

## **Minutes**

The Minutes of the 122<sup>nd</sup> Meeting of the Expert Appraisal Committee for Building/Construction Projects/Township and Area Development Projects, Coastal Regulation Zone, Infrastructure Development and Miscellaneous projects held on 25<sup>th</sup> - 26<sup>th</sup> March, 2013 at Conference Hall, Maharashtra Pollution Control Board, Sion, Mumbai.

### **1. Opening Remarks of the Chairman.**

The Chairman welcomed the members to the 122<sup>nd</sup> meeting of the Expert Appraisal Committee.

### **2. Confirmation of the Minutes of the 121<sup>st</sup> Meeting of the EAC held on 18<sup>th</sup> - 19<sup>th</sup> February, 2013 at New Delhi.**

Minutes of the 121<sup>st</sup> Meeting of the EAC held on 18<sup>th</sup> - 19<sup>th</sup> February, 2013 at New Delhi were confirmed.

### **3. Consideration of old Proposals:**

#### **3.1 Environmental & CRZ Clearance for setting up of coal conveyor system, Captive jetty and laying intake and outfall pipeline for the proposed power plant at Perunthottam and Agaraperunthottam villages of Sirkali Taluk, Nagapattinam District by M/s Sindya Power Generated Company Ltd [F. No. 11-62/2012-IA-III]**

The EAC considered the project in October, 2012 and December, 2012 sought additional information viz. layout superimposed on the latest google map, details of the soil requirement for level raise, source, permissions of competent authority, if any etc. The details submitted and presented by the project proponent are examined by the EAC.

#### ***During discussion, the following points emerged:***

- (i) The shore line changes shall be monitored and the details shall be submitted once in a year to the Regional Office of the MoEF.*
- (ii) Controlled cutter suction dredging shall be used along with the enclosure to contain the turbidity.*
- (iii) The dredged material shall be analysed for presence of Heavy Metals (HM) and after confirmation of the absence of HM, it can be used for filling.*
- (iv) Any one span of the trestle shall have minimum clearance of 7 m above the HTL with 20 to 30 m width for movement of fishing vessels.*

- (v) *Sand by pass shall be provided from accretion areas.*
- (vi) *Oil Contingency Management Plan shall be put in place.*
- (vii) *CSR activities shall cover the villages within 10 km radius*
- (viii) *Adopt appropriate technology for the design of a protective measure to hold dredged slurried sand intact without the accumulation of pore pressure with a suitable body seepage system*
- (ix) *There shall be no ground water drawal within CRZ area.*
- (x) *Regular monitoring at outfall shall be carried out especially for the temperature and marine life quality.*
- (xi) *The coal conveyer shall be closed system and dust control measures shall be provided at transfer points. In addition green belt shall be provided along the conveyer route.*
- (xii) *All the conditions stipulated by the CZMA shall be complied with.*
- (xiii) *Excess dredge material if any will be disposed at water depth > 20 m contour.*
- (xiv) *The stock yard shall be provided with **15 m** green belt all around.*
- (xv) *Water sprinklers shall be provided to prevent dust emission.*
- (xvi) *LDPE lining shall be provided at the temporary stock yard to prevent any seepage.*

***The Committee recommends the proposal for Environment and CRZ Clearance with the above condition in the Clearance letter for strict compliance by the project proponent.***

### **3.2 Extension of validity of clearance granted to Mumbai Port Trust for redevelopment of Harbour Wall Berths [F.No. 10-6/2007-IA.III]**

As presented by the project proponent, Environmental clearance was granted vide their letter No. 10-6/2007-IA-III dated 13.03.2007 for redevelopment of Harbour Wall Berths from 18-22 ID of 882 m length. The commencement of the project work is substantially delayed. MPT had invited tenders for dredging works but dredging contract could not be finalised either for poor response or high offers. The bidding process for civil works was annulled due to non finalisation of dredging work. In view of the above, proposed requested for extension of the validity of clearance earlier granted.

***The Committee recommended for extension of validity of EC and CRZ clearance for a further period of five years.***

**3.3 Amendment in CRZ Clearance for development of Railway connectivity and HT Power Transmission line for multi Cargo Port at Hazira, District Surat, Gujarat by M/s Hazira Infrastructure Pvt. Ltd. [F.No. 11-47/2012-IA.III].**

***The Committee decided to defer the project, since the project proponent requested for postponement.***

**3.4 Finalization of ToR for modernization of existing facility and addition of new facilities entailing capacity at Vishakhapatnam Port by M/s Vishakhapatnam Port Trust [F.No. 11-93/2012-IA.III]**

The proposal was discussed by the EAC in its meeting held in January, 2013. The Committee suggested to revise the project and submit only the component which is meant for pollution control in view of the moratorium.

As presented by the project proponent, the project involves two parts. Part A of the project envisages modernization of existing 36 year old iron ore handling facility at outer harbour, which is due for refurbishment. Environment Clearance for upgradation of the same to the capacity of 19 MTPA was obtained vide MoEF Lr. No. F.No. 10-11/2006-IA.III dt. 29-11-2006. The same since lapsed. The current proposal is for renewal of EC for a capacity of 16.2 MTPA. This proposal among other included full covering of the conveyor system of about 4.0 km length, replacement of outlived major equipments – ship loader, stacker/reclaimer, etc. – by state of art equipment, which result in considerable reduction of environmental pollution.

Part B of the project envisages mechanization of existing berth (WQ 1) in the inner harbour for handling iron ore. Currently about 4.5 million tonnes of iron ore is handled through the inner harbour at different western quay berths by unloading the iron ore from the wagons/ trucks through pay loaders transportation through damper from the unloading areas to the stack yards, loading into the dumpers at stack yards and subsequent movement to the wharf using ship gear/wharf cranes into the ship- all activities laden with leakages, are sources of considerable dust pollution. The proposal to mechanize the current mode of handling through tippers, stackers, reclaimers, conveyors, ship loaders, would significantly reduce the pollution levels and bring them down to the levels much below the norms. The proposal thus envisages modernisation of the existing handling mechanism to the capacity of 6.8 MTPA.

**Mechanization of WQ7 and WQ8** : Currently about 4 million tons dust cargo viz. bauxite, gypsum slag, etc. is being handled at various inner harbour berths, through a semi- manual mode in the western quays located

in the inner harbour. The current mode of loading/unloading from/ to the wharfs, transportation through trucks from/ to wharfs and stack yards etc. are all activities, which are laden with considerable air pollution. The mechanization of the same cargoes would significantly reduce dust pollution level to within the norms.

**Extension of container berth:** Though this project, which amongst other things, envisages rail evacuation from the terminal, would reduce substantial truck/trailer movement (truck- kilometres), leading to considerable reduction in pollution levels. 16.64 lakhs cubic mtrs. of dredging is to be carried out for deepening the Outer Harbour, Inner Harbour and Entrance Channel to the Inner Harbour and at the proposed berths. The dredged material will be dumped in the existing dumping ground, designated by CWPRS, Pune. The total cost of the project is Rs.2569.00 Crores.

The Committee also noted that the AP PCB vide letter dated 15.03.2013 has recommended to the Ministry to consider exemption from moratorium stating that the project will improve environmental quality / reduce movement of road transport. In view of the above, EAC agreed to prescribe TORs for this proposal.

***During the discussions, the Committee finalized the following additional TOR for further study:***

- (i) Submit HTL/LTL map prepared by an authorized agency on 1:4000 scale superimposed with project layout. Submit recommendation of SCZMA.*
- (ii) Details of the shore line studies to study the erosion and accretion.*
- (iii) Submit the details of Oil Spill Contingent Management Plan. Existing infrastructure and its adequacy and additional infrastructure, if any shall be discussed*
- (iv) Submit the details of dredging quantity and quality in terms of toxic metals (atleast Cr+6, Arsenic, Mercury, and lead) and its disposal with quantity (reclamation/ dredging disposal site. If disposal is proposed in the sea, its location, the justification for selecting such location and its effect on marine environment, effect of fishes, etc.*
- (v) Submit details of Environmental Management Plan and Environmental Monitoring Plan with parameters and costs. Comprehensive common environmental monitoring by Port Trust and other PPPs located within the port shall be prepared in a scientific way*
- (vi) Submit details of Risk Assessment, Disaster Management Plan including emergency evacuation during natural and man-made*

*disaster like floods, cyclone, tsunami and earth quakes etc. Compliance to the MSIHC Rules shall be discussed. Existing infrastructure and its adequacy and additional infrastructure, if any shall be discussed.*

- (vii) Roles and responsibilities of the Port Trust and PPPs to comply environmental requirements and review mechanism shall be discussed.*
- (viii) Fugitive emissions and its mitigation measures at different cargo handling stages shall be elaborately discussed.*
- (ix) Submit the details of Reduction of fugitive emissions due to minimization of cargo movement by trucks and proposed mechanization.*
- (x) Environmental aspects, mitigation measures and post project monitoring shall be submitted project – wise.*
- (xi) Submit the details of CSR planned.*
- (xii) Submit the Details of Hazardous Wastes generated, and precautions planned during handling, compliance with Hazardous Waste Rules.*
- (xiii) Details of the existing and proposed green belt, with suitable plan.*
- (xiv) Submit the details of the Environmental Cell.*
- (xv) Submit the details of the fishing activity and likely impact due to the activity.*
- (xvi) The General guidelines as per the annexure-II to this Minutes shall also be considered for preparation of EIA/EMP.*

Public hearing to be conducted for the project as per provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan.

