

Minutes of 124th MEETING of Infrastructure and Miscellaneous Projects & CRZ

The Minutes of the 124th 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 13th – 14th May, 2013 at Fazal Hall, Scope Complex, New Delhi.

1. Opening Remarks of the Chairman.

The Chairman welcomed the members to the 124th meeting of the Expert Appraisal Committee.

2. Confirmation of the Minutes of the 123rd Meeting of the EAC held on 15th –16th April, 2013 at New Delhi.

Minutes of the Minutes of the 123rd Meeting of the EAC held on 15th –16th April, 2013 at New Delhi were confirmed.

In item “Environmental Clearance for rehabilitation and up-gradation of existing single/ intermediate lane to 4-lane of Haryana-Punjab Border (km.239) to Jind (km.307) section of NH-71 in the State of Haryana by NHAI (F. No. 10-4/2011-IA.III)’ the first line is replaced by the following:

“As presented by the project proponent, the proposal is for rehabilitation and up gradation of existing single/intermediate lane to 2-lane to lane with paved shoulder from Jind to Haryana/Punjab.

In item “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 following shall be inserted.

Proponent shall relocate the pump house beyond inter tidal area and submit the revised CRZ map.

In item “Extensions of validity of clearance dated 29.07.2008 granted for 4th container terminal and marine container terminal by M/s JNPT (F.No. 10-81/2008-IA.III)” the following shall be replaced.

The existing liquid berth length is 2000 mts against 200mts.

in item “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 NHAI [F.No. 10-105/2011-IA.III]” the following shall be replaced:

The proposed land acquisition is for 559.50 ha. This includes 54.52 ha of Government land and rest 504.98 ha. of private land.

in item “**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 following shall be replaced.

“The estimated water requirement will be 527 KLD (fresh water requirement – 260 KLD) and waste water generation will be 282 KLD. The waste water will be treated and about 267 KLD be recycled”

3. Consideration of old Proposals

3.1 Amendment for Change in location of LFP in the CRZ clearance granted for Seawater Intake Head and Outfall diffuser for 1320 MW Coal Fired Thermal Power Plant, in SPSR Nellore District, Andhra Pradesh of M/s NCC Power Projects Ltd.(F.No.11-44/2011-IA-III)

CRZ clearance was issued on 09.04.2012 for intake – 2km and outfall 1km. The geotechnical study reveals that the soil in the corridor is clay up to 5 m depth hence the pipe will not be stable. It is therefore proposed to shift the line about 1.27km m on southern side. The Intake will be 2 km at same 7.6 m depth and outfall will be 1.325 km at same 6 m depth. Efforts may be made to locate the lines in the coastal area in front of the thermal plant as much as possible and not outside. The project proponent shall report the same to the state govt. for comments and approval.

The committee decided to defer the project and suggested to submit the recommendation of the APCZMA.

3.2 Amendment in CRZ Clearance granted 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].

Proponent informed vide letter dated 6.5.2013 that they are revisiting the project hence Committee decided to defer and suggested to de-list the project.

3.3 Extension for validity of ToR granted for rehabilitation and upgradation of existing 2-lane to 2/4lane with paved shoulder from Amritsar to Sri Gangasagar section of NH-15 in the State of Punjab from km 103.000 to km 399.000 by M/s NHAI [F. No. 10-7/2011-IA.III]

The ToR was issued on 29.3.2011. The project was transferred from NHAI to State PWD hence delay and requested for extension. Proponent informed that there is no change in the project.

The committee recommended to extend the ToR for one year.

3.4 Extension of validity of TOR for Numaligarh(km.403.200) to Jorhat (km.453.365) of Nagaon to Jorhat Section of NH-37 in the State of Assam [F.No.10-72/2010.IA.III]

The committee decided to defer the project and suggested to make a fresh proposal since the ToR validity had lapsed.

3.5 CRZ Clearance for Tiger Shrip Broodstock multiplication Centre, Village Neendakarai-B, Kanniyakumari, Agastheeswaram, Tamil Nadu by M/s Rajiv Gandhi Centre for Aquaculture [F.No.11-87/2012-IA-III]

The proposal was examined by the EAC in December 2012 and sought additional information viz details of alternative sites examined along with analysis for selection of particular site.

As presented by the Proponent, the parameters viz. unpolluted Seawater, temperature, Salinity, sensitive location, soil profile and basic infrastructure. Sites in West Bengal, Odisha, Andhra Pradesh, Tamil Nadu, Kerala Karnataka, Maharashtra and Gujarat were considered. West Bengal and Odisha were not considered due to lower temperature, dilution of seawater due to large influx of fresh water, large protected forests / mangroves and frequent cyclone storms, Andhra Pradesh is the largest producer of shrimps by aquaculture and hence it is difficult to find locations suitable for and SPF project away from farms / hatcheries. Similar situation in Central part of Tamil Nadu. Kerala, Karnataka and Maharashtra are not considered due to large human settlement and suitable site could not be located. Gujarat was not considered due to high tidal amplitude , high/low temperature in winter and summer, presence of large oil refineries.

During the discussion, the following points emerged:

- (i) *There shall be no solid and liquid waste disposal in CRZ area.*
- (ii) *All the recommendations of Tamil Nadu CZMA shall be complied with.*
- (iii) *Periodical monitoring of soil and ground and sea water in around the site shall be carried out and report submitted along with six monthly monitoring report.*

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

3.6 Finalization of ToR for establishment of integrated Solid Waste Management Facility at Ranchi, Anandnagar, Jharkhand by M/s A2Z Waste Management (Ranchi) Limited (F.No.10-56/2012-IA-III)

The project was considered by the EAC in November, 2012. The project falls under 7(I) Category 'B' of the EIA Notification 2006. Since there is no SEIAA for Jharkhand, the project was considered by EAC.

The Committee recommended to defer and suggested that since the SEIAA for Jharkhand has been constituted hence the proponent can approach the SEIAA, Jharkhand.

3.7 Amendment in TOR for upgradation of existing carriageway to 2-lane with paved shoulder with chainage km 144.500 to km 245.500 and 4-laning from chainage km 245.500 tp km 297.400 of Barmer to Sanchar/Gujarat Border section of NH-15 in the State of Rajasthan by M/s NHA [F.No.10-95/2013-IA-III]

The ToR was issued on 8.3.2013 subsequent public consultation, a bye pass has been proposed hence a flyover in the existing alignment has been dropped.

The Committee recommended to amend the ToR.

3.8 Extension of ToR for work of Petroleum, Chemical and petrochemical Investment Region (PCPIR) at Dahej, Vagra, Gujarat by M/s Gujarat Industrial Development Corporation [F.No. 21-49/2010-IA.III]

The committee decided to defer the project and suggested to make a fresh proposal since the ToR validity had lapsed.

3.9 Environmental Clearance for construction of multi-storeyed residential building-DLF riverside housing project Chilavannoor-Vytilla, Cochin, Kerala by M/s Adelie Builders & Developers Pvt. Ltd. [F.No. 21- 1154 /2007 -IA-III]

The proposal was examined by the EAC in March, 2013 and sought additional information viz. details of the existing building which was used for drawing imaginary line along with co ordinates and proof for authenticity. 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, 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 Member Secretary, KCZMA be invited to EAC whenever the project again comes for consideration.

