Minutes of 199th meeting of Expert Appraisal Committee for Projects related to Infrastructure Development, Industrial estate/parks/complexes/areas, Export Processing Zones, Special Economic Zones, Biotech Parks, Leather Complexes and National Highways projects held on 15th October, 2018

1. **Opening remarks of the Chairman.**
2. **Confirmation of the minutes of the 197th meeting of EAC held on 17th September, 2018 in the Indira Paryavaran Bhawan, Ministry of Environment, Forest and Climate Change, Jor Bagh Road, New Delhi.**
3. **Consideration of Proposals**

3.1	**Development of Durg-Raipur Section of NH-53 (Mumbai Kolkata Economic Corridor) start at near Village Tadesara, District Durg and terminate at near Village Paragaon-1, Arang, District Raipur in the state of Chhattisgarh by M/s National Highways Authority of India – Terms of Reference** **[Proposal No. IA/CG/MIS/78460/2018] [F. No. 10-72/2018-IA.III]**
3.1.1	The project proponent along with the EIA consultant M/s Feedback Infra, made a presentation and provided the following information to the Committee: (i) The proposal involves Development of Economic Corridor to improve the efficiency of freight movement in India under Bharatmala Pariyojana, Durg – Raipur section of NH-53 (Mumbai Kolkata Economic Corridor). (ii) **Location:** Junction with NH – 53 near Tedesara village (Durg) and terminate at Junction with NH - 53 near village Paragaon-1(Arang, Raipur). (iii) **Length of Alignment and Proposed RoW:** The total length of the proposed road is 92.2 Kms and the proposed RoW is 70 mtrs. (iv) **Land use of the site and around the site up to 10 km radius:** The landuse around the proposed stretch is predominantly agricultural, followed by habitations and barren land. (v) **Justification for selection of the site:** Three alternatives were considered for the project. The proposed alignment is finalized due to the following benefits: • Major part of the alignment Passing through the agricultural and barren land with patches of Forest • No ESZ areas in the RoW • No forest area in the RoW • Least number of settlements to be affected • Least number of Sensitive Features • Connecting Maximum number of highways • Minimum number of tree feeling

		The project shall benefit the commuters travelling between Rajnandgaon and Basna. The route shall be reduced from 126 Kms to 92.2 Kms (i.e. about 25 %) which shall lead to save the fuel and time of the commuters.
	(vi)	Proposed alignment is crossing 3 nos. River/pond (viz. Kharun river, Sheonath river, pond and Mahanadi main canal and 8 nos. of minor irrigation canals.
	(vii)	6 Major bridges, 27 minor bridges, 2 ROBs, 2 Flyovers, 1 cloverleaf interchange, 3 trumpet interchange and 39 Underpasses are proposed along the project stretch for free passage to local and avoid any impact on local hydrology.
	(viii)	**Total water requirement and its source:** 29,72,249 KL water shall be required which shall be arranged from Tanker supply or groundwater if required. The arrangement of the water shall be the responsibility of the project execution agency.
	(ix)	**Types of wastes, sources, collection, treatment, waste generation and disposal**: Only food and construction wastes shall be generated from the project which shall be segregated on site by using coloured bins and then shall be disposed in designated areas for disposal.
	(x)	**Water bodies, diversion if any:** The proposed road stretch passes through 3 Rivers and 25 minor Canals. No diversion is required as bridges are proposed above them.
	(xi)	**If the project involves diversion of forest land, extend of the forest land:** No, the proposed project doesn't pass through any forest land.
	(xii)	**Tree cutting, types, numbers, girth size etc.:** 9731 (Approximately). Final number shall be decided after joint inspection of Forest Department and other concerned departments.
	(xiii)	**Habitation in and around:** The proposed stretch passes through about 54 villages and approx. 135 structures shall be demolished in the proposed RoW of the road.
	(xiv)	**Rehabilitation involved if any:** The identification of the private and government structures are in progress and the drafting of Rehabilitation and resettlement plan shall be commenced after the identification of structures and consultation with stakeholders. Land acquisition shall be undertaken as per the provision of LARR, 2013 and NH Act 1956 (with its amendments). Rehabilitation and resettlement plan will be prepared after detailed census survey during EIA Study and will be submitted in EIA Report.
	(xv)	**Terrain, level with respect to MSL, requirement of filling, if any:** The topography of the project stretch is undulating plain with varying elevations i.e. as low as 271 mtrs AMSL to 315 mtrs AMSL. There shall be requirement of backfilling which shall be done by the excavated soil.
	(xvi)	**CETP:** • **Type of effluent, Quantity, effluent conveyance system from the member units to CETP –** Not applicable as no effluent is envisaged to be generated,

