

Minutes of 2nd meeting of Expert Appraisal Committee (Infra-2) for Projects related to All ship breaking yard including ship breaking unit, Common Hazardous Waste Treatment, Storage and Disposal Facilities, Ports and Harbours, Aerial Ropeways, CETPs, Common Municipal Solid Waste Management Facility, Building/Construction Project, Townships and Area Development projects held on 20th- 21st January, 2016

Venue: Teesta Conference Hall, Yavu Wing, First Floor, Ministry of Environment, Forest and Climate Change, Indira Paryavaran Bhawan, Jor Bagh Road, New Delhi-03

2.0 Opening Remarks of the Chairman

At the outset, Chairman welcomed the members of the Expert Appraisal Committee (Infra-2). Thereafter, agenda items were taken up for discussion. The deliberations held and decisions taken are as under.

2.1. Confirmation of Minutes of 1st EAC Meeting for Infra 2 held on 21st- 22nd December 2015.

The minutes of the 1st Reconstituted Expert Appraisal Committee (Infrastructure- 2) meeting held during 21st- 22nd December 2015 were confirmed with the following corrections.

2.1.1. Regarding the proposals of the Mormugao Port Trust for dredging incidental to the redevelopment of berths 8, 9 and Barge berths. (Additional agenda 2.9) the following additional TOR should be imposed:

“The impact of dredging and dumping on marine biodiversity shall be evaluated through the National Institute of Oceanography, Dona Paula and a Biodiversity Management plan as advised by them implemented. A copy of the biodiversity Management plan shall be incorporated in the EIA –EMP report.”

2.1.2.

Agenda No.: 2.17	For	Read
Title of the proposal	Development of Mega Container Terminal at Chennai Port, Tamil Nadu by Chennai Port Trust - Further consideration for finalization of ToR - [F.No.10-127/2007-IA-III]	Development /Improvement of 7 Infrastructure Facilities at Chennai Port, Tamil Nadu by M/s Chennai Port Trust – Terms of Reference (ToR)[F.No.10-127/2007-IA-III]

2.2. Consideration of Proposals

2.2.1	Establishment of Common Effluent Treatment Plant (To be managed by The Ahmedabad Hand Screen Printing Association) at Block No. 138/part & 154/part, Behrampura, Ahmedabad, Gujarat. – TOR regarding
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PP requested to consider in the next meeting.

2.2.2 Revised Master Plan for Dharma Port in Bhadrak District of Odisha by M/s Dhamra Port Company Ltd.– TOR regarding

The project authorities gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken along with the draft Term of References for the preparation of EIA-EMP report. All the projects related to Ports and Harbour i.e. ≥ 5 million TPA of cargo handling capacity (excluding fishing harbours) are listed at 7(e) of schedule of EIA Notification, 2006 covered under category 'A' and appraised at central level.

M/s Dhamra Port Company Ltd. has proposed for revised Master Plan for Dharma Port in Bhadrak District of Odisha. Dhamra Port is geographically located north of Dhamra River mouth between Latitude $20^{\circ}48'N$ to $20^{\circ}56'N$ and Longitude $86^{\circ}55'E$ to $87^{\circ}16'E$ on the East Coast of India. Dhamra Port is one of the deepest ports of India located in Bhadrak District of Odisha with a 18 km long and 18.0 m depth navigation channel and can accommodate super cape-size vessels upto 180,000 DWT. The Dhamra Port Company Limited (DPCL) has implemented Phase I facility with a capacity of 25 MMTPA consisting of handling Coal, Iron Ore and Lime Stone handling facilities and commenced in May, 2011. Land requirement for the phase -1 project is 234 ha. Environmental Clearance obtained from the MoEF&CC in the year 2000.

DPCL has obtained the Environment & CRZ clearance vide MoEF&CC letter dated 1st January, 2014 for Phase – II expansion of port which consists of material handling area, cargo storage area, operational and utility area, internal connectivity, drainage, greenbelt and buildings etc., Additional requirement is 456 ha. Total 11 additional berths plus 1 barge loading facility and one transloading facility to handle container, coal, iron ore, liquid, LNG and other cargos with a cumulative capacity of 71.3 MMTPA cargo and 1 million TEU's of containers in addition to additional throughput at the barge and transloading facility are approved. Works are being undertaken for phase II are 2 bulk berths of 15 MMTPA capacity each; 1 LNG berth of 5 MMTPA capacity; Barge handling facility (Partially); reclamation 170 ha; stack yard area of 53 ha for bulk storage; Tankage area of 32 ha.

Now, DPCL proposes to optimize the waterfront area to utilize maximum marine development potential and backup area usage carrying out. Therefore, DPCL intends to revise the master plan for five years plan consistent with thirty year development plan.

The development of Revised Master Plan is planned with Immediate Development (most of Phase II Expansion for which Environmental/CRZ Clearance has been obtained) in which in addition to existing Phase I 2 berths, 3 additional bulk berths; 2 LNG/LPG/ POL/ Crude Oil berths, 1 Container berth and barge facilities along with backup facilities and independent port craft facilities, conveyor systems, drainage, water supply, electrical works, internal roads, railway works and other utilities and amenities are being developed to accommodate dry bulk cargo, multipurpose cargo and LNG / LPG and liquid cargo. Total cargo handling capacity will increase from Existing 25 MMTPA to approximately 99.6 MMTPA;

Revised master plan development (05 years) in which in addition to 2 existing operational berths, additional 14 berths are proposed as part of revised master plan for first five years. Marine structures of the port will be developed with the flexibility to handle various cargos. Type of berth and type of cargo is a commercial and business requirement. So master plan is revised with those flexibilities to accommodate berths as multi-purpose. Total cargo handling capacity will be approximately 169.5 MMTPA. For easy evacuation of cargo, a new rail, road and utilities corridor (12 km x 125 m wide) is proposed from Northern side development of Dhamra Port. During presentation, PP clarified the Committee that presently they are going for revised master plan development for 5 years and EC sought for the same. However, total reclamation will be carried out within a period of 5 years keeping the vision of 30 years plan. Phase wise details of Cargo Handling Capacity is as given below:

Facility/Component		Immediate Development (MoEF&CC Approved)	Revised Master Plan (First 5 years)
Capacity (Cumulative)		99.6 MMTPA	169.5 MMTPA
Cargo Handling	Bulk Cargo	49 MMTPA	17 MMTPA
	LNG/POL/Crude oil	(i) LNG- 10 MMTPA (ii) POL (Including LPG) – 2.5 MMTPA	7.5 MMTPA
	Container	10.08 MMTPA	33.32 MMTPA
	Multipurpose	--	9 MMTPA
	Barge	3 MMTPA	3 MMTPA

Revision of master plan development will be carried in total area of 2013.4 ha. This includes Phase I (234 ha), Phase II (433 ha) area, proposed reclamation area (1075.7 ha), proposed applied land (247.7 ha), proposed basin area (23 ha). Present land uses of the expansion site are Sea, Dry Mud Barren, Dry Mud with Sparse Giria Grass, Dry Mud with Thick Giria Grass, Mud and Sparse Vegetation which falls in inter tidal zone without any macro vegetation. It is reported that Bhitarkanika Sanctuary is located at a distance of 2.2 Km. The Revised Master Plan Layout is outside the Eco Sensitive Zone of Bhitarkanika Sanctuary & National Park which was declared as per Gazette Notification dated June 16, 2015.

