Minutes

The Minutes of the 118th Meeting of the Expert Appraisal Committee for Building Construction, Coastal Regulation Zone, Infrastructure Development and Miscellaneous projects held on 8th -9th November, 2012, Scope Complex, Lodhi Road, New Delhi.

1. Opening Remarks of the Chairman.

The Chairman welcomed the members to the 118th meeting of the Expert Appraisal Committee.

2. Confirmation of the Minutes of the 118th Meeting of the EAC held on 8th -9th November, 2012 at New Delhi.

In all the NHAI projects, the following shall be inserted

Environmental Management Plan presented before the EAC as a part of EIA report, shall be made part of Concessionaire Agreement/ other relevant documents. Proponent shall submit an undertaking in this regard.

Since most of the environmental issues are related to design parameters, following additional information should also be sought under Chapter-II (Disclosure of Consultant)
Name of the Design Consultant
Name of the EIA consultant, EIA Coordinator, Functional Area Expert and detail of accreditation

In item 4.23, following project is to be added at (iv) Finalization of ToR for rehabilitation and up gradationof existing 2 lane to 4 lane of Yedshi to Aurangabad Section of NH-211 from 100.000 to km 290.00 in the State of Maharashtra by M/s NHAI (F. No. 10-53/2012-IA.III).

The project road section of National Highway-211 starts from existing Km 100.000 near Yedshi and ends at existing Km 290.200 at Aurangabad and passes through Osmanabad, Beed, Jalna and Aurangabad Districts of the state of Maharashtra. The length of the project road is 190.200 Km. The major settlement enroute are Chausala, Beed, Gevrai, Shahgard, Adul, Pachod, etc. The land use pattern on either side of 10 Km of the project road is predominantly agriculture followed by habitation area. The project road does not pass through any ecological sensitive area / National Park / Sanctuaries etc. Pockets of reserved forest are located along the existing RoW between Km 105.040 to Km 105.750 (RHS), Km 113.400 to Km 113.460 (LHS), Km 113.415 to Km 113.700 (RHS), Km 120.275 to Km 120.350 (RHS), Km 127.800 to Km 127.811 (LHS), Km 160.750 to Km 161.200 (RHS), Km 162.100 to Km 162.350

(RHS), Km 162.175 to Km 162.225 (LHS) and at Km 162.450 to Km 162.500 (LHS)) of NH-211. This project involve 3.384 ha diversion of reserved forest land. The proposed land acquisition is 825.00 ha. This includes 144.201 ha of Government land, 3.384 ha. of Forest land, 628.755 ha. of Private land and rest 48.66 ha. of other land. The existing Right of way is generally 30 m. The proposed right of way is 60 m except at interchanges, toll plaza and other project facilities. There are proposal for 6 nos. of bypasses/realignments. The existing road has 5 nos. of Major bridges, 49 nos. of Minor bridges and 145 nos. of Culverts. It is proposed to retain with repair and widening 3 nos. of existing Major Bridges, 28 nos. of existing Minor Bridges, 139 nos. of culverts. Apart from these there will be provision of proposed 2 nos. of new Major Bridges, 29 nos. of new Minor Bridges and 63 nos. of new Culverts. All the new structures are proposed in the new bypasses/realignments. There are proposal of 17 nos. Pedestrian/Cattle underpasses, 13 nos. of Vehicular Underpass, 6 nos. of Flyovers, 1 nos. ROBs and 28 nos. of Bus bays on either side of the road. The project road will have provision of 4 no. of Truck laybyes, 2 nos. of Rest areas cum Wayside amenities, Toll Plazas at 3 locations, High mast light at 3 locations and start and end point of all bypasses, Street Light at 16 locations for 11.400 Km, Service roads of 69.200 Km. A total number of 34050 roadside trees are fall with proposed ROW. Tree loss will be minimized by restricting tree cutting within formation width. Avenue plantation will be carried out as per IRC SP: 21: 2009 on available ROW apart from statutory requirements. Approximately 647.6 KL/Day water will be required for the project during construction stage for entire project. To meet this requirement about 40 percent will be abstracted from Surface water source and rest from Ground water source with proper requisite permission from concerned department 1663 nos. of structures will be affected due to widening of this section. The NHAI shall compensate to the authorized owner as per NHAI Act, 1956. Approximately 9,89,087 cum of fly ash proposed to be used from Parli Thermal Power Plant depending upon their availability. The proposed safety measures will be provided as per IRC: 67 and 4-laning Manuals. The total estimated Project Civil Cost is approximately Rs. 1407.34 Crores, EMP cost is Rs. 10.62 crores and R & R Cost is Rs. 185.37 crores.

3. Consideration of old Proposals:

3.1 CRZ Clearance for intake and outfall facilities for 1X350MW Coal based Supercritical Thermal Power Plant at Ankulapatur Village, Chillakur Mandal, SPSR Nellore District, A.P by VSF Projects limited, Hyderabad [F.No. 11-../2012-IA-III]

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

3.2 CRZ clearance for Pedder road viaduct by M/s MSRDC.[F.No.11-42/2010-IA.III]

The proposal was last examined by the EAC in its 116th meeting held in September, 2012 and noted from the minutes of the Public Hearing (PH) that the PH was disrupted and ended abruptly. However, it was noted that the some of the issues raised by the public during PH included Noise pollution. PP was asked to submit the detailed action plan on all the issues raised during Public Hearing. The Proponent has submitted and presented details on mitigation methods to be adopted for the noise pollution , Air pollution during Construction and Operation phases.

During the discussion, the following points emerged:

i) *MSRDC shall install Noise Barrier system during construction and post construction phase on the alignment of the project. Also thick vegetation cover wherever required will be used for attenuation of noise.*

ii) *Stationary construction equipment will be placed away from habitation*

iii) *Construction Contract Specifications should specify use of less noise generating equipment.*

iv) *Construction Contract Specifications should stipulate levels of maximum noise generation in various zones (residential, commercial and sensitive) based on CPCB Noise Standards.*

v) *High noise generating construction activities like drilling, compacting etc. should be carried out only during day time in residential areas.*

vi) *Asphalt and hot-mix plants shall not be at site*

vii) *Fugitive dust entrainment will be controlled by sprinkling water*

viii) *Eco Gadgets- Solar-powered city air purifiers shall be mounted on streetlight poles.*

ix) *Shall use the Composite Structures for the construction of the flyover*

x) *The Construction material as well as excavated material to be disposed off will be shifted only during the night time when the traffic will be much less.*

xi) *For Construction of Super Structure Pre-cast Segmental construction technology would be adopted, while for in-situ construction, a movable Scaffold System construction method shall be adopted. Thus the*

construction of piles and substructure shall use only a small part of the lane for a few days.

xii) *Adequate construction boards, portable traffic signs, Chevron Signs, Road Marker Signs, Central lights & Blinkers on Barricades, etc will be put-up everywhere near the construction and barricading in the effective stretch of the proposed road.*

xiii) *Traffic Marshalls with reflective Jackets will be assigned for smooth flow of Safety hoardings and Boards shall be put at various locations of the proposed Road.*

xiv) *Emergency Preparedness Plan shall be followed.*

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

4. Consideration of New Proposals:

4.1 Environmental Clearance for development of proposed Common Effluent Treatment and recovery Plant at Kainduwal, Himachal Pradesh by M/s Baddi Infrastructure [F.No. 10-53/2011-IA-II]

The proposal was earlier considered by the EAC in its meeting held in June, 2012 and noted that the treated wastewater is proposed to be discharged in to the River Sirsa. Further, in the report it was stated that Kalta Nala, Pula Nala, Sandhoil Nallah etc which are tributaries to river Sirsa are polluted with effluent. In view of the above, it was suggested to obtain a status report from SPCB and also comments of SPCB and from Irrigation department on proposal to review the situation. Also sought additional information viz details of member units, recycling of treated water.

The above details submitted and presented by the project proponent were examined by the Committee.

During the discussion, the following points emerged:

(i) *Comments of Irrigation Department & Public Health, Government of Himachal Pradesh has been received. As suggested by the Irrigation Department, the disposal point of CETP shall be 800 m*

downstream of the intake points of irrigation schemes namely (i) LIS Dassomajra (2) LIS Khol Kass and (3) LIS Bhood.

(ii) *Chandigarh Pollution Control Board vide letter dated 06.10.2012 supported the project stating that it would improve the quality of the river. Consent to establish from the Pollution Control Board shall be obtained before establishment.*

(iii) *It is noted that at the time of ToR the proponent proposed for recycling of treated effluent, The EIA also address the same however, presently the proponent presented to the committee that the recycling is not planned and it was mentioned in the EIA document by mistake. Proponent informed that the same was clarified during the Public Hearing that they wished in the EIA report for reuse of treated water, but at present there is no provision in the project. The Committee, however, not accepted and suggested the proponent to explore maximum recycling of treated water and submit the details to the SPCB before establishment of the facility.*

(iv) *The proponent shall submit Bank Guarantee to the PCB for the amount to be fixed by the SPCB so as to impose accountability to meet the standards.*

In view of the above and considering necessity of CETP for the area, the committee recommend the proposal for Environmental Clearance with the above conditions in the clearance letter.

4.2 CRZ clearance for construction of Surge protection embankment from Sandhkud Basti to Oil Refinery Project by M/s Paradeep Port Trust, Odisha [F.No. 11-67/2012-IA-III

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

4.3 Finalization of ToR for east coast water transport project by M/s MSRDC [F.No.11-78/2012-IA-III.]

As presented by the project proponent the Maharashtra State Road Development Corporation (MSRDC), Govt of Maharashtra proposes to establish Inland Water Transport (IWT) project on East Coast of Mumbai -Ferry Wharf to Nerul-Belapur and Ferry Wharf to Mandwa / Rewas". The increase in traffic with the increase in population is serving as an ill-factor for people travelling in and out of Greater Mumbai (i.e. Mumbai Business District & Mumbai

Suburbs). This results in excess time taken to travel the distance from Greater Mumbai to Nerul and Mandwa in Alibag. The proposed facility of Passenger along with Ro-Ro, termed as Roll-on Roll-Off technique shall help the people travelling from Greater Mumbai to Nerul and Mandwa to take vehicles along with them in the Water Transport System, this will drastically reduce their cost of travelling as well as their time travelling.

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

Area Available for Development at Each Location

Description	**FERRY WHARF**	**NERUL**	**MANDWA**
Plot area (Sq. m)	30964	35561	22016
Min. BUA (Sq. m)	2660	1815	835
Catamaran Berths	8	4	4
RO-RO Berths	4	2	2
Terminal area on water front	100%	100%	90%
Terminal area on land	-	-	10%
Breakwater (Length)	-	-	580 M
Reclamation (100 % on Stilts)	-	-	-
Dredging –Total(Capital) Dredging – Total(Maintenance)	3.75 Mm^3 0.75 Mm^3		
Mangroves affected (Sq.m)		500m	

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

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

(i) It is noted that the approach road at Nehrul pass through scattered mangroves. The road is proposed on stilt as per the provision of CRZ Notification, 2011. Five times of mangroves destructed shall be

planted. The details of the area earmarked, location present status of the identified land shall be submitted along with budgetary provision.

(ii) Necessary permission of the High Court as well as forests Department for destruction of mangroves as required shall be obtained.

