

Minutes of the 310th meeting of Expert Appraisal Committee held on 11th October, 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 310th Meeting of Expert Appraisal Committee (EAC) of Infra-1 (IA-III) was held through Video Conference during 11th October, 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 306th EAC Meeting held on **15th – 16th September, 2022**. With the following corrections.

Agenda item no.3.3 and 3.4

The Member secretary informed the Committee that PP has requested for modification of the Specific condition no xiii in the agenda no. 3.3 and 3.4 as

S. No	Condition in 306 th MOM	Revised Condition
xii	<i>A detailed study on the impact and mitigation of proposed activity on marine ecology and marine biodiversity with specific focus on the mangroves, rocky shores, sea grass and mud flats should be conducted along with mitigation plan by Life Science department of University of Mumbai having expertise on biodiversity.</i>	<i>A detailed study on the impact and mitigation of proposed activity on marine ecology and marine biodiversity with specific focus on the mangroves, rocky shores, sea grass and mud flats should be conducted along with mitigation plan by Life Science department of University of Mumbai having expertise in biodiversity or any other university of repute from Maharashtra having expertise in biodiversity.</i>
xv	<i>A management plan for the area under which mangroves are or likely to be removed and compensatory</i>	<i>A management plan for the area under which mangroves are or likely to be removed and compensatory</i>

	<p><i>mangrove plantation plan be submitted by Life Science department of University of Mumbai having expertise on mangroves and duly endorsed by Mangrove Cell of Government of Maharashtra.</i></p>	<p><i>mangrove plantation plan be submitted by Life Science department of University of Mumbai or any other university of repute from Maharashtra, having expertise on mangroves and duly endorsed by Mangrove Cell of Government of Maharashtra.</i></p>
--	---	---

AGENDA WISE CONSIDERATION OF PROPOSALS:

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

Agenda No. 3.1

Subject: Change in Cargo Mix Phase-II Expansion of JSW Port at Jaigarh, District Ratnagiri, Maharashtra by M/s JSW Jaigarh Port Ltd– under Clause 7(ii) of EIA Notification, 2006. Proposal No. IA/MH/NCP/291831/2022 and File No. 10-17/2016-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.”

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

3.1.2 The PP has requested for the following amendments in the Environmental and CRZ clearance under Para 7 (ii) clause of the EIA notification 2006 regarding change in the cargo mix as Iron Ore including Lumps, Fines, Concentrate and Pellets will increase from 5 to 17 MTPA; Coal will reduce from 20 to 13 MTPA, Bauxite will reduce from 1.2 to 0.2 MTPA, Iron & Steel will reduce from 4 to 1 MTPA, Lime stone will remain unchanged at 1 MTPA. Similarly, the containerized cargo volume will reduce from 12 MTPA (1.0 million TEU) to 9 MTPA (0.75 million TEU), Sugar will increase from 0.5 to 2 MTPA and Fly Ash will increase from 0.5 to 1 MTPA. The remaining cargo viz. Fertilizer, Cement & Clinker, Automobiles, Molasses, POL (Crude + Product), LPG, Chemicals and Edible Oil will remain unchanged. This change in cargo mix neither changes the volume of total bulk solid/containerized cargo at 44.20 MTPA nor the total cargo volume as permitted by the EC dated 19th December, 2013 and subsequent amendments. This modification does not require any additional berths or dredging / reclamation at the port.

3.1.3 Environmental and CRZ Clearance for the Phase II expansion of JSW Jaigarh Port has been obtained from MoEFCC, New Delhi vide’ letter dated 19th December, 2013,

310th MoM_EAC(Infra-1)_11th October, 2022

amended 30th March, 2015, and 10th January, 2020. In this phase, capacity of the port is being expanded to 80 MTPA constituting cargoes like Coal, Bauxite, Lime Stone, Iron & Steel, Iron Ore, Fly Ash, Sugar, Containers, Fertilizer, Cement, Clinker, Automobiles, Molasses, POL (Crude + Product), LPG, Chemicals, LNG, Edible Oil, General Cargo, etc. The nomenclature of berths are 1, 2, 3A, 3B, 4A, 4B, 5, 6A, 6B, 6C, 6D, 6E, Bitumen and Inland.

3.1.4 Now PP applied for amendment regarding change in the cargo mix as following:

S.no.	Cargo	Throughput (MTPA)	
		Permitted	Proposed
1	Coal	20.0	13.0
2	Fly Ash	0.5	1.0
3	Sugar	0.5	2.0
4	Bauxite	1.0-1.2	0.2
5	Lime Stone	1.0	1.0
6	Iron & Steel	4.0	1.0
7	Iron Ore	5.0	17.0
8	Containers	12.0	9.0
	Total	44.20	44.20

3.1.5 The project/activity is covered under category ‘A’ of item 7(e) i.e. Ports, harbors, break waters, dredging’ of the schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level. Total investment/cost of the project is Rs. 25,00,000/- (Rs. Twenty-Five Lakhs Only.).

