

Minutes of the 151st meeting of Expert Appraisal Committee for projects related to Infrastructure Development, Coastal Regulation Zone, Building/Construction and Miscellaneous projects held on 7th – 9th September, 2015 at Conference Hall (Narmada), Jal Wing, Ground Floor, Ministry of Environment, Forest and Climate Change, Indira Paryavaran Bhawan, Jor Bagh Road, New Delhi-3

1	Opening Remarks of the Chairman																
2	Confirmation of the Minutes of the 150th Meeting of the EAC held on 29th – 31st July, 2015 at New Delhi																
3	Consideration of Proposals																
3.1	Proposed redevelopment project” at c. S. No. 442(pt), 444(pt), 625(pt) & 447(pt), Parel, Sewree Division, F/south ward at Sewree, Mumbai, Maharashtra by M/s East & West Builders - Environmental Clearance – Further consideration [F.No.21-126/2014-IA.III]																
3.1.1	<p>i. The PP made a presentation before the EAC and informed that the project was considered by the EAC in its 142nd meeting held on 22-24 December, 2014. The EAC after deliberation suggested to the PP to get clarification on the adequacy of proposed fire fighting facility from Fire Service Department.</p> <p>ii. This project has received prior Environmental Clearance (EC) from Ministry of Environment & Forest- Government of India in the year 2007 (EC letter No: 21-424/2006-IA. III dated 02/03/2007). As now there is an expansion in the project, PP applied for an amended Environmental Clearance. This project is pre-certified for Indian Green Building Council (IGBC) for Platinum rating</p> <p>i. Building details:</p> <table border="1" data-bbox="379 1240 1406 2094"> <tr> <td colspan="2" data-bbox="379 1240 1406 1279">Existing:</td> </tr> <tr> <td data-bbox="379 1279 687 1429" rowspan="3">Redevelopment Building No. 2: 1 building with 5 wings A to E</td> <td data-bbox="687 1279 1406 1317">Wing A & D: Stilt + 14 floors each</td> </tr> <tr> <td data-bbox="687 1317 1406 1355">Wing B & C: Stilt + 15 floors each</td> </tr> <tr> <td data-bbox="687 1355 1406 1429">Wing E: Part Stilt + Part Ground</td> </tr> <tr> <td colspan="2" data-bbox="379 1429 1406 1467">Proposed:</td> </tr> <tr> <td data-bbox="379 1467 687 1617" rowspan="2">Redevelopment Building No. 1: 1 building with 2 wings F & G</td> <td data-bbox="687 1467 1406 1541">MCGM Reservation Building- Wing-F: Stilt + 8 floors</td> </tr> <tr> <td data-bbox="687 1541 1406 1617">Redevelopment Building.- Wing-G: Ground + 10 floors</td> </tr> <tr> <td data-bbox="379 1617 687 1691">Redevelopment Building No. 5:</td> <td data-bbox="687 1617 1406 1691">Ground + 2 floor</td> </tr> <tr> <td data-bbox="379 1691 687 1915" rowspan="2">Sale Building No. 4: 1 building with 3 wings A, B & C</td> <td data-bbox="687 1691 1406 1915">Wing A & C: Lower Ground + Lower Ground Mezzanine + Upper Ground + Upper Ground Mezzanine + 10 parking levels + E – deck level + 1 Girder and service floor + 27 upper residential floors + 1 service floor (intermediate) + 2 fire check floors (intermediate)</td> </tr> <tr> <td data-bbox="687 1915 1406 2094">Wing B: Lower Ground + Lower Ground Mezzanine + Upper Ground + Upper Ground Mezzanine + 10 parking levels + E – deck level + 1 Girder and service floor + 29 upper residential floors + 1 service floor (intermediate)</td> </tr> </table>	Existing:		Redevelopment Building No. 2: 1 building with 5 wings A to E	Wing A & D: Stilt + 14 floors each	Wing B & C: Stilt + 15 floors each	Wing E: Part Stilt + Part Ground	Proposed:		Redevelopment Building No. 1: 1 building with 2 wings F & G	MCGM Reservation Building- Wing-F: Stilt + 8 floors	Redevelopment Building.- Wing-G: Ground + 10 floors	Redevelopment Building No. 5:	Ground + 2 floor	Sale Building No. 4: 1 building with 3 wings A, B & C	Wing A & C: Lower Ground + Lower Ground Mezzanine + Upper Ground + Upper Ground Mezzanine + 10 parking levels + E – deck level + 1 Girder and service floor + 27 upper residential floors + 1 service floor (intermediate) + 2 fire check floors (intermediate)	Wing B: Lower Ground + Lower Ground Mezzanine + Upper Ground + Upper Ground Mezzanine + 10 parking levels + E – deck level + 1 Girder and service floor + 29 upper residential floors + 1 service floor (intermediate)
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<p>3.1.2</p>	<p>In the instant matter, after deliberations, the EAC had suggested the PP to get clarification on the adequacy of proposed fire fighting facility from Fire Service Department. The matter listed today before the EAC. The PP has approached the EAC informing regarding compliance which was received in the Ministry on 30.01.2015. The PP has given an undertaking that they have complied with all direction of the EAC.</p> <p>The EAC after detailed deliberations made an observation to the Ministry that this is a part heard case by the EAC. Meanwhile, the state committee was constituted. Hence the EAC is in the understanding that the case should be transferred to the State. However, the Member Secretary informed the Committee that there is a policy decision taken in the MoEFCC recently that the cases which have been considered once by the EAC are to be finally settled by the Ministry. The EAC recommended to the Ministry to take a policy decision in the matter without leaving discretion to the PP to go to either committee. It has been observed in some cases where the EAC raised some issues which are not palatable to the PP, they take the matter out of this committee and prefer to go back to the State Committee. There should no discretion either to PP or this Committee or the State Committee. A uniform decision needs to be followed without discrimination. The policy should be non-discretionary and non-discriminatory.</p>								
<p>3.1.3</p>	<p><i>The EAC has no further query in the matter. In these circumstances, the EAC recommended that the Ministry may take a non-discriminatory and non-discretionary policy matter in all such part heard cases in the light of the observations made above by the Committee.</i></p>								
<p>3.2</p>	<p>Mixed Used Development - Trivedi Tower” C.T.S. No. 551/13 at Junction of Madan Mohan Malviya Road & 18.30 m wide D.P. Road of village Nahur, Mulund (W), Mumbai by M/s Chhaganlal Khimji & Co. Ltd. - Environmental Clearance – Further consideration [F.No.21-90/2014-IA-III]</p>								

3.2.1	The PP made a presentation before the EAC and informed that the EAC in its meeting held during 22-24 December, 2014 (Agenda No.3.12) considered the project and asked the PP to submit the copy of the application submitted by PP to the Municipal Corporation. The PP also submitted that the project is not falling in CRZ area.
3.2.2	<p>The EAC noted that PP has submitted all relevant documents with the details as under:-</p> <ul style="list-style-type: none"> • Application submitted to Chief Engineer I - Road and Traffic, • All the subsequent documentation submitted to MCGM (5 stages) <p>The EAC after detailed deliberations made an observation to the Ministry that this is a part heard case by the EAC. Meanwhile, the state committee was constituted. Hence the EAC is in the understanding that the case should be transferred to the State. However, the Member Secretary informed the Committee that there is a policy decision taken in the MoEFCC recently that the cases which have been considered once by the EAC are to be finally settled by the Ministry. The EAC recommended to the Ministry to take a policy decision in the matter without leaving discretion to the PP to go to either committee. It has been observed in some cases where the EAC raised some issues which are not palatable to the PP, they take the matter out of this committee and prefer to go back to the State Committee. There should no discretion either to PP or this Committee or the State Committee. A uniform decision needs to be followed without discrimination. The policy should be non-discretionary and non-discriminatory.</p>
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3.3	Construction of proposed residential cum commercial project at plot bearing S. No-128, 129/1, 129/2(a), 129/3, 129/4, 130, 131/1, 225 at village Kavesar, Dist. Thane, State: Maharashtra by M/s Sai Uma Corporation - Environmental Clearance – Further consideration [F.No.21-178/2014-IA-III]
3.3.1	The PP made a presentation before the EAC and informed that the proposal was considered in earlier 146 th EAC meeting held on 9-11 March, 2015 at agenda item no. 3.28. The EAC observed that adequate parking for the shops has not been proposed. The building plan is yet to be approved. Therefore, the EAC suggested to the PP to submit the revised parking plan leaving clear 6 m driveway, approved building plan and location on topo sheet etc and to submit the revised proposal.
3.3.2	The EAC after detailed deliberations made an observation to the Ministry that this is a part heard case by the EAC. Meanwhile, the state committee was constituted. Hence the EAC is in the understanding that the case should be transferred to the State. However, the Member Secretary informed the Committee that there is a policy decision taken in the MoEFCC recently that the cases which have been considered once by the EAC are to be finally settled by the Ministry. The EAC recommended to the Ministry to take a policy decision in the matter without leaving discretion to the PP to go to either committee. It has

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3.3.2	<p><i>The EAC noted the information given by the PP and observed that the PP has not appeared with the proper lay out plan for providing 6 meter driveways. The EAC recommended that PP should be given another chance to submit the revised lay out plan.</i></p>
3.4	<p>Environmental Clearance for expansion of PWD Chembur Project at S. No. -469 (A), Chembur, Mumbai, Maharashtra by M/s Joynest Premises Pvt. Ltd. - Environmental Clearance – Further consideration [F.No.21-57/2014-IA-III]</p>
3.4.1	<p>The PP made a presentation before the EAC and informed that the proposal was considered in earlier 141st EAC meeting held on 26 to 28th November, 2014 at agenda item no. 3.13.</p> <ol style="list-style-type: none"> i. The project is proposed development for Public Works Department (Govt. of Maharashtra) on on plot bearing CTS. No. 469 (A), Chemburkar Marg, Chembur, Mumbai. Maharashtra. ii. This is a Public Private Participation (PPP) project by the Govt. of Maharashtra for redevelopment of the plot earlier reserved for Beggars' Home; with M/s. Joynest Premises Pvt. Ltd. as the Concessionaire (formally known as Zeal Ventures Pvt. Ltd). iii. The public purpose reservations i.e. Govt. offices, male & female Beggars' home, Auditorium, ITI, and Hostels are being proposed under the PPP scheme. The Concessionaire will construct the said buildings on site for the GOM. In lieu, portion of plot admeasuring 40,000 Sq.m. from the total plot is allotted to the Concessionaire for Sale purpose. The PWD part already holds valid Environmental Clearance from MoEF, Delhi u/No. J-12011/05/2006-IA-III of 11.09.2006. iv. The Sale development is proposed as expansion to the PWD part for which Environmental Clearance is already in place under No. SEAC-2212 / CR-40 /TC-2 of 17.05.2013 from the State of Maharashtra. v. The present application involves change in layout of proposed buildings with minor change in the construction area, which is detailed here under
3.4.2	<p><i>The PP made a presentation before the EAC and informed that the proposal was considered in earlier 141st EAC meeting held on 26-28 November, 2014 (Agenda No. 3.13). The EAC after deliberations recommended that since the proposal for 340000 sqm FSI area has already been recommended by the EAC, the Committee noted the instant case (involving increase in FSI), as the same not considered by the EAC earlier.</i></p> <p><i>The committee decided that the proposal needs to be treated on the same lines as other fresh cases and sought directions from the Ministry that on the consideration that the substantial portion of the same project has already been considered on 26-28 November, 2014 and the new application for new FSI was made on 23.12.2014. The EAC noted that the case was heard on 26th to 28th November, 2014 and the minutes were confirmed on 22.12.2014 and this</i></p>

	<i>request for increase in FSI had been received in the intervening period but could not be listed before the EAC. The PP pleaded strongly for special consideration as the entire project is held up on this count causing huge financial loss. MoEFCC may take a view on grant of EC.</i>
3.5	Upgradation to two/four lane with paved shoulder configuration of Gadichiroli - Sironcha of NH- 353 C in the State of Maharashtra by Ministry of Road Transport & Highways- Finalization of ToR - [F.No.10-22/2015-IA-III]
3.5.1	<p>The PP made a presentation before the EAC and informed that:</p> <ul style="list-style-type: none"> (i) The Project is “up gradation of Gadichiroli -Sironcha of NH- 353 C in the state of Maharashtra to two / four lane with paved shoulder configuration. The total length is about 205km. (ii) The project road passes mostly through plain terrain except few stretches of rolling terrain. (iii) Chamorshi, Ashti, Allepalli and Sironcha are major settlements along the alignment. These towns are presently midsize towns but are likely to grow in size subsequent to Upgradation of the highway. (iv) The project highway is a four lane divided carriageway facility at the starting point from Ch: 113+650 to 115+200 for about 1.50 Km. Then the carriageway reduces to Two lane configuration from Ch: 115+200 to 179+000Km for a length of 63.80 Km. Subsequently the alignment traverses through forest area where the carriageway width reduces to intermediate lane standard till end of the project (v) Major portion of the highway is aligned through the forest areas. Initial assessment survey of the alignment has shown existence of a number of ROW pillars marked on either side at approx. 50 mtrs interval. As could be ascertained from local PWD authorities, approx. 12 to 13 mtrs on either side of the existing centre line land has been acquired. Thus the existing right of way (ROW) extends to 22 to 24 mtrs. On either side of the earthen shoulders there is a presence of a number of trees within the ROW. (vi) The project road does not fall within 10km boundary of any protected area or any sanctuary. (vii) The project road has 3 Major bridges, 46 Minor bridges, 274 Culverts, 2 Canal works. (viii) Safety measures are proposed as per IRC:P-44-1996. (ix) Avenue plantation will be carried out as per IRC SP 21: 2009 apart from statutory requirement. (x) The Total project cost is Rs1700 Crores. The EMP budget and R& R cost is being worked out. <p>The PP made a presentation before the EAC and informed that the proposed up-gradation of NH- 353 shall not involve crossing of any Wild Life Sanctuary, and as such, does not attract the provisions of the Wildlife (Protection) Act, 1972.</p>
3.5.2	<i>The PP after detailed deliberations recommended the project for grant of Terms of Reference subject to the conditions as stipulated in the Standard ToR.</i>
3.6	Proposed Prefab CAT-II & EWS Housing For Delhi Development Authority At pocket-1 B ,Sector A1,A4 Narela New Delhi by Delhi Development Authority - Environmental Clearance – Further consideration [F.No.21-