A detailed draft EIA/EMP report should be prepared as per the above additional TOR and should be submitted to the Ministry as per the Notification.

Any further clarification on carrying out the above studies including anticipated impacts due to the project and mitigative measure, project proponent can refer to the model ToR available on Ministry website <http://moef.nic.in/Manual>".

**3.5 Environmental Clearance for extension of container berth and other facilities at JNPT. M/s Jawaharlal Nehru Port Trust. [F.No. 11-66/2006-IA-III]**

***The Committee recommend to defer since project proponent requested for postponement.***

**4. Consideration of New Proposals:**

**4.1 Environmental and CRZ Clearance for expansion of JSW port at Jaigad, Ratnagiri, Maharashtra [F.No.10-17/2006-IA.III]**

As presented by the project proponent the proposal is for expansion of JSW Port at Jaigad, Ratnagiri, Maharashtra. The Committee noted that the ToR was finalised in the year 2010 and the same was withheld due to introduction of Moratorium in Ratnagiri and Sindhudurg districts. Now, that the project has been considered as of national importance and exempted from Moratorium by the Ministry. It was taken up for consideration for grant of Environmental Clearance. The MCZMA has recommended the project vide letter dated 30.11.2012. The MCZMA has considered the layout superimposed on the CZMP of 1: 5000 scale. Proponent also submitted layout superimposed on 1: 4000 scale map prepared by IRS, Chennai, an authorised Institute.

***During the discussion, the following points emerged:***

- (i) Alignment of railway line/connectivity has not been finalised, project proponent should, therefore, seek CRZ clearance in case alignment/ connectivity passes through CRZ area.*
- (ii) Proponent informed that site is rocky cliff hence there are no shore line changes.*
- (iii) Controlled cutter suction dredging shall be used along with the enclosure to contain the turbidity.*
- (iv) The dredged material shall be analysed for presence of Heavy Metal(HM) and after confirmation of the absence of HM, it can be used for filling.*
- (v) Oil Contingency Management Plan shall be put in place.*
- (vi) The responses/commitments made during public hearing shall be complied with letter and spirit.*
- (vii) CSR activities shall cover the villages within 10 km radius. Details of CSR for fishermen shall be submitted.*

- (viii) *All the mitigation measures submitted in the EIA /EMP & Risk Assessment and Disaster Management report shall be prepared in a matrix format and submitted*
- (ix) *The committee noted that the green belt as per the EC of 2007 is still being complied. The details shall be submitted on layout / google map.*

***The Committee recommends the proposal for Environment and CRZ Clearance with the above condition in the Clearance letter for strict compliance by the project proponent.***

**4.2 Environmental and CRZ Clearance for the extension of existing Jetty and intake and outfall pipeline for sea water intake for proposed Thermal Power Plant at village Akri Moti, Ta: Abdasa, distt. Kuchchh. by M/s. Sanghi Industries Ltd. [F.No.11-96/2012-IA.III]**

The EAC considered the project in October, 2012 and December, 2012 sought additional information viz. layout superimposed on the latest google map, details of the soil requirement for level raise, source, permissions of competent authority, if any etc. The details submitted and presented by the project proponent is examined by the EAC.

***During the discussion, the following points emerged:***

- (i) *The recommendation of GCZMA reveals that the proposed activities falls in CRZ-I (A) also, the proponent informed that the jetty expansion is in CRZ-IV and intake, outfall, conveyor which are permissible in CRZ-I(A) only proposed in CRZ-I (A). The committee noted that the proposed activities are not superimposed on CRZ map. Therefore Committee suggested that both the existing as well as the proposed activities shall be superimposed on the HTL map along with their co-ordinates and submitted.*
- (ii) *The GCZMA has stated that about 14.67 ha area falls within the Mangrove forest. The details on the map along with co-ordinates shall be submitted. Prior Forests clearance shall be obtained for the diversion of forests land as per OM dated 31.03.2011.*

***In view of the foregoing observations, the committee decided to defer the proposal. The proposal shall be reconsidered after the above observations are addressed and submitted.***

**4.3 CRZ Clearance for development of alternate sea route to Baratarg Island, A & N Island by M/s Andaman Lakshdweep Harbour Works (Min. of Shipping) [F.No. 11-9/2013-IA-III]**

- 4.4 CRZ Clearance for construction of berthing Jetty and approach a Sagardweep in North Andaman by M/s Andaman Lakshdweep Harbour Works. [F.No. 11-10/2013-IA-III]**
- 4.5 CRZ Clearance for extension of Jetty at Havelock by M/s Andaman Lakshdweep Harbour Works. [F.No. 11-11/2013-IA-III]**
- 4.6 CRZ Clearance for reconstruction of Jetty at Bengali in Terassa Island by M/s. Andaman Lakshadweep Harbour Works [F.No.11-98/2012-IA-III]**

*The Committee decided to defer the above projects, since the project proponent requested for postponement. Also committee decided to visit the sites before appraisal in view of the location of the projects.*

- 4.7 Amendment to carrying out mining operation with the help of power and machineries at Tirunelveli, Kanniyakumari and Tuticorin district by M/s V.V. Minerals (F. No. 10-6/2004-IA.III)**

As presented by the project proponent, the CRZ clearance for the projects were issued by the Ministry for mining rare minerals. The rare minerals like zircon, rutile, garnet, ilmenite, silimanite and leucosene are associated with Radio active monazite. As per the Atomic Energy (radiation Protection) Rules, 2004, disposal of radio waste would therefore require licensing by Atomic Energy Regulatory Board. According to the above rules, Radiological safety Officer level-1 duly approved by AERB has been appointed. The RSO has suggested to switch over to mechanical mining to protect the labours from radiation. Therefore requested to amend the clearance to permit mechanical mining up to 3.5 m depth instead of 1 m by manual mining.

The project was earlier considered by the EAC in its meeting held in September, 2009 and committee deferred the project and sought additional information like, requirement under the regulation to go for mechanical mining, recommendation of SCZMA etc.

The proponent has submitted recommendation of TCZMA and letter RSO- its own employee suggesting to go for mechanical mining.

***During the discussion, the following points emerged:***

- (i) The Committee noted that there are three different projects, the proponent has submitted single proposal. Therefore suggested the proponent to submit separate projects.*
- (ii) The legal requirement/instruction of Atomic Energy Regulatory Board regarding mechanical mining shall be submitted.*

- (iii) *Submit the compliance report of the existing project.*
- (iv) *The monitoring report shall be obtained from Regional Office.*
- (v) *Submit the latest Google maps for the sites.*

***In view of the foregoing observations, the committee decided to defer the proposal. The proposal shall be reconsidered after the above observations are addressed and submitted.***

**4.8 Environmental Clearance for the revised proposal of Integrated Municipal Solid Waste Management project at Kinduwal Village, Solan District, Himachal Pradesh. M/s Addl. Chief Executive Officer, BBNDA, Baddi (HP) [F.No. 10-32/ 2012 – IA.III]**

The project was considered by the EAC in its meeting held in December, 2012 and since the existing site is very much in proximity of the river, site is not suitable for setting up of MSW facility hence deferred the project and suggested to consider an alternate site and submit the site selection criteria for the new site.

***During the discussion, the following points emerged:***

- (i) *Proponent has submitted revised layout by shifting about 30 m further away from Sirsa river and boundary is 110 m from river. As a precaution against flooding, an embankment of 100 m long with 6m height along the river is proposed.*
- (ii) *The Committee noted that for providing 100 m wall with cost of Rs 1 crore to prevent flooding can be avoided by locating the project in the portion of land which is above HFL. Committed suggested the proponent to submit the details of minimum area having more than 359 MSL with distance from river, any area to be raised up to 359 MSL along with contour plan superimposed with layout plan.*

***In view of the foregoing observations, the committee decided to defer the proposal. The proposal shall be reconsidered after the above observations are addressed and submitted.***

**4.9 Environmental & CRZ Clearance for Single Mooring Point (SMP) and allied facilities of Veera in Gulf of Kutch for handling crude oil on BOT basis in the State of Gujarat by M/s Kandla Port Trust [F.No.11-27/2010-IA-III]**

The project was considered by the EAC in its meeting held in October, 2012 and sought additional information viz, reasons for appreciable increase of Temperature and pH, high level of Hydrocarbon and Phenols, response to the issues raised during public hearing. The major issue is land acquisition.

It was clarified that the expansion is within the KPT port limit and no land acquisition proposed. The details submitted and presented by the proponent were discussed by the EAC.

