

Minutes of the 256th meeting of Expert Appraisal Committee held on 3rd-4th March, 2021 through Video Conferencing for the projects related to Infrastructure Development, all Ship breaking yards including ship breaking units 7(b); Industrial Estate/Parks/Complexes/Areas, Export Processing Zones, Special Economic Zones, Biotech Parks, Leather Complexes 7(c); Ports, harbours, break waters, dredging 7(e) and National Highways 7(f)

The 256th Meeting of Expert Appraisal Committee (EAC) of Infra-1 (IA-III) was held through Video Conferencing at the Ministry of Environment, Forest & Climate Change (MoEF&CC), Indira Paryavaran Bhavan, New Delhi on 3rd - 4th March, 2021 under the Chairmanship of Dr. Deepak Arun Apte. A list of participants is annexed as **Annexure-A**.

1. OPENING REMARKS OF THE CHAIRMAN

At the outset, Dr. Deepak Arun Apte, Chairman, EAC welcomed the Members of the EAC and requested Shri Amardeep Raju, the Member Secretary of the EAC to initiate the proceedings of the meeting with a brief account of the activities undertaken by the Ministry under Infra-1 Division.

2. CONFIRMATION OF THE MINUTES OF THE LAST MEETING

The Committee confirmed the Minutes of 254th EAC meeting held on 11th February, 2021.

3. AGENDA WISE CONSIDERATION OF PROPOSALS:

Agenda wise details of proposals discussed and decided in the meeting are as following:

Agenda No. 3.1

Development of All-weather, Multi cargo, Greenfield Captive Jetty(ies) for handling capacity 52 MTPA at Jatadhari Muhan River, Dist. Jagatsinghpur, Odisha by M/s JSW Utkal Steel Ltd.- Environmental and CRZ Clearance.

Proposal No. IA/OR/MIS/74417/2018; File No. 10-68/2018-IA.III

1. The project proponent along with the EIA consultant M/s WAPCOS Limited, New Delhi made a presentation through Video Conferencing and submitted the following information.

- i. M/s JSW Utkal Steel Ltd. (JUSL), a wholly owned subsidiary of JSW Steel Ltd., intends to set up 13.2 MTPA Integrated Steel Plant (ISP) near Paradip, in Jagatsinghpur district, Odisha. Odisha, with its significant iron ore reserve and long coastline offers an ideal location for setting up a greenfield, integrated steel plant and captive jetty. The 13.2 MTPA crude steel ISP will also comprise captive power plant (CPP) of 900 MW capacity, and cement grinding & mixing unit of 10.0 MTPA. Iron ore for the ISP shall be sourced through slurry pipeline from a 30.0 MTPA Iron Ore Grinding & Desliming Plant proposed in Keonjhar district, Odisha.

- ii. The ISP shall be served by a captive jetty of handling capacity of 52 MTPA, to be located adjacent to the steel plant on the bank of Jatadhari River near JatadhariMuhan. The captive jetty(ies) shall cater to the inbound and outbound cargo requirements of the ISP helping it reduce the infrastructure cost for the production of steel. The captive jetty(ies) would handle inbound cargo of about 25 MTPA, such as Coking coal, Anthracite, PCI coal, Thermal coal, Limestone, Dolomite, Bentonite, Clinker, Quartzite, and outbound cargo of about 27 MTPA, such as Finished Steel products, Pellet/Iron Ore Concentrate, and Cement, etc.
- iii. The jetty(ies) facility is proposed with 10 berths with a continuous quay length of about 3400 m. About 170 acres of land shall be developed behind the berths for the jetty(ies), and backup facility for cargo storage. The land would be developed partially by reclamation/grade improvement on the intertidal areas. The jetty(ies) will be protected by two breakwaters for maintaining tranquillity in the basin and to facilitate direct berthing of capsized vessels.
- iv. A navigation channel of about 13 km long and about 310 m wide would be created through dredging, to a reduced depth up to 20 m CD and maintained. About 30 million m³ of bed material would be dredged for creation of the navigation channel and jetty basin. About 27 million m³ dredged material shall be used for land reclamation/grade improvement of the ISP land and the remaining would be disposed at the offshore dumping ground identified in the model report.
- v. The cargo handling facility at jetty(ies) shall be fully mechanised with installation of Unloading cranes, Mobile Harbour cranes (MHCs), Surge bins, and closed conveyors attached with dust suppression systems, and Silos, etc. Other components of the Jetty backup facility will comprise, Gate complex, Jetty Admin building & MC building, Hard stands, Stackyard, Longitudinal covered shed, Wind shields, Fire engine room, Firefighting system (Yard hydrants, Water tanks), Electrical substation, Internal roads, Storm water drainage, Dump Pond, STP, Jetty amenities (Canteen, Stores, Workshops, etc.), STP, Greenbelt, etc.
- vi. Pipeline for CETP RO treated effluent discharge, and discharge of excess slurry recovered water from the ISP, and thermal water discharge from CPP would be laid terminating through multi-port diffuser into the coastal water. The cooling seawater would be drawn through a separate intake pipeline near the jetty.
- vii. Adequate environmental management plan (EMP) is proposed to be adopted to control the emission standards at the jetty. The jetty facility shall be well equipped with fully mechanized handling systems. Bulk cargoes would be handled with special purpose quay unloaders equipped with locking grab buckets and discharge hoppers. Cargo is moistened at this point with plenum water fogging ring. Moistened coal would be taken by a series of covered conveyor belts to stockpile.

Stacking and reclamation of cargo would be carried out in mechanized fashion by use of Stacker-cum-Reclaimers, under continuous sprinkling of water. All bulk cargoes would be stored under covered storage. In addition, geotextile wind barrier to be erected around the stockpiles, and the sufficient greenbelts around the periphery shall be developed to control the fugitive emissions.

- viii. General benefits of major developments like Captive Jetties is not only restricted to the financial benefits to proponent and government but also have several societal benefits. Benefits go beyond the investment and returns due to the social gains from the project, i.e. improvement in quality of life, health benefits, environmental benefits, employment generation, etc. The other existing nearby port at Paradip helped in large extent to overall industrial development of the region through establishment of industries such as Fertilizers (Paradip Phosphates Limited, IFFCO), Refineries (IOCL) and Seafood processing. Paradip fishing harbour came into being, which is now considered as one of the largest fish and shrimp landing centres in India and sustain the livelihood system of thousands of families of the region. The industrial development around the Paradip port area also help in establishment of educational institutions, health care facilities, transportation facilities, hotels creating thousands of jobs for local people.
- ix. The proposal also obtained CRZ recommendation from the Odisha Coastal Zone Management Authority (OCZMA), as per the provision of CRZ Notification 2011 (amended) vide letter dated 01.02.2021 vide letter No. OCZMA/56/2020/41/OCZMA.

