

**Minutes of the 345<sup>th</sup> meeting of Expert Appraisal Committee held on 09<sup>th</sup>-10<sup>th</sup> November, 2023 at Narmada Conference Hall, Ground Floor, Jal Wing, Ministry of Environment, Forest and Climate Change, Indira Paryavaran Bhawan, Jor Bagh Road, New Delhi for the projects related to Infrastructure Development, all Ship breaking yards including ship breaking units 7(b); Industrial Estate/Parks/Complexes/Areas, Export Processing Zones, Special Economic Zones, Biotech Parks, Leather Complexes 7(c); Ports, Harbors, Breakwaters, Dredging 7(e) and National Highways 7(f).**

The 345<sup>st</sup> Meeting of Expert Appraisal Committee (EAC) of Infra-1 (IA-III) at Narmada Conference Hall, Ground Floor, Jal Wing, Ministry of Environment, Forest and Climate Change, Indira Paryavaran Bhawan, Jor Bagh Road, New Delhi during 9<sup>th</sup>-10<sup>th</sup> November, 2023 under the Chairmanship of Shri. Manmohan Singh Negi. A list of participants is annexed as **Annexure-A**.

## **1. OPENING REMARKS OF THE CHAIRMAN**

At the outset, Shri. Manmohan Singh Negi, 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. Being the last meeting of the Committee, Chairman also expressed his gratitude to the esteemed members of the EAC, Member Secretary and support staff of Ministry for their unwavering support throughout the Committee tenure.

## **2. CONFIRMATION OF THE MINUTES OF THE LAST MEETING**

The Committee confirmed the Minutes of 341<sup>st</sup> EAC Meeting held on 5<sup>th</sup> October, 2023 with the following corrections that the current agenda may be ready as 345<sup>th</sup> EAC meeting instead of 245<sup>th</sup> meeting it was an inadvertent typo error.

### **AGENDA WISE CONSIDERATION OF PROPOSALS:**

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

#### **Agenda Sr. No 1**

**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 References**

**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.”

1.1. The above mentioned proposal was considered in the 310th meeting of Expert Appraisal Committee held on 11<sup>th</sup> October, 2022. The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 310<sup>th</sup> meeting during 11<sup>th</sup> 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.

1.2. At this instance, the aforementioned proposal was further placed before the EAC during 345<sup>th</sup> meeting on 09<sup>th</sup>-10<sup>th</sup> November, 2023. The project proponent along with the EIA consultant M/s Kadam Environmental Consultants has made a presentation through Video Conferencing and provided the following information:-.

1.3. A site visit by the Sub-committee was conducted on 15-16 September, 2023 for the proposed project. M/s Archean Chemical Industries Limited (ACIL) inter-alia presented a brief on the project to the sub-Committee. With the permission of the Chair the Site visit report of the Sub-committee was presented before the EAC in the 341<sup>st</sup> Meeting on 05<sup>th</sup> October, 2023, The EAC Approved the sub-Committee report and directed to the Ministry that if the project proponent submitted the information as sought by the EAC, the proposal may be consider in the upcoming EAC Agenda and also mentioned that while granting the ToR all the recommendations made by the EAC-Sub-committee shall be incorporate as a specific condition. The Site visit report is placed as Annexure-D.

1.4. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 345<sup>th</sup> meeting during 09<sup>th</sup>-10<sup>th</sup> November, 2023 and recommended for grant of Terms of Reference (ToR) with the following specific conditions in addition to all standard ToR conditions applicable for such projects:

i. During the site visit it was noted that the road proposed for connecting the site from the Highway is adjacent to the forest land, however, the approach road is may be passing through the CRZ area, PP shall include the road and parking facilities in the Revised project layout superimposed on approved CZMP map.

ii. The detailed studies on the ecological biodiversity within 10 km radius of the project site shall be carried out with the ZSI or GUIDE or any other national reputed institution.

iii. No bunds are permitted in CRZ area and approach road in CRZ 1B should be on stilts.