3.1.6 The Geo-coordinates of project starts from Latitude: 17^o18’00’’ and 17^o18’18’’ North to Longitude: 73^o12’00’’ and 73^o13’00’’ East.

3.1.7 Land use/Land cover of the project site is as shown in below Table:

S. No.	Land use / Land cover	Area (ha)	%	Remarks, if any
1	Total Port Area	165.59	100	-
2	Construction	30.45	18.38	Berth, Buildings, Covered Shed / Godowns, Roads etc.
3	Green Belt	55.12	33.28	-
4	Open Land	80.02	48.32	-

3.1.8 Water Bodies & impact on Drainage: The Port is operational in the Damankhol Bay/ Shastri River mouth. No major impact on water bodies and drainage pattern.

3.1.9 Water requirements: Total water required during operation phase is 2000 m³ of fresh water. The existing water source of the port would be utilised for the present expansion also

with respect to the additional water requirement. Water is sourced from MIDC through Tankers. No Ground water extraction is proposed.

3.1.10 Waste Management: Waste generation at the port would be mainly from the domestic sources. Sewage generated is treated in the sewage treatment plant at the port. Municipal Solid waste generated at the port is segregated. The biological waste is disposed at the landfill site and used for manure. Other waste is handed over to the local body for further disposal.

Sewage Treatment Plant (STP): Sewage Treatment Plants (STPs) of 60 KLD is installed at the port for treatment of effluents generated from domestic wastes. The sewage generated is treated by MBR (Mixed Bed Reactor) technology.

3.1.11 Tree cutting and Green belt development: No tree cutting is involved. The existing infrastructure facilities are adequate. Greenbelt area of 55 ha has been created inside and in periphery of the port with 1,37,143 trees and shrubs.

3.1.12 CRZ details: The extant port facility lies in the CRZ I (B), CRZ III, and CRZ IV areas. The CRZ demarcation study was carried out through Institute of Remote Sensing (IRS), Anna University, Chennai, an agency authorized by MoEF&CC. CRZ recommendations for the Change in the Cargo Profile and Mode of Transportation at the Jaigarh port facility is granted by Maharashtra Coastal Zone Management Authority (MCZMA) vide letter dated 18th July, 2022.

3.1.13 Foreshore facilities: The shoreline of the bay is generally in the east-west direction and is fringed with lateritic rocky outcrops, with little or no littoral drift. Therefore, the shorelines are stable and no dredging is involved and no reclamation is proposed as a part of amendment.

3.1.14 Cargo handling with dust control measures: Berths at the port are well equipped with fully mechanized handling systems. Bulk cargoes are handled with special purpose quay unloaders equipped with locking grab buckets and discharge hoppers. Cargo is moistened at this point with plenum water fogging ring. Moistened coal is taken by a series of covered conveyor belts to stockpile. Stacking and reclamation of cargo is carried out in mechanised fashion by use of Stacker-cum-Reclaimers, under continuous sprinkling of water. In addition, about 22m tall geotextile wind barrier has been erected around the stockpiles. Sufficient greenbelts around the periphery to contain the fugitive emissions. Jaigarh Port is the first port to have adopted longitudinal covered storage to reduce fugitive emissions in the port area and there are two covered storages inside the port, with two more in the construction stage. The port has also 10 covered godowns for storing different cargoes bulk and bagged cargoes and constructing an additional one.

3.1.15 Land acquisition and R&R issues: No R&R involved in the instant amendment.

3.1.16 Employment Potential: The total manpower requirement of the project is 115 persons directly and indirectly out of which During Operation phase 25 persons will get Permanent Employment and will get Temporary employment of 30 persons and during construction about 20 persons will get permanent employment and 40 persons will get temporary employment.

3.1.17 Benefits of the project: The project delivers many tangible benefits to the govt. and society as well. Revenue generation to the Govt. The State Govt., exclusively MMB is benefitted through the water front rentals paid, and revenue from cargo handling. Locals are benefitted through various means of employment opportunity. Local villagers get benefitted through various CSR activities so that the socio-economic condition of the local area people is improved.

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

3.1.19 During deliberation, EAC noted that though due-diligence on the proposal submitted by the PP has been done by the EAC, however, there were certain aspects which need to be clarified and submitted before final recommendation is granted by the EAC. Accordingly, the PP need to submit the following information:

- i. Considering the change in the cargo mix risk assessment and disaster management plan shall be prepared for all scenarios along with the full capacity for all components.
- ii. PP did not submit the certified compliance report in the PARIVESH Portal. The same shall submit in the Parivesh portal which should not be more than one-year-old as per the Ministry OM dated 11th April, 2022.
- iii. PP did not submit copy of earlier EC and its subsequent amendments further, PP mentioned that earlier EC granted for the capacity of 44.20MTPA and in the Form I mentioned that final configuration after expansion is 80 MTPA. There is difference in submissions made by the PP regarding capacities, to avoid discrepancy w.r.t. capacities, PP shall clarify the exact quantity mentioned in the EC's along with the documents/information.