	• **Treatment and usage of treated sewage –** Sewage generated by the workers shall be treated in septic tanks provided near the construction sites. (xvii) **Whether the project is in Critically Polluted area:** No. (xviii) **If the project falls within 10 km of eco- sensitive area, Name of eco- sensitive area and distance from the project site:** No eco-sensitive area falls within 10 Kms of the project stretch. (xix) **Investment/Cost of the project:** INR 1383 Crores (xx) **Employment potential:** 1200. (xxi) **Benefits of the project:** • Better connectivity to economic, social and political hubs of Chhattisgarh and Odisha. • Faster growth and outreach to better and improved facilities. • Fast and safe connectivity resulting in savings in fuel, travel time and total transportation cost. • Reduction in accidents. • Better approach to medical & educational services. • Faster transportation of perishable goods like fruits, vegetables, and dairy products. • Better opportunities for transporting, processing and marketing of agricultural products. • Development of local agriculture and handicrafts. • Development of tourism and pilgrimage. • Opening up of opportunities for new occupations and trade on the route. • Indirect and direct employment opportunity to people from all skilled, semi-skilled and unskilled streams. • Improved quality of life for people and so on. • Development of backward areas through rapid industrialization and access to distant markets. • Creation of ancillary ecosystem through highway amenities, support services and industrial / manufacturing areas. (xxii) **If any court case pending for violation of the environmental laws:** No.
3.1.2	After thorough examination of documents submitted and detailed presentation made before EAC provided during 199th meeting of EAC on 15th October, 2018, it was observed that: (i) Approximately 9731 tree are proposed to be cut for the proposed alignment. (ii) Groundwater will also be used for the construction of the proposed bypass.

3.1.2	The proposal was considered in this meeting (199th EAC meeting held on 15th October, 2018). The EAC after detailed deliberation **recommended the project for grant of Terms of Reference (ToR)**, and for preparation of EIA/EMP report with public consultations subject to compliance of all conditions as notified in the standard ToR applicable for such projects and specific conditions, as mentioned below: (i) Cumulative Impact Assessment to be carried out for the entire length of the highway including all packages/phases, if any. (ii) Water bodies along proposed alignment needs to be surveyed for their conservation and sustainability. Each water body should be clearly identified with its size, any important and threatened species associated with it, its usage by local community along with shape file of each of water body. Impact of proposed project on these water bodies to be identified along with mitigation measures. Emphasis should be given to avoid alignment passing through/over water bodies. (iii) Certificate from the Chief Wildlife Warden of the state stating that no protected area/animal corridor are situated within the 10 km range of the proposed alignment. (iv) Source of water availability to be ascertained for construction and domestic need. Necessary permissions to be obtained from State Authority/CGWA, if any. (v) Rain water harvesting structures to be constructed at the either sides of the road with special precaution of oil filters and de-silting chambers. (vi) Provide compilation of road kill data on existing roads (national and state highways) in the vicinity of the proposed project. (vii) Provide measures to avoid road kills of wildlife by the way of road kill management plan (viii) The alignment of road should be such that the cutting of trees is kept at bare minimum and for this the proponent shall obtain permission from the competent authorities. (ix) A comprehensive plan for afforestation including minimum three time plantation by native species be provided.
3.2	**Proposed Mandal Becharji Special Investment Region located at near Villages Mandal and becharji, District Ahmedabad and Mehsana, Gujarat by M/s Mandal Becharji Special Investment Region Development Authority – Terms of Reference** **[Proposal No. IA/GJ/NCP/75764/2018] [F. No. 21-75/2018-IA.III]**
3.2.1	The project proponent along with the EIA consultant M/s ABC Techno labs India Pvt. Ltd, made a presentation and provided the following information to the Committee: (i) **Proposal:** The Mandal Becharji Special Investment Region is proposed near towns Mandal and Becharji, District Ahmedabad and Mehsana, Gujarat by M/s Mandal Becharji Special Investment Region Development Authority, Govt. of Gujarat (ii) **Location:** Near Mandal and Becharji, in two clusters of 50.60 sq.km and 51.50 sq.km, District Ahmedabad and Mehsana, Gujarat (iii) **Land use of the site and around the site up to 10 km radius:**

Existing landuse of the SIR area is as follows:

Sr. No.	Land Use	Area (Sq. Km.)	%
1	Agriculture	84.84	81.14
2	Habitation	1.32	1.29
3	Brick Kiln	0.14	0.14
4	Open scrub	13.17	12.91
5	Roads	1.18	1.16
6	Canals	0.83	0.82
7	Water Bodies (Talav)	2.07	2.03
8	River (Drain)	0.52	0.52
Total		**102.10**	**100**