**During the discussion, the following points emerged:**

- (i) *EAC noted that the high temp in Kandla creek water might be due to shallow region near salt pan salt leakage absorb heat radiant energy- low temp during winter.*
- (ii) *After unloading the crude oil, the sea water shall be pumped in to the pipeline to flush the crude oil from the floating hoses. In order to avoid the oil spill, the floating hoses will be disconnected and the butterfly valves shall be sealed.*
- (iii) *The port shall ensure that the ship under operation follows the MARPOL convention regarding discharge or spillage of any toxic, hazardous or polluting material like ballast water, oily water or sludge, sewage, garbage etc. The emission of NOx and SOx shall remain within the permissible limits.*
- (iv) *The smooth and safe operation of the system shall be ensured by incorporating a computerized SCADA (Supervisory Control And Data Automation) system. Any leakage in the pipeline shall be immediately detected by the Computer system and product pumping shall be immediately cut off.*
- (v) *CSR activities shall cover the villages within 10 km radius*
- (vi) *Oil Contingency Management Plan shall be put in place.*
- (vii) *All the recommendation of SCZMA shall be complied with.*
- (viii) *The responses/commitments made during public hearing shall be complied with letter and spirit.*
- (ix) *All the recommendation of the EMP shall be complied with letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEF along with half yearly compliance report to MoEF-RO.*

***The Committee recommends the proposal for Environment and CRZ Clearance with the above condition in the Clearance letter for strict compliance by the project proponent.***

**4.10 CRZ Clearance for the proposed CNG filling station at plot No. 153-A BBR scheme Block III, Fort Division on free press journal road Mumbai. M/s Mahanagar Gas Ltd. [F.No. 19-104/2012-IA-III]**

***The Committee decided to defer the project, since the project proponent did not attend the meeting.***

**4.11 Environmental and CRZ clearance for construction of multistoried residential building-DLF riverside housing project Chilavannoor-Vytilla, Cochin, Kerala by M/s Adelle Builders & Developers Pvt. Ltd. [F.No. 11-8/2013-IA-III]**

EAC in its meeting held on 18<sup>th</sup> and 19<sup>th</sup> September, 2008 sought recommendation of KCZMA. KCZMA has recommended the project vide letter dated 29.12.2012. The site is in CRZ-II. Committee noted that the proposed building falls on the land ward side of the imaginary line drawn parallel to HTL.

**During the discussion, the following points emerged:**

- (i) *Committee noted from the google images that most of the building is already complete hence suggested to consider necessary action as per the OM on Violation.*
- (ii) *The Committee also noted that the SCZMA has recommended the project on 29.12.2012 after 3 year of receipt of application, based on the concept of Imagery line hence suggested to check the validity of imaginary line and also suggested that the MS, KCZMA be invited to EAC whenever the project again comes for consideration.*
- (iii) *Submit the details of the existing building which was used for drawing imaginary line along with co ordinates and proof for authenticity,*

***In view of the foregoing observations, the committee decided to defer the proposal. The proposal shall be reconsidered after the above observations are addressed and submitted.***

**4.12 CRZ clearance for Beach resort at Semancheri Village, Chengalpattu Taluk, Kancheepuram District, Tamil Nadu by M/s Rajathi Merlin Projects Pvt. Ltd. [F.No. 11-6/2013-IA-III]**

As presented by the project proponent, the proposal involves construction of resort at S.No. 136/1A1pt, 136/1B1B pt, 136/8B of Thiruvidadanthai Village and S. No. 73/4A pt, 73/4B pt, 73/4C pt of Semancheri Village, Chengalpattu Taluk, Kancheepuram District, Tamil Nadu. The total plot area is 24,000.64 sqm (6.67 acres) and total built-up area is 6,018.882 sqm. It is proposed to construct 20 rooms and 3 cottages besides other features comprising of restaurant, bar and banquet halls with ground floor and first floor with total built up area of 9439.89 sqm. The FSI is 0.325. The total height of the building is 9 m from ground level. Total fresh water requirement is 28 KLD and 49 KLD water is required of which

recycled water for flushing, gardening & HVAC (21 KLD) shall be made available through STP. Capacity of STP - 35 KLD. The maximum height of the proposed building is 8.95m. The Solid waste generation will be 23 kg/day. The total cost of the project is 14.72 crore.

The proposed site falls under the classified CRZ-III zone with HTL demarcation of the site done through IRS-Anna University, Chennai.

The Tamil Nadu Coastal Zone Management Authority has recommended the proposal vide letter no. R.C. No. P1/084/2011 dated 15.02.2012.

**During the discussion, the following points emerged:**

- (i) *Submit the source of water along with required permission.*
- (ii) *EMP submitted is not proper, shall revise and submit.*
- (iii) *The proposed building is closed to East Coast Road, proponent can consider to shift away from the road and submit revised layout.*
- (iv) *Submit Parking and Circulation plan.*
- (v) *Submit energy conservation measures along with % of saving.*
- (vi) *Management plan in case of any disaster like earthquake and Tsunami.*

***In view of the foregoing observations, the committee recommend to defer the proposal. The proposal shall be reconsidered after the above observations are addressed and submitted.***

**4.13 Environmental Clearance for proposed expansion of Taneja Aerospace and Aviation at Belagondapalli village Denkanikottai Taluk, Krishnagiri, Tamil Nadu by M/s Taneja Aerospace and Aviation Ltd. (F. No. 10-40/2012-IA.III)**

As presented by the project proponent, the proposal is for Expansion of Taneja Aerospace and Aviation Ltd. at Belagondapalli Village, Denkanikottari Taluk, Krishnagiri District, Tamil Nadu. The project site is located at Belagondapalli Village, about 8.7 km from Hosur, a capital town of Krishnagiri, the northern state of Tamil Nadu. TAAL is engaged in Civil Aircraft Manufacturing, Structural and Components manufacturing for Civil & Military Aircrafts/Helicopters and Aerospace Launch Vehicles. Service provided in the fields of Air Charters, Aircraft Maintenance. It has an infrastructural facility like ATC, Hangars and DGCA Licensed Airfield.

This Aerospace is running by a private management. The expansion project will compile the expansion of runway and construction of aircraft hangers in the project site.

The existing runway is 2100 m x 45 m, apron 110 x 90 m and 40 m x 19 m, two Taxiway, four hangers. Proposed facilities include 2 hangers, one apron, one taxiway, one manufacturing units.

The total requirement of raw water will be met from private water supply and it will be about 18 KLD for the expansion project. The total waste water generation will be estimated around 14.6 KLD of Sewage. Sewage Treatment plant with the Capacity of 30 M<sup>3</sup>/day will be used to treat the waste water generated from the unit and the outlet will be used for green belt. From this project 200 kg/day of solid wastes will be produced. These solid wastes will be separated as biodegradable and non biodegradable and suitable disposal methods will be adopted for them. These will be sent to local municipality or authorized vendors or used as manure as required. No passenger and Cargo are proposed. Total Project Cost for the expansion will be Rs.2310 Lakhs.

The proposal was considered by the EAC in its meeting held in June, 2012 and finalized ToR including conduct of Public Hearing. The Public Hearing conducted on 04.12.2012 at Sub – Collector Office, Hosur. The major issues raised in the Public Hearing are employment for the land owners.

***During the discussion, the following points emerged:***

- (i) Project proponent shall submit the details of Rain water Harvesting along with contour map.*
- (ii) Submit the copy of consent order along with compliance status.*
- (iii) Hazardous waste shall be collected and disposed as per the Regulation.*
- (iv) The recommendations of EMP, DMP shall be complied with.*

***In view of the foregoing observations, the committee recommend to defer the proposal. The proposal shall be reconsidered after the above observations are addressed and submitted.***

**4.14 Environmental and CRZ Clearance for construction of residential cum commercial complex (DLF bay view) at plot no. N5A & N5B Marine Drive Cochin, District Ernakulam Kerala [F.No 21-287/2008-IA.III]**

The Environmental Clearance to M/s. DLF Ltd for construction of residential-cum-Commercial complex 'DLF Bay View' at Plot No. N5A & N5B,

Marine Drive, Cochin, District Ernakulam, Kerala was considered by the Expert Committee for New Construction Projects and New Industrial Estates in its meeting held on 6<sup>th</sup> – 7<sup>th</sup> August, 2008, 18<sup>th</sup> – 19<sup>th</sup> September, 2008 and finally on 20<sup>th</sup> November, 2009 recommended the proposal for Environmental Clearance subject to obtaining CRZ clearance.

The proponent submitted the CRZ map/report. It is observed from the C.E.S.S. report, that the area including the proposed project site was reclaimed from Ernakulam Kayal and handed over to Goshree Island Development Authority (G.I.D.A.) for development under the Cochin Marine Drive Scheme. Hon'ble High Court of Kerala in CMP No.27517/98, vide order dated 09.10.1998 held that the reclaimed land will not fall within the CRZ Zone.

Meantime, proponent vide letter dated 26.06.2011 has clarified that the site was bought from Greater Cochin Development Authority (GCDA) and not part of the land reclaimed by the Cochin Port Trust for development under the Cochin Marine Drive Scheme/Vypeen Bridge Project Scheme, hence the land will come under the purview of CRZ.

The Kerala Coastal Zone Management Authority has recommended the project vide letters dated 17.03.2011 and 15.09.2012.

