



अण्डमान तथा निकोबार द्वीपसमूह समन्वित विकास निगम लिमिटेड  
(सरकारी उपक्रम)

ANDAMAN AND NICOBAR ISLANDS  
INTEGRATED DEVELOPMENT CORPORATION LTD  
(A Government undertaking)

CIN: UN74999AN1988SGC000028, GSTIN: 35AACCA4070B1ZB

F. No. 1-1601/ANIIDCO/Projects/2021-22/ 879

Dated: 15<sup>th</sup> March, 2021

To

**The Member Secretary**  
Infrastructure Projects  
Ministry of Environment, Forest and Climate Change  
Indira Paryavaran Bhavan  
Jorbagh Road, New Delhi 110003

**Sub:** Submission of Form-I, PFR and Form-1A after incorporating Essential Detail Sought on 9<sup>th</sup> March 2021 for the proposed integrated Development Project Site, Great Nicobar Islands, Nicobar District.

**Ref:** Proposal Number IA/AN/NCP/201159/2021

Sir,

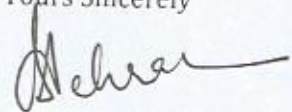
With reference to captioned subject, we hereby submit our revised application for seeking TOR approval for Integrated Development Project Site, Great Nicobar Island. The EDS sought have been addressed as below:

Essential Detail	Summary of Response	Locations of Responses in PFR
Most of the establishments are planned on the eastern side. The western side should also be explored for establishments and submitted.	The western side of the island was considered under Township site alternatives. While Pemayya Bay was retained for logistics use, the rest of the development is located on the southeast coast to take advantage of existing revenue land. East coast development requires less conversion of forest land to non-forest uses.	Section 3.9,
Alternate sites for establishment of container Transshipment port, airport etc may also be explored and submitted.	Alternate sites were evaluated for the ICTT, airport and power plant.  Galathea Bay is preferred for the ICTT because the site is not inhabited and minimal dredging is envisaged. The area falls partly under ICRZ Zone 1B. A small portion of the west breakwater and backup area falls in tribal reserve. Turtle nesting sites are observed at the mouth of Galathea River.  The south site (at Gandhi Nagar and Shastri Nagar) is the only airport site that is sufficiently obstacle-free to enable bidirectional take-off and landing of all airplane types. The site includes a large area of revenue land, and minimal forest land will be affected. Some of the existing 245 existing households in those villages will be affected by the project.	Section 3.7,  Section 3.8,

Essential Detail	Summary of Response	Locations of Responses in PFR
	The power plant site west of the Galathea River delta is preferred because it has the lowest environmental sensitivity and the closest proximity to the load centre.	Section 3.10,
Existing environmental settings of the area shall be presented including the ecologically sensitive areas like turtle nesting grounds, corals, etc.	<p>The existing environmental setting has been described.</p> <p>Other issues described include</p> <ol style="list-style-type: none"> <li>Galathea Bay (South Bay) and some of the other beaches are turtle nesting ground.</li> <li>Occasionally Coral Reefs are present, however its under study and the details will be available soon.</li> </ol> <p>The Turtle Nesting sites and Megapode nesting sites which are endangered species and listed in Schedule I of the Wildlife (Protection) Act, 1972 may be impacted only when any activity detrimental to their habitats are carried out or activities impacting their nesting are undertaken in and around their habitats.</p>	<p>Sections 1.4 and 1.5,</p> <p>Refer to Environmental Sensitivity in Form-1 Sl. No. 2 (Point-4, 5), Sl. No 3</p>
Availability and supply of drinking water and water requirement for the project.	The total Water Demand for the project is estimated at 160 MLD (Fresh Water Demand 90 MLD and Recycled Water Demand 70 MLD). 40 MLD of the Fresh Water demand shall be met from surface water of Galathea River and part from Alexandria during the development of the city (2021-2036).	<p>Section 5.4.1,</p> <p>Refer form Natural Resources- Clause 2.2</p>
Construction material availability and supply shall be explored and submitted.	<p>No construction material is available at the port, airport or power plant sites. All the construction material like rock, cement, sand, aggregate, and steel will have to brought to site by sea route from one or more of the Indian ports on the east coast.</p> <p>Based on observations made during the field visit, the top layer of soil appears clayey followed by hard clay layer and very soft sedimentary rock. This rock is fragile to the extent that it can be easily broken by hand.</p>	<p>Section 5.1.4, and Section 5.1.6,</p>

The site selection was based on available data. Most of the points mentioned in EDS will also be covered in more detail in the EIA study after obtaining the TOR from MoEF&CC.

Yours Sincerely



(Anjali Sehrawat, IAS)  
Managing Director