- iv. Being border area, necessary clearances should be taken from BSF or relevant authorities.
- v. Possibility of one storage area instead of two can be explored and location of bunkering facility should be kept away from the jetty.
- vi. No Objection Certificate (NoC) from the Forest department shall be obtained stating that the proposed area does not involved any forest land.
- vii. Importance and benefits of the project.
- viii. Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale.
- ix. Recommendation of the Gujarat State CZMA shall be obtained and submitted.
- x. Submit superimposing of latest CZMP as per CRZ (2011) on the CRZ map.
- xi. Submit a complete set of documents required as per para 4.2 (i) of CRZ Notification, 2011.
- xii. Location of the dredge material, if any will be disposed shall be indicate in the KML file and the layout maps overlay on the approved CZMP map shall be submitted and site suitability study shall be conducted.
- xiii. Hydrodynamics study on impact of dredging on flow characteristics shall be carried out.
- xiv. Study the impact of dredging and dumping on marine ecology and draw up a management plan through the NIO or any other institute specializing in marine ecology.
- xv. The types of Cargos proposed to be handled at the port shall be submitted product wise and quantity wise.
- xvi. The impacts study on the hazardous materials handling and storage in worst case scenario shall be submitted along with the EIA/EMP report.
- xvii. Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract).
- xviii. A certificate from the local body supplying water, specifying the total annual water availability with the local authority, the quantity of water already committed the quantity of water allotted to the project under consideration and the balance water available. This should be specified separately for ground water and surface water sources, ensuring that there is no impact on other users.
- xix. A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project.
- xx. A certificate from the competent authority handling municipal solid wastes, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project.
- xxi. An assessment of the cumulative impact of all development and increased inhabitation being carried out or proposed to be carried out by the project or other agencies in the core area, shall be made for traffic densities and parking capabilities in a 05 kms radius from the site. A detailed traffic management and a traffic decongestion plan drawn up through an organization of repute and specializing in Transport Planning shall be submitted with the EIA.
- xxii. Disaster Management Plan for the project shall be prepared and submitted.

- xxiii. Risk analysis and its management plan for handling different types of liquid cargos (if handling) shall be conducted and submitted.
- xxiv. Detailed modelling studies to understand whether the selected site can withstand severe cyclones and develop design in accordance to due safety measures.
- xxv. Erosion and accretion study at the mouth of the creek which is adjacent to the proposed site be carried out and submitted.
- xxvi. A detailed study on the impact of proposed activity on marine ecology and marine biodiversity with specific focus on the corals, mangroves and mud flats in the proximity of the site should be conducted and required mitigation plan be submitted through a nationally reputed institute.
- xxvii. A management plan for the area under which mangroves are or likely to be removed and compensatory mangrove plantation plan be submitted.
- xxviii. Details and status of court case pending against the project, if any.
- xxix. Public hearing to be conducted and issues raised and commitments made by the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made.
- xxx. A tabular chart with index for point-wise compliance of above ToRs. The specific ToRs as recommended above are in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006.
- xxxi. A specific note to be prepared which compare the current state of environmental parameters due to completed construction against the baseline data presented during the previous EC. Change in the data should clearly presented along with mitigation measures.
- xxxii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfill these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.
- xxxiii. In pursuance of Ministry's OM No stated above the project proponent shall add one annexure in the EIA Report indicating all the commitments made by the PP to the public during public hearing and submit it to the Ministry and the EAC.

## **Agenda Sr. No 2**

**Augmentation of Liquid Cargo Handling Capacity from 8 MMTPA to 23.8 MMTPA through modernization of existing pipeline network at Oil Jetty Area, Deendayal Port Trust, Kandla by M/s Kandla Port Trust–Environmental and CRZ Clearance Proposal No. IA/GJ/NCP/280634/2018 and File No. 10-26/2018-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.”