Proponent submitted and presented that an existing building next to the site was used for drawing imaginary line and submitted proof for its existence prior to 1991.

The committee decided to consider only the EC under EIA Notification, 2006 and not the CRZ clearance since the project is to be regulated by KCZMA under CRZ Notification 1991/2011.

During the discussion, the following points emerged:

- (i) *The Member Secretary of Kerala CZMA has not attended the meeting, discussion with the KCZMA is essential to understand the issues involved in the matter prior to consideration of project for recommendation.*
- (ii) *The validity of imaginary line concept to be verified*
- (iii) *As per the CESS report, HTL has been changed due to reclamation, the details are not there.*
- (iv) *Proponent shall submit Google images of 1991 to show the status of the site, existing building etc.*
- (v) *The Google map submitted by the proponent reveals a water body in the site was filled up by the proponent, details shall be submitted.*

- (vi) *The building has almost been constructed without the clearance, hence action shall be initiated for the violation.*
- (vii) *A backwater natural drain exists between the adjoining properties. Hence validity of the concept of imaginary line may be reviewed and commented by the team visiting the site.*

In view of the above, the committee recommended to defer the project.

3.10 Amendment in CRZ Clearance for construction of storage facility for explosive magazine at Nhava Supply Base in village Nhava, Taluka Panvel, District Raigad, Maharashtra by M/s ONGC [F.No. 10-80/2007-IA.III]

CRZ Clearance was granted on 29.05.2008. Proponent informed that the product name 'magazine' was not mentioned in the clearance hence requested to amend the clearance to include the product.

The committee further suggested to take recommendation of the State Govt. since the proposal is for storage of large amount of explosive.

The committee decided to defer the project and suggested to submit the document to prove that the product was part of earlier project.

4. Consideration of New Proposals:

4.1 CRZ Clearance for proposed construction of Additional Tankage project at Paradeep Terminal, Odisha by IOC [F.No.11-39/2007-IA-III]

As presented by the project proponent, Indian Oil Corporation proposes to augment the tankage facility at existing POL terminal at Paradeep, Odisha and Laying of Furnace Oil Pipeline from North jetty to Paradeep Terminal. The project site is located at Paradeep, Jagatsinghpur district of Orissa having latitude and longitude of 20° 17' 08" N and 86° 38' 60" E respectively. The nearest Railway station is Paradeep Railway Station at a distance of 1 Km and national high way is NH5A. Environmental clearance for augmentation of Tankage at existing Paradeep Terminal is already obtained vide letter no. 10-39/2007-IA-III dated 12.09.2007. This proposal is for CRZ clearance for FO line from Paradeep Terminal to North Oil Jetty adjacent to the existing pipeline. Existing tankage capacity, MS: 2 X 13995 KL, SKO 24300 KL and 23970 KL, HSD : 24100 KL and 24365 KL. Proposed Tankage Capacity: MS : 1 X 2212 KL, SKO: 2 X 4382 and 1 x 2301 KL, HFHSD: 3 X 2601 KL, ATF : 2 X 5303 KL, FO : 2 X 6310 KL and 2 X 7672 KL.

Proposal involves augmentation of existing Tank Wagon Gantry having loading facility of 08 nos. BTPN TW to 02 nos. full fledged BTPN TW loading Gantry (56 BTPN TW in each rake) for loading of MS/HSD/SKO/ATF with suitable pumping arrangements and allied facilities as per OISD 117/118 norms, laying of FO pipeline from North Jetty to Paradeep Lighterage Terminal, construction of TLF bays for loading of MS/HSD/SKO/ATF/FO with suitable pumping arrangements and allied facilities as per OISD 117/118 norms and other allied facilities like building and fire protection system as per OISD 117/118 norms.

The Odisha Coastal Zone Management Authority recommended the project vide letter No. EE-E/2012/1372/F & E dated 23rd June, 2012.

The project was considered by the EAC in its meeting held in September, 2012 and sought additional information viz. HTL/LTL map as per CRZ, 2011, action to comply the provisions of MSIHC Rules, 1989, site features of the proposed pipeline route along with distance from the mangroves, mitigation measures to prevent likely impacts, Disaster Management Plan and Oil Spill Contingency Plan with details of infrastructure.

The pipeline of 3.823 km falls in CRZ-I, 2.675 km is in CRZ-II, 1.242 km in CRZ-III and 2.332 in non-m CRZ area.

During the discussion, the following points emerged:

- (i) *All the recommendations of Risk Assessment and Disaster Management shall be complied with.*
- (ii) *Conditions stipulated by CZMA shall be complied with.*
- (iii) *Mangroves of about 1500 sqm (500 x 3) at Tp 42 will be damaged and compensatory plantation of 1 ha is proposed.*
- (iv) *Oil and Contingency plan shall be put in place.*

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

4.2 Environmental and CRZ Clearance for LNG Import Terminal Bhakodar Village near Pipavav at Taluka Rajula, District Amreli, Gujarat. M/s Swan Energy Limited (F.No.11-36/2010-IA-III)

Swan Energy Limited (SEL) is proposing to develop a Floating Storage and Regasification Unit (FSRU) based LNG import terminal near village Bhankodar near Pipavav for a throughput of 10 MTPA. The capacity will be ramped up from 3 MTPA initially to 10 MTPA. The EIA report and application for EC and CRZ has been done for an ultimate capacity of 10 MTPA. The project is located near Village Bhankodar and Kovaya, Taluka Rajula, Amreli Dist., Gujarat. The project infrastructure components consist of a harbour with 2200m of breakwaters, capital dredging of about 5.0 Mm³, two jetties for berthing of LNG vessels, one service jetty for tug boats, construction of shore protection slopes to create stable backup area and long term stability of cliffs at site, natural gas pipeline to connect to gas grid, access road. The project proposes a permanently moored Floating Storage and Regasification Unit. Activities on land are limited to office/maintenance buildings with pipelines and access roads. Out of 87 ha of land requirement, only 14 ha will be acquired, while remaining land belongs to the government waste land. The land is largely dry and fallow due to low seasonal rainfall.

The EIA study included a terrestrial EIA for air quality, soil, flora and fauna, socio-economic aspects, etc, while the marine EIA includes dredge spoil use/disposal, cold seawater disposal, sediment transport, marine biology including intertidal flora and fauna,

shoreline evolution considerations. A risk assessment study has also been included in the EIA.

Detailed mathematical model studies have been done for flow circulation hydrodynamics, wave tranquility, sediment transport, ship manouvering, thermal dispersion, dredge spoil disposal and shoreline evolution. The project is located in a CRZ-III area without presence of critical habitats including sand dunes, mangroves, corals, etc. The shoreline is a non-eroding rocky coastline with cliffs and minimal littoral drift. Maintenance dredging has been estimated to be 1.2 -1.5 Mm³. Offshore disposal of the nontoxic spoil is proposed at a designated dumping ground as proposed in the EIA.

