

Minutes of the 300th meeting of Expert Appraisal Committee held on 15th June, 2022 Video Conference 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 Complexes7(c); Ports, harbors, breakwaters, dredging7(e) and National Highways 7(f).

The 300th Meeting of Expert Appraisal Committee (EAC) of Infra-1 (IA-III) was held through Video Conference during **15th June, 2022** 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 297th EAC meeting held on 25th – 26th May, 2022.

AGENDA WISE CONSIDERATION OF PROPOSALS:

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

Agenda No. 3.1

Construction Coal jetty and pipe conveyor system with the dimensions of 555 m long and 25m wide berth with the Panamax capacity of 80,000 dead weight tonnage (DWT) for 2 ships for the coal logistics required for Udangudi Super Critical Thermal Power Project Stage-I located at Udangudi village, Tiruchendur Taluk, Tuticorin District of Tamil Nadu by M/s Tamil Nadu Generation and Distribution Corporation (TANGEDCO) – Environmental and CRZ Clearance for the balance work [Proposal No. IA/TN/THE/178939/2020 and File No. 10-66/2020-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/EM P 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.”

The above mentioned proposal was submitted online on 02nd June, 2022 by the M/s Tamil Nadu Generation and Distribution Corporation (TANGEDCO) seeking the environmental clearance. The proposal was considered in the Expert Appraisal Committee (EAC) for Infrastructure, CRZ and other miscellaneous projects in its 300 meeting during 15th

June, 2022. The project proponent M/s Tamil Nadu Generation and Distribution Corporation (TANGEDCO) along with the EIA Consultant M/s Cholamandalam MS Risk Services Limited made a presentation through Video Conferencing and provided the following information:-

3.1.1 The proposed project falls under Category (A) of item 7(e) as per EIA notification 2006. The proposal is appraised at Central Level as category A., In the Ministry of Environment, Forest and Climate Change, New Delhi. Total Investment/Cost of the project is Rs.1,90,286 Lakhs.

3.1.2 The proposed project is for construction of jetty with the dimensions of 555 m long and 25m wide berth with the Panamax capacity of 80,000 dead weight tonnage (DWT) for 2 ships. The breakwater is located at about (-) 18 m contour, it does not require any capital dredging or maintenance dredging. Initial 180m length of break water is aligned East West direction, and then takes a turn in NE direction aligned parallel to the berth for a length of 555m and finally turned towards North direction for a length of 180m. Structures of Coal jetty and pipe conveyor are designed not to affect fishing activity.

3.1.3 Initially, Environmental and CRZ Clearances for coal jetty and pipe conveyor system for the coal logistics to the Udangudi Super critical power project was obtained by the Ministry, vide letter no. F.No.11-48/2009-IA.III, dated 6th June 2011, subsequently, the Ministry vide letter even no dated 15th may, 2018 extended the EC till 05.06.2021. Since, TANGEDCO not completed the project within the valid EC time, TANGEDCO vide letter dated 20th August, 2020 requested MOEF seeking exemption/clarification on validity of EC dated 6th June 2020. Ministry vide letter No. 11-48/2009-IA.III(Pt.1) dated 29th Sept. 2020 informed the project proponent that “extension of validity would be governed as per the provision of the EIA notification, 2006 in terms of further extension of validity of the said clearance” and requested to PP apply for the fresh ToR to obtained the fresh EC and CRZ clearance for the balance part of the project.

3.1.4 PP applied in the Ministry. The Terms of Reference (ToR) proposal was considered by the Expert Appraisal Committee(EAC) for infrastructure, CRZ and other miscellaneous projects in its 247th EAC meeting on 23rd -24th November 2020 and the committee recommended for grant of ToR, Ministry granted the ToR vide File No. 10-66/2020-IA-III dated 15th December, 2020.

3.1.5 Geo-coordinates of the project site:

From: 8°22'31.00"N	To: 8°26'35.31"N "
From: 78° 8'57.00"E	To: 78° 4'23.39"E

3.1.6 The proposed Captive Coal jetty is an interlinked project of ongoing Udangudi Super

Critical Thermal Power Project Stage-I established in Udangudi village, Tiruchendur Taluk, Tuticorin District of Tamil Nadu. The nearest town is Tiruchendur at a distance of 12 km north-east of the project site. The nearest airport is Vagaikulam at a distance of 60 km north. The nearest sea port is Tuticorin at a distance of 45 km north. The land use is a barren and sandy land. There is no protected area within 10 km radius of the project.

3.1.7 The coal requirement for the Udangudi Super critical power project is 3.83 MTPA. TANGEDCO has entered signed an agreement with M/s. MMTC for supply of imported coal. Presently, TANGEDCO is establishing a 2 x 660 MW Units. TANGEDCO has obtained clearance for using 100% imported coal for the project. However, the project will be designed for the worst case scenario of 50% imported and 50% indigenous coal. Hence the Jetty and Pipe Conveyors have been designed for the ultimate coal handling capacity of 15.33 MTPA through Panamax ships of 80,000 to 120,000 Tons capacity.

3.1.8 There is no storage of coal in the proposed captive jetty area. Only coal handling and transfer is envisaged. During coal handling and transfer activities, there may be fugitive dust emission. To control dust emissions Pipe Conveyors will be used, apart from that, water sprinklers with high pressure swivelling type nozzles will be used at discharge / feeding points of Pipe conveyors at each transfer tower for efficient dust control. In addition to the above, suitable spray system shall also be provided at Shore Unloaders and coal stock yard.

3.1.9 Terrain and topographical features: The coastline of the study area is a sandy coast with presence of sand dunes. Typically, the coastline has been wider towards Manapad (southern side) and narrow towards Thiruchendur (northern side). Land next to the coast is also typically characterized with wide sandy terrain. No mangroves are present in the project site.

