.82	12.89
4	Barren land	10510.43	21.58
5	Fallow land	21134.47	43.40
6	Habitation	415.85	0.85
Total		48693.64	100.00

3.8.6 Proposed industries List:

The following additional industrial sectors are proposed in addition to the already approved industrial sectors:

- i. Renewable energy products (wind mill blades, solar etc), Light and Heavy Engineering manufacturing products and Agricultural tools & equipment.
- ii. Nano technology based products, Nano fertilizers (Nano Nitrogen (Urea)/Nano DAP/Nano Sulphur/Nano Zinc/Nano Copper, etc)
- iii. Electric Mobility and associated products and components
- iv. Electrical and Electronics including Li-ion and solid-state batteries
- v. Non-alcoholic and fruit based beverages & other health and energy drinks
- vi. Processing of shrimp/fish & shell waste
- vii. Warehousing, Cold storages and Logistics

3.8.7 Terrain and topographical features: The topography of the site is slightly undulating with a decreasing height gradient from North West to South East from around 27m above Mean Sea Level (+MSL) in the North-Western portion to approximately 12m +MSL in the South East.

3.8.8 Impact on Water bodies/drainage: Penna river is in south direction at a distance of 19

km from project site. The Pennar is the major river which is passing in the middle of the district. The drainage density varies from less than 1 to 3 km/km². Natural slope will be maintained during the site preparation to avoid any effect on the natural drainage pattern of the site. The surface and subsurface drainage system is designed as per IRC guidelines. A minimum longitudinal gradient of 0.3% is maintained in such a way that it attains the minimum self-cleaning velocity of storm water drains.

3.8.9 Water requirement: Water is being drawn from the Kanigiri Reservoir, which is located in West direction at a distance of 11km from the project site. Agreement between M/s. IFFCO Kisan SEZ and Govt. of AP, I & C.A.D. department for permission for drawl of 10 MGD of water from Kanigiri Reservoir was made vide Agt. No. 24 SE/2011-12 dated 14.11.2011. Also rainwater harvested within IKSEZ will be utilized to reduce the consumption of fresh water based on the requirements. Water requirement during operation phase would be 19610 KLD after the proposed modernization quantity of 19890 KLD. The water pipeline network and pumping scheme is already operational and will be extended to the new individual units as per the requirement. Ground water will not be envisaged.

3.8.10 The project does not involve in forest diversion/ Eco sensitive areas.

3.8.11 Waste management:

S. No.	Name of waste	Source of Generation	Quantity	Mode of Treatment & Disposal Method
1.	Domestic waste	Residential area, Kitchen & Canteen areas	1.0 TPD	Collected, segregated, stored and disposed to municipality. Wet waste will be bio composted and dry waste will be disposed at Municipal dump yard/authorized recyclers.
2.	Recyclable waste	Paper, parking, scrap etc. from office/individual units	2.0 TPD	Disposed to APEMC/authorized recyclers
3.	Discarded Containers/ Bags/Liners/ Carton boxes	Storage & Handling of Raw Materials	1500 Nos/year	Collected, stored and sold to APPCB approved parties/APEMC
4.	Used/Spent Oil/mud with oil	Used/Spent oil from DG sets and machinery	15 LPA	Collected and stored and sold to APPCB registered recyclers
5.	STP Sludge	STP	0.2 TPD	Manure for greenbelt
6.	E-waste	Damaged parts	5kgs/month	Disposed to authorized recyclers/reprocesses.

3.8.12 CETP/STP details: **STP:** Individual industries will establish their own STP as per their waste water characteristics. Further treated water will be recycled within their premises and used for greenbelt development. At present 16 KLD STP is in operation by IKSEZ and treated water is used for greenbelt development. **CETP:** The individual units in IKSEZ will install ETP based on the characteristics of the effluent generated within their premises and no CETP

is proposed.

3.8.13 Tree cutting and Green belt development: SEZ infrastructure has already been established and no tree cutting has been envisaged. Out of 1111 Ha of project land 248.2 Ha of area has been earmarked for greenbelt development by IKSEZ. As most of the land is plain with tiny bushes, no tree cutting shall be required. A total of 26367 no of plants have been planted around boundary including replacement of dead plants. In addition, during the period 15th Aug 2021 to Oct'2021 plantation of Neem- 5000 and Teak- 700 has been done with this the total no. of plants increased to 32067. In order to comply with the MoEF&CC guidelines for greenbelt development within the Industrial Park, IKSEZ is developing thick greenbelt of tall and evergreen plants along the periphery and on either sides of the roads in a phased manner.

3.8.14 Rain Water Harvesting: Well-developed storm water network is in place. The rain water collected during the monsoon season is being routed to the existing pond in the North West part of IKSEZ and used for various purposes within IKSEZ to decrease the load on Kanigiri Reservoir.

3.8.15 Land acquisition and R&R issues involved: Not required as the demised land is already in IKSEZ possession.

3.8.16 Employment potential: The project will generate direct employment of about 20000 nos. and indirect employment of 80000 no's will be through contractual labors and ancillary units.