For revised master plan to reclaim 1075.7 ha about 110 Mm³ (Includes already approved 7.55 Mm³ material from offshore borrow area) of dredged material will be used. The phase wise estimated quantity of total dredged material is as follows:

1. Immediate Development Plan – 24.85 Mm³(approved quantity as phase II)
2. 5 Year Development Plan – 110 Mm³(Cumulative)
3. Revised Master Plan – 185 Mm³(Cumulative) for (-) 22 m CD

The excess dredged material (during capital as well as maintenance dredging) will be disposed at the disposal ground beyond (-) 20 m depth. Disposal ground will be selected after carrying out hydro dynamic modeling study. As a preliminary estimate, maintenance dredging requirement as per the master plan will approximately 19.6 Mm³.

Total capital cost for the proposed development is estimated to be Rs. 58949 Cr.

Estimated water requirement for the construction phase is 1.95 MLD and same shall be met through the bowsers and existing water supply system. Raw water shall be taken from Matai River at the existing intake location. The maximum water withdrawal shall be 100 MLD. The reject brine from the desalination plant will be sent back to sea through an outfall arrangement. Process water for LNG and LPG will be taken from sea and discharged back in to the sea. Estimated quantity of process water is approximate 1, 20,000 cu.m /hr for 20 MTPA. The exact location of the outfall point shall be finalized after dispersion modelling studies to ensure minimal impact to receiving environment. Odisha Power Transmission Corporation Limited (OPTCL) will provide additional power supply from the Bhadrak substation to the existing substation in the port premises to meet the power demand for the port expansion. Renewable energy sources like wind and solar will also be explored. One Sewage Treatment Plant (STP) of 2 MLD capacity (ultimate) and Effluent Treatment Plant of 5 MLD capacity (ultimate) will be developed outside the CRZ area. The estimated quantity of MSW generated will be about 2.0 TPD and the hazardous waste such as used oil/spent oil, wastes/residue containing oil/Oil soaked rags/cotton waste, discarded containers/barrels & used battery and sludge from ETP will be handled as per Hazardous Waste Management Rules (as amended). Hazardous wastes will be disposed through approved OSPCB vendors.

Dhamra port has already constructed a rail link of 62.5 Km with single line track, connecting the port with the Indian Railway network near Bhadrak railway station. The port has acquired 125 m wide land corridor from Dhamra to Bhadrak for providing exclusive connectivity with the hinterland. Corridor is planned with 4 lane road and 2 rail tracks with future provision of 2 lane road and 1 rail tracks. 125 m wide corridor is meant to accommodate three rail tracks, a six-lane road, an electric overhead transmission line, utility corridor and side drain. In addition, for easy evacuation of cargo, a new rail, road and utilities corridor (approx. 12 km x 125 m wide) is also proposed from Northern side development of Dhamra Port Revised master plan facilities such as construction of berths, creating navigational facilities and back up areas including outfall point of proposed Desalination Plant, pipelines for withdrawal and discharge of seawater for LNG and LPG process and fire-fighting purpose will also attract "The CRZ Notification, 2011" in addition to EIA Notification 2006 (as amended). PP informed that one year baseline data has been collected. However, the Committee suggested them that the E.I.A. study has to be initiated on the standard Terms of reference only after the date of making the application in Form 1. Base level data with the E.I.A. shall be for one season, non monsoon after the date of application. Any earlier base level data can also be utilised for time series evaluation in the EIA.

After detailed deliberations on the proposal, the Committee *recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity* and the following TOR in addition to *Standard ToR* for preparation of EIA-EMP report:

- i. A separate chapter on status of compliance of Environmental Conditions granted by State/Centre to be provided. As per circular dated 30th 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.
- ii. Copy of consent to establish and consent to operate for the existing facilities.
- iii. Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale.
- iv. Recommendation of the SCZMA.
- v. Details of existing and proposed port facilities
- vi. Layout plan of existing and proposed Greenbelt.
- vii. Action plan for drainage system to be included.
- viii. Ambient Air Quality assessment in areas within 100 meters of ore handling areas (inclusive of coal) shall be undertaken along with its impact on people authorized to enter in handling areas (inclusive of coal).
- ix. Air pollution impacts of auto combustion in coal stacks shall also be studied and form part of EIA.
- x. Details of air pollution control measures to be taken as well as cost to be incurred.
- xi. The committee was informed that no land acquisition is proposed. The EIA should address to this. Since reclamation is proposed the project should examine all the rules applicable to land reclamation and discuss them in the EIA report.
- xii. Total Water consumption and its source. Wastewater management plan.
- xiii. Details of Environmental Monitoring Plan.
- xiv. Disaster Management Plan for the above terminal.
- xv. Status of court case pending against the project.
- xvi. The EIA report should mention details of Hazardous Chemicals and propose an "On site management Plan" along with the compliance mechanism to the Public Liability Insurance Act.
- xvii. A separate study shall be conducted for extreme impacts and management plan drawn up.
- xviii. An elaborately described narrative shall be provided as to how the proposed

- xix. Land use conforms to the CRZ rules and eco-sensitive zone regulations. The EIA should also include a marine biodiversity survey, impact assessment and a marine biodiversity management plan drawn up through the N.I.O. or any other Institute specializing in marine ecology and oceanography.
- xx. The extent of ground water use and dewatering shall be explicitly covered.
- xxi. Modeling for the impact of disposal of dredged material shall be included.
- xxii. The EIA report should include a chapter on how the project components and management plans address to India's commitment for climate change mitigations.
- xxiii. A tabular chart with index for point wise compliance of above TORs.
- xxiv. 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.

It was recommended that '**TORs' along with Public Hearing** prescribed by the Expert Appraisal Committee (Infrastructure-2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The draft EIA/EMP report shall be submitted to the State Pollution Control Board for public hearing. The issues emerged and response to the issues shall be incorporated in the EIA report.

2.2.3 Environmental Clearance for Development of Green Field Airport at Village Kannamadakala&Pudicherla,Mandal Oravakallu,District-Kurnool, Andhra Pradesh by M/s Bhogapuram International Airport Corporation Ltd– TOR regarding

The project authorities gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken along with the draft Term of References for the preparation of EIA-EMP report. All the projects related to Airports are listed at 7(a) of schedule of EIA Notification, 2006 covered under category 'A' and appraised at central level.

Bhogapuram International Airport Corporation Ltd. has proposed for development of Green Field Airport at Village Kannamadakala & Pudicherla, Mandal Oravakallu, District-Kurnool, Andhra Pradesh. The land for the project has been provided by the State Government of AP vide letter no INCAP/P/Greenfield Airport at Orvkal /110/2-15 dated 26.10.2015. the present site has been selected on the basis of following:

- i. Minimising land acquisition cost as far as possible.
- ii. Utilizing maximum Government land.
- iii. Avoiding villages/habitat area.
- iv. Avoiding approved residential layouts.
- v. Avoiding built up areas/educational institute.
- vi. Reduce resettlement cost/displacement of population.