3.1.10 Foreshore details: A separate analysis was undertaken considering the coastlines from the period 2013 to 2018. In this study, the shoreline for the year 2021 was omitted in order to simulate the conditions before the existence of the temporary breakwater. From the study, it was also found that the erosion was still happening in the northern coastline (1.2 Km away from the temporary breakwater). The coastline immediate to the north and south part of the temporary breakwater showed accretion to the rate of 21.3 m/year. But the northern side coastline 1.2 Km beyond the temporary breakwater showed erosion of -5.8 m/yr. This could be due to the arresting of sediments on the southern side of the temporary breakwater which causes sediment scarcity on the northern side and thereby causing erosion 1.2 Km beyond the temporary breakwater. The erosion in that particular area was similar in both study (-3.45 m/yr). Therefore, it is evident that the erosion caused in the northern part of the temporary breakwater was a natural phenomenon. Hence, no impact was envisaged on the shoreline due to the temporary breakwater.

3.1.11 The island breakwater is proposed to be constructed at natural available depth of 17 m CD, which is approximately 7.91 Km offshore. Since it will be constructed at natural available depths, dredging is not required even for maintenance. Since there is no dredging involved, indirect impact on the shoreline is not envisaged due to the existence of the proposed island breakwater, there are no major changes in the hydrodynamics and the same

was confirmed from the model study that was discussed in the previous section.

3.1.12 Water requirements: About 13,500 cum/hr of sea water shall be required, with closed cycle cooling system with natural-draft cooling tower (NDCT). Water for construction purpose will be sourced from local water resource & Desalinated water will be used during operation stage. No extraction of ground water. Water requirement for the operation phase will be met through captive desalination plant of 16 MLD capacity.

3.1.13 Waste Management: It is estimated that during the operation phase is 18 kg/day this will be collected at site and disposed of through Municipal Corporation. Used oil, spent oil, Wastes/Residue containing oil, Oil soaked rags, Cotton waste, discarded containers, barrels & Used Battery will be collected and disposed to approved vendors and same will be continued to proposed project. Further, Effluent Treatment Plant and Sewage Treatment Plant will be provided. The treated effluent/sewage will be utilised for green belt development. The brine from desalination plant will be mixed along with cooling tower blow down and will be discharged into the sea. Hazardous wastes generated at the port shall be disposed-off through authorized vendors duly adhering under guidelines of Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 and its amendment.

3.1.14 STP Details: STP sludge generated will be used as manure for green belt development and maintenance. No effluent generation is anticipated from the project. Therefore, no ETP is proposed. Two sequential batch reactors (SBR) based sewage treatment plant of 1.35 KLD capacities are planned for the project. One STP at jetty (underground deck) and the other near shore within the port landward boundary is proposed. Treated wastewater from the Jetty STP will be reused for flushing while the landward STP treated water will be reused for gardening.

3.1.15 Forest land Diversion: No forest land involved in the proposal and there is no National Park, Wild Life Sanctuary, Tiger/Elephant Reserves, Biosphere Reserves within 10 Km radius of the study area.

3.1.16 Tree cutting: No Tree cutting is involved.

3.1.17 Green Belt development: Greenbelt/area is developed in an extent of 16.5 ha within the port range covering periphery of yards, roads, buildings and along conveyor belt. In total, Greenbelt has been developed more than 57.9% of the total area and the green belt covering minimum of 33% of the acquired area will be planted inside the plant premises. A separate 33% green belt is adopted for thermal power plant boundary.

3.1.18 Dust Suppression Measures: Coal dust likely to generate at coal transfer points will be managed using enclosed pipe conveyor system and by employing dry fog dust suppression system at transfer points. Dust suppression measures like Ambient air quality monitoring, Water sprinkling, Greenbelt development etc. for Dust suppression telescopic cascade chutes shall be kept properly adjusted. This will dramatically reduce dust levels during bulk loading, minimizing the distance of free fall.

3.1.19 Baseline data: Base line data studies has been carried out during Pre-Monsoon season from 23 Jun 2021 To 27 September 2021 and the ambient air quality monitoring was carried out at 8 locations the average concentrations ranges as: PM10 (42.84-89.34 $\mu\text{g}/\text{m}^3$), PM2.5

(17.46- 35.34µg/m³), SO₂ (4.96-11.16 µg/m³) and NO₂ (13.34–28.08 µg/m³). The resultant concentrations are within the National Ambient Air Quality Standards (NAAQS).

3.1.20 CRZ details: The project falls in CRZ-IA, CRZ-IB, CRZ-III, CRZ-IIIB and CRZ-IVA areas under the provisions of the CRZ Notification, 2011, Initially the State Coastal Zone Management Authority (SCZMA) has recommended the infrastructural facilities in CRZ area (Coal Jetty, Pipe Conveyor, Cooling water intake and outfall systems) to the Ministry vide letter no. 17249/EC-3/2009 dated 12.10.2009. Tamil Nadu maritime Board has given in-principal approval for establishing Coal jetty, Pipe Conveyor and Cooling Water intake & out fall systems on 06.07.2009. The Government of Tamil Nadu has notified the Minor Port at Udangudi for the captive use of UPCL to handle coal vide G.O.Ms.No.282 (Highways & Minor Ports (HF2) Department dt.16.09.2010. TNCZMA recommended the extension of CRZ clearance on 30.05.2022 with a condition to form separate Environment Management Cell.

3.1.21 Certified Compliance Report: Certified Compliance report obtained from the IRO, MoEF&CC vide letter F.No.EP/12.1/2011-12/TN/798 dated 30.08.2021.