3.1.20 The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 310th meeting during 11th October, 2022 and **deferred** the proposal and requested the PP to submit the following information.

- i. Submit the disaster management plan for all scenarios along with the full capacity for all components and the same shall submit in the Ministry.
- ii. PP shall submit the certified compliance report in the PARIVESH Portal which should not be more than one year old as per the Ministry OM dated 11th April, 2022.
- iii. PP shall provide the clarification observation made by the EAC (3.1.19.iii) along with the copy of the EC and its subsequent amendments.

Agenda No. 3.2

Subject: 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.”

3.3.1 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.

3.3.2 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.

3.3.3 The Project was considered in 283rd meeting during 9th - 10th December, 2021 wherein the Committee deferred the proposal 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.

3.3.4 PP vide letter dated 13th September, 2022 submitted the information on 14th Sep 2022 in PARIVESH PORTAL, at this instance, the aforementioned proposal was further placed before the EAC during 310th meeting during 11th October, 2022. The project proponent 310th MoM_EAC(Infra-1)_11th October, 2022

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.

- i. Certified Compliance report has been obtained by the IRO, Vijayawada, MoEF&CC vide letter dated 13.06.2023.
- ii. Change in Cargo capacity/quantity should be clearly mentioned.

Item	Earlier As Per E.C	Present
Type of cargo to be handled -proposed	Operation of WQ7 & WQ8 berths by VPT for handling the bulk cargo such as B.F Salg, Gypusm, Bauxite, Lime stone, Ilmenite sand, coking coal and Ores other than Iron ore through Harbor mobile cranes (semi-mechanised)	Handling multiple dry bulk cargo along with existing cargo through semi-mechanised. Total cargo capacity will be within the consented capacity. To be corrected as B.F.Slag, Gypsum, Bauxite, Lime Stone, ilmenite sand, coking coal and ores other than Iron ore, manganese ore, Fertilizers, Coke (CP coke, Lam coke and Pet coke), Steam Coal, Steel cargo, Project cargo etc. and other dry bulk cargo as per availability, through semi-mechanized mode (using Harbour mobile cranes) for a period of three years
Cargo Capacity	Has been within the consented capacity of VPT (6.39 MMTPA).	Shall be within the consented capacity of VPT (6.39 MMTPA).
Cargo quantities	As per the market demand within the consented capacities	As per the market demand within the consented capacities

3.3.5 The following additional equipment's are proposed to be used during operation phase.

S.No	Equipment	Nos	Size/Capacity
	Harbour Mobile Crane	2 Nos.	100 T/hr
	Mobile Hoppers	3 No	
	Conveyor system	Conveyor system	2 Km each
	Stacker of	1 No	No. 1200 TPH
	Pay loader	8 Nos	10 T

	Electrical works		
	Dumpers	10 Nos.	

3.3.6 Due to the proposed additional facilities there will be increased activities of ship movement in the region. Ship traffic poses a risk of oil pollution. Solid bulk cargoes will be handled at West Quay North (WQ-7 and WQ-8) berths. Though adequate anti spillage mechanisms are in place, minor spillages can take place. However, in the unlikely event of any spillage, the material lumps and dust may increase the turbidity temporarily over a small patch of water. The severity of impact is expected to be marginal. Fishing activities in the proposed port are absent. Hence, marginal increase in turbidity level is not expected to cause any significant adverse impacts.

3.3.7 The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 310th meeting during 11th October, 2022 and **recommended** the proposal for grant of Amendment in Environmental and CRZ Clearance regarding extension of operations through semi mechanized mode for another three years up to 2024 with specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects.

- i. Risk assessment for spill scenarios and Disaster Management Plan as prepared shall be in place in the environment Management cell of VPT with all SOP's for various scenarios.
- ii. Continuous Ambient Air quality monitoring stations shall be installed, covering all the berths for assessment of regular pollution level on landward side.
- iii. Dust suppression shall be regularly carried out with water sprinkling and other measures.
- iv. Records of regular dredging shall be maintained with periodic survey data.
- v. Sediment analysis of harbor at identified locations shall be analyzed and records for past and present period shall be maintained.

Agenda No. 3.3

Subject: Development of 6 lane of access-controlled Agra-Gwalior greenfield highway, starting from design km 0.000 near village Deori, District Agra and terminate at design km 87+030 near Village Susera, District Gwalior in the state of Uttar Pradesh, Rajasthan and Madhya Pradesh (total length 87.070 km) –Terms of Reference Proposal No. IA/MP/NCP/291176/2022 and File No. 10/40/2022-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/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be 310th MoM_EAC(Infra-1)_11th October, 2022

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

3.3.1 The project proponent along with the DPR consultant M/s Lea Associate South Asia Pvt Ltd. has made a presentation through Video Conferencing and provided the following information.