(iii) Submit details regarding the likely impact to the approach channels of MPT, JNPT and Fishing vessels along with NOC from the concern Ports as applicable.

(iv) Submit a copy of layout of all the terminals superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale along with the recommendation of the SCZMA.

(v) Details of land breakup along with land use plan and Details of green belt development.

(vi) Submit the details of shore line changes along with the shore protection if nay required.

(vii) Submit details of Environmental Management Plan and Environmental Monitoring Plan with parameters and costs.

(viii) Submit details of Risk Assessment, Disaster Management Plan including emergency evacuation during natural and man-made disaster like floods, cyclone, tsunami and earth quakes etc.

(ix) Submit the details of the fishing activity and likely impact due to the activity.

(x) Details of solid / liquid wastes generation and their management.

(xi) Details of Water requirement, source, .

(xii) Submit the details of the eco-sensitive areas, if any.

(xiii) Submit the details of Oil Spill Contingent Management Plan.

(xiv) Submit the details of the dredging if any, details of dredging sludge quantity quality in terms of its toxic metals (atleast Cr+6, Arsenic, Mercury, and lead) and its disposal with quantity (reclamation/ dredging disposal site) If disposal is in sea, location, the justification for selecting such location, the dispersal of dumping material, its effect on marine environment, effect of fishes.

(xv) *Submit the details of study on connectivity and its carrying capacity (both road and railway).*

(xvi) *The General guidelines as per the annexure-II to this Minutes shall also be considered for preparation of EIA/EMP.*

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

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

4.4. Environmental Clearance for Bikaner – Suratgarh section from km 0/0 to km 173/0 of NH-15 by M/s Superintending Engineer, PWD, NH Circle, Bikaner [F.No. 10-113/2011-IA.III]

The exiting carriageway is 7 m and the existing ROW 19 to 54 m. The proposed carriageway is 10 m with paved shoulder and proposed ROW is 19 to 60 m. Starting Point is at km 553/869 of NH-11 and end point is at km 173/000 near milk dairy at NH-15 in the State of Rajasthan. Proposed length is 172.384 km. Project road passes through two main districts viz. Bikaner and Sri Ganganagar. Bikaner has two tehsils i.e. Bikaner and Lunkaransar and one tehsil of Sri Ganganagar i.e. Suratgrah falls on the existing alignment. The road passes through the plain terrain. Proposed road project involves widening of existing two lane to two lane with paved shoulder of NH-15 from km 553/869 of NH-11 to km 173/000 of NH-15. The project road passes though 19 villages. 14 number of villages are in Bikaner and remaining 5 villages are in Sri Ganganagar district. Main settlement are Bikaner and Lunkaransar and Sriganganagar. Existing ROW 30-60 m and proposed right of way is 45 – 60 m in this particular section. There is no wildlife sanctuary or national part near and along the project road. The proposed project corridor pass through a protected forest of area 14.27 ha. The total land proposed to be acquired is 32.24 ha (Govt land 32.24 ha), and 14.27 ha of protected forest). There are 2 existing major bridges and 6 number of minor bridges on project corridor however no new major/minor bridge is proposed to be construct on NH-15. 84 culverts exist along the alignment, 17 new culverts are proposed on project corridor. Proposed service road is of 3.978 km on both sides. One ROB exists on the proposed alignment. 1 pedestrian, 9 cattle underpass, 11 no. of bus-bays/ and 2 number of truck lay bye along with Traffic Air Post & Medical Aid Post are proposed.

Around 600 trees will be affected due to the project. Avenue plantation shall be carried out as IRC-SP-21:2009 as per statutory requirement. Water

requirement is nearly 500 KLD for about 500 days. The surface water from IGNP will be available for construction purpose. Drinking water shall be abstracted for generation. Suratgarh thermal power plant is present within 10 km radius of proposed project. Fly ash shall be used for road consecutions. Total number of 2735 persons will be affected due to proposed improvement. The entitled compensation to PAPs will be done as per NRRP 2007. Total number of 457 structures partially/ completely are likely to be affected. Civil cost of the project is Rs.400 crores. Total estimated environment cost is about Rs.1.00 crores. The total estimated R&R cost is about 2.00 crores.

During the discussion, the following points emerged:

(i) *The proponent shall submit revised form providing the information regarding 4- laning, Forests land requirement etc. The proposal indicates the acquisition of protected forest land. Necessary stage –I forestry clearance shall be obtained as per OM dated 31.03.2011 and submitted along with final EIA report.*

(ii) *It is indicated that 600 nos. trees falls within proposed RoW, however, bare minimum, however bare minimum trees to be cut. Necessary permission from competent authority shall be obtained for tree cutting. Necessary green belt shall be provided on both side of the highway with proper central verge and cost provision should be made for regular maintenance.*

(iii) *Fly ash shall be used since there is a Thermal Power plant is about 10 km.*

(iv) *Rain water harvesting including oil and grease trap shall be provided. Water harvesting structures shall be located at every 500 mts along the road. Vertical drain type rainwater harvesting structures shall be set up to minimize surface runoff losses of rainwater.*

(v) *IRC guidelines shall be followed for widening & up-gradation of road.*

(vi) *The responses/commitments made during public hearing shall be complied with letter and spirit.*

(vii) *All the recommendation of the EMP shall be complied with letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEF along with half yearly compliance report to MoEF-RO.*

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

4.5 Finalisation of ToR for development of Integrated Common Hazardous Waste Treatment, Storage, Disposal and Recycling Facilities at West Bengal by M/s Ramky Enviro Engineers Limited [F.No. 10-76/2012-IA.III]

Proponent has not justified selection of the site and also there is a habitation at about 100 m from the site which is not advisable for this type of Hazardous waste handling and incineration activity.

In view of the foregoing observations, the committee recommended to reject the project.

4.6 Finalisation of ToR for development of Integrated Common Hazardous Waste Treatment, Storage, Disposal and Recycling Facilities at Undurmikidakkulam, Thiruchli Taluk, Virudhunagar District Tamilnadu by M/s Ramky Enviro Engineers Limited [F.No. 10-77/2012-IA.III]

As presented by the project proponent, the proposal is for setting up of Integrated Common Hazardous Waste Treatment, Storage, Disposal and Recycling Facilities with an investment of Rs.269.93 Crores. M/s. Ramky Enviro Engineers Ltd is a leading multi disciplinary company offering services in the field of infrastructure development /waste management sector. Proposed project activities consists of Collection, transportation, reception, treatment, storage, re-use, recycle, blending and disposal of industrial hazardous wastes, bio-medical waste, Spent Solvent Recycling, Used oil recycling, Alternate Fuel &Raw Material Facility, Used Lead Acid Batteries, Waste plastic & paper recycling and E-Waste generated in the state of Tamil Nadu.

The quantities of hazardous wastes generated estimated to be about 175,000 TPA (expected to be received at the facility). 75.0 acres land at Undurumikidakkulam, ThiruchuliTaluk, Virudhunagar District, Tamil Nadu has been procured by M/s. Ramky Enviro Engineers Ltd. The total power required for the proposed project is 1000KVA will be taken from Power Development Department, Tamil Nadu. The total water required is 25 KLD will be met through Ground Water Source.

The total waste reaching the integrated waste management facility from Hazardous waste facility accounting to 12 cum/day will be collected and recycled and phase wise treatment is as follows.

Phase-I		
Secured Landfill	:	150000TPA
Treatment/ Stabilization	:	90000 TPA
Bio Medical Waste	:	30000 BEDS
E- Waste	:	30000 TPA
Phase-II		
Spent Solvent Recycling	:	10000 KL
Incineration	:	20000 TPA
Used oil recycling		10000 KL
Alternate Fuel &Raw Material Facility	:	10000 TPA
Used Lead Acid Batteries	:	24000 TPA
Waste plastic recycling		10000 TPA
Waste paper recycling		10000 TPA
Phase-III		
Renewable Energy		2 MW
Waste to Energy		2 MW

Green belt development will be taken up 5m wide (3 rows of different height) along boundary and open areas/closed dump site with 33% of land area and proper treatment provided to leachate.

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

(i) *Submit the justification of the Project. Project components and capacities shall be submitted.*

(ii) *Submit the details of site selection criteria - CPCB guidelines along with the various sites examined based.*

(iii) *Site lay out plan clearly showing various units, green belt, laboratory, roads, vehicle parking, office building etc to be submitted.*

(iv) *Submit the details of the compliance with respect to the provisions of Hazardous Wastes (Management, Handling and Trans-boundary movement)) Rules, 2008 including collection and transportation. design etc.All the applicable rules shall be listed and mitigation plan to comply the applicable rules shall be submitted in detail.*

(v) *Action plan and infrastructure required to comply the PROTOCOL as prepared by CPCB for performance evaluation and monitoring of TSDF.*

(vi) *Submit the details of the waste generated, present mode of disposal as per the State PCB authorization etc.*

(vii) *Submit the MoU made between member units along with responsibilities.*

(viii) *Examine the details of monitoring of Dioxin and Furan.*

(ix) *Submit a copy of MoU for disposal of ash through the TSDF.*

(x) *Submit the details of Air Pollution Control Measures.*

(xi) *Environmental Management Plan should be accompanied with Environmental Monitoring Plan and environmental cost and benefit assessment. Regular monitoring shall be carried out for odour control.*

(xii) *Water quality around the landfill site shall be monitored regularly to examine the impact on the ground water.*

(xiii) *Submit details of a comprehensive Disaster Management Plan including emergency evacuation during natural and man-made disaster*

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

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

4.7 Finalisation of ToR for development of Integrated Common Hazardous Waste Treatment, Storage, Disposal and Recycling Facilities at Chandrapur,.Bihar by M/s Ramky Enviro Engineers Limited [F.No. 10-75/2012-IA.III]

As presented by the project proponent, the proposal involves development of Integrated Common Hazardous Waste Treatment, Storage, Disposal and Recycling Facilities at Chandrapur, Bihar. M/s Ramky Enviro Engineers Ltd, Hyderabad, India as a promoter for setting up of Integrated Common Hazardous Waste Treatment, Storage, Disposal and Recycling

Facilities with an investment of Rs.248.67 Crores. Proposed project activities consists of Collection, transportation, reception, treatment, storage, re-use, recycle, blending and disposal of industrial hazardous wastes, bio-medical waste, Spent Solvent Recycling, Used oil recycling, Alternate Fuel &Raw Material Facility, Used Lead Acid Batteries, Waste plastic & paper recycling and E-Waste generated in the state of Bihar.

The quantity of waste generated from Industrial Area. The quantities of hazardous wastes generated estimated to be about 50,000 TPA (expected to be received at the facility).

The proposed project falls in Project Activity 7 (d) - Common hazardous waste treatment, storage and disposal facilities (TSDFs). The proposed project falls in Category 'A', All Integrated facilities having incineration & landfill or Incineration alone. 52.74 acres land at Plot no: 401, Khata No: 69, Thana no: 107, Mahui Mauza, Koilwa-Babura Road near Chandrapur Village, Distt: Bhojpur, Bihar has been procured by M/s. Ramky Enviro Engineers Ltd. The total power required for the proposed project is 1500KVA will be taken from Power Development Department, Bihar. The total water required is 25 KLD will be met through Ground Water Source.

The total waste reaching the integrated waste management facility from Hazardous waste facility accounting to 12 cum/day will be collected and recycled and phase wise treatment is as follows.