3.1.22 Public hearing: The Expert Appraisal Committee gave exemption to the public hearing since about 40% of the work has been completed during the ToR stage, as on now more than 75% of the work has been completed at the site. Earlier public hearing for the supercritical thermal power plant and the minor port was conducted on 07.02.2009 under the presence of the District Collector following the EIA guidelines. Concerns raised during the public hearing are mainly related to hampering fishing in the port vicinity. EIA study depicted that impact on fishes due to outfall discharge will not be significant as mixing offered by the point of disposal is good and port operational impacts will be minimized by employing dry sweeping at berth, following MARPOL guidelines and operation of STPs. Other fishing locations like Alanthalai, Manappad, and Thiruchedur will not be disturbed at any stage.

Sl. No	Component	% of work completed
1	Construction of berths/Coal jetty	95%
2	Construction of breakwater	86%
3	Construction of approach trestle	94%
4	Installation of belt and pipe conveyor systems	35%
5	Installation of intake pipeline	89%
6	Installation of outfall pipeline	18%
7	Construction of port landward facilities	70%

3.1.23 Employment potential: Total man power requirement during the construction phase is approximately 650 workers. During operation phase, direct employment of 20 and indirect employment of 15 workers are envisaged.

3.1.24 Benefits of the project: The power project will help in augmenting the power

requirement of the State of Tamil Nadu and will aid in the overall social and economic development of the region etc.

3.1.25 Details of court cases: No court cases are pending against the proposed project.

3.1.26 *Observations of EAC:*

- i. *EAC observed that, no additional component for the project has been proposed by the PP. The EC is required since the PP could not able to complete the project within the validity of the EC.*

The EAC, after examining the documents submitted by the project proponent and detailed deliberations in its 300th meeting on 15th June, 2022, **recommended** the project for grant of Environmental and CRZ clearance for the balance work for the project of **‘Construction of coal jetty and pipe conveyor system with the dimensions of 555 m long and 25m wide berth with the Panamax capacity of 80,000 dead weight tonnage (DWT) for 2 ships for the coal logistics required for Udangudi Super Critical Thermal Power Project Stage-I located at Udangudi village, Tiruchendur Taluk, Tuticorin District of Tamil Nadu by M/s Tamil Nadu Generation and Distribution Corporation (TANGEDCO)’** subject to all specific and standard conditions applicable for such projects.

- i. All the Conditions stipulated in the Environmental and CRZ clearance letter F.No.11-48/2009-IA.III, dated 06.06.2011 and 15th May, 2018 shall remain unchanged and shall be implemented.
- ii. Construction activity shall be carried out strictly according to the provisions of the CRZ Notification, 2011. No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area.
- iii. All the recommendations and conditions specified by the Maharashtra State Coastal Zone Management Authority (TNCZMA) vide letter dated 30.05.2022 shall be complied with.
- iv. Consent to Establish/Operate for the project shall be obtained from the State Pollution Control Board as required under the Air (Prevention and Control of Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.
- v. The project proponent shall comply with the air pollution mitigation measures as submitted.
- vi. The project proponent shall take mangrove plantation in the project area, wherever Possible. Adequate budget shall be provided in the Environment Management plan for such mangroves development.
- vii. 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.
- viii. No underwater blasting is permitted.
- ix. Necessary approvals to be taken during implementation and commissioning from statutory bodies concerned.
- x. Shoreline should not be disturbed due to dumping. Periodical study on shore line changes shall be conducted and mitigation carried out, if necessary. The details shall be submitted along with the six monthly monitoring report.

- xi. A continuous monitoring programme covering all the seasons on various aspects of the coastal and marine environs needs to be undertaken by a competent organization available in the State or by entrusting to the National Institutes/reowned Universities with rich experiences in marine science aspects. Monitoring should include sea weeds, sea grasses, mudflats, sand dunes, fisheries, mangroves and other marine biodiversity components as part of the management plan.
- xii. 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.
- xiii. Sediment concentration should be monitored fortnightly at source and disposal location of dredging while dredging.
- xiv. Spillage of fuel / engine oil and lubricants from the construction site are a source of organic pollution which impacts marine life, particularly benthos. This shall be prevented by suitable precautions and also by providing necessary mechanisms to trap the spillage.
- xv. Necessary arrangements for the treatment of the effluents and solid wastes/ facilitation of reception facilities under MARPOL must be made and it must be ensured that they conform to the standards laid down by the competent authorities including the Central or State Pollution Control Board and under the Environment (Protection) Act, 1986. The provisions of Solid Waste Management Rules, 2016. E- Waste Management Rules, 2016, and Plastic Waste Management Rules, 2016 shall be complied with.
- xvi. Dredging shall not be carried out as PP submitted that there is no Dredging involved in the Current Proposal.
- xvii. Periodical study on shore line changes shall be conducted and mitigation carried out, if necessary. The details shall be submitted along with the six monthly monitoring report.
- xviii. The schedule of implementation for the recommendations of the rapid risk assessment report, disaster management plan and safety guidelines shall be prepared and submitted to the Ministry within 3 months. All the recommendations mentioned in the rapid risk assessment report, disaster management plan and safety guidelines shall be implemented in time bound manner. The compliance to the recommendations as per schedule shall be submitted along with 6 monthly compliance reports to the regional office of MoEF&CC. Necessary arrangement for general safety and occupational health of people should be done in letter and spirit.
- xix. 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 be implemented and become part of EMP.

3.2. The proposed project is for widening and up gradation of Daund-Karmala-Paranda-Barshi-Osmanabad Road SH-68 from Siddhatek to Korti (Km 103+550 to Km 137+260), Taluka Karjat, District Ahmednagar, Maharashtra by M/s Executive Engineer, Public Works Division Ahmednagar, Govt. of Maharashtra. – Terms of Reference Proposal No. IA/MH/NCP/273541/2022 and File No. 10/24/2022-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/EM P 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.”