***During the discussion, the following points emerged:***

- (i) *The construction shall be as per the norms of CRZ Notification, 2011 including FSI. The FSI shall be as existed on 19.02.1991.*
- (ii) *There shall be no disposal of wastes in CRZ area.*
- (iii) *There shall be no Ground water drawal within CRZ area.*
- (iv) *All the recommendation of KCZMA shall be complied with.*

***The Committee recommends the proposal for Environmental and CRZ Clearance with the above condition in the Clearance letter for strict compliance by the project proponent.***

**4.15 CRZ Clearance for Connectivity Link from Kharghar to Taloja at Pendhar, in Navi Mumbai by M/s. City and Industrial Development Corporation of Maharashtra Limited. [F.No.11-37/2010-IA.III]**

CIDCO has proposed construction of a connectivity link from Kharghar Node to Taloja Node. This Proposed connectivity link would involve construction of a major bridge including approach road in the tidal zone of Taloja river to cross NH-4 highway and Diva-Panvel Railway line. The alignment of this project passes through Coastal Regulation Zone (CRZ) with presence of scanty mangroves in the vicinity of the project area. The project

is mainly divided into three parts: Part I: Construction of Approach road from chainage 0.00 to chainage 450.00 as per design parameter. Part II: Construction of Bridge over diversion channel/Holding pond and Taloja River between chainage 450.00 to chainage 1075.00. Part III: a) Construction of Approaches on Kharghar side of ROB from chainage 1075.00 to chainage 1205.416. b) Construction of ROB over National Highway (NH-4) and Diva-Panvel Railway lines from chainage 1205.416 to chainage 1562.12. c) Approaches on Pendhar side of ROB from chainage 1562.12 to chainage 1920.621. The portion of alignment from chainage 140 m to 1145 m falls under CRZ area. The Bridge portion of the connectivity link passes along/adjacent to/over water bodies – Taloja River, Stretches of river bank. Following is the list of plant species spotted in the area surrounding the proposed road alignment – Mangroves - *Acanthus ilicifolius*, *Clerodendrum inerme*, *Derris trifoliata*.

Total Mangroves cutting area under pier & proposed approach road = 360 sq. m. + 393.75 sq. m. = 753.75 sq. m. Area under Bridge :River -1800 Sq.m, CRZ-I-7650 Sq.m, CRZ-II-19170 Sq.m Compensatory Mangrove plantation has been proposed on 2000 Sq. m. area as against 360 X 5 =1800 sqm. Representatives from the FDCML had visited the proposed site of plantation and shown their willingness to do the work.

EAC noted that the project was already recommended by EAC in its meeting held in August, 2010. The MCZMA has considered the proposal in its meeting held on 04.08.2009 and 14.01.2010 and recommended the proposal to MoEF vide No. MCZMA/2009/CR-16 dated 11.02.2010.

The committee noted that Hon'ble High Court vide order directed the concern authorities including Ministry to consider the issue of clearance in 4 week time in view of the public interest. EAC based on the above decided to consider the photographs/filed survey report of 158 m length in CRZ-I(A).

***During the discussion, the following points emerged:***

- (i) Compensatory mangrove plantation shall be taken up in 2000 sqm as against the destruction of 360 sqm, as required under CRZ Notification, 2011.*
- (ii) CIDCO shall obtain prior permission from the Hon'ble High Court of Bombay for the activities in Mangrove area prior to the commencement of the activity.*
- (iii) All the conditions stipulated by MCZMA shall be complied with strictly.*

***The Committee recommends the proposal for CRZ Clearance with the above condition in the Clearance letter for strict compliance by the project proponent.***

#### **4.16 Environmental and CRZ Clearance for the proposed Inland Water Transport along East Coast of Mumbai by M/s Maharashtra State Road Development Corp Ltd. [F.No.11-78/2012-IA.III.]**

As presented by the project proponent the Maharashtra State Road Development Corporation (MSRDC), Govt of Maharashtra proposes to establish Inland Water Transport (IWT) project on East Coast of Mumbai - Ferry Wharf to Nerul-Belapur and Ferry Wharf to Mandwa / Rewas". The increase in traffic with the increase in population is serving as an ill-factor for people travelling in and out of Greater Mumbai (i.e. Mumbai Business District & Mumbai Suburbs). This results in excess time taken to travel the distance from Greater Mumbai to Nerul and Mandwa in Alibag. The proposed facility of Passenger along with Ro-Ro, termed as Roll-on Roll-Off technique shall help the people travelling from Greater Mumbai to Nerul and Mandwa to take vehicles along with them in the Water Transport System, this will drastically reduce their cost of travelling as well as their time travelling.

The project in Phase –I envisages the development of both offshore and onshore facilities. The infrastructure development on shore facilities proposed is terminal building and access roads. The amenities proposed in the terminal building are ticket counters, arrival and departure lounge, office for ferry operators, security booths, traffic control room, restaurants, rest rooms, book stalls, telephone booths, ATMs and first aid facilities.

The project area lies in the CRZ I , CRZ II and CRZ IV. MCZMA has recommended the project.

The project was considered by the EAC in its meeting held in November, 2012 and finalized ToR including conduct of Public Hearing. PH conducted on 30.01.2013 at ferry Wahrf Terminal at Parel, 16.02.2013 at Nerul terminal at Thane and on 21.02.2013 at Mandwa Terminal, Sasawane, Alibaug. The major issues raised are likely effect to the fishing along the coastal area and compensation to fishermen, mangrove cutting and parking. The details submitted and presented by proponent are examined by the Committee.

#### ***During the discussion, the following points emerged:***

- (i) *About 200 sqm scattered mangroves for the Approach road at Nehrul will pass through mangroves. As a result scattered mangroves in an area of about 200 sq. m. are likely to be affected. The road is proposed on stilt as per the provision of CRZ Notification, 2011. Five times the mangroves likely to be destructed are planned in the adjacent at the budgetary provision of Rs 30 laksh.*

- (ii) *Necessary permission of the High Court as well as forests Department for destruction of mangroves as required shall be obtained.*
- (iii) *There shall be no reclamation for the project.*
- (iv) *Noise barriers shall be provided at connectors as committed. Detailed report shall be submitted to RO of MoEF within six months.*
- (v) *Material from capital dredging of 3.76 Mcum and Maintenance dredging of 0.75 Mcum shall be disposed in to the identified site only.*
- (vi) *Navigational channel shall be marked with buoys.*
- (vii) *Shall explore to provide drinking water at terminal in order to reduce / prevent usage of water bottles.*
- (viii) *The water supply from Municipal Authority shall not be utilised for the Mandwa Terminal as already there is shortage and shall be procured from the authorised outside source.*
- (ix) *Recommendations of Risk Assessment, Disaster Management Plan including emergency evacuation during natural and man-made disaster like floods, cyclone, tsunami and earth quakes etc.*
- (x) *CSR shall take into account the requirement of fishermen as committed. Dual plumbing shall be provided to ensure recycling of treated waste water.*
- (xi) *The sewage shall be treated and recycled as committed.*
- (xii) *Solid waste shall be collected and treated as committed. There shall be no marine disposal.*
- (xiii) *Oil Spill Contingent Management Plan shall be put in place.*
- (xiv) *Drinking water shall be made available, to minimize the usage of bottled water and there by reducing the generation of solid waste( plastic bottles)*

***The Committee recommends the proposal for Environment and CRZ Clearance with the above condition in the Clearance letter for strict compliance by the project proponent.***

**4.17 Environmental Clearance for development of Industrial Estate of HSIIDC at Sector No. 38 & 39 at Rai Sonapat, Haryana by M/s**

**Haryana State Industrial & Infrastructure development Corporation [F.No. 21-1046/2007-IA-III]**

The committee noted that the EAC in its meeting held in September, 2011 suggested the proponent to conduct Public Hearing. The proponent claimed that the site is located in industrial area approved in Master Plan and notified by Industries Department for public and semi public use hence requested for exemption of Public hearing. The Committee observed that the project is of Industrial Estate itself and needs to go for Public Hearing to get Environmental Clearance as per EIA, 2006 and advised the Project proponent accordingly.

**4.18 Environmental Clearance for widening and upgradation of existing 4-lane to 6 laning of Vijayawada to Gundugolanu Section of NH-5 from Km 1112.004 to km 1022.480 including New Vijaywada and Hanuman Junction Bypasses in the State of Andhra Pradesh. M/s NHA [F.No. 10-105/2011-IA-III]**

The project road section of NH-5 starts from existing Km 1112.044 at Kaza village near Vijayawada and ends at existing Km 1022.480 at Gundugolanu and passes through Guntur, Krishna and West Godawari Districts of the state of Andhra Pradesh. The major settlement enroute are Vijayawada, Gunnavaram, Atkuru, Pottipadu, Eluru & Gundugolanu etc. The land use pattern on either side of 10 Km of the project road is predominantly agriculture followed by habitation area. The project road does not pass through any ecological sensitive area/National Park/ Sanctuaries/ Reserved Forest, etc. This project does not involve diversion of any Forest land. The proposed land acquisition is 450.5541 ha. This includes 25.4916 ha of Government land and rest 425.058 ha. of private land. Among Private land 331.54 ha. is agriculture land and rest residential and commercial land areas. The existing Right of way is 40 m except at few locations. The proposed right of way for main alignment is 70 m in rural and open areas whereas in urban areas it is 54 m, except at interchanges, toll plaza and other project facilities. For Vijayawada and Hanuman Junction Bypasses it is proposed to provide ROW width to 60 m and 80 m respectively. The existing road has 2 nos. of Major bridges, 34 nos. of Minor bridges, 340 nos. of Culverts, 2 nos. ROBs, 2 nos. Pedestrian/Cattle underpasses, 8 nos. Vehicular Underpasses, 8 nos. Bus bays, 2 nos. of toll plaza. It is proposed to retain the existing major bridges with repair and widening and to provide 3 new major bridges. All the existing Minor Bridges will be widened to 6-lane and additional 42 new minor bridges are proposed. Similarly all the existing culverts will be retained and 75 nos. additional culverts will be provided. Apart from 2 existing Pedestrian/Cattle underpasses, which shall be, widened and additional 13 nos. new Pedestrian/Cattle underpasses are proposed. 10 new Vehicular Underpasses, 8 new bus bays and 6 nos. of proposed Flyovers will be provided in the project. The project road will have provision of 2 nos. Truck lay byes, 2 nos. Rest areas, 2 nos. Wayside Amenities, High mast light at 10 locations, Street Light at 33 locations, Service roads at 27 locations. The proposed safety measures will be provided

as per IRC: 67 and 6 laning Manuals. Approximately 14680 roadside trees are within proposed ROW, however bare minimum will proposed to be felled for widening of 6 lanes. Approximately 694 KL/Day water will be required for construction purposes. To meet this requirement about 40 percent will be abstracted from Surface water source (Krishna River which is the only perennial source) and rest from Ground water source with proper requisite permission from concerned department. About 1064 nos. of structures will be partially affected. The NHAI shall compensate to the authorized owner as per NHAI Act, 1956.