Phase-I		
Secured Landfill	:	25000TPA
Treatment/ Stabilization		15000 TPA
Bio Medical Waste	:	30000 BEDS
E- Waste	:	30000 TPA
Phase-II		
Spent Solvent Recycling	:	10000 KL
Incineration		20000 TPA
Used oil recycling		10000 KL
Alternate Fuel &Raw Material Facility	:	10000 TPA
Used Lead Acid Batteries	:	24000 TPA
Waste plastic recycling		10000 TPA
Waste paper recycling		10000 TPA
Phase-III		
Renewable Energy		2 MW
Waste to Energy		2 MW

Proponent has not justified selection of the site and also there is a habitation at about 200 m from the site which is not advisable for this type of Hazardous waste handling and incineration activity.

In view of the foregoing observations, the committee recommended to reject the project.

4.8 Finalisation of ToR for development of Integrated Municipal Waste Management and Handling facility at Village Patavi, Shahjadpur, District Ambala, Haryana by M/s Municipal Corporation, Ambala [F.No. 10-79/2012-IA-III]

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

4.9 Finalisation of ToR for rehabilitation and upgrading to 2 lane / 2 lane with paved shoulders of Bewttiah – Kushinagar section of NH-28B, Bihar by M/s National Highways, Bihar [F.No.10-78/2012-IA-III]

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

4.10 Finalisation of ToR for Solid Waste Management Plant at Ranchi by A2Z Waste management (Ranchi) Ltd [F.No. 10-56/2012-IA-III]

As presented by the project proponent the proposal involves setting up of Solid Waste Management Plant including the collection, transportation, storage and disposal of waste at Ranchi.. This is new project and will be built on 45 Acres. In Ranchi city waste Collection & transportation system. The existing facility is inadequate, requires improvement as per MSW (Handling & Management) Rules, 2000. The proposed facility will be at Anand Nagar, P.O. – Kamre, Near STF Camp, Jhiri, Ranchi, Jharkhand (India). Total area of the plot is 45 acres (1, 82,108.54 m^2). Project will involve the treatment facility of 500 TPD Municipal solid waste & Leachate. The project site is well connected to outer ring road (0.43km SE) and NH-75 is 1.12 km away in SSW Direction from the project site. Four transfer stations are proposed to be constructed from where solid waste of the city from different zones is collected, segregated and then transferred to Integrated Municipal Solid Waste site. Transfer stations are proposed to construct at the Madhukam, Ranchi Old Jail, Bus Station and Jagannathpur.

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

The Committee noted that a river is running close to the site. The exact distance has not been provided. Proponent shall submit the details on the exact distance between the river and the site, flood plain area etc along with

the latest google map to the Ministry. The Ministry can issue following ToRs for further study if the site is way from the flood plain area of the river.

(i) *Submit the details of site selection criteria along with various sites examined.*

(ii) *Examine and submit details of impact on water bodies/rivers/ ponds and mitigative measures during rainy season.*

(iii) *Submit a 10 km. radius map (on survey of India toposheet) showing co-ordinates of project site, national highway, state highway, district road/approach road, river, canal, natural drainage; protected areas, under Wild Life (Protection) Act, archaeological site, natural lake, flood area, human settlements (with population), industries, high tension electric line, prominent wind direction (summer and winter), effluent drain, if any and ponds etc. should be presented and impacts assessed on the same.*

(iv) *Submit a copy of the topography of the area contours, slopes indicating whether the site requires any filling, if so, the details of filling, quantity of fill material required, its source and transportation, etc.*

(v) *Submit a copy of the land use certificate from the competent authority.*

(vi) *Submit a copy of the status of ambient air quality and surface and ground water quality, soil type, cropping pattern, land use pattern, population, socio-economic status, anticipated air and water pollution.*

(vii) *Submit a copy of the layout plan of project site showing solid waste storage, green belt all roads, prominent wind direction, processing plant & buildings etc. should be provided.*

(viii) *Submit the criteria for assessing waste generation.*

(ix) *Examine and submit details of alternative technologies viz. RDF shall also be evolved.*

(x) *Examine and submit details of storm water/ leachate collection from the composted area.*

(xi) *Examine and submit details of monitoring of water quality around the landfill site. Water analysis shall also include for nitrate and phosphate.*

(xii) *Examine and submit details of the odour control measures.*

(xiii) *Examine and submit the details of impact on the drainage and nearby habitats/ settlements (surroundings).*

(xiv) *Examine and submit the details of surface hydrology and water regime and impact on the same.*

(xv) *Examine and submit the details of one complete season AAQ data (except monsoon) with the dates of monitoring, impact of the project on the AAQ of the area (including H2S, CH4).*

(xvi) *Submit a copy of detailed plan of waste management.*

(xvii) *Submit the details of sanitary land fill site impermeability and whether it would be lined, if so details thereof.*

(xviii) *Examine and submit the details of impact on environmental sensitive areas.*

(xix) *Submit the details of green belt and buffer between the proposed university and the site. Submit the details of the road network likely impacts due to transportation. Submit the details of the MSW Rules compliance.*

(xx) *Submit Environmental Management Plan and Environmental Monitoring Plan with costs and parameters.*

(xxi) *Airport is about 12.5 km from the site, NOC from the Airport Authority shall be obtained.*

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

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

2nd Day: 9th November, 2012:

3. Consideration of old Proposals:

3.2 Environmental Clearance for Medical College at Dudh Line, Port Blair by M/s. Directorate of Health Services, A& N Administration [F.No:21-26/2011-IA.III]

In compliance of the Hon'ble High Court Order as well as in accordance with the decision taken in the IDA meeting held under the Chairmanship of Hon'ble Prime Minister, the Andaman & Nicobar Administration decided to "Construct a Medical College at Dudh Line, Port Blair". Setting up of Medical College was also felt necessary to alleviate the problems faced by the Islanders due to shortage of health facilities including shortage of Specialist as well as Super Specialists in the lone referral hospital, viz, GB Pant Hospital.

The DPR prepared by HSCC(I) envisages setting up of Medical College in Public Private Partnership (PPP) mode on the 43.31 hects. hilly land at Dudh line, which is at a considerable height above the sea level. Though a permanent road running along the sea coast separates the land from sea, the DPR has proposed construction of College campus including all facilities, leaving 500 mtrs. setback from the HTL, without involving earth cutting as the layout of both building and road have been designed in such a way so as to use the natural contour.

The proposal involves construction of medical college on a total plot area of 4,19,737.30 Sq.m. while total plot area after sea setback will be 2,58,141.57 sq.m. Total built up area is 65,260.88 Sq.m. The proposed project will consist of medical college, staff residential facilities (174 Units), hostel facilities (15 blocks.), lecture Hall (seating capacity – 726 nos.), sports complex, etc. As per local laws building heights will be limited to Ground+2 floor structure. 9 m belt from boundary will be provided for development of green belt.

The peak water demand during the construction phase will be 13 KLD which will be met from the corporation supply. The daily water demand during post construction phase will be 413 KLD (281KLD fresh water demand, which will be met from the municipal water supply and 132 KLD recycled water for flushing and make up water for cooling towers purposes; 119 KLD for landscaping will be met from recycled water from STP. The project also includes construction of rain water harvesting structure which would partly meet the water requirements.

The sewage generated to the tune of 290 KLD will be treated in a STP based on Moving Bed Bio Reactor (MBBR) technology of capacity 350 KLD. Treated domestic waste water will be reused for flushing and gardening.

During construction phase, about 27 kg/day biodegradable waste will be generated which will be sent to Port Blair Municipal solid waste authority. During the operational phase, the solid waste produced will be to the tune of 1094 Kg/day. About 714 Kg/day of biodegradable waste and 380 Kg/day of non-biodegradable waste will be generated. Proper segregation and disposal methods will be used for handling the waste generated. Biodegradable waste will be treated by organic converter and the non-biodegradable waste will be

sent to Port Blair Municipal Corporation. The other domestic waste such as recyclable waste and plastic waste will be treated on the strategy of reduce, reuse and recycle; the recyclable waste components will be sold to vendors. Biomedical waste generated will be sent to incinerator installed at G. B. Pant Hospital.

The estimated total load of the complex is 3500 kVA. Two Nos of substation (11 KV/433V) is proposed for main power receiving station and first substation at proposed medical college block and residential block. D.G. sets will be used in emergency. Electrical supply will be supplemented by photo voltaic cell. Solar energy will be used for water heating and wind energy/solar energy will be used for generation of electricity.

Total ECU provided is 1300 Nos, the parking area will be well designed to accommodate the peak inflow at any point of time.

(i) *Map of 1:4000 map is required from authenticated agency superimposing the layout map of the project on the map*
(ii) *No construction should be done in the CRZ clearance*
(iii) *No road should be construction in CRZ area*
(iv) *The layout plan should be revised showing the HTL/LTL and no construction in CRZ area*
(v) *Internal traffic plan should be submitted*
(vi) *Green belt of minimum 15m width should be provided throughout the boundary of the proposed project site.*
(vii) *Internal road should be 9m throughout*
(viii) *Parking plan should be submitted*
(ix) *Biomedical waste management plan and solid waste management plan should be submitted*
(x) *Location of the STP along with pumping details should be submitted, if STP is planned uphill.*
(xi) *Energy conservation plan along with details of*
(xii) *Two options suggested by the committee regarding CRZ and EIA clearance*

It has been proposed by the proponent to start construction of college campus leaving 500 mtrs. setback from the HTL, without involving earth cutting as the layout of both building and road have been designed in such a way so as to use the natural contour. However it has been observed by the committee that a road is proposed to be constructed in the CRZ area from the existing road (which is running along the coast) to the college campus. It is also proposed to construct a boundary wall in the CRZ area. However the proponent has not applied for CRZ clearance. Besides that a suo-moto case has been filed by the local residents against the construction of the medical college at the proposed site.

The committee is of the opinion that either the proponent should apply for both EIA as well as CRZ clearance, to carry out the permissible activities in the CRZ area or avoid any of the construction activity in the CRZ area and only apply for the EIA clearance.

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

3.3 Environmental Clearance for proposed Sector specific SEZ with CETP- Treated effluent marine outfall at Chittivalasa, Boyapalem & Naravu Village, Ranasthalam Mandal, Srikakulam District, Andhra Pradesh by M/s Vivimed Labs Limited, SEZ. [F.No.21-14/2011-IA.III]

The project involves development of Sector specific SEZ with CETP- CRZ clearance for Treated Effluent disposal to marine outfall project at Chittivalasa, Boyapalem & Naravu Village, Ranasthalam Mandal, Srikakulam distt. Andhra Pradesh. Total area is 289 acres. The overall activity includes manufacturing of Sector Specific SEZ comprising of Synthetic Organic Chemicals manufacturing units (Cosmetics, Bulk Drugs, Dyes and intermediates and Commercial R&D (Pilot and Lab scale) with CETP and Common Solvent Recovery Unit. Coal is proposed to be used in the proposed boilers of 2 Nos. of 25 TPH and 2 Nos. of 50 TPH. The Coal consumption will be about 450 TPD. Diesel will be used in the proposed 5 Nos. of 1000 KVA D.G.Set, which will be about 1000 Ltrs/hr at full operation load. The total power requirement of the plant is 4000 KVA. DG set are used only as standby during power failures. The above requirements are for the SEZ with one industry owned by proponent.