The above proposal was submitted on 18 May 2022 by M/s Public Works Division Ahmednagar, seeking Terms of Reference (TOR) as per the provisions of the Environment Impact Assessment (EIA) Notification, 2006 and subsequent amendments under the Environment (Protection) Act, 1986. The proposal was considered in the Expert Appraisal Committee (EAC) for Infrastructure, CRZ and other miscellaneous projects in its 300 meeting during 15th June, 2022. The project proponent made a presentation through Video Conferencing and submitted the following information:-

3.2.1 The proposed project is for widening and up gradation of Daund-Karmala-Paranda-Barshi-Osmanabad Road SH-68 from Siddhatek to Korti (Km 103+550 to Km 137+260), Taluka Karjat, District Ahmednagar, Maharashtra by M/s Executive Engineer, Public Works Division Ahmednagar, Govt. of Maharashtra. This stretch of the SH-68 passes through villages like Deulwadi, Baradgaon, Yeswadi, Rashin, Chilwadi and Korti in the State of Maharashtra. Geo-coordinates of project site Start from: 87^o24.818' E to 22^o23.003' N ends from 88^o1.924'E to 24^o18.007' N.

3.2.2 The project road starts from km 103+530 at Siddhatek and ends at km 137+260 at Korti. Total Length of the proposed alignment is 33.73 km and proposed Right of Way (RoW) of the project is varies from 14 to 39 m. Total land requirement will be approx. 396.7 ha.

3.2.3 As per EIA Notification, 2006, as amended, any project or activity specified in Category 'B' will be appraised at the Central Level as Category 'A', if located in whole or in part within 5 km from the boundary of Protected Areas notified under the Wild Life (Protection) Act, 1972 (53 of 1972). The proposed up-gradation of existing road alignment is passing through the Great Indian Bustard Wildlife Sanctuary and its eco sensitive zone. Therefore, General Condition shall be applicable and the proposed project shall be appraised as Category-A. Total investment/cost of the project is Rs 185.89 Crores.

3.2.4 The existing land use around the project road primarily comprises of agricultural land followed by Built-up area, Plantations and water bodies. Terrain of the project road is plain.

3.2.5 Water bodies & impact on drainage: The proposed alignment is passing through 2 Rivers and 24 Canals / Drains used by local people. Construction of 4 Major Bridge, 2 Minor Bridges, 9 Box/Slab Culverts, and 66 Pipe Culvert are proposed due to which traffic volume will increase. Possibilities of accidents will decrease as quality of road will improve, also for free passage of local people & domestic animals and to avoid any significant impact on water bodies and drainage system.

3.2.6 Water requirements: Approx. 88323 KLD of water will be sourced from tankers surface sources (river/canals) after obtaining necessary permissions from the competent authority. Ground water proposed to be used only for camp site for domestic use only, after obtaining the permissions from appropriate authority.

3.2.7 The actual no. of trees proposed to be cut will be provided in the EIA report after joint enumeration with appropriate authorities of respective State Government. Efforts will be made to minimize the trees loss by restricting trees cutting with information width / toe lane. Avenue plantation shall be carried out as IRC: SP: 21:2009 “Guidelines on Landscaping and Tree Plantation” on available RoW apart from statutory requirements.

3.2.8 Diversion of forest land: The proposed project highway passes through protected forest (roadside/railway side plantation notified as PF) at few locations. Approx. 0.96 ha protected forest land is proposed to be diverted in the project. Actual extent of forest land to be diverted will be provided in EIA report after joint survey with local forest department.

3.2.9 The proposed up-gradation of existing road alignment is passing through the Great Indian Bustard Wildlife Sanctuary and its eco sensitive zone. Wildlife Sanctuary/National Park and its eco sensitive zone or Eco-Sensitive Area (ESA) is not notified by the MoEF&CC, thus the instant proposal required National Board of Wild life recommendations. The proposed project does not passes through any CRZ locations.

3.2.10 Land acquisition and R&R issues: The total length of the project is 33.73km. Project the up gradation and widening road passes through 0.96 ha protected forest land. And also affected Approx. 8 buildings/structures will be affected due to proposed highway and 04 kiosks are affected. The land will be acquired and compensation shall be paid as per the procedures laid down in Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RFCTLARR) Act, 2013.

3.2.11 Employment potential: During the construction of the road project around 45 persons would be employed from the surrounding villages.

3.2.12 Benefits of the project: This stretch of the SH 68 passes through villages like Deulwadi, Baradgaon, Yeswadi, Rashin, Chilwadi and Korti in the State of Maharashtra and provides connectivity to important religious places, sugarcane factories, places of trade, and other national and state highways. Main objective of the proposed stretch development is to decongest the growing traffic from the city and provide better connectivity in the region. Vehicle operating cost will be reduced due to improved road quality and transportation will

improve. Travel time will be reduced due to new bypass highway. The proposed stretch will also enhance economic development, provide employment opportunities to locals, strengthen tourist development, ensure road safety, and provide better transportation facilities.

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

The EAC based on the information submitted and clarifications provided by the project proponent and detailed discussions held on all the issues during its 300th meeting during 15th June 2021, **recommended** the project for grant of Terms of Reference (ToR) with stipulated specific conditions along with other Standard ToR Conditions.

- i.* 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.
- ii.* 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.
- iii.* 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.
- iv.* 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.
- v.* In pursuance of Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020 the project proponent shall add one annexure in the EIA Report indicating all the commitments made by the PP to the public during public hearing and submit it to the Ministry and the EAC.
- vi.* 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.