	180/2014-IA-III]
3.6.1	<p>The EAC noted their earlier observations during the last meeting held in July, 2015 as under:-</p> <p>PP made a presentation before the EAC and informed that the proposal was considered by the EAC in its 148th & 150th meeting held on 19th – 21st May, 2015 & 29th - 31st July, 2015 respectively. The Committee observed that there were two other projects of DDA in the same locality. The EAC, keeping in view the future influx of the population in the locality during construction and operation of the project, asked the PP to submit the Cumulative Impact Assessment Report, studying factors related to requirement of road, public transport, use of natural resources etc, for all the three projects coming in the area.</p> <p>The EAC further observed that there is no consonance between the estimated commuter population and arrangements for traffic movements, and advised the PP to prepare a comprehensive traffic circulation plan in consultation with Ministry of Road Transport, Government of India to meet the criterion of Government for selection of the city as 'Smart City'.</p>
3.6.2	<p><i>The project proponent did not attend the meeting. The Member Secretary informed that an email has been received from the PP requesting this Ministry to transfer the case file to the SEIAA/SEAC Delhi for further consideration of the proposal.</i></p> <p><i>The EAC noted that the designated expert member to carry out the study on traffic congestion and air pollution implications was not getting proper cooperation from the project proponents. The Committee further opined that the additional information sought by them are necessarily to be fulfilled for considering the proposal for grant of EC, and decided to go with the inspection report of the designated Expert Member.</i></p> <p><i>The EAC felt that the matter should be placed before the MOEF&CC who may like to raise it at an appropriate level in the light of observations made by EAC and the serious observations made by the Expert Member Dr. A. Shukla in her report.</i></p> <p><i>In view of the above, the EAC decided to defer the proposal.</i></p>
3.7	Environmental Clearance for Prefab CAT-II & EWS Housing for at Pocket-IA, Sector A1A4 Narela New Delhi by M/s Delhi Development Authority- Environmental Clearance – Further consideration [F.No.21-6/2015-IA-III]
3.7.1	<p>The EAC noted their earlier observations during the last meeting held in July, 2015 as under:-</p> <p>PP made a presentation before the EAC and informed that the proposal was considered by the EAC in its 148th & 150th meeting held on 19-21 May, 2015 & 29-31st July, 2015. The committee observed that there are two other projects submitted by the PP in the same locality. The EAC, keeping in view the future influx of the population in the locality during construction and operation of the project, asked the PP to submit the cumulative impact assessment report, studying factors related to requirement of road, public transport, use of natural</p>

	<p>resources etc, for all the three projects coming in the area.</p> <p>The EAC further observed that there is no consonance between the estimated commuter population and arrangements for traffic movements, and advised the PP to prepare a comprehensive traffic circulation plan in consultation with Ministry of Road Transport, Government of India to meet the criterion of Government for selection of the city as 'Smart City'.</p>
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3.8	<p>Environmental Clearance proposed construction of EWS and CAT-II Housing Project located at Pocket 1-C, Sector A-1 to A-4, Narela, New Delhi by M/s Delhi Development Authority- Environmental Clearance – Further consideration [F.No.21-65/2015-IA-III]</p>
3.8.1	<p>The PP made a presentation before the EAC and informed that the proposal was considered by the EAC in its 148th meeting held on 19th - 21st May, 2015. The committee observed that there are two other projects by the PP in the same locality. The EAC, keeping in view the future influx of the population in the locality during construction and operation of the project, asked the PP to submit the Cumulative Impact Assessment Report, studying factors related to requirement of road, public transport, use of natural resources etc, for all the three projects coming in the area.</p> <p>The EAC further observed that there is no consonance between the estimated commuter population and arrangements for traffic movements, and advised the PP to prepare a comprehensive traffic circulation plan in consultation with Ministry of Road Transport & Highways, Government of India to meet the criterion of Government for selection of the city as 'Smart City'.</p>
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	<p><i>cooperation from the project proponents. The Committee further opined that the additional information sought by them are necessarily to be fulfilled for considering the proposal for grant of EC, and decided to go with the inspection report of the designated Expert Member.</i></p> <p><i>The EAC felt that the matter should be placed before the MOEF&CC who may like to raise it at an appropriate level in the light of observations made by EAC and the serious observations made by the Expert member Dr. A. Shukla in her report.</i></p> <p><i>In view of the above, the EAC decided to defer the proposal.</i></p>
3.9	Expansion of existing terminal building at Trichy Airport, Srirangam and Trichy Taluk, Trichy District, Tamil Nadu by Airports Authority of India - Finalization of ToR [F.No.10-3/2007-IA-III]
3.9.1	<p>The PP made a presentation before the EAC and informed that:</p> <ul style="list-style-type: none"> • Trichy Airport serves the city of southern state of Tamil Nadu in India and located at a distance of about 325 km from Chennai • Integrated terminal building already exists and both domestic and international flights are being operated from the existing airport • The existing terminal is in operation since 2009 and is capable of handling 200 incoming and 200 outgoing passengers at peak hours • The environmental clearance for the same was obtained vide letter no. 10-3/2007-IA.III dated 9th March, 2007 • With the expected growth of traffic, there is a need to expand the capacity at the terminal building to cater better facilities to increase number of passengers and faster movement of passengers and cargo • It is proposed to extend the existing terminal building by 80 m on departure side and 101 m on arrival side and it is likely to be extended by 170 m. the proposed facilities are as follows: <ul style="list-style-type: none"> i. Expansion of apron of size 94.5 x 128 m suitable for parking two category-D aircrafts with power in and push back configuration and shifting of the existing GSE area ii. Provisions of shoulders of 7.5 m width around apron iii. Proposed GSE area of dimensions 20 m x 130 m iv. Provision of drain in between two bays as per design • The project site is situated at latitude 10° 45'21" to 10° 46'16" N and 78° 42'21" to 78° 44'15" E Longitude.
3.9.2	<i>The EAC after detailed deliberations recommended the project for grant of scoping clearance in accordance with standard Terms of Reference issued by the Ministry.</i>
3.10	Construction of facilities for intake of water from sea and outfall for discharge of treated waste water and development of green belt in connection with thermal power plant at Kattupalli and Kalanji Village, Ponneri Taluka, Thiruvallur District, Tamil Nadu by M/s North Chennai Power Company Limited - Extension of validity of Environmental and CRZ Clearance – [F.No.11-25/2009-IA-III]

3.10.1	<p>The PP made a presentation before the EAC and clarified that the present proposal is to seek extension of the CRZ Clearance granted under the CRZ Notification, 1991 by the Ministry vide their letter No.11-25/2009-IA.III dated 30.09.2009 for the construction of facilities for intake of water from sea and outfall for discharges of treated waste water/cooling water and development of green belt in connection with Thermal Power Plant at Kattupalli and Kalanji Villages, Ponneri Taluk, Thiruvallur District (Tamil Nadu). The PP further informed that Environmental Clearance (EC) for the project was granted by the Ministry vide letter No. F. No.J-1301/61/20008-1A.II dated 31.08.2009. The validity of the EC has been extended up to August 2019 by the Ministry vide letter 23.02.2015.</p> <p>With regard to reasons for seeking extension, the PP informed the total land, required to be procured for the proposed developmental project is 411.57 acre. Out of which, 265.57 acres of land has been purchased. The purchase of balance land of 146 acres was delayed essentially due to Chennai Power Generation Limited (CGPL)'s unreasonable legal claims before NEAA and the High Court of Madras. The PP informed that a Writ Petition No. 235560 of 2009 dated 20th November 2009 was filed in the Madras High court challenging the EC granted by the Ministry and to quash the EC. The Petition had been dismissed on 6th January 2010. Subsequently, Appeal No. 7 of 2010 dated 10th January 2010 was filed before National Environment Appellate Authority (NEAA) challenging the EC and to quash the same. The NEAA dismissed the Appeal No. 7 of 2010 on 13th May 2010. Following this, another Writ petition No. 25745 & 25080 of 2010 dated 11th November 2010 was filed before Madras High court challenging the abovementioned order of NEAA and with the prayer for staying the operation in accordance with Environmental Clearance granted by the Ministry. The Writ Petition No.25745 & 25080 of 2010 was dismissed on 29th November 2012. The court pointed out that there is no overlapping of any part land as claimed by CPGL with NCPCL project Area and no land stand in the name of CPGL in Kattupalli and Kalanji Village as claimed by CPGL in the petition. These cases caused delay in land purchase. The following consequences of delay in land purchase were informed:</p> <ol style="list-style-type: none"> a) LTOA with PGCIL could not be finalized for Power Evacuation; b) EPC could not be finalized for want of full Site Geotechnical Investigations; c) Poromboke lands of 49 acres could not be taken on Lease/purchased from TN Government. d) PPA not decided due to Uncertainty in Commercial Operation Date (COD) and in Notice to Proceed (NTP) e) Uncertainty in concluding the Coal Purchase , Supply and Transport Agreements f) No possibility of participating in the Case I Bids. g) Commencement of Project Activities h) Unable to proceed ahead in concluding all Project Activities to achieve the Financial Closure <p>The PP committed that “No Change in the Scope of Project” is proposed. The validity of the CRZ clearance is required to be extended so as to conclude the land lease with the Government of Tamilnadu and financial loan with the financial institution for project completion.</p>
3.10.2	<i>The EAC noted the presentation made by the PP and observed that Environment</i>

	<i>Clearance was granted by the EAC (Thermal) vide letter No.J-1301/61/2008-IA.III dated 31.08.2009, which has been further extended by IA (Thermal) section of the Ministry up to August, 2019. The proposal for extension of validity of CRZ Clearance is advised to be time barred. The Ministry may take an appropriate decision in the matter.</i>
3.11	Expansion of Marine Terminal of ESSAR at Vadinar, Gujarat by M/s Vadinar Oil Terminal Limited (VOTL) – Environment and CRZ Clearance [F.No.10-121/2008-IA-III]
3.11.1	<p>The PP made a presentation before the EAC and informed that:</p> <ol style="list-style-type: none"> i. Vadinar Oil Terminal Limited (VOTL) – an Essar Group company proposes to expand Marine terminal by adding two new berths namely C and D, with a connecting trestle and associated facilities at Vadinar to cater to the need of Essar Oil’s Refinery Expansion (for handling of liquid Petroleum). Application for this proposal had been submitted to the Ministry on 03-10-2008. Ministry has issued ToR for EIA on 06-11-2008 and amended ToR on 29-12-2008. ii. The proposed project envisages construction of two berths, namely Berth C and Berth D - North of the existing berths. Marine facilities fall under the conservancy of Kandla Port Trust (KPT). iii. The dimensions of each berth will be 300 m x 25 m with a central platform of 120 m x 40 m. The proposed Berths C and D will be connected with the existing berths by a trestle of approx. 150 m x 20 m. The Berths and the trestle will be on piles in water depth of greater than 10 m and hence will be in CRZ-IV (A) as per 2011 Notifications. iv. The proposed expansion does not involve any dredging, as natural available depths are safe for navigation. v. The major installations on Berths C and D will include state-of-the-art marine loading arms with safety features such as PERC (Powered Emergency Release Couplers), three stage alarm and warning system, safety sensors and instrumentations; QRMHs (Quick Release Mooring Hooks); Bollards, Fenders, Fire-Fighting system and equipment, etc. The berths and trestle will carry products, slop and crude oil pipelines, fire water pipelines, electric cables, etc. vi. EIA report for the project has been prepared by National Institute of Oceanography (NIO). Public Hearing for the project has been `conducted on 01-12-2009. Presentation was made to the EAC for Environmental Clearance on 22-10-2010 (92nd EAC). A Sub-committee constituted by the EAC had visited the site on 03-07-2011 and submitted their report to the Ministry on 16-10-2011 (106th EAC). Compliance report to the 106th EAC recommendations was communicated to Ministry vide letter dated: 12-12-2012. vii. In the meantime, Ministry issued CRZ Notification in 2011 under which the above mentioned proposal required CRZ Clearance in view of CRZ-IV (A) applicable to this project. Accordingly, CRZ application (along with CRZ maps with proposed facilities duly superimposed, prepared by CESS – a MoEF authorized agency for CRZ) was submitted to Gujarat Coastal Zone Management authority (GCZMA) on 18-08-2011 for CRZ Clearance. The GCZMA have forwarded their CRZ recommendations vide their Letter No.ENV-10-2011-1513-E dated 10-06-2015.