2.1. The above said proposal was considered by the Expert Appraisal Committee (EAC) for Infra-I Sector, in its 318<sup>th</sup> meeting held on 12<sup>th</sup>-13<sup>th</sup> January, 2023. The EAC after deliberations, deferred the proposal for want of additional information. The proposal was reconsidered in the 326<sup>th</sup> meeting held on 10<sup>th</sup>-11<sup>th</sup> May, 2023, PP did not submitted the information as sought by the EAC, and the proposal was deferred. At this instance, the aforementioned proposal was further placed before the EAC in its 345<sup>th</sup> meeting during 09<sup>th</sup>-10<sup>th</sup> November, 2023. The project proponent along with the EIA consultant M/s MECON Limited, Ranchi submitted the following: -

S.No	ADS raised during 318 <sup>th</sup> meeting held on 12 <sup>th</sup> -13 <sup>th</sup> January, 2023	Reply by PP during 345 <sup>th</sup> Meeting.
1	The clear details of the Existing facilities as per the EC and CTE/CTE in a tabular form along with the supporting documents	<p>Presently Deendayal Port Authority (Erstwhile Deendayal Port Trust) has six oil jetties (OJ no, 1 to 4 – DPA &amp; OJ 5 &amp; 6 – IFFCO &amp; IOCL respectively) located on western side of Kandla Creek. The first oil jetty was commissioned during year 1965 &amp; subsequently, other oil jetties were commissioned.</p> <p>DPA has obtained EC and CRZ clearance for the “Development of plots for construction of liquid storage tank farm at Kandla Port Trust at Kandla” vide letter no. F.No. 10-36/2008-IA-III dated 02/02/2010 (for the proposed installation of tanks for storage/handling of the petroleum products and edible oil and laying of inter terminal pipelines) and obtained its further extension vide letter no. F.No. 10- 36/2008-IA.III dated 18/08/2015. Out of total 17 plots, DPA allotted 13 plots (3, 4, 5, 6, 7, 10, 12, 13, 14, 15, 17, 18 &amp; 19) to various plot allottees.</p> <p>Further, Ministry of Environment, forest and climate change (CRZ Division) vide letter no. F.No. 19-</p>
2	Status of CRZ clearance to various	

	pipelines with details	<p>2/2018-IA.III dated 15/04/2019 clarified on the applicability of CRZ clearance stating that “The need for further CRZ Clearance by the plot holders in the DPT area for which a composite EC &amp; CRZ clearance has been issued therefore does not seem to arise”.</p> <p>Accordingly, all plot allottees (13 No.s) have established their tank farms including interconnecting pipelines from various oil jetties to their terminals. And obtained Consolidated consent and Authorization from GPCB for the Commercial operation.</p> <p>DPA had obtained the Consolidated Consent and Authorization from the GPCB for the said oil jetties and handling of liquid cargo. The detail of the same is mentioned in the below table.</p> <table border="1" data-bbox="890 1205 1401 2022"> <thead> <tr> <th>S.no</th> <th>Reference no</th> <th>Issue date</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Consent order no. AWH-43365 Vide letter no. PC/CCA-Kutch-812/GPCB ID 28494/93560</td> <td>05/10/2011 valid up to 21/07/2015</td> </tr> <tr> <td>2</td> <td>Consent order no. AWH-72820 Vide letter no. GPCB/CCA-Kutch-812(2)/GPCB ID 28494/327172</td> <td>11/09/2015 valid up to 21/07/2020</td> </tr> <tr> <td>3</td> <td>Renewal of the</td> <td>22/01/2021</td> </tr> </tbody> </table>	S.no	Reference no	Issue date	1	Consent order no. AWH-43365 Vide letter no. PC/CCA-Kutch-812/GPCB ID 28494/93560	05/10/2011 valid up to 21/07/2015	2	Consent order no. AWH-72820 Vide letter no. GPCB/CCA-Kutch-812(2)/GPCB ID 28494/327172	11/09/2015 valid up to 21/07/2020	3	Renewal of the	22/01/2021
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		<p>all plot allottees (13 No.s) have established their tank farms including interconnecting pipelines from various oil jetties to their terminals. And obtained Consolidated consent and Authorization from GPCB for the Commercial operation. Details is mentioned in the below table and CCA is Annexed as 7 – 16</p> <p>DPA has allotted plots for the storage terminal and its interconnecting pipelines from the Oil Jetties 1 to 5 detail of the same is attached herewith as Annexure 17-22 ADS reply.</p>		
3	The Baseline data was carried out during the period of March - May, 2018 (Summer Season). The baseline data shall not be more than three years old at the time of submission of application for consideration of EC. A fresh baseline study for a period of one season shall be conducted and analysis based on the old data and the new data shall be submitted.	For carrying out the fresh baseline study for a period of one season baseline monitoring for the period of March 2023 – May 2023. The baseline monitoring study has been carried out and a comparative statement of the study conducted during 2018 and 2023 is also submitted.		
4	Latest Environmental and CRZ Clearance Compliance report from the IRO, MOEF&CC shall submit	The oil jetties were constructed since 1965 i.e much before the EIA notification and CRZ notification therefore, the subject proposal was inspected as per the stipulated condition mentioned in the Consolidated Consent and Authorization order no. AWH-110594 dated 22/01/2021, on 06/09/2022 by the IRO, Gandhinagar. Accordingly		