3.3.2 The proposed project is for Development of 6 lane (Greenfield) access control Expressway starts from village Deori, (Design Ch. 0+000, 27° 5'8.85"N 78° 1'22.37"E) in district Agra and ends near Susera village, (Design Ch. 88+400, 26°19'20.77"N, 78°10'38.08"E) in Gwalior district in the state of Uttar Pradesh, Rajasthan and Madhya Pradesh. The alignment falls in 04 districts i.e., “Agra” in the state of Uttar Pradesh, “Dholpur” in the state of Rajasthan, “Morena and Gwalior” districts in the state of Madhya Pradesh. Total Length - 88.400 km.

3.3.3 The proposed project falls under Schedule 7(f), Highway, Category “A” of EIA Notification 2006. Total investment/cost of the project is about Rs. 2497.84 cr.

3.3.4 Land use /Land breakup of the proposed project site:

S. No.	Land use / Land cover	Area (ha)	Percentage %	Remarks if any
1.	Private land	426.7935	84.5253	Agriculture Land
2.	Government land	75.3165	14.9162	Agriculture / Barren / other Land
3.	Forest land	2.82	0.5585	Reserved Forest land
	Total	504.93	100	-

3.3.5 Terrain and topographical features: The terrain of the alignment is basically plain and rolling. The Right of Way (RoW) is 60 m.

3.3.6 Forest Land: The proposed project highway will require diversion of **2.82 ha.** of reserve forest land in district Morena, in the state of Madhya Pradesh. The forest proposal shall be prepared after consultation with concerned forest officer if it attracts FC under section 2, 1980.

3.3.7 ESZ/National Park/Sanctuary: The proposed alignment is passing from National Chambal Sanctuary in district Morena and Dholpur along the Chambal River. The Sanctuary is notified protection of Ghariyal. A major bridge will be proposed at the location to minimize the impact.

3.3.8 Water bodies: The proposed alignment crossing through 3 nos. of canals, and 06 nos. of rivers. Details of number of Streams (seasonal & perennial) are being worked out by detailed topographic surveys. There shall be no major impact on the drainage system as sufficient numbers of structures (such as culverts, minor bridges and major bridges) will be

constructed. The balancing culverts shall be provided to ensure no water logging in the area and all storm water shall be channelized systematically to the nearest natural stream.

3.3.9 Water requirement: The total requirement of water for construction is estimated to be approx. 2,679,452 KLD. Water will be extracted from the surface sources. The ground water will be abstracted for camp site after obtaining the permission from competent authority.

3.3.10 Tree cutting: The proposed alignment requires cutting of approximately 2855 trees are likely to be affected due to proposed RoW of 60 m out of which approx. 755 nos. of trees fall in forest land and remaining 2100 falls in the private agriculture field. The actual no. of trees proposed to be cut will be provided in the EIA after joint enumeration with appropriate authorities of respective State Government. Efforts will be made to minimize the trees loss by restricting trees cutting within formation 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.

3.3.11 Land acquisition and R&R issues: The Project requires approx. 502.11 ha of land. About 17 nos. of structures (Pucca Building, temporary sheds, huts etc.) will be affected due to proposed highway. Compensation shall be paid as per NH Act, 1956 and RFCTLARR Act, 2013.

3.3.12 Employment details: During the construction of the project around 500 persons would be employed through contractor temporarily for a period of 2 years. During operation phase about 70 persons will be employed through the concerned contractor. Generally, locals are employed by the contractor.

3.3.13 Benefits of the project: The proposed Project Road shall form of North-South Economic Corridor and shall provide connectivity to the longest highway of India connects from Srinagar in the North to Kanyakumari in the South. Along in its route it connects numerous small villages and important industrial and business towns. The project road provides high Speed connectivity for Agra-Dholpur-Morena-Gwalior. Agra is a major tourist destination, Dholpur and Gwalior are famous for their rich culture and old heritage, Morena is the entrance gate of Madhya Pradesh and is a major industrial area. There is a huge load of trucks carrying sandstone, aggregates, agriculture produce and other good in the existing Agra-Gwalior section. At present, the traffic movement is through major urban centres which lowers the highway service quality/higher traveling time/lower transportation and logistic efficiency, and many sections of the Highway are becoming black spots due to fatal accidents. The new green field project corridor if developed will lead to better inter-state connectivity thus, helping in better freight volume and movement pattern on the highway. If widened it will significantly cause a reduction in the travel time and make travel smoother for its users. The Proposed Project being greenfield, will open new avenues of growth, development and prosperity in underdeveloped regions of Agra/Dholpur/Morena and Gwalior.

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

3.3.15 The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 310th meeting during 11th October, 2022 and **deferred** the proposal for grant of Term of reference.

- i. Opinion of the Chief Wildlife Warden of the state/s be sought on the impact of proposed bridge on the Gharial and Indian Skimmer nesting areas if any.
- ii. Committee also seek details of other bridges proposed over Chambal River as a part of other alignments so as to understand the cumulative impact of various alignments passing over the Chambal River.

Agenda No. 3.4

Subject. Development of a road tunnel for NH-148E with its approach and connection to NH-248BB in NCT of Delhi by M/s National Highways Authority of India PIU, Dwarka – Amendment in Terms of Reference Proposal No. IA/DL/NCP/290868/2022 and File No.10/6/2022-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/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.4.1 The project proponent along with the EIA consultant M/s. Ambiantal Global Private Limited has made a presentation through Video Conferencing.