Seawater will be used for circulation in the regasification unit, while freshwater will be limited to domestic use. The wastewater will be treated to meet GPCB standards. Emissions are limited to emergency use of generators. The EIA and model studies indicate a safe and feasible layout with minimal impact to the environment including shoreline, fisheries, marine ecology, neighboring facilities and habitations. CSR activities will be planned at the local villages as discussed in the Public Hearing.

ToR was finalized by the EAC in its meeting held in August 2010. Public Hearing was conducted on 18th April, 2012 at Gujarat Pipavav Power Corporation, Nr: Ultra Tech Cement Plant in Vill: Kovaya, Ta: Rajula, Dist:-Amreli. Major issues raised during the Public Hearing are land acquisition and employment.

The Gujarat Coastal Zone Management Authority (GCZMA), meeting held on 2nd April 2013, has recommended the project.

During the 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) At least 33 % area shall be provided with green belt all along the boundary.*
- (v) All the recommendation of the EIA /EMP & Risk Assessment and Disaster Management report shall be complied with letter and spirit. All the mitigation measures submitted in these reports 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.*
- (vi) All the recommendation of GCZMA shall be complied with.*
- (vii) 1% of the FSRU and 2% of port components shall be earmarked for CSR activities. CSR need based analysis to be done for preparing CSR activities.*

- (viii) *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 NO_x and SO_x shall remain within the permissible limits.*
- (ix) *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.*

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.

4.3 Environmental and CRZ clearance for setting up of LNG terminal at Ennore, Tamil Nadu by M/s Indian Oil Corporation [F.No. 11-30/2011-IA.III]

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

4.4 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 by M/s Mahanagar Gas Ltd. [F.No. 19-104/2012-IA-III]

4.5 CRZ Clearance for Natural Gas transmission pipeline passing through Bhiwandi creek parallel to the existing bridge Durgadipul in Kalyan, Thane, Maharashtra by M/s Mahanagar Gas Ltd. [F.No.11-30/2013-IA-III]

4.6 CRZ Clearance for Natural Gas transmission pipeline passing from Fountain Hotel near China river bridge Thane, Maharashtra by M/s Mahanagar Gas Ltd. [F.No.11-29/2013-IA-III]

4.7 CRZ Clearance for Natural Gas transmission pipeline passing through Kharghar Creek Navi Mumbai by M/s Mahanagar Gas Ltd. [F.No.11-31/2013-IA-III]

During the discussion, the following points emerged:

- (i) *The pipeline of 1 km passes within CRZ-I, proponent informed that there are no mangroves and to support the statement presented the photographs and google map. The google map, photographs shall be submitted.*
- (ii) *Superimpose the layout of pipeline of crossings on CRZ map and submit.*
- (iii) *Submit the details of tree cutting if any?*
- (iv) *Submit the details of waste generation, disposal etc.*

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.

4.8 Finalisation of ToR for establishment of common Municipal Solid Waste Management Facility (CMSWMF) projects at Dibrugarh M/s Dibrugarh Municipal Board, Dibrugarh (F.No.10-14/2013-IA-III)

The Committee recommended to defer and suggested that since the SEIAA, Assam has been constituted hence the proponent can approach the SEIAA, Assam.

4.9 Environment and CRZ Clearance for the expansion of Dhamra Port at Dhamra, Bhadrak Dist. of Orissa by M/s. Dhamra Port Company Ltd. [F.No.11-104/2009-IA.III]

The EAC considered the project in its meeting held in November, 2009 and finalized ToR including the conduct of Public Hearing.

Public Hearing conducted on at 13.7. 2012. The State Coastal Zone Management Authority has recommended the project vide letter dated 20.12.2012.

EAC considered the project in December, 2012 and sought additional information viz. compliance of the EC conditions, revised map showing lat/long coordinates along the boundary of the project site. GPS coordinates for the mangrove area, details specifically regarding ballast disposal as proposed for the project vis-à-vis existing guidelines, Commitment for all the recommendations provided by OCZMA and NIO for protection of Kanika island and earmark specific amount for the conservation plan, analysis regarding 'dredge material disposal.

The details submitted and presented by the proponent were discussed by the EAC.

During the discussion, the following points emerged:

- (i) Kanika is about 2.5 km from the boundary. Prior clearance from National Board for Wild life shall be obtained*
- (ii) All the recommendations provided by OCZMA and NIO including for protection of Kanika island shall be complied with. The plan can be prepared in consultation with the OCZMA and forest department.*
- (iii) The berths will be constructed on open piled structures to allow free flow of tide within the naturally sheltered sea of Kanika Sands island without involving construction of breakwaters.*
- (iv) The widening of the channel and reclamation would involve a total dredging of 24.85 MCM including 7.5 MCM sand for reclamation and the disposal of the silt shall be at a location in the sea beyond 20 meter depth.*
- (v) The recommendations of the EMP and action plan shall be submitted in a tabular form.*

- (vi) *There should not be any housing component within the CRZ area as committed by the proponent during the EAC meeting.*
- (vii) *The village forest adjacent to the project site should be developed with tree plantation, in consultation with the revenue department/forest department*
- (viii) *Proponent shall submit the issues raised during the public hearing along with the response/action plan in a tabular form.*

In view of the above, committee recommends to defer the proposal.

4.10 Environmental and CRZ Clearance for development of sea port Simar at Chhara village, Junagarh District, Gujarat by M/s. Simar Port Ltd. [F.No.11-73/2009-IA.III]

As presented by the project proponent, GMB issued Letter of Intent (LOI) to SPPL (then SPCL-Afcons-Forbes Consortium) in April 2008 for development of all-weather, direct-berthing port and create necessary infrastructure at Simar. ToR was granted for the Simar site. Subsequent investigations at the Simar Port site (Khada village) revealed adverse off-shore geo-technical data which lead to the conclusion that port cannot be developed at Khada. SPPL then identified another site, 45 km on the west of the Simar site near Chhara village (in the Junagadh district). ToR was granted for the Chhara site in January, 2010. Chhara site has a shoal bank at 2.5 km distance from shore, GMB accepted SPPL's proposal to develop the port at the Chhara site. Proposed port site at Chhara is located on the South coast of Gujarat State, west of Diu Island.

The site identified for the proposed port at Chhara falls approximately between Latitude - 20° 43' 19.56" N and Longitude- 70° 44' 28.73" E. Kodinar is the nearest town with connection to the railway network and is located 7 km from the project site. Nearest National Highway is NH 8E and is approx 6.5 km on the North of the proposed site. Development of the port is proposed in two phases. In Phase – 1 it is proposed to develop facilities to handle imported coal of 8 MMTPA. Maximum vessel size expected to visit the port will be 180, 000 DWT size in loaded condition. The berthing area has water depth of 20 m below CD and can accommodate even a fully laden larger size coal vessel.

Proposed project involves construction of Breakwater (Length: 1700 m, Width : 75 m at bottom, Height: 10 m above CD level), Berth (One No., Length: 350 m, Width: 25 m), Approach Trestle(Length: 2265 m, Width: 12 m); Capital Dredging 1.5 Million Cum, Maintenance Dredging 150,000 Cum per annum; development of Coal Stackyard (32 Ha), and allied infrastructure facilities.