Proposed landuse of the SIR will be as follows:

Sr. No.	Proposed Land Use	Comprehensive	
		Area (Sq. Km.)	(%)
1	Industrial	**28.65**	**28.06**
2	Logistics	2.10	2.05
3	Knowledge & IT	3.69	3.61
4	Residential	**30.94**	**30.31**
5	Affordable Housing	3.82	3.75
6	High Access Corridor	9.67	9.47
7	Mixed Use	3.76	3.68
8	Village Buffer	1.91	1.87
9	Recreation, Sports and Entertainment	5.90	5.77
10	Proposed Roads	7.20	7.05
11	Proposed Rail	0.09	0.009
Total Urbanisable Area (A)		**97.72**	**95.71**
1	River	0.26	0.26
2	SSNL Branch Canal	0.28	0.27
3	Water bodies	3.24	3.17
4	Gamtal	0.60	0.59
Total Non Urbanisable Area (B)		**4.38**	**4.29**
Total SIR Area (A + B)		**102.10**	**100.00**

(iv) **Justification for selection of the site:** The SIR is proposed at a strategic location, falling in the influence zone of proposed Delhi – Mumbai Industrial Corridor (DMIC) project, a joint initiative of the Government of India and Japan.

Availability of suitable land for development of the SIR under the Gujarat Town Planning and Urban Development Act, 1976 is the principal reason for proposing the SIR near Mandal and Bechraji. No forest land is involved in the project. There are no ecologically sensitive area within 15 km radius of the cluster boundaries. The

		proposed clusters' land is mostly flat. The locations are well connected through road and rail infrastructure. Narmada water is available at a short distance. The area is witnessing rapid growth of industrial activity, especially in the Automobile and Auto ancillary sector.
	(v)	**Total water requirement and its source:** The total water demand by proposed SIR would be 269 MLD & fresh water demand is 161 MLD. The source for the estimated water demand is proposed from the existing Narmada main canal about 16 km away.
	(vi)	**Municipal solid waste generated disposal facility:** Municipal solid waste collection, tipping, transportation, treatment, reprocessing, materials and energy recovery and sanitary landfilling will be developed in phases in the SIR in a distributed fashion.
	(vii)	**Waste water generation, treatment and disposal:** CETPs of cumulative capacity 37 MLD are proposed in the two clusters, treating industrial wastewater to ground disposal standards. The reclaimed water will be sold to industries per requirement and /or utilized for irrigation of vegetation similarly STP is also proposed.
	(viii)	**Rain Water Harvesting:** RWH structures will be integrated part of storm water management.
	(ix)	**Water bodies, diversion if any:** There are no land-locked water bodies or perennial rivers inside/passing through the proposed clusters. Four storm water drains (two in Cluster A, two in cluster B) pass through the clusters which will be trained and deepened to provide natural storm water drainage service. No diversion of natural water bodies is proposed in the project. The MBSIR area falls within SSNNL command area. There are two branch canals namely Kharaghoda and Zinzuwada which pass through the SIR. These canals will not be disturbed in any manner.
	(x)	**If the project involves diversion of forest land, extend of the forest land:** No forest and is involved in the project.
	(xi)	**Tree cutting, types, numbers, girth size etc.:** Existing sparse vegetation will be cleared and replaced by a systematically developed green belt and soft/hard landscape with thick vegetation elements.
	(xii)	**Rehabilitation involved if any:** No relocation of population or land losers are involved in the proposed project.
	(xiii)	**Terrain, level with respect to MSL, requirement of filling, if any:** Approx 40.5 feet average. There are no major low lying areas. However local grade improvement for roads and other linear utilities may have to be undertaken.
	(xiv)	**CETP:** • **Type of effluent, Quantity, effluent conveyance system from the member units to CETP**: CETP(s) will be developed in a centralized/distributed fashion for treatment of industrial effluents, treating to ground disposal standards. CETP(s) of cumulative capacity 37 MLD is proposed in the two clusters. Industrial effluent will be accepted after their meeting the acceptance criteria of the CETP, through a quantity metering system, and will be conveyed to the

CETP site (largely by gravity) through underground pipe system. CETP will be based on conventional aerobic activated sludge process or its derivatives.

- **Treatment and usage of treated sewage:** Tertiary treated and disinfected water will be available to the Industry for industrial process requirements on demand. Treated water will also be used for irrigation of common area horticulture and greenbelts.

(xv) **Whether the project is in Critically Polluted area:** No.

(xvi) **National Park/ Wild Life Sanctuary in 10 km radius area:** Not Applicable.