- vii. Passage for animal movement has to be detailed in the report (if alignment is passing through Forest area) in consultation with State forest department.
- viii. Information regarding presence-absence of Indian Wolf and the impact mitigation plan to be sought with assistance of Dr. Y.V. Jhala from Wildlife Institute of India who did extensive work on the species in India.
- ix. Provide compilation of road kill data on the wildlife on the existing roads (national and state highways) in the vicinity of the proposed project. Provide measures to avoid road kills of wildlife by the way of road kill management plan.
- x. 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. Plantation should be done by the state forest department and a proposal for the same should be annexed in the EIA-EMP.
- xi. Detailed biodiversity assessment and conservation/mitigation plan be developed by a nationally reputed institute or by a team of expert of national repute.

3.3 Development of Kharagpur-Bardhaman-Moregram Section (NH-116A) to Kharagpur-Siliguri Economic Corridor in the State of West Bengal under Bharatmala Pariyojana to by M/s National Highways Authority of India – Terms of Reference Proposal No. IA/WB/NCP/274724/2022 and File No. 10/25/2022-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.”

The above proposal was submitted on 25th May 2022 by M/s NHAI, seeking Terms of Reference (TOR) as per the provisions of the Environment Impact Assessment (EIA) Notification, 2006 and subsequent amendments under the Environment (Protection) Act, 1986. The proposal was considered in the Expert Appraisal Committee (EAC) for Infrastructure, CRZ and other miscellaneous projects in its 300 meeting during 15th June, 2022. The project proponent along with the EIA consultant M/s CE Testing Company Pvt. Ltd made a presentation through Video Conferencing and submitted the following information:-

3.3.1 The proposed project is for Development of Kharagpur-Bardhaman-Moregram Section (NH-116A) to Kharagpur-Siliguri Economic Corridor in the State of West Bengal under Bharatmala Pariyojana. The alignment starts from Ch 0+000at NH-16 (old NH-6) Near Kharagpur, Paschim Medinipur District and the alignment ends near Ch 230+983 near junction of NH- 60 and NH-34 at Morgram Village of Murshidabad District traverses entirely through plain terrain. The total length of the project corridor is 230.983 km. The proposed land acquisition for the proposed alignment is approx.. 1572 Ha. The proposed RoW is 60 m.

The Geo-coordinates of project site from 22°23'3.95"N,87°24'50.62"E to 24°17'58.46"N,88°1'55.38"E.

3.3.2 The proposed project falls under 7(f), Category-A, Highway as per EIA notification 2006. Total investment/cost of the project is Rs 12,000 Crores.

3.3.3 The entire project stretch traverses predominantly through plain terrain and a mixed land use of residential, agricultural land and open land throughout the corridor. The land use pattern in 1 km either side of the project road is predominately cultivated and barren fields.

3.3.4 Water bodies: The alignment is passing across Kangshabati River at Km 2.344 km, Silabati River at Km. 44.200, Dwarkeswar River at km.79.720, Damodar River at 104.490 km, Ajaz River at km 145.460, Mayurakshi River at km 182.210, and Bakreswar River at km 173.638 . Proper care shall be taken to free from dumping of solid wastes and earth materials. No change in hydrology of water courses is envisaged due to the project. Adequate number of balancing culverts will be provided to maintain the natural water flow and drainage.

3.3.5 Water requirements: Approximate water requirement for the construction is 5450 KLD. The construction water requirement will be met from surface water bodies. Ground water will be used for construction, where surface water is not available after obtaining prior permission from concerned authorities.

3.3.6 Tree cutting: About 800 Nos. trees is proposed to be removed within RoW of 60 m and saplings will be planted on available ROW as per IRC:SP-21: 2009. The detail of development of green belt will be prepared after approval of alignment.

3.3.7 Diversion of forest land: No forest land will be diverted in the proposed project. The forest clearance is not required.

3.3.8 The proposed alignment is not going through any National park/ Wildlife Sanctuary/ Conservation reserve etc., nor falls within 10 km boundary of any Protected Area under Wildlife Protection Act 1972.

3.3.9 Septic tank, soak pit will be set-up for canteen/kitchen waste in construction camp and toilet waste liquids will be discharged to septic/soak pit. Other liquid waste will be treated at sites using storage and sedimentation tank. The effluent of the sedimentation tank will be discharged within permissible limits of respective parameters. The sewage system shall be properly designed and built so that no water pollution takes place.

3.3.10 Land acquisition and R&R issues: The land coming under the Project area is agricultural land. Along with this, the alignment of corridor passes through barren land also. The land required for the construction of economic corridor will be acquired by NHAI before the commencement of construction work. The identification of the private and government structures is in progress. Land acquisition shall be undertaken as per the provision of National Highway Acts, 1956 & subsequent amendments and determination of compensation will be done through Competent Authority Land Acquisition (CALA) as per RFCTLARR Act, 2013 in close accordance with respective state Rules. All the affected properties belonging to legitimate owners shall be incorporated in the EIA report.

3.3.11 Railway Clearances: In 4 (four) nos. locations, the proposed corridor crosses Railway Line for which clearance from Railway (GAD Approval) is required and is under process.

3.3.12 Employment potential: Proposed project will lead to development of supporting infrastructure (roads, power supply, waste, or wastewater treatment, etc.), and can improve the welfare of the people near the alignment as it opens the chance of avenues for economic activities and employment like development of industries and housing.

3.3.13 Benefits of the project: The proposed highway will reduce substantial length, travelling time and fuel consumption, and will augment the Transport Infrastructure in the states of West Bengal. The project will boost the industrial, freight movement and tourism sectors by providing faster inter-region connectivity. It will improve access to quality health care facilities, educational and other infrastructural facilities. Further, tourism activities in the area and state will be enhanced which in many terms will boost the local economy and build better investment climate for industries creating more employment opportunities to local people.