		detailed monitoring report along with observations had been issued by the IRO, Gandhinagar vide letter no. File No. J-11/77-2022-IROGNR dated 14/11/2022
5	Timeline of operational & maintenance along with the time schedule shall be submit	Detail of the same is provided in the section 3 of the document “Augmentation of Liquid Cargo Handling Capacity by Revamping of Existing Pipeline Network at Oil Jetty Area, Deendayal Port Trust, Kandla. Volume I Employer’s Requirements And Technical Specifications”
6	Categorisation of the type of cargo handling in the pipeline need to be submitted.	Detail of the Cargo handled at present by the various pipelines with categorization is attached herewith as Annexure – 27. Detail of Cargo to be handled after the revamping by various pipelines with categorization is attached herewith Annexure – 28
7	Existing installation of pipelines and its approvals along with the EC & CRZ clearances chronology wise need to submit.	DPA has obtained EC and CRZ clearance for the “Development of plots for construction of liquid storage tank farm at Kandla Port Trust at Kandla” vide letter no. F.No. 10-36/2008-IA-III dated 02/02/2010 (for the proposed installation of tanks for storage/handling of the petroleum products and edible oil and laying of inter terminal pipelines) (Ref Annexure 4 of Sr no. 2) and obtained its further extension vide letter no. F.No. 10-36/2008-IA.III dated 18/08/2015. Out of total 17 plots, DPA allotted 13 plots (3, 4, 5, 6, 7, 10, 12, 13, 14, 15, 17, 18 & 19) to various plot allottees. (Ref Annexure 5 of Sr no. 2). Further , Ministry of Environment, forest and climate change (CRZ Division) vide letter no. F.No. 19-2/2018-IA.III dated 15/04/2019 clarified on the applicability of CRZ clearance stating that “The need for further CRZ



		<p>Clearance by the plot holders in the DPT area for which a composite EC &amp; CRZ clearance has been issued therefore does not seem to arise” (Ref Annexure 6 of Sr no. 2)</p> <p>Accordingly, all plot allottees (13 No.s) have established their tank farms including interconnecting pipelines from various oil jetties to their terminals. And obtained Consolidated consent and Authorization for the Commercial operation. Details is already mentioned in the above table at Sr no. 2 and CCA copy is attached as Annexure 7-16 of Sr no. 2 Moreover, DPA has allotted plots for the storage terminal and its interconnecting pipelines from the Oil Jetties 1 to 5 detail of the same is mentioned at the above table at Sr no. 2 and CCA copy is attached as Annexure 17- 16 of Sr no. 22</p>
8	Details of Removal of Existing Chemical pipelines by the respective stakeholders and laying of new chemical pipelines.	Detail of the same is provided in the Annexure VI-VIII of the NTCPWC report “Providing Technical Advisory Services for “Replacement and revamping of pipeline network at oil jetty area kandla.” Report No-NTCPWC/KM-SR/REV 2/ KANDLA/DR 2 Relevant pages of the report is attached herewith as Annexure – 29
9	A certificate from the competent authority for discharging treated effluent/ untreated effluents into the Public sewer/ disposal/drainage systems along with the final disposal point shall be submitted.	Detail of the same is provided in the Section 8 of the NTCPWC report “Providing Technical Advisory Services for “Replacement and revamping of pipeline network at oil jetty area kandla.” Report No-NTCPWC/KM-SR/REV 2/ KANDLA/DR 2 Relevant pages of the report is attached herewith as Annexure – 30