3.4.2 The proposed proposal is for amendment in the ToR vide letter File No. 10/6/2022-IA.III dated 25th March, 2022 granted for Construction of a road tunnel for NH-148E with its approach and connection to NH-248BB in NCT of Delhi by M/s National Highways Authority of India PIU, Dwarka.

3.4.3 ToR was recommended by the EAC in its 289th meeting during 17th - 18th February, 2022 and it was granted vide letter No. 10/6/2022-IA.III dated 25th March, 2022.

3.4.4 The proponent has requested for the following amendments in the ToR letter dated 25th March, 2022.

S.no	As per the Approved ToR	Request for amendment
-------------	--------------------------------	------------------------------

1	The proposed project NH-148AE is 4.78 km long which includes a 2.8 km long twin tube tunnels in ridge area and a surface road of 6-Lanes configuration.	The proposed project NH-148AE is 4.982 km long which includes a 4.300 km long twin tube tunnels in ridge area and a surface road of 6-Lanes configuration.																																								
2	Total length of the proposed alignment is approx. 4783m and proposed Right of Way (RoW) of the project varies from 45-60m. Total land acquisition will be approx. 6.79 ha (excluding forest land)	Total length of the proposed alignment is approx. 4982 m and proposed Right of Way (RoW) of the project varies from 30-45 m. No land acquisition is proposed for the highway alignment.																																								
3	<p>The proposed project falls under 7(f), Category-A, Highway as per EIA notification 2006. Total investment/cost of the project is Rs. 1984Crores.</p> <table border="1" data-bbox="288 936 855 1496"> <thead> <tr> <th>S. No</th> <th>Land use/ Land cover</th> <th>Area (ha)</th> <th>Percentage %</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Private land</td> <td>6.0368</td> <td>88.8</td> </tr> <tr> <td>2</td> <td>Government land</td> <td>0.7561</td> <td>11.1</td> </tr> <tr> <td>3</td> <td>Forest land</td> <td>5.464</td> <td>-</td> </tr> <tr> <td>4</td> <td>Total(excluding forest area)</td> <td>6.7929</td> <td>-</td> </tr> </tbody> </table> <p>About 1286 trees are likely to be affected.</p>	S. No	Land use/ Land cover	Area (ha)	Percentage %	1	Private land	6.0368	88.8	2	Government land	0.7561	11.1	3	Forest land	5.464	-	4	Total(excluding forest area)	6.7929	-	<p>The proposed project falls under 7(f), Category-A, Highway as per EIA notification 2006. Total investment/cost of the project is Rs. Rs. 2102 Crores.</p> <table border="1" data-bbox="880 936 1410 1451"> <thead> <tr> <th>S. No</th> <th>Land use/ Land cover</th> <th>Area (ha)</th> <th>Percentage %</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Private land</td> <td>0.00</td> <td>-</td> </tr> <tr> <td>2</td> <td>Government land</td> <td>0.00</td> <td>-</td> </tr> <tr> <td>3</td> <td>Forest land</td> <td>5.982</td> <td>-</td> </tr> <tr> <td>4</td> <td>Total</td> <td>0.00</td> <td>-</td> </tr> </tbody> </table> <p>About 1266 trees are likely to be affected.</p>	S. No	Land use/ Land cover	Area (ha)	Percentage %	1	Private land	0.00	-	2	Government land	0.00	-	3	Forest land	5.982	-	4	Total	0.00	-
S. No	Land use/ Land cover	Area (ha)	Percentage %																																							
1	Private land	6.0368	88.8																																							
2	Government land	0.7561	11.1																																							
3	Forest land	5.464	-																																							
4	Total(excluding forest area)	6.7929	-																																							
S. No	Land use/ Land cover	Area (ha)	Percentage %																																							
1	Private land	0.00	-																																							
2	Government land	0.00	-																																							
3	Forest land	5.982	-																																							
4	Total	0.00	-																																							

4	<p>Land acquisition and R&R issues. The project requires approx. 6.76 ha. Land. Approx. A total number of approx .28 structures will be affected due to proposed highway.</p> <p>The NHAI Shall Compensate The Affected title holder as per prevailing policy/ guideline.</p>	<p>Land acquisition and R&R issues. No land acquisition is required and No structures will be affected for the construction of the proposed highway as the alignment is an underground tunnel.</p>
---	---	--

3.4.5 Reason for the Amendment: due to change in the length of the tunnel.

3.4.6 The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 310th meeting on 11th October, 2022 and **recommended** the proposal for grant of Amendment in Terms of Reference as mentioned in the table above with the same terms and conditions mentioned in the ToR letter No. 10/6/2022-IA.III dated 25th March, 2022.

