

F.No.10-5/2015-IA.III
Government of India
Ministry of Environment, Forest & Climate Change
(IA.III Section)

Indira Paryavaran Bhawan,
Jor Bagh Road,
New Delhi - 110 003.

Dated: 19th June, 2015

To

The Vice President - Projects,
M/s South West Port Ltd.,
JSW Centre, Bandra Kurla Complex,
Bandra (E), Mumbai - 400 051

Subject: Proposed Terminal Capacity Enhancement at Berth 5A-6A of Mormugao Port for Handling Coal And Coal Products, Iron Ore And Limestone including Unitised and Steel Products at Mormugao Port Trust, Mormugao, Goa by M/s South West Port Ltd. -Terms of Reference (ToR) - Reg.

Sir,

This has reference to your letter No. Nil dated 09.02.2015 forwarding along with application seeking for Terms of Reference for the aforesaid project.

2. The proposal was considered by the Expert Appraisal Committee (EAC) in its 148th meeting held on 19th - 21st May, 2015 and the proponent has informed that:

- i. **Proposal** M/s. SWPL operates berth 5A and 6A at the Mormugoa Port Trust (MPT), Goa. It is proposed to enhance the Terminal capacity of Berth 5A and 6A of Mormugao Port for handling Coal, Coal Products, Iron Ore, Limestone including Unitised and Steel Products. Consequentially the total cargo to be handled is expected to go up to 12 to 13 MTPA of bulk (consisting of coal, iron ore, lime stone, dolomite, bauxite, mineral ores and other miscellaneous cargo), and about 2 MTPA of unitised cargo (consisting of steel bars, coils, flats and plates, and other steel products). The total cargo handling capacity hence is expected to increase to about 14 to 15 MTPA. The capacity enhancement shall be achieved by deploying highly mechanised and efficient handling systems like, Grab Ship Unloader (GSU) in place of Mobile Harbour Cranes, Stacker cum Reclaimer (ScR), Pipe conveyor, in-motion wagon loading system, Silos, Wagon Loader and Gantry cranes. Other components of the proposed project include open and covered storage area, steel sheds, wind shields, store buildings, canteen, DG sets, pavement and internal roads green belt, etc. The proposed modernisation will primarily involve:
 - a. Cargo Handling System: Two Grab Ship Un-loaders Two (4000 TPH) and one Mobile Harbour Crane - one (800 TPH) as standby system for steel loading at 5A along with Ship's gear with a total capacity of 4,000 TPH.



- b. Cargo Handling System- Bulk Break: Six Gantry cranes at Rail siding, and Jetty handling will involve Five forklifts
 - c. Increase in Conveyor Belt Speed up to 4.6 m/s
 - d. Increase in capacity of ScR i.e. Stacking up to 3000TPH and Reclaiming up to 2200 TPH.
- ii. **Location:** The facilities are located at Latitude 15°25' North and Longitude 73°47' East between the Major Ports of New Mangalore and Mumbai. It is inside a naturally protected harbour in the confluence Zone of Zuari River with the Arabian Sea. The site is connected by road and railway. The nearest railway station is Vasco which is about 4 km on the southern railways, and Madgaon is about 35 km on the Konkan railways. The nearest airport is Dabolim at about 8 km. The nearest town is Vasco da Gama (District Headquarters, South Goa Dist.) at about distance of 5 km.
- iii. **Justification:** These berths have mobile harbour cranes and conventional wagon loading system. The Ships calling at these berths are generally up to Panamax (80,000 – 90,000 DWT) in size and throughput of about 7.5 MTPA is being achieved presently. The implementation of proposed Project will lead to increase in Port efficiency, better utilization of existing resources and net reduction in pollution levels due to retrofitting of material handling system with latest dust entrainment systems and barriers.
- iv. No increase in backup area is proposed.
 - v. No increase in present berth length/waterfront of 450 meter is proposed.
 - vi. There shall be no dredging/reclamation for implementing the proposed project.
 - vii. There will be no increase in rows of rail corridor and the project will not handle any hazardous cargo.
 - viii. No new construction or intervention is proposed in the MPT as part of the proposed project.
 - ix. No potential fishing activity is carried out in the vicinity, due to traffic of cargo vessels, passenger vessels and Indian Navy flotilla.
 - x. The berths are erosion protected with under deck pitching, so no shoreline change corresponding to the waterfront of the project is likely.
 - xi. Water requirement is expected to be 350 KLD which would be met from Goa PWD and treated water from MPT – STP Plant.

3. The EAC enquired about the status of the Public Hearing. It was informed that Environmental Clearance for the project was granted in 2001. The Public Hearing was not conducted at that time. EAC was of the view that the Project Proponent (PP) should conduct Public Hearing either independently or by joining the MPT for public hearing proposed for the expansion of the Port. The EAC also suggested that PP should explore the possibility to have covered storage shed with geodesic or parabolic dome which are wind and live load efficient.

4. The EAC in its 148th meeting held on 19th – 21st May, 2015 recommended the project for the TOR with the following specific TOR with general conditions for preparation of the Environment Impact Assessment (EIA) Report and Environment Management Plan (EMP) in respect of the **Proposed Terminal Capacity Enhancement at Berth 5A-6A of Mormugao Port for Handling Coal And Coal Products, Iron Ore And Limestone**

including Unitised and Steel Products at Mormugao Port Trust, Mormugao, Goa by M/s South West Port Ltd.:

- (i) Submit the details of the consent validity and compliance of the conditions.
- (ii) Details of liquid waste and solid waste likely to be generated during construction and operation stages of the project and the arrangements for their management.
- (iii) Submit study on quantum of leachate generation and possibility its utilisation since it would be full of micro nutrients.
- (iv) 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. Submit study on possibility of covered storage shed with geodesic or parabolic dome which are wind and live load efficient.
- (v) 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 concerned State Coastal Zone Management Authority.
- (vi) Submit the status of shore line change at the project site.
- (vii) Details of the layout plan including details of channel, breakwaters, dredging and disposal.
- (viii) Submit the details of fishing activity and likely impacts on the fishing activity due to the project.
- (ix) Examine the details of water requirement, impact on competitive user, treatment details, use of treated waste water. Prepare a water balance chart.
- (x) The air quality monitoring should be carried out according to the notification issued on 16th November, 2009.
- (xi) Details of litigation pending against the project, if any, with direction /order passed by any Court of Law against the Project should be given.
- (xii) 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 cargo traffic.

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.

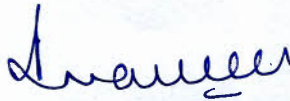
(xiv) All the TOR points as presented before the Expert Appraisal Committee (EAC) shall be covered.

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. You are required to 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 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. 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.


(Dr. Ranjini Warriar)
Director

Copy to:

The Member Secretary, Goa State Pollution Control Board, Dempo Towers, EDC Plaza, Patta, Panaji - 403 001, Goa.