10	<p>DPT in their original proposal had proposed "Augmentation of Liquid Cargo Handling Capacity from 8 MMTPA to 10 MMTPA through modernization of existing pipeline network of Oil Jetty area". MoEF&amp;CC had issued ToR to their original proposal vide letter no. F. No. 10-26/2018-IA-III dated 14.06.2018 on basis of recommendations of EAC (Infra 2) given in the meeting held on 20.04.2018. Assessment NTCPCWC- IIT Chennai has indicated shortcomings in present modernization plan and recommend revised plan of capacity enhancement to 23.8 MTPA after revamping &amp; replacement of existing pipeline network through scenario calculations based on various factors viz. guidelines issued by the Tariff Authority of major Ports. However, the proposal involved the modernisation and expansion and thus PP shall submit the clear details of the modernisation and expansion in tabular format</p>	<p>The capacity calculation of the DPT for OJ 1to 5 carried out by NTCPCWC, IIT Chennai is attached herewith as Annexure 31</p> <p>At present there are 167 pipelines in the five oil jetties. The present proposal envisages scrapping of 125 existing pipelines from Oil Jetties 1- 5 to the Y Junction and laying 84 new pipelines of larger diameter and made of mild steel for handling edible oil &amp; utilities and stainless steel for handling chemicals will be laid in their place on the existing pipe-bridges. The existing pipe-bridges shall also be strengthened. No new berths will be constructed nor there any proposal to increase the size of the ships presently being handled at the oil jetties. Hence no dredging will be required. The new pipelines will be laid on the existing pipe bridges after scrapping some of the existing pipelines. The pipelines are located several feet above the High Tide Line. No land filling will be necessary. There is no proposal to construct any new structure either offshore or on land under the present proposal. The details in tabular form also submitted.</p>
11	<p>The details of the mudflats and mangroves of the area at proposed project area. The project proponent shall study the impacts of the proposed work on the mangroves, mudflats, creeks, and marine biology of the area.</p>	<p>The laying of pipeline for the proposed revamping will be entirely on the existing structure like Jetties, Pipelines and Trestles etc and the work involves removal of old pipelines and replacement of the same with the new pipelines. The project does not envisage digging of any foundations. The project also does not envisage drawal of any ground water. no dredging or construction of new structures either offshore or close to the shore, changes in water quality due to</p>

		<p>dredging &amp; dumping of dredge spoils, offshore or near-shore excavations is will not be there.</p> <p>Detail of the impacts of the proposed work on the mangroves, mudflats, creeks, and marine biology of the area provided in the EIA report prepared by M/s Mecon Ltd, Ranchi. Chapter 3 – Description of the Environment ( Relevant pages is Annexed herewith as Annexure – 32) Chapter 4 – Anticipated Environmental impacts &amp; mitigation measures (Relevant pages is Annexed herewith as Annexure – 33)</p>
12	The detailed methodology for laying the pipeline shall be submitted	<p>The replacement and revamping have to be done without stopping the operations in each jetty. Therefore, first a new pipeline should be laid and then only old pipeline should be removed. After detailed deliberations, the sequence for laying of pipelines and removal of old ones has been arrived at. This should be strictly followed.</p> <p>The replacement and revamping have to be done without stopping the operations in each jetty. Therefore, first a new pipeline should be laid and then only old pipeline should be removed. After detailed deliberations, the sequence for laying of pipelines and removal of old ones has been arrived at. This should be strictly followed.</p> <p>Detail of the same is provided in the section 2.4 of the document “Augmentation of Liquid Cargo Handling Capacity by Revamping of Existing Pipeline Network at Oil Jetty Area, Deendayal Port Trust, Kandla. Volume I employer’s requirements and technical specifications” Relevant</p>

		pages of the tender document is attached herewith as Annexure – 34
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2.2. Area of Deendayal Port. No acquisition of additional land will be necessary. No Resettlement & Rehabilitation of land oustees will be necessary. There are no trees in the project area. So no tree felling will be required. At present there are 167 pipelines in the five oil jetties. The present proposal envisages scrapping of 125 existing pipelines from Oil Jetties 1- 5 to the Y Junction and laying 84 new pipelines of larger diameter and made of mild steel for handling edible oil & utilities and stainless steel for handling chemicals will be laid in their place on the existing pipe-bridges. The existing pipe-bridges shall also be strengthened.