3.11.2	<p>The Committee noting the observations GCZMA felt that the proposed project site was very near the boundary of the Eco-sensitive Zone declared by the MoEFCC. A report was sought from PCCF (WL). He submitted a report with the observations as under:-</p> <ul style="list-style-type: none"> • The distance between proposed C & D Berths is 150 m, which is about 220 m away from the Marine National Park. • Proposed trestle of berth C & D is passing through Eco-sensitive Zone having length of 130 m, remaining 20 m outside the marine Eco-sensitive Zone. • The video shooting of the proposed site was done during three days from 13th November, 2011 to 15th November, 2014. It is reported that no coral was found in this area. • The EIA study done by the National Institute of Oceanography in the year 2010 showed no coral was found at the height of 10 m. <p>The PCCF (WL) recommended the project to be carried out taking all necessary precautionary measures to ensure that there is no impact on marine environment and local conditions. As such, one of the conditions stipulated by GCZMA reads as under:-</p> <ul style="list-style-type: none"> • The VOTL shall ensure that necessary permission/recommendations from the State Level Eco-Sensitive Zone Monitoring Committee for the trestle, which is passing through Eco-Sensitive Zone, obtained before commencing any activity in Eco-Sensitive Zone, as per Eco-Sensitive Zone Notification. <p>The letter of 12th March, 2014 from Headquarters Coast Guard Region (NW) is for approval of Oil Spill Disaster Contingency Plan subject to the entire impact area for worst case spill being mapped during the next revision of plan.</p>
3.11.3	<p><i>The EAC asked the PP to submit the coordinates of the proposed berths C & D duly served by Kandla Port Trust to freeze the locations of the berths. The Committee also asked the PP to submit copy of letter of 6th February, 2014 in respect of Oil Spill Disaster Contingency Plan submitted by M/s Essar Ports to Coast Guard authority to clarify that the Oil Spill Disaster Contingency Plan covers all the four berths (A, B, C & D). The recommendation for grant of EC would also be taken up in the next hearing, and as such, the Committee decided to defer the proposal.</i></p>
3.12	<p>Waterfront development at Mundra District, Kachchh (Gujarat) by M/s Mundra Port and SEZ Limited - Amendment in the CRZ Clearance [F.No. 10-47/2008-IA-III]</p>
3.12.1	<p>The PP made a presentation before the EAC and informed that :</p> <ol style="list-style-type: none"> i. APSEZ had proposed Waterfront Development Project (WFDP) at Mundra in 2008. EC & CRZ clearance was granted by MoEF in January 2009. APSEZ had applied for extension of EC and same was also recommended by EAC in Jan 2014. ii. Now in keeping with the business demand, PP proposes to set up LPG terminal as part of South Port. Existing Multipurpose Terminal (berth 1 and 3) will be used for handling of LPG at Mundra. Pipeline will be laid through

	<p>common user manifold.</p> <p>iii. Impact assessment was already carried out considering LNG, POL and chemicals as part of Liquid terminal under South Port and same was forming part of EIA for WFDP. Public Hearing was completed and EC was granted for the project in Jan 2009.</p> <p>iv. LPG being a petroleum product will now be set up under POL commodity as mentioned during the EIA process. It was projected that Mundra Port will handle POL, chemicals and vegetable oil to the tune of 4.5 MMTPA by 2013 and 7.5 MMTPA by 2025. In the year 2014-15 quantity of POL, chemicals and vegetable oil handled at Mundra was 2.7 MMTPA. It is proposed to handle LPG to the tune of 5 MMTPA in a phased manner.</p> <p>v. Now, the PP proposes to conduct Risk Assessment for proposed LPG storage terminal which would include prediction of the worst case scenarios and maximum credible accident scenario related to proposed LPG storage tanks. The worst case scenario will take into account the maximum inventory of storage at site at any point of time. The risk contours will be plotted on the plant layout map clearly showing which of the activities would be affected in case of an accident taking place.</p>
3.12.2	<i>The EAC after detailed deliberations observed that the Project Proponent has already sought clarification from the Ministry on 26.08.2015, and thus recommended that the Ministry may deal with the representation at administrative level.</i>
3.13	Natural Gas transmission pipeline (Thane Bhiwandi Looping) near Balkum fire station to Kalyan Naka in Bhiwandi along Agra Road crossing Ulhas River by M/s Mahanagar Gas Limited - CRZ Clearance – [F.No.11-25/2015-IA-III]
3.13.1	<p>The PP made a presentation before the EAC and informed that :</p> <p>i. The project proposal is for laying of Natural Gas Transmission Pipeline (Thane Bhiwandi loop line project) near Balkum Fire Station in Thane to Kalyan Naka in Bhiwandi along old Agra Road Crossing Ulhas River adjacent to Kasheli North bridge, which covers a moderate portion of 880m in CRZ area of river Ulhas. The project is to strengthen the existing network of pipelines and serve Commercial and domestic customers in Bhiwandi area.</p> <p>ii. This site for the proposed pipeline is near Balkum Fire Station in Thane to Kalyan Naka in Bhiwandi along old Agra Road Crossing Ulhas River adjacent to Kasheli North bridge, in Thane District of Coastal Konkan Division of Maharashtra on latitude 19° 13' 40.74 " N and Longitude 72° 59' 59.40"E. The location map and CRZ map are depicted in Fig. 1.2 and 1.3 respectively.</p> <p>iii. The finalization of the pipeline route was based on least disturbance to the environment, human habitations and forest and avoidance of sanctuaries, archeological monuments and other sensitive locations. The project requires a typical alignment route considering the nature of the proposed work and hence, alternative sites were not considered for this</p>

	<p>project. The land is at an elevation of about 4.5 m above chart datum and is fairly leveled land on land side and sloping towards water end.</p> <p>iv. To meet the significantly high requirements of Industrial, Commercial and domestic customers in Bhiwandi, a cluster of Residential and Commercial segments, MGL has proposed laying of Natural Gas Pipeline (Thane-Bhiwandi Looping) near Balkum Fire Station in Thane to Kalyan Naka in Bhiwandi along old Agra Road Crossing Ulhas River adjacent to Kasheli North bridge.</p> <p>v. The project is for laying a Gas pipeline with open trenching. The usual approach to pipeline installation is to dig an open trench, place the pipeline and then bury it. However, for laying of Portion of pipeline passing through the CRZ will be done by Horizontal Directional Drilling Method (HDD) to reduce the environmental impacts to minimum, while laying of remaining portion of pipeline will be done by Open cut method.</p> <p>vi. Horizontal Directional Drilling is a Trench-less methodology that provides an installation alternative that can offer a number of benefits over traditional open-cut method. In a sensitive wetland environment such as a river/creek crossing, wildlife habitats would be destroyed and extensive mitigation efforts would be required while pipe laying by open cut method. As a result, trenchless or "no-dig" technology has been used extensively worldwide. HDD can be implemented with very little disruption to surface activities, requires less working space, and may be performed more quickly than open-cut methods. 12" NB, 9.5 mm thick & 4" NB with 6.4 mm thick ERW Carbon Steel Pipelines Crossing River & lay together by HDD methodology across river and 12" NB & 125 mm MDPE across remaining length of CRZ portion by Open Cut Method. The pipeline shall be laid at a depth exceeding 2.5m below the river bed. This will ensure that the rich flora and fauna present in the river bed remains unaffected and no contamination of water occurs. HDD shall be carried out in strict compliance with PNGRB Technical Standards and Specifications including Safety Standards (T4S) act, MGL Guidelines for HDD works and other relevant standards/Specification.</p> <p>vii. The line pipe used will be of the grade API 5L Gr. B of Diameter 12"NB and thickness 9.5 mm. The pipes shall be 3 Layer Poly Ethylene (3LPE) coated for corrosion prevention. Pipes shall be joined by butt welding. The pipeline shall be provided with cathodic protection (ICCP) for corrosion protection. Isolation valves are being provided at every 3 km, with venting facility so as to isolate a section of pipeline in case of any damage. The pipeline shall be carrying natural gas at a pressure up to 44 bar.</p> <p>viii. A temporary passage will be made for accessing the site from the nearby road, for the movement of men and machinery. Work area of 20 m x15 m on rig side and 15m x 10 m on pipe side may be required to be levelled for accommodating the equipments required for drilling. This space shall be reinstated with the original top soil after the installation of pipeline which will enable the growth of vegetation. The main and important wastes produced during this operation are drilled out mud and mud bentonite mixture. 70% of Bentonite will be recovered from the mixture and will be reused. The wastes will be disposed to TSDF at Taloja.</p> <p>ix. The usual approach to pipeline installation is to dig an open trench, place the pipeline and then bury it. MGL is using 9.5mm thick, Hydro testing test pressure shall be 76.5 Bar-g, 3 layer PE coated steel pipes of diameter 12" NB for the transportation of its natural gas to its pressure</p>
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	<p>regulating stations. The pipeline laying in the remaining part of the CRZ shall be executed by open cut method. The pipeline shall be provided with a soil cover of 1.2 meters and shall be provided protection such as PCC/ RCC coating. The pipeline laying shall be executed by open cut method elsewhere other than special crossing.</p> <p>x. Natural gas from various sources like, Oil and natural gas corporation's (ONGC) Oil producing platforms at Bombay high / Gas from Reliance's KG D 6 basin at Kakinada / Re-Gasified Liquefied Natural (LNG) Gas from Dahej etc is transported by Gas Authority of India Ltd (GAIL) in high pressure (up to 90 bar) pipelines to Mumbai upto custody transfer point of MGL i.e City Gate Station. This gas is transported by steel pipelines to various pressure reducing stations called District Regulating Stations (DRS) located at strategic points in the city and Compressed Natural Gas Stations. The gas is transported at 19 /44 bar pressure. The DRS reduces the gas pressure from 19/44 bars to 4 bars. The 4 bar network is called as MP (Medium Pressure) network and is made up of Poly Ethylene (PE) pipes. Service regulators installed at customer premises further reduce the pressure from 4 bar to 100 mbar, which is further distributed using smaller diameter PE pipes. This is called as LP (Low Pressure) network. From LP network gas is transported through GI pipes, which are anchored on the external walls of the buildings. Gas entering the individual kitchen/house goes thru another regulator inside the house, which further reduces the pressure from 100 mbar to 21 mbar. Meter is installed to measure the gas consumption in each house. The pipe work inside the kitchen is of copper. Two valves viz. MCV (Meter Control Valve) & AV (Appliance Valve) are provided in every kitchen to further enhance the safety.</p> <p>xi. The proposed project being a non-construction activity involving only laying of a pipeline, there is no requirement of raw material. Specification of the pipeline has been described above.</p> <p>xii. There are no resources required for the Project. The resource optimization shall primarily be done by using the automated construction machinery and shall be achieved by reducing the operation time judiciously.</p> <p>xiii. Availability of water & source: The water requirement for the construction purpose shall be fulfilled through water tankers as it is not a regular requirement.</p> <p>xiv. Energy/ power requirement & source: Power shall be made available for HDD through 25 KVA DG sets.</p> <p>xv. Quantity of wastes to be generated: The only waste that will be coming out of the process is Bentonite slurry due to HDD. About 70% slurry is expected to be recovered and remaining 30% will be sent to TSDF at Taloja through authorized transporters.</p> <p>xvi. The land is abutting the Thane-Bhiwandi Road and the region is fairly developed with basic & advanced infrastructure.</p> <p>xvii. The creek bed is having coastal alluvial soil which is mainly clayey. The creek bank has mainly reclaimed soil up to 3 m.</p> <p>xviii. The region experiences moderate temperature variations, the mean day bulb temperature in the hottest (May) and in coldest (Jan) months being 30.30OC and 23.60OC. The mean annual daily maximum and minimum temperatures are 31OC and 23.60OC. In recent years this region has experienced high temperature up to 36 degrees centigrade and low up to 22 degrees centigrade. The relative humidity is moderate to high and</p>
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	varies between 62% and 85%.
xix.	Rainfalls mainly occur in this area during the South-West Monsoon in the months June-September. The mean annual rainfall in whole rainy season is around 2,800 mm. In view of the area prone to heavy rains and floods during the monsoon, the construction activities will have to be planned giving due considerations to these factors. Similarly, during operation stage, the monsoon activities and targets have to specially planned taking into account possible disruptions.
xx.	Wind speeds of 45 km/hour are known to accompany the monsoon waves offshore, but inshore winds are thought to be lower than this. Wind conditions recorded by the offshore anemometer, during a field measurement exercise carried out in 1994 by NIO, were up to 40 Km/hour in September, which suggests that this speed can be taken as an approximate upper limit during non-monsoon operations.
xxi.	CWPRS, Pune had conducted some study earlier for wind speed in Konkan area and reported wind speed up to 60 km/hour. The predominant wind direction is N and NE during fair weather season and W and SW during monsoon season. From November to March smog hangs over the land around Mumbai. This happens only for short periods, most often shortly after sunrise but occasionally in the evening. Visibility is generally good for most part of the year as the number of days on which visibility is poor being negligible.
xxii.	Horizontal Directional Drilling (HDD) is intended to be a less intrusive construction method than the traditional open cut for crossing a watercourse or wetland with a pipe, cable or other underground service. However, there is a possibility of surface (water, riparian, wetland) disturbance if a 'frac-out' (inadvertent release of drilling fluid or a release of sediment laden groundwater into the wetland or watercourse. There is also the potential for sediment laden water or other deleterious substances to enter surface water feature as the result of grading, drilling excavations, equipment washing, or other construction related activities during directional boring. Frac-out releases are typically caused by the pressurization of the drill hole beyond the containment capability of the near surface geologic materials (soil and/or rock). Therefore the type and depth of these materials, as well as the drilling pressure, are key factors in preventing and managing frac-outs. TRCA aims to minimize ecological risk, which is accomplished by effective siting of the project, collection of detailed information to understand environmental constraints/sensitivities, proactive mitigation of potential ecological impacts, environmental monitoring during HDD construction, and detailed contingency measures.
xxiii.	The projection of demand for natural gas is based on the population of the District under consideration as per the 2011 census data for Maharashtra state.
xxiv.	The land required for the project is a vacant land along the road and bridge with approximately 880 m of creek crossing. The existing land is barren without any cultivation or other use. Temporary change in land use will take place due to development of preliminary site preparation, underground laying of pipeline, campsites etc. However, this will not change or hamper projected land use planning of the region.
xxv.	Facilities for health, water supply, market, sanitary, communication and recreation facilities as practicable are to be provided during construction to the workers to make the life more adaptive and comfortable. There will be temporary influx of people (construction laborers and contractors) to