Proposed airport will be developed as a PPP project under a Design, Build, Finance, Operate and Transfer (DBFOT) concession framework. Project will be developed in two phases. Total Plot Area is 583 Acre. Cost of project is Rs. 200.49 Crore (Phase- I 88.01 Crore). It is proposed that the runway will be 2000 m. Passenger Terminal Building (PTB) would cater to approx 1 million pax by 2030 and approx 8 mnpax by 2045.

The daily consumption of water during operation phase will be about 56.7 m³/day of which fresh water will be 21.1 m³/day and recycled water will be 35.6 m³/day. During operation phase, wastewater generation will be 35.6 m³/day. Waste water will be treated in Soil Bio-filter Technology (SBT).The solid waste generated in the airport will be mostly from the flight kitchen and waste from cargo complex and sludge from the STP. The solid waste will be collected and transported in covered trucks and disposed at approved municipal disposal sites. Total load estimation for Oravakallu Airport works out to 1250 KVA. The electricity for the project will be sourced from State Transmission line).Standby DG sets of 1x320 KVA& 1x250 KVA will be installed.

After detailed deliberations on the proposal, the Committee *recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity* and the following TOR in addition to *Standard ToR* for preparation of EIA-EMP report:

- i. Importance and benefits of the project.
- ii. A toposheet of the study area of radius of 10km and site location on 1:50,000/1:25,000 scale on an A3/A2 sheet. (including all eco-sensitive areas and environmentally sensitive places)
- iii. Layout maps of proposed project indicating runway, airport building, parking, greenbelt area, utilities etc.
- iv. Cost of project and time of completion.
- v. A note on appropriate process and materials to be used to encourage reduction in carbon foot print. Optimize use of energy systems in buildings that should maintain a specified indoor environment conducive to the functional requirements of the building by following mandatory compliance measures (for all applicable buildings) as recommended in the Energy conservation building code (ECBC) 2007 of the Bureau of Energy Efficiency, Government of India. The energy system include air conditioning systems, indoor lighting systems, water heaters, air heaters and air circulation devices. Use
- vi. Details of Emission, effluents, solid waste and hazardous waste generation and their management.
- vii. Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract)
- viii. The E.I.A. should specifically address to vehicular traffic management.
- ix. The EIA report should include a chapter on how the project components and management plans address to India's commitment for climate change mitigation.
- x. 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.
- xi. Any litigation pending against the project and/or any direction/order passed by any Court of Law against the project, if so, details thereof shall also be included. Has the unit received any notice under the Section 5 of Environment (Protection) Act, 1986 or relevant Sections of Air and Water Acts? If so, details thereof and compliance/ATR to the notice(s) and present status of the case.
- xii. A tabular chart with index for point wise compliance of above TORs.

It was recommended that '**TOR**' along with **Public Hearing** prescribed by the Expert

	<p>Appraisal Committee (Infrastructure- 2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The draft EIA/EMP report shall be submitted to the State Pollution Control Board for public hearing. The issues emerged and response to the issues shall be incorporated in the EIA report.</p>
<p>2.2.4</p>	<p>Environmental Clearance for Development of Greenfield Airport at Village Damavaram and KK Gunta, Mandal Dagadarthi, District- Nellore, Andhra Pradesh by M/s Bhogapuram International Airport Corporation Ltd – TOR regarding</p> <p>The project authorities gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken along with the draft Term of References for the preparation of EIA-EMP report. All the projects related to Airports are listed at 7(a) of schedule of EIA Notification, 2006 covered under category 'A' and appraised at central level.</p> <p>M/s Bhogapuram International Airport Corporation Ltd. has proposed for Development of Greenfield Airport at Village Damavaram and KK Gunta, Mandal Dagadarthi, District-Nellore, Andhra Pradesh. The land for the project has been provided by the State Government of AP vide letter no INCAP/P/Greenfield Airport at Orvkal Nellore/456/2014 dated 26.10.2015. the present site has been selected on the basis of following:</p> <ol style="list-style-type: none"> i. Minimising land acquisition cost as far as possible. ii. Utilizing maximum Government land. iii. Avoiding villages/habitat area. iv. Avoiding approved residential layouts. v. Avoiding built up areas/educational institute. vi. Reduce resettlement cost/displacement of population. <p>Proposed airport will be developed as a PPP project under a Design, Build, Finance, Operate and Transfer (DBFOT) concession framework. Project will be developed in two phases. Total Plot Area is 584 Acre. Cost of project is Rs.193.11 Crore (Phase- I 76.48 Crore). It is proposed that the runway will be 1800 m. Passenger Terminal Building (PTB) would cater to approx 1 million pax by 2030 and approx 12million pax by 2045.</p> <p>The daily consumption of water during operation phase will be about 72.1 m³/day of which 26.8 m³/day will be fresh water and 45.3 m³/day will be recycled water. Sewage generation will be 45.3 m³/day and treated in SBT based of capacity 55 KLD. No effluent will be discharged outside the premises. The solid waste generated in the airport will be mostly from the flight kitchen and waste from cargo complex and sludge from the STP. The solid waste will be collected and transported in covered trucks and disposed at approved municipal disposal sites. During construction phase 41 kg/day of solid waste will be generated. The energy requirement will be ascertained in the master plan. Total load estimation for Dagadarthi Airport works out to 1028.5 KW. The electricity for the project will be sourced from State Transmission line. Standby DG sets of 1x320 (W) KVA & 1x250 KVA will be installed.</p> <p>After detailed deliberations on the proposal, the Committee <i>recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity</i> and the following TOR in addition to <i>Standard ToR</i> for preparation of EIA-EMP</p>

report:

- i. Importance and benefits of the project.
- ii. A toposheet of the study area of radius of 10km and site location on 1:50,000/1:25,000 scale on an A3/A2 sheet. (including all eco-sensitive areas and environmentally sensitive places)
- iii. Layout maps of proposed project indicating runway, airport building, parking, greenbelt area, utilities etc.
- iv. Cost of project and time of completion.
- v. A note on appropriate process and materials to be used to encourage reduction in carbon foot print. Optimize use of energy systems in buildings that should maintain a specified indoor environment conducive to the functional requirements of the building by following mandatory compliance measures (for all applicable buildings) as recommended in the Energy conservation building code (ECBC) 2007 of the Bureau of Energy Efficiency, Government of India. The energy system include air conditioning systems, indoor lighting systems, water heaters, air heaters and air circulation devices. Use
- vi. Details of Emission, effluents, solid waste and hazardous waste generation and their management.
- vii. Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract)
- viii. The E.I.A. should specifically address to vehicular traffic management.
- ix. Since the area is crisscrossed by many first level drains, the impacts on soil and drainage have to be specifically included.
- x. The EIA report should include a chapter on how the project components and management plans address to India's commitment for climate change mitigation.
- xi. 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.
- xii. Any litigation pending against the project and/or any direction/order passed by any Court of Law against the project, if so, details thereof shall also be included. Has the unit received any notice under the Section 5 of Environment (Protection) Act, 1986 or relevant Sections of Air and Water Acts? If so, details thereof and compliance/ATR to the notice(s) and present status of the case.
- xiii. A tabular chart with index for point wise compliance of above TORs.