Approximately 8,03,300 cum of fly ash proposed to be used from Vijayawada Thermal Power Plant and Sitapuram Thermal Power Plant depending upon their availability. The avenue plantation shall be carried out as per IRC SP: 21:2009 apart from statutory requirements. The total estimated Project Civil Cost is approximately Rs. 1860 Crores, EMP cost is Rs. 8.22 crores and R & R Cost is Rs. 236.707 crores.

ToR finalised in EAC meeting held in February, 2012. Public Hearing conducted on 29.08.2012 at Guntur, 04.09.2012 at West Godavari and on 22.09.2012 at Krishna Districts. Major issues are acquisition including fertile lands and compensation mainly due to bye passes, tree cutting. The committee examined the information submitted and presented by the proponent.

***During the discussion, the following points emerged:***

- (i) Project road does not passes through any eco- sensitive area and within 10 km from eco- sensitive area and no diversion of forests land.*
- (ii) It is indicated that 16512 nos. trees falls within ROW and about 4500 trees alone to be felled for the project. Necessary permission from competent authority shall be obtained for tree cutting. Compensatory tree plantation shall be carried out and cost provision should be made for regular maintenance.*
- (iii) There are three ponds near the alignment, there shall not be any disposal of debris into the water bodies. It shall be ensured that the drainage/catchment of the ponds shall not be disturbed during construction.*
- (iv) Explore the possibilities of using cold mix technology wherever possible.*
- (v) Rain water harvesting including oil and grease trap shall be provided. Water harvesting structures shall be located at every 500 mts along the road. Vertical drain type rainwater harvesting structures shall be set up to minimize surface runoff losses of rainwater.*

- (vi) R&R shall be as per the guidelines of State/ Central Government.
- (vii) IRC guidelines shall be followed for widening & up-gradation of road.
- (viii) The responses/commitments made during public hearing shall be complied with letter and spirit.
- (ix) All the recommendation of the EMP shall be complied with letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEF along with half yearly compliance report to MoEF-RO.

***The Committee recommended the above proposals for Environmental Clearance with the above condition in the Clearance letter for strict compliance by the project proponent.***

**4.19 Finalisation of ToR and rehabilitation and upgradation of existing carriageway of Kanpur to Allahabad Section to 6 lane of NH-2 by M/s NHA1 (F. No. 10-12/2013-IA.III)**

***The project was discussed in the EAC in its meeting held in February, 2013.***

**4.20 Finalisation of ToR for rehabilitation and upgradation of existing carriageway to 4/6 lane ring road/bypass road to Jammu and Kashmir by M/s NHA1. [F.No. 10-13/2013-IA-III]**

***The project was discussed in the EAC in its meeting held in February, 2013.***

**4.21 Finalisation of ToR for ropeway adjacent to existing chairlift at Rajgir District Nalanda, Bihar by M/s Bihar State Tourism Development Corporation. (F. No. 10-10/2013-IA.III)**

As presented by the project proponent, the Bihar State Tourism Development Corporation Ltd. is proposing ropeway adjacent to existing Chairlift at Rajgir, District Nalanda, Bihar. Rajgir is a tourist place located in Nalanda District of Bihar. Rajgir is connected to by road to Patna-110 kms, Nalanda-12 Kms, Gaya-78 Kms, Pawapuri-38 Kms, and Bihar Sharif-25 kms. Peace Pagoda is located on the Ratnagiri Hills. The proposed Ropeway will link Peace Pagoda (Vishwa Shanti Stupa built in 1969, one of the 80 peace pagodas in the world). The project is proposed in the area of 1.24 ha. The existing ropeway is a fixed grip Chairlift fitted with mono seat chair for single person. Capacity 340 Persons per Hour (PPH). The boarding and de boarding of the passengers are carried out during running of the lift. The proposed ropeway will be a detachable system fitted with Gondola

(cabin) fully enclosed for 4 persons and have comfortable boarding and de boarding arrangement. Capacity recommended is 800 PPH. The project is located within Pant Wildlife Sanctuary hence treated as Category 'A'.

Approximately 410 nos. of trees likely to be affected. Monocable Detachable Gondola System recommended for the proposed ropeway. The Horizontal length of the proposed ropeway is 583m and vertical rise is 190 m. Line speed – 0-2.5m/sec and Corridor considered is 10m along the alignment. D.G. set @ for Lower station – 125 KVA and D.G. set @ for Upper station- 15 KVA. The proposed ropeway is crossing 2 Nallah and 2 water pipelines. The Hauling rope is 30 mm dia 6 x 19 (s) 1770N/mm<sup>2</sup> quality, with Poly Propylene core, BL. 527KN. The total estimated cost of the project is Rs. 10.84 crore.

***During the discussions, the Committee finalized the following additional TOR for further study:***

- i) Submit the recommendations or comments of the Chief Wildlife Warden as per the EIA amended on 01.12.2009.*
- ii) Submit the details of facilities viz. administration building, restaurant, toilets, waste collection and disposal etc at Lower terminal and upper terminal including parking area.*
- iii) Examine and submit a brief description of the project-name, project site, geology, topography, nature, size, location of the project, project coverage, master plan, length of the proposed aerial rope way, details of ROW, height from MSL and its importance to the region/ State.*
  - (i) It is noted that about 410 trees required to be cut for the project, out of which 329 are less than 30 cm girth. Necessary permission from competent authority shall be obtained for tree cutting. Compensatory tree plantation shall be carried out and cost provision should be made for regular maintenance. Details to be submitted.*
- iv) Examine and submit the likely impact due to influx of people and associated developments*
- v) Any litigation pending against the proposed project and/or any direction/order passes by any court of law against the project, if so, details thereof should be provided.*
- vi) Submit map of the project area and 10 km area from boundary of the proposed/existing project area, delineating project areas notified under the wild life (Protection) Act, 1972/critically polluted areas as identified by the CPCB from time to*

*time/notified eco-sensitive areas/inter state boundaries and international boundaries.*

- vii) Submit Land use map of the study area to 1:25,000 scale based on recent satellite imagery of the project area and 10 km from the proposed project boundary delineating the cropping pattern, wastelands, forest area and built up areas, water bodies, human habitation and other specific features such as railway tracks, ports, airports, roads, major industries etc. and submit detailed ground surveyed map in 1:5000 scale showing the existing features falling within the right of way namely trees, structures including archaeological and religious, monuments wild life corridors etc.*
- viii) Submit baseline data to be given on description of existing situation of the land at the proposed project area including description of terrain, hill slopes, inland topography, slope and elevation, rock types, regional tectonic setting (reported fractures/faulting/folding, warping), and history of any volcanic activity, seismicity and associated hazards.*
- ix) Submit details of power requirement and source. Energy efficiency measures in the activity should be drawn up. Also submit details of D.G. Sets along with noise control measures.*
- x) Submit details on anticipated impact during construction stage and operation stage on the landslides, surface drainage etc., should be predicted. The existing surrounding features up to 1 km and impact on them should be addressed separately.*
- xi) Submit details on impact of vibrations on the surrounding environment including damage to materials/structures and due to present and future transportation activities by road.*
- xii) Submit details on R&R plan with data on the existing socio-economic status of the population in the study area and broad plan for the resettlement of the displaced population, site for the resettlement colony, alternative livelihood concerns/ employment and rehabilitation of the displaced people, civil and Housing amenities being offered, etc. and the schedule of the implementation of the project specific R&R Plan. Details of provisions (capital & recurring) for the project specific R&R Plan.*
- xvi) Examine and submit activities associated with aerial ropeway construction and operations also give rise to associated hazards and accidents. It is therefore desirable that based on the categories of hazards prevailing at the project site, risk assessment may be carried out by specialists in the field and recommendations may be implemented. Risk assessment should*

*be carried out for seismicity, slope stability, soil erodibility, and flood hazard.*

- xvii) Submit Certificate from the competent authorities for safety of ropeway and its monitoring.*

Public hearing to be conducted for the project as per provisions of Environmental Impact Assessment Notification, 2006 (as amended in 2009 ) in all the districts separately and the issues raised by the public should be addressed in the Environmental Management Plan.

A detailed draft EIA/EMP report should be prepared as per the above additional TOR and should be submitted to the Ministry as per the Notification.