3.3.14 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 has a detailed deliberation in its 300th meeting held on 15th June, 2022 and **recommended** the proposal for grant of Terms of Reference with specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. 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.
- ii. 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.
- iii. 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.
- iv. 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.
- v. 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.

- vi. In pursuance of Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020 the project proponent shall add one annexure in the EIA Report indicating all the commitments made by the PP to the public during public hearing and submit it to the Ministry and the EAC.
- vii. 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.
- viii. Passage for animal movement has to be detailed in the report (if alignment is passing through Forest area) in consultation with State forest department.
- ix. 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 and native. Plantation should be done by the state forest department and a proposal for the same should be annexed in the EIA-EMP.
- x. Detailed biodiversity assessment and conservation/mitigation plan be developed by a nationally reputed institute or by a team of expert of national repute.
- xi. The alignment has numerous water bodies. Alignment must be drawn in such a way to avoid construction through these water bodies. Impact of the road on these water bodies and flooding in the region during excessive monsoon due to the road construction must be detailed out along with its mitigation plan.

3.4 Construction of 6 Lane 'Ganga Expressway' (Expandable upto 8 Lane), an access controlled Greenfield Expressway in district Meerut, Hapur, Bulandsahar, Amroha, Sambhal, Badaun, Shahjahanpur, Hardoi, Unnao, Raibareli, Partapgarh & Paryagraj in the State of Uttar Pradesh (CH 7+900- CH 601+847 Km) by M/s Uttar Pradesh Expressways Industrial Development Authority (UPEIDA) (Total length 593.947 Km) - Environmental Clearance.

[Proposal No. IA/UP/NCP/248152/2021 and File No. 10/1/2022-IA.III]

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

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

The above mentioned proposal was submitted on 05th June, 2022 by M/s Uttar Pradesh Expressways Industrial Development Authority (UPEIDA). The proposal was considered by the Expert Appraisal Committee (EAC) for Infrastructure, CRZ and other miscellaneous projects in its 300th meeting during 15th June, 2022, in the Ministry of Environment, Forest and Climate Change, New Delhi. The project proponent along with DPR consultant M/s L.N. Malviya Infra Projects Pvt. Ltd and EIA Consultant M/s Centre for Envotech & Management Consultancy Pvt. Ltd., Bhubaneswar made a presentation through Video Conferencing and submitted the following information.

3.4.1 The proposed project is for “Development of 'Ganga Expressway' from Meerut to Prayagraj, an Access Controlled Greenfield Expressway Project, (CH 7+900 - CH 601+847 Km) in the state of Uttar Pradesh. The proposed Ganga Expressway starts (28°51'53.93"N, 77°44'28.76"E) from km 16+000 of Meerut-Bulandshahar Road (NH-334) near village Bijoli (Dist. Meerut) (CH 7+900) & terminates (25°34'57.22"N, 81°48'45.41"E) at Prayagraj Bypass on NH-19 near village Judapur Dando (Dist. Prayagraj) (CH 601+847). The total length of the project alignment is approx. 593.947 km and total proposed land area is 7463.44 Ha. The proposed Right of Way (RoW) is 120 meters.

3.4.2 The proposed project falls under 7(f) - Highway, Category-A, as per EIA notification 2006. Total investment/cost of the project is Rs 366714 Lakhs (3667.14Cr).

3.4.3 The Terms of Reference (ToR) of the proposal was considered in 286th Meeting held on 18th-19th January, 2022 and the ToR was granted by EAC vide letter no. F. No. 10/1/2022-IA.III, dated 8th February, 2022.

3.4.4 Land Use/Land Cover: The land use pattern on 10 km either side of the project road is predominately agriculture followed by forest, habitation, barren lands and waste land. Landuse/Landcover of the proposed project site is as following:

S. No	Land use/ Land cover	Area (Ha)	%
1	Govt./Pvt. Land	7341.97	98.37
2	Forest Land	121.47	1.63
	Total	7463.44	

3.4.5 Water requirements: The total water demand of the project is 6,98,20,894 KL. Water will be extracted from suitable surface sources (river/canals). No ground water will be obstructed. If required ground water extraction will be anticipated after obtaining NoC from the CGWA/ State Ground Water Department.

3.4.6 Public Hearing was conducted in Hardoi, Shahjahanpur, Unnao, Sambhal, Badaun, Hapur, Raebarelli, Pratapgarh, Meerut, Amroha, Bulanshahar and Prayagraj districts as

following:

S. No.	Date	Location	Name of District	Presided by
1.	30.04.2022	Tehsil Office, Sawayajpur	Hardoi	Additional District Magistrate
2.	04.05.2022	Collector Sabhagar	Shahjahanpur,	Additional District Magistrate
3.	05.05.2022	Vikas Bhawan Sabhagar	Unnao	Additional Magistrate
4.	06.05.2022	Collectorate Sabhagar, Bahjoi	Sambhal	Additional Magistrate
5	09.05.2022	Collector Sabhagar	Badaun	Additional Magistrate F and R
6	11.05.2022	Panchayat Bhawan, Garhmukteshwar	Hapur	Chief Development Officer
7	11.05.2022	Tehsil Unchahar Sabhagar	Raebarelli	Additional District Magistrate
8	12.05.2022	Tehsil Kunda Sabhagar	Pratapgarh	Additional Magistrate
9	16.05.2022	Vikas Bhawan Sabhagar	Meerut	Additional Magistrate
10	18.05.2022	Navin Mandi Parishad, Hasanpur	Amroha	ADM (Judicial)
11	19.05.2022	Tehsil Sabhagar, Tehsil-Siana	Bulanshahar	Dy. Collector, UPEIDA)
Major issues raised		Land Compensation amount, Land Acquisition, Control Fugitive Emission, Environment Monitoring, Impact during crossing of Wild Animals, Tree Plantation, Reduce Pollution from Hot Mix Plant, Rain Water Harvesting, Dust Suppression		
Compliance by the PP				