The total estimated water requirement will be 3850 KLD and 2350 KLD will be met from the Ground Water & 1500 KLD from treated water. The sources of effluent from the individual plots will be collected separately by laying 4 nos. of pipelines to CETP. Segregation in different streams like HTDS/HCOD (Mainly from Process), HTDS (Mainly from Boiler blow down, Cooling tower bleed, DM Water & Scrubbers), LTDS / LCOD (from other sections like Washing, R&D, Q.C etc.,) and Domestic wastewater will be collected after approval of inlet CETP parameters from SEZ Environment Division. All types of trade effluent storage and primary treatment tanks will be allowed to store in 1m above ground effluent tanks. Effluent treatment tanks will be construct minimum 1 m above ground tanks in the CETP. Minimum 2 day storage tank will be constructed for storing individual effluent streams. Stripped solvents from steam stripper will be collected and sent to APPCB authorized agencies for reuse as alternate fuel. Concentrate from MEE system will be sent to ATFD and the salts will be collected and sent to CWMP – TSDF, Parwada along with the ETP sludge for safe disposal.

As this is a Sector Specific SEZ (Synthetic Organic Chemicals, Bulk Drugs, Intermediates, Cosmetics, Dyes and Dye Intermediates) the solid waste generated from the individual member industries will be segregated and stored on the raised covered platform before sending it to APPCB authorization parties directly on obtaining authorization from APPCB. Solid waste generated at the project site will be segregated into Organic and Inorganic. The Organic Solid waste will be disposed off to Cement, Steel or Power units as per the guidelines of the CPCB where the waste will be used as alternate fuel. The Inorganic Solid waste from the individual industries and from the common liquid waste treatment facility will be collected and disposed off to the nearest TSDF presently located at Parwada belonging to JN Pharma City. For Gaseous emissions, the individual industries will provide Scrubbers based on the characteristics of gases. Boiler emissions will be controlled by providing Bag filters to reduce the particulate emissions.

Common Effluent Treatment Facility- 3000 KLD capacity is proposed. The common facilities include parking- 7 acres, storm water drains/ rain water harvesting pits -11 acres, green belt 20 m width all around the boundary- amounting about 33% of total area of SEZ land, Common Sewage Treatment Facility (Maximum 1 KLD per acre), Solvent recovery facility, Electricity for Common facilities with standby power, Auditorium for Training / conferences, Common Internal Roads, Primary Health Care Centre with Ambulance Facility, Communication systems like Phone, Internet etc., Construction of Boundary wall, Security system at the Entrance of the SEZ and. Cost of the project is Rs 412 crores. The effluent amounting to 1100 KLD including High TDS effluent of about 280 KLD is proposed to be disposed into the Sea. The discharge will have TDS of 12000 mg/l. The out fall pipeline will be laid along the creek boundary of the Kandivalsa river. The length of the pipeline is 9.793 km. The Outfall location is 1.5 Km from the Land Fall Point. The outfall will have a multiple port diffuser arrangement system consisting of 6 x 100 mm dia. Ports giving rise to the dilution of 1000 times. NIO has demarcated the HTL/LTL. The proposal was examined by the EAC in its meeting held on 11th - 12th May, 2011 and finalized ToR including conduct of Public hearing. Public Hearing conducted on 14.03.2012 at the site.

Initially the committee suggested the proponent to revise the project with zero discharge concept in view of the existing marine outfalls near the site. Later the committee examined the explanation submitted by the proponent along with the proposal that process water shall not be discharged in to Sea and only HTDS effluent (utilizes blow downs & RO rejects) of about 830 KLD into sea through marine discharge and granted ToR.

During the discussion, the following points emerged:

(i) *Developer is controlling the collection and treatment of the effluent, as committed the responsibility of disposal of the effluent, is with the developer*

(ii) *Provide details regarding collection, treatment and disposal of the effluents (process effluent and utility effluent) separately along with online monitoring mechanism and explaining how process water is not mixing in to the outfall pipeline by providing engineering inputs. Also provide details regarding the legal provisions in form of suitable clauses in the agreement between developer and the industry.*

(iii) *Ensure 1m/s flow in the effluent pipeline*

(iv) *Explore the possibility of providing RO facility for the utility effluent with technical details*

(v) *Process water should not go into outfall*

(vi) *Submit recommendation of SCZMA.*

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

3.4 Environmental Clearance for proposed city centre village Asung thana 126, Thana Saraikala, District in colony/district/mohalla/bazar /road/Kendra road, city M/s Forum Infrastructure Limited. [21-42/2012-IA-III]

Proposed project is a development of a CITY CENTRE at Adityapur over a vacant land having total land area of 87, 849 sq.m (21.7 acres) in Adityapur Industrial Estate (Phase - VII). The land is given by Adityapur Industrial Area Development Authority (AIADA). Proposed city centre will be developed in phases. At present, out of 21.7 acres of land area, 9.5 acres, i.e.38,464.83 sq.m will be developed as Phase - I. Rest area will be developed in future. Phase -1 comprises of two Office Tower, one Hotel Tower, One Hospital Tower, One Specialty Ward Tower and One Retail Tower & multiplex and services. Total built up area of Phase - I development will be 112004.92 sq.m Project site is abutted by Adityapur - Kandra Road (Tata - Kandra Road), which is a 64.0 M (240 ft) wide road. Height of the proposed buildings is 34.50 M (Max) from E.G.L. The above proposal was considered in the 114th EAC Meeting held on July 9th -10th, 2012 and was deferred.

During the discussion, the following points emerged:

i. *Road width should be 9 meters throughout and the Hospital entry and exit gates should be 18 meter wide*

ii. *Emergency entry and exit points should be separate and no parking should be provided near entry exit points.*

iii. *The Bio-Medical waste should be handled as per the Bio Medical waste (Management & Handing) Rules, 1998 Motor Vehicle Act.*

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

3.5 Amendment in the clearance granted for Mangalore SEZ [F.No.21-387/2008-IA.III]

Ministry has issued an Environmental Clearance for setting up of Phase-I of Special Economic Zone vide EC No. 21-383/2007-IA-III dated 3rd April 2008. The EC envisages development of a dedicated 70/100 meter wide pipeline-cum-road (Total aprox 15km) Corridor for movement of Cargo, Crude and products between MSEZL & New Mangalore Port to provide port connectivity to the units. Since the MSEZ Pipeline-cum-road Corridor development was having interface with CRZ, the proposal of Corridor was recommended by Forest, Ecology and Environment Department, Government of Karnataka vide letter dated 22.01.2008 under the provisions of Coastal Regulation Zone Notification.

The corridor development is being undertaken by MSEZL in separate stretches in the recent months. In one of the stretches, referred to as Reach II, during the execution of Corridor works parallel to Gurupur river by Mangalore SEZ Ltd, based on certain complaints, the Regional Office of the MoEF have monitored the project on 10th May 2012. The monitoring report states that road widening works are under progress in various reaches of Corridor and preliminary ground strengthening /road widening works are being taken up by the project authorities along the Gurupur river in Corridor Reach II. The report further states that Ministry in the clearance issued has not given any specific reference on the issue of widening the existing road along the riverward of the Gurupur river and SEZ authorities do not have any specific permission from the Ministry.

The Project Proponent vide letter dated 10th July 2012 have submitted following clarifications in this regard

(i) The length of said Corridor between NMPT and MSEZ is approximately 11.45kms which has been divided into four reaches.

(ii) In Reach –II, given the narrow width between the existing KISCO facility on the western side of the Corridor and Gurupur River on the eastern side of the corridor and presence of live Petro Chemical Pipelines already installed on either side of KISCO boundary wall, the corridor configuration in this stretch has been made vertical to economise on the space requirement and fit it into the available space, within the area already designated for the MSEZ Corridor.

(iii) While MSEZ is developing the corridor on the landward side of the existing public road, due to presence of the existing live hydro carbon pipelines and in order to avoid any safety hazard, the existing public road is getting widened towards the river side to ensure smooth flow of existing Traffic which connects National Highway to Jokatte village which is the primary route for transportation of LPG trucks to Total GAZ. It was explained that while developing the MSEZ Pipeline corridor on the landward side of this public road, the road is getting narrowed down which necessitated the widening of the Public road towards the riverward side. The project proponent has informed that the development of Public road is in compliance to Specific condition No.iv of the Environment Clearance already issued to Mangalore SEZ.

(iv) For development of Reach II corridor of approx 1.7kms length running parallel to Gurupur River outside KISCO boundary, MSEZ has obtained approval from Water Resources Department, Government of Karnataka vide GOK Order dated 13.01.2012 for strengthening of river banks to facilitate widening of the existing Public road.

(v) Comprehensive study conducted by NITK, Suratkal suggests that the temporary earth filing done for approaches for construction activities does not cause any additional effect on the flood flow in the river and will not create any flooding of the adjacent areas.

Principal Secretary, Forest, Ecology & Environment Department, Government of Karnataka vide letter dated 13.09.2012 stated that the alignment of the corridor on the landward side necessitated widening of the existing road towards riverside so as to facilitate easy flow of the traffic, the requirement of which was not explicitly mentioned and hence the Environmental Clearance did not specify the same.

During the discussion following points emerged:

(i) The committee noted that the widening is up to bank of the river

(ii) Submit Latest Google to show the existing feature

(iii) Submit the likely impact due to the proposed widening

(iv) Recommendation of SCZMA.

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

4. Consideration of New Proposals:

4.11 Environmental Clearance for construction of 436 residential Quarters and 07 Nos.120 Men Barracks at 34th BN ITBP Camp Halduchaur, P.O. Lalkuan, Dist Nanital by M/s Commandent, 34th BN ITB Police Halducheur, P,O – Lalkuan Distt, Nainital. [F.No.21-31/2012–IA-III]

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

4.12 Environmental Clearance for construction of Married Accommodation for Army at Ranikhet, Distict Almora by M/s Married Accommodation Project, Army Station HQ Ranikhet District Almora. [F. No 21-64/2012-IA. III]

As presented by the project proponent, the proposal involves construction of Married Accommodation for Army at Ranikhet, Distict Almora . With the aim to offset the serious shortage of married accommodation in the armed forces, a country wide project for construction of married accommodation for all pers of the armed forces was decided by the Government of India and announced by the Honble' PM on Independence Day 15 Aug 2001. Construction work was envisaged to be undertaken through a specially constituted Director General Married Accommodation Project (DG MAP) vide GOI, MoD letter No 2(1)/2001/D(Works-I) dated 31 May 2002.

As a large number of DUs were to be constructed in a time bound manner at locations spread over the entire country, it became imperative that a decentralised system of decision making, according financial sanctions and enabling construction procedures be evolved. Accordingly MAP Works Procedure-2003 was sanctioned vide Govt of India, Min of Def letter No 20203/MAP/Wks Proc/D (works) dt 13 Nov 2003.