2.3. No new berths will be constructed nor there any proposal to increase the size of the ships presently being handled at the oil jetties. Hence no dredging will be required. The new pipelines will be laid on the existing pipe bridges after scrapping some of the existing pipelines. The pipelines are located several feet above the High Tide Line. No land filling will be necessary. There is no proposal to construct any new structure either offshore or on land under the present proposal.

2.4. The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 345<sup>th</sup> meeting on 09<sup>th</sup>-10<sup>th</sup> November, 2023 and **recommended** the proposal for the grant of Environmental and CRZ Clearance with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects.

- i. Construction activity shall be carried out strictly according to the provisions of the CRZ Notification, 2011. No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area.
- ii. All the recommendations and conditions specified by the Gujarat State Coastal Zone Management Authority (MCZMA) vide letter No ENV-10-2021-41-T dt. 25<sup>th</sup> August, 2022 shall be complied with.
- iii. 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.
- iv. PP shall ensue while scrapping of 125 old pipeline and laying of 84 new process shall not cause any spillage/leakage.
- v. As proposed by PP Steel scrap will be temporarily stored in designated area before being auctioned off. The storage of steel scrap and any other scrapped material shall be stored temporarily outside the CRZ area.
- vi. Wastes discharged from ships will be handed over to the port's licensed waste disposal contractors.
- vii. No new berths will be constructed nor there any proposal to increase the size of the ships presently being handled at the oil jetties. Hence no dredging shall be carried out.
- viii. The project proponent shall install system carryout to Ambient Air Quality monitoring for common/criterion parameters relevant to the main pollutants released

(e.g. PM10 and PM2.5 in reference to PM emission, and SO2 and NOx in reference to SO2 and NOx emissions) within and outside the port area at least at four locations (one within and three outside the port area at an angle of 120°each), covering upwind and downwind directions.

- ix. Appropriate Air Pollution Control (APC) system shall be provided for all the dust generating points including fugitive dust from all vulnerable sources, so as to comply prescribed fugitive emission standards.
- x. The project proponent shall submit monthly summary report of continuous stack emission and air quality monitoring and results of manual stack monitoring and manual monitoring of air quality /fugitive emissions to Regional Office of MoEF&CC, Zonal office of CPCB and Regional Office of SPCB along with six-monthly monitoring report.
- xi. Effective safeguard measures, such as regular water sprinkling shall be carried out in critical areas prone to air pollution and having high level of particulate matter such as around loading and unloading point and all transfer points. Extensive water sprinkling shall be carried out on haul roads. It should be ensured that the Ambient Air Quality parameters conform to the norms prescribed by the Central Pollution Control Board in this regard.
- xii. 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.
- xiii. 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.
- xiv. Oil spillage prevention and mitigation scheme shall be prepared. In case of oil spillage/contamination, action plan shall be prepared to clean the site by adopting proven technology. The recyclable waste (oily sludge) and spent oil shall be disposed of to the authorized recyclers.
- xv. Construction spoils, including bituminous material and other hazardous materials, must not be allowed to contaminate watercourses and the dump sites for such material must be secured so that they should not leach into the ground water.
- xvi. The proponent shall put in place the detailed on site and off site Emergency Management Plan as per the Manufacture, Storage and Import of Hazardous Chemical Rules, 1989, as amended to date which may cover the natural disasters also.
- xvii. The company shall develop a contingency plan for H2S release including all necessary aspects from evacuation to resumption of normal operations. The workers shall be provided with personal H2S detectors in locations of high risk of exposure along with self containing breathing apparatus.
- xviii. Emergency Response Plan (ERP) shall be based on the guidelines prepared by OISD, DGMS and Govt. of India.
- xix. Sediment analysis of harbor at identified locations shall be analyzed and records for past and present period shall be maintained.