Agenda No. 3.5

Subject: Development of captive salt jetty and associated infrastructure with throughout of 4.5 MMTPA at village Kaiyari near Budgh Bandar, Taluka Lakhpat, District Kachchh, Gujarat by M/s Archean Chemical Industries Limited (ACIL) – Terms of Refernce Proposal No. IA/GJ/NCP/291420/2022 and File No. 10/26/2022-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/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.5.1 The project proponent along with the DPR consultant M/s Kadam Environmental Consultants has made a presentation through Video Conferencing and provided the following information.

3.5.2 The proposed project is for Development of captive salt jetty and associated infrastructure with throughput of 7 MMTPA (million metric tonnes per annum) at Village Kaiyari near Budh Bandar in Taluka: Lakhpat, District Kachchh by M/s. Archean Chemical Industries Limited (ACIL). The Proposed project is located on the West Coast of India in Gulf of Kutch about 160 Km west of Bhuj in District Kutch of Gujarat state.

3.5.3 Jetty details: L shaped offshore jetty – 301.5 m x 25.5 m in natural draft of - 7.0m CD. Silo Approach Trestle - 500 m long X 11.5 m wide; Approach Bund-900m – 11.5 m wide; Conveyor streams connecting the stockyards and berth.

3.5.4 The proposed project falls under 7(e), Ports, Harbour, Category A (≥ 5 million TPA of cargo handling capacity). Total project cost is 238.2 cr.

3.5.5 Geo coordinates of the site: Proposed Terminal site is about 30 Nautical Miles Northeast of existing Jakhau Port. Proposed site is located at Approx. Lat $23^{\circ} 43' 33''$ N, Long $68^{\circ} 34' 43''$ E, falling in Lakhpat Taluka.

3.5.6 Terrain and topographical features: The site is located within the confines of Kori Creek at about 3.75 NM from Narayan Sarovar. Onshore facilities of the terminal are planned in the waste lands generally flat with average ground level above Chart Datum (CD). There is neither significant vegetation nor any habitation in the proposed terminal facilities area.

3.5.7 Water Bodies: Construction activities of Jetty and backup storage will be planned in such a way that natural drainage or runoff will not be affected. Kapurashi River, Kori Creek, Arabian sea and Narayan Sarovar lake lies in 10 km radius from project site.

3.5.8 Water requirements: The total water requirement of project will be 42 KLD and required water will be sourced from water tanker out of which 24 KLD will be used for Domestic Staff utilisation including Barge Population & Truck drivers and 18 KLD will be used for Landscaping.

3.5.9 CRZ details: CRZ map is under preparation from authorised agency. Based on approved CZMP map, proposed project activity falls under CRZ III, CRZ IA, CRZ IB, CRZ IVB

3.5.10 There is no diversion of forest land. The Narayan Sarovar Wildlife Sanctuary is located at a distance of ~ 2.27 km from Project site. CRZ map will be prepared after the grant of ToR and same will be submitted at the time of EC appraisal.

3.5.11 STP Details: 25 KLD STP is also being considered and details with regards to water balance and treatment will be provided in Draft EIA Report.

3.5.12 During the deliberation, the EAC observed and noted the following:

- i.* The proposed jetty is located within the confines of Kori Creek at about 2.27 NM from Narayan Sarovar ESZ.
- ii.* There is a parking area proposed in the CRZ III area which is not a permissible activity. Further, reclamation for backup area is also proposed which is also not permissible.
- iii.* Location of the proposed Jetty is a small island patch which appears protecting coastline cutting due to tides. Change in the island structure due to project may affect the coastlines and seawater ingress which leads to loss of natural vegetation and land

mass with vegetation. Therefore, PP is advised to find an alternate location at large and contiguous landmass/land parcel with less vegetation cover.

3.5.13 The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 310th meeting during 11th October, 2022 and **deferred** the proposal and requested the PP to submit the following information.

- i. Revised layout is required to be submitted with permissible activities in the CRZ area based on the CRZ classification, as per CRZ Notification, 2011.
- ii. A sub-committee will visit the site to understand the cumulative impact on the ecologically fragile region considering other upcoming projects in the vicinity of the proposed project.

Agenda No. 3.6

Subject: Creation of Shipbuilding and Ship Repair Facility at Nhava Yard by M/s Mazgaon Dock Shipbuilders Limited–Terms of Reference Proposal No. IA/MH/NCP/278818/2022 and File No. 10/29/2022-IA.III.

PP could not attend the EAC meeting hence the Committee did not consider the proposal.

Agenda No. 3.7

Subject: Development of Industrial Park in area of 1050.45 Ha (2595.74 acres) at Kopparthi, YSR Kadapa District, Andhra Pradesh under VCIC project by M/s Andhra Pradesh Industrial Infrastructure Corporation Limited – Terms of Reference Proposal No. IA/AP/NCP/280803/2022 and File No. 10/37/2022-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/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.”

3.7.1. The project proponent along with the EIA consultant M/s Voyants Solutions Pvt Ltd., Gurugram has made a presentation through Video conferencing and provided the following information.