In Phase-II - 66,727 DUs sanctioned at 99 Stns including at Ranikhet. Accordingly after protracted correspondence, construction of married accommodation for 20 Offrs, 52 JCOs and 706 ORs was sanctioned vide QMG Br, IHQ of MoD(Army) 35238/MAP/PH-II/Plg(Wks & Bud) dt 11 May 2007.
Based on the sanction of the above No of DUs, the station carried out the undermentioned distribution between various pockets so as to result in equal sat level at all four locs viz Ranikhet, Dulikhet, Gingarikhal and Chaubattia.

a) Ranikhet - 08 Offrs, 12 JCOs and 120 ORs
b) Dulikhet - 04 Offrs, 06 JCOs and 138 ORs
c) Gingharikhal - 00 offrs, 12 JCOs and 172 ORs

d) Chaubattia - 08 Offrs, 18 JCOs and 228 ORs
e) Chaubattia (WEU) - 00 Offrs, 04 JCOs and 48 ORs

During the discussion following points emerged:

(i) *Performance details of the existing STP in the surrounding area at high altitude should be provided*
(ii) *Google map and Contour map showing the cut fill details*
(iii) *Provide Layout map showing buildings, STP and road details*
(iv) *Details regarding water conservation measures like water saving fixtures*
(v) *Quantities and details for construction waste produced during the construction and mechanism for disposal*
(vi) *Provide Solid Waste Management Plan for operation phase of the buildings*

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

4.13 Finalisation of ToR for Proposed development of Industrial area Phase II Gownbidanur Chikbaliapra District Bengaluru, Karnataka. M/s Karnataka Industrial Areas Development Board [F. No 21-65/2012-IA. III]

As presented by the proponent, the Project envisaged is an Industrial theme park with a vision of providing "Hassle free production environment" for the manufacturing of IT/BT Precision & Electronic Industries, Garment Industries, Rubber, Foundry, Granite & Others and General Industries. The proposed Phase - II Industrial Development Area (IDA) is about 200.40 Ha (495 acres) the GPS Co- ordinates of the proposed project furnished in Form - 1 and submitted along with Pre - Feasibility Report to MoEF for obtaining TOR for the preparation of EIA report.

As per MoEF Notification S.O. 1533, Dt 14.09.2006, concluded that the project activity is coming under schedule of 7 (c) Industrial estates/ parks/ complexes/ areas, export processing Zones (EPZs), Special Economic Zones (SEZs), Biotech Parks, Leather Complexes. The Category with threshold limit of the proposed project is coming under Category - A & General conditions (iv) shall apply due to the proposed industrial development area (IDA) falling adjacent to the Andhra Pradesh State Border (Interstate boundaries Karnataka and Andhra Pradesh).

The proposed Phase - II Industrial Development Area (IDA) at this juncture will be welcomed by all the parties concerned, viz. IT/BT Precision & Electronic Industries, Garment Industries, Rubber, Foundry, Granite & Others and General Industries. Keeping the Environmental Management as the focal

issue right from the Industrial Development Area (IDA) Layout stage will definitely herald a new era in the sustainable industrial growth in harmony with the environment. The Proposed Phase - II Industrial Development Area (IDA) has a potential to prove that the Industrial development and environment protection can go hand in hand in contrast to the general feeling that the industrialization leads to pollution.

The area earmarked for the development of the proposed Phase - II Industrial Development Area (IDA) exhibits degraded shrub in most of the areas and some of the area is also covered by agricultural Land. Production blocks of Industrial, Admin buildings & Auxiliary Units, Amenities, Utility, Parks, Parking & Roads and green belt (Inside & peripheral) will be developed as per the Statutory Norms and Guidelines.Tentative water demand for the proposed project is 5 MLD and groundwater is the prime source. Tentative power requirement for the proposed project is 3MW with a backup power of 2500 KVA & Sourced from Karnataka Power Transmission Corporation Limited (KPTCL).

AND

4.14 Finalisation of ToR for Proposed development of Industrial area Phase I Gownbidanur Chikbaliapra District Bengaluru, Karnataka. by M/s Karnataka Industrial Areas Development Board [F. No 21-66/2012-IA. III]

The Project envisaged is an Industrial theme park with a vision of providing "Hassle free production environment" for the manufacturing of IT/BT Precision & Electronic Industries, Garment Industries, Rubber, Foundry, Granite & Others and General Industries. The proposed Phase - II Industrial Development Area (IDA) is about 200.40 Ha (495 acres) the GPS Co- ordinates of the proposed project furnished in Form - 1 and submitted along with Pre - Feasibility Report to MoEF for obtaining TOR for the preparation of EIA report.

As per MoEF Notification S.O. 1533, Dt 14.09.2006, concluded that the project activity is coming under schedule of 7 (c) Industrial estates/ parks/ complexes/ areas, export processing Zones (EPZs), Special Economic Zones (SEZs), Biotech Parks, Leather Complexes. The Category with threshold limit of the proposed project is coming under Category - A & General conditions (iv) shall apply due to the proposed industrial development area (IDA) falling adjacent to the Andhra Pradesh State Border (Interstate boundaries Karnataka and Andhra Pradesh).

The proposed Phase - II Industrial Development Area (IDA) at this juncture will be welcomed by all the parties concerned, viz. IT/BT Precision & Electronic Industries, Garment Industries, Rubber, Foundry, Granite & Others and General Industries. Keeping the Environmental Management as the focal issue right from the Industrial Development Area (IDA) Layout stage will

definitely herald a new era in the sustainable industrial growth in harmony with the environment. The Proposed Phase - II Industrial Development Area (IDA) has a potential to prove that the Industrial development and environment protection can go hand in hand in contrast to the general feeling that the industrialization leads to pollution.

The area earmarked for the development of the proposed Phase - II Industrial Development Area (IDA) exhibits degraded shrub in most of the areas and some of the area is also covered by agricultural Land. Production blocks of Industrial, Admin buildings & Auxiliary Units, Amenities, Utility, Parks, Parking & Roads and green belt (Inside & peripheral) will be developed as per the Statutory Norms and Guidelines. Tentative water demand for the proposed project is 5 MLD and groundwater is the prime source. Tentative power requirement for the proposed project is 3MW with a backup power of 2500 KVA & Sourced from Karnataka Power Transmission Corporation Limited (KPTCL).

During the discussion following points emerged:

The committee has recommended to combine Phase – I and Phase – II of the project. It has been advised to submit the revised form – I for the combined Phase – I and Phase – II project with the following ToR:

(i) *Justification for the selection of site with the details of alternative sites evaluated.*

(ii) *Examine in detail the proposed site with reference to impact on infrastructure covering water supply, storm water drainage, sewerage, power, etc., and the disposal of treated/raw wastes from the industrial estate on land/water body and into sewerage system.*

(iii) *Study the socio-economic situation of the project area and its surroundings and their impact on the project design and operation.*

(iv) *Study the existing flora and fauna of the area and the impact of the project on them.*

(v) *Study the hydrological and geo-hydrological conditions of the project area. Include a contour plan indicating slopes and showing drainage pattern and outfall.*

(vi) *Examine and submit details about the resettlement and rehabilitation of project-affected persons in the nearby villages, in accordance with the National Resettlement and Rehabilitation policy.*

(vii) *Storm water drainage and outfall may be described.*

(viii) *Ensure that the land is not in the flood plain of the river*

(ix) *Rain water harvesting proposals should be made with due safeguards for ground water quality. Maximise recycling of water and utilisation of rain water.*

(x) *Examine soil characteristics, topography, rainfall pattern and soil erosion.*

(xi) *Application of renewable energy/alternate energy, such as solar energy, wind energy may be described.*

(xii) *Management of wastes discharged by the industrial units and the service facilities, especially the CETP may be described.*

(xiii) *Identification of recyclable wastes and waste utilisation arrangements may be made.*

(xiv) *Explore possibility of generating biogas from decomposable wastes.*

(xv) *Arrangements for hazardous waste management if any may be described.*

(xvi) *Traffic management plan including parking and loading/ unloading areas may be described. Traffic survey should be carried out on week days and week end.*

(xvii) *Examine and submit details of Air quality monitoring as per latest National Ambient Air Quality standards as notified by the Ministry on 16th November, 2009.*

(xviii) *Odour mitigation plan may be described. Also make provision of green belt as a measure for mitigation of dust and noise and buffer between habitation and industry.*

(xix) *EMP should include technical and institutional aspects for pre-treatment by constituent units.*

(xx) *Use of local building materials should be described. The provisions of fly ash notification should be kept in view.*

(xxi) *Landscape plan, green belts and open spaces may be described. Examine and submit the details of the Green Belt.*

(xxii) *Environmental Management Plan should be accompanied with Environmental Monitoring Plan and environmental cost and benefit assessment.*

(xxiii) *Examine separately the details for construction and operation phases both for Environmental Management Plan and Environmental Monitoring Plan.*

(xxiv) *Provide for conservation of resources, energy efficiency and use of renewable sources of energy in the light of ECBC code.*

(xxv) *The facilities to be provided in the industrial estate should be detailed out.*

(xxvi) *Make assessment of any regulatory measure in view of the environmental and social impacts of the project (such as unauthorised development around the estate).*

(xxvii) *Submit the details of CSR activities.*

(xxviii) *Ensure that the land is not in the flood plain of the riv*

(xxix) *Obtain and submit approval of central ground water board for withdrawal of ground water*

(xxx) *Obtain and submit approval from electricity board for the supply*

(xxxi) *Physical features within and surrounding the site*

(xxxii) *Breakup of the landuse and provision of green buffer to the extent of 30% also provide details for road,*

(xxxiii) *Details of the existing road and the proposed road*

(xxxiv) Google map and the sight photographs would be provided
(xxxv) Model MoU between member industries and the developer
(xxxvi) Details regarding Industrial Development Area (IDA) and CETP
(xxxvii) Area breakup for each industrial plot should be provided in the MoU including green area (15%).
(xxxviii) Green belt of 30 meters should be provided all along the boundary of the site.
(xxxix) Parking/schools/gardens etc
(xl) Other details as indicated in Appendix III of EIA Notification 2006 should also be attended.

4.15 Finalisation of TOR for proposed development of Vasanthanara – Sapura 2nd Stage & 3rd Stage Industrial Areas Tumkur distt. Karnataka. by M/s Karnataka Industrial Areas Development Board [F. No 21-67/2012-IA. III]

The Project envisaged is an Industrial theme park with a vision of providing "Hassle free production environment" for the manufacturing of IT/BT Precision & Electronic Industries, Garments and Food Processing/Chemical industries, Rubber, Plastic, Foundry & Others/General industries. The Proposed 2nd Stage & 3rd Stage Vasanthanarasapura Industrial Development Area (IDA) is about 1167.62 ha (2884.15 acres the GPS Co- ordinates of the Proposed Project furnished in Form - 1 and submitted along with Pre - Feasibility Report to MoEF for obtaining TOR for the preparation of EIA report.

The project activity is coming under schedule of 7 (c) Industrial estates/ parks/ complexes/ areas, export processing Zones (EPZs), Special Economic Zones (SEZs), Biotech Parks, Leather Complexes. The Category with threshold limit of the Proposed project is coming under Category - A with Area is > 500 ha (with area greater than 500 ha). If at least one industry in the Proposed industrial estate falls under the Category - A, entire industrial area shall be treated as Category A, irrespective of the area.

The Proposed 2nd Stage & 3rd Stage Vasanthanarasapura Industrial Development Area (IDA) at this juncture will be welcomed by all the parties concerned, viz. IT/BT Precision & Electronic Industries, Garments and Food Processing/Chemicals, Rubber, Plastic, Foundry & Others/General Industries. Keeping the Environmental Management as the focal issue right from the Industrial Development Area (IDA) Layout stage will definitely herald a new era in the sustainable industrial growth in harmony with the environment. The Proposed 2nd Stage & 3rd Stage Vasanthanarasapura Industrial Development Area (IDA) has a potential to prove that the Industrial development and environment protection can go hand in hand in contrast to the general feeling that the industrialization leads to pollution.