2. Public Hearing(PH) for the proposal was completed successfully by State Pollution Control Board, Odisha (OSPCB) on 20.12.2019, as per the EIA Notification 2006 (amended) at “Badadanda” in front of Jagannath temple, Gadakujanga of Gadakujanga GP in ErasamaTahasil of Jagatsinghpur District. The collector and the district magistrate of Jagatsinghpur presided over the public hearing along with the Regional Officer, State Pollution Control Board, Odisha.

Public raised a question regarding solution for the rise in CO2 gas, water scarcity in the locality, dust, industrial waste that pollute the surrounding environment and nearby river, employment issues and deforestation nearby the industrial area. Proponent stated that Adequate measures have been proposed to control air, water pollution from various sources during project construction and operation phase. JUSL has committed to adopt advanced technology for controlling environmental pollution and also, committed for other measures like greenbelt development, waste management and rain water harvesting, etc. The proposed captive jetty(ies) facility would be well equipped with most updated and highly mechanized material handling systems. Proponent promised that Priority shall be given to locals for employment during project construction and operation phases. People requested before the company authority to complete the construction of the road connecting from Narana Behera house to Rangadhara

Behera house for the welfare of the 30-40 houses located along the road. Proponent committed that Road/Infrastructure shall be established for the convenience of local people under CSR program.

Details of Court cases:No court case is pending on the proposed project.

3. The EAC, taking into account the submission made by the Project Proponent had a detailed deliberation during its 256th meeting held on 3rd March, 2021 and noted that there is lack of data pertaining to the project, hence the Committee **deferred** the proposal for the want of following documents/ information:

- i. Study on impact of Coal and its movement/ storage shall be submitted. Details on whether the coal is shared with other units of JSW in India shall be submitted.
- ii. Dredging work in creeks, its usage and disposal patterns need to be elaborated. The impact of disposal in sea to the nearby ports shall be evaluated and submitted.
- iii. Clarity on transfer of FC of COSCO to JSUL is required. A number of new items of work are included in project. Clarification is required whether new item of works were considered and approved at the time of transfer of FC to new PP.
- iv. Details of identification of dumping and reclamation sites during Construction and Operation Phase be submitted.
- v. No objection certificate from the Pardip port for this activity be submitted.
- vi. Re-assess the marine ecology study performed by CSIR-NIO Mumbai for its completeness, and resubmit detailed base line data and impact mitigation plan.
- vii. Detailed Environmental Base line study and Mitigation plan along with the financial allocation be submitted.
- viii. The PH issues and the commitment and mitigation measures/plans along with the budgetary provisions be submitted in a tabular form. EMP shall be revised by making financial allocations for activities for fulfilling these commitments.

4. *It has been observed by the EAC that the EIA/EMP report prepared by the Consultant M/s WAPCOS have substantive shortcomings. The EMP has not established the correlation between the baseline study and the mitigation plan. Further the consultant is not much aware about the biodiversity assessment.*

In view of the foregoing observations, the EAC decided to defer the proposal. The proposal shall be reconsidered after the above details are made available for appraisal by the EAC.

Agenda No. 3.2

Expansion of Karaikal Port (Phase-II) at Puducherry by M/s Karaikal Port Pvt. Ltd. - Amendment in Environmental and CRZ Clearance

Proposal No. (IA/PY/MIS/26984/2009 and File No 10-42/2009-IA.III

1. The project proponent made a presentation through Video Conferencing and provided the following information.

- i. Karaikal Port Private Limited (KPPL) had obtained Phase I Environment Clearance from MoEFCC vide letter No.10-2/2006 dated 06thMay 2006 for handling Coal and General Cargo of 4.0 MMTPA. Port started commercial operations during the year 2009 with 2 berths constructed for handling Coal and General Cargo. Karaikal Port had achieved 4.0 MMTPA only in the year 2014-15.
- ii. Phase II EC was received from MoEFCC vide letter No. 10-42/2009-IAIII dated 22nd September 2009 for enhancement of cargo handling capacity from 4.0 MMTPA to 20.5 MMTPA. The validity of the said clearance was up to September, 2014 and further extended for a period of three years valid till September 2017 and subsequently extended up to September 2019.
- iii. The request for EC amendment is being made for cargo to be categorized as per the conditions prescribed under renewal of consent under Air and Water Acts respectively, issued by Puducherry Pollution Control Committee. The cargoes which are being handled at Karaikal Port have been categorized are as follows:

Bulk Cargoes (18.0 MMTPA)	
Dry Bulk	Coal, Fertilizers, Clay, Iron ore, Gypsum, Limestone, Dolomites, Aggregates, Clinker, Agro Products, Cement & Sand.
General Cargo (Break Bulk)	Textiles, Machinery, Timber, Steel, Containers, Granites, Marbles Slabs, Fertilisers, Agro Products, Wood Chips, Cement & Salt.
Liquid Cargo (2.5 MMTPA)	Edible Oil

- iv. As advised by Puducherry Pollution Control Committee, an application (KPPL/ENV/MoEF/2018/03 dated 15th Sep, 2018)was submitted to Ministry of Environment Forest and Climate Change (MoEF&CC) New Delhi for Categorization of Cargo handled in Karaikal Port. The said application was accepted by the Expert Appraisal Committee (EAC) and was listed in the 35th& 36th EAC meetings dated 29.10.18 and 26.11.2018 respectively and recommended to amend the EC. in its 36th EAC meeting.
- v. However, after further examination, the Ministry requested for 'No increase in pollution load' certificate issued by the State Pollution Control Board. PP vide

several communications requested Ministry to wave off the requirement of "No increase in pollution load certificate".

vi. **Details of Court cases:** No court case is pending against the proposed project.

2. The EAC, taking into account the submission made by the Project Proponent during its 256th meeting held on 4th March, 2021 observed that:

- i. The PP need to submit clear information in a chronological order. A detailed note on the project as well as all the communications exchanged between MoEFCC and Puducherry Pollution Control Committee (PPCC) be submitted.
- ii. What is the rational for not submitting and waving of o the "No increase in pollution load certificate".

In view of the foregoing observations, the EAC decided to defer the proposal. The proposal shall be reconsidered after the above details are made available for appraisal by the EAC.

Agenda No. 3.3

Development of Multi Product - Special Economic Zone (SEZ) & Industrial Park at Tehsil Sausar, District Chhindwara, Madhya Pradesh by M/s Chhindwara Plus Developers Limited - Further consideration for Environmental Clearance

Proposal No IA/MP/NCP/25386/2014 and File No 21-54/2017-IA.III

The aforementioned proposal was earlier considered during the 230thEAC Meeting held on 28-29thJanuary 2020 and the proposal was returned/deferred due to lack of some information/document. Further, the proposal was further placed before the EAC-Infra-1 during its 253rd meeting on **18th – 19th January, 2021**. The project proponent alongwith EIA consultant M/s CSIR-National Environmental Engineering Research Institute, Nagpur made a presentation through Video Conferencing and provided the following information-

1. The proposed project is for development of a multi-product industrial complex along with the associated infrastructural facilities at Sausar, Chhindwara District, Madhya Pradesh for the economic and social development of the region. The Geo-coordinates of project site is having Latitude (N) from 21°29'44.86"N to 21°31'09.21"N and longitude (E) from 78°48'07.53"E to 78 °52'22.27"E.

