BRIEF SUMMARY

INTRODUCTION :

BPCL is in the process of developing a Refrigerated LPG/Propane/Butane Import Facility at Haldia, West Bengal to meet the growing demand of LPG in the Eastern part of India

PROJECT DESCRIPTION :

BPCL proposes to set up facilities at Haldia to import 1.0 MMT per annum of Propane and Butane through bulk cargo, transfer it through twin pipelines of 18" diameter each (Propane & Butane) to two nos. of Double Containment (double integrity) atmospheric storage tanks . Propane & butane are blended suitably , stored in pressuring Mounded storage vessels & despatched through LPG bottling plant (LPG Cylinders) and through Bulk loading gantry (Tank lorries).

Table-1.0
Proposed Facilities at Import & Storage Terminal

S. No.	Facility	Description
Main Facilities at Jetty & up to LPG Terminal		
1.	Marine Unloading arms	2 Nos. for Propane & Butane
2.	Manifold at Jetty	18 in. piping , valves & meters
3.	Skid Mounted Air Compressor cum Dryer	Type: Vert., Cylindrical ID: 1360 mm & Ht: 1500 mm
4.	Manifold near jetty	Provision for putting up Booster pumps in future in a plot near Jetty
5.	Unloading Pipelines	Insulated LTCS PIPES -18" SCH 30(A333 Gr. 6) x 2 no. Length= 8.0 km approx.
Main Facilities at LPG Import Terminal		
1.	Refrigerated Storage Tanks	2 Nos. for Propane & Butane of cap. 15000 MT each
2.	Propane/Butane /LPG Storage	4 Nos. of 350MT Capacity- Mounded Bullets
3.	Flash Compressors	(2+ 1) Capacity : 7528 m^3/hr (18.0 Te/hr) Approx.
4..	Miscellaneous units	Mercaptan Dosing System, LPG blending system
5.	Boil Off Compressors	(2+ 1) Capacity: 841 m^3/hr (2.0 Te/hr) Approx.
6.	LPG Bottling Plant	1no. 24/72 Point carousel plant + Provision for 1no. 24 point carousel plant in future
7.	Bulk Loading Facility	1 x 8 bay gantry + Provision for 1x 8 bay gantry in future
8.	Flare Unit	Type: Molecular Seal, Derrick, No. of Pilot Burner: 3 Total Elevation: 50m, Tip Dia.: 16"
9.	Utilities	Cooling towers, Nitrogen purging system, Raw water , F.F. system & Gas detection system

SITE AND SURROUNDINGS :

Haldia Port is strategically located and well connected with National Highways, Rail Network and is a gateway to Eastern and North-Eastern India . The proposed site is located at the eastern coast of India in the district of Purba Midnapore, West Bengal at a distance of about 1.3 km from Durga chak town railway station. The nearest highway, NH-41 is located about 1.0 km from the proposed site. Geographically, the site is situated at Latitude from $22^0$03'39" to $22^0$03'51" N and Longitude from $88^0$05'40" to $88^0$05'40" E at an altitude in the range of 4-7 m from MSL.

The proposed LPG import terminal falls in the Haldia Dock Complex. The plot earmarked for the project is on either side of the HPL link road. The plot on northern side of the HPL link road is 15 Acres and the southern side plot is 30 acres). The area of port has low population density and does not have Natural Forests and ecologically sensitive areas.

NEED & JUSTIFICATION :

- Presently, **BPCL has no LPG import and storage facilities of their own at Haldia** . BPCL is using the facilities owned by IPPL at Haldia for catering the need of LPG for growing markets in the Eastern states of the country. In order to meet growing demand & to achieve self reliance, BPCL intends to put up a LPG import facility at Haldia.
- Currently, the Haldia port handles similar cargoes hence, the project under consideration will complement the optimum utilization of the Port Infrastructure and contribute to the national and state exchequer.
- It is a **complementary requirement of the Haldia Dock complex for the economy**, better serviceability to end customer, quick evacuation of bulk cargo and to improve the primary / secondary logistic cost.
- The project creates an infrastructure to import the Eco-friendly Fuel LPG, which in turn makes the fuel available for use in Domestic/Commercial/Automotive and Industrial sectors, **replacing the highly polluting Solid and Liquid Fuels.**
- There is a demand supply gap for LPG consumption in eastern India which can be made through LPG import & will edge the customer & upgrade the quality of life.

PROJECT COST :

The estimated cost of proposed project is 694.15 Crores.

PROJECT IMPLEMENTATION PLAN & TIME SCHEDULE :

The proposed project will be implemented in two parts: i.) Pipeline & b) Terminal Facilities. The time schedule for the mechanical completion of the project is envisaged to be 24 months from the date of obtaining all approvals/ NOC's for the project.

ENVIRONMENTAL IMPACT :

The proposed project falls in low polluting activities and limited only to import, receipt, storage of propane & butane, bottling & bulk transport of LPG. The only source of air pollution is DG set and fire water pumps which shall be operated intermittently and also shall be designed & installed as per CPPSB norms. Normal Noise and Vibrations is expected from Operations of Pumps, Compressors and Acoustics DG Sets during operations. New generation DG Sets with acoustic enclosures as per CPCB guidelines shall be procured & installed. There will be no sludge/waste water generation from cooling tower as the purpose of cooling water here, is to raise the temperature / heating of cryogenic LPG. And there will be no evaporation loss. The sewage generated during the working hours in the plant shall be treated in septic tanks and disposed off thru soak pits. There are no issues related to R&R as the proposed site is located within the HDC (Haldia Dock Complex)

FINAL RECOMMENDATIONS :

The proposed site for LPG terminal & Majority of Pipeline Route does not fall in CRZ. However, part of transfer pipelines passing through foreshore & jetty & Facilities being installed at water front i.e. Jetty(HOJ-3) are falling under permissible limits of CRZ. As per CRZ notification, 1991 and Cause 43 (a) & Clause 44 (B) of State Coastal Zone Management Authorities, WB, ***"any activity within CRZ that requires water front & foreshore with Govt. Clearance" are permissible in CRZ.***

Further, it would not be out of place to mention that the Haldia Dock Complex was identified as "CRITICALLY POLLUTED AREA/ ZONE" by CPCB. The moratorium has now been lifted vide MoEF Office Memorandum N. J-11013/5/2010-IA.II(i) dated 17.09.2013. The proposed project is a **complementary requirement of the Haldia Dock complex for the economy**, better serviceability to end customer and to improve the primary / secondary logistic cost.

The HDC has already got environmental clearance for the activities performed within the land under its possession. Recently, HDC has got Environmental clearance for establishment of fourth Jetty in the month of June, 2014.

Considering the above facts, the TOR may be granted for the proposed project for preparation of EIA report as per the guidelines with a critical review w,r,t, CRZ clearance, complementary requirement of dock project as a water front activity and lifting of moratorium by MoEF.