(xvii) **If the project falls within 10 km of eco- sensitive area, Name of eco- sensitive area and distance from the project site:** Not Applicable.

(xviii) **Investment/Cost of the project:** INR 7,231Crore.

(xix) **Employment potential:**

Parameter	Estimated number
Direct employment	1,25,000
Indirect employment	1,79,000
Total employment	3,04,500

(xx) **Benefits of the project:** The proposed project will create a new, well-planned infrastructure for non-polluting industries, logistics and associated social infrastructure for the upcoming auto, auto ancillary and other associated and allied industries. The project has a strong synergy with the Delhi – Mumbai Industrial Corridor (DMIC) project. It is likely to attract investment in industrial and residential infrastructure and create job opportunities to the tune of 3 lacs. The project also has strong alignment with the 'Make in India' and 'Skill India' initiatives of the Govt. of India. Resultant increased/intensified economic activity will lead to increase in spending power of the local population and increased economic prosperity.

(xxi) **If any court case pending for violation of the environmental laws:** No.

3.2.1 After thorough examination of documents submitted and detailed presentation made before EAC provided during 199th meeting of EAC on 15th October, 2018, it was observed that:

(i) The project site encompasses over two separate clusters (Cluster A and Cluster B), located at the distance of 14 km from each other and connected through a road.

(ii) Proponent did not provide Master plan of the Special Investment Region (SIR).

(iii) Proponent could not provide information about category A and Category B projects. It would be considered by EAC only if there is any category A or Category B project to be housed within the proposed SIR.

3.2.2 In view of above, the EAC, after a detailed deliberation during 199th meeting held on 15th October, 2018, **deferred the proposal** for want of following information for further consideration:

(i) Longitude and Latitude of cluster A and Cluster B separately.

(ii) Details of landuse of proposed site and around 10 km radius for cluster A and Cluster B separately.

	(iii)	Proposed layout details for cluster A and Cluster B separately.
	(iv)	Provide information about category A and Category B projects for both the clusters separately.
	(v)	Proponent to develop and provide Master plan of the Special Investment Region (SIR) for both the clusters separately.
	(vi)	Information regarding national parks/wildlife sanctuaries, forest patches, village settlements and water sources should be given for both the clusters separately.
	(vii)	The proponent shall also confirm the distance between both clusters and inform about the road (NH or SH and physical condition including traffic bearing potential) etc.) connecting both of them.
3.3	**Development of Industrial Park (Phase-I) as a part of Visakhapatnam Chennai Industrial Corridor Development Programme (VCICDP) at Srikalahasthi Node, Villages Routhusurumala, Gowdamala, Kothatpalem, Alathuru and B.S. Puram, Mandals Thottambedu and B.N. Kandriga, District Chittoor, Andhra Pradesh by M/s Andhra Pradesh Industrial Infrastructure Corporation Ltd. – Terms of Reference** **[Proposal No. IA/AP/NCP/80694/2018] [F. No. 21-76/2018-IA.III]**	
3.3.1	The project proponent along with the EIA consultant M/s L&T Infrastructure Engineering Limited, made a presentation and provided the following information to the Committee: (i) The proposal involves Development of Industrial Park (Phase- I) at South Block, Srikalahasthi .Node. (ii) **Location:** Project site is located at Routhsurmala, Gowdamala, Kothapalem, Alathuru and B.S.Puram villages in Thottambedu and B. N. Kandriga Mandals of Chittoor District, Andhra Pradesh. (iii) **Land use of the site and around the site up to 10 km radius:** The land use observed from the study area is Agriculture (Crop land/Planation/fallow), Barren Unculturable wasteland (Scrub/Gullied Ravinous land etc. (iv) **Justification for selection of the site:** Some of the important features of the Site making it suitable for development are presented below: • It has large and contiguous land parcel suitable for industrial development. • Strategically located near to the neighbouring states such as Tamil Nadu, Telangana, Chhattisgarh and Odisha and in the East Coast Economic Corridor (ECEC). The site is proximity to major consumption centers such as Chennai. • The existing industrial hubs in Sricity, Tirupati and Chennai offer synergies for industrial development. • The site is located around 95 km from Chittoor with well-endowed Social and educational infrastructure. • The strategic location of site with good transport facility offers comfortable access to site and other cities of India. The North side approach road is NH 71, an Internal road from the hinterland of the project site joins NH 71 lies outside the project site and the Secondary approach road is Tada - Srikalahasti road (SH -	

4437), lies outside the southern part of the project site. Andhra Pradesh Road Development Corporation (APRDC) is planning to develop Link road connectivity NH 71 with the Srikalahasti – Tada Road through the project site.