2. Total area of the proposed project is 1208 Ha. The multi-product industrial complex will be in two parts i.e., SEZ: 770.54 ha and Industrial Park: 437.46 ha. The proposed project involves diversion of 80.737 ha forest land. Stage-I (In-Principal) approval has been granted by MoEFCC, New Delhi vide letter No. 8-16/2019-FC Dated 11.02.2020. Total cost of the project is Rs. 2500 Crores.

3. The proposed project falls under scheduled 7(c). ToR was issued on 20th March, 2017. Public hearing was conducted on 03rd June 2019 at PWD Rest House Compound Sausar Village, Chhindwara (M.P.).

List to industries to be housed with the proposed project site is as following-

Category	Type of Industries
Green	Food & Beverages Processing Industries, Fabrication & Light Engineering, Gems & Jewelry, Electronic & Electrical Based Industries, IT & ITES, Wearing Apparels etc. + Warehouses
Orange	Pharmaceutical Formulation, Auto & Ancillary, Aviation & Ancillary, Food Processing Including Fruits & Vegetables Processing, Industries Engaged in Recycling / Recovery / Reuse of Waste, etc.
Red	Semi Conductor, Electric Vehicle Batteries, Automobile Manufacturing (Integrated, Textiles, Pharmaceuticals, etc.) + Warehouses

4. A total of 9612 trees are present in the project site. Entire forest land will be retained in the SEZ/ industrial park area. Approximately 1100 trees will be cut for the development of infrastructures for SEZ/industrial park. Trees will be planted in the vacant area during operational phase. As a compensatory afforestation, 1000 trees/ha will be planted in 83.142 ha land.

5. There is no Protected Area including National Park, Sanctuaries and Tiger Reserve within 10 km of the project site. The project is not located within Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC.

6. The total water demand is estimated at 9.942 million cubic metre (MCM)/Annum, which will be met from Kanhan River (26,200 m³/d) & Gondhwadhona Dam (930 m³/d). Agreement has been made with Water Resource Department (WRD), Govt. of Madhya Pradesh vide letter No. 1677 Dated 31/12/2016. No Ground water will be extracted. Rainwater harvesting structures covering all potential watersheds should be created. Total 146 pits (96 in SEZ + 50 in IP) at an interval of 500 m are planned in the project area for harvesting the rain water up to 14600 m³

7. The generated waste water (19608 KL/Day) would be Recycled/Reused. About 43.3 tons of solid waste will be used for Sanitary Landfills. Hazardous Waste Generated will be sent to TSDF. STP will be provided.

8. Socio-Economic evaluation study has been done for the surrounding areas upto 10 km and appropriate budget to the tune of 21.15 Cr. has been earmarked towards CER based on the requirement of the people in the region.

9. Land Acquisition and R & R issues: The land has been in possession for more than ten years without encroachment. For acquisition of government land, Policy for resettlement and rehabilitation (R&R) has been approved from Divisional Commissioner, Jabalpur vide its order dated 24.06.2015 as per the Right to fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (No.30 of 2013). The amount for R & R has been paid by CPDL on 06/10/2016 and has been settled and completed. No settlements/villages fall within the land boundaries of CPDL and now the said project does not require any further implementation of Rehabilitation and Resettlement (R & R).

10. Benefits of the project: The proposed project will provide a support for the upliftment of the surrounding area. The surrounding area will get better road connectivity and other supporting infrastructure. The proposed SEZ & Industrial Park project will generate direct and indirect employment opportunities for the local people. The SEZ & Industrial Park will create employment to 40,000 Person for skilled as well as semi-skilled workers directly or indirectly.

11. Details of Court cases: No court case is pending against the proposed project.

12. The EAC, taking into account the submission made by the project proponent had a detailed deliberation during the meeting on 18th – 19th January, 2021 and deferred the proposal. It was observed by the EAC that there are 4 patches of red category industries earmarked in the layout plan. The EAC was of the view that:

- i. Revised layout plan having red category industries in a single designated area away from the habitation and other environmentally sensitive areas be considered and revised plan be submitted.
- ii. Details of types of red category industries proposed in the industrial area be submitted.

13. The proponent has submitted the information and the proposal is again placed before the Committee during its 256th meeting held on 3rd – 4th March, 2021. The EAC, taking into account the submission made by the project proponent had detailed deliberation and **recommended the proposal for granting Environmental Clearance** with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects.

- (i) The project proponent shall submit a Board Resolution that the green area shown in the project area is neither recorded forest land nor deemed forest attracting provision of FCA 1980. Further this area is to be re-afforested and kept as green area.
- (ii) To achieve the Zero Liquid Discharge, waste water generated from various industrial operations shall be properly collected, treated to the prescribed standards and then recycled or reused for the identified uses.
- (iii) The quantity of fresh water usage, water recycling and rainwater harvesting shall be measured/recorded to ensure the water balance as projected by the project proponent. The record shall be submitted to the Regional Office, MoEF&CC along with six Monthly Monitoring report.
- (iv) All the recommendation of the EMP shall be complied with in letter and spirit.
- (v) The member units shall provide storage tanks and provide primary treatment as per the CETP norms before sending into the CETP for further treatment.
- (vi) Flow meters with recording facilities shall be provided to monitor the effluent quality and quantity sent from member industries to CETP and from CETP to the final disposal/re-use on a continuous basis.
- (vii) Ambient noise levels shall be regularly monitored and conform to the prescribed standards both during day and night. Incremental pollution loads on the ambient air and noise quality should be closely monitored during development/ construction phase.

- (viii) Continuous monitoring system be installed by all the member industries and adequate measures shall be made to reduce ambient air and noise level during construction phase, so as to conform to the stipulated standards by CPCB/SPCB.
- (ix) Fly ash should be used as building material in the construction as per the provisions of Fly Ash Notification of September, 1999 and amended as on 27th August, 2003 and 25th January, 2016.
- (x) Rain water harvesting for roof run-off and surface run-off, as plan submitted shall be implemented. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease. The bore well for rainwater recharging shall be kept at least 4 mts above the highest ground water table.
- (xi) As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory Aforestation etc, either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also be implemented and become part of EMP.