**4.22 Finalization of TOR for widening and improvement of existing carriageway to 2 lane with pave shoulders configuration of Raipur – Dhamtari section of NH-43 state of Chhattisgarh by M/s NHAI, New Delhi. [F. No. 10-95/2010 -IA-III]**

ToR finalised in EAC meeting held in February, 2011 for improvement of existing carriageway to 2 lane with pave shoulders configuration however, in view of the increase in traffic, it is proposed to upgrade to 4/2 lane with paved shoulders. Public Hearing conducted on 11.01.2012 at Raipur and on 19.01.2012 at Dhamtari Districts. Major issues are land acquisition and compensation and tree cutting. The committee examined the information submitted and presented by the proponent.

**During the discussion, the following points emerged:**

- (i) Project road does not pass through any eco-sensitive area and within 10 km from eco-sensitive area and no diversion of forest land.*
- (ii) It is indicated that 13353 nos. trees fall within ROW and permission from Collector has been obtained wherein it was insisted to compensate 1: 10 times. Cost provision should be made for regular maintenance of compensatory tree plantation also.*
- (iii) There are 11 ponds near the alignment, there shall not be any disposal of debris into the water bodies. It shall be ensured that the drainage/catchment of the ponds shall not be disturbed during construction.*
- (iv) Explore the possibilities of using cold mix technology wherever possible.*

- (v) *Rain water harvesting including oil and grease trap shall be provided. Water harvesting structures shall be located at every 500 mts along the road. Vertical drain type rainwater harvesting structures shall be set up to minimize surface runoff losses of rainwater.*
- (vi) *R&R shall be as per the guidelines of State/Central Government.*
- (vii) *IRC guidelines shall be followed for widening & up-gradation of road.*
- (viii) *The responses/commitments made during public hearing shall be complied with letter and spirit.*
- (ix) *All the recommendation of the EMP shall be complied with letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEF along with half yearly compliance report to MoEF-RO.*

***The Committee recommended the above proposals for Environmental Clearance with the above condition in the Clearance letter for strict compliance by the project proponent.***

#### **4.23 Extension of validity of ToR for Vadodara- Mumbai Expressway including Spur to JNPT by M/s NHAI [F.No.10-52/2010-IA-III]**

As presented by the NHAI, the proposed project is a green field alignment which involves various clearances viz. Forests, Wildlife and CRZ and project is under consideration at various levels , hence requested for extension of validity of ToRs for a period of one year.

***The committee recommended to extend validity of ToRs for one year.***

#### **4.24 Finalisation of ToR for setting up of non-combustion de-contamination facility for dechlorination of PCB contaminated oil waste at Bhilai Steel Plant, Chattisgarh by M/s SAIL [F.No.10-15/2013-IA-III]**

The Committee noted that though the activity is for treatment of Hazardous waste however not covered under project activity 7 (d) since the activity involves neither Incineration nor Landfill hence prior Environmental Clearance is not required under the EIA Notification, 2006.

#### **4.25 CRZ Clearance for Desalination plant at Kudankulam Nuclear Power plant by M/s KKNPP**

As presented by the project proponent, the project was granted clearance on 9.5.1989 prior to the CRZ Notification, 1991. Prior to 1991, there were guidelines/restrictions on development within 500 m along Coast. On 19.4.1989, when the then Prime Minister approved an exemption of the 500 metre norm specifically for the Kudankulam project, fresh water was proposed to be drawn from Pechiparai Dam, which is situated at about 65Km from the plant site. However, in view of the involvement of forest areas as well as apprehensions expressed by the local villagers on withdrawal of the water from Pechiparai Dam that the rapidly deplete the scarce natural resource in the drought prone regions of Kanyakumari and Tirunelveli Districts which may hamper the irrigation and their livelihood, NPCIL decided in the year 2004 to establish a desalination plant to provide adequate fresh water supply for domestic water requirements and for the plant. Desalination plant was established as an ancillary system of the total project. On 17.1.2006, NPCIL informed the Tamil Nadu Pollution Control Board (TNPCB) for inclusion of this facility which was not included in the original application for Consent to operate. TNPCB considered this aspect and accorded "Consent to Operate" on 28.8.2012, which includes the desalination plant as well. Before the Hon'ble Supreme Court, the MoEF has informed that in view of the above fact and also that the desalination plant is a permissible activity within the CRZ area, "*MoEF will appropriately again take into account the establishment of desalination plant from the CRZ point of view and ensure that it will continue to function on further satisfaction of MoEF.*"

The Desalination plant functions on Distillation (Mechanical Vapour Compression) principle. Seawater will be drawn from the sea and will be fed to the Desalination plant. At KKNPP the desalination plant consists of four streams each having a capacity of 106.66 Cubic meter per hour. Out of the four installed streams, only three will be operating and one will be in standby mode. Cumulative feed flow for all three operating streams is 670 Cubic meter per hour and cumulative reject flow is 350 Cubic meter per hour, balance 320 cubic meter per hour is purified water.

There will be generation of brine reject from the desalination process. The reject is nothing but the concentrated seawater, which remains after desalination process and does not contain external elements. The rejects will have concentration of 69,000 parts per million (ppm) which will be mixed with condenser cooling water of 2,50,000 cubic meter per hour and discharged through the outlet channel in sea. This would give a dilution of 700 times and reduce the reject to the ambient seawater concentration of 35,000 parts per million.

The Tamil Nadu SCZMA has recommended the project vide letter No. 28/EC3/2013-1 dated 4.02.2013.

***During the discussion, the following points emerged:***

- (i) *All the condition stipulated by the Pollution Control Board as well as Tamil Nadu CZMA shall be complied with.*
- (ii) *Periodical monitoring of the sea water quality near the outfall shall be monitored.*

***The Committee recommends the proposal for CRZ Clearance with the above condition in the Clearance letter for strict compliance by the project proponent.***

## **5. Recommended Projects:**

### **5.1 CRZ Clearance for construction of storm water drain and clear water pond, port building and sub station at S. No. 175, 176, 180, 181 and 183 of Kayalpattuy Village, Cuddalore Taluk. by M/s. Nagarjuna Oil Corporation Ltd. Cuddalore [F.No.11-97/2012-IA.III]**

The proposal was discussed in the 120<sup>th</sup> meeting held on 28<sup>th</sup> -29<sup>th</sup> January, 2013 and sought additional information viz. possibilities for recycling the clear water, photographs of the site along with the google maps. The details submitted by the proponent were examined by the Committee.

#### ***During discussion, the following points emerged:***

- (i) *All the recommendation of the TCZMA/conditions of TPCB shall be strictly complied with.*
- (ii) *Pumping arrangement shall be provided at clear pond so as to pump back the water to ETP in case of any contamination. Only clear water shall be drained into sea.*
- (iii) *There shall be no ground water drawal within CRZ area*

***The Committee recommended the proposal for CRZ Clearance with the above condition in the Clearance letter for strict compliance by the project proponent.***

### **5.2 Environmental and CRZ Clearance for the development of Port at Ponnani, Malappuram District, Kerala by M/s Malabar Port Pvt. Ltd. [F.No.11-81/2011-IA-III]**

The proposal was discussed in the 120<sup>th</sup> meeting held on 28<sup>th</sup> -29<sup>th</sup> January, 2013 and sought additional information viz. exact co-ordinates of the proposed reclamation and measures proposed to prevent impact on fishing activities including CSR activities proposed for welfare of fishermen. The details submitted by the proponent was examined by the Committee.

**During the discussion, the following points emerged:**

- (i) *Proponent shall obtain necessary permission for the road connectivity from concerned authority as applicable.*
- (ii) *The shore line changes shall be monitored and the details shall be submitted once in a year to the Regional Office of the MoEF. Beach nourishment shall be carried out from the sand collected from accretion areas. The details shall be submitted to RO, MoEF along with the above report.*
- (iii) *Alignment of railway line is yet to be finalized. In case alignment / portion of alignment passes through CRZ area, PP should seek separate CRZ clearance.*
- (iv) *All the mitigation measures submitted in the EIA/EMP & Risk Assessment and Disaster Management report shall be strictly complied with.*
- (v) *All the conditions stipulated by the CZMA shall be complied with.*
- (vi) *Controlled cutter suction dredging shall be used along with the enclosure contain the turbidity.*
- (vii) *The dredged materials shall be analysed for presence of heavy metal and after confirmation of the absence of HM, it can be used for filling.*
- (viii) *Excess dredge material if any shall be disposed at water depth > 20 m contour.*
- (ix) *Oil Contingency Management Plan shall be put in place.*
- (x) *CSR activities shall cover the villages within 10 km radius.*
- (xi) *There shall be ground water drawal within CRZ area.*
- (xii) *Periodical monitoring of the seawater at the discharge point shall be done and report be submitted along with the six monthly monitoring reports.*
- (xiii) *The stock yard shall be provided with 15 m green belt all around.*
- (xiv) *Water sprinklers shall be provided to prevent dust emission.*
- (xv) *Impervious lining shall be provided at the temporary stockyard to prevent any seepage.*

**The Committee recommended the proposal for EC and CRZ**

***Clearance with the above condition in the Clearance letter for strict compliance by the project proponent.***

**5.3 Environmental Clearance for International Airport at Keezhallur & Pazhassi Panchayat, Thalassery, District Kannur, Kerala by M/s Kannur International Airport [F.No. 11-90/2011-IA-III]**

The proposal was discussed in the 121<sup>st</sup> meeting held on 18<sup>th</sup> -19<sup>th</sup> February, 2013 and sought additional information viz. intersection plan of the proposed second approach to the Airport, energy and water conservation measures along with the details of % saving and details of earth cutting and filling for the project. The details submitted by the proponent was examined by the Committee.