- The nearest Railway station to the project site is at Srikalahasti R.S located at 9.5 km towards W.
- Tirupati airport is at a distance of 27.0 km SW and Chennai Airport is at a distance of 90 km SE.
- The Nearest Port is Krishnapatnam port is at the distance of ~70 km NE from the project site, Ennore port is at the distance of ~80 km SE from the project site and Chennai port is at the distance of ~90 km SE from the project site.
- Water and Power supply can be assured for the proposed IP will be met from Kandaleru Reservoir through approved the Bulk water supply project planned by APIIC aimed to provide reliable and continuous supply of water to the industrial clusters located in Nellore and Chittoor districts of Andhra Pradesh. APSPDCL is responsible for undertaking distribution of Power in Chittoor District.
- No Environmental Sensitive areas such as Wild Life Sanctuary, National parks, Critical Polluted Areas, Biospheres, etc., within 10 km radius from the proposed site.
- The land use of the site is predominantly barren/un culturable/ wasteland (scrub land & salt affected) and partly agricultural crop/plantations, water bodies/streams/canals, abandoned quarrying area and one small habitation which requires Minimal R&R.

The site meets the requirement of all critical factors that are important for success of development of Industries and could be a preeminent location.

(v) **Total water requirement and its source:**

- Total one time water demand for the proposed project is ~18.0 MLD and considering the reuse of ~10.0 KLD of treated wastewater, the actual fresh water demand is ~8.0 MLD. The quantity of water required for fire protection is 0.74 MLD.
- The water requirement for the project will be met from Kandaleru Reservoir through approved the Bulk water supply project planned by APIIC aimed to provide reliable and continuous supply of water to the industrial clusters located in Nellore and Chittoor districts of Andhra Pradesh.
- Necessary Clearances as applicable will be obtained and submitted in EIA report.

(vi) **Types of wastes, sources, collection, treatment, waste generation and disposal**:

(vii) **Water bodies, diversion if any:** There are natural drains of varying in orders and distributary canals noticed in the project area. Planning is being done in such a way that there will not be any disturbance for the existing drainage pattern of the region/study area. Maintaining the major natural drains un disturbed with buffer and

Diversion of lower order drains if any shall be carried out provided that drainage pattern of the region is maintained. Storm Water Drainage System will be provided.

(viii) **If the project involves diversion of forest land, extend of the forest land:** No.

(ix) **Tree cutting, types, numbers, girth size etc:** The land use of the site is predominantly barren/unculturable/ wasteland (scrub land etc.,) and partly agricultural crop. In addition there are plantations which consist of Eucalyptus/Acacia auriculiformis/Mango trees. Scattered trees of Prosopis juliflora and Borassus flabellifer were also noticed. Clearance of these present in the site is envisaged.

(x) **Rehabilitation involved if any:** Relocation of the Sasthriyanadhi settlement is being planned which envisages clearance of existing pucca houses, huts and other structures. Totally, 33 houses where noticed inside the sasthriyanadhi settlement, in which 15 houses are Pucca structures and 18 are huts

(xi) **Terrain, level with respect to MSL, requirement of filling, if any:** The majority of the project site elevations are varying overall from 30 to 60 m. Terrain is not flat, undulations are noticed. Higher terrains are noticed at the North West part of the project site and the lower terrains are noticed at the south east part of the project site. Abandoned quarry elevations are reported less than 30 m.

(xii) **Whether the project is in Critically Polluted area:** No.

(xiii) **If the project falls within 10 km of eco- sensitive area, Name of eco- sensitive area and distance from the project site:** No.

(xiv) **Investment/Cost of the project:** INR 466 Crores

(xv) **Employment potential:** Direct employment potential of about 30,000 persons.

(xvi) **Benefits of the project:**

- The project shall bring in major investments to the region covering a wide range of sectors – connectivity, industry, social infrastructure.
- The project when fully operational also brings in direct employment potential of about 30,000 persons (both residential and non-residential workforce) thereby opening up employment opportunities for the youth in the catchment region. Additionally, the induced development due to the project, definitely bound to bring in more benefits to the local population and the overall region. The proposed project will therefore immensely add to the social economic value of the region.
- The proposed project is in Visakhapatnam–Chennai Industrial Corridor (VCIC), is a key part of the East Coast Economic Corridor (ECEC), India's first coastal corridor Its development which is in line with the National/State objective of improving manufacturing GDP, promoting port-led industrialization etc.,