Agenda No. 3.4

Development of Greenfield Bhavanapadu Port, District Srikakulam, Andhra Pradesh by M/s Andhra Pradesh Maritime Board - Terms of Reference

Proposal No IA/AP/MIS/173542/2020 and File No 10-56/2020-IA.III

1. The project proponent along with EIA consultant M/s Voyants Solution Private Limited, Haryana has made a presentation through Video Conferencing and provided the following information:
 - i. The site is declared as non-major port. Now Govt. of Andhra Pradesh proposed to develop this port as an all-weather, deep water, Multipurpose Port and accorded administrative sanction vide notification GO MS No. 6 dated 25-08-2020 to develop the port at this location. Hence alternative site study is not applicable in this case. The total area for Port Development for Phase I is 202.34 ha. (Port Development 60.70 ha and area for external infrastructure as Road and rail connectivity is 141.64 ha).
 - ii. Nearest Railway, line is Naupada junction and the same is at a distance of about of about 7 km. The National Highway-5 from Chennai to Kolkata is at a distance of about 20 kms from Bhavanapadu. The nearest airport is Visakhapatnam airport which is located at a distance of approx. 185 Km. The total cost of the project is Rs. 366995 Lakhs.
 - iii. According to EIA Notification 2006 dated 14th September 2006, the cargo handling capacity more than 5 million TPA is appraised as category A. Since the Project is an 'A' category, its appraisal/approval comes under central level. The

Proposed Capacity for Phase I is 12.18 Million Tonnes Per Annum (MTPA) that is being applied for Environment Clearance at central level..

- iv. The topographic map for land elevation and landmarks combined map for entire survey area prepared in 1:2500 scale in 12.5 m x 12.5 m grid which is shown in the figure 2.5 of Pre-feasibility report. Total Water Requirement will be 1,500 KLD. For domestic purposes. Water to be obtained from AP Rural Water Supply and Sanitation Department. For commercial operations within the port, the water demand shall be met from the near-by reservoirs and Govt. of Andhra Pradesh will provide this requirement.
- v. Ground Water will not be used for any commercial purposes of Port Operations. The AP-Rural Water Supply System and Sanitation Department would provide the required Water Demand for the domestic purposes in Port Buildings.
- vi. Bushes and scrubs with Trees will be cut due to Development of proposed Bhavanapadu Port. Care will be taken to relocate the trees and necessary permission will be sought from the competent authority. The details will be provided in the EIA report.
- vii. The project does not involve diversion of forest land. Further, the project is not located within 10 km of Protected Areas (PA), Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC including National Parks, Sanctuaries and Tiger Reserves etc.
- viii. The project site is in CRZ III area & part of the area will fall under harbor , berth , north & south break water & turning circle will fall under CRZ 1B.HTL & LTL study shall be carried out through MoEFCC accredited institute & will be presented during EC application & detailed information will be given in Environmental.
- ix. Total Domestic Effluent Generation will be 69.04 KLD. STP of 70 KLD will be provided for domestic Effluent.
- x. The details on the shoreline change will be studied by doing modeling and lateral drift studies & the same will be submitted during Environmental Impact Assessment Study (Report) in detail. The major construction works involved in Port development consist of Breakwater, Dredging, Navigation Channel and aids, Berths, Stack Yards and Various Port Buildings. Total estimated dredging quantity for Phase I development is 21.5 Million cum. Reclamation will be required for development of Port back up area (to be raised to +5.5m level)
- xi. Handling of each cargo, storage, transport along with spillage control, dust preventive measures will be developed for handling cargos with commodities like will include Raw cashew, Lime stone, Edible oil, other commodities, containers, Mineral sands, cashew, soya meal, Granite, Ferro products, Jute products, Iron & Steel scrap, Iron ore, Iron & steel products, Fertilizers. Thermal coal / Coking coal; There is deposition of dust in to the air at the time of construction and cargo handling; Dust suppression systems (e.g. water Sprinkling/misting at the bulk storage).
- xii. There are no fishing boats, no fish landing centers observed within the project site boundary; There is one Fishery Harbour near to the port. However, the Fishery

Harbour is outside the port boundary. Hence, development of Bhavanapadu port shall not disturb the fishery Harbour operations etc..

- xiii. There will be a positive impact due to the development of port and it is expected that the proposed development of the project will lead to direct & indirect employment in a rural area improving the living conditions.
- xiv. Land Compensation and R & R is planned per the land acquisition plan for Project Affected Family's (PAF's) and budget is established as per the District Collector Letter RC no. 806/2015 G.1 dated 23/8/2018. Rehabilitation and Resettlement (R & R) will be taken up adhering to The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation & Resettlement Act, 2013 (No. 30 of 2013) – Andhra Pradesh Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules, 2014 – Notification – Orders – Issued GO. MS. No. 389 dated 20/11/2014.
- xv. The project has considerable benefits from the point of view of social cost benefit perspective. The project is coming up in the undeveloped/underdeveloped area of Bhavanapadu covering Srikakulam district and nearby area is economically backward due to its remote location and non-existence of any industry in the vicinity.
- xvi. Socio-Economic evaluation: No. of people to be employed: 10,000 No. (Phase I), for operations port staff – 2, 500 No and for Construction: 7, 500. The proposed project will have positive impact on social and economic improvement of the region by overall improvement in living standard through creation of new direct and Indirect Jobs, increase in volume of general trade, general improvement in infrastructural facility with better transport and communication network. It is estimated that, this project will generate 10,000 number of Direct and indirect Employment. No court case is pending for the project.

2. The proposal was earlier considered in the 243rd meeting held on 28-30 September, 2020. The EAC, after examining the documents submitted by the project proponent and after detailed deliberation deferred the proposal with following comments:

- i. The PP has submitted the application for the grant of ToR for the proposed project, however, no description on the alternate site has been provided by the PP.
- ii. The existing fishing harbor is in the close proximity of the proposed site. However, details regarding the distance of the harbor from the proposed site, its capacity, other techno-economical details are not provided.
- iii. The site is falling in the zone of high erosion, therefore, before grant of ToRs, a study should be conducted on the suitability of the site w.r.t high erosion zone.

3. The PP has submitted the details on the queries raised by the EAC. It was mentioned that APMB had awarded work to the M/s. RITES Ltd. for suggesting the suitable Site for Port Development. Three Site locations were evaluated as part of Techno-economic Feasibility Report for development of Port which are : (i) North Side of Tekkali Creek (ii) Inside the Tekkali Creek (iii) South Side of Tekkali Creek.

4. Based on the technical, environmental, social, flexibility for future development and cost aspects relating to proposed port development options, Option 3 i.e. Site in the open sea, south of Tekkali Creek is selected for Deep Water Port Development.

5. Regarding ownership of land for the project; it was observed that the land for the site selected for project has been already allotted by the State Government to Singareni Collieries Company Limited (SCCL) as a part of compensatory afforestation. EAC observed that the same site cannot be allotted by the State Government to another project.

6. The EAC, while noting observations made in sr no 5 above, **deferred the proposal till the availability of land for the proposed port is ascertained by the competent authority of the state government**

Agenda No. 3.5

Development of Punjab Section from Km 135+056 to Km 396+863 of Delhi-Amritsar-Katra Expressway by M/s National Highways Authority of India - (Proposal No. IA/PB/NCP/141510/2020 and File No 10-18/2020-IA.III) – Further consideration for Environmental Clearance.