3.4.7 Land acquisition and R&R issues: The total land requirement for the proposed project is approx. 7463.44 Ha and About 7341.97 (ha.) land have been purchased/acquired for project implementation as per Land Acquisition Act, 2013. R&R issues are not anticipated as the land is procured by mutual consents. The estimated cost for Rehabilitation & Resettlement including land cost has been worked out to Rs. 9255 Crores. Adequate compensation would be paid as per the measurement and prevailing norms of state government. The proposed RoW of the project is 120 m.

3.4.8 Waste Management: About 35 kg/day during construction phase during operation phase at tolls and wayside amenities area within PROW may be generated. Bio degradable waste shall be disposed through bio composting and other waste through landfill site.

3.4.9 Tree cutting: The alignment will involve cutting of around 180793 nos. of trees (167166 nos. of trees in forest land + 13627 nos. of trees in non-forest land). Approx. 16,83,000 nos. of avenue plantation and median will be carried out within the available ROWs as per IRC SP-21:2009 / MoRTH Code / Guidelines.

3.4.10 Diversion of forest land: The Proposed project will involve diversion of approximately 121.47ha. of forest land. Forest Diversion proposal has been submitted to MoEF&CC vide proposal no. FP/UP/ROAD/144793/2021.

3.4.11 Protected Areas: Notified eco sensitive zone of Saheed Chandrasekhar Azad Bird Sanctuary (Nawabganj) in District Unnao is at a distance of approx. 8.5 km away from the proposed project alignment. Notified Eco sensitive zone of Samaspur Bird Sanctuary in District Rae Bareli is at a distance of approx. 3.5 km away from the proposed project alignment. Notified Eco sensitive zone of Sandi Bird Sanctuary in District Hardoi is at a distance of 4.6 km away from the proposed project alignment. The project is not located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC. The proposed project does not pass through any CRZ locations.

3.4.12 Energy conservation: Provision for solar power plant has been recommended in the nearby villages and it's budget have been incorporated in EMP budget.

3.4.13 Fly ash is available at Rosa Thermal Power Plant, Shahjanpur, Tanda Thermal Power plant, Ambedkarnagar and Harduaganj Thermal Power Station, Aligarh which are close to the proposed project and is located within 300 km. The tentative 50,00,000 cum amount of fly ash will be used for the construction of the proposed project. The fly ash shall be utilized in road construction as per MoEF&CC guidelines.

3.4.14 Details of water bodies: Water bodies/Ponds No. 173 will be impacted due to the proposed expressway. Proposed Alignment passes from 7 major Rivers such as Ganga River, Kali River, Sot River, Aril River, Ram ganga River, Baghul River and Garra River.

S. No	River	Chainage	Span
1	Kali River	17+727	3X30
2	Ganga River	66+850	16X60
3	Sot River	157+356	3 X 35
4	Aril River	207+740	3 X 30
5	Ramganga River	217+920	12 X 60
6	Baghul River	238+190	4 X 38

7	Garra River	317+923	4 X 60
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3.4.15 Rain Water Harvesting: Rainwater harvesting structures shall be provided at the interval of 500 m on either side of carriageway, as per availability of RoW and depending on the water table of first aquifer. Approximately 2380 rainwater harvesting structures are proposed and the construction cost will be Rs is 193 Crores including its maintenance.

3.4.16 There is a provision of 2 Main Toll Plazas, 7 Toll Plazas (8 Lanes each) on Double Trumpet Interchanges & 32 Ramp Plazas (2 lanes on each leg) on Diamond Interchanges (at 16 Nodes) along the project corridor.

3.4.17 Land acquisition and R&R issues: About 7341.97 (ha.) land have been purchased/acquired for project implementation as per Land Acquisition Act, 2013. R&R issues are not anticipated as the land is procured by mutual consents.

3.4.18 Employment potential: During the construction of the road project around 2790 persons and during operation stage around 200 permanently and 10 persons temporarily would be employed.

3.4.19 Benefits of the Project: The proposed project will provide better level of service in terms of improved riding quality and smooth traffic flow. Faster transportation will ultimately lead to massive savings in the form of reduced wear and tear of vehicles, reduced vehicle operating costs (VOCs) and total reduction in transportation costs etc. The proposed project would act as the prime artery for the economic flow to this region. Improved road connectivity will help in better implementation and management of government schemes.

3.4.20 Details of Court cases: Execution Application No.17/2021 in Original Application No.75/2021. The application has been disposed of, by the Honorable NGT in hearing on 05/01/2022 stating that “In view of above, the concerned authorities may ensure compliance of environmental norms in execution of the project which may be duly monitored at appropriate level of the UPEIDA in accordance with EMP”. If any grievance survives, it will be open to the aggrieved party to take remedy in accordance with the law.

3.4.21 Employment potential: During the construction of the road project around 12000 persons would be employed temporarily. However due to construction of toll plazas approx. 100 persons will be employed on permanent basis.

The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 300st meeting on 15th June, 2022 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 commitments made in the Wildlife Management & Conservation Plan submitted to the Ministry shall be implemented in letter and spirit. The status of implementation of Wildlife Management & Conservation Plan shall be submitted to the Regional Office of

the Ministry along with 6 monthly compliance report.