It was recommended that '**TOR**' along with **Public Hearing** prescribed by the Expert Appraisal Committee (Infrastructure- 2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The draft EIA/EMP report shall be submitted to the State Pollution Control Board for public hearing. The issues emerged and response to the issues shall be incorporated in the EIA report.

2.2.5 Finalization of ToR for construction of passenger Ropeway between Dhapper and Bhaleydhunga in South Sikkim District of Sikkim by *M/s* Tourism & Civil Aviation Dept., Govt of Sikkim, Gangtok - Reg. 10-51/2013-IA.III- Further Consideration

The Committee noted that it is a repetition of 2.2.6

2.2.6 EC for construction of passenger Ropeway between Dhapper and Bhaleydhunga in South Sikkim District of Sikkim by M/s Tourism & Civil Aviation Dept., Govt. of Sikkim, Gangtok 10-51/2013-IA.III – Further Consideration

Proposal was considered by the EAC (Infrastructure) on 30.07.2015 and the Committee sought additional information. PP informed that NBWL clearance has been obtained vide letter no. 6-43/2007 WL-1(pt) dated 12.12.2012. CEC has given permission for the use of 2.10 ha. of forest land falling in Maenam Wildlife Sanctuary for the construction of Skywalk and Aerial Ropeway at Bhaleydhunga in South Sikkim, Sikkim. The PP also informed that the requirement of land for the project is 10.85 ha. out of which 2.10 ha. falls in Maenam Wildlife Sanctuary, 4.70 ha. is in reserved forest and the remaining 4.05 ha is non forest land. MoEF&CC vide letter no 3 –SK B068/2011-SH1/635-36 dated 9.09.2014 issued stage 1 clearance for diversion of 4.70 ha. of forest land for development of Eco Tourism. State Forest Department vide letter no 1540 /FCA/FEWMD/282 dated 19.07.2014 has conveyed the Stage – 1 clearance accorded by the MoEF&CC for diversion of 2.10 ha. Cost of project is Rs. 73.33 Crore. Water requirement will be 181.82 m³/day. During wastewater generation will be 145.46 m³/day. Wastewater will be treated in the sewage treatment plant. Treated wastewater will be recycled/reused for gardening purpose. Solid waste generation will be 402.6 kg/day. Solid waste will be segregated into biodegradable and non-biodegradable waste. Bio-degradable waste will be composted. PP confirmed that structure will be designed by considering appropriate seismic zone (IV); slope stability ; soil erodability and flood hazard. Public hearing was held on 28.05.2015. The committee was informed that components of the project which are not allowed in the PA, RF and ESZ regulations would not be undertaken within those area and in this connections agreed to utilise the waste management facilities at the Sikkim University and to any conditions that the committee may impose in this regards.

After detailed deliberations, the Committee found additional information adequate and recommended the project for environmental clearance and stipulated the following specific conditions along with other environmental conditions while considering for accord of environmental clearance:

1. As undertaken, it shall be ensured that there is no violation of Protected area regulations, reserve forest regulation and the Ecologically sensitive zone regulations in terms of any activity proposed in the project.
2. Energy conservation measures as suggested in the “Green Rating for Integrated Habitat Assessment”, GRIHA, shall be followed while constructing associated buildings.
3. As proposed before the committee, the effluents from the project shall be transferred through closed pipelines to the sewage treatment plant at the Sikkim University.
4. A separate water treatment plant, as agreed, will not be provided for this project. As proposed treated water shall be availed from the Water Treatment Plant at the Sikkim University.
5. Suitable provisions shall be made for rain water harvesting. The project would comply with the recommendations made in the Green Rating for Integrated Habitat Assessment (GRIHA).
6. As agreed, the execution of the Environmental management plan shall be undertaken by the project proponent and not through CAMPA.

	<p>7. As proposed, the treatment facility available with the Sikkim University shall be utilised for solid waste management. Segregation, as per the norms of the municipal solid water management and Handling rules shall be the responsibility of the project proponents. It shall be ensured that adequate management systems are in place to transfer wastes to Sikkim University campus.</p> <p>8. Adequate infrastructure, including power, shall be provided for emergency situations and disaster management.</p> <p>9. The gaseous emissions from DG set shall be dispersed through adequate stack height as per CPCB standards. Acoustic enclosure shall be provided to the DG sets to mitigate the noise pollution. Diesel generating sets shall be installed, in the downwind directions.</p> <p>10. Plantation in and around the project area shall be done in consultation with the local Forest Department.</p> <p>11. It was proposed that the common parking area under construction by the tourism department will be used. The project proponents will ensure that no vehicles except utility vehicles, emergency vehicles, resident right of way vehicles or handicapped vehicles are allowed in the project area. Necessary provisions for enhanced traffic shall be ensured to be made in coordination with the Tourism Department at the under construction parking area.</p> <p>12. The project should conform to the norms prescribed by the Director General Mine safety. Necessary clearances in this regard shall be obtained.</p>
<p>2.2.7</p>	<p>Amendment in ToR for 'Common Hazardous Waste Treatment Storage & Disposal Facility' located at Kutch (Gujarat) by M/s Saurashtra Enviro Projects Private Limited for expansion of capacity</p> <p>PP did not attend the meeting.</p>
<p>2.2.8</p>	<p>Amendment in Environment and CRZ Clearance for the setting up of LNG Terminal at Ennore Tamil Nadu by M/s IOCL</p> <p>PP did not attend the meeting.</p>
<p>2.2.9</p>	<p>Amendment in Environment and CRZ clearance for the development of four berths in Western Dock Arm in New Mangalore Port Trust by New Mangalore Port Trust.</p> <p>MoEF&CC vide letter no 11-2/2010 – IA III dated 19.09.2011 has issued Environmental Clearance and CRZ for the following development of Berths i.e. No 16, 17 and 18 :</p> <p>(i) Berth No. 16 and no 17 for bulk and break bulk terminals.</p> <p>(ii) Berth No. 18 for Container terminal.</p> <p>The Port has commenced the construction of Civil Works of berth no 18 and it is scheduled to be completed by March 2016. In the meantime, after stoppage of handling of coal at Chennai Port, the coal cargo has increased at NMPT and handled coal around 6.51 million tonnes excluding coal of UPCL in the year ending March 2015. In the same time, due to commission of container terminal at Vallarapadam, the Container growth has come down at the Port. Subsequently, Port engaged Consultant to make feasibility and traffic forecast study for Berth No 18. Based on the study it has been observed that the development of dedicated terminal container terminal for handling 60000 TEUs at present in the Port is unavailable due to in</p>

sufficient container traffic. Further it was observed that bulk cargo (Coal) traffic has increased and it is necessary to have dedicated berth for bulk cargo (coal) with mechanized system. The bulk cargo (coal) is handled manually and semi mechanized form in multi purpose Berth No. 14 shall be relocated to B-18.

