**F.No.10-26/2015-IA.III**
Government of India
Ministry of Environment, Forest & Climate Change
(IA.III Section)

Indira Paryavaran Bhawan,
Jor Bagh Road,
New Delhi - 3

Dated: 8th January, 2016

To

The Chief Engineer,
Kolkata Port Trust,
15, Strand Road,
**Kolkata** – 700 001 (West Bengal)

**Sub: 'Setting up of Mini Bulk Carriers Handling Facility on the upstream of 3rd Oil Jetty and west bank of river Hooghly at Haldia Dock Complex, Kolkata Port (West Bengal) by Kolkata Port Trust – Terms of Reference (ToR) - reg.**

Sir,

This has reference to your application No. CIV/Env./RJH-72/1491 dated 23.11.2015, submitted the above mentioned proposal to this Ministry for seeking Terms of Reference (ToR) in terms of the provisions of the Environment Impact Assessment (EIA) Notification, 2006 under the Environment (Protection) Act, 1986.

2. The proposal for **'Setting up of Mini Bulk Carriers Handling Facility on the upstream of 3rd Oil Jetty and west bank of river Hooghly at Haldia Dock Complex, Kolkata Port (West Bengal) by Kolkata Port Trust,** was considered by the Expert Appraisal Committee (EAC) in the Ministry for Infrastructure Development, Coastal Regulation Zone, Building/ Construction and Miscellaneous projects, in its 153rd meeting held on 18th – 20th November, 2015.

3. The details of the project, as per the documents submitted by the Project Proponents (PP), and also as informed during the above said EAC meeting, are reported to be as under:-

(i) The proposal involves 'Setting up of Mini Bulk Carriers Handling Facility on the upstream of 3rd Oil Jetty and west bank of river Hooghly at Haldia Dock Complex, Kolkata Port (West Bengal) by Kolkata Port Trust. Co-ordinate of Shore point of Centre line of Jetty at Haldia Dock Complex, Kolkata Port Trust (KoPT); Lat: 22°01'12.4" Long: 88°04' 39.1".
(ii) The proposed site for jetty is located at about 500m upstream of existing 3rd oil jetty at HDC, KoPT. The proposed hardstand is located at the shore which is to be developed adjacent to above mentioned centre point of jetty. Proposed road shall connect the hardstand with existing road inside dock area of Haldia and the length will be 1.35 km (approximately).
(iii) A part of land over shore to be used under the proposed project is lying vacant whereas the rest of vacant land is lying inside custom bounded area of

port. Area up to 10 km around the site has been utilised for creation of port facility of Haldia Dock Complex along with Inner Dock Basin.

(iv) The project site being nearest to the river, has been selected for creation of the proposed facility. The bank is stable and available draft has been observed to be consistent for number of years.

(v) It is a proposal for creation of a new cargo handling facility at HDC, KoPT. Total area envisaged to be utilised on shore is 18000 sqm. Total area envisaged to be utilised in River is 2000 sqm. Site is well connected with port area through motorable road way.

(vi) The project envisages unloading of cargo from MBC (Mini Bulk Carrier) by means of a crane to be fitted over a floating pontoon and transferred by means of Conveyor to shore hardstand. As an integrated facility, from the shore, the cargo will be evacuated by dumper/Payloader combination for subsequent storage at the L plots of G.C. Berths, inside Port area of HDC, including the extended dock area.

(vii) Haldia Dock Complex of Kolkata Port Trust proposes to constructed a floating barge jetty with Crane facility at the upstream of 3rd oil jetty at latitude 22 O1' 12.4" N and Longitude 88 04'39.1" to handle Mini Bulk Carriers (MBC) of about 10,000-12,000 DWT carrying cargo like Coal etc. The project envisages unloading of cargo from MBC by means of a crane to be fitted over a floating pontoon and transferred by means of Conveyor to shore hardstand. The cargo will be evacuated by 10 wheeler dumper, 9 numbers of Pay loader, 2 numbers Excavators and one number of bull Dozers and storing the same at the L plots of G.C. Berths. The pontoon size is 70mx25m with 3 m depth with draught of 1.8 m.

(viii) There will be Walk way, Conveyor structure & hopper; Pile support & dead man & bollards in the project. It is assumed that the illumination of the road connectivity at Hardstand & jetty and entire road network shall be done by provision of High masts .It is assumed that about 18 nos of high masts will be installed. The project comprises supply of Floating Crane/ Pontoon fitted with Crane, Payloader and Mooring Boat together with provision of civil engineering infrastructure such as piles, dead man etc. for stabling of the crane and MCBs.