- ii. To minimize the wild animal road accidents and ease of their movement from one area to another while crossing the road, all underpasses, overpasses, via-ducts as envisaged in EIA-EMP along with chainage and DPR must be constructed keeping in mind the guidelines provided by WII (2016) and as identified in the wildlife conservation plan.
- iii. Road side tree plantation of local fruit bearing species or in nearby village in collaboration with Gram Panchayats.
- iv. Wildlife movement during the construction be monitored by forest department and if found necessary additional over/underpasses be developed. Provision for the same be made in the project budget.
- 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 centres (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. Areas between chainage 217400 to 224700 appears to be floodplain. Details regarding the same be sought from IIT Kanpur or Varanasi. In case of floodplain, an elevated corridor should be constructed in this area or as advised by IIT.
- x. Number of pillars for the overbridged proposed between chainage 66300 to 67000 over River Ganga should be kept bare minimum by increasing the length of span between pillars to maximum possible without compromising road safety and stability.
- xi. Afforestation using compensatory plantation in the ratio of 1:10 shall be carried out by the state forest department. Native tree species shall be provided as per the IRC Guidelines on Landscaping and Tree Plantation (IRC:SP:21-2009). Plantation should be

- purely of native trees with large number (atleast 40%) of Ficus species on both sides of the alignment.
- xii. Project alignment should be managed in such a way to save the Heritage/old trees supposed to be affected by the proposed alignment.
 - xiii. The proponent shall obtain permission from the competent authorities for tree felling along the proposed alignment.
 - xiv. 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.
 - xv. Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table.
 - xvi. 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. Appropriate nos of animal safe passages as per the guideline framed by the Wildlife Institute of India and in consultation with Chief Wildlife Warden shall be provided.
 - xvii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the Public Hearing. 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.

3.5 Development of captive salt jetty and associated infrastructure with throughout of 4.5 MMTPA at village Kaiyari near Budgh Bandar, Taluka Lakhpat, District Kachhh, Gujarat by M/s Archean Chemical Industries Limited (ACIL) – Terms of Reference

[Proposal No. IA/GJ/NCP/275982/2022 and File No. 10/26/2022-IA.III]

Project Proponent did not attend the meeting.

Any other Item

3.6 Balance work of 4th container terminal and marine container terminal by M/s Jawaharlal Nehru Port Trust, Navi Mumbai, Maharashtra. [Proposal No. IA/MH/NCP/224762/2021, File No. 10-32/2008-IA.III]

3.6.1 The Environmental & CRZ Clearance for balance work of 4th container terminal and marine container terminal by was granted by MoEFCC vide letter dated 9th October, 2019. The Concessionaire submitted revised Layout to increase the efficiency of the Terminal by changing shape of reclamation from triangular shape to stepped shape which was approved by CWPRS as per provision of Concession Agreement.

3.6.2 JNPA (erstwhile JNPT) has uploaded application for amendment in EC and CRZ clearance due to revised layout and submitted to MoEFCC on 16th August 2021. Amendment in Environmental and CRZ Clearance for revised layout was granted on 18th October 2021.

3.6.3 Meanwhile, in the matter of Dilip Pandurang Koli & Ors Vs Union of India & Ors dated 21.02.2022 the Hon'ble NGT has considered the report submitted by the Joint Committee and observed the following:

With regard to area falling in CRZ-1A, we accept the report which is backed by the Coastal Zone Management Plan (CZMP), duly approved by MoEF&CC on 18.08.2018. As per report, a small part of landing point of the reclamation work touches CRZ-1A area. The project should not cover such area in view of mandate of law. The MCZMA may clearly demarcate the area of CRZ-1A which is part of the project so that the project is confined to CRZ-IV area since CRZ-1A which is ecological sensitive area where the project is not permitted, as already observed and rightly pointed out by the applicants as well as the Committee.

With regard to the impact on traditional fisheries by the local fisherfolks, we accept the view of the Committee that free of tidal water into the creek has to be ensured to enable navigation of boats to sustain fishing practices. We direct the MCZMA and MoEFCC to incorporate these conditions in the EC by way of an addenda and also direct the PCB to incorporate such conditions in the consents. We direct the project proponent to ensure that free flow of tidal water be maintained and the project be designed and operated in a manner so as not to adversely affect such free flow and fishing practices.

3.6.4 The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 300st meeting on 15th June, 2022. The EAC suggested JNPA to apply at MCZMA in view of the orders of the Hon'ble NGT. The necessary amendments shall be made once recommendations from MCZMA are received. Proponent shall also apply for Name Change/Transfer of EC from JNPT to JNPA for their existing ECs.

Annexure-A

Following members were present during the 300th EAC(Infra-1) meeting held on 15th June, 2022.

S. No.	Name	Designation	Remarks
1.	Dr. Deepak Arun Apte	Chairman	Present
2.	Sh. S. Jeyakrishnan	Member	Present
3.	Sh. Manmohan Singh Negi	Member	Present
4.	Sh. Sham Wagh	Member	Present
5.	Dr. Mukesh Khare	Member	Absent
6.	Dr. Ashok Kumar Pachauri	Member	Present
7.	Dr. V. K Jain	Member	Absence
8.	Dr. Manoranjan Hota	Member	Present
9.	Representative of CPCB	Member	Absent
10.	Representative of CGWA	Member	Absent
11.	Dr. M. V Ramana Murthy	Member	Present
12.	Dr. Nirmalendu Kumar	Member	Absent
13.	Dr. Niraj Sharma	Member	Present
14.	Sh. Amardeep Raju	Scientist 'E' & MS (Infra-1)	Present
15.	Dr. Ramesh Angulari	Research Officer MoEF&CC	Present