GCZMA has recommended the project vide letter No. ENV-10-2011-1164 dated 26.04.2013. There is no eco- sensitive area in the site and within 10 km radius.

Public Hearing was conducted on 19.11.2010 at Shri Shah MM High School, Sarkhadi-Chhara Circle, Kodinar, Junagadh District. The major points raised are employment, impact on water bodies, conservation of Shark Whales and sea turtles. The details submitted and presented by the proponent were examined.

Committee noted that there was an appeal before Hon'ble NGT against the project and it was disposed vide order dated 22nd April, 2012. As per the Order dated 20.4.2012, it is noted that the issues are the site is in Eco-sensitive area, power plant site is very fertile whereas the EIA report does not mention, EIA is not based on 3 seasons data, Public Hearing was not conducted as per law, project will affect Bandara, affect the migratory birds which visit the wet land in winter, Port site is abode to sea turtle.

Proponent clarified that the site is not in eco-sensitive areas, nearest wet land is about 3 m away, EAC (Thermal) sub-committee visited and observed the site is in largely single crop agriculture land, there would not be any runoff to bandara since slope is towards sea and not towards of bandara, details of agriculture land provided at EIA page 124 table 3.20.2 and 125, EIA is based on 3 seasons data.

During the discussion, the following points emerged:

- (i) *Justification may be given for acquiring pockets of land of irregular shape and future landuse of the same may be detailed.*
- (ii) *No land may be acquired in the eastern side which is slopping towards the reservoir since the same will carry runoff and debris from industrial area and affect the waterbody.*
- (iii) *Leachate from stack yard may affect the waterbody. It may be shifted at least 300-500 m away from its boundary.*
- (iv) *Submit details of Coal handling along with dust control measures.*
- (v) *Submit the details including location of belt washing system. Provide details of water requirement and treatment washwater/wastewater for belt washing.*
- (vi) *Submit Coal Stack and Spray System including water requirement details.*
- (vii) *Provide Peak Stack yard runoff estimates and treatment system details.*
- (viii) *Provide following details of Power Plant intake and outfall :*
 - a. *Location, depth, distance from coastline*
 - b. *Intake well details and flow*
 - c. *Outfall diffuser system, flow and maximum temperature*
 - d. *Quantity/flow and salinity of reject generated (to be disposed through outfall)*
 - e. *Dispersion model parameters and coefficients*
 - f. *Maximum distance of the outfall plume at 5% deviation of salinity and temperature under no current and peak current conditions on either tidal conditions*
 - g. *Flow velocity at the screen of the intake well*
- (ix) *Justification for 32 ha stock yard along with the requirement of coal for power plant.*

- (x) *Provide the following details of the Approach Trestle :*
- a. *Clear opening at high tide level*
 - b. *Opening between trestles*
 - c. *Sectional View*
- (xi) *Layout of the port activities, along with the total port area, land allocation for present and for future development, etc.*
- (xii) *Submit the details of solid waste management and area earmarked.*
- (xiii) *Drainage details along with contours.*
- (xiv) *Proper sewage treatment shall be provided instead of Septic tank and soak pit.*
- (xv) *Submit the details of infrastructure required to meet the recommendation of the Risk Assessment and Disaster Management along with budget*
- (xvi) *Submit the detailed response on the issues raised in the appeal made before Hon'ble NGT.*
- (xvii) *Provide the details of any plan for providing any residential facility and basic amenities for the port workers*

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.

4.11 Finalisation of ToR for development of Nargol Port at Valsad District, Gujarat by M/s Cargo Motors Pvt. Ltd. (F. No. 11-4/2013-IA-III)

As presented by the project proponent, the project involves development of Nargol Port at Valsad District, Gujarat. Nargol Port is proposed to be developed in two phases in initial development (Phase 1A and 1B). An area of 56 ha of land is proposed for reclamation in the Phase 1A and an additional area of 90 ha during Phase-1B development. Hazardous materials such as liquid cargo, LNG are planned to be handled at Nargol Port. Necessary storage area for Coal, Containers, Fertilizers, Cement, Iron & Steel, Liquid cargo, LNG and other will be provided. The wastewater generated from the toilets, bathrooms and other areas at the port will be drained directly to the sewerage treatment plant. Domestic wastewater generated within the port premises will be treated in STP. Drainage from maintenance facilities will be equipped with oil/water separators for removal of oil and grease from the wastewater. Treated wastewater will be used in green areas development. A rail link is planned to connect the proposed port with existing railway line between Bhilad-Sanjan. Proposed rail alignment for the Nargol Port shall pass through forest land. The proposed project involves 8.08 ha of forest land. The water requirement for construction phase is 50 KLD sourced from the River Varoli/Daman Ganga and for operational phase, the water requirement is 500 KLD sourced from the River Varoli/Daman Ganga. The power requirement for construction phase is 3 MVA and 55 MVA for operational phase.

During the discussion, the following points emerged:

- (i) *Submit the site on the shoreline map since nargol is in high eroding site.*
- (ii) *The approach to the berth shall be on stilt so as to ensure 90 % free flow.*
- (iii) *Revise and submit the layout relocating only operational foreshore facilities in CRZ-IV.*
- (iv) *Submit the statistics on fishing activities.*

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 Environmental Clearance for Development for Birsi Airport Gondia, Maharashtra by M/s Airport Authority of India. (F.No. 10-143/2007-IA.III).]

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

4.13 Environmental clearance for development of Bandapur Industrial Area (Chopanki Extension) in District Alwar, Rajasthan. (F.No. 21-4/2013-IA.III)

The Committee decided to defer the project, since the project proponent did not circulate the documents.

4.14 Environmental Clearance for rehabilitation and up-gradation to 2 lane with paved shoulders configuration of Sheohar-Sitamarhi-Jainagar-Narhiya section (NH-104) in the State of Bihar. (F.No.10-80/2011-IA.III)

As presented by the project proponent, the proposal involves rehabilitation and up gradation to 2 lane with paved shoulders configuration of Sheohar –Sitamarhi-Jaynagar-Narahia section NH-104. The project road starts from Sheohar at km. 40.000 and terminates near Narhiya at km. 217.000. Total length of project road is 177 km. The existing road would be upgraded to 2-lane/ 2-lane with paved shoulders configuration and strengthening with provision of capacity augmentation. Funding agency for this project is World Bank. The project road traverses through three districts viz. km 40.000 to km. 48.400 in Sheohar, Km. 48.400 to km. 111.000 in Sitamarhi and km.111.000 to km. 217.000 in Madhubani in state of Bihar. The project road passes through plain terrain. The project road is falling in flood affected area and IRC guidelines will be adopted to raise embankment height at overtopping locations. The existing road has broadly 20m RoW but varies from 4m to 20m. The proposed RoW is 30 m for bypasses, 20m for open areas/realignments and minimum 14m for built-up areas subject to availability of land. The project road is almost running parallel to Nepal border and touching its boundary from km 93.540 to 94.800. The road side plantation along the existing project road, from km 111.200 to km. 116.500, km. 130.200 to km. 165.100, km. 173.600 to km. 216.000 is declared as notified protected forest. No national park/ wildlife sanctuary/ biosphere reserve is falling within 10 km radius of project road. About 69.806 ha land is proposed to be acquired. There are 10 nos. major bridges in which 6 nos. will be reconstructed and 4 nos. retained. Out of 57 nos. existing minor bridges, 45 nos. to be reconstructed, 07 nos. to be retained, 04 to be abandoned, 01 no. to be merged with major

bridge and 03 nos. are proposed for new construction. 241 nos. culverts have been proposed for reconstruction/ new construction. There are major intersection with NH-77, NH-105, and NH-57, SH-54, SH-75 and SH-51. All intersections will be improved. 2 nos. bypasses and 4 nos. major realignments have been proposed. Major settlements along the project are Sheohar, Sitamarhi, Piprahi, Parsauni, Riga, Dumara, Bathnaha, Sursand, Choraut, Parihar, Madhwapur, Harlakhi, Basopatti, Jaingar, Ladania, Lakaha and Laukahi etc.