The area earmarked for the development of the Proposed 2nd Stage & 3rd Stage Vasanthanarasapura Industrial Development Area (IDA) exhibits plain terrain with Local undulations. There are small mounts which exhibits as structural hills. Production blocks of Industrial, Admin buildings & Auxiliary Units, Amenities, Utility, Parks, Parking & Roads and green belt (Inside & peripheral) will be developed as per the Statutory Norms and Guidelines. Tentative water demand for the proposed project is 5 MLD and the prime source of water is Hemavathi Canal. Tentative power requirement for the proposed project is 3MW with a backup power of 2500 KVA & Sourced from Karnataka Power Transmission Corporation Limited (KPTCL).

During the discussion following points emerged:

In the 116th EAC meeting the proposal for setting up of industrial area at Vasanthanarasapura on 316.55 ha land was considered. It was decided in the meeting that since no category 'A' industry is involved when the case was presented before the EAC and also that the total area of the project is less than 500 Ha, the proponent has to apply at the state level and take clearance from the SEIAA. It was suggested to the proponent that, in case, category 'A' industries apply for a plot within the proposed SEZ in future, the proponent shall have to apply to MoEF for the amendment in EC accorded by SEIAA.

However the present proposal for 2nd Stage & 3rd Stage Vasanthanarasapura Industrial Development Area (IDA) is adjacent to the above mentioned project.

It was observed by the committee that, since all the 3 stages of the project are adjacent to each other, ToR has to be provided for the combined' Industrial Area', and EC will be provided for combined area. It was suggested by the committee to submit the revised form – I for the combined area i.e. for stage 1, 2 and 3 together with the following TOR:

(i) *Justification for the selection of site with the details of alternative sites evaluated.*

(ii) *Examine in detail the proposed site with reference to impact on infrastructure covering water supply, storm water drainage, sewerage, power, etc., and the disposal of treated/raw wastes from the industrial estate on land/water body and into sewerage system.*

(iii) *Study the socio-economic situation of the project area and its surroundings and their impact on the project design and operation.*

(iv) *Study the existing flora and fauna of the area and the impact of the project on them.*

(v) *Study the hydrological and geo-hydrological conditions of the project area. Include a contour plan indicating slopes and showing drainage pattern and outfall.*

(vi) *Examine and submit details about the resettlement and rehabilitation of project-affected persons in the nearby villages, in accordance with the National Resettlement and Rehabilitation policy.*

(vii) *Storm water drainage and outfall may be described.*

(viii) *Ensure that the land is not in the flood plain of the river*

(ix) *Rain water harvesting proposals should be made with due safeguards for ground water quality. Maximise recycling of water and utilisation of rain water.*

(x) *Examine soil characteristics, topography, rainfall pattern and soil erosion.*

(xi) *Application of renewable energy/alternate energy, such as solar energy, wind energy may be described.*

(xii) *Management of wastes discharged by the industrial units and the service facilities, especially the CETP may be described.*

(xiii) *Identification of recyclable wastes and waste utilisation arrangements may be made.*

(xiv) *Explore possibility of generating biogas from decomposable wastes.*

(xv) *Arrangements for hazardous waste management if any may be described.*

(xvi) *Traffic management plan including parking and loading/ unloading areas may be described. Traffic survey should be carried out on week days and week end.*

(xvii) *Examine and submit details of Air quality monitoring as per latest National Ambient Air Quality standards as notified by the Ministry on 16th November, 2009.*

(xviii) *Odour mitigation plan may be described. Also make provision of green belt as a measure for mitigation of dust and noise and buffer between habitation and industry.*

(xix) *EMP should include technical and institutional aspects for pre-treatment by constituent units.*

(xx) *Use of local building materials should be described. The provisions of fly ash notification should be kept in view.*

(xxi) *Landscape plan, green belts and open spaces may be described. Examine and submit the details of the Green Belt.*

(xxii) *Environmental Management Plan should be accompanied with Environmental Monitoring Plan and environmental cost and benefit assessment.*

(xxiii) *Examine separately the details for construction and operation phases both for Environmental Management Plan and Environmental Monitoring Plan.*

(xxiv) *Provide for conservation of resources, energy efficiency and use of renewable sources of energy in the light of ECBC code.*

(xxv) *The facilities to be provided in the industrial estate should be detailed out.*

(xxvi) Make assessment of any regulatory measure in view of the environmental and social impacts of the project (such as unauthorised development around the estate).

(xxvii) Submit the details of CSR activities.

(xxviii) Ensure that the land is not in the flood plain of the riv

(xxix) Obtain and submit approval of central ground water board for withdrawal of ground water

(xxx) Obtain and submit approval from electricity board for the supply

(xxxi) Physical features within and surrounding the site

(xxxii) Breakup of the landuse and provision of green buffer to the extent of 30% also provide details for road,

(xxxiii) Details of the existing road and the proposed road

(xxxiv) Google map and the sight photographs would be provided

(xxxv) Model MoU between member industries and the developer

(xxxvi) Details regarding Industrial Development Area (IDA) and CETP

(xxxvii) Area breakup for each industrial plot should be provided in the MoU including green area (15%).

(xxxviii) Green belt of 30 meters should be provided all along the boundary of the site.

(xxxix) Parking/schools/gardens etc

(xl) Other details as indicated in Appendix III of EIA Notification 2006 should also be attended.

4.16 Finalisation of ToR for Proposed development of Harohalli Industrial Area, 3rd Phase at Kanakapura Taluk, Ramanagara distt. Karnataka by M/s Karnataka Industrial Areas Development Board [F. No 21-68/2012-IA. III]

The Project envisaged is an Industrial theme park with a vision of providing "Hassle free production environment" for the manufacturing of IT/BT Precision & Electronic Industries, Garments and Food Processing/Chemical industries, Rubber, Plastic, Foundry & Others/General industries.

The Proposed 3rd Phase Industrial Development Area (IDA) is about 553.03 ha (1366 acres). The Project activity is coming under schedule of 7 (c) Industrial estates/ parks/ complexes/ areas, export processing Zones (EPZs), Special Economic Zones (SEZs), Biotech Parks, Leather Complexes. The Category with threshold limit of the Proposed Project is coming under Category - A with Area is > 500 ha (with area greater than 500 ha). If at least one industry in the Proposed industrial estate falls under the Category - A, entire industrial area shall be treated as Category A, irrespective of the area.

The Proposed 3rd Phase Industrial Development Area (IDA) at this juncture will be welcomed by all the parties concerned, viz. IT/BT Precision & Electronic Industries, Garments and Food Processing/Chemicals, Rubber, Plastic, Foundry & Others/General Industries. Keeping the Environmental

Management as the focal issue right from the Industrial Development Area (IDA) Layout stage will definitely herald a new era in the sustainable industrial growth in harmony with the environment. The Proposed 3rd Phase Industrial Development Area (IDA) has a potential to prove that the Industrial development and environment protection can go hand in hand in contrast to the general feeling that the industrialization leads to pollution. The area earmarked for the development of the Proposed 3rd Phase Industrial Development Area (IDA) exhibits degraded shrub in most of the areas and some of the area is also covered by agricultural Land. Production blocks of Industrial, Admin buildings & Auxiliary Units, Amenities, Utility, Parks, Parking & Roads and green belt (Inside & peripheral) will be developed as per the Statutory Norms and Guidelines. Tentative water demand for the Proposed Project is 2.5 MGD (7.5 MLD) and BWSSB (Cauvery River) is the prime source. Tentative power requirement for the Proposed Project is 3MW with a backup power of 2500 KVA & sourced from Karnataka Power Transmission Corporation Limited (KPTCL).

During the discussion following points emerged:

In the 116th EAC meeting the proposal for setting up of industrial area at Harohalli was considered. It was envisaged that the proposed area shall be 371.91 Ha and the project does not involve any category 'A' industry at that point of time, however, Category A industries may come up in future. In view this, it was decided in the meeting that since no category 'A' industry is involved when the case was presented before the EAC and also that the total area of the project is less than 500 Ha, the proponent has to apply at the state level and take clearance from the SEIAA. It was suggested to the proponent that, in case, category 'A' industries apply for a plot within the proposed SEZ in future, the proponent shall have to apply to MoEF for the amendment in EC accorded by SEIAA.

However it has been informed by the proponent that the present proposal for 3rd Phase of Industrial Development Area (IDA) at Harohalli is adjacent to the above mentioned project.

It was observed by the committee that, since all the 3 phases of the project are adjacent to each other, ToR has to be provided for the combined' Industrial Area', and EC will be provided for combined area. It was suggested by the committee to submit the revised form – I for the combined area i.e. for Phase - 2 and 3 together (Phase- I being already in operation) with the following TOR:

(i) *Justification for the selection of site with the details of alternative sites evaluated.*
(ii) *Examine in detail the proposed site with reference to impact on infrastructure covering water supply, storm water drainage, sewerage,*

power, etc., and the disposal of treated/raw wastes from the industrial estate on land/water body and into sewerage system.

(iii) *Study the socio-economic situation of the project area and its surroundings and their impact on the project design and operation.*

(iv) *Study the existing flora and fauna of the area and the impact of the project on them.*

(v) *Study the hydrological and geo-hydrological conditions of the project area. Include a contour plan indicating slopes and showing drainage pattern and outfall.*

(vi) *Examine and submit details about the resettlement and rehabilitation of project-affected persons in the nearby villages, in accordance with the National Resettlement and Rehabilitation policy.*

(vii) *Storm water drainage and outfall may be described.*

(viii) *Ensure that the land is not in the flood plain of the river*

(ix) *Rain water harvesting proposals should be made with due safeguards for ground water quality. Maximise recycling of water and utilisation of rain water.*

(x) *Examine soil characteristics, topography, rainfall pattern and soil erosion.*

(xi) *Application of renewable energy/alternate energy, such as solar energy, wind energy may be described.*

(xii) *Management of wastes discharged by the industrial units and the service facilities, especially the CETP may be described.*

(xiii) *Identification of recyclable wastes and waste utilisation arrangements may be made.*

(xiv) *Explore possibility of generating biogas from decomposable wastes.*

(xv) *Arrangements for hazardous waste management if any may be described.*

(xvi) *Traffic management plan including parking and loading/ unloading areas may be described. Traffic survey should be carried out on week days and week end.*

(xvii) *Examine and submit details of Air quality monitoring as per latest National Ambient Air Quality standards as notified by the Ministry on 16th November, 2009.*

(xviii) *Odour mitigation plan may be described. Also make provision of green belt as a measure for mitigation of dust and noise and buffer between habitation and industry.*

(xix) *EMP should include technical and institutional aspects for pre-treatment by constituent units.*

(xx) *Use of local building materials should be described. The provisions of fly ash notification should be kept in view.*

(xxi) *Landscape plan, green belts and open spaces may be described. Examine and submit the details of the Green Belt.*

(xxii) *Environmental Management Plan should be accompanied with Environmental Monitoring Plan and environmental cost and benefit assessment.*

(xxiii) Examine separately the details for construction and operation phases both for Environmental Management Plan and Environmental Monitoring Plan.