	<p>the site during construction phase. Being a developed area, local Workers will be available and deployed. Moreover, laying of pipeline will be of very short duration.</p> <p>xxvi. The proposed project is for laying of Gas pipeline and shall occupied a narrow strip of about 5 m across a length of 2000 m during the construction phase and there is no requirement of non- processing area / residential during both construction and operation phase. There will be no production or manufacturing process, only transmission of Natural Gas through underground Pipeline. However, temporary arrangement for storage of accessories, Tools etc. would be done for the short duration of Project.</p> <p>xxvii. The project does not involve clearing of any vegetation; hence compensatory afforestation is not applicable, even the voluntary afforestation is not feasible to this project due to site constraint.</p> <p>xxviii. The site is easily accessible by a four lane road connecting Thane and Bhiwandi (old Agra Road). The nearest railway station on Central Railway is Kalwa at 4.00 km.</p> <p>xxix. For construction purpose, water will be supplied by private water suppliers by mode of tankers as per the requirement. During the entire construction phase adequate precaution will be taken to avoid stagnation of water giving rise to mosquito breeding. Proper housekeeping practices will be opted. There will be no change in water bodies or the land surface affecting drainage or runoff</p> <p>xxx. There are no solid wastes generated in operations phase of this project. During construction, bentonite slurry of approximately 35 MT/Week shall be generated. 70% of it shall be reutilized in the project and about 30% shall be sent to TSDF. The consent for the same has been taken by the MGL.</p> <p>xxxi. Required power for SV/TOP/IP/Dispatch/Receiving stations shall be drawn from nearest local power source of the State Electricity Boards, DG sets will be kept stand by at stations. Power shall be made available for HDD technology through 25 KVA DG sets.</p> <p>xxxi. The ROU will be acquired from Maharashtra State Road Development Corporation (MSRDC), and not from private land owners, hence there is no rehabilitation or settlement of people displacement involved. Thus, there is no need for any plan for rehabilitation & resettlement under central or state policy.</p>
3.13.2	<p><i>The Committee observed that the gas transportation pipeline is not passing through any National Park/Sanctuary/Coral Reef/Ecologically Sensitive Area. As such the project is not covered under the provisions of the EIA Notification of 2006. The EAC after detailed deliberations recommended the project for grant of CRZ clearance in terms of the requirement of CRZ Notification, 2011 subject to terms and conditions stipulated by the MCZMA.</i></p>
3.14	<p>Proposed construction of residential project at CTS No. 956, 956-1 to 83 of village Juhu, Juhu Tara Road, Juhu, Mumbai (Maharashtra) by M/s Greentown Realtors Pvt. Ltd. - CRZ Clearance – Further consideration [F.No.21-166/2014-IA-III]</p>
3.14.1	<p>The PP made a presentation before the EAC and informed that :</p> <p>i. The proposal was placed for Environment Clearance by EAC in its 144th meeting held during 28-30th January 2015. Since the PP had not</p>

	<p>submitted the project documents to the members in advance so that every aspect of the proposal could be well examined, the EAC decided to defer the proposal.</p> <ul style="list-style-type: none"> ii. The PP further informed that Greentown Realtors Pvt. Ltd. is developing residential project at Juhu, Juhu Tara Road, Mumbai. Earlier the project was 5 starred categories Residency Hotel with basement +7 upper floors. The project was granted environment clearance under CRZ Notification, 1991 vide letter no. F-11-83/2006-IA.III dt. 4.07.2007 for development of 5 Star category Residential Hotel to M/s DS Corporation, Mumbai iii. Now they have changed it from hotel to residential building. The building configuration of the proposed residential building will be Basement+LG+UG+1st & 2nd floor. iv. The details of the changed and amendment parameters of the project are as under: v. The Plot area of proposed site is 10,354.50 m², FSI area is 8485.70 m², non FSI area 8593.04 m² and Total Construction Area is 17,078.74 m². Total 15 nos. of tenements shall be developed. vi. The layout comprises one building with configuration Basement+LG+Gr+1st & 2nd floor. The project cost is Rs. 280 Crore. vii. Total water requirement is 12 KLD. Sewage generation is 11 KLD. Sewage Treatment Plant of total capacity 15 KLD will be provided. The Solid waste generation is 44 kg/day. Parking provisions of four wheelers 76 nos. are made.
3.14.2	<p><i>The EAC noted that the validity of Environmental Clearance issued in the name of M/s D.S. Corporation expired on 03.07.2012.</i></p> <p><i>The PP has now proposed to develop a Residential Complex instead of Hotel. The EAC referred to the CRZ Notification amendment dated 28.11.2014, wherein SEIAA has been made the competent Authority for granting CRZ clearance for the construction projects. The EAC recommended submitting the proposal to SEIAA through MCZMA in accordance to the provisions of CRZ Notification, 2011, provided it is not a part heard case.</i></p>
3.15	<p>Natural Gas transmission pipeline (Mahape –Dombivali Looping) near MGL’s City gate station in Mahape to Manpada junction in Dombivali MIDC along Kalyan – Shilphata road crossing Ulhas River by M/s Mahanagar Gas Ltd - CRZ Clearance – [F.No.11-26/2015-IA-III]</p>
3.15.1	<p>The PP made a presentation before the EAC and informed that :</p> <p style="text-align: center;"><u>Project Description</u></p> <p><i>Type of Project</i></p> <p>The project proposal is for laying of Natural Gas Transmission Pipeline (Mahape-Dombivali Looping) from MGL’s City Gate Station Mahape to Manpada junction in Dombivali MIDC, along Kalyan–Shilphata road Crossing river Ulhas from north side of the bridge near Katai Naka, which also covers a narrow portion (500m) in CRZ area of river Ulhas. The project is to strengthen the existing network of pipelines and serve the newly developing residential and commercial areas at Shilphata, Khidkali, Ambernath, etc. The project is expected to cater to energy demands in the region for domestic, as well as commercial purpose. .</p>

Site Location and topography

This site for the proposed pipeline along the Kalyan-Shilphata road near Katai Bridge is in Thane District of Coastal Konkan Division of Maharashtra on latitude 19°09'45.07" N and longitude 73°04 20.'50"E. The site is 12.0 nautical miles south of Mumbai port by sea and 6.0 nautical from JNPT. The location map and CRZ map are depicted in Fig. 1.2 and 1.3 respectively.

The finalization of the pipeline route was based on least disturbance to the environment, human habitations and forest and avoidance of sanctuaries, archaeological monuments and other sensitive locations. The project requires a typical alignment route considering the nature of the proposed work and hence, alternative sites were not considered for this project. The land is at an elevation of about 4.5 m above chart datum and is fairly levelled land on land side and sloping towards water end.

Size or magnitude of operation

To meet the future requirements of newly developing residential and commercial areas at Shilphata, khidkali, Ambernath, MGL has proposed laying of Natural Gas Transmission Pipeline (Mahape-Dombivali Looping) from MGL's City Gate Station Mahape to Manpada junction in Dombivali MIDC, along Kalyan–Shilphata road Crossing river Ulhas from north side of the bridge near Katai Naka with the Techno Commercial feature of the pipeline crossing as presented in **Table 1.1**

Project Description with Process Details

The project is for laying of a Gas pipeline with open trenching. The usual approach to pipeline installation is to dig an open trench, place the pipeline and then bury it. However, for laying of Portion of pipeline passing through the CRZ will be done by Horizontal Directional Drilling Method (HDD) to reduce the environmental impacts to minimum, while laying of remaining portion of pipeline will be done by Open cut method. Horizontal Directional Drilling is a Trench-less methodology that provides an installation alternative that can offer a number of benefits over traditional open-cut method.

In a sensitive wetland environment such as a river/creek crossing, wildlife habitats would be destroyed and extensive mitigation efforts would be required while pipe laying by open cut method. As a result, trenchless or "no-dig" technology has been used extensively worldwide.

HDD can be implemented with very little disruption to surface activities, requires less working space, and may be performed more quickly than open-cut methods. A typical operational protocol is visualized in Figure 1.1

12" NB, 9.5 mm thick & 4" NB with 6.4 mm thick ERW Carbon Steel Pipelines Crossing River & lay together by HDD methodology across river and 12" NB & 125 mm MDPE across remaining length of CRZ portion by Open Cut Method. The pipeline shall be laid at a depth exceeding 2.5m below the river bed. This will ensure that the rich flora and fauna present in the river bed remains unaffected and no contamination of water occurs.

The line pipe used will be of the grade API 5L Gr. B of Diameter 12"NB and thickness 9.5 mm. The pipes shall be 3 Layer Poly Ethylene (3LPE) coated for corrosion prevention. Pipes shall be joined by butt welding. The pipeline shall be provided with cathodic protection (ICCP) for corrosion protection. Isolation

valves are being provided at every 3 km, with venting facility so as to isolate a section of pipeline in case of any damage. The pipeline shall be carrying natural gas at a pressure up to 44 bar.

HDD shall be carried out in strict compliance with PNGRB Technical Standards and Specifications including Safety Standards (T4S) act, MGL Guidelines for HDD works and other relevant standards/Specification.

A temporary passage will be made for accessing the site from the nearby road, for the movement of men and machinery. Work area of 20 m x15 m on rig side and 15m x 10 m on pipe side may be required to be levelled for accommodating the equipments required for drilling. This space shall be reinstated with the original top soil after the installation of pipeline which will enable the growth of vegetation

The main and important wastes produced during this operation are drilled out mud and mud bentonite mixture. 70% of Bentonite will be recovered from the mixture and will be reused. The wastes will be disposed to TSDF at Taloja.

Open Cut Method

The usual approach to pipeline installation is to dig an open trench, place the pipeline and then bury it. MGL is using grade API 5L Gr. B of Diameter 12" NB, 9.5 mm thick & 4" NB with 6.4 mm thick ERW Carbon Steel Crossing River & laid together by HDD methodology across river and 12" NB 9.5 mm thick & 125 mm MDPE across remaining length of CRZ portion. The pipeline laying in the remaining part of the CRZ shall be executed by open cut method. The pipeline shall be provided with a soil cover of 1.2 meters and shall be provided protection such as PCC/ RCC coating.

The pipeline laying shall be executed by open cut method elsewhere other than special crossing.

Natural Gas Distribution Network

Natural gas from various sources like, Oil and Natural Gas Corporation (ONGC) Oil producing platforms at Bombay high / Gas from Reliance's KG D 6 basin at Kakinada / Re-Gasified Liquefied Natural (LNG) Gas from Dahej etc is transported by Gas Authority of India Ltd (GAIL) in high pressure (up to 90 bar) pipelines to Mumbai upto custody transfer point of MGL i.e City Gate Station. This gas is transported by steel pipelines to various pressure reducing stations called District Regulating Stations (DRS) located at strategic points in the city and Compressed Natural Gas Stations. The gas is transported at 19 /44 bar pressure. The DRS reduces the gas pressure from 19/44 bars to 4 bars. The 4 bar network is called as MP (Medium Pressure) network and is made up of Poly Ethylene (PE) pipes. Service regulators installed at customer premises further reduce the pressure from 4 bar to 100 mbar, which is further distributed using smaller diameter PE pipes. This is called as LP (Low Pressure) network. From LP network gas is transported through GI pipes, which are anchored on the external walls of the buildings. Gas entering the individual kitchen/house goes thru another regulator inside the house, which further reduces the pressure from 100 mbar to 21 mbar. Meter is installed to measure the gas consumption in each house. The pipe work inside the kitchen is of copper. Two valves viz. MCV (Meter Control Valve) & AV (Appliance Valve) are provided in every kitchen to further enhance the safety.

3.15.2

The Committee observed that the gas transportation pipeline is not passing

	<p><i>through any National Park/Sanctuary/Coral Reef/Ecologically Sensitive Area. As such the project is not covered under the provisions of the EIA Notification of 2006.</i></p> <p><i>The EAC after detailed deliberations recommended the project for grant of CRZ clearance in terms of the requirement of CRZ Notification, 2011 subject to terms and conditions stipulated by the MCZMA.</i></p>
3.16	Seawater intake & outfall system and Rail line for Coal transportation at Palavalasa, Visakhapattinam by M/s Hinduja National Power Corporation Ltd – Amendment in CRZ Clearance – Further consideration [F.No.11-58/2011-IA-III]
3.16.1	<p>The PP made a presentation of three alternative outfall systems as desired by the EAC. The first alternative was a reconstruction of the offshore jetty with only two pipes at 45 degree turn at 444 m. The original structure cannot be restored nor can fresh piling be done in its alignment. The PP stated that it was not technically possible to carry out the first alternative. The second alternative is to lay submarine pipelines 4 no. at 90 degree to jetty and 4 no. with varying angles in the alignment of outfall jetty. This proposal was not acceptable to APCZMA and they advised to modify proposal replacing the perpendicular lines with inclined lines. This led to the third alternative.</p> <p>The PP has now preferred the adoption of 3rd alternative as approved by APCZMA of 6 no. sub marine pipeline 1.6 dia with 10 diffuser ports in each pipeline and as advised by IIT, Madras after the 444 metre point. The outfall is 900 metres from the coastline.</p> <p>The proposal of M/s HMPCL for amendment in CRZ clearance relating to sea water intake and outfall system at Palavalasa, Visakhapatnam was discussed by the EAC in great detail. The PP in his submission of Form 1 dated 15th June, 2015 submitted to MoEF&CC had requested for modification in terms of the positive recommendations of the proposal made by Government of Andhra Pradesh.</p> <p>This modification was necessitated by the severe cyclonic damage to the initial by approved sea water outfall system in the Hud Hud cyclone on 12th October, 2014. The originally planned outfall system under construction was reportedly damaged beyond repair by the cyclone. There was depletion in the structural integrity outfall jetty beyond 444 m in the proposed 900 m outfall structures.</p> <p>The case was taken up in the EAC meeting in June, 2015 as well as in the 150th meeting in July, 2015. The Committee had sought an analysis of possible options/alternatives of designs of the outfall. The PP has submitted a detailed report in respect of these options prepared by Prof. Sundaravadivelu and Prof. K. Murali of the Department of Ocean Engineering, IIT Madras. A presentation of the same was made.</p> <p><i>The EAC after detailed examination of the proposal as explained by Prof. Sundaravadivelu is in agreement with the recommendations of Govt. of AP and the APZCMA in June, 2015. The EAC is in agreement with the recommendations of the report of IIT Madras. A few minor corrections are being incorporated in the report as submitted.</i></p>