(xvii) **If any court case pending for violation of the environmental laws:** No

3.3.2	After thorough examination of documents submitted and detailed presentation made before EAC provided during 199th meeting of EAC on 15th October, 2018, it was observed that: (i) Only 10% land us private land as informed by the PP. (ii) The Kalinga river is 0.72 km from the proposed project site. (iii) Swarnmukhi river is 6 km from the proposed project site. (iv) No diversion of transmission line passing through the proposed project site.
3.3.3	The proposal was considered in this meeting (199th EAC meeting held on 15th October, 2018). The EAC after detailed deliberation **recommended the project for grant of Terms of Reference (ToR)**, and for preparation of EIA/EMP report with public consultations subject to compliance of all conditions as notified in the standard ToR applicable for such projects and specific conditions, as mentioned below: (i) Detailed natural drainage management plan to be submitted and ensure that original course of drainage is not disturbed. (ii) Detailed greenbelt plan to be submitted. (iii) No Red category industry to be established along with the boundary where habitation is at the distance of 200-300 m from the boundary of proposed project site. (iv) Source of water and its permission from the competent authority be submitted. No ground water is to be used for this project. (v) Industrial zoning plan shall be submitted. (vi) 10 air quality monitoring stations to be established during BLD collection. (vii) Agreement between third party TSDF (nearest to project site) and PP to ensure the safe disposal of solid waste. (viii) A plan for treated effluent discharged into deep sea through pipelines.
3.4	**Development of Industrial Park in area of 1877.79 Ha at Orvakal, Orvakal Mandal, Kurnool District, Andhra Pradesh by M/s Andhra Pradesh Industrial Infrastructure Corporation Limited – Further Consideration for Terms of Reference** **[Proposal No. IA/AP/NCP/76057/2018] [F. No. 21-74/2018-IA.III]**
3.4.1	The project proponent along with EIA consultant M/s Ramky Enviro Services Private Limited, Hyderabad, made a presentation and provided the following information to the Committee: (i) The proposed project is an Industrial Parkwithin the Orvakal Mega Industrial Hubis being developed over 4640.11 Acres (1877.79 ha) land by Andhra Pradesh Industrial Infrastructure Corporation (APIIC) Limited. The proposed Industrial Park consists of steel based, Light Engineering, Non-metallic mineral, Aerospace & defense hardware, E-waste recyclers, Gems & Jewellers, inorganic chemical, Logistic hub, Renewable energy, textile & apparel industries. (ii) **Location:** The proposed project is located at Orvakal, Orvakal Mandal, Kurnool District, Andhra Pradesh

	(iii) **Land use of the site and around the site up to 10 km radius:** Land especially undeveloped or agricultural land. (iv) **Justification for selection of the site**: The proposed land has been acquired by APIIC following all guidelines for development of industrial park. The site is well connected by road and rail network. The National Highway NH-18 (Kurnool to Chittoor) is located along the North (1.5 km) and East (1.2 km) boundaries of the project site and Kurnool railway station at a distance of approx. 20 km NNW. There are no ecologically sensitive areas within 10 Km radius of the site, no coastal area and no flood plain riverine system within 500 m radius. (v) **Total water requirement and its source:** Total water required is around 23 MLD for the proposed project. The water for the project would be drawn from Srisailam foreshore at HNSS lift station – Zero at Muchumarri village. (vi) **Waste water generation, treatment and disposal:** The total wastewater generated is 10340 KLD. Wastewater (Industrial &domestic) generated from industrial area will be treated in proposed CETP, while sewage from residential area (Hotel facility) will be treated in the proposed STP. (vii) **Rehabilitation involved, in any:** The proposed Industrial Park does not envisage any disturbance to local community or the village since the land is acquired and fully owned by the APIIC. The proposed project will not affect the home oustees, land oustees and landless laborers. (viii) **Water bodies, diversion if any:** The following Water bodies are present within 15 km from the boundary of project location. • Konderu River Stream (Adjacent to project site towards E) • Rock Garden Lake 1.5 km (N) • Kommu Cheruvu 5.5 km (ESE) • Bayanna Cheruvu 9.3 km (W) (ix) **Municipal solid waste generated disposal facility:** Solid waste generated from the construction activities includes rubbles, used up cement, broken bricks etc., which shall be re-used for filling up of low lying areas during developmental stage. (x) **Terrain, level with respective MSL, Requirement of filling, if any:** The proposed site is situated in undulating terrain. The topographic contours in the proposed project site are ranging from 405 to 331 m amsl (above mean sea level). (xi) **Whether the project is in Critically Polluted area:** No. (xii) **If the project involves diversion of forest land, extend of the forest land:** Not Applicable. (xiii) **Tree cutting, types, numbers, girth size etc.:** Not Applicable, the project involves some clearing of bushes and grass. No major trees cutting activities are envisaged. (xiv) **If the project falls within 10 km of eco- sensitive area, Name of eco- sensitive area and distance from the project site:** The project doesn't come under eco sensitive area.