(xxiv) Provide for conservation of resources, energy efficiency and use of renewable sources of energy in the light of ECBC code.

(xxv) The facilities to be provided in the industrial estate should be detailed out.

(xxvi) Make assessment of any regulatory measure in view of the environmental and social impacts of the project (such as unauthorised development around the estate).

(xxvii) Submit the details of CSR activities.

(xxviii) Ensure that the land is not in the flood plain of the riv

(xxix) Obtain and submit approval of central ground water board for withdrawal of ground water

(xxx) Obtain and submit approval from electricity board for the supply

(xxxi) Physical features within and surrounding the site

(xxxii) Breakup of the landuse and provision of green buffer to the extent of 30% also provide details for road,

(xxxiii) Details of the existing road and the proposed road

(xxxiv) Google map and the sight photographs would be provided

(xxxv) Model MoU between member industries and the developer

(xxxvi) Details regarding Industrial Development Area (IDA) and CETP

(xxxvii) Area breakup for each industrial plot should be provided in the MoU including green area (15%).

(xxxviii) Green belt of 30 meters should be provided all along the boundary of the site.

(xxxix) Parking/schools/gardens etc

(xl) Other details as indicated in Appendix III of EIA Notification 2006 should also be attended.

4.17 EC for rehabilitation & upgradation of existing Carriageway to 4-lane divided carriageway of Hospet – Chitradurga section of NH-13 in the State Karnataka by M/s NHAI [F.No. 10-43/2011-IA-III].

As presented by the project proponent, the project road starts at Hospet at km 299+000 on NH 13 (Design Chainage km 299+000) and ends at Chitradurga junction on NH-4 at km 418+600 (Design Chainage km 419+030). Total length of existing road is 119+600 km and the right of way (ROW) varies from 8 to 30 m. Design length of the road is 120+030 km and the proposed ROW is 60 m (45 m in forest areas). Design speed is 100 kmph. The project road traverses through 3 districts (Bellary, Davanagere and Chitradurga), 5 Taluks, 41 villages and 5 towns. Major settlements are already bypassed and no Bypasses are proposed as part of the project. Minor Realignments are proposed at three locations – one at Virupapura and 2 at Banavikallu for a total length of 2.45 km. Length of existing road

realigned and the length of realignments are same. The road abuts/crosses 17 streams/tanks at different locations and at km 299+000 the road abuts Thungabadra reservoir for a length of approximate 2 km. There are 2 major bridges existing along the project road, which will be widened with the same two lane structure and 1 new minor bridge is proposed. Twelve minor bridges will be widened and 21 minor bridges will be reconstructed. Total 154 culverts are there in the existing road. Out of these 63 culverts will be reconstructed, 91 will be widened and 129 new culverts are proposed. One ROB is proposed along the project stretch at km 308+750. Underpasses are proposed for six major Junctions and at-grade improvement is proposed for 1 major junction. Nine vehicular underpasses, 11 pedestrian / cattle underpasses and one foot over bridge are proposed. Bus bays are proposed at 8 locations and Truck laybys are proposed at 6 locations. Two toll plaza and One rest area are also proposed. Service roads are proposed for 34.36 km (both side together). The project requires diversion of 39.098 ha of reserve forest land. The project road is not located in whole or part within 10 km from the boundary of: (i) Protected areas notified under the wild Life (Protection) Act, 1972, (ii) Critically polluted areas as identified by the Central Pollution Control Board, (iii) Notified eco sensitive areas and (iv) Interstate boundaries and International Boundaries.

About 5412 trees are to be felled for the project road, against which about 16236 trees are proposed to be planted. Total 234.11 Ha of land is proposed to be acquired for the project. R&R cost for the project is about Rs. 118.35 Crores and utility shifting cost is Rs. 5.69 Crores. Cost of construction for the project road is Rs. 827.36 Crores. Environmental management cost during construction phase works out to Rs. 12.85 Crores and that for operation phase is Rs. 2.70 Lakhs per year for first three years and Rs 30 Lakhs from fourth year onwards.

The EAC finalized the ToRs in its meeting held on including conduct of Public Hearing. PH conducted at Donnehalli, Davanagere District on 17.07.2012, Chilakkanahatti, Bellary District on 24.07.2012 and Chikkagondanahalli, Chitradurga District on 28.07.2012.

During the discussion, the following points emerged:

(i) *The proposal indicates a*bout 39.098 ha forest land is to be acquired. *Necessary stage –I forestry clearance shall be obtained as per OM dated 31.03.2011 and submitted along with final EIA report.*

(ii) *It is indicated that 5412 nos. trees falls within proposed RoW, however, bare minimum, however bare minimum trees to be cut. Necessary*

permission from competent authority shall be obtained for tree cutting. Necessary green belt shall be provided on both side of the highway with proper central verge and cost provision should be made for regular maintenance.

(iii) Explore the possibilities of using cold mix technology wherever possible particularly near wildlife sanctuary.

(iv) Rain water harvesting including oil and grease trap shall be provided. Water harvesting structures shall be located at every 500 mts along the road. Vertical drain type rainwater harvesting structures shall be set up to minimize surface runoff losses of rainwater.

(v) R&R shall be as per the guidelines of State/Central Government.

(vi) IRC guidelines shall be followed for widening & up-gradation of road.

(vii) The responses/commitments made during public hearing shall be complied with letter and spirit.

(viii) All the recommendation of the EMP shall be complied with letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEF along with half yearly compliance report to MoEF-RO.

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

4.18 EC for rehabilitation and Up-gradation of existing 2 lane to 4 lane from Solapur (Km 255.000) to Maharashtra/Karnataka Border (Km 348.800) section of NH-9 in the state of Maharashtra [F.No.10-32/2011-IA.III]

As presented by the project proponent, the project road section of National Highway-9 starts from Solapur at Km 255.000 and ends at Km 348.800 at Maharashtra/Karnataka Border and passes through Solapur and Osmanbad Districts of Maharashtra. The Existing and proposed length is 93.800 km. The major settlement en-route are Solapur, Andur, Naldurg, Jalkot, Dalimb and Umerga. The land use pattern on either side of 10 Km of the project road is predominantly agriculture followed by built-up area. The project road does not pass through any ecological sensitive area / National Park / Sanctuaries etc. Pockets of reserved forest are located along the existing RoW between Km 285.185 to Km 287.650 and Km 299.755 to Km

300.200 and a small portion at proposed Naldurg Bypass. The project involves 3.149 ha. diversion of reserved forest land.

The proposed land acquisition for this section is 435.495 ha., which includes 357.1059 ha. of private land, 75.2401 ha. of Government land, 3.149 ha. of Reserved forest land. The existing Right of way is generally 30 m. The proposed right of way is 60 m for rural and open area and 50 m in urban built-up area, except at interchanges, toll plaza and other project facilities.

There are proposal for 2 nos. of bypasses at Naldurg and Umerga. The existing road has 5 nos. of Major bridges, 24 nos. of Minor bridges and 139 nos. of Culverts. It is proposed for improvement with widening of 3 nos. existing Major Bridges, all existing Minor Bridges and 106 nos. of culverts. Apart from these there are proposal of 2 nos. of new Major Brides, 4 nos. of new Minor Bridges and 39 nos. of new Culverts. All the new structures are proposed in the new bypasses. There are proposal of 2 nos. Vehicular Underpasses, 6 nos. Cattle/Pedestrian Underpasses and 12 nos. of Bus bays on either side of the road. The project road will have provision of 1 no. of Truck laybyes, 2 nos. of Rest areas cum Wayside amenities, Toll Plazas at 2 locations, High mast light at 3 locations, Street Light at 19 locations for 23.200 Km, Service roads of 46.060 Km. A total number of 13400 roadside trees are fall with proposed ROW. Tree loss will be minimized by restricting tree cutting within formation width. Avenue plantation will be carried out as per IRC SP: 21: 2009 on available ROW apart from statutory requirements. 1129 nos. of structures will be affected due to widening of this section. The NHAI shall compensate to the authorized owner as per NHAI Act, 1956. Approximately 410 KL/Day water will be required for the project during construction stage for entire project. To meet this requirement about 40 percent will be abstracted from Surface water source and rest from Ground water source with proper requisite permission from concerned department. No Thermal Power Plant exists within 100 km radius of the project sections, so no use of Fly Ash is proposed in the Project. The proposed safety measures are provided as per IRC: 67 and 4 laning Manuals.

The total estimated Project Civil Cost is Rs. 750.00 Crores, EMP cost is Rs. 12.80 Crores and R & R Cost is Rs. 27.03 Crores.

The EAC finalized the ToRs for the project in its meeting held on 11th -12th May, 2011 including conduct of Public Hearing. PH conducted on 24.04.2012 at Solapur District, 15.05.2012 and 16.05.2012 at Osmanabad, 05.07.2012 at Medak and 28.07.2012 at Bidar Districts. After the PH, the project was sub dived in to two parts.

During the discussion, the following points emerged:

(ix) *The proposal indicates a*bout 3.149 ha forest land is to be acquired. *Necessary stage –I forestry clearance shall be obtained as per OM dated 31.03.2011 and submitted along with final EIA report.*

(x) *It is indicated that 13400 nos. trees falls within proposed RoW, however, bare minimum, however bare minimum trees to be cut. Necessary permission from competent authority shall be obtained for tree cutting. Necessary green belt shall be provided on both side of the highway with proper central verge and cost provision should be made for regular maintenance.*

(xi) *Explore the possibilities of using cold mix technology wherever possible particularly near wildlife sanctuary.*

(xii) *Rain water harvesting including oil and grease trap shall be provided. Water harvesting structures shall be located at every 500 mts along the road. Vertical drain type rainwater harvesting structures shall be set up to minimize surface runoff losses of rainwater.*

(xiii) *R&R shall be as per the guidelines of State/Central Government.*

(xiv) *IRC guidelines shall be followed for widening & up-gradation of road.*

(xv) *The responses/commitments made during public hearing shall be complied with letter and spirit.*

(xvi) *All the recommendation of the EMP shall be complied with letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEF along with half yearly compliance report to MoEF-RO.*

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

4.19 EC for widening and Rehabilitation of existing 2-lane to 4-lane of Maharashtra/Karnataka Border to Sangareddy section of NH-9 from 348.800 to km.493.000 in the State of Karnataka and Andhra Pradesh

As presented by the project proponent, the project road section of National Highway-9 starts from Maharashtra/Karnataka Border at Km 348.800 and ends at Km 493.000 near Sangareddy and passes through Bidar district in the state of Karnataka and Medak district of Andhra Pradesh. The existing and proposed length is 144.200 km. The major settlement en-route are Tadola, Rajeshwar, Humnabad, Hudgi, Mangalgi, Mannaekheli, Murkanda and Bhangoor in Karnataka; Chirkapalli, Zaheerabad, Ranjor, Digwal, Lingampalli, Kamkol, Budhera, Sadashivpet, Nandi Kandi, Pothireddipalli and Sangareddy in Andhra Pradesh. The land use pattern on either side of 10 Km of the project road is predominantly agriculture followed by built-up area. The project road does not pass through any ecological sensitive area / National Park / Sanctuaries etc.. Pockets of Unclass forest are located along the existing RoW between Km 349.260 to Km 352.055, Km 363.893 to Km 364.493, Km 380.024 to Km 380.174, Km 389.123 to Km 389.233, Km 401.461 to Km 403.440 and Km 410.286 to Km 410.896 and pockets of reserve forest is between Km 436.360 to km 437.215. The project involves 8.434 ha. diversion of reserve/unclass forest land (Unclass forest land: 5.592 ha. and Reserve forest land: 2.842 ha.) The proposed land acquisition for this section is 614.846 ha., which includes 504.1737 ha. of private land, 102.2383 ha. of Government land, 8.434 ha. of forest land. The existing Right of way is generally 30 m. The proposed right of way is 60 m for rural and open area and 50 m in urban built-up area, except at interchanges, toll plaza and other project facilities.