	<p><i>The EAC recommends approval of the modifications of the design of the sea water outfall system to the CRZ and consequent amendment in the CRZ as indicated in the third alternative. The PP will perform the construction in accordance with the conditions mentioned in the original CRZ clearance.</i></p> <p>In the course of the last two hearings, the Project Proponent has been making a plea for interim temporary discharge sea water outfall at a distance of 444 m from the shore line for testing and operation of one unit of the 2X520 MW thermal power project. The PP has circulated a study of the alternative outfall discharge conducted by Department of Ocean Engineering, IIT, Madras. The EAC could not take up evaluation of the same as the said item has not been listed nor recommendation by APSCZMA was available. However, there are references from the Government of AP, including one from Hon'ble Chief Minister of AP Shri N. Chandra Babu Naidu addressed to the Hon'ble Minister of Environment of 30th July, 2015 as well as a DO letter from Minister of Environment, Government of AP B. Reddy. The Andhra CM has indicated the urgent need for taking up the proposal of temporary outfall for testing and production of 50% power.</p> <p><i>The Ministry of EFCC may like to take a view in the matter for consideration of the case for the interim arrangement through an expert opinion or evaluation from a competent expert in oceanography, after incorporating and evaluating the documents relating to the matter as available on record.</i></p>
<p>3.17</p>	<p>Beach Resort at Devaneri Hamlet Mahabalipuram Village Kanchipuram, Chennai by M/s VGS Estates Pvt. Ltd. – CRZ Clearance – Further consideration – [F.No.11-35/2013-IA-III]</p>
<p>3.17.1</p>	<p>The PP made a presentation before the EAC and informed that the project was examined by EAC in its 127th Meeting held during October, 2013. The project involves construction of Beach Resort at Devaneri Hamlet, Mahabalipuram Village Survey No. 14/3C2A, 14/3C2B in Mahabalipuram village of Thirukalukundaram Taluk, Kancheepuram district. The proposed project is at Devaneri Hamlet, Mahabalipuram Village, Thirukazhukundram Taluk, Kancheepuram District, of East Coast Road, Chennai. This site falls on 12°38'52.80"N latitude and 80°12'14.47"E longitude. The site is generally flat terrain. The study area covers 10 km radius aerially from the project site. The total plot area is 30,079.06 sqm out of which, 14660.78 sqm falls within 200 meters of HTL and 15,418.29 sqm falls between 200-500 meters of 16 HTL. Total built up area is 7,657.52 sqm. The project falls under CRZ III. Project site consists of Cottages with all amenities like gym, swimming pool and extensive lawns and it is located just 3 km from the historic town of Mahabalipuram also known as Mamallapuram. The proposed Beach Resort will be designed to offer world class hospitality for both business and leisure. The total cost of the proposed project is Rs.70 crores. No. of Blocks in the Resort is 6, No. of rooms/Block is 8, No. of Rooms in Ground floor is 24, No.of Rooms in First floor is 24, Total No.of Rooms are 48. The proposed beach resorts also contain lawns, landscaping, tree plantation, Sewage Treatment Plant, etc. The FSI is 0.233. The maximum height of the project is 7.6 m. The facility of parking will be provided as 1 car for 2 rooms therefore the total required parking is for 24 cars. However, the parking space to accommodate for 68 cars shall be provided. Total water requirement is 115 KLD out of which fresh water requirement is 91KLD and 24 KLD will be recycled for toilet flushing. The total capacity of STP is 120 KLD.</p>

	<p>Rainwater harvesting techniques have been proposed throughout the site. The power requirement during the operational phase will be 2670 KVA which will be acquired from TNEB. DG sets of about 2 no. of 1500 KVA will be utilized during power failure. The project cost of the project is Rs.70 Crores.</p> <p>After deliberation in the abovementioned meeting, the EAC suggested the Project Proponent to submit the following: (i) Project Proponent proposed to transport water from 20 km away from the site. Proponent shall obtain the permission from the Central Ground Water Authority. (ii) Submit site photographs (iii) Proposed measures to tackle emergencies during natural disasters viz. Tsunami, cyclone (v) Tie up with an agency for operation and maintenance of Sewage Treatment Plant.</p> <p>Thereafter, the proposal was further placed for examination by EAC in its 132nd meeting held during March, 2014. The EAC in this meeting had suggested to the PP to consider the transportation of water through pipeline and submit the details along with the permission for the drawl/allotment of water by the Competent Authority.</p>
3.17.2	<p><i>The EAC enquired about information sought by the EAC in its meeting held during March, 2014 and noted that the recommendations/ suggestions of the EAC have not been complied with. The EAC deferred decision on the proposal.</i></p>
3.18	<p>Beach Resort at Kanathur & Vadapattinam village, Cheyyur Taluk, Kanchipuram, Chennai by M/s VG Park Beach Resort Pvt. Ltd. – CRZ Clearance – Further consideration – [F.No.11-34/2013-IA-III]</p>
3.18.1	<p>The PP made a presentation before the EAC and informed that the project was examined by EAC in its 127th Meeting held during October, 2013. The project involves construction of Beach Resort at 95/2, 92/2B5, 94/4, 95/3, 94/2, 92/2B3 in Kanathur village and 292/2, 289/2C, 289/2A in Vadapatinam village of Cheyyur Taluk, Kancheepuram, Tamil Nadu. This site falls on 12°25' N latitude and 80°07'E longitude. The terrain is generally flat. The study area covers 10 km radius aerial distance from the project site. The total area of the project is 64830.16 Sqm. The project involves construction of 96 rooms, the total built up area is 13,586 sqm . The height and FSI are 7.95 m and 0.21. The solid waste of about 610 kg is likely to be generated. Water needs will be met from ground water which will be drawn from S.No 223/6, Pattipulam Village, Chengalpet Taluk, Kancheepuram District. The quantity of treated water available after treatment from STP will be about 163 KLD. Nearly 30 KLD of 15 treated sewage water will be used for toilet flushing, 13 KLD for cooling purposes and 115 KLD for gardening of the proposed Beach Resort. No facilities for long term housing of operational workers are proposed. The total water requirement will be 195 KLD. The power requirement will be 4500 KVA and 3000 KVA will be met from the DG Sets. Sludge generated (50 kg/day) will be reused as manure in horticulture. Soil investigation was carried out and the results found satisfactory. Excavation will be carried out for foundation. This is estimated at 3000 cu.m. It will be used for road construction and land filling. Parking for 78 cars and 5 buses has been proposed against requirement of 73 cars. The distance of Bay of Bengal from the project site is 320m. The cost of the project is Rs.100 Crores. PP informed that IRS, Anna University, Chennai has carried out HTL demarcation and submitted map in 1: 4000 scale. The project falls under CRZ-III. TCZMA has recommended the project vide letter dated 31.12.2012.</p>

	<p>After deliberation in above mentioned meeting, the EAC asked the Project Proponent to submit the following: (i) As the Project Proponent proposes to transport water from a distance of 20 km from the site, the PP shall obtain permission from the Central / State Ground Water Authority. (ii) Submit site photographs relating to land features, approval and topography. (iii) Proposed measures to tackle emergencies during natural disasters viz. Tsunami, cyclone (iv) Tie up with an agency for operation and maintenance of Sewage Treatment Plant.</p> <p>Thereafter, the proposal was further placed for examination by EAC in its 132nd meeting held during March, 2014. The EAC in this meeting had suggested to the PP to consider the transportation of water through pipeline and submit the details along with the permission for the drawl/allotment of water by the Competent Authority.</p>
3.18.2	<i>The EAC enquired about information sought by the EAC in its meeting held during March, 2014 and noted that the recommendations/suggestions of the EAC have not been complied with. The EAC deferred decision on the proposal.</i>
3.19	Proposed residential development at S.NO.294,295, 296, 297PT,300, 301, 302, 308, 309 & 310/1, Village Sholinganallur, Kancheepuram Dist. Tamil Nadu by M/s Tamil Nadu Housing Board - Environmental Clearance – Further consideration [F.No.21-70/2015-IA.III]
3.19.1	<p>The Project was appraised in 149th MoEF Meeting held from 24th to 26th June, 2015.</p> <p>Following queries were raised</p> <ul style="list-style-type: none"> ▪ Revised Layout plan showing green belt along the periphery of the project. ▪ Minimum 6 m drive way for entering of fire vehicles. ▪ Revised Energy conservation plan with 20% energy conservation measures. ▪ Source of fresh water
3.19.2	<p><i>The Committee observed that the queries raised during earlier meeting have since been complied except in respect of assurance from CMDA for supply of fresh water, which has also been complied through an assurance letter of 9th September, 2015 from CMWSSB Area Engineer, Chennai.</i></p> <p><i>The EAC recommended grant of EC to the project.</i></p>
3.20	Development of multipurpose terminal with jetty (existing) for cargo handling, ship repairs using floating dry dock and ship breaking yard (small ships) at S.No. 42, H. No. 18 & 19, Village Katale (Jaigad Creek), Tal Guhagar, Dist Ratnagiri, Maharashtra by M/s Marine Syndicate Ltd. – Finalization of ToR – Further Consideration - [F.No.11-17/2015-IA.III]
3.20.1	<p>The EAC noted that the Project Proponent has obtained TORs from SEIAA in the state for the proposed development of multipurpose terminal with jetty for the following purposes.</p> <ul style="list-style-type: none"> ▪ Cargo handling of about 0.2 MTPA. ▪ Repair of 24 to 30 small ships using floating dry dock. <p>They have made a request to EAC for the ship breaking activity (small ships). It</p>

	<p>was also informed that the PP are in ownership of 7.25 acres of land where the proposed ship breaking activity would be carried out which is adequate for ship breaking activity to be done on shore. TORs will be prepared for an onshore ship breaking facility. There is a clear stipulation that no ship breaking activity should take place in the waters of the creek whether on dry dock or otherwise.</p>
3.20.2	<p><i>The EAC after detailed deliberations recommended the project for grant of TOR for ship breaking activity (small ships) in 7.25 acres of land on shore under the ownership of the project proponent for preparation of EIA/EMP reports after public consultation. The EIA/EMP study should give a cumulative impact assessment of all the three activities. The Committee also clarified that no activity should be allowed in the creek.</i></p>
3.21	<p>Shri Mata Vaishno Devi Institute of Medical Excellence at Khasra No. 72 At Sira Village Tehsil & District Reasi, Jammu & Kashmir by M/s Shri Mata Vaishno Devi Shrine Board - Environmental Clearance – [F.No.21-126/2015-IA-III]</p>
3.21.1	<ol style="list-style-type: none"> i. Shri Mata Vaishno Devi Shrine Board has a Super Speciality Hospital at village Sirah, approximately 5 km from Katra town. ii. The project scope has been extended to an Institute of Medical Excellence (Medical College). iii. Environmental Clearance is sought for the proposed expansion buildings (new hospital, hospital amenities, hostels, teaching buildings and required utilities) iv. Shri Mata Vaishno Devi Shrine Board was set up in August, 1986 under the Jammu and Kashmir Shri Mata Vaishno Devi Shrine Act, 1988 v. The project started as a Cancer Hospital in 2006. vi. A semi-finished hospital building of approx. built up area 17,675 sq.m (+ one basement of 5000 sq.m) with majority of the structural, civil and high side MEP services complete exists at the site, in which no further construction has taken place since 2012 vii. In 2013 scope of the project was extended to a Multi Speciality Hospital, and later as Institute of Medical Excellence with additional teaching buildings, hostels and associated amenities and utilities viii. The Governor of the state of Jammu and Kashmir is the ex-officio Chairman of the Board. ix. SMVDSB is involved in management of Shri Mata Vaishno Devi Temple, and a host of other developmental activities in Katra and surrounding area. x. SMVDSB funds and assists a UGC recognized University – Mata Vaishno Devi University (a merit based educational institution). xi. Apart from providing pilgrimage amenities, SMVDSB supports several social causes, such as <ul style="list-style-type: none"> • Baridar Welfare Scheme • Multipurpose sports complex (Rs. 12 crores) • Free residential Gurukul (110 students, proposed for expansion) x. MVDSB green mandate includes: <ul style="list-style-type: none"> • Forest fire management (27 km of fire lines maintained) • Afforestation (maintain 80 sq. km forest, 14,61,725 forest trees planted since 2006) • Soil Moisture Conservation • Maintains a state-of-art nursery with three poly glass houses and a