1. The proposal was earlier considered in the 254th Meeting of Expert Appraisal Committee (EAC) of Infra-1 (IA-III) held on 11th February, 2021. The Committee decided to defer the proposal for the following reason:

- i. The Public Hearing for Gurdaspur District was held on 7th December, 2021 at Panchapat Bhawan, Gurdaspur. The stretch of 44.812 Km of expressway is to pass through 45 villages of the district of Gurdaspur. It was observed that the MoM of the PH was only limited to the environmental issue due to the farmer agitation. However, the PH should cover, inter alia, social, economical, cultural and environmental issues. It appears that the PH was incomplete in view of the farmer Kishan agitation. Also it was seen from the MoM that no environment related questions/queries were raised by any attendees. It was also alleged by the villagers that no prior information regarding public hearing was given in their village. The attendees urged to postpone the public hearing till 'Kisaan Aandolan' is concluded. To control the law & order situation, the public hearing was postponed by the Presiding Officer.

2. The proponent vide email dated 1st March, 2021 submitted the proceedings of Public Hearing re-conducted in these three districts on 25th February, 2021 which inter alia mentioned that the participants have not raised any project specific environmental issues. They have demanded that no meeting regarding Central Govt. / Central Govt. Sponsored Project will be held in the State of Punjab till ongoing 'Kisaan Aandolan'. However, participants have no comments / views / suggestions / objections on environment issues pertinent to the project.

Accordingly, Addl. Deputy Commissioner, Gurdaspur concluded the Public Hearing as per EIA Notification, 2006 (amended thereof).

3. The EAC, taking into account the submissions made by the project proponent had detailed deliberation during its 256th meeting held on 3rd - 4th March, 2021 and **recommended the proposal for granting Environmental Clearance** with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects.

- (i) The proponent shall obtain Forest Clearance for diversion of forest land as per Forest (Conservation) Act, 1980. Proponent shall submit an undertaking that work on non-forestry land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.
- (ii) Commencement of work in non-forest land will not confer any right to NHAI for granting approval under the Forest (Conservation) Act, 1980.
- (iii) In and around sanctuary where wildlife movement is frequent, proponent shall install the properly designed Noise Barriers. The proponent must provide the details of design of the barrier with percentage reduction in noise to concerned regional office.
- (iv) In borrow pits, the depth of the pit shall be regulated such that the sides of the excavation will have a slope not steeper than 1:2, from the edge of the final section of bank. Soil erosion checking measures shall be carried out. A general guideline for Borrow area operation and rehabilitation given in Annexure 5.3 of the EAC report shall be followed.
- (v) Quarry areas shall be barricaded during mining operations. The abandoned quarry shall be developed as water reservoirs with proper fencing around quarry area. Guidelines for Quarry area operation and rehabilitation given in Annexure 5.3 of the EIA report shall be followed.
- (vi) In all the construction sites within 150m of the nearest habitation, noisy construction work such as crushing, concrete mixing will be stopped during the night time between 10.00 pm to 6.00 am. No noisy construction activities will be permitted around educational institutions/health centres (silence zones) up to a distance of 100 m from the sensitive receptors. All plants and equipments used in construction shall strictly conform to the CPCB/SPCB noise standards.
- (vii) Traffic Control Devices/Road Safety Devices/ Roadside Furniture including various types of cautionary, informatory, regulatory as mandatory signboards, road markers, studs, etc. shall be provided at appropriate locations all along the project stretch in accordance with the specifications laid down in Manual of Specifications and Standards for Expressways (IRC: SP:99-2013) and IRC:8, IRC:25, IRC:26, IRC:35, IRC:67, IRC:79, IRC:103 and Section 800 of MORTH Specifications.
- (viii) All the major, minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/ drainage systems are not to be disturbed.

- (ix) About 24700 nos. of trees and 5500 saplings (size less than 30 cm) are likely to be felled. Afforestation using compensatory plantation in the ratio of 1:10 shall be carried out. Native tree species shall be provided as per the IRC Guidelines on Landscaping and Tree Plantation (IRC:SP:21-2009). Effort should be made to plant native trees and Ficus species on both sides of the alignment. Special attention shall be given for protecting giant trees, and locally important trees (having cultural importance).
- (x) As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory afforestation etc., either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also be implemented and become part of EMP.
- (xi) Proponent shall keep the finish road level sufficiently elevated from ground level with provision of railing on both sides to restrict animal crossing in order to avoid the possibility of wildlife injury/death. Major water bodies have been observed in the vicinity of the proposed road alignment & may be potential human elephant conflict points, appropriate nos of animal safe passages as per the guideline framed by the Wildlife Institute of India.
- (xii) Prepare the traffic prediction report for complete project (including all packages of this project) considering the cumulative impact of the traffic on the environment and submit to the Ministry and concerned Regional Office within 3 months.
- (xiii) No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources.
- (xiv) The proponent shall obtain permission from the competent authorities for tree felling along the proposed alignment.
- (xv) Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table.

2nd Day; 4th March, 2021

Agenda No. 4.1

Development of Economic Corridors, Inter-Corridors, feeder routes and Coastal Road primarily to improve the efficiency of freight movement in India (Lot-3Odisha & Jharkhand/Package-2) Raipur-Vishakhapatnam (Ch.124.661 - Ch. 365.033 km) (Length 240.372 km) in the State of Odisha by M/s National Highways Authority of India under BharatmalaPariyojana - Environmental Clearance

Proposal No. IA/OR/NCP/131730/2019 and File No 10-4/2020-IA.III

1. The project proponent along with EIA consultant M/s Enviro Infra Solutions Pvt. Ltd., Ghaziabad in association with CEMC Pvt. Ltd. made a presentation through Video

Conferencing and provided the following information.