- xx. 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.
- xxi. No underwater blasting is permitted.
- xxii. Necessary approvals be taken during implementation and commissioning from statutory bodies concerned.
- xxiii. A site specific biodiversity conservation plan including mitigation measures to be developed from competent nationally/internationally recognized institute with appropriate financial allocation for its implementation.
- xxiv. 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.
- xxv. A continuous monitoring programme covering all the seasons on various aspects of the coastal and marine environs need to be undertaken by a competent organization available in the State or by entrusting to the National Institutes/renowned Universities/accredited Consultant 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.
- xxvi. 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.
- xxvii. All the commitments made to the public during public hearing/public consultation meeting shall be satisfactorily implemented and adequate budget provision shall be made accordingly.
- xxviii. All the recommendations mentioned in the risk assessment report, disaster management plan and safety guidelines shall be implemented.
- xxix. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory Aforestation etc, either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also be implemented and become part of EMP.

**Expansion of LNG Terminal Capacity from 6.28 MTPA to 21.2 MTPA along with one additional LNG Jetty at Hazira Terminal, Hazira, Surat, Gujarat by M/s Shell Energy India Pvt. Ltd. – Term of Reference Proposal No. IA/GJ/INFRA1/412118/2023 and File No. 10/6/2023-IA.III.**

“The EAC noted that the Project Proponent and the consultant have submitted undertaking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.1. The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 321<sup>st</sup> meeting during 28<sup>th</sup> February-1<sup>st</sup> March, 2023 and deferred the proposal for want of following information.

3.2. The proposed project is located very close to the existing Hazira port, including its expansion plans and other proposed ports. There appears to many infrastructure projects being developed in very close proximity to each other. Committee desired to understand the cumulative impacts of all these projects on the creek and other ecologically sensitive areas as well as understand the safety issues. A site visit by the sub-committee shall be conducted to ascertain clarity on above observations.

3.3. At this instance, the aforementioned proposal was further placed before the EAC during 345<sup>th</sup> meeting on 09<sup>th</sup>-10<sup>th</sup> November, 2023. As the EAC (Infra-1 & CRZ) Sub-committee, Ministry of Environment, Forest & Climate Change, was conducted the Site visit for the above mentioned project. The Site visit report of the Sub-Committee was presented before the EAC in the 341<sup>st</sup> Meeting on 05<sup>th</sup> October, 2023, The EAC Approved the Sub-Committee report and directed to the Ministry that if the project proponent submitted the information as sought by the EAC, the proposal may be consider in the upcoming EAC Agenda and also mentioned that while granting the ToR all the recommendations made by the EAC-Sub-committee shall be incorporate as a specific condition. The Site visit report is placed as Annexure-B.

3.4. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 345<sup>th</sup> meeting during 09<sup>th</sup>-10<sup>th</sup> November, 2023 and recommended for grant of Terms of Reference (ToR) with the following specific conditions in addition to all standard ToR conditions applicable for such projects:

- i. It is observed during the site visit that the proposed site is admeasuring an area of 70.7 ha (Land details for existing facility and proposed project is as per Table-1) which involves an area of 12 ha of forest land. The site is adjacent to the existing site. The forest land composed mainly of (Babool shrubs). There is no CRZ-1A area involved in the proposed site. The intertidal area has a very little gradient therefore during ebb

- tide, the water move far away from the shore line. The visit was made during the low tide and no ecologically active features observed in the intertidal area.
- ii. The sub-committee requested the PP to submit Chronology of Environment Clearances obtained by the PP and construction & operational status of site. Further it was also suggested by the sub-committee to mention all activities which the PP want to carry out in a tabular format, including additional land details, reclamation details etc.
  - iii. Committee requested the PP to provide details regarding length of pipeline along with diameter of pipe, pumping capacity and to indicate layout of existing and proposed pipeline in one drawing.
  - iv. It is observed that there is sufficient distance between the proposed site of Shell energy and the proposed development of Adani Hazira Port Ltd & Arcelor Mittal Nippon Steel.
  - v. The coal jetty of the Adani Hazira Port Ltd is within the port limit of Hazira.
  - vi. The sub-committee recommended to conduct a cumulative Risk Assessment and impact assessment study for Shell Energy India Pvt. Ltd. (SEIPL) taking into consideration the components of Adani Hazira Port Ltd. (AHPL) project while preparing the EIA/EMP report. Further it was also suggested to include dredging studies in the EIA Report.
  - vii. Importance and benefits of the project.
  - viii. Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale.
  - ix. Recommendation of the Gujarat State CZMA shall be obtained and submitted.
  - x. Submit superimposing of latest CZMP as per CRZ (2011) on the CRZ map.
  - xi. Submit a complete set of documents required as per para 4.2 (i) of CRZ Notification, 2011.
  - xii. Location of the dredge material, if any will be disposed shall be indicate in the KML file and the layout maps overlay on the approved CZMP map shall be submitted and site suitability study shall be conducted.
  - xiii. Hydrodynamics study on impact of dredging on flow characteristics shall be carried out.
  - xiv. Study the impact of dredging and dumping on marine ecology and draw up a management plan through the NIO or any other institute specializing in marine ecology.
  - xv. The types of Cargos proposed to be handled at the port shall be submitted product wise and quantity wise.
  - xvi. The impacts study on the hazardous materials handling and storage in worst case scenario shall be submitted along with the EIA/EMP report.
  - xvii. Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract).
  - xviii. A certificate from the local body supplying water, specifying the total annual water availability with the local authority, the quantity of water already committed the quantity of water allotted to the project under consideration and the balance water