	<p>mist chamber with a capacity to raise 4.5 lac saplings</p> <ul style="list-style-type: none"> • Repair and renovation of natural water storage/conservation structures <p>xi. J&K houses 1.04% of the population of India and is growing faster (@ of 23.071% as per 2011 Census.) Population density is lower than the country thus increasing the catchment areas (in terms of distance) for health care facilities. There is minimal private investments in health care, hence lack of high quality secondary and tertiary health care facilities in the state. People of J&K are majorly dependent on the government facilities/system for their healthcare. Pressing need for better health care facilities, especially in multi specialty and tertiary care. Project started as a Cancer Hospital. Scope was widened to a Multi Speciality Hospital on PPP basis with Narayana Hrudayalaya Hospitals Pvt. Ltd., Bengaluru and, then further to a Medical College.</p> <p>xii. Site abutting Domel - Katra road, MVD University on the east side. Temperature variation of the project site is 40°C to 3°C, Relative humidity low. Annual rainfall about 1300 - 1400 mm, spread over a period of 3 - 4 months. Geology characterized by Tertiary formations (Shivalik hills), shallow top soil, subsoil predominantly clay with loose stone aggregates. Sub-tropical vegetation.</p> <p>xiii. Institute of Medical Excellence - planned, designed, proposed to be executed and maintained by SMVDSB in three continuous phases within a time period of 07 years</p> <p>xiv. Project is proposed over 20.6 ha of land, built up of 1,39,945.5 sq.m .</p> <p>xv. Project cost of approx. Rupees 500 crores.</p> <p>xvi. Project components are as follows:</p> <ul style="list-style-type: none"> • 620 bed multi specialty hospital • Medical College (Teaching buildings) • Nursing College • Patient and attendant amenities • Staff and student accommodation • Auditorium, Guest Houses • Centralized infrastructure and public utilities such as potable water supply, sewerage network, power supply, heating/cooling system, fire alarm and control system, security system, etc. <p>xvii. Estimated working population – Approx. 3000.</p> <p>xviii. FSI Area – 1,29,945.5 sq.m , Number of building blocks – 28 nos.</p> <p>xix. Power requirement : During Construction Phase- 100 kVA; During Operation Phase- 3000 KW 4500 kVA DGs in outdoor acoustic enclosure, common truss supported stack of 30 m which will be supplied by Power Development Department, J&K.</p> <p>xx. Water – construction phase :</p> <ol style="list-style-type: none"> a. Water Consumption (kld) during construction phase is 85.5 and waste water generation is 32 kld. b. Water consumption during operation phase : <ol style="list-style-type: none"> i. During Non Monsoon Season- 1561 kld. ii. During Non Monsoon Season- 1185 kld. <p>xxi. No borewells proposed on the site</p> <p>xxii. Source of water – dug well at Jujhar Nallah</p> <p>xxiii. Approx. 661 kld of treated water will be used for flushing and other uses in the proposed project which is 42.3% of total water required, i.e. 1561 kld during non rainy days</p>
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	<p>xxiv. Mode of Disposal of Sewage : Septic tank and Soak Pit.</p> <p>xxv. Total solid municipal waste expected from the Project (the first 3 categories) is estimated to be around 2.5 MT/d based on peak occupancy in the residential and commercial areas. Segregation of waste streams will be done at the point of receipt of waste. Organic waste will be collected in designated bins in the designated waste management area of the estate. The organic waste will be composted on-site using vermi composting. Handlers of waste shall wear suitable PPEs for personnel protection. Street sweepings and horticulture waste will be completely recycled in the soft landscaped areas of the Project.</p> <p>xxvi. Basement is proposed only in hospital building. Approx. 90,000 cu.m soil will be excavated. A portion of the excavated volume will be filled back in the foundation margins. Remaining earth will be used for even grading of the Project site, elevation of road levels, parking area, etc. No import of soil from elsewhere or need for disposal of excavated soil from the Project arises. Top soil from the hospital footprint shall be stripped and used for landscape. Overall contour of the site not to be disturbed/altered.</p> <p>xxvii. Trees density at the site (14 trees/ha) is less. The site has about 280 mature trees (with canopy diameter greater than 3 m, and trunk with significant cambial growth). The loss of ground flora (shrubs, etc.) shall be compensated for in the landscape development. Total trees proposed to be planted – 3600 nos.</p> <p>xxviii. Green features-</p> <ul style="list-style-type: none"> • Environmentally compatible design of the Project – minimal construction footprint (15.4 % of total area), conservation of the major topographical and hydrological feature of the site. • Increase in water harvesting potential of the site by constructing rainwater harvesting pits and storage tanks in the Project. • Minimal activity in the areas with natural vegetation. • Design orientation of buildings done to get the best benefit of optimal day lighting, shading, wind steering and natural ventilation. • Significant energy and water conservation measures in illumination, solar water heating and HVAC. • Biodegradable waste on the site to be composted and to be used as manure in horticulture. • Solar water heating in roof top solar water heaters (6.5 kl)
<p>3.21.2</p>	<p><i>The Committee after detailed deliberations, recommended the project for grant of Environment Clearance subject to the specific conditions as under, in addition to the specific and general conditions applicable for construction projects:-</i></p> <p>(i) <i>Multi tier parking system due to shortage of flat land.</i></p> <p>(ii) <i>Dedicated helicopter services/air ambulance helipads to be introduced to facilitate sick pilgrims.</i></p> <p><u>Specific Conditions</u></p> <p><u>During Construction Phase</u></p> <p>(i) The Project Proponent shall obtain all necessary clearance/ permission from all relevant agencies including town planning authority before commencement of work.</p>

- (ii) 'Consent to Establish' shall be obtained from State Pollution Control Board/Committee under the Air (Prevention and Control of Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.
- (iii) Authorization from concerned SPCB shall be obtained as applicable under Bio-Medical Waste (Management and Handling) Rules, 1998 as amended.
- (iv) The project proponent shall comply with the conditions of NOC/Clearance obtained from Fire Department.
- (v) All the construction shall be in accordance with the local building byelaws. The Project Proponent shall obtain all necessary clearances.
- (vi) Suitable toilet fixtures for water conservation shall be provided.
- (vii) The rainwater harvesting plan should be incorporated by the CGWA.
- (viii) Provision shall be made for the housing of construction labour within the site with all necessary infrastructure and facilities such as fuel for cooking, mobile toilets, mobile STP, safe drinking water, medical health care, crèche etc. The housing may be in the form of temporary structures to be removed after the completion of the project.
- (ix) A First Aid Room will be provided in the project both during construction and operation of the project.
- (x) All the topsoil excavated during construction activities should be stored for use in horticulture/landscape development within the project site.
- (xi) Disposal of muck during construction phase should not create any adverse effect on the neighbouring communities and be disposed taking the necessary precautions for general safety and health aspects of people, only in approved sites with the approval of competent authority.
- (xii) Soil and ground water samples will be tested to ascertain that there is no threat to ground water quality by leaching of heavy metals and other toxic contaminants.
- (xiii) Construction spoils, including bituminous material and other hazardous materials, must not be allowed to contaminate watercourses and the dump sites for such material must be secured so that they should not leach into the ground water.
- (xiv) Any hazardous waste generated during construction phase, should be disposed off as per applicable rules and norms with necessary approvals of the State Pollution Control Board/ Committee.
- (xv) DG sets to be used during construction phase should be low sulphur diesel type and should conform to the Environment (Protection) Rules prescribed for air and noise emission standards.
- (xvi) The diesel required for operating DG sets shall be stored in underground tanks and clearance from Chief Controller of Explosives shall be taken, as applicable.
- (xvii) Vehicles hired for bringing construction material to the site should be in good condition and should have a pollution check certificate and should conform to applicable air and noise emission standards and should be operated only during non-peak hours.
- (xviii) Ambient noise levels should conform to residential standards both during day and night as per Noise Pollution (Control and Regulation) Rules, 2000. Incremental pollution loads on the ambient air and noise quality should be closely monitored during construction phase. Adequate measures should be made to reduce ambient air and noise level during construction phase, so as to conform to the stipulated

standards by CPCB.

- (xix) Fly ash should be used as building material in the construction as per the provisions of Fly Ash Notification of September, 1999 and amended as on 27th August, 2003.
- (xx) Ready mixed concrete must be used in building construction.
- (xxi) Storm water control and its re-use as per CGWB and BIS standards for various applications.
- (xxii) Water demand during construction should be reduced by use of pre-mixed concrete, curing agents and other best practices referred.
- (xxiii) Permission to draw ground water shall be obtained from the competent Authority prior to construction/operation of the project.
- (xxiv) Separation of grey and black water should be done by the use of dual plumbing line for separation of grey and black water.
- (xxv) Fixtures for showers, toilet flushing and drinking should be of low flow either by use of aerators or pressure reducing devices or sensor based control.
- (xxvi) Use of glass may be reduced by up-to 40% to reduce the electricity consumption and load on air-conditioning. If necessary, use high quality double glass with special reflective coating in windows.
- (xxvii) Regular supervision of the above and other measures for monitoring should be in place all through the construction phase, so as to avoid disturbance to the surroundings.
- (xxviii) Under the provisions of the Environment (Protection) Act, 1986, legal action shall be initiated against the project proponent if it was found that construction of the project has been started without obtaining environmental clearance.

During operation Phase

- (i) The bio-Medical wastes shall be managed in accordance with the Bio-Medical Waste (Management and Handling) Rules, 1998 as amended.
- (ii) The quantity of fresh water usage, water recycling and rainwater harvesting shall be measured and recorded to monitor the water balance as projected by the project proponent. The record shall be submitted to the Regional Office, MoEF&CC along with six monthly Monitoring reports.
- (iii) The treated wastewater of 88 KLD and 12 KLD of treated lab effluent shall be recycled and reused for gardening (12 KLD), flushing (34 KLD), HVAC cooling (54 KLD) to reduce the demand of fresh water as committed. ETP treated water shall be used only for HVAC cooling.
- (iv) Solid waste management shall be collected, treated disposed in accordance with the Municipal Solid Waste (Management & Handling) Rules, 2000. No municipal waste should be disposed off outside the premises.
- (v) The Operation and Maintenance of STP shall be made in the MoU with STP supplier. Project Proponent shall ensure regular operation and maintenance of the STP.
- (vi) Total parking facility shall be provided for 253 ECS. Parking facility for taxi and three wheelers shall be provided within the premises taking care for movement of patients and elderly. Parking facility with 6 m clear driveway shall be provided as committed.
- (vii) The project proponent shall take measures to ensure 20%

	<p>power/energy conservation in perpetuity with regular monitoring report to competent energy management authority.</p> <p>(viii) The project proponent shall take all precaution to ensure that there is no adverse impact from the nearby Waste to Energy facility. Delhi Pollution Control Committee to monitor the same.</p> <p>(ix) The Project Proponent shall explore the possibilities of reusing the treated wastewater from nearby projects.</p> <p>(x) The installation of the Sewage Treatment Plant (STP) should be certified by an independent expert and a report in this regard should be submitted to the Ministry before the project is commissioned for operation. Treated affluent emanating from STP shall be recycled/ reused to the maximum extent possible. Treatment of 100% grey water by decentralized treatment should be done. Discharge of unused treated affluent shall conform to the norms and standards of the State Pollution Control Board/ Committee. Necessary measures should be made to mitigate the odour problem from STP.</p> <p>(xi) The solid waste generated should be properly collected and segregated. Wet garbage should be composted and dry/ inert solid waste should be disposed off to the approved sites for land filling after recovering recyclable material.</p> <p>(xii) Diesel power generating sets proposed as source of back-up power for elevators and common area illumination during operation phase should be of enclosed type and conform to rules made under the Environment (Protection) Act, 1986. The height of stack of DG sets should be equal to the height needed for the combined capacity of all proposed DG sets. Use low sulphur diesel. The location of the DG sets may be decided with in consultation with State Pollution Control Board/ Committee.</p> <p>(xiii) Noise should be controlled to ensure that it does not exceed the prescribed standards. During night time the noise levels measured at the boundary of the building shall be restricted to the permissible levels to comply with the prevalent regulations.</p> <p>(xiv) A green belt of adequate width and density preferably with local species along the periphery of the plot shall be raised so as to provide protection against particulates and noise.</p> <p>(xv) Rain water harvesting for roof run- off and surface run- off, according to plan submitted should be implemented. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease. The borewell for rainwater recharging should be kept at least 5 mts. above the highest ground water table.</p> <p>(xvi) Energy conservation measures like installation of CFLs/TFLs for the lighting the areas outside the building should be integral part of the project design and should be in place before project commissioning. Efforts should be made to use only star rated and energy efficient lifts, ACs, and pumps. Used CFLs and TFLs should be properly collected and disposed off/sent for recycling as per the prevailing guidelines/ rules of the regulatory authority to avoid mercury contamination. Use of solar panels may be done to the extent possible.</p>
3.22	<p>Development of Surkanda Devi Ropeway at Kaddukhal Tehri Garhwal, Uttarakhand by M/s Surkanda Devi Ropeway Project Company Private Limited - Environmental Clearance – [F.No.10-21/2014-IA-III]</p>

3.22.1	<p>1. The proposed project “Surkanda Devi Ropeway” is located at village Kaddukhal, Tehri Garhwal, Uttarakhand being developed by M/s Surkandadevi Ropeway Project Company Pvt Ltd. the Project is a 500 m long ropeway, covering an area of 5620 sq m (including Lower Terminal Station, Upper Terminal Station & ropeway corridor) at an elevation of 2743 m MSL. From Kaddukhal one has to trek 1.6 km on foot to reach Surkanda Devi Temple.</p> <p>2. The elevation of Lower terminal is 2491 m & upper terminal is 2743 m.</p> <p>3. The project being an Aerial Ropeway falls under the item 7(g) of the EIA notification, 2006 and is a designated Project as per Schedule and falls under category A, as the Temple is at an elevation of 2743 m above MSL. The proposed ropeway shall be developed through Public Private Partnership mode on Build, Operate and Transfer (the “BOT”) basis.</p>
3.22.2	<p>The Committee noted that ‘Aerial ropeways’ are listed as category B projects in the schedule of the EIA Notification, 2006 under item 7(g). However, since the project is within 10 km of eco-sensitive area (Ecopark in Dhanaulti - 3.8 km in NW direction), the general conditions are applicable to the project. Accordingly, the project proponent has approached the EAC for consideration.</p>
3.22.3	<p><i>The Project Proponent will recheck if the Project area in the ropeway is located in Seismic Zone IV or V, and submit the structural plan accordingly. The geology of the area also needs to be rechecked for geotechnical stability.</i></p>
3.23	<p>4/6 laning of package II, km 43.000 to 96.714 from Kerala/Tamil Nadu Border to Kanyakumari of NH-47 and Nagercoil-Kavalkinaru section of NH-47B by NHAI - Extension of validity of Environmental Clearance – [F.No. 5-59/2007-IA.III]</p>
3.23.1	<p><i>The PP did not attend the meeting, and as such the EAC deferred the proposal.</i></p>
3.24	<p>Construction of 4th Container terminal and marine container terminal at JN Port by JNPT – Amendment in the Environmental Clearance [F.No.10-81/2008-IA-III]</p>
3.24.1	<p>The PP made a presentation and informed that:-</p> <p>(i) The proposal seeks amendment in EC granted by the Ministry vide letter No.10-81/2008-IA-III dated 29th July, 2008. The amendment is sought in terms of modification of lay out proposed earlier. The proposed modifications will include:-</p> <ul style="list-style-type: none"> a. Relocation of Liquid Storage facilities (Tank Farm); and b. Construction of Port Craft Berth as an ancillary facility near existing Landing / Port Craft Jetty <p>(ii) Justification: Total traffic handled by the Port during 2014-15 was 63.80 Million Metric Tonnes which includes container traffic of 4.467 Million TEUs and 6 Million Metric Tonnes of Liquid and Break Bulk cargo. Presently, JNPT is operating beyond its designed capacity of handling container cargo and liquid cargo. Due to sustained increase in container and liquid traffic in the port and a continuous demand from the EXIM trade to increase the handling capacity, the Port has undertaken capacity addition projects such as Develop the Fourth Container Terminal and Marine Chemical Terminal on DBFOT</p>