- i. The Ministry of Road Transport and Highways (MoRTH) through National Highways Authority of India (NHAI) has decided the assignment of Development of Economic Corridors, Inter-corridors and feeder routes and Coastal road primarily to improve the efficiency of freight movement in India under BharatmalaPariyojna Lot-3/Odisha & Jharkhand/Package-2 having length of proposed alignment 464.662 km (which is totally green field) which starts from near Abhanpur (ch. 0.000) and ends at Sabbavaram village in Vishakhapatnam district.
- ii. The proposed NH is Green field alignment project and proposed for 6 lane carriageway. The project highway starts from Dhanara village in Nabarangpur district to Tumbigura village in Koraput district in the state of Odisha from CH: 124+661 to 365+033 having a total length of 240.372 Kms.
- iii. The project highway starts at CH: 124+661 (20°01'44.59"N 81°51'58.13"E) from Dhanara village in Nabarangpur district and ends at design Ch. 365+033 (18°25'42.52"N 83°02'29.23"E) at Tumbigura village in Koraput district in the state of Odisha having a total length of approx. 240.372 Kms.
- iv. The Land use pattern on 10 km on either side of the highway is predominately agriculture followed by fallow, wastelands, forest and few habitations. The land acquisition for the proposed highway is 1308.024 ha out of which 361.144 ha is forest land. The proposed RoW of the project is 60 m in General & 45m in Forest.
- v. The proposed National Highway is part of an Economic Corridors, Inter-corridors, feeder routes and Coastal road from Chhattisgarh to Andhra Pradesh and is being planned from Dhanara village in Nabarangpur district to Tumbigura village in Koraput district in the state of Odisha by the Government of India. The proposed National Highway project with new alignment has been envisaged through an area which shall have the advantage of simultaneous development as well as shall result in a shorter distance to travel. The junctions with existing road will be planned in the form of interchanges and flyover to ensure uninterrupted flow of traffic. The proposed NH would act as the prime artery for the economic flow to this region. It will enhance economic development, provide employment opportunities to locals, strengthen tourist development, ensure road safety and provide better transportation facilities and other facilities such as way side amenities. Vehicle operating cost will also be reduced due to improved road quality. The compensatory plantation and road side plantation shall further improve the air quality of the region.
- vi. The water requirement is 7046473 KL during construction stage and will be extracted from local surface water resources i.e. from nearby canals/rivers after getting necessary permission from concerned authority by the appointed contractor.
- vii. The natural drainage of the project impacted area shall be maintained through improvement of 295 nos. of culverts, 16 nos. of major bridges and 57 nos. minor of bridges. The proposed alignment does not pass through any flood prone area.
- viii. 02 Nos of tunnels have been proposed at Ch. 339.240 and at. Ch. 346.560 having total length of 3.030 km and 1.930 km respectively. The alignment will involve cutting of approx. 67,050 nos. of trees.
- ix. Adequate compensation would be paid as per the measurement and prevailing state government norms. Further the compensation towards the acquisition of land will be made as per the provisions of the NH Act 1956 and applicable clauses and procedures as laid down in the RFCT LARR Act, 2013. The estimated cost for

Rehabilitation & Resettlement including land cost has been worked out to Rs. 149.70 Crores.

- x. Municipal solid waste generated would be 1000 kg/day (approx.) during construction phase and 50 kg/day (approx.) during operation phase at tolls and wayside amenities area within ROW may be generated. Bio degradable waste shall be disposed through bio composting and other waste through landfill site.
- xi. The proposed alignment does not pass through Wildlife Sanctuary/National Park and its eco sensitive zone.
- xii. Cost of the project is Rs. 8092 Cr. (approx.).
- xiii. The proposed project would act as the prime artery for the economic flow to this region. Enhanced connectivity between rural & urban population which will benefit the all sections of the society like general population, small-medium-large scale industries, farmers, businessmen etc. Improved access to higher education facilities & modern health facilities. Strengthening of both rural & urban economies which in turn will improve economic scenario of the state and country. Faster transportation will strengthen tourist development in the area. Improved road connectivity helps in better implementation and management of government schemes. With improvement in economy, more generation of employment opportunities.
- xiv. During the construction of the road project around 2000 persons would be employed temporarily. However due to construction of toll plazas approx. 100 persons will be employed on permanent basis. No Court case is pending against the proposed project.

2. *The Committee has strongly observed that there was seer interruption of communication/presentation due to bad internet services at NHAI which consumed a lot of time of the EAC and affected the schedule of the meeting. This is not the first instance and it usually happens in all NHAI meetings. Further, the documents are also not circulated in time by the NHAI in most of the cases. The Committee suggested NHAI should have good internet and send all the required meeting documents atleast a week before the meeting and in pen drive so that the bulk data can be downloaded directly.*

3. The EAC, taking into account the submission made by the Project Proponent had a detailed deliberation during its 256th meeting held on 4th March, 2021 and was of the view that the project be deferred as the following information/documents be provided for further consideration:

- i. EIA and EMP study does not reveal the details about the Public Hearing so also the commitment of the PP along with budgetary allocation. .
- ii. Detailed Wildlife Conservation Plan for the Animal Bypass/Under Pass be submitted from the competent authority.
- iii. Water Conservation Plan assured for the Local community at the time of public hearing be submitted..
- iv. The Animal crossing and its locations were not justified. A detailed note on animal crossing and related issues be submitted.
- v. Environmental management plan has to be revised as many budget allocations made are not relevant to the issues highlighted in the EIA report.

- vi. It is observed that the skill development details for the localities are lagging in the report

Agenda No. 4.2

Development of 4-laning of Kothi-Satna-Maihar Section of NH 135BG from km 55.000 to km 76.960 (Package-II) and km 80.800 to km 119.535 (Package-III) under BharatmalaPariyojana in the State of Madhya Pradesh by M/s National Highways Authority of India – Amendment in Terms of Reference

Proposal No. IA/MP/NCP/199099/2021 and File No. 10-17/2019-IA.III

1. The project proponent along with EIA consultant M/s Intercontinental Consultants and Technocrats Pvt. Ltd. New Delhi has made a presentation through Video Conferencing and provided the following information.

- i. Ministry of Road Transport and Highways, Government of India has declared new National Highway (NH-135BG) vide Gazette Notification dated 5th December 2017. NH-135BG starts from its junction with NH-35 (old NH-76) near Chitrakoot in the State of Uttar Pradesh connecting Majhgawa, Satna and terminating at its junction with NH-30 (old NH-7) near Maihar in the State of Madhya Pradesh. Total length of the existing road is 121.350 km. Based on the major components of works and considering the total cost of a package, NH-135BG have been divided into 3 packages for the implementation of civil works contracts.
- ii. The proposed project road is part of the newly declared NH-135BG (Package-III), originates from design Km 80+800 near Satna and terminates at design Km 120+125 on NH-7 near Maihar of Satna district in the state of Madhya Pradesh. Total length of the existing stretch is about 39.450 Km and design length of the project road is 39.325 km.
- iii. The project was earlier considered by the Expert Appraisal Committee (EAC) for Industrial Estate / Area, SEZ and Highways projects in its 211th meeting held on 27th March, 2019. The MoEFCC granted Terms of Reference (ToR) vide letter dated 24th April 2019 for “Development of 4-laning of Kothi – Satna – Maihar Section of NH 135BG from km 55.000 to km 76.960 (Package-II) and km 80.800 to km 119.535 (Package-III) under BharatmalaPariyojana in the State of Madhya Pradesh” of length 60.695 km.
- iv. The proposed project road originates from design Km 80+800 near Satna and terminates at design Km 120+125 on NH-7 near Maihar in State of Madhya Pradesh. The proposed alignment is passing through 3 talukas (Raghuraj Nagar, Uchehara&Maihar) and 40 villages (7 villages in Raghuraj Nagar Taluka, 24 villages in Uchehara Taluka & 9 villages of Maihar Taluka) of Satna district in the state of Madhya Pradesh. Design length is 39.325 km. Total Project Cost including Centage& Pre-construction Cost is Rs. 626.34 Cr.
- v. Considering the traffic projection, the LA Committee approved construction of 2 lane with paved shoulder from Satna to Maihar Section of NH-135 BG (Package-

III) of length 39.325 km instead of complete stretch of 4 laning of Kothi – Satna – Maihar section of length 60.695 km.