**During the discussion, the following points emerged:**

- (i) Clearance shall be obtained from Central Ground water Board for the ground water drawl as applicable.*
- (ii) It is indicated that about 30421no of trees are required to be cut. Necessary permission from competent authority shall be obtained for tree cutting. Compensatory tree plantation of at least 1: 3 ratio shall be carried out and cost provision should be made for regular maintenance. In addition, minimum 3 rows of the trees in canopy formation – about 15 m width along the boundary shall be provided.*
- (iii) Shall obtain approval of Forests Department/ wildlife warden for the proposed Peacock Conservation Plan.*
- (iv) Shall have proper Traffic circulation plan to avoid conflict at the entry and exist in view of the proposed connectivity to the present 12 m wide road which is expected to be widened to 24 m.*
- (v) There shall be no open dumping or storage of Solid waste*
- (vi) Rehabilitation and resettlement for the reported 123 families shall be as per the local norms.*
- (vii) CSR activities viz. Medical schemes, education, infrastructure facilities shall be carried out as committed.*
- (viii) All the recommendation of the EMP shall be complied with letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEF along with half yearly compliance report to MoEF-RO.*

**The Committee recommended the proposal for EC Clearance with**

***the above condition in the Clearance letter for strict compliance by the project proponent.***

**5.4 Environmental Clearance for proposed common hazardous waste management facility including incineration at Industrial Growth Centre, Phase-II, Samba, Mandhera Village, Jammu & Kashmir by M/s APR Projects Pvt. Ltd [F.No. 10-43/2012-IA-III]**

The proposal was discussed in the 120<sup>th</sup> meeting held on 28<sup>th</sup> -29<sup>th</sup> January, 2013 and sought additional information viz. issues raised during the Public Hearing along with the response in a tabular form and EMP proposed in a tabular form. The details submitted by the proponent was examined by the Committee.

**During the discussion, the following points emerged:**

- (i) *Transportation and handling of Hazardous Wastes shall be as per the Hazardous Wastes (Management, Handling and Trans-boundary Movement)) Rules, 2008 including the section 129 to 137 of Central Motor Vehicle Rules, 1989.*
- (ii) *Guidelines of CPCB for Common Hazardous Wastes Incinerators shall be followed.*
- (iii) *Incinerated ash shall be disposed at approved TSDF and MoU made in this regard shall be submitted to the Ministry prior to the commencement.*
- (iv) *Periodical air quality monitoring in and around the site shall be carried out. The parameters shall include Dioxin and furans.*
- (v) *Use only low sulphur diesel. No other oil shall be used.*
- (vi) *Transportation and handling of Bio-medical Wastes shall be as per the Bio-medial Wastes (Management and Handling) Rules, 2000 including the section 129 to 137 of Central Motor Vehicle Rules, 1989.*

***The Committee recommended the proposal for Environmental Clearance with the above condition in the Clearance letter for strict compliance by the project proponent.***

**5.5 Environmental Clearance for the CETP at Village Shrirampur, Tehsil Gamharia District, Saraikella Kharasawan Jharkhand by M/s Adityapur Auto Cluster [F.No. 10-67/2011-IA-III]**

The proposal was discussed in the 113<sup>rd</sup> meeting held in June, 2012 and sought additional information viz. MoU/legal framework on responsibilities of CETP, Member Industries and Final Effluent Treatment

Plant, layout plan of the CETP and details of the ground water level and measures to prevent leakages and groundwater contamination. The details submitted by the proponent was examined by the Committee.

***During the discussion, the following points emerged:***

- (i) Hazardous sludge generated shall be disposed to the hazardous waste management facility. MoU in this regard shall be submitted to the Ministry / Regional Office prior to commencement.*
- (ii) Regular monitoring of functioning of CETP and treated effluent shall be carried out by the proponent.*
- (iii) The MoU between CETP and member units shall indicate the maximum quantity of effluent to be sent to the CETP along with the quality.*
- (iv) The MoU between CETP and FETP shall indicate the maximum quantity of treated effluent and also the out let norms to be complied by CETP.*
- (v) The effluent from member units shall be transported through CETP tankers only duly maintaining proper manifest system. The vehicles shall be fitted with proper GPS system*
- (vi) Before accepting any effluent from member units, the same shall be as permitted by the SPCB in the consent order. No effluent from any unit shall be accepted without consent from SPCB under the Water Act, 1974 as amended*
- (vii) Suitable meters shall be provided to measure the quantity of effluent received, quantity of effluent recycled/reused and discharged.*
- (viii) ESP shall be installed as air pollution control measure with the boiler as proposed.*
- (ix) Hazardous wastes will be generated in the form of Primary treatment sludge, Solids from MEE concentrate drying and Used oil will be handled and disposed as per HWM Rules, 2008.*
- (x) All the recommendation of the EMP shall be complied with letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to Ro, MoEF along with half yearly compliance report.*

***The Committee recommends the proposal for Environmental Clearance with the above condition in the Clearance letter for strict compliance by the project proponent.***

## **5.6 Environmental Clearance for 4/6 laning of Gwalior-Shivpuri Section of NH-3 from km.15.60 of NH-75 to km.236.00 section of NH-3 in the State of Madhya Pradesh M/s NHA. (10-1/2011-IA.III)**

As presented by the project proponent, the proposal is for widening and improvement from 2-lane to 4/6-laning of Gwalior-Shivpuri Section of NH-3 (km.15.60 of NH-75) to km.236.00 section of NH-3 in the State of MP. The project road (NH-3, Package-I) starts from km 15+060 and ends at km 236+000. Total length of the project road is 125.300 kms. Most of the section of Project Highway passes through plain terrain. The land use pattern of the project area is Agriculture and built-up. Project Road passes through 17 villages. The Project Road passes through Madhav National Park (from 216.00 to km 221.460). The existing right of way varies from 25-60 m. The proposed right of way is mostly 60 m. Approximately 460 ha of land is proposed to be acquired for the improvement of the project, out of which agriculture land is about 361.00 ha, forest land is 80.289 ha, built up is 18 ha. There are existing 4 major bridges, 39 Minor bridges, 133 nos. of culverts, 1 Railway over Bridge. 4 major bridges, 49 Minor bridges, 146 culverts, 3 Railway Over Bridge, 1 vehicular underpass, 9 pedestrian cattle underpass, 26 Bus bays, 4 Truck Lay Bys, 3 bypasses, 2 Rest area and 2 Toll Plaza has been proposed. (Including existing structures). Service road of 6.400 km has been proposed along the project road on both sides at 3 nos. of locations. Fly ash will be used for construction of embankment from Km 15/060 to Km 236/000 as per MoEF notification. 585 KL Water (mostly surface water) for 500 days shall be required for construction and other purpose including plantation and dust suppression. 17700 trees may be affected due to proposed road, against which about 53100 saplings are proposed to be planted. There would be about 635 project affected families due to the improvement of project road. The entitled person shall be compensated according to the provision of NH Act 1956. The budget for environmental management works and operation phases is Rs. 11.57 crore. The total construction cost of the project is Rs. 897.73 crore. The total cost for Resettlement and Rehabilitation is approx. Rs. 18.49 crore.

The project was examined by the EAC in its meeting held on 14<sup>th</sup> -15<sup>th</sup> February, 2011 and finalized the additional TOR for further study including conduct of Public Hearing. Public Hearing was conducted at Shivpuri District. The project was considered by EAC in its meeting held in January, 2012. Since the project involved forest land EC was not issued for want of stage –I FC. Mean time, NHA vide letter dated 21.03.2013 informed that the diversion of forest land has been increased to 80.289 ha. and the existing alignment passing through National Park and also falls with in 10 kms of Sanctuaries/ National Parks.

***During discussion, the following points emerged:***

- i) *The proposal requires 80.289 ha of forest area. Necessary I permission for diversion of forest area shall be obtained.*
- ii) *The projects is passing through Madhav National park for a length of 5.5 km and also located within 10 km. of a Bird Sanctuary (at 7.8 km), prior Clearance of Standing Committee of NBWL shall, therefore, be submitted.*
- iii) *Proposal indicates cutting of 17700 trees for the widening of the road. Necessary prior permission shall be obtained for cutting of trees from the competent authority. 35400 no. of compensatory afforestation proposed shall be carried out as per stipulated conditions of MoEF and State Forest Division.*
- iv) *Rain water harvesting including oil and grease trap shall be provided. Water harvesting structures shall be located at every 500 mts along the road. Vertical drain type rainwater harvesting structures shall be set up to minimize surface runoff losses of rainwater.*
- v) *R&R shall be as per the guidelines of State/ Central Government.*
- vi) *IRC guidelines shall be followed for widening & up-gradation of road.*
- vii) *The responses/commitments made during public hearing shall be complied with letter and spirit.*
- viii) *All the recommendation of the EMP shall be complied with letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEF along with half yearly compliance report to MoEF-RO.*

***The Committee recommends the proposal for Environment Clearance with the above condition in the Clearance letter for strict compliance by the project proponent.***

#### **Annexure-I**

- (i) *Any litigation(s) pending against the proposed project and/or any directions or orders passed by any court of law/any statutory authority against the project is to be detailed out.*