Now, PP has requested for the following amendment in the environmental clearance :

- (i) To shift bulk & break cargo from berth no. 17 to berth no 18.
- (ii) To shift Container from Berth no. 18 to berth no 17.

KSCZMA vide letter no. FEE 580 CRZ 2015 dated 07.01.2016 has recommended the proposal for CRZ clearance.

The Committee exempted the proposal from preparation of EIA-EMP report alongwith public hearing as per Section 7 (ii) of EIA Notification 2006 as public hearing was held for the existing project on 22.08.2007 and there is no change in the approved capacity of the berths.

After detailed deliberations on the proposal, the Committee sought the following project specific information:

- (i) Submission of certified compliance report regarding the consents to operate, consent to establish issued by the State Pollution Control Board and the earlier E.C. issued by the MoEF and CC.
- (ii) Handling Capacity of Berth no 16, 17 and 18 after interchange of cargo handling.
- (iii) Facilities to be provided in the proposed coal cargo at Berth no 18.
- (iv) Identify the source of air pollution at proposed cargo berth no.18.
- (v) Details of Air pollution Control system to be provided at cargo berth no 18.
- (vi) Details of water consumption and its source. Wastewater management scheme.
- (vii) Layout plan of Greenbelt to be created around Coal stack yard.
- (viii) Layout plan for drainage system to be included.
- (ix) Solid waste management scheme.
- (x) A Biodiversity Management Plan, from the NIO or any marine Ecology related institute of repute, for conservation of marine ecology as a result of impacts from dredging and dumping.
- (xi) How do project intend to meet the increased power requirements of operating the mechanized coal handling system.
- (xii) Details of Environmental Monitoring Plan.
- (xiii) Disaster Management Plan.

The proposal was deferred till the desired information is submitted. The above information shall be provided with the uploading of minutes on the website.

Thursday, 21st January, 2016 (Teesta Conference Hall)

2.3.0 Consideration of Proposals

2.3.1 Development of an offshore LNG Floating storage and re-gasification unit at Kakinada Deep Water Port in Andhra Pradesh by M/s Krishna Godavari LNG Terminal Pvt. Ltd-Environmental Clearance-reg.

The project authorities and their consultant (M/s L&T Infra Engineering) gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken as per Terms of References (TORs) awarded vide MoEF letter dated 26.9.2011 for preparation of EIA-EMP report. All the projects related to Ports and Harbour i.e. ≥ 5 million TPA of cargo handling capacity (excluding fishing harbours) are listed at 7(e) of schedule of EIA Notification, 2006 covered under category 'A' and appraised at central level.

M/s Krishna Godavari LNG Terminal Pvt. Ltd has proposed for the development of an offshore LNG Floating storage and re-gasification unit at Kakinada Deep Water Port in Andhra Pradesh. The FSRU will be located at latitude 17004'30"N and longitude 82026'30" E at (-) 20 m contour within Kakinada Port Limits, Andhra Pradesh. A subsea pipeline of the size 36" has been planned for transportation of regasified gas from FRU to landfall point (LFP) of the pipeline which is located at latitude 1700'0"N and longitude 82016'47" E. The landfall point is located in between the beach stretch from Coramandal Fertilizers Road to ADB Road near Vakalapudi. A subsea pipeline of 19.13 km length size of 36" has been planned for transportation of regasified gas from FRU to landfill point (LFP) which is located at latitude 17^o0'0" N and longitude 82^o16'47" E. Details of sensitive area as given below:

	Distance from LFP	Distance from Offshore FSRU
Kakinada Canal	~ 7.3 km – SSW	~ 23.0 km - SW
Samarlakota	Canal ~ 7.2 km - SW	~ 26.3 km - SW
Kakinada fishing harbour	~ 2.0 km - S	~ 20.0 km - SW
Bay of Bengal	~ 0.6 km - E	~ 8.0 km - NW
Ecologically sensitive zones like wildlife sanctuaries, National Parks and Biosphere Reserves	Coringa Wildlife Sanctuary (Hope Island) ~ 5.1 km- SE	Coringa Wildlife Sanctuary (Hope Island) ~ 14.7 km-SW
Archaeological monuments	Samalkota Bheemeswaraswamy Temple ~ 12.5 km- NW Sarpavaram Bhavanarayanawamy Temple ~ 6.4 km-W Pithapuram KukkuteswaraSwamy Temple ~ 12.5 km NNW	Samalkota Bheemeswaraswamy Temple ~ 29.2 km- W Sarpavaram Bhavanarayanawamy Temple ~ 25.5 km- SW Pithapuram KukkuteswaraSwamy Temple ~ 20.5 km-W

Krishna Godavari LNG Terminal Pvt Ltd (KGLNG) proposed to develop offshore LNG FSRU in two phases with a handling capacity of about 3.60 MTPA in Phase-1 and Ultimate Capacity of 7.20 MTPA in Phase-2 to meet the natural gas requirements of Power plants, Fertilizer Plants, Chemical and Petrochemical units in the project region. The components of the facilities are as given below:

Offshore Facilities:

- a) Dolphin jetty/Mooring system
- b) FSU
- c) FSRU
- d) Unloading platform between FSU and LNG carrier (LNGC)
- e) FSRU platform
- f) A Platform for the mooring tug(s), service/emergency vessels, and crew changes
- g) Walkways
- h) Subsea pipeline from FSRU to Land fall point
- i) Navigational aids
- j) Loading and offloading

On shore receiving facilities at Landfall point (LFP):

- a) Pig Receiver
- b) Metering Skid
- c) Buildings (security, control room, maintenance room, UPS room)
- d) Fire protection system
- e) Pipeline for connectivity to existing gas distribution grid

An area of 5 acres is proposed development of onshore facilities at Landfill point. Cost of phase -1 project is Rs 870 Crores. Cost of phase-2 project is Rs. 400 Crore. Out of which, amount earmarked for EMP during construction phase is Rs. 57.8 Lakhs and operation phase is Rs. 3.66 Crores. Phase-1 project will be commissioned in 12 months after the obtaining necessary clearance. Phase-2 project will be commissioned in 24 months from the commissioning of phase-1.

It is reported that the proposed marine side facilities of LNG terminal like Jetty platform, floating storage unit FSU and Floating Regasification Unit (FRU) are located at 20 m water depth offshore and will not require any reclamation. Also site preparation care will be taken to ensure not to disturb the natural drainage around the site and also avoid any disturbance on creek located adjacent to LFP. Plot area of Onshore receiving facility will be 5.0 acres. Out of which, greenbelt will be developed in 1.4 acres of land.