(ix) Construction of hardstand and road from the shore up to transit storage area of cargo at the extended area of G.C. Berth will be undertaken by the successful contractor along with design, construction and setting up of the floating jetty facility with all ancillary cargo handling equipment.

(x) There is no record of shoreline change, because the shore line is already protected by means of River protection measure. Hence the project does not envisage any shore line change. The project does not envisage any Breakwaters, Dredging disposal or reclamation.

(xi) Sprinkling of water jet from sprinkler mounted on water tankers has been envisaged for shore handling of cargo while water curtain system with required capacity of pump at the deck of the floating jetty has been envisaged to arrest dust menace during cargo handling operation.

(xii) Annual cargo handling capacity will be 2.55 MMTPA. Economic life of the project has been considered as 15 years.

(xiii) The location being inside the Port acquired land mass, no Fishing activities have been noticed at this area.

(xiv) There will not be any CETP. Waste water generated if any will be treated in waste water treatment system already available at HDC. Treated waste water will be utilised for watering plants, for dust suppression and other non critical purposes.

(xv) No additional water requirements for the project as the water will be utilised from the existing water source of HDC.
(xvi) No tree cutting and rehabilitation involved.
(xvii) **Investment/Cost**: The total cost of the project is Rs.73.70 crores.
(xviii) The project is in Critically Polluted Area.
(xix) **Forest land**: The project does not involve diversion of forest land.
(xx) **Wildlife issues**: The project does not fall within 10 km of any eco-sensitive area.
(xxi) There is no **court cases** pending against the project.

4. The proposal was considered by the EAC and recommended in its 153rd meeting held on 18th – 20th November, 2015 for grant of scoping clearance. As per the recommendation of the EAC, the Ministry of Environment, Forest & Climate Change hereby accords ToR for the **'Setting up of Mini Bulk Carriers Handling Facility on the upstream of 3rd Oil Jetty and west bank of river Hooghly at Haldia Dock Complex, Kolkata Port (West Bengal) by Kolkata Port Trust,** with the following specific and general conditions for preparation of the Environment Impact Assessment (EIA) Report and Environment Management Plan (EMP):

(i) Reasons for selecting the site with details of alternate sites examined/ rejected/selected on merit with comparative statement and reason/basis for selection. The examination should justify site suitability in terms of environmental angle, resources sustainability associated with selected site as compared to rejected sites. The analysis should include parameters considered along with weightage criteria for short-listing selected site.

(ii) Details of the land use break-up for the proposed project. Details of land use around 10 km radius of the project site. Examine and submit detail of land use around 10 km radius of the project site and map of the project area and 10 km area from boundary of the proposed/existing project area, delineating project areas notified under the wild life (Protection) Act, 1972/critically polluted areas as identified by the CPCB from time to time/notified eco-sensitive areas/interstate boundaries and international boundaries. Analysis should be made based on latest satellite imagery for land use with raw images.

(iii) Submit the present land use and permission required for any conversion such as forest, agriculture etc. land acquisition status, rehabilitation of communities/ villages and present status of such activities.

(iv) Examine and submit the water bodies including the seasonal ones within the corridor of impacts along with their status, volumetric capacity, quality likely impacts on them due to the project.

(v) Submit a copy of the contour plan with slopes, drainage pattern of the site and surrounding area.

(vi) Submit the details of terrain, level with respect to MSL, filling required, source of filling materials and transportation details etc.

(vii) Examine road/rail connectivity to the project site and impact on the existing traffic network due to the proposed project/activities. A detailed

traffic and transportation study should be made for existing and projected passenger and cargo traffic.

(viii) Submit details regarding R&R involved in the project.

(ix) Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale along with the recommendation of the SCZMA.

(x) Submit the status of shore line change at the project site.

(xi) Details of the layout plan including details of channel, breakwaters, dredging, disposal and reclamation.

(xii) Details of handling of each cargo, storage, transport along with spillage control, dust preventive measures. In case of coal, mineral cargo, details of storage and closed conveyance , dust suppression and prevention filters.

(xiii) Submit the details of fishing activity and likely impacts on the fishing activity due to the project. Specific study on effects of construction activity and pile driving on marine life.

(xiv) Details of oil spill contingency plan.

(xv) Details of bathymetry study.

(xvi) Details of ship tranquillity study.

(xvii) Examine the details of water requirement, impact on competitive user, treatment details, use of treated waste water. Prepare a water balance chart.

(xviii) Details of rainwater harvesting and utilization of rain water.

(xix) Examine details of Solid waste generation treatment and its disposal.

(xx) Details of desalination plant and the study for outfall and intake.

(xxi) Examine baseline environmental quality along with projected incremental load due to the proposed project/activities.

(xxii) The air quality monitoring should be carried out according to the notification issued on 16th November, 2009.