About 3139 nos. trees growing in RoW are proposed to be felled for which compensatory afforestation will be done. About 3260 nos. structures (kachcha, pacca, semi pacca), 123 nos. religious structure/ places, 6 nos. hospitals and 53 nos. school buildings exist along the road and few of them will be affected. Efforts will be made to minimize the impacts. Affected families will be compensated as per World Bank policy. Total project construction cost is 577.68 crore. The budget for environment management has been worked out approximate 3.15 crore.

Public Hearing conducted on 30.11.2013 at Sheohar. Major issues are tree cutting, noise and dust pollution.

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.*
- (ii) The proposal indicates about 47.415 ha of protected forest is to be acquired. Necessary stage –I forestry clearance shall be obtained.*
- (iii) It is indicated that 3139 nos. trees 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.*
- (iv) 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.*
- (v) Explore the possibilities of using cold mix technology wherever possible.*
- (vi) 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.*
- (vii) R&R shall be as per the guidelines of State/Central Government.*
- (viii) IRC guidelines shall be followed for widening & up-gradation of road.*
- (ix) The responses/commitments made during public hearing shall be complied with letter and spirit.*

- (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 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.

4.15 Environmental Clearance for 4 laning of Baghana-Gomti section from km.147.00 to km 177.050 on NH-8 in the state of Rajasthan by Ministry of Road Transport & Highway (F.No.10-41/2012-IA.III)

As presented by the project proponent, the proposal involves 4-laning of Beawar - Gomati section from km. 147.00 to Km 177.050 on NH-8 in the State of Rajasthan by DCM, Ajmer Road, Jaipur, Rajasthan. The proposed section starts from km 147.000 near Baghana and ends at Km 177.050 near Gomati covering length of about 30 kilometers. The project road falls in Rajsamand district of Rajasthan. Land use pattern of the project area is mainly agriculture and forest land. The existing carriageway is 2-lane flexible pavement of 7m width 1.5 m paved shoulder and 1.0 m earthen shoulder at both sides and proposed is 4-lane divided with 7.25 m carriageway with 0.6 m median and 1.0 m line drain. Existing ROW Varies from 23m to 60m. The proposed RoW is 60 m. Total land requirement for the project will be 120 ha. 19 ha of protected forest land and 52 ha sanctuary/reserve forest land need to diverted, as the existing alignment passes through road side plantation declared as protected forest. The alignment is passing through Todagarh Wild Life Sanctuary between km 148.00 near Baghana and km 162.000 near Bassi village in Rajsamand district. The core portion of sanctuary is away from project road. Approximately 2506 trees proposed to be felled for the 4-laning of project road. There are 05 nos. minor bridges and 83 nos. of slab/box culvert exist on the project road. 02 Nos. of PUPs have been proposed. There are 18 minor junctions exist on the project road. The intersections along the project road section are proposed to improve in accordance with IRC codes. The important intersections are proposed to be provided with islands and verges at centre for proper movement of diverging / merging traffic. No bypass and toll plaza is proposed on the project road. The average daily traffic on project road based on traffic count at two traffic count stations is 3717 PCU. 03 Nos. of bus bays have been proposed. The total civil cost of the project is Rs. 247 crores.

Public Hearing on 22.03.2013 at Mada ki Bassi, Deogarh, Rajsamand. Major issues are provision for pedestrian and animal crossing to avoid accidents, compensation, tree plantation.

During the discussion, the following points emerged:

- (i) *Project road passes through Tadagardh Wildlife Sanctuary between km 148.00 near Baghana and km 162.00 near Bassi village in Rajsamand district, hence clearance from National Board for Wildlife shall be obtained.*
- (ii) *The proposal indicates about 19 ha of protected Forests and 52 ha of Sanctuary /Reserve forest is to be acquired. Necessary stage –I forestry clearance shall be obtained. It is noted that the 60 m RoW is proposed within Sanctuary whereas 4 lanning can be done within of 30 m RoW. Proponent*

shall do the widening within maximum of 30 RoW in Sanctuary..

- (iii) It is indicated that 2506 nos. trees 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.*
- (iv) 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.*
- (v) Explore the possibilities of using cold mix technology wherever possible.*
- (vi) 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.*
- (vii) R&R shall be as per the guidelines of State/Central Government.*
- (viii) IRC guidelines shall be followed for widening & up-gradation of road.*
- (ix) The responses/commitments made during public hearing shall be complied with letter and spirit.*
- (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 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.

4.16 Environmental Clearance for four laning of Rajauli-Bakhtiyarpur section of NH-31 from Km 47.677(Rajauli) to Km. 154.500 (Bakhtiyarpur) in the state of Bihar by M/s Bihar State Road Development Corporation Ltd.(F.No.10-5/2012-IA-III)

As presented by the project proponent the proposal involves development of four laning Rajauli – Bakhtiyarpur section of NH-31 from km 47+677 to km 154+500 in the State of Bihar. The proposed road section of National Highway-31 starts from existing Km 47.677 at Rajauli ends at existing Km 154.500 at Bakhtiyarpur in the district Nawada, Nalanda and Patna of Bihar state. The total length of the project is 107.150 Km. The major settlement enroute are Rajauli, Giriyak, Bhaganbhigha, Biharsharif, Wena, Harnaut and Bakhtiyarpur. 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; however, it falls within 10 Km radius of the Koderma Wildlife Sanctuary. This project involve diversion of 37.11ha of Protected Forest land from Ratanpur PF, Garh Dibaur PF and Chitrakoli PF . The proposed land acquisition is 202 Ha. It