3.7.2. The proposal is for Development of Kopparthi Industrial Area under VCIC Project with an area of 2595.74 Acres, is located at Kopparthi and Tadigotla Village, Chinthakommadinne mandal, YSR Kadapa District, Andhra Pradesh by Andhra Pradesh Industrial Infra Structure Corporation (APIIC).

3.7.3. The Geo-coordinates of project site is located in-between Longitudes 78°43'31.34"E & 78°44'10.57"E and Latitudes 14°28'36.40"N and 14°26'22.35"N.

3.7.4. The proposed project falls under 7(c) Industrial estates/ parks/ complexes/ areas, export processing Zones, Category A. Total project cost is Rs.1273.76 Cr.

3.7.5. Landuse/ Landcover of project site

S. No.	Landuse/ landcover	Area (ha.)	%	Remarks, if any
1	Textiles - MSME	4.419	0.42	-
2	Engineering - MSME	38.55	3.67	-
3	Chemical - large	80.973	7.71	-
4	Chemical - MSME	146.233	13.92	-
5	Renewable energy large - power generation	195.928	18.65	-
6	Utility	15.293	1.46	-
7	Common amenities and facilities	36.83	3.51	-
8	Truck parking	13.427	1.28	-
9	Parking spaces	42.063	4.00	-
10	Residential area	77.93	7.42	-
11	waterbody	82.366	7.84	-
12	Waterbody buffer	32.29	3.07	-
13	Organised green	63.534	6.05	-
14	Ht line area	33.601	3.20	-
15	Green belt	22.391	2.13	-
16	Railway buffer line	21.598	2.05	-
17	Roads	143.024	13.62	-
Total		1050.45 Ha	100%	

3.7.6. List to industries to be housed with proposed project site, only for projects covered under 7(c) category of EIA Notification, 2006.

Proposed Industry	W	A	H	W+A+H	Industrial Category, CPCB, 2016	Categorization as per schedule, EIA Notification, 2006
Textile and Textile related Industries- MSME						
Cotton spinning and weaving (small scale)	-	10	-	25	Green Category; Org. Sl. No., 15	Exempted
Yarn / Textile processing involving any effluent/emission generating processes including bleaching, dyeing, printing and colouring	40	15	20	75	Red Category; Org. Sl. No., 84	5(d), category B

Manufacture of articles of fur	-	10	-	25	Green Category; Org. Sl. No., 34	Exempted
Manufacture of knitted and crocheted apparel					Green Category; Org. Sl. No., 34	Exempted
Engineering Goods- MSME						
Engineering and fabrication units (dry process without any heat treatment / metal surface finishing operations / painting)	-	-	-	-	Orange Category, Org. Sl. No., 23	Exempted
Cement	-	30	-	75	Red Category, Org. Sl. No., 7	3(b), category B
Ready mix cement concrete	-	10	-	25	Green Category, Org. Sl. No., 72	Exempted
Chemical & Petro Chemicals- MSME						
Fertilizer (granulation / formulation / blending only)	-	20	-	50	Orange Category, Org. Sl. No., 26	Exempted
Coke making, liquefaction, coal tar distillation or fuel gas making	30	20	20	70	Red Category, Org. Sl. No., 13	4(b), category A or B
Man-made fibres	40	35	10	85	Red Category, Sl. No. 47	5(d), category A & B
Manufacturing of paints varnishes, pigments and intermediate (excluding blending/mixing)	30	25	15	70	Red Category, Org. Sl. No., 45	5(h), category B
Basic chemicals, plastics	30	-	10	75	Red Category, Sl. No. 25	5(f)

Synthetic rubber excluding moulding	20	20	15	55	Orange Category, Org. Sl. No., 79	5(f)
Manufacturing of lubricating oils, grease and petroleum-based products	20	20	20	60	Red Category, Org. Sl. No., 44	5(e)
Reprocessing of waste plastic including PVC	20	20	-	50	Orange Category, Org. Sl. No., 59	Exempted
Polythene and plastic processed products manufacturing (virgin plastic)	10	10	-	25	Green Category, Org. Sl. No., 67	Exempted
Chemical & Petro Chemicals- Large						
Fertilizer (granulation / formulation / blending only)	-	20	-	50	Orange Category, Sl. No., 26	5(a), category A
Bulk Chemicals, Speciality chemicals, Agrochemicals, Petrochemicals, Polymers	40	35	20	95	Red Category, sl. No. 4,25, 22, 38, 57	5(c), 5(e), 5(f)
Manufacturing of lubricating oils, grease and petroleum-based products	20	20	20	60	Red Category, Org. Sl. No., 44	5(e)
Reprocessing of waste plastic including PVC	20	20	-	50	Orange Category, Org. Sl. No., 59	Exempted
Polythene and plastic processed products manufacturing (virgin plastic)	10	10	-	25	Green Category, Org. Sl. No., 67	Exempted
Renewable Energy Equipment Manufacturing and Power Generation- Large						
Solar module non-conventional energy apparatus manufacturing unit	-	-	-	-	White Category, Org. Sl. No., 78	Exempted

Wind Turbine Manufacturing					Fibre Glass- Red category, sl. No. 13 Steel processing – Orange, sl. No. 63	Exempted
----------------------------	--	--	--	--	--	----------

3.7.7. Terrain and Topographical Features: Terrain of the project location relatively plain terrain, thus area levelling requirement at the site negligible.