3.8.17 Benefits of the project: The development of Multi-product SEZ and DTA will provide employment and business opportunities to the local people as well as attract international market for investment. The increase in economic activity is expected to enhance development and CSR activities of the industrial units will result in expansion and strengthening of social infrastructure and other benefits which will increase the wellbeing of the local population. They will also be benefited in the areas such as education, health care, infrastructure facilities and women empowerment. The Government of Andhra Pradesh will be benefited in terms of taxes and duties, the railways, ports and industries authorities, water supplying agencies etc. will be benefited indirectly. Thus, in view of considerable benefits from the project without any adverse environmental impact, the project is most advantageous to the region.

3.8.18 Details of Court cases: The cases pertaining to land acquisition way back in 1997 and compensation related issues majorly against the State Govt. are pending before the High Court of A.P. More than 25 similar cases were either dismissed or withdrawn earlier. However, due to the pandemic situation and change in Chief Justices of A.P the cases are awaiting to be heard by the Hon'ble HC of Andhra Pradesh (WP(PIL) 4/2017, WP 14105/2017, WP 22430/2017, WP 32225/2017). A case pertaining to petitioner's prayer to relocate the proposed unit of KRIBHCO near Sarvepalli to IKSEZ site is pending before High Court (WP(PIL) 137/2017). A case pertaining to a sub-contractor (Power of Attorney) on amount paid for compound wall construction is pending at High Court (WP 17592/2010).

3.8.19 *During the deliberation, the EAC, taking into account the submission made by the*

*project proponent has a detailed deliberation in its 283rd meeting on 9th - 10th December, 2021 and **deferred** the proposal for the want of the below details.*

- i IFFCO has to submit the detailed list of industries going to be set up as per CPCB category and possible cumulative impacts of such industries on environment should be assessed and submitted. Further, an Environmental Management Plan based on the probable impacts as an outcome of the above study shall be submitted.*
- ii Latest compliance monitoring report conducted by Regional Office of the Ministry shall be submitted.*

Agenda No. 3.9

Expansion of Kamarajar Port (erstwhile Ennore Port) - Capacity optimisation of the operational Ennore Coal Terminal Private Limited (ECPTL) terminal at Ennore, Chennai, Tamil Nadu by M/s Kamarajar Port Limited – Terms of Reference.

[Proposal No. IA/TN/NCP/236625/2021 and File No. 10/56/2021-IA.III]

The proposal was withdrawn by the project proponent

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Annexure-A

Following members were present during the 283rd EAC (Infra-1) meeting held on 9th – 10th December 2021

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

Minutes of the 281st meeting of Expert Appraisal Committee held on 24th – 25th November, 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, dredging 7(e) and National Highways 7(f)

The 281st 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 24th – 25th November, 2021 under the Chairmanship of Dr. Deepak Arun Apte. A list of participants is annexed as **Annexure-A**.

4. 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.

5. CONFIRMATION OF THE MINUTES OF THE LAST MEETING

The Committee confirmed the Minutes of 279th EAC meeting held on 15th November, 2021.

6. AGENDA WISE CONSIDERATION OF PROPOSALS:

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

Agenda No. 3.7

Development of 4/6 lane of Paniyala-Alwar-Barodameo Economic Corridors, Inter Corridors and feeder routes to improve the efficiency of freight movement in India under Bharatmala Pariyojana (Lot-6/Package-4) by M/s National Highways Authority of India (Length – 86.10 km) – Further consideration for Terms of Reference.

[Proposal No. IA/RJ/NCP/239740/2021 File No. 10/48/2021-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 PFR/DPR/Form-1/Annexure-III. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.7.1. The proposal was earlier considered in the 278th meeting during 27th – 28th October,

2021. During deliberation, EAC observed the following:

- i. *Alignment of the proposed project was not satisfactory which will fragment Sariska NP and nearby forests areas; PP has to explore alternate alignment and resubmit the KML file with revised alignment as discussed in the meeting.*

3.7.2. Therefore, the EAC noted that the proposed alignment will fragment the Sariska NP and nearby forest areas and thereby obstruct the movement of wild animals. The proposal was thus not accepted in the present form and advised PP to explore an alternate alignment such that there will be no fragmentation of the forest and resubmit the KML file with revised alignment as discussed in the meeting.

3.7.3. PP thereafter during the meeting presented 2 additional alignments which are by-passing the forest area and wildlife corridors.

3.7.4. The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 281st meeting on 24th – 25th November, 2021 and **recommended** the proposal for grant of Amendment in Terms of Reference along with the following specific conditions, in addition to all standard conditions applicable for such projects:

- i. The EIA report for both the alignments discussed in the EAC shall be conducted. The committee at the time of EC will deliberate the merits and demerits of both the alignment and apprise accordingly.
- ii. Cumulative impact assessment study should be carried out along the entire stretch including the other packages and the current stretch under consideration.
- iii. 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.
- iv. 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.
- v. 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.
- vi. 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.

- vii. 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.
- viii. 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.
- ix. 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.
- x. Animal movement and wildlife corridors has to be studied in detail in the EIA-EMP report by a reputed institute like Zoological Survey of India (ZSI) or SACON or WII. The study should unambiguously state the impact of proposed road on the fragmentation of wildlife corridor if any.
- xi. 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.
- xii. Detailed Biodiversity assessment and conservation/mitigation plan be developed by a reputed institute like Zoological Survey of India (ZSI) or SACON or WII..

Following members were present during the 281th EAC (Infra-1) meeting held on 24th – 25th November 2021:-

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