includes 37.11ha of Government including forest land and 197.205 ha. of Private land. Existing ROW of Project Road is 26-60 m. The proposed ROW is 60 m except at hill section, where is being restricted within 30 m. Existing Carriageway is 2 lane carriageway of 7.0 m without paved shoulder and Proposed Carriage way is 4 lane carriageway of 2x7.0 m with 1.5 m paved shoulder and 2.0 m unpaved shoulder on either side. The existing road has 22 minor bridges, 11 major bridges and 178 culverts and the same are proposed to be widened/ improved. There is existing 2 ROB and 1 Railway level crossing and the proposed is 3 number of ROB. There are 4 bypasses (Giriyak, Bhagan Bhigha, Wena & Harnaut) proposed to avoid congestion along the project road. 7.76 Km Service road is provided along the project road. The project road will have provision of 6 nos of Vehicular Underpasses, 5 nos. of Pedestrian /Cattle Underpasses, Bus Bays at 94 locations, Truck Lay Bye at 2 locations and 2 Toll plazas. Approximately 18,430 roadside trees are within proposed ROW, however 23102 nos to be felled for widening of 4 lanes. Approximately 498 KL/Day water will be required for construction purposes. To meet this requirement about 40 percent will be abstracted from Surface water source and rest from Ground water source with proper requisite permission from concerned department. About 8398 person will be partially affected. The Road Construction Department (RCD) shall compensate to the authorized owner as per NHA Act, 1956/ NPRR-2007. About 1767 nos. of structures to be dismantled including residential, government and community structure. Barauni Thermal Power plant and Karbigahiya (Patna) Thermal Power Plant is approximately 50 Km from project section (Bakhtiyarpur) of the project and the fly ash may be utilized for the project purpose. 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. 689.70 Crores, EMP cost is Rs. 21.60 Crores and R&R including land cost is Rs. 258.83 Crores. Total project cost including Civil, EMP and R&R including land cost is Rs. 970.13 Crores.

Public Hearing conducted on 20.12.2012 at Bakhtiyarpur, Patna, 21.12.2012 at Bakara, Nalanda, 22.12.2012 at Odhanpur, Nawada. Major issues are compensation, employment, tree cutting and plantation, provision for pedestrian and animal passing.

During the discussion, the following points emerged:

- (i) Project road falls within 10 km from Kodrma Wildlife Sancturay and Pant Vany Prani Sancturay. Prior clearance from NBWL shall be obtained.*
- (ii) The proposal indicates about 37.11ha of protected forest is to be acquired. Necessary stage –I forestry clearance shall be obtained.*
- (iii) It is indicated that 23102 nos. trees to be felled for the project. Necessary permission from competent authority shall be obtained for tree cutting. Compensatory tree plantation (1:3) shall be carried out and cost provision should be made for regular maintenance.*
- (iv) 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.*
- (v) Explore the possibilities of using cold mix technology wherever possible.*

- (vi) *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.*
- (vii) *R&R shall be as per the guidelines of State/Central Government.*
- (viii) *IRC guidelines shall be followed for widening & up-gradation of road.*
- (ix) *The responses/commitments made during public hearing shall be complied with letter and spirit.*
- (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 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.

4.17 Environmental Clearance for rehabilitation and upgrading to 2 lane /2 lane with paved shoulder configuration and strengthening of Anishabad-Aurangabad-Hariharganj section of NH-98 in the state of Bihar(F.No.10-86/2011-IA-III)

The National Highway -98 originates at Patna (Anishabad) Junction Point of NH-30 & NH-98 and terminates at Daltenganj (Jharkhand) where it meets NH-75. The project Section Anishabad - Aurangabad - Hariharganj (from Ch. 0.00 to 154.625), starts at Anishabad Jn. (Km. 0.00) and passes through important township and places viz. Phulwarisharif & Janipur (Km. 2 to 5.70), Naubatpur (Km. 17-19), Bikram (Km. 29-34), Mahabalipur (Km. 50), Arwal (km. 60-61), Balidad (Km.71), Kaler (km.83), Daudnagar (96-98), Obra (Km.112-114), Aurangabad (km. 128-131), Pawai (Km.134), Amba (km. 146) and ends at Hariharganj (Km. 154.625) Bihar-Jharkhand Border. Total length of project road with reference to existing running chainage is 154.625 Km. The entire project stretch falls under State of Bihar and passes through three (3) Districts viz. Patna (Km. 0.00 to Km. 52), Arwal (Km. 52 to Km.88) and Aurangabad (Km. 88 to Km. 154.50). The Project Road is connecting NH-2 (Golden Quadrilateral) at Aurangabad (Km. 127.825).

The region traversed by NH-98 is economically backward and completely lagging behind in good Technical and General Institutions, Hospitals, Industrial Setup, efficient connectivity. Predominant land use along project road is agriculture. This region is neglected in terms of effective and efficient mode of communication, either Railways or Roadways. Hence the major thrust of vehicular traffic is on N.H?98 for goods as well as for passenger transport. Need of Food Product, Coal, Iron and other minerals for North and South Western part of Bihar is catered through this route from Orrisa, Jharkhand, Madhya Pradesh and South eastern UP. Majority of agricultural products of North & South Western part of Bihar are supplied to Jharkhand, MP, South Eastern UP, Orrisa through this route.

Along the project road, there are total 13 no. of road Side Habitations falls under Patna District, 18 no. falls under Arwal District and 18 no. of Road Side Habitations falls under Aurangabad District. The carriageway of Highway from Ch. 0.00 to 3.00 Anishabad to Phulwarisharif (Patna Town Portion) of 3 Km. length is 4-lane. For remaining section, the carriageway width varying from 3.50 m. to 7.00 m. The height of embankment is in the range of 1 m. to 3.50 m.

There are 2 major bridge, 11 minor bridges, 430 culverts and one Railway Level crossing falling under the project section.

The project road does not pass through any reserved forest. However, there is diversion of 30.206 ha of Notified Protected Forest land under proposed widening to two lane of existing Highway. There are no endangered species of flora and fauna. Total 16724 No. of trees within the ROW have been found. About 2250 trees (Girth-300 mm. & above) will need to be cut for the project road widening.

Having direct connectivity of NH-98 for Patna (the State capital of Bihar), NH-02 (GQ) at Aurangabad and Daltenganj Jharkhand, the project road after its upgrading and improvement to 2-lane/2-lane with paved shoulder configuration will become an important and vital road link in South Western Part of Bihar.

Public Hearing conducted on 28.11.2012 at Naubatpur, Patna, 29.11.2012 at Anwal, 30.11.2012 at Aurangabad. Major issues are new bye pass at Ajwal to avoid demolition, tree cutting and plantation.

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.*
- (ii) The proposal indicates about 30.206 ha of Reserve forest is to be acquired. Necessary stage –I forestry clearance shall be obtained.*
- (iii) It is indicated that 2250 nos. trees 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.*
- (iv) 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.*
- (v) Explore the possibilities of using cold mix technology wherever possible.*
- (vi) 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.*
- (vii) R&R shall be as per the guidelines of State/Central Government.*

- (viii) *IRC guidelines shall be followed for widening & up-gradation of road.*
- (ix) *The responses/commitments made during public hearing shall be complied with letter and spirit.*
- (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 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.

4.18 Environmental Clearance for widening and rehabilitation of existing 2-lane to 2-lane with paved shoulder of NH-148D from junction of NH-8 at Bheem, chainage at NH-8 from km 109.750 in Rajasmand district and end at km 64.200 of NH-79 at Gulabpura in Bhilwara district in the State of Rajasthan by M/s NHA1 (F.No.10-44/2012-IA-III]

As presented by the project proponent the proposal involves widening and rehabilitation of existing Single-lane to 2-lane with paved shoulder of NH 148D from junction of NH-8 at Bheem from km 109.750 in Rajasmand district and end at km 64.200 of NH-79 at Gulabpura in Bhilwara district of the Rajasthan State. The proposed length of the section is 69.267 Km and the proposed right of way is 45m except for two Km where it will be 12 m. The project road is passing through Rajsamand and Bhilwara districts. 0.783 ha Forests land to be acquired for Bhim bypass. Approximately 1093 number of trees which are falling along the ROW proposed to be cut . It is proposed to provide 144 numbers of culverts. There are two major rivers Nikadi and Khadi rivers and alignment is passing Nikadi rivers at two locations . Three major and two minor bridges have been proposed. About 90000 Cum hill cutting waste will be generated which will be used in construction of highway.