The Committee deliberated upon the issues raised during the Public Hearing / Public Consultation meeting conducted by the Andhra Pradesh Pollution Control Board on 21st November, 2015. The issues were raised regarding local employment, CSR, loss of fish catchment; etc. The Committee noted that issues have satisfactorily been responded by the project proponent and incorporated in the final EIA-EMP report. The Committee noted that recommendations of SCZMA are yet to be submitted.

The committee was informed that CRZ clearance for the project has been held up because of the fact that the state level committee in this regards has not been constituted. It was noted that PP has not submitted the copy of SZMA recommendations. The Committee recommended the project for environmental clearance except CRZ clearance with the following additional specific conditions. The Committee also recommended that the Ministry may however take a final view on the pre requisites of the CRZ notification for the EIA clearance, especially in view of the difficulties arising out of non-constitution of the state level committee.

Specific Condition:

1. The project implementation shall not be initiated without the CRZ clearance. All activities

	<p>should be as per the CRZ notification.</p> <ol style="list-style-type: none"> 2. The Terminal should operate for 270 days in a year with a down time of 95 days. 3. In case of extreme events the FSRU/FSU and LNG carriers shall be towed away to safe zones which will be identified and notified beforehand. 4. No reclamation and no dredging shall be undertaken. Trenching for laying submarine pipelines shall be undertaken after taking due care for marine ecology. A marine biodiversity management plan to mitigate environmental impacts shall be drawn up through the NIO or any other reputed marine ecology institution and implemented. The trenched material would be put back after the pipeline is laid in the trench. 5. No break waters, jetties or other shore connected structures shall be constructed. 6. The project proponents shall ensure that all fishing vessels are prohibited within 1.5 Kms. of LNG operational area. 7. The CSR activities will be managed as per the Companies Act of 2013. For the tribal population at Coringa, the CSR activities will be dovetailed with the related Government projects and implemented accordingly. 8. Waste including membrane recharges shall be handled in accordance to the Water (Prevention and Control of Pollution) Act 1981, the E.P. Act (1986) and as per the International Maritime Regulations. 9. As proposed a green belt of 30% of the 5 Acre shore gas receiving area shall be provided.
<p>2.3.2</p>	<p>EC for expansion of E Lights IT Park' at No- 23, Rajiv Gandhi Salai, OMR, Navalur, Chennai (Tamil Nadu) by M/s E Lights Techno Park Pvt Ltd.- 21-113/2015-IA-III- Further Consideration</p> <p>MoEF&CC vide letter no 21-471/2006 IA II dated 3rd April 2007 has issued Environmental Clearance for the above mentioned project with total built up area i.e. 75,709 m² (with 2 basements + stilt level + 6 Floors). PP informed that the built up area of proposed project is 109613.97 m² instead of 75,709 m² and requested for amendment in the EC. It was noted that PP has not submitted the complete information as desired by the EAC in its 150th and 153rd EAC meetings. Therefore, the Committee sought following addl. Information :</p> <ol style="list-style-type: none"> a) An Affidavit to be submitted mentioning that they have not made any additional construction over and above area as specified in the existing EC. b) Give area details alongwith floor as per existing EC and amendment sought. c) Revised water balance chart. d) Certified compliance report on the environmental conditions prescribed in the existing EC to be submitted. <p>The proposal was deferred till the desired information is submitted. The above information shall be provided with the uploading of minutes on the website.</p>
<p>2.3.3</p>	<p>EC for expansion of "DivyaSree Point IT Park" at Sy.NO. 449/1A, 450/1,450/2A and 450/2B, Village Sholinganallur, Kancheepuram, Tamil Nadu by M/s Divyasree Infrastructure Developers Pvt. Ltd 21-76/2015-IA-III- Further Consideration</p> <p>MoEF&CC vide letter no 21-486/2007 IA II dated 3rd September 2008 has issued Environmental Clearance for the above mentioned project with total built up area i.e. 53,129 m² (with 2 basements + Ground Floor + 10 Floors).</p> <p>PP informed that while obtaining consent to operate, TNPCB vide letter no T11/TNPCB/F.43663/MMN/OL/2014 Dated 03.02.2014 has suggested them for revalidation of the existing EC issued by the MoEF&CC for the increase in the built up area 53,129 m² to</p>

75282 m² as per the planning permission obtained from the Competent Authority. PP informed that they have not made any additional construction over and above area as specified in the existing EC (i.e. 2 basements + Ground Floor + 10 Floors) and the total built up area is 75282.21 m². This is the case of correction in the existing EC. In this regard, the Committee suggested the PP to submit the original copy of the affidavit in the Ministry.

After detailed deliberation, the Committee recommended the following corrections:

S.N.	As per EC dated 3 rd September 2008	Read as
	At Para 2.0, line 3 “the total built up area proposed is 53,129 m ² (with 2 basements + Ground Floor + 10 Floors)	“the total built up area proposed is 75282.21 m ² (with 2 basements + Ground Floor + 10 Floors)

2.3.4 Setting up of Marine facilities at Salaya, Khambhalia, Gujarat by M/s Essar Bulk Terminal Salaya Limited –Bifurcation of Environmental and CRZ Clearance [F.No.10-52/2007-IA-III]- Further consideration

The Environmental and CRZ Clearance (EC) for setting up of marine facilities at the Salaya Creek, Khambaliya, Devbhoomi Dwarka District, was granted to Essar Bulk Terminal (Salaya) Limited (EBTSL – subsidiary of Essar Ports Ltd.) vide reference F. No. 10-52/2007-IA.III dated : 17-08-2009 & 25-11-2009 and validity extended on 05-01-2015. This project consists of two Berths for handling dry bulk cargo, crude, petroleum products and water intake & discharge facilities, a Single Point Mooring (SPM) facility with associated 48” crude pipelines (interconnecting the proposed SPM with the existing SPM and to Refinery through the Jetty) for unloading Crude off Vadinar and associated infrastructure.

Now, PP requested the Ministry to bifurcate the Environmental & CRZ clearance issued to EBTSL standalone between EBTSL and VLTL as per the details given below:

S.No	Company	Facilities to be operated
1	ESSAR Bulk Terminal (Salaya) Limited (EBTSL)	<ul style="list-style-type: none"> Jetties (2 Nos) – one for Bulk cargo and one petroleum & petrochemical products Sea water intake (2 x 92”) & return pipelines (2 x 92”) and associated facilities Refinery product & petrochemical pipelines (6 x 4”/8”) as per the EC granted Closed hood type conveyors (2 Nos) , Screw unloaders (2 Nos), Loading /Unloading arms & Gantry cranes
2	VadinarLiquid Terminals Limited (VLTL)	<ul style="list-style-type: none"> Single Point Mooring, off Vadinar Associated 48” Crude Pipelines, off Vadinar

The above proposal was considered by the EAC(Infrastructure) in its 150th meeting held on 29th – 31st July, 2015 and the Committee suggested that MoEF&CC may take appropriate action in this matter. In this regard, Ministry refer the proposal again to the EAC to bifurcate the specific conditions stipulated in the Clearance documents and fixed the responsibility among the companies.