2. The EAC, taking into account the submission made by the Project Proponent had a detailed deliberation during its 256th meeting held on 4th March, 2021 and **recommended the proposal for amendment in Terms of Reference (TOR)** “*Construction of 2 lane with paved shoulder from Satna to Maihar Section of NH-135 BG (Package-III) of length 39.325 km instead of complete stretch of 4 laning of Kothi – Satna – Maihar section of length 60.695 km*”.

Agenda No. 4.3

Development of Economic Corridors, Inter-Corridors, feeder routes and Coastal Road primarily to improve the efficiency of freight movement in India (Lot-3/Odisha & Jharkhand/Package-2) Raipur-Vishakhapatnam (Ch365.033 - Ch 464.662 km) in the State of Andhra Pradesh by M/s National Highways Authority of India (NHAI) under BharatmalaPariyojana - Further consideration for Environmental Clearance

Proposal No. IA/AP/NCP/121915/2019 and File No.10-5/2020-IA.III

1. The proposal was earlier considered during 251st meeting held on **28th December, 2020**. The Committee deferred the proposal for the want of following documents/information:

- i. Endorsement/recommendation and verification of the proposed alignment from the Project Elephant of the MoEFCC to ascertain if the proposed alignment will be passing through the elephant movement corridor and if yes, will it cause major fragmentation of the elephant corridor in the region. Submit the mitigation measures if advised by the Project Elephant and duly endorsed by the Chief Wildlife Warden of respective states.
- ii. Justification for considering the proposed ROW from 30 to 45 m in the forest area.
- iii. The kml file submitted by the project proponent is corrupted and can not be opened. Project proponent will need to submit fresh kml file with chainage clearly marking elephant crossovers areas if any.

2. The proponent has submitted the information and the proposal is again placed before the Committee during its 256th meeting held on 3rd – 4th March, 2021.

3. The ‘Project Elephant’ Division of the Ministry also provided comments regarding elephant movement corridor as following:

- i. As per the GIS – DSS report- No National Park/Wildlife Sanctuary/Tiger reserve/ Tiger Corridor/Elephant Corridor is located within the 10km radius of proposed road.
- ii. Major water bodies have been observed in the vicinity of the proposed road alignment & may be potential human elephant conflict points, appropriate nos of animal safe passages as per the guideline framed by the Wildlife Institute of India.

- iii. As per DSS- It is forest area of Andhra Pradesh:
 - a. Endorsed the wildlife management strategies prepared by the DFO, Vizianagram within project area & within zone of influence with financial details.
 - b. Drawn attention on other Schedule-I faunal species in the project area like Rock Python, Sloth Bear, Peafowl, Spot Billed Pelican for which conservation measures are lacking.
 - c. Design and alignment of under passes for safe passage for wildlife has to be as per Wildlife Institute of India and to be certified by the PD_NHAI, CF Visakhapatnam and DFO Vizianagram.

4. The EAC, taking into account the submission made by the project proponent had detailed deliberation during its 256th meeting held on 4th March, 2021 and **recommended the proposal for granting Environmental Clearance** with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects.

- i. Proponent shall keep the finish road level sufficiently elevated from ground level with provision of railing on both sides to restrict animal crossing in order to avoid the possibility of wildlife injury/death. Major water bodies have been observed in the vicinity of the proposed road alignment & may be potential human elephant conflict points, appropriate nos of animal safe passages as per the guideline framed by the Wildlife Institute of India be developed.
- ii. Design and alignment of under passes for safe passage for wildlife has to be as per Wildlife Institute of India and to be certified by the Chief Wildlife Warden.
- iii. The proponent shall obtain Forest Clearance for diversion of forest land as per Forest (Conservation) Act, 1980. Proponent shall submit an undertaking that work on non-forestry land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.
- iv. Commencement of work in non-forest land will not confer any right to NHAI for granting approval under the Forest (Conservation) Act, 1980.
- v. In and around sanctuary where wildlife movement is frequent, proponent shall install the properly designed Noise Barriers. The proponent must provide the details of design of the barrier with percentage reduction in noise to concerned regional office.
- vi. In borrow pits, the depth of the pit shall be regulated such that the sides of the excavation will have a slope not steeper than 1:2, from the edge of the final section of bank. Soil erosion checking measures shall be carried out. A general guideline for Borrow area operation and rehabilitation given EIA report shall be followed.

- vii. Quarry areas shall be barricaded during mining operations. The abandoned quarry shall be developed as water reservoirs with proper fencing around quarry area.
- viii. In all the construction sites within 150m of the nearest habitation, noisy construction work such as crushing, concrete mixing will be stopped during the night time between 10.00 pm to 6.00 am. No noisy construction activities will be permitted around educational institutions/health centres (silence zones) up to a distance of 100 m from the sensitive receptors. All plants and equipments used in construction shall strictly conform to the CPCB/SPCB noise standards.
- ix. Traffic Control Devices/Road Safety Devices/ Roadside Furniture including various types of cautionary, informatory, regulatory as mandatory signboards, road markers, studs, etc. shall be provided at appropriate locations all along the project stretch in accordance with the specifications laid down in Manual of Specifications and Standards for Expressways (IRC: SP:99-2013) and IRC:8, IRC:25, IRC:26, IRC:35, IRC:67, IRC:79, IRC:103 and Section 800 of MORTH Specifications.
- x. All the major, minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/ drainage systems are not to be disturbed.
- xi. About 10,397 nos. of trees are likely to be felled. Afforestation using compensatory plantation of 31,191 shall be carried out. Native tree species shall be provided as per the IRC Guidelines on Landscaping and Tree Plantation (IRC:SP:21-2009). Effort should be made to plant native trees and large no of Ficus species on both sides of the alignment. Special attention shall be given for protecting giant trees, and locally important trees (having cultural importance).
- xii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory afforestation etc., either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also be implemented and become part of EMP.
- xiii. Prepare the traffic prediction report for complete project (including all packages of this project) considering the cumulative impact of the traffic on the environment and submit to the Ministry and concerned Regional Office within 3 months.
- xiv. No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources.
- xv. The proponent shall obtain permission from the competent authorities for tree felling along the proposed alignment.
- xvi. Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table.