	<p>basis in the year 2007-08. However, due to various court cases, the Port could not take up the project as per schedule. Further, taking into consideration the demand of the trade, the port has initially taken up the project of Development of Fourth Container Terminal on DBFOT basis in 2013 and now the work is in progress. Now, the port is in process of taking up the project of Development of Marine Chemical Terminal now renamed as Additional Liquid Bulk Terminal on DBFOT basis. Both these projects are expected to be commissioned by 2018-19 by which time the existing capacity of the port will be doubled i.e. capacity will reached 135 million Metric Tonnes including 10 million TEUs container Traffic and 15 Million Metric Tonnes of Liquid Cargo. As per the concession agreement the port has to provide marine related services to the vessel reporting to JNPT for all terminals. At present, the facilities such Tugs, Pilot launches, VIP launches, Security launches, Fire Fighting Launch and Mooring Crew and pilots etc are available with port for the marine services rendered by port to the existing terminals to handle the present traffic. In order to handle future increased traffic, the port will have to increase the above mentioned marine related facilities to cater the needs of the additional vessels visiting at JNPT. Therefore, the Port has proposed to construct the Port craft berth in line with the existing landing / Port Craft jetty as an ancillary facility with backup area for Mooring Crew rest rooms, Vessel Traffic Management Services and Pilot Rest Room etc. Further, previous tank farm area in the 200ha area being closer to the container terminal and the marine habitat is being envisaged by JN Port to be shifted it to another site which is terrestrial site owned by JN Port for better safety and with a view to protect marine environment.</p> <p>(iii) With regard to Environmental Impacts of the proposal, the PP informed the following:</p> <ol style="list-style-type: none"> a. Additional Safety: Isolating the liquid storage area from Port Operations. b. Improved Ecology: Mitigating potential damage to marine habitat in the future. c. No Incremental Pollution Load: The shifting of location of Liquid Storage Terminal is being done with no additional pollution load due to no change in the design or specifications of the storage terminals. d. Additional Water Requirement: The change of location will not result in additional requirement of water than the quantity already mentioned in the EIA and DPR. e. Rehabilitation and Resettlement: Since the changed location plot is currently vacant and fully owned by and in possession of the Port, there is no case for rehabilitation and resettlement. f. Traffic Bifurcation: The shifting would result in traffic bifurcation resulting in further minimization of emission at one location.
<p>3.24.2</p>	<p><i>The EAC after deliberation noted that there is considerable change in the scope of the proposed activities since the PP has proposed to construct a Port Craft Berth as an ancillary facility near existing Landing / Port Craft Jetty. The PP has not submitted the recommendations of concerned Coastal Zone Management Authority. There is no study or undertaking on the record to justify the claim of PP that there is no change in the Pollution Load. The proposed site for shifting tank area and construction of the above-mentioned berth could have been a clear case for granting EC if it was a part of the project proposed while getting EC. However, it is not the case here.</i></p>

	<i>The EAC deferred decision and suggested PP to resubmit the proposal along with the recommendations of Maharashtra State Coastal Zone Management Authority.</i>
3.25	Development of "Integrated Industrial Township" at Pen, District Raigad, Maharashtra by M/s Karanja Infrastructure Pvt Ltd – Finalization of ToR [F.No.21-130/2015-IA-III]
3.25.1	<p>Karanja Infrastructure Pvt Ltd has planned to develop an 'Integrated Industrial Township' at Pen, District Raigad (Maharashtra). The project is to be developed under 'Integrated Industrial Area' (IIA) policy of MIDC, Maharashtra State Government's Industrial Infrastructure Agency.</p> <p>The proposed project is to be developed in four land parcels namely, T1, T2, T3 & T4 with land spread in the revenue map of 8 villages. The total plot area of proposed project is 1100 Acres (44,51,700 Sq.m) and total Built-up Area 30,29,422 Sq.m.</p> <p>The proposed project comprises of:</p> <ul style="list-style-type: none"> ▪ Industrial Parks and Export Processing Zones (including 'A' Category Industries viz. Manmade Fibre, Synthetic Organic etc.) ▪ Physical infrastructures will include roads, amenities, bridges, water retention ponds, residential and commercial complexes etc..) ▪ IT/BT Parks ▪ Service Centers, Skill Development Centers ▪ Financial Centers and Services ▪ Logistic hubs, warehousing and freight terminals ▪ Mentoring and Counselling services
3.25.2	<i>The EAC after detailed deliberations recommended for grant of Terms of Reference with Model Terms of Reference for preparation of EIA/EMP reports after public consultation.</i>
3.26	Establishment of Canara Industrial Area at Ira, Chelur, Balepuni and Kurnadu village, Bantwal (Taluk), Dakshina Kannada (District), Karnataka by Karnataka Industrial Areas Development Board (KIADB) – Finalization of ToR [F.No.21-135/2015-IA-III]
3.26.1	<p>The PP made a presentation before the EAC and informed that:</p> <ol style="list-style-type: none"> i. Proposal is for establishment of Canara Industrial Area. KIADB is proposed to develop the CANARA Industrial Area near Ira, Chelur, Balepuni and Kurnadu village, Bantwal Taluk, Dakshina Kannada District in an area of 585.66 Acres. ii. The project will generate direct and indirect employment opportunities for the local people. The plant will create additional employment during construction & operational phase. Additionally, certain works like security will be outsourced on contract. The secondary employment in the form of providing services to the employed manpower will also be developed in the neighbouring villages. <ul style="list-style-type: none"> • Raw materials can be sourced locally. Hence the cost for procurement is less

- Increase in Market & Business Establishment facilities
- The State Government will benefit through revenue recovery from excise duty.

iii. Land use breakup of the proposed is given below.

	Description	Acres	Hectares	% of Land Use
1	Industrial	404.60	163.70	69.10
2	Civic Amenities	29.28	11.84	5.00
3	Park & Buffer Zone	65.21	26.38	11.13
4	Parking & Transport	29.28	11.84	5.00
5	Roads	34.46	13.94	5.88
6	Commercial	7.17	2.90	1.22
	Land in slope +5.05A Encroached by Karnataka Forest Department	15.66	6.33	2.67
	Total Area	585.66	236.93	100.00
	Forest Land (59.00A+5.05A Encroached)	59.00		

iv. The proposed industrial area will include following infrastructure facilities:

- Industrial Plots
- Approach roads and internal roads with storm water drains
- Power supply and street lighting
- Water supply network
- STP
- Power Sub-Stations
- Rain Water Harvesting System
- Landscape
- Public utilities
- Parking
- Green Belt Development

v. The project site is located in Ira, Chelur, Balepuni and Kurnadu village, Bantwal Taluk and Dakshina Kannada District. The area lies in the northern latitude of 12°49'01.1" and eastern longitude of 74°58'58.0". Site is well connected by road, rail and airport. Site is well connected with the State Highway, SH 101 east direction and Site is also connected with National Highway 48 towards north direction, Mangalore International Airport is around 17.5 Km North West direction away from the project site. Bantwal Railway Station is about 8.9 Km north east direction from the project site.

vi. Cost of the project : Approximately the project cost will be around 330 Crores.

vii. The project is not located in any Critically Polluted area.

viii. No diversion of forest land involves in the project.

ix. Deemed reserved forest is located within the project site.

x. Details of shore line change – Arabian Sea is 14.3 Km from the proposed project site.

	<p>xi. Airport – There is no airport within 15 Km radius of the project area. The nearest airport is Mangalore Bajpe airport which is 18.5 Km far from the project site.</p> <p>xii. CETP:</p> <ul style="list-style-type: none"> i. Type of effluent, Quantity, effluent conveyance system from the member units to CETP ii. Treatment and usage of treated sewage Individual Industrial units shall have respective ETP's based on their process. The treated water shall be used for gardening, toilet flushing purpose and wherever possible. <p>xiii. Incinerator: Types of wastes, sources, collection, treatment, waste generation and disposal. The Municipal solid waste shall be handed over to local village Panchayat for scientific treatment & disposal and hazardous waste will be sent to the nearest TSDF.</p> <p>xiv. Require amount of water for the proposed project is about 5.6 MLD and it will be drawn from the Nethravathi River through Irrigation Department for the proposed industrial area.</p> <p>xv. The land will be allotted to the allottees and if at all the trees are to be removed for the construction purpose, the individual industry shall transplant the trees to the suitable place. Some area from the private is acquired and the compensation for the land losers is made as per the policy of the KIADB.</p> <p>xvi. Court cases: Yes. Pending cases with respect to payment issues to land owners.</p> <p>xvii. Investment/Cost of the project – Rs. 330 crores approximately.</p> <p>xviii. Employment potential – Due to the proposed project, approximately 25000 job vacancies will be created.</p> <p>xix. Benefits of the project – The project will generate direct and indirect employment opportunities for the local people. The plant will create additional employment during construction & operational phase. Additionally, certain works like security will be outsourced on contract. The secondary employment in the form of providing services to the employed manpower will also be developed in the neighbouring villages.</p> <ul style="list-style-type: none"> • Raw materials can be sourced locally. Hence the cost for procurement is less • Increase in Market & Business Establishment facilities • The State Government will benefit through revenue recovery from excise duty.
3.26.2	<i>The Committee after detailed deliberations recommended for grant of Terms of Reference for preparation of EIA/EMP reports after public consultations with the scope of study remains as that proposed by the project proponent.</i>
3.27	Proposed Multi-product SEZ/Industrial park at Gopalpur, District Ganjam, Odisha by M/s Tata Steel Limited, Jamshedpur – Finalization of ToR [F.No.21-136/2015-IA-III]
3.27.1	<p>The PP made a presentation before the EAC and informed that:</p> <ul style="list-style-type: none"> i. Tata Steel Special Economic Zone Ltd, a 100% subsidiary of Tata Steel is the developer for the project. Tata Steel Group (as part of their development initiative) in order to create a favourable economic

	<p>environment and promote industrialization in the Gopalpur region has proposed development of a Special Economic Zone and an Industrial Park. For the same, the group has acquired approx. 2493 acres of land in Gopalpur, Odisha.</p> <ul style="list-style-type: none"> ii. The aim is to develop a modern eco-friendly and smart Industrial Park & a Multi-product Special Economic Zone with state-of-the-art infrastructure along with a comprehensive strategic study background in line with the state's and region's economic potential. iii. The proposed project falls in Project Activity 7 (C). The proposed project falls in Category 'A' as it is industrial area development and the area is more than 2493 Acres. iv. The total cost of the project is estimated to be around Rs. 2500 crores, which will help to attract investments of about 10 to 15 thousand crores to the industrial park.. The total power requirement will be around 255 MVA, which will be procured from Narendrapur, 220kv substation around 7km from the site. Required amount of water around 33.5MLD will be drawn from the surface water sources and proposed De-salination plant. Run-off water during post monsoon shall be collected through the rain water harvesting structures proposed for the project. Feasibility study for drawing of water from local perennial source is being undertaken jointly with Govt. of Odisha. Ground water for domestic and drinking purpose will be drawn through bore wells. v. Individual units will be treating the wastewater primarily at their respective units to meet the inlet standards of the Common Effluent Treatment Plant (CETP). The treated wastewater is further treated in the proposed CETP to achieve the surface discharge standards. The treated wastewater will be reused within the park by individual units for various activities like flushing, washing, gardening etc. vi. Solid wastes generated from proposed Multi-product SEZ/Industrial park industries would be either organic or inorganic. The organic solid waste will be used as farm manure, while inorganic waste would be sent to the nearest authorized TSDF for processing. The domestic waste will be segregated for recyclables, and biodegradable wastes. Non-biodegradable waste will be disposed to local municipal bin. vii. To control the emissions from the DG set, a stack meeting MoEF guidelines will be provided for proper dispersion. A greenbelt of 33.0 % will be developed within the premises of TSSEZ and the boundary of the industrial park to control the fugitive emissions which will also include water bodies as well as green belt within the premises of individual industries.
3.27.2	<p><i>The Committee after deliberations recommended for grant of ToR to the project subject to the references proposed by the PP.</i></p>
3.28	<p>Development of a Multiuser Liquid Terminal at Cochin Port (Kerala) by Cochin Port Trust – Environmental & CRZ Clearance – Further consideration [F.No.10-21/2009-IA-III]</p>
3.28.1	<p>The PP made a presentation before the EAC and informed that:</p> <ul style="list-style-type: none"> (i) The Cochin Port Trust (CoPT) as part of its expansion programme have envisaged setting up a Multi-User Liquid Terminal (MULT) in the Puthuvypeen SEZ, for handling LPG, bunker fuel and other POL cargo. The project is of tremendous importance to the Govt. of Kerala in the backdrop of

major road accidents happened in the past involving LPG bullet tankers and since the proposed terminal can reduce road haulage of LPG through Kerala. The location has been selected keeping in view the potential for future development, safety aspects, convenience for operation and special benefits that will be available in a SEZ area. Layout plan of the MULT is attached.