Now, PP proposed the following existing Env& CRZ clearance conditions applicable to EBTSL and VLTL after the proposed bifurcation:

Condition No.	Conditions	After bifurcation applicable to	
7. Specific Conditions		EBTSL	VLTL
i	All conditions stipulated by Gujarat Coastal Zone Management Authority shall be strictly complied with.	Yes	Yes
ii	All the commitments made in the letters dated 16.07.2008 and 04.06.2009 shall be strictly complied with.	Yes	Yes
iii	The Salaya creek and gulf area shall be monitored regularly for sediment characteristics flora and fauna by an agency which is fully competent in this regard.	Yes	NA
iv	Looking to the environmental imperatives of the region, it should be ensured by the project proponent that the project shall be monitored in respect of environmental parameters by a monitoring Committee, comprising as far as possible (i) Director of National Marine Park (ii) Marine Ecology/Biology Scientist, (iii) Official from Pollution Control Board and (iv) a representative from NGO.	Yes	NA
Condition No.	Conditions	EBTSL	VLTL
v	Necessary permission/ clearance shall be obtained from the Standing Committee for the National Board for Wildlife.	NA	NA
vi	There shall be an Environmental Monitoring Cell with suitably qualified person to carryout various environmental related activities regularly and it shall co-ordinate with the above monitoring Committee.	Yes	Yes
vii	The activities of shipping route should not disturb the flora and fauna of Marine Park.	Yes	NA
viii	Sufficient budgetary provision shall be made for EMP and the details shall be submitted to the Ministry within a Month.	Yes	Yes
ix	POL clearance shall be obtained from Fire/Explosive Department (PESO) and a copy of the same shall be submitted to the Ministry within three months.	Yes	Yes
x	Regular adequate monitoring shall be undertaken to ensure that the Marine life near the project is not affected.	Yes	Yes
xi	No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area.	Yes	Yes
xii	No mangroves or other ecological important areas shall be destroyed.	Yes	NA
xiii	The wastewater generated by washing of jetties, cleaning and packing shed, net mending shed, etc. shall be treated as per the PCB norms in the Effluent Treatment Plant before letting into creek.	Yes	NA
xiv	Green belt with appropriate species shall be developed in the project site.	Yes	NA

xv	The site shall be kept free from pollution by providing suitable drainage system.	Yes	NA
xvi	Sewage Treatment Facility (STP) shall be provided in accordance with the Coastal Regulation Zone Notification, 1991.	Yes	NA
xvii	The project proponent shall provide adequate funds in the Environment Management Plan of the project.	Yes	Yes
xviii	It shall be ensured that the fishing/fisherman communities shall not be disturbed during operation of the Project.	Yes	NA

After detailed deliberation, the Committee found the additional information adequate and recommended the aforesaid bifurcation proposal alongwith the above specific conditions.

2.3.5 Development of Single Buoy Mooring (SBM) facility for Handling Liquid Bulk Cargo at Deep Drafted location for HDC, Kolkata Port by Kolkata Port Trust – Finalization of ToR – [F.No.10-35/2015-IA-III]

The project authorities gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken along with the draft Term of References for the preparation of EIA-EMP report. All the projects related to Ports and Harbour i.e. ≥ 5 million TPA of cargo handling capacity (excluding fishing harbours) are listed at 7(e) of schedule of EIA Notification, 2006 covered under category 'A' and appraised at central level.

Kolkata Port Trust has proposed for Development of Single Buoy Mooring (SBM) facility for Handling Liquid Bulk Cargo at Deep Drafted location for HDC, Kolkata Port. In order to meet future demand for POL including para-xylene traffic; it is proposed to develop facility to handle liquid bulk cargo from mother vessel to daughter vessel. Cost of project is Rs. 469.31 Crore. The proposed location is 131.5 km downstream from Haldia through the eastern Channel and 126.8 km through the western channel. The major components are given below:

- a). 2 No. SBM (Single Buoy Mooring) with all ancillaries like anchoring system, pipeline manifold remote operative valve, submarine hoses etc.
- b). 3 nos. Submarine pipeline from SBM1 to SBM 2 having a length of around 1535 m.
- c). Mother Vessel capacity – 1 lakh ton
Daughter vessel capacity 23000 ton.

Working days for operation – 255 days per year.

After detailed deliberations on the proposal, the Committee recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity and the following TOR in addition to Standard ToR for preparation of EIA-EMP report:

- i. Importance and benefits of the project.
- ii. Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale.
- iii. Recommendation of the SCZMA.
- iv. Various Ports facilities with capacities for the existing as well as proposed project.
- v. List of cargo to be handled alongwith mode of transportation.

- vi. Study of water, sediment, aquatic biological environment quality etc in and around the SBM facility.
- vii. Detailed study to be carried out to identify impacts on different category of aquatic as well as benthic flora & fauna during the proposed project construction and operation phase.
- viii. Source of pollution during installation of SBM & connecting pipeline facilities of the above project setting required to be assessed.
- ix. Total water consumption and its source. Wastewater management plan.
- x. Details of Environmental Monitoring Plan.
- xi. Disaster Management Plan for the proposed project.
- xii. Status of court case pending against the project.
- xiii. A tabular chart with index for point wise compliance of above TORs.

The Committee exempted the proposal from public hearing as proposed activity is located 105 km away from the coast.

2.3.6 Proposed Common Effluent Treatment Plant (CETP) of 7 MLD at Khasra No. Malot 490, Bari - 221/172/3, Kandrori -429/1,430/4,430/5 of Village Khandrori, Tehsil Indora, District Kangra (Himachal Pradesh) by Himachal Pradesh State Industrial Development Corporation Limited – **Further consideration for ToR - [F.No.10-24/2015-IA-III]**

Proposal was considered in the EAC (Infra) meeting held on 18.11.2015 and the Committee sought addl. Information. PP vide letter dated 11.01.2016 has submitted addl. Information. PP informed regarding type of industries to be set up in the industrial area as well as Characterization of inlet effluent. Cost of the project is Rs. 139.60 crores. Capacity of proposed CETP is (7MLD).

After detailed deliberations on the proposal, the Committee *recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity* and the following TOR in addition to *Standard ToR* for preparation of EIA-EMP report:

- i. Importance and benefits of the project.
- ii. A chapter on Quantification and Characterization of inlet characteristic including methodology adopted.
- iii. Process flow diagram of the proposed CETP.
- iv. Layout plan of CETP
- v. Cost of project and time of completion.
- vi. Total area earmarked for CETP.
- vii. Method for conveyance of effluent from the individual industrial unit to CETP.
- viii. Reuse and Recycle option of treated effluent.
- ix. Environment Management Plan
- x. Disaster Management Plan.
- xi. Layout plan of proposed Greenbelt.
- xii. Status of court case pending against the project.
- xiii. A tabular chart with index for point wise compliance of above TORs.
- xiv. 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.