	(xv) **Investment/Cost of the project:** INR 525 Crore. (xvi) **Benefits of the project:** • **Connectivity:** The proposed external infrastructure linkages are expected to provide excellent connectivity of the region with the International Airport, urban centres and other economic growth centers. Overall, the proposed project is expected to enhance the economic development in the region. • **Social Development:** Integrated townships consisting of residential, commercial, institutional with requisite physical and social infrastructure facilities are definite means of social development expected from the project. Technology development is also anticipated with world class R&D centres being proposed in the project. • **Regional Development:** The goods and products manufactured from the industries of proposed project would fill the demand-supply gap and hence improve the domestic markets. (xvii) **Employment potential**: The project is going to create employment. Due to this project activity, some persons from nearby villages will be recruited as skilled and semi-skilled workers by the company as per its policy. Therefore, employment and income are likely to be generated for the local people. So, the project will contribute in a positive manner towards direct employment. (xviii) **If any court case pending for violation of environmental laws:** No.
3.4.2	After thorough examination of documents submitted by the EIA consultation on behalf of project proponent and the details provided during 197th meeting of EAC on 17th September, 2018, it was observed that: (i) The legal status of the proposed Industrial Park within Orvakal Mega Industrial Hub is not clear. Also it is not clear whether these units are recognised by the Ministry of Commerce and Industries or some Competent Authority at State Level. (ii) No information provided regarding rehabilitation involved, habitation, land uses, number of employment to be generated and status of wildlife sanctuaries or ESZ around project site. (iii) It is not clear whether the proposed Industrial Park also encompasses the integrated Steel Plant, which has already been granted EC by this Ministry vide letter No.J-11011/110/2016-IA.II(I) dated 7th August, 2018. (iv) There is a dam located in the downstream of the proposed project site and the Steel Plants. The proponent has not provided alternative sites to avoid citing upstream of dam.
3.4.3	Based on detailed deliberations during its 197th meeting of EAC on 17th September, 2018, the proposal was deferred for reasons mentioned in preceding para and for want of following information: (i) Submission of additional information regarding rehabilitation involved, habitation, land uses, number of employment to be generated and status of wildlife sanctuaries or ESZ around project site and revision of Form-1 accordingly. (ii) Submission of notification or Government Order regarding proposed Industrial Park from a competent authority at central or state level and revision of Form-1 accordingly.

	(iii) Land allotment letter from Government of Andhra Pradesh for the proposed steel plant and the Industrial Park. (iv) Reasons for not submitting simultaneous applications for integrated and inter-linked proposals for proposed Steel Plant and Industrial Park as per directions given by this Ministry's vide OM No. 11013/41/2006.IA.II(I) dated 24th December, 2010. (v) As per EC granted to proposed steel plant on 7th August, 2018, the location of project is Guttapadu village, Orvakal mandal, Kurnool district, Andhra Pradesh. However, as per information given in the Form-1 of application for ToR, the location of proposed Industrial Park is Orvakal in Orvakal mandal in Kurnool district. It is also mentioned that proposed Industrial Park encompasses the proposed Steel Plant. Clarification is to be provided in this regard. (vi) Submission of drainage flow pattern and details of catchment area on SoI toposheets for the project site and surrounding areas including dam located in the downstream of the project site. (vii) A broad analysis and prediction of potential environmental impact of existing Steel plant on the dam and also provide the alternative sites, at least three options.
3.4.4	After thorough examination of documents submitted by the EIA consultation on behalf of project proponent and the details provided during 199th meeting of EAC on 15th October, 2018, it was observed that: (i) Furnished information regarding rehabilitation involved, habitation, land uses, number of employment to be generated and status of wildlife sanctuaries or ESZ as desired. (ii) Submitted copy of order dated 4th July, 2017, issued by the office of the Tehsildar, Orvakal Mandal giving advance possession of the Government land in 13 villages of Orvakal Mandal, Kurnool district to APIIC. (iii) Submitted land allotment letter from Government of Andhra Pradesh for the establishment of integrated steel plant with a capacity of 2,20 MTPA in 3 phases at Orvakal Mega Industrial Hub in Kurnool District of Andhra Pradesh. (iv) PP could not provide justification for not submitting simultaneous applications for integrated and inter-linked proposals for proposed Steel Plant and Industrial Park as per directions given by this Ministry's vide OM No. 11013/41/2006.IA.II(I) dated 24th December, 2010. (v) Submitted the drainage flow pattern and details of catchment area on SoI toposheets for the project site and surrounding areas including dam located in the downstream of the project site. (vi) Provided broad analysis and prediction of potential environmental impact of existing Steel plant on the dam and also provide the alternative sites, at least three options. The EAC opined that detailed information to be obtained from sectoral EAC (Indutry-1) of MoEF&CC regarding appraisal of above mentioned Integrated Steel Plan at Orvakal.
3.4.5	Based on detailed deliberations during its 199th meeting of EAC on 15th October, 2018, the proposal was **deferred** for reasons mentioned in preceding para and for want of following information: (i) Provide justification for not submitting simultaneous applications for integrated and inter-linked proposals for proposed Steel Plant and Industrial Park as per directions