Agenda No. 4.4

Development of four laning Patthalgaon – Kunkuri – CG/JH Border Greenfield Highway starting from village TuruaAma near Patthalgaon and terminates near village Sai TangerToli at CG/JH boarder in the state of Chhattisgarh under BharatmalaPariyojana (Lot-5/Package-7) (Length – 100 Km) by M/s National Highways Authority of India -Terms of Reference

Proposal No. IA/CG/NCP/194588/2021 and File No. 10/14/2021-IA.III

1. The project proponent along with EIA consultant M/s P&M Solutions. Noida has made a presentation through Video Conferencing and provided the following information.
 - i. The proposed project is a new green field 4 lane highway. The starts point of the proposed highway starts near village TuruaAma near Pathalgaon and ends at CG-JH Border near Shankh River in Jashpur district in the state of Chhattisgarh.
 - ii. The proposed alignment is connected with Pathalgaon (5 km away), Kansabel (10 Km away), Kunkuri (10 Km away), Jashpur (5 Km away). The project also connects major other city like Bilaspur in Chhattisgarh, Korba and Jharkhand state. The total length of proposed Highway is 104 Km The project stretch falls in the state of Chhattisgarh.
 - iii. The proposed road passes through 1 districts viz. Jashpur district in the state of Chhattisgarh. The project alignment passes through approx. 100 villages, the major settlements along the alignment are Pathalgaon, Kansabel, Kunkuri, Duldula, and Jashpur.
 - iv. The land use pattern on 10 Km either side of the project road is predominantly agriculture followed by forest and barren. The Proposed Right of Way is 60 m in non-Forest land and 36 to 65 m in forest as per the requirement keeping in view the fully access controlled Highway with 4-lane dual carriage way configuration.
 - v. The proposed alignment does not pass through any National Parks, Wildlife Sanctuary, and Tiger Reserve of any other notified eco-sensitive areas and does not fall in 10 Km radius of any protected areas. The project alignment (ROW) involves acquisition of 626 ha of land which includes 478 ha of private land, 65 ha Government land and 83 ha forest land.
 - vi. The Proposed road will have 7 Major Bridges, 24 nos of Minor Bridges, 3 nos. of Vehicular underpass, 12 nos of LVUP, 43 nos of SVUP, 5 nos. of Interchanges/Flyover, 192 nos. of Box Culverts.
 - vii. A total number of 55 structures will be affected due to proposed Road. The NHAI shall compensate all the affected title holder as per NHAI Act, 1956 and Right to fair compensation and transparency in land acquisition, rehabilitation and Resettlement Act, 2013.
 - viii. Safety measures will be provided as per NHAI Safety Manual and IRC: SP 88 and Expressway Manual IRC: SP 99). Safety Measures, as provided in NHAI Safety Manual i.e. Unit-3 (pertaining to Traffic Safety , such as traffic control zone , advance warning zones, traffic control devices, regulatory & warning signs cylindrical cones, drums, flagman, Barricades , Pedestrian Safety , speed control etc.) and other safety guidelines & measures suggested in Unit-4 (Construction Zone Safety), Unit 5 (Temporary Structures Safety), Unit-6 (Workers & Work

Zone Safety), Unit-7 (Electrical & Mechanical Safety) will be strictly implemented. All required illustrative plans for safety at construction sites keeping in view all situations highlighted IRC: SP: 55 and in NHA Safety Manual will be prepared and strictly implemented.

- ix. A total of 18000 nos. of trees falls in proposed ROW. However, bare minimum no. of trees to be felled for construction of four lane road. Detailed tree inventories will be provide after joint enumeration with the appropriate authority in EIA. Avenue plantation shall be carried out as per IRC SP: 21:2009 on available ROW apart from statutory requirements.
- x. Materials requirements are: Coarse aggregate Cement (MT) - 128960, Coarse Sand (cum) - 1248, Coarse Agg. (cum)- 707200, Fine Agg. (cum)- 1414400, Steel (ton)- 4160, Bitumen (ton)- 15392000 Bitumen Emulsion (ton)- 1331200, Borrow Earth (cum)- 6656000
- xi. The total requirement of water for construction is estimated to 3500 KL/day. Water will be extracted from surface sources. The ground water will be abstracted for camp site after obtaining the permission from competent authority. The total estimated Project Civil Cost is approximately Rs. 1546 Crores.
- xii. No Court case is pending against the proposed project.

2. The EAC, taking into account the submission made by the Project Proponent during its 256th meeting held on 3rd March, 2021 **recommended the proposal for granting Terms of Reference** with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects with conduct of Public Hearing:

- i. The proponent shall carry out a detailed traffic flow study to assess inflow of traffic from adjoining areas like airport/urban cities. The detailed traffic planning studies shall include complete design, drawings and traffic circulation plans (taking into consideration integration with proposed alignment and other state roads etc.). Wherever required adequate connectivity in terms of VUP (vehicle underpass)/ PUP (Pedestrian underpass) needs to be included.
- ii. Cumulative impact assessment study to be carried out along the entire stretch including the other packages in the current stretch under consideration.
- iii. 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. List of all tall and old trees made chainage wise and alignment be made in a way to avoid cutting such trees.
- iv. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfil these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the Ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.

- v. In pursuance of Ministry's OM no stated above the project proponent shall add one annexure in the EIA Report indicating all the commitments made by the PP to the public during public hearing and submit it to the Ministry and the EAC.
- vi. The proponent shall carry out a comprehensive socio-economic assessment and also impact on biodiversity with emphasis on impact of ongoing land acquisition on the local people living around the proposed alignment. The Social Impact Assessment should have social indicators which can reflect on impact of acquisition on fertile land. The Social Impact Assessment shall take into consideration of key parameters like people's dependency on fertile agricultural land, socio-economic spectrum, impact of the project at local and regional levels.
- vii. The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M), dated 25th October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.

Agenda 4.5

Any other item with the permission of Chair.

No other items were discussed by the Committee

Annexure-A

Following members were present during the 256thEAC(Infra-1) meeting held on 3rd–4thMarch, 2021:

S. No.	Name	Designation	Remarks
1.	Dr. Deepak ArunApte	Chairman	Present
2.	Sh. S. Jeyakrishnan	Member	Present
3.	Sh. Manmohan Singh Negi	Member	Present
4.	Sh. Sham Wagh	Member	Present
5.	Dr. MukeshKhare	Member	
6.	Dr. Ashok Kumar Pachauri	Member	Present
7.	Dr. V.K Jain	Member	Present
8.	Dr.ManoranjanHota	Member	Present
9.	Sh. R Debroy	Member	
10.	Dr. Rajesh Chandra	Member	
11.	Dr. M.V Ramana Murthy	Member	Present
12.	Smt.BinduManghat	Member	
13.	Dr. Niraj Sharma	Member	Present
14.	Sh. Amardeep Raju,	Scientist 'E' & Member Secretary, MoEF&CC	Present
15.	Dr. Rajesh P Rastogi	Scientist 'C', MoEF&CC	Absent