It was recommended that **'TORs' along with Public Hearing** prescribed by the Expert

	<p>Appraisal Committee (Infrastructure-2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The draft EIA/EMP report shall be submitted to the State Pollution Control Board for public hearing. The issues emerged and response to the issues shall be incorporated in the EIA report.</p>
2.3.7	<p>Proposed Common Effluent Treatment Plant (CETP) of 5 MLD at Khasra No. 1244,1257,1263,3214/1265,3215/1265,1432,1433,1434,1435 Kita -9,2832 of Village Pandoga, Tehsil Haroli, District Una (HP) by Himachal Pradesh State Industrial Development Corporation Limited - Further consideration for ToR - [F.No.10-25/2015-IA-III]</p> <p>Proposal was considered in the EAC (Infra) meeting held on 18.11.2015 and the Committee sought addl. Information. PP vide letter dated 11.01.2016 has submitted addl. Information. PP informed regarding type of industries to be set up in the industrial area as well as Characterization of inlet effluent. Cost of the project isRs. 121 crores. Capacity of proposed CETP is (5MLD).</p> <p>After detailed deliberations on the proposal, the Committee <i>recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity</i> and the following TOR in addition to <i>Standard ToR</i> for preparation of EIA-EMP report:</p> <ol style="list-style-type: none"> i. Importance and benefits of the project. ii. A chapter on Quantification and Characterization of inlet characteristic including methodology adopted. iii. Process flow diagram of the proposed CETP. iv. Layout plan of CETP v. Cost of project and time of completion. vi. Area earmarked for CETP. vii. Method for conveyance of effluent from the individual industrial unit to CETP. viii. Reuse and Recycle option of treated effluent. ix. Disaster Management Plan. x. Layout plan of proposed Greenbelt. xi. Status of court case pending against the project. xii. A tabular chart with index for point wise compliance of above TORs. xiii. 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. <p>It was recommended that 'TORs' along with Public Hearing prescribed by the Expert Appraisal Committee (Infrastructure-2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The draft EIA/EMP report shall be submitted to the State Pollution Control Board for public hearing. The issues emerged and response to the issues shall be incorporated in the EIA report.</p>
2.3.8	<p>Setting up of Port facilities at Sagar Island with Rail Connectivity in District South 24 Parganas in West Bengal by M/s Kolkata Port Trust– Amendment in ToR [F.No.10-22/2014-IA-III]</p> <p>The project authorities gave a detailed presentation on the salient features of the project and proposed environmental protection measures to be undertaken along with the draft Term of References for the preparation of EIA-EMP report. All the projects related to Ports and Harbour</p>

i.e. ≥ 5 million TPA of cargo handling capacity (excluding fishing harbours) are listed at 7(e) of schedule of EIA Notification, 2006 covered under category 'A' and appraised at central level.

Ministry of Environment, Forest and Climate Change vide letter no 10-22/2014-IA III dated 9th June, 2015 has issued TOR for preparation of EIA-EMP report for Setting up of Port facilities at Sagar Island with Rail Connectivity in District South 24 Parganas in West Bengal. Now, PP has submitted the revised configurations of the project, which are tabulated as below:

Details	Pre-revised Project		Revised Project		Remarks
Capacity (Immediate Phase)	54.0 MTPA (2019-20)	9 Berths & Breasting Dolphins for POL	3.5 MTPA (2020)	3 berths (2 Multi purpose berths & 1 Container)	Reduction of capacity Considerable reduction of berthing facilities
Capacity (Ultimate Phase)	127.8 MTPA (2039-40)	20 Berths & Breasting Dolphins for POL	27.0 MTPA (2035)	9 berths	
Cargo profile	Coal, Iron Ore, Iron & Steel products, Fertilizer, POL etc.		Coal & Ore, container, Steel products, Fertilizer, sugar, food grain etc.		Change in cargo profile with exclusion of POL
Port – Rail connectivity (26.65Kms) with rail cum road bridge (3.315kms). For rail-road connectivity , there will be requirement of the additional land acquisition of about 84 ha.					
Land	In total 554 ha. to be reclaimed on foreshore land		96 ha. to be reclaimed (approx) in the river & foreshore region in the first phase. To go upto 197 ha. (including 96 ha. in phase-1) to be reclaimed in the ultimate phase.		Appreciable reduction of project area from 554 ha to 197 ha.
	For rail-road connectivity , there will be requirement of the additional land acquisition of about 84 ha.				
Services and Utilities	Water requirement : 1460 m3/day		Water requirement : 300 m3/day in the ultimate phase		Water consumption reduced significantly
	Power requirement 50 MW		Power requirement : 10.5 MW		
Manpower	3000 persons		300 persons		
Project cost	Rs 13,576 Crore		Rs. 1511 crores in first phase & in Ultimate Phase Rs. 6779 Crores		Reduction in project cost

After detailed deliberations on the proposal, the Committee recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity and the following TOR in addition to Standard ToR for preparation of EIA-EMP report:

- i. Importance and benefits of the project.

- ii. Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale.
- iii. Various Ports facilities with capacities for the existing as well as proposed project.
- iv. List of cargo to be handled along with mode of transportation.
- v. Layout plan of Proposed Port.
- vi. Study the impact of dredging on the shore line.
- vii. Study the impact of dredging and dumping on marine ecology and draw up a management plan through the NIO or any other institute specializing in marine ecology.
- viii. Details of air pollution control measures to be taken as well as cost to be incurred.
- ix. Total water consumption and its source. Wastewater management plan.
- x. Details of Environmental Monitoring Plan.
- xi. Very comprehensively, document the entire spectrum of marine biota based on primary/secondary information and study the impact. The studies should not be just restricted to phytoplankton, Zooplankton or macro invertebrates.
- xii. Disaster Management Plan for the above terminal.
- xiii. Layout plan of existing and proposed Greenbelt.
- xiv. Status of court case pending against the project.
- xv. Recommendation of the SCZMA.
- xvi. A tabular chart with index for point wise compliance of above TORs.
- xvii. 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.

It was recommended that **'TORs' along with Public Hearing** prescribed by the Expert Appraisal Committee (Infrastructure-2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The draft EIA/EMP report shall be submitted to the State Pollution Control Board for public hearing. The issues emerged and response to the issues shall be incorporated in the EIA report.

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LIST OF PARTICIPANTS OF EAC (INFRASTRUCTURE-2) IN 2nd MEETING OF EAC (INFRASTRUCTURE-2) HELD ON 20th- 21st JANUARY, 2016

S.N.	Name	Designation	Attendance
1	Prof. T. Haque	Chairman	P
2	Shri K. Gowarappan	Member	P
3	Dr. Yashpal Singh	Member	P
4	Dr. Ayi Vaman N. Acharya	Member	P
5	Dr. S.K. Bhargava	Member	P

6	Dr.Chandahas Deshpande	Member	P
7	Shri A.P. Singh	Member	P
8	Ms. Mili Majumdar/Dr.Hina Zia Representatives of TERI	Member	Ms. Mili Majumdar – 1 st day Dr.Hina Zia – 2 nd day
9	Prof.Dr. Sanjay Gupta	Member	P
10	Dr. L. P. Singh	Member	P
MOEF&CC Representative			
14.	Shri A.N.Singh	Joint Director& Member Secretary	P