- (ii) The berthing facilities and other utilities /amenities proposed as part of the MULT are:
- a. Main Berth with a capacity of 4.52 MMTPA consisting of service platform (with unloading arms for LPG, POL and bunker fuel), breasting dolphins, mooring dolphins, pipeline trestles, LPG associated facilities;
 - b. Barge Berth for loading bunker fuel and other POL cargo;
 - c. Main Berth and Barge Berth Basins to be dredged and maintained for a minimum depth of 14.5 m and 7.0 m respectively below CD;
 - d. Operational building and an access road;
 - e. Navigational and Communication aids, Flotilla;
 - f. Associated shore protection works; and
 - g. Fire Fighting, surface drainage works, compound wall, gate complex, power and water infrastructure including standby power.
- (iii) The estimated cost of the project is Rs. 240 crores.
- (iv) The Main Berth structure consists of a Central Unloading Platform and 4 Nos. of Breasting Dolphins, two each on either side of the Central Unloading Platform, all supported on bored cast in situ RCC piles. To secure ship in position 4 mooring dolphins, two each on either side of the Breasting Dolphins will also be provided. The main berth will be capable of handling ships of 80000 DWT having 260m LOA, 32 m Beam and 13 m draft. The Barge Berth for berthing vessels of size upto 5000 DWT will consist of jetty head, approach trestle and pipeline trestle all supported on bored cast in situ RCC piles.
- (v) The Dredged material from the berth basin will be disposed off in the approved dumping area of CoPT, located about 20 km from the site, identified by Central Water and Power Research Station (CWPRS) based on mathematical model studies.
- (vi) The project is presently being processed for obtaining Environmental Clearance. EIA study for the project was carried out by M/s. WAPCOS Ltd., Haryana. Public Hearing was conducted on 30/07/2014. The KSPCB have issued 'Consent to Establish' on 27/02/2015. The KCZMA's recommendation for CRZ Clearance for the project was forwarded to the Ministry on 06/03/2015. Application for clearance from Forest and Wildlife Clearance department, Govt. of Kerala submitted on 02/05/2015.
- (vii) CoPT has entered into a Concession Agreement with M/s. Indian Oil Corporation Ltd. (IOCL) for developing the MULT. Main berth and all other associated facilities for handling LPG will be constructed with the funding of IOCL. As per the Concession Agreement, IOCL will use the berth for a maximum of 161 calendar days for handling LPG in a year free of berth hire charges and CoPT will be free to use the terminal for the balance 204 days in a year. M/s IOCL have entrusted with CoPT, execution of construction of MULT jetty and its associated facilities. CoPT in turn tendered the work for execution through EPC mode. The construction work will be commenced on getting Environmental Clearance to the project and the period of construction is 21 months.
- (viii) The proposal for development of MULT was considered in the 148th meeting of EAC held on 20th May, 2015. The proposal was examined EAC in

	<p>its 148th meeting held during May, 2015. The EAC suggested to PP to submit revised Integrated Risk Assessment and Disaster Management Plan incorporating certain details viz. Failure Scenarios, Consequences analysis, Hazards of LPG leakage, Emergency Control Room Centre, Medical Aid and Relief Centres.</p> <p>(ix) The PP informed that the Disaster Management Plan and the report on Risk analysis have been revised by appropriately incorporating the failure scenarios. A few scenarios were presented to the Committee.</p> <p>(x) The PP further informed that Cochin Port has a DMP which has been updated with Risk Analysis findings of the MULT project. The command and control hierarchy and protocol are laid down in case of an emergency situation. The Port Control Room will act as Emergency Control Centre (ECC) in case of an emergency. The facilities available in the ECC are listed in the DMP (Chapter 3). The Telephone numbers of the contact people are given in Annex-I of DMP. The Cochin Port Hospital will be the first line medical relief facility in any incidence. The Cochin Port Hospital will be the first line medical relief facility in any incidence.</p> <p>(xi) The facilities handling hazardous cargo have fixed fire fighting system conforming to OISD/NFPA/TAC guideline, and PESO license conditions. All facilities handling hazardous cargo have permission under MSIHC (amendment) Rules, 2000, and comply with conditions there in Fire Station located on the Willingdon Island has five well equipped fire tenders.</p>
3.28.2	<p><i>The EAC noted the information given by PP and observed that project specific HTL/LTL demarcation has been done by the national Centre for Earth Sciences Studies, Thiruvananthpuram. As per the report, there is good coverage of mangrove at the west and north of the proposed MULT site. The proposed terminal is located at Lat 9^o58'27.99 N and Long 76^o14'01.66 E in Putuvypeen SEZ. The proposed development is at banks of Vembanad Lake and in back waters. The back water including RMP Canal and Ernakulam Channel and the bed are CRZ-IV. Puthuvypeen is a Panchayat area and hence it is CRZ-III. The proposed activities are permissible under CRZ Notification, 2011. <u>The information provided is satisfactory. The minutes of meeting for public hearing conducted on 30.7.2014 observe that there was a strong resistance from the public for this project during the hearing. There was protest to conduct the hearing again in presence of District Collector. The hearing was declared as ended at 1:00PM on the assurance made by the Deputy Collector that their request shall be brought to the attention of District Collector. However, the further action taken in this regard has not been placed on records by the PP.</u></i></p> <p><i>EAC after detailed deliberations recommended the proposal with following specific conditions:-</i></p> <ul style="list-style-type: none"> (i) There shall be no destruction of mangrove at the west and north of the proposed MULT site during the construction as well as the operational phase. (ii) The dredged material shall be conveyed and disposed off in the specified dumping area i.e. Two dumping areas are one on south and the other on the north of approach channel, which are at approximately 12.999 km located at 29 50 57' 16.8" and 11.797 km located at 23 60 24' 47.2" from No. 7 and No. 8 buoys respectively. The material shall be dumped only beyond the distances specified above and where water depth is 20 m or more, spreading evenly over an area having a diameter of 3 km, in such a way that the depth shall not be less than 19 m at any time. The dredged

	<p>material may be dumped predominantly at the south dumping area and north dumping area may be used only when there are hindrances for accessing the southern dumping area.</p> <p>(iii) The chemical and biological characteristics of marine water quality should be monitored at regular intervals, as committed under the EIA report, during construction and operation phase of the project. The monitoring shall conform to norms prescribed by the concerned State Pollution Control Board.</p> <p>(iv) All mitigation and safety measures as committed under the report on Risk Assessment and Disaster management plan shall be strictly complied with.</p> <p>(v) There shall be prompt alerts in case of any emergency.</p> <p>(vi) There shall be regular emergency and disaster management drills and public information and confidence building programmes.</p>
<p>3.29</p>	<p>Development of Mega Container Terminal at Chennai Port (Tamil Nadu) by Chennai Port Trust - Finalization of ToR - [F.No.10-127/2007-IA-III]</p>
<p>3.29.1</p>	<p>The PP made a presentation before the EAC and informed that:</p> <p>(i) Chennai Port being a 134 years old port, having a water spread area of 420 acres (169.97 ha) and Land area of 586.96 acres (240.65 ha) distributed in 3 Docks and having 24 berths. The most of the facilities were created prior to the MoEF Notification dated 27.01.94 under the provisions of the Environment (Protection) Act, 1986 that EC for developmental projects have been made mandatory. After EC became mandatory for developmental projects, the Port is obtaining clearances for the projects on a case to case basis from MoEF&CC. SO far, 11 projects of ChPT had been accorded clearance till date under Environmental & CRZ Notifications by MoEF&CC considering that Chennai Port falls under Category 'A' in the Schedule (threshold limit > 5 million TPA of cargo handling capacity).</p> <p>(ii) The MoEF held in December 1995 appraised and cleared 4 projects of ChPT – 285 m Extension of Container Terminal, Extension of South Quay III & East Quay, Modernization of West Quay & North Quay and Multistoried Transit Shed, as they were all proposed in contiguous location.</p> <p>(iii) The EAC at its 130th Meeting held between 22-24th Jan., 2014 for ToR approval of two Chennai Port's Projects viz. (i) Development of Jawahar Dock (East) berths as Container Terminal (F.No. 11-84/2013-IA.III) and (ii) Ro-Ro cum Multi Purpose Berth and Multilevel Car Park Facility (F.No. 10-83/2007- IAIII) advised that being project components of the same Port, for a comprehensive assessment the two proposals should be considered together as a single project and suggested ToR for EIA Study.</p> <p>(iv) Meanwhile, the MoS vide D.O. It. dt. 27.10.14 citing the MoEF&CC's letter No. 19-140/2014-IA.III dt. 07.10.14 directed Chennai Port to include all future projects of the Port/ activities proposed to be undertaken during next 10 years for obtaining EC & CRZ clearance so that they can consider for granting clearance in one go. The MoEF&CC in its letter No. 19-140/2014-IA.III dtd. 07.10.14 informed MoS regarding One-Time Environmental and CRZ clearance for the Ports with Master Plan as follows:</p> <ol style="list-style-type: none"> a. individual projects or activities in a port, viz., dredging, various construction activities, etc would not require separate EC and CRZ clearance; b. if the Port prepared Master Plan indicating all such projects or activities, including time-phasing for implementation, prepared

	<p>comprehensive EIA and EMP reports, and has obtained EC and CRZ clearance for whole project following the due procedures under the aforesaid notifications;</p> <p>c. projects or activities not forming part of comprehensive EIA and EMP reports and EC and CRZ clearance of the Port would require separate EC and CRZ clearance; and</p> <p>d. the Ministry of Shipping may disseminate this information amongst the Port developers in the country.</p> <p>(v) The Business Plan for Chennai Port prepared by Deloitte during 2007 for 20 years i.e. till 2027, which envisaged the following for implementation in phased manner:</p> <p>a. Developing Multilevel car parking facility clubbed with Passenger Cruise Facility;</p> <p>b. Development of Container Terminal-3 (at JD(East));</p> <p>c. Converting existing Iron Ore Berth to a Container Terminal facility: Container Terminal-4;</p> <p>d. Construction of Container Terminal-5 (at WQ);</p> <p>e. Developing an Off-Dock facility for containers at Tondiarpet Housing colony;</p> <p>f. Ennore-Manali Road Improvement Project (EMRIP); and</p> <p>g. Dedicated Elevated Corridor on NH-4 from Port to Maduravoyal.</p> <p>(vi) After considering the changed scenario due to the High Court ban on Coal and Iron Ore handling from Oct. 2011, the following Projects were formulated by the Port for handling alternate cargoes:</p> <p>a. Improvement to the existing Jawahar Dock (East) Berths for handling bulk cargoes;</p> <p>b. Improvement to the existing Bharathi Dock II Berth for handling bulk cargoes;</p> <p>c. Development of Multi level Car parking facility;</p> <p>d. Development of Coastal Terminal at northern sheltering arm East of Bharathi Dock turning circle;</p> <p>e. Development of Dry Dock Facility in the Boat Basin / Timber Pond area;</p> <p>f. Relocation of existing Sand Trap and Capital Dredging; and</p> <p>g. Development of Storage Sheds and Tank Farms as per the Land Use Plan of the Chennai Port.</p> <p>(vii) The established infrastructure facility of Port having designed capacity of 86.04 million tons. Now, Port is handling between 50 & 55 MT per annum and during 2014-15 handled 52.384 MT. The present proposals will only boost the capacity of the Port by 1 MTPA since most of the proposals are upgradation of the existing structure to suit the facilities to handle clean cargo due to stoppage of dusty cargoes viz., Coal and Iron Ore.</p>
3.29.2	<p><i>The EAC observed that project documentation was not done properly. EAC therefore suggested submitting the revised proposal indicating the project work already completed and work proposed to be done for overall master plan, so that comprehensive assessment can be done.</i></p>
3.30	<p>Development of Green field International Airport at MOPA in Goa by Directorate of Civil Aviation, Govt of Goa - Environment Clearance [F.No. 10-29/2011-IA.III]</p>
3.30.1	<p><i>The EAC took note of a representation from one NGO namely 'Federation of Rainbow Warriors, Margo' Hence, the proposal was deferred. The PP was</i></p>

	<i>requested to submit point wise reply to the issues raised by 'Federation of Rainbow Warriors, Margo'</i>
4.	Agenda taken up with the permission of the Chair
4.1	Disposal of treated domestic waste water in unsewered areas
4.2	<i>The EAC after deliberations desired for comprehensive consultations with the States/UTs on the subject matter, as the monitoring for compliance of standards vests with the SPCBs/State agencies. At the same time, any such proposal has to be in conformity with the Water (Prevention and Control of Pollution) Act, 1974 also, which addresses maintaining wholesomeness of water bodies.</i>

List of the Members

1. Shri Anil Razdan, IAS (Retd.), Chairman, C-6, Friends Colony East, New Delhi - 110065.
2. Dr. M.L. Sharma, IFS (Retd.), 79A, Sector-8, Gandhi Nagar - 382008, Gujarat.
3. Sh. R. Radhakrishnan, 2/586, 1st Cross Street, Singaravelan Salai, Neelangarai, Chennai-600 041
4. Dr. M.V. Ramana Murthy, Project Director, (Scientist 'G'), Offshore Structures and Island Desalination, NIOT Campus, Pallikarai, Chennai – 600 100.
5. Dr. R. Prabhakaran, No.1, Besent Road, Royapettah, Chennai.
6. Dr. Anuradha Shukla, Central Road Research Institute (CRRI), CRRI, Mathura Road, New Delhi-25
7. Shri S.K. Srivastava, Member Secretary, Ministry of Environment, Forest & Climate Change, Indira Paryavaran Bhawan, 3rd Floor, Vayu Wing, Jor Bagh Road, Aliganj, New Delhi-110 003.