	given by this Ministry's vide OM No. 11013/41/2006.IA.II(I) dated 24th December, 2010. (ii) Reasons for not submitting application to the Ministry along with that of Integrated Steel Plant, simultaneously. (iii) Details of Alternative sites explored/analyzed to be submitted. (iv) Proponent to submit an undertaking for ZLD. (v) Source water for construction has been proposed from ground water. Permission from SGWA is to be obtained prior to any work. (vi) Toposheets showing the water reservoir shall be submitted.
3.5	**Any other item with the permission of Chair.**
3.5.1	The committee discussed various representations received from the local people in respect of proposed Chennai-Salem Greenfield Corridor by M/s NHAI, for which the Ministry has already accorded the ToR vide letter no. 10-30/2018-IA.III dated 8th June, 2018. The proponent has observed certain changes to be made in the proposal and therefore requested the Ministry to amend the ToR by submitting online application (with revised proposal) on 24th August, 2018, vide their letter no. 1013/1/2k/Env./504 dated 21st August, 2018. The EAC had recommended for ToR amendment in its 195th meeting held on 30-31 August, 2018. However, after issuing the ToR on 8th June, 2018; this Ministry has been continuously receiving representations from local people against the above mentioned proposal of NHAI and insisting the Ministry not to grant environmental clearance to the project. The issues raised by local people in various representations were discussed by the EAC in its 199th meeting held on 15th October, 2018 wherein, it is recommended to include following additional conditions: (i) As per R&R policy of the Central/State Government, the protection of livelihood options for local people should be adequately included and discussed in the EIA/EMP report. (ii) Three times more trees to be planted in addition to those to be planted under the policy of the State Government. (iii) Three times more trees to be planted in addition to those to be planted under the policy of the State Government. (iv) Utmost efforts to be made to ensure that there is least impact of project activities on agriculture and farmlands. (v) All the local concerned related to people, hilly terrain and ecology should be properly addressed by the PP.

List of the Members attended 199th meeting of Expert Appraisal Committee for Projects related to Infrastructure Development, Industrial Estate and Miscellaneous projects held on 15th October 2018 and approved the above minutes.

Sl. No.	Name of the EAC member	Role/Designation	Signature
1.	Dr. Deepak Arun Apte, Director, Bombay Natural History Society (BNHS), Mumbai	Chairman	
2.	Dr. V.K. Jain, Professor of Chemistry, School of Sciences, Gujarat University, Ahmedabad	Member	
3.	Dr. M.V. Ramana Murthy, Project Director, NIOT Campus, Pallikarai, Chennai	Member	
4.	Shri T.P Singh, Advisor, MEITY, New Delhi	Member	
5.	Dr. N.K. Verma, Former AD, CPCB, New Delhi	Member	
6.	Dr. Manoranjan Hota Former Advisor/Scientist-G, MoEF&CC	Member	
7.	Dr. Anil Kumar Singh, IFS (Retd), Ex PCCF Assam, Tower F, Float No. 103 Grand Ajnara Heritage, Sector 74, Noida, UP	Member	
8.	Shri Prabhakar Singh, Special DG, CPWD, Delhi.	Member	
9.	Shri Narendra Surana, Managing Director, Bhagyanagar India Limited and Surana Telecom. and Power Limited, Hyderabad	Member	
10.	Dr. Mohan Singh Panwar, Associate Professor , H.N.B Garhwarl Central University, Srinagar,	Member	
11.	Dr. Anuradha Shukla, Central Road Research Institute (CRRI), Mathura Road, New Delhi	Member	
12.	Shri N.K. Gupta, Member (EAC), Scientist E & In-charge (ESS), Central Pollution Control Board,	Member	
13.	Dr. D. Chakraborty, Scientist MoWR, RD & GR, New Delhi	Member	
14.	Smt. Bindu Manghat,Director Survey of India New Delhi	Member	
15.	Shri Raghu Kumar Kodali, Director/Scientist-F, IA-III Division, MoEF&CC	Member Secretary (Infra-1 EAC)	
16.	Dr. Ashish Kumar, Joint Director, Ministry of Environment, Forest and Climate Change,	Member	