(xxiii) Examine separately the details for construction and operation phases both for Environmental Management Plan and Environmental Monitoring Plan with cost and parameters.

(xxiv) Submit details of a comprehensive Risk Assessment and Disaster Management Plan including emergency evacuation during natural and man-made disasters.

(xxv) Submit details of the trees to be cut including their species and whether it also involves any protected or endangered species. Measures taken to reduce the number of the trees to be removed should be explained in detail. Submit the details of compensatory plantation. Explore the possibilities of relocating the existing trees.

(xxvi) Examine the details of afforestation measures indicating land and financial outlay. Landscape plan, green belts and open spaces may be described. A thick green belt should be planned all around the nearest settlement to mitigate noise and vibrations. The identification of species/ plants should be made based on the botanical studies.

(xxvii) Any further clarification on carrying out the above studies including anticipated impacts due to the project and mitigative measure, project proponent can refer to the model ToR available on Ministry website "http://moef.nic.in/Manual/Port and harbour".

**General Guidelines**

(i) The EIA document shall be printed on both sides, as for as possible.

(ii) All documents should be properly indexed, page numbered.

(iii) Period/date of data collection should be clearly indicated.

(iv) Authenticated English translation of all material provided in Regional languages.

(v) The letter/application for EC should quote the MoEF&CC File No. and also attach a copy of the letter prescribing the TOR.

(vi) The copy of the letter received from the Ministry on the TOR prescribed for the project should be attached as an annexure to the final EIA-EMP Report.

(vii) The final EIA-EMP report submitted to the Ministry must incorporate the issues in TOR and that raised in Public Hearing. The index of the final EIA-EMP report, must indicate the specific chapter and page no. of the EIA-EMP Report where the specific TOR prescribed by Ministry and the issue raised in the P.H. have been incorporated. Questionnaire related to the project (posted on MoEF&CC website) with all sections duly filled in shall also be submitted at the time of applying for EC.

(viii) Grant of TOR does not mean grant of EC.

(ix) Grant of TOR/EC to the present project does not mean grant of approvals in other regulations such as the Forest (Conservation) Act 1980 or the Wildlife (Protection) Act, 1972.

(x) Grant of EC is also subject to Circulars issued under the EIA Notification 2006, which are available on the MoEF&CC website: www.envfor.nic.in.

(xi) The status of accreditation of the EIA consultant with NABET/QCI shall be specifically mentioned. The consultant shall certify that his accreditation is for the sector for which this EIA is prepared.

(xii) On the front page of EIA/EMP reports, the name of the consultant/consultancy firm along with their complete details including their accreditation, if any shall be indicated. The consultant while submitting the EIA/EMP report shall give an undertaking to the effect that the prescribed TORs (TOR proposed by the project proponent and additional TOR given by the MoEF) have been complied with and the data

submitted is factually correct (Refer MoEF office memorandum dated 4th August, 2009).

(xiii) While submitting the EIA/EMP reports, the name of the experts associated with/involved in the preparation of these reports and the laboratories through which the samples have been got analysed should be stated in the report. It shall clearly be indicated whether these laboratories are approved under the Environment (Protection) Act, 1986 and the rules made there under (Please refer MoEF office memorandum dated 4th August, 2009). The project leader of the EIA study shall also be mentioned.

(xiv) All the TOR points as presented before the Expert Appraisal Committee (EAC) shall be covered.

5. A detailed draft EIA/EMP report should be prepared in terms of the above additional ToRs and should be submitted to the State Pollution Control Board for conduct of Public Hearing. Public Hearing to be conducted for the project in accordance with the provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan. The Public Hearing should be conducted based on the ToR letter issued by the Ministry and not on the basis of Minutes of the Meeting available on the web-site.

6. The project proponent submit the detailed final EIA/EMP prepared as per ToRs including issues raised during Public Hearing to the Ministry for considering the proposal for environmental clearance within 3 years as per the MoEF&CC O.M. No.J-11013/41/2006-IA-II(I) (P) dated 08.10.2014.

7. The consultants involved in preparation of EIA/EMP report after accreditation with Quality Council of India/National Accreditation Board of Education and Training (QCI/NABET) would need to include a certificate in this regard in the EIA/EMP reports prepared by them and data provided by other Organization(s)/Laboratories including their status of approvals etc. vide notification of the MoEF dated 19.07.2013.

8. The prescribed ToRs would be valid for a period of three years for submission of the EIA/EMP Reports.

**(A.N. Singh)**
**Scientist 'D'**

Copy to:
The Member Secretary, West Bengal Pollution Control Board, Bldg No:10-A, Block L-A, Sector III, Salt Lake City, Kolkata – 700 098.