Public Hearing conducted on 02.04.2013 at Bhim, Rajasamand. Major issues are tree cutting and plantation, land acquisition etc.

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.*
- (ii) *The proposal indicates about 0.783ha of protected forest is to be acquired. Necessary stage –I forestry clearance shall be obtained.*
- (iii) *It is indicated that 1093 nos. trees to be felled for the project. Necessary permission from competent authority shall be obtained for tree cutting. Compensatory tree plantation (1: 3) shall be carried out and cost provision should be made for regular maintenance.*

- (iv) *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.*
- (v) *Explore the possibilities of using cold mix technology wherever possible.*
- (vi) *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.*
- (vii) *R&R shall be as per the guidelines of State/Central Government.*
- (viii) *IRC guidelines shall be followed for widening & up-gradation of road.*
- (ix) *The responses/commitments made during public hearing shall be complied with letter and spirit.*
- (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 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 Environmental Clearance for widening and improvement of existing single / intermediate lane to 2-lane with paved shoulder of section Nimbi Jodha (Near Ladnu) at km 0.00 - Degna - Merta City at km 139.900 of NH-458D in the State of Rajasthan by M/s NHAI [F.No.10-67/2012-IA-III]

As presented by the project proponent, the project road starts at 0.00 km of NH 458(km 95.650 of NH-65) at Nimbi Jodha and terminates at km 139+900 near Mertacity in Nagaur District of Rajasthan. The section of NH 458 has been upgraded from SH 59 (47 km),SH 19 (5.5 km), MDR-37B(18.50km),SH 60(20.50 km), MDR 24 (24 km), VR 73(7.5km),NH 89 (10.50 km) (SH 21 (7.2 km) and SH 39 (28.60 km) to National Highway NH 458 in the State of Rajasthan. The existing length of the section is 144.377 km, whereas proposed length after introduction of Bypassis 139.900 km. The section of project road is passing through only through Nagaurdistrict of Rajasthan. The road is being upgraded from single/intermediate lane to two lane (7.0 m, width), paved shoulder 1.5m and earthen shoulder 1.0 m on both sides of road. Only at two locations NH 89 for a length of 10.5 km (Lampolai – Dangabas- km 78 of existing NH 89). Since the existing road was earlier Major District Road,Other District Road and Village road it is passing through settlements therefore 8 New bypasses has been proposed to locality Bhantri(1.285 km), Chotikhatu (2.600 km), Badikhathu (3.842 km), Sanju (1.715 km)), Tilanes (2.200km),Idwa (5.310 km), Baggad (2.695 km), Merta City (5.682 km) and one realignment at Degana of length 0.985km. The widening and Improvement proposal includes concentric widening for a length of 13.967 km, Left side widening for a length of 56.978 km, Right side widening of 39.700 km and realignments and bypasses of length 26.310 and curve improvement of 2.945 km. There is

provision of 2 Toll Plaza at km 34.000 and 93.500 km, 21 number of major and 82 number of minor junctions are proposed. The existing right of way varies from 6m to 22m and proposed right of way is 45m except at kms 0.000 to 1.3000 , 14.000 to 15.500 , 41.350 to 42.250, 56.450 to 56.750, 88.880 to 89.220, 119.450 to 120.150 where PROW has been restricted to 12m due to settlements and at two locations of Toll Plaza from km 33+860 to km 34 +140 and km 93+360 to km 93+640. 85 New Culverts are proposed which includes replacement of 24 existing Culverts and 34 Causeways in existing section being retained and also includes 27 new culverts. Approximately 374.316 Ha. of land is proposed to be acquired which is predominantly agriculture and approximately 684 households requires demolition. The proposed NH 458 is not passing through any Reserve Forest, Protected Forest , National Park and Sanctuary. No Wild life park / Sanctuary exist within 10 km of the Project road. About 3158 nos. trees to be felled for the project. The total water requirement is 8000KLD, which is proposed to be extracted from Ground water. The cost of the project is Rs 548.55 crores and cost per km is Rs 3.92 crores.

Public Hearing conducted on 08.04.2013 at PWD Office, Nagaur. Major issues are by pass.

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 does not involve diversion of forests land.*
- (ii) *It is indicated that 3158 nos. trees to be felled for the project. Necessary permission from competent authority shall be obtained for tree cutting. Compensatory tree plantation (1: 3) shall be carried out and cost provision should be made for regular maintenance.*
- (iii) *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.

4.20 Finalisation of ToR for 4 laning of Madurai to Paramakudi section from Km5.000 to km 79.980 and 2 lane with paved shoulder from Paramakudi to Ramanathapuram section from km 79.980 to km 120.110 of NH-49 in the state of Tamil Nadu [F.No.10-17/2013-IA-III]

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

4.21 Finalization of TOR for upgradation of existing carriageway to 2-lane with paved shoulder from km 136.000 to km 328.050 of Jodhpur-Barmer section of NH-112 in the State of Rajasthan by M/s NHA [F.No.10-19/2013-IA-III]

The project road starts at Jodhpur (km. 136.000) and ends at Barmer (km. 328.050), in the state of Rajasthan. Total length of the project road is 186.6 km. Project road passes through 2 districts namely Jodhpur and Barmer. Proposed road project involves constructing of existing 2-lane to 2-lane with paved shoulder. The road passes through the plain terrain. The project road passes through 27 villages, out of which 7 villages are located in Jodhpur district, 20 villages are in Barmer district. The project road does not pass through any ecologically sensitive area / National Parks/ Wild Life Sanctuaries/ Tiger Reserves etc. Existing Right of Way (ROW) varies from 30 m to 60 m. Proposed ROW varies from 30 m to 60 m. The total land proposed to be acquired is 45 ha (Private land). There are existing 6 minor bridges. 1 new major bridge and 2 new minor bridges have been proposed. There are 47 Culverts (26 box/slab culverts, 21 pipe culverts) on the project road. 93 new Culverts (51 box/slab culverts, 42 pipe culverts) have been proposed as per requirement of IRC: SP-87:2010. Total length of Service road of both sides is 38.2 km. No ROB exists on the proposed alignment. 4 Junctions have been proposed for improvement with grade separation. There is 1 vehicular underpass on the project road. 1 new vehicular underpass is proposed. 34 no. of Bus-Bays and 7 number of Truck lay bye along with Traffic Aid Post & Medical aid post are proposed. Around 1,016 trees will be affected due to the project. Avenue Plantation shall be carried out as per IRC-SP-21: 2009 apart from statutory requirement. Water requirement is nearly 584 KLPD. The construction water will be sourced from surface water from various locations (river) as well as ground water for drinking purpose after obtaining necessary permission from the concerned departments. Estimated requirement of Stone/Aggregate – 7,61,008 m³, Soil – 12,45,932 m³, Sand - 4,846 m³, Cement – 4,840 MT, Steel - 33 MT, Diesel – 8,245 KL, Bitumen - 12,122 MT, Water – 584 KLPD . Civil cost of the Project is Rs. 511.15 Crores. Total estimated Environmental Cost is about Rs. 10.52 Crores. Total estimated R&R cost is about 21.46 Crores.