available. This should be specified separately for ground water and surface water sources, ensuring that there is no impact on other users.

- xix. A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project.
- xx. A certificate from the competent authority handling municipal solid wastes, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project.
- xxi. An assessment of the cumulative impact of all development and increased inhabitation being carried out or proposed to be carried out by the project or other agencies in the core area, shall be made for traffic densities and parking capabilities in a 05 kms radius from the site. A detailed traffic management and a traffic decongestion plan drawn up through an organization of repute and specializing in Transport Planning shall be submitted with the EIA.
- xxii. Disaster Management Plan for the project shall be prepared and submitted.
- xxiii. Risk analysis and its management plan for handling different types of liquid cargos (if handling) shall be conducted and submitted.
- xxiv. Detailed modelling studies to understand whether the selected site can withstand severe cyclones and develop design in accordance to due safety measures.
- xxv. Erosion and accretion study at the mouth of the creek which is adjacent to the proposed site be carried out and submitted.
- xxvi. A detailed study on the impact of proposed activity on marine ecology and marine biodiversity with specific focus on the corals, mangroves and mud flats in the proximity of the site should be conducted and required mitigation plan be submitted through a nationally reputed institute.
- xxvii. A management plan for the area under which mangroves are or likely to be removed and compensatory mangrove plantation plan be submitted.
- xxviii. Details and status of court case pending against the project, if any.
- xxix. Public hearing to be conducted and issues raised and commitments made by the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made.
- xxx. A tabular chart with index for point-wise compliance of above ToRs. The specific ToRs as recommended above are in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006.
- xxxi. A specific note to be prepared which compare the current state of environmental parameters due to completed construction against the baseline data presented during the previous EC. Change in the data should clearly presented along with mitigation measures.
- xxxii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfill these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report.

The EMP shall be implemented at the project cost or any other funding source available with the project proponent.

- xxxiii. In pursuance of Ministry's OM No stated above the project proponent shall add one annexure in the EIA Report indicating all the commitments made by the PP to the public during public hearing and submit it to the Ministry and the EAC.

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#### Annexure-A

**Following members were present during the 345<sup>th</sup> EAC (Infra-1) meeting held on 09<sup>th</sup> - 10<sup>th</sup> November, 2023.**

S.No.	Name	Designation	09 <sup>th</sup> November, 2023	10 <sup>th</sup> November, 2023
1.	Shri Manmohan Singh Negi	Chairman	Present	Present
2.	Shri S. Jeyakrishnan	Member	Present	Present
3.	Prof. V.K Jain	Member	Present	Present
4.	Dr. Jaya Kumar Seelam	Member	Present	Present
5.	Dr. P.K.Dinesh Kumar	Member	Present	Present
6.	Shri. Prakash Tewari	Member	Present	Present
7.	Dr. M.V. Ramana Murthy	Member	Present	Informed unable to present.
8.	Shri. Sharan Deep Singh	Representative of CPCB	Present	Absent
9.	Shri Ashok Kumar Patre	Representative of CGWA	Absent	Absent
10.	Ms.Bindu Manghat	Representative of SOI	Present	Present
11.	Dr. Niraj Sharma	Member	Present	Present
12.	Shri Amardeep Raju	Member Secretary	Present	Present