- (ii) *Submit detailed alignment plan, with details such as nature of terrain (plain, rolling, hilly), land use pattern, habitation, cropping pattern, forest area, environmentally sensitive places, mangroves, notified industrial areas, sand dunes, sea, river, lake, details of villages, teshils, districts and states, latitude and longitude for important locations falling on the alignment by employing remote sensing techniques followed by ground truthing and also through secondary data sources.*
- (iii) *Describe various alternatives considered, procedures and criteria adopted for selection of the final alternative with reasons.*
- (iv) *Submit Land use map of the study area to a scale of 1: 25,000 based on recent satellite imagery delineating the crop lands (both single and double crop), agricultural plantations, fallow lands, waste lands, water bodies, built-up areas, forest area and other surface features such as railway tracks, ports, airports, roads, and major industries etc. and submit a detailed ground surveyed map on 1:2000 scale showing the existing features falling within the right of way namely trees, structures including archeological & religious, monuments etc. if any.*
- (v) *If the proposed route is passing through any hilly area, examine and submit the stability of slopes, if the proposed road is to pass through cutting or embankment / control of soil erosion from embankment.*
- (vi) *If the proposed route involves tunneling, the details of the tunnel and locations of tunneling with geological structural fraction should be provided. In case the road passes through a flood plain of the river, the details of micro drainage, flood passages and information on flood periodicity at least of last 50 years in the area should be examined.*
- (vii) *The projects is located within 10km. of the sanctuary a map duly authenticated by Chief Wildlife Warden showing these features vis-à-vis the project location and the recommendations or comments of the Chief Wildlife Warden thereon should be furnished at the stage of EC.*
- (viii) *Study regarding the Animal bypasses / underpasses etc. across the habitation areas shall be carried out. Adequate cattle passes for the movement of agriculture material shall be provided at the stretches passing through habitation areas.*
- (ix) *If the proposed route is passing through a city or town, with houses and human habitation on the either side of the road, the necessity for provision of bypasses/diversions/under passes shall be examined and submitted. The proposal should also*

*indicate the location of wayside amenities, which should include petrol station/service centre, rest areas including public conveyance, etc.*

- (x) Submit details about measures taken for the pedestrian safety and construction of underpasses and foot-over bridges along with flyovers and interchanges.*
- (xi) Assess whether there is a possibility that the proposed project will adversely affect road traffic in the surrounding areas (e.g. by causing increases in traffic congestion and traffic accidents).*
- (xii) Examine and submit the details of use of fly ash in the road construction, if the project road is located within the 100 km from the Thermal Power Plant.*
- (xiii) Examine and submit the details of sand quarry, borrow area and rehabilitation.*
- (xiv) Climate and meteorology (max and min temperature, relative humidity, rainfall, frequency of tropical cyclone and snow fall); the nearest IMD meteorological station from which climatological data have been obtained to be indicated.*
- (xv) The air quality monitoring should be carried out as per the new notification issued on 16<sup>th</sup> November, 2009.*
- (xvi) Identify project activities during construction and operation phases, which will affect the noise levels and the potential for increased noise resulting from this project. Discuss the effect of noise levels on near by habitation during the construction and operational phases of the proposed highway. Identify noise reduction measures and traffic management strategies to be deployed for reducing the negative impact if any. Prediction of noise levels should be done by using mathematical modeling at different representative locations.*
- (xvii) Examine the impact during construction activities due to generation of fugitive dust from crusher units, air emissions from hot mix plants and vehicles used for transportation of materials and prediction of impact on ambient air quality using appropriate mathematical model, description of model, input requirement and reference of derivation, distribution of major pollutants and presentation in tabular form for easy interpretation shall be carried out.*
- (xviii) Also examine and submit the details about the protection to existing habitations from dust, noise, odour etc. during construction stage.*

- (xix) *If the proposed route involves cutting of earth, the details of area to be cut, depth of cut, locations, soil type, volume and quantity of earth and other materials to be removed with location of disposal/ dump site along with necessary permission.*
- (xx) *If the proposed route is passing through low lying areas, details of fill materials and initial and final levels after filling above MSL, should be examined and submit.*
- (xxi) *Examine and submit the water bodies including the seasonal ones within the corridor of impacts along with their status, volumetric capacity, quality likely impacts on them due to the project.*
- (xxii) *Examine and submit details of water quantity required and source of water including water requirement during the construction stage with supporting data and also classification of ground water based on the CGWA classification.*
- (xxiii) *Examine and submit the details of measures taken during constructions of bridges across river/canal/major or minor drains keeping in view the flooding of the rivers and the life span of the existing bridges. Provision of speed breakers, safety signals, service lanes and foot paths should be examined at appropriate locations through out the proposed road to avoid the accidents.*
- (xxiv) *If there will be any change in the drainage pattern after the proposed activity, details of changes shall be examined and submitted.*
- (xxv) *Rain water harvesting pit should be at least 3 - 5 m. above the highest ground water table. Provision shall be made for oil and grease removal from surface runoff.*
- (xxvi) *If there is a possibility that the construction/widening of road will cause impact such as destruction of forest, poaching, reductions in wetland areas, if so, examine the impact and submit details.*
- (xxvii) *Submit the details of road safety, signage, service roads, vehicular under passes, accident prone zone and the mitigation measures.*
- (xxviii) *IRC guidelines shall be followed for widening & upgradation of road.*
- (xxix) *Submit details of social impact assessment due to the proposed construction of road.*

- (xxx) *Examine road design standards, safety equipment specifications and Management System training to ensure that design details take account of safety concerns and submit the traffic management plan.*
- (xxxii) *Accident data and geographic distribution should be reviewed and analyzed to predict and identify trends – incase of expansion of the existing highway and provide Post accident emergency assistance and medical care to accident victims.*
- (xxxiii) *If the proposed project involves any land reclamation, details to be provided for which activity land to reclaim and the area of land to be reclaimed.*
- (xxxiiii) *Details of the properties, houses, businesses etc. activities likely to be effected by land acquisition and their financial loses annually.*
- (xxxv) *Detailed R&R plan with data on the existing socio-economic status of the population in the study area and broad plan for resettlement of the displaced population, site for the resettlement colony, alternative livelihood concerns/employment and rehabilitation of the displaced people, civil and housing amenities being offered, etc and the schedule of the implementation of the project specific*
- (xxxvi) *Submit details of Corporate Social Responsibility. Necessary provisions should be made in the budget.*
- (xxxvii) *Estimated cost of the project including environmental monitoring cost and funding agencies, whether governmental or on the basis of BOT etc and provide details of budget provisions (capital & recurring) for the project specific R&R Plan.*
- (xxxviii) *Submit environmental management and monitoring plan for all phases of the project viz. construction and operation.*

## **Annexure-II**

### **General Guidelines**

- (i) *The EIA document shall be printed on both sides, as far as possible.*
- (ii) *The status of accreditation of the EIA consultant with NABET/QCI shall be specifically mentioned. The consultant shall certify that his accreditation is for the sector for which this EIA is prepared.*
- (iii) *On the front page of EIA/EMP reports, the name of the consultant/consultancy firm along with their complete details including their accreditation, if any shall be indicated. The consultant while submitting the EIA/EMP report shall give an undertaking to the effect that the prescribed TORs (TOR proposed by the project proponent and additional TOR given by the MoEF) have been complied with and the data submitted is factually correct (Refer MoEF office memorandum dated 4<sup>th</sup> August, 2009).*
- (iv) *While submitting the EIA/EMP reports, the name of the experts associated with/involved in the preparation of these reports and the laboratories through which the samples have been got analysed should be stated in the report. It shall clearly be indicated whether these laboratories are approved under the Environment (Protection) Act, 1986 and the rules made there under (Please refer MoEF office memorandum dated 4<sup>th</sup> August,*

2009). The project leader of the EIA study shall also be mentioned.

- (v) All the TOR points as presented before the Expert Appraisal Committee (EAC) shall be covered.
- (vi) Environmental Management Plan presented before the EAC as a part of EIA report, shall be made part of Concessionaire Agreement/ other relevant documents. Proponent shall submit an undertaking in this regard.
- (vii) Since most of the environmental issues are related to design parameters, following additional information should also be sought under Chapter-II ( Disclosure of Consultant).
- (viii) Name of the Design Consultant, Name of the EIA consultant, EIA Coordinator, Functional Area Expert and detail of accreditation

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122<sup>nd</sup> Meeting of the Expert Appraisal Committee for Building Construction, Coastal Regulation Zone, Infrastructure Development and Miscellaneous projects held on 25<sup>th</sup> -26<sup>th</sup> March, 2013 at Conference Hall, Maharashtra Pollution Control Board, Sion, Mumbai

### **List of Participants**

#### **Expert Committee**

- |                          |                  |
|--------------------------|------------------|
| 1. Shri Naresh Dayal     | Chairman         |
| 2. Dr. M.L. Sharma       | Vice Chairman    |
| 3. Dr. Apurba Gupta      | Member           |
| 4. Shri V.G.Koshy        | Member           |
| 5. Dr. H.S. Ramesh       | Member           |
| 6. Dr. Y. Basavaraju     | Member           |
| 7. Shri Bala Subramaniam | Member           |
| 8. Shri Avinash Kant,    | Member           |
| 9. Shri Lalit Kapur      | Member Secretary |

#### **MoEF Officials**

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|------------------------------|---------------------|
| 10. Shri E. Thirunavukkarasu | Scientist 'C', MoEF |
|------------------------------|---------------------|