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

- (i) *It is indicated that 1016 nos. trees falls within the proposed RoW, however, bare minimum trees to be cut, the information should be provided about their species and whether it also involved any protected or endangered species. Necessary green belt shall be provided on both side of the highway with*

proper central verge and cost provision should be made for regular maintenance.

- (ii) *Explore the possibilities of cooled mixed technology instead of hot mixed technology*
- (iii) *Submit the details of the road safety audit and plans for meeting the IRC safety requirements.*
- (iv) *The additional ToR and General Guidelines as per the annexure-I and Annexure-II respectively to this Minutes shall also be considered for preparation of EIA/EMP.*
- (v) *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/Highways>".*

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.

4.22 Finalization of TOR for upgradation of existing carriageway to 2-lane with paved shoulder from km 326.300 to km 123.360 of Jaisalmer-Barmer section of NH-15 in the State of Rajasthan by M/s NHAI [F.No.10-20/2013-IA-III]

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

- (i) *The proposal indicates the acquisition of 85 ha Protected Forests land. Necessary stage –I forestry clearance shall be obtained.*
- (ii) *It is indicated that nos. trees falls within the proposed RoW, however, bare minimum trees to be cut, the information should be provided about their species and whether it also involved any protected or endangered species. Necessary green belt shall be provided on both side of the highway with proper central verge and cost provision should be made for regular maintenance.*
- (iii) *Explore the possibilities of cooled mixed technology instead of hot mixed technology*
- (iv) *Explore the possibilities of using fly ash*
- (v) *Submit the details of the road safety audit and plans for meeting the IRC safety requirements.*
- (vi) *The additional ToR and General Guidelines as per the annexure-I and*

Annexure-II respectively to this Minutes shall also be considered for preparation of EIA/EMP.

- (vii) *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/Highways>”.*

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.

5. Recommended projects

5.1 CRZ clearance for construction of beach resort in S.No. 39/1A and 39/2A, Harumaskeri Village, Gokarna, Uttara Kannada District, Karnataka by M/s Jatoyah Investments and Holdings Ltd [F.No. 11-92/2011-IA-III]

The proposal was earlier examined by the EAC in its meeting held in May, 2012 and recommended for grant of CRZ clearance. However, it is noted that there is no formal recommendation of KCZMA which is pre-requisite for grant of CRZ clearance. The matter was again considered by the EAC in its meeting held on 28th –29th January, 2013. The EAC has decided to keep the earlier recommendation in abeyance and suggested the Ministry to seek proper recommendation from KCZMA.

KCZMA is presently not in existence. Secretary (Environment), Government of Karnataka has now sent the recommendation for the proposal.

The Committee, therefore, recommends the proposal for CRZ Clearance subject to the earlier prescribed conditions.

5.2 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]

The proposal was examined by the EAC in its meeting held in March, 2013 and sought the photographs/filed survey report of 158 m length of connectivity in CRZ-I(A). Details submitted by the proponent were discussed by the Committee.

The Committee recommends the proposal for CRZ Clearance subject to the above conditions.

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

The proposal was examined by the EAC in its meeting held in March, 2013 and sought the details of CSR for fishermen, mitigation measures submitted in the EIA /EMP &

Risk Assessment and Disaster Management report in matrix format , details of the *green belt* as per the EC of 2007 with layout / google map. The details submitted by the proponent were discussed by the Committee.

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 green belt shall be provided all around the periphery and storage yards.*

The Committee recommends the proposal for CRZ Clearance subject to the above conditions.

5.4 CRZ clearance for laying of marine water discharge pipeline and Mobile RO by Rashtra ispat Nigam Ltd [F.No. 11-60/2011-IA-III]

The proposal was examined by the EAC in its meeting held in August, 2012 and noted that the rejects from Desalination are to be discharged on shore itself which is not acceptable. Proponent shall discharge into the sea through pipeline and submit the details. Proponent has now proposed to discharge at 1.21 km and submitted the location map.

The committee after deliberation decided to defer the project since the proponent has not submitted the diffuser/dilution detail.

5.5 Finalisation of ToR for proposal for setting up of incinerator at TSDF, Dobaspet, Bangalore, Karnataka by M/s Ramky Enviro Engineers Ltd. [F.No. 10-65/2012-IA-III]

The proposal was examined by the EAC in its meeting held in Oct, 2012. The Committee insisted for conduct of Public Hearing. Proponent submitted the copy of the notification declaring the area as Industrial area by the Government of Karnataka. The Committee after examining the documents recommended to exempt the public Hearing.

5.6 CRZ Clearance for additional LPG and POL pipelines and associated facilities for existing storage terminal at Port Exim Park area, Visakhapatnam, Andhra Pradesh, M/s East India Petroleum Pvt. Ltd. (F.No. 11-17/ 2013- IA.III).

The proposal was examined by the EAC in its meeting held in April, 2013. Committee has suggested to superimpose the pipeline on CRZ map and submit along with the details along the pipeline route. Proponent informed that the entire pipeline route is within the Vishakapattinam Port limit. Further, Special Secy, Gov of AP vide letter dated 02.03.2013, stated that the entire activity is confined within port area, hence the CRZ demarcation is not required. Proponent requested to change the word 'replacing' as 'additional' since the proposal is for laying additional pipeline.

The committee agreed and recommends the proposal for CRZ Clearance.

5.7 Environment and CRZ Clearance for Jetty along the bank of Hanasthal Creek, Taluk Maliya, Dist. Rajkot, Gujarat by M/s. Gujarat Maritime Board [F.No.11-89/2012-IA.III]

The project was considered by the EAC in its meeting held in December, 2012 and decided that site visit to be made. The Committee decided that the following members will visit the site and submit a report:

Dr. M.L Sharma
Dr. Apurba Gupta
Dr. Avinash Kant
Prof. H.S.Ramesh
Representative of MoEF

124th Meeting of the Expert Appraisal Committee for Building Construction, Coastal Regulation Zone, Infrastructure Development and Miscellaneous projects held on 13th – 14th May, 2013 at Fazal Hall, Scope Complex, New Delhi.

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. S.P. Bansal | Member |
| 6. Dr. H.S. Ramesh | Member |
| 7. Dr. Y. Basavaraju | Member |
| 8. Dr. Neeraj Sharma | Member |
| 9. Shri Bala Subramaniam | Member |
| 10. Shri Lalit Kapur | Member Secretary |

MoEF officials

- | | |
|------------------------------|---------------------|
| 10. Shri E. Thirunavukkarasu | Scientist 'C', MoEF |
| 11. Shri Amardeep Raju | Scientist 'C', MoEF |