3.7.8. Forest land/Eco sensitive areas: There is no diversion of forest land involved in the project. The project corridor does not traverse through any National Park and Wild Life sanctuary.

3.7.9. Water Bodies & impact on Drainage: Penneru or Penna River is located at the distance of 11.70km towards NE, Pagani River is located at the distance of 10.61 km towards WNW and Adinimmaya palli Reservoir is located at the distance of 14.06 km towards North side of the project.

3.7.10. Water requirement: The estimated daily potable water requirement is about 23.87 MLD. During construction phase, water requirement will be very less and the same shall be sourced from local water supply facility or alternatively from Surface water ponds, available at the area. APIIC obtained the permission from the Govt. of Andhra Pradesh for withdrawing water from existing RTTP supply scheme at Mydukur (distance 41.30 km) From Mydukur to project site at Kopporthy, the water pipeline needs to be constructed. No Ground Water shall be extracted for the project during operation phase.

3.7.11. Tree cutting: No tree cutting is involved in the proposed project.

3.7.12. Waste water Management: The total waste generation (trade and domestic) shall be 9.96 MLD and 12 MLD CETP will be established to manage the waste. About 1.79MLD domestic effluents will be generated and for the treatment of effluent 2MLD CSTP will be established.

3.7.13. Land acquisition and R&R issues involved: Out of 2595.74 Acres of proposed land, 2396.15 acres is in possession of APIIC and balance 199.59 acres of land is under process of acquisition. All the required land is being acquiring as per Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (Andhra Pradesh Amendment) Act, 2018.

3.7.14. Employment potential: Project shall provide direct and indirect employment opportunities for about 1,48,701 persons.

3.7.15. Benefits of the project: The proposed project will contribute to overall development in socio-economic condition of the area as the project area situated in a location where, educational system with mid-level and higher studies is having good infrastructure. Thus, development of Industrial Park will provide the best opportunity to empower the local educated youth.

3.7.16. Details of Court Cases: Survey No.: Kopporthy Village: 694/1, 801, 804/1, 804/2, 805/2, 807/1, 807/2, 809, 807/3, 717, 718, 719, 720, 721, 722, 723, 819, 886, 887, 888, 889, 890/1, 890/3, 894, 897, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 1205, 1206, 1207, 1208, 1210/1, 1210/2; **Tadigotla Village:** 166, 170/1, 170/2, 171, 202

WP/ OS Number: WP No 15302/2016, WP No. 1347/2012, WP No 1338/2012, WP No. 1285/2012, OS No 550/2020, WP No 1333/2012, OS No 555/2020, OS No 687/2020. WP No 1345/2012, WP No 1382/2012, OS No 592/2020, WP No 1386/2012, OS No 553/2020, WP No 15036/2020, WP No 15036/2020, WP No 1386/2012, OS No 553/2020, WP No 1386/2012. OS No 553/2020, WP No 1784/2012, WP No 4039/2011, OS No 561/2020.

3.7.17. During the EAC the Committee observed the following.

- i. There are several court cases involved in the proposed project, the details of the court case need to be provided.
- ii. PP mentioned that proposed industries as Coke making, liquefaction, coal tar distillation or fuel gas making and Chemical & Petro Chemicals in Large scale, however PP could not provide the targeted industries to be proposed clearly; the same shall be submit.
- iii. The Committee noted that there are two natural reservoirs inside the proposed industrial area PP/Consultant have not demarcated both natural water bodies inside the proposed industrial area and also not showed any protection measures for the water bodies.

3.7.18. The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 310th meeting during 11th October, 2022 and **deferred** the proposal and requested the PP to submit the following information.

- i. PP shall submit the details of the all the court cases involved in the proposed project.
- ii. PP shall submit the revised categories of industries to be established in the proposed industrial estate as per the CPCB norms.
- iii. Demarcation of the natural drains, water bodies' etc., exists in the proposed industrial estate with proposed protection measures.
- iv. The Committee also express the displeasure on the PP for presenting the proposal before the Committee without preparation, and could not provide replies to the observations made by the Committee during the EAC.

310th MoM_EAC(Infra-1)_11th October, 2022

Any Other Business

Committee also noted that in case of NHAI proposed Green Field Alignments, the RoW varies significantly among various alignments for same configuration e.g. in 6 lane configuration at various green field alignments, RoW varies between 30m to 60m. NHAI is advised to provide justification in tabular format for the same as committee is concerned about the considerable difference in RoW.

Annexure-A

Following members were present during the 310th EAC (Infra-1) meeting held on 11th - October, 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	Present
6.	Dr. Ashok Kumar Pachauri	Member	Present
7.	Dr. V. K Jain	Member	Present
8.	Dr. Manoranjan Hota	Member	Conveyed inability to attend
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 - EAC (Infra-1)	Present