

**F.No.11-82/2011-IA.III**  
Government of India  
Ministry of Environment, Forest & Climate Change  
(IA.III Section)

Indira Paryavaran Bhawan,  
Aliganj, JorBagh Road,  
New Delhi - 3

Dated: 4<sup>th</sup> May, 2016

To

**The Dy, Chairman  
M/s Kandla Port Trust  
Administrative Office Building  
Annex Building 1<sup>st</sup> Floor, Post Box No. 50  
Gandhidham – 370210,  
Kutch District,  
Gujarat**

E-mail: [dy\\_chairman@kandlaport.gov.in](mailto:dy_chairman@kandlaport.gov.in); [kptemc@gmail.com](mailto:kptemc@gmail.com); [kptdesignsection@gmail.com](mailto:kptdesignsection@gmail.com);  
Fax.: 02836 -220050;

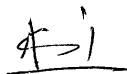
**Sub: Development of 7 Integrated Facilities within existing Kandla Port at Kandla, Gujarat by M/s Kandla Port Trust – Terms of Reference (ToR) reg.**

**Ref.: Your online proposal no. IA/GJ/MIS/52562/2016 dated 21.04.2016.**

Sir,

Kindly refer your online proposal no. IA/GJ/MIS/52562/2016 dated 21.04.2016 alongwith project documents including Form-I, Pre-feasibility Report and draft 'Terms of Reference' as per the EIA Notification, 2006. It is noted that proposal is for development of 7 integrated facilities within existing Kandla Port at Kandla, Gujarat by M/s Kandla Port Trust. The details of proposed 7 facilities are as given below:

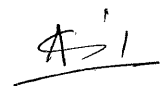
- i. Development of Oil Jetty to Handle Liquid Cargo and Ship Bunkering Terminal at Old Kandla under PP mode ( Jetty : 300 m x 15 m, approach: 450 m x 10 m, Back up area 5.5 ha, capacity 3.39 MMTPA, capital dredging : 1,73,660 m<sup>3</sup>, maintenance dredging : 1,56,294 m<sup>3</sup> Estimated Cost : 276.53 Crore.
- ii. Multipurpose Cargo Terminal at Tekra off Tuna on BOT basis ( T shape Jetty- 600 m x 80 m, capacity 18 MMTPA, back up area: 101 ha, Capital dredging : 1,26,57,175 m<sup>3</sup>, maintenance dredging : 18,98, 576.25 m<sup>3</sup>, estimated cost : 1686.66 Crore.
- iii. Upgradation of Barge handling capacity at Bunder Basin at Kandla ( capacity : 3.33 MMTPA, Back up area: 5 ha, Estimated cost: 109.59 Crore.
- iv. Construction of Rail Over Bridge at NH 8A near Nakti Bridge (Crossing of NH8A) ( Estimated Cost : 32.17 Crore.
- v. Mechanization of Dry cargo handling facility at Kandla Port (Berth 7 & 8) ( capacity 7.35 MMTPA, Estimated cost : 80.61 Crore.



- vi. Strengthening of Oil Jetty 1 (Estimated Cost : 7.5 Crore).
- vii. Modification and Strengthening of Cargo Berths no. 6 at Karidha Port ( Estimated cost : 11.5 Crore).

2. Draft Terms of Reference (TOR) have been discussed and finalized by the 4<sup>th</sup> Expert Appraisal Committee (Infrastructure -2) held during 28<sup>th</sup> – 29<sup>th</sup> March, 2016 for preparation of EIA/EMP report. The Committee prescribed the following TOR in addition to Standard TOR provided at Annexure-1 for preparation of EIA-EMP report :

- i. Importance and benefits of the project.
- ii. The proponents could use the baseline data generated earlier. Any data gaps as required under the fresh TOR may be suitably addressed to.
- iii. A separate chapter on status of compliance of Environmental Conditions granted by State/Centre to be provided. As per circular dated 30<sup>th</sup> May, 2012 issued by MoEF, a certified report by Regional Office, MoEF&CC on status of compliance of conditions on existing unit to be provided in EIA-EMP report.
- iv. Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale.
- v. Recommendation of the SCZMA.
- vi. Status of stage -1 forest clearance for the involvement of forest land if applicable.
- vii. Mangroves conservation plan.
- viii. Various Ports facilities with capacities for the existing and proposed project.
- ix. List of cargo to be handled along with mode of transportation.
- x. Layout plan of existing and proposed port.
- xi. Study the impact of dredging and dumping on marine.
- xii. The Marine biodiversity impact assessment report and management plan shall deal with all micro, micro and mega biotic components and ecology within the area of influence.
- xiii. A marine ecology impact assessment report and management plan covering all aspects of the biota as included in the Gujarat Coastal zone Management Authority recommendations for the project as submitted during the meeting.
- xiv. Details of air pollution control measures to be taken as well as cost to be incurred.
- xv. Total water consumption and its source. Wastewater management plan.
- xvi. Details of Environmental Monitoring Plan.
- xvii. Disaster Management Plan for the above terminal.
- xviii. Layout plan of existing and proposed Greenbelt.
- xix. Status of court case pending against the project.
- xx. A tabular chart with index for point wise compliance of above TORs.

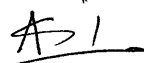


xxi. Public hearing to be conducted and issues raised and commitments made by the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made.

3. These 'TORs' should be considered for the preparation of EIA / EMP report development of 7 Integrated Facilities within existing Kandla Port at Kandla, Gujarat by M/s Kandla Port Trust in addition to all the relevant information as per the 'General Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The Committee exempted the proposal from public hearing as per para 7 (ii) of EIA Notification, 2006 as public hearing was conducted by Gujarat Pollution Control Board on 18.12.2013.

4. You are requested to kindly submit the final EIA/EMP prepared as per TORs to the Ministry for considering the proposal for environmental clearance *within 3 years as per the MoEF O.M. No. J-11013/41/2006-IA.II (I) dated 8<sup>th</sup> October, 2014.*

5. The consultants involved in the 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,

  
(A.N. Singh)  
Scientist 'D'

Copy to:

- 1) Additional Principal Chief Conservator of Forests (C), Ministry of Environment & Forests, Regional Office, E-5, Arera Colony, Link Road -3, Bhopal -462 016, M.P.
- 2) The Chairman, Gujarat State Pollution Control Board, Paryavaran Bhawan, Sector 10 A, Gandhi Nagar-382 043, Gujarat.

**STANDARD TERMS OF REFERENCE FOR CONDUCTING ENVIRONMENT IMPACT ASSESSMENT STUDY  
FOR PORT, HARBOURS INFORMATION TO BE INCLUDED IN EIA/EMP REPORT**

- 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.

A-1

- xiii. Submit the details of fishing activity and likely impacts on the fishing activity due to the project.
- 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 16<sup>th</sup> 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. A detailed draft EIA/EMP report should be prepared in accordance with the above additional TOR and should be submitted to the Ministry in accordance with the Notification.
- xxviii. 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>".

\*\*\*\*\*

AS