There are proposal for 3 nos. of bypasses at Mannaekheli, Sadashivpet and Zaheerabad. The existing road has 3 nos. of Major bridges, 40 nos. of Minor bridges, 203 nos. of Culverts and 1 no. of Railway under Bridge (RUB). It is proposed for improvement with widening of all the existing Major Bridges, 35 nos. of existing Minor Bridges, 179 nos. of culverts and 1 no. of RUB. Apart from these there are proposal of 12 nos. of new Minor Bridges, 38 nos. of new Culverts and 1 no. of Railway over Bridge (ROB). All the new structures are proposed in the new bypasses. There are proposal of 7 nos. Vehicular Underpasses, 14 nos. Cattle/Pedestrian Underpasses and 18 nos. of Bus bays on either side of the road. The project road will have provision of 2 nos. of Truck laybyes, 3 nos. of Rest areas cum Wayside amenities, Toll Plazas at 2 locations, High mast light at 2 locations, Street Light at 29 locations for 23.045 Km, Service roads of 42.500 Km. A total number of 35100 roadside trees are fall with proposed ROW. Tree loss will be minimized by restricting tree cutting within formation width. Avenue plantation will be carried out as per IRC SP: 21: 2009 on available ROW apart from statutory requirements. 1792 nos. of structures will be affected due to widening of this section. The NHAI shall compensate to the authorized owner as per NHAI Act, 1956. Approximately 520 KL/Day water will be required for the project during construction stage for entire project. To meet this requirement about 40 percent will be abstracted from Surface water source and rest from Ground water source with proper requisite permission from concerned department. No Thermal Power Plant exists within 100 km radius of the project sections, so no use of Fly Ash is

proposed in the Project. The proposed safety measures are provided as per IRC: 67 and 4 laning Manuals.

The total estimated Project Civil Cost is Rs. 1022.93 Crores, EMP cost is Rs. 15.41 Crores and R & R Cost is Rs. 61.97 Crores.

The EAC finalized the ToRs for the project in its meeting held on 11th -12th May, 2011 including conduct of Public Hearing. PH conducted on 24.04.2012 at Solapur District, 15.05.2012 and 16.05.2012 at Osmanabad, 05.07.2012 at Medak and 28.07.2012 at Bidar Districts. After the PH, the project was sub dived in to two parts.

During the discussion, the following points emerged:

(i) *The proposal indicates a*bout 8.434 ha forest land is to be acquired. *Necessary stage –I forestry clearance shall be obtained as per OM dated 31.03.2011 and submitted along with final EIA report.*

(ii) *It is indicated that 35100 nos. trees falls within proposed RoW, however, bare minimum, however bare minimum trees to be cut. Necessary permission from competent authority shall be obtained for tree cutting. Necessary green belt shall be provided on both side of the highway with proper central verge and cost provision should be made for regular maintenance.*

(iii) *Explore the possibilities of using cold mix technology wherever possible particularly near wildlife sanctuary.*

(iv) *Rain water harvesting including oil and grease trap shall be provided. Water harvesting structures shall be located at every 500 mts along the road. Vertical drain type rainwater harvesting structures shall be set up to minimize surface runoff losses of rainwater.*

(v) *R&R shall be as per the guidelines of State/ Central Government.*

(vi) *IRC guidelines shall be followed for widening & up-gradation of road.*

(vii) *The responses/ commitments made during public hearing shall be complied with letter and spirit.*

(viii) *All the recommendation of the EMP shall be complied with letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan*

shall be submitted to MoEF along with half yearly compliance report to MoEF-RO.

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

4.20 Request for waiving the condition No.XVIII- No Blasting - Rehabilitation & strengthening to 4-laning of Jammu-Udhampur Section of NH-1A km.15.000 (Jammu Byepass) to km.67.000 (Udhampur) in the State of J&K. [F.No. 10-4/2010-IA.III]

The project road is rehabilitation & strengthening to 4-laning of Jammu-Udhampur Section of NH-1A from Km 15.000 (Jammu Bypass) to Km 67.000 (Udhampur) in the State of J&K. It is a strategic road and only way to commute Jammu to Srinagar. National Highways Authority of India was accorded environmental clearance for the proposed four laning of Jammu-Udhampur Section of NH-1 A by Ministry of Environment & Forests (MoEF) vide letter F. No. 10-4/2010-IA.III dated 31 August 2010. There is Specific Condition No. XVIII in Environmental Clearance letter that there shall be no blasting of rocks. The project road from Km 50+800 to Km 50+900, from Km 51+200 to Km 51+480 and Km 51+780 to Km 52+060 on main road, and from Km 0+300 to Km 0+400, Km 1+000 to Km 1+200 and Km 2+500 to Km 2+700 on existing Udhampur Bypass (Total length 1160 m for 6-locations) is passing through large size hard rocks/boulders, where control blasting is unavoidable. At these locations rocks comprise granite and sandstone, which are semi hard to hard in nature. Wildlife sanctuaries areas are located more than 15 km distance from the identified proposed controlled blasting locations. There is no populated area within 1 km from the proposed controlled blasting locations. Controlled blasting at identified locations will be restricted during day time only. None electric detonators and pre-splitting controlled blasting technique will be used to achieve significant reduction of ground vibrations, noise, air blast and reduction of over-break & fly-rocks. Controlled blasting will be carried out for 8 to 10 days as per requirement of construction activities. Optimal charge per delay and muffling of blasting area after the connection of blast holes by wire mesh, used tyers and sand/earth bags will be ensured for safety. Impact of blasting will be restricted to maximum 250 m from the blasting location. Mitigation and safety measures shall be strictly followed for controlled blasting as per guidelines at identified 6 locations.

During the discussion, the following points emerged:

i) *As proposed by NHAI, the blasting shall be restricted only for 8 days with restricted time from 8 am to 6 pm subject to the following condition:*

ii) *Habitation within 1 km -about 15-16 families shall be evacuated to safe location during the period of blasting and rehabilitated back to own premises. If there are any damage to their properties, NHAI shall compensate 100 % under the notice of local Authority.*

iii) *NHAI shall intimate habitation within 1 km as well local authority before carrying out the blasting.*

iv) *Blasting shall not be carried out within 10 km periphery of any protected area and within 1 km of any sensitive receptor.*

v) *All other required clearances for carrying out blasting shall be obtained from the competent Authority.*

vi) *The technique adopted for controlled blasting at identified locations is non-electric detonating technique.*

The Committee recommends the amendment to the Environmental Clearance with the above condition.

4.21 Environmental Clearance for establishment of Hazardous Waste Management Facility at Dungi, Jharkhand by M/s Adityapur Auto Cluster [F.No. 10-84/2011-IA.III]

As presented by the project proponent the proposal is for establishment of Hazardous Waste Management Facility at Dungi, Jharkhand. Adityapur Industrial Area was established in 1972 with a command area of 33,970 Acres. The total developed work area comprises of ten sectors including one large sector industrial estate and one medium sector industrial estate. Units under production are 791 out of which 11 are large scale units, 64 are of medium scale, 550 are small and 166 are tiny scale units. These units are generating a total of 17400 TPA Hazardous waste including 700 TPA of recyclable oily, 200 TPA of recyclable metallic, 3400 TPA of incinerable, 13100 TPA of land fillable waste. Presently there is no facility to treat and dispose off these wastes properly. As such these are being disposed off in unscientific manner posing environmental and health hazard. The Government of India through IIUS scheme, has proposed to set up a Hazardous Waste Management Facility for proper treatment and disposal of these wastes. Adityapur Auto Cluster, a section 25 company, has been set up by the project beneficiaries in Adityapur Industrial Area to develop the project under this scheme with active support of GoI and the state government. The site for the proposed facility has been selected at village Dugni, Tehsil Saraikella District Saraikela Kharsawan.

The facility will consist of unit for treatment & recycling of waste/ used oil, incineration of organic wastes, and secured land fill for landfillable wastes. The

waste will be collected in special containers and transported from units to facility by specially designed trucks. Collection of wastes from units and their transportation will be responsibility of facility operator.

The project was examined by the EAC in its meeting held in August, 2011 and finalized ToR including conduct of Public Hearing. Public Hearing was conducted on 10.06.2012. The participants in Public Hearing gave their consent for setting up the facility as proposed.

During the discussion, the following points emerged:

(i) The Committee noted that the site adjacent to the river. Proponent shall revise the layout leaving 500 m from the river and submit

(ii) Submit layout on latest google

(iii) Inventories the type and quantity of the industries in the surrounding and provide proposed quantities of the waste receipt vs viability of the project

(iv) MoU of the agreement between the operator on PPP basis and the developer

(v) Guideline of CPCB should be adopted for selection of site

(vi) Contour map along with the drainage map should be provided

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

4.22 CRZ Clearance for proposed laying of sea water intake pipeline with pumping facility and outfall pipeline with outfall diffuser on RCC Trestle and Coal conveyors in S.No. 207 & 211 of Andarmullipalallam Village of Cuddalore Taluk and S.No. 41,42 and 43 of Periyappattu village of Chidamabaram Taluk proposed by M/s SRM Energy Limited [F.No. 11-80/2012-IA.III]

As presented by the project proponent the proposal involves laying of sea water intake pipeline with pumping facility and outfall pipeline with outfall diffuser on RCC Trestle and Coal conveyors in S.No. 207 & 211 of Andarmullipalallam Village of Cuddalore Taluk and S.No. 41,42 and 43 of Periyappattu village of Chidamabaram Taluk, Tamil Nadu.

The land requirement for corridor land for laying sea water pipelines and coal conveyors is 180 acres. Application for allotment of around 135 acres Govt. land entrapped in the project site is under process. No forest land involved in the project area. A confirmation to this effect has been obtained from the Principal Chief Conservator of Forests and Chief Wildlife Warden, Tamilnadu. Signed an agreement for 5.0 million tons per annum imported coal from Indonesia with an option to increase 6.0 million per annum for a period of 20 years on Cost Plus basis. MOU has also been signed for supply of another 5 MTPA with an option to increase the same to 7.0 MTPA from mines in Malawi at a discount to Index price. Applied to the Ministry of Coal, Govt. of India, for domestic Coal linkage of 3.2 million tons per annum for blending.

MOEF has accorded environmental clearance for 3X660 MW i.e., 1980 MW Super critical imported coal based Thermal Power Project in May'11. MOU Signed with Cuddalore Port Company Pvt. Ltd. who is developing the Cuddalore Port (intended to take care of Nagarjuna Oil refinery and other bulk cargo) located at 7 kms from the plant site for transport of Coal. Also signed MOU with Karaikal Port (already an operational port) at a distance of around 150 kms from the site.

The components falls within CRZ area are (i) construction of RCC piled trestles for 1250 mts length inside sea with width of the trestle being 15 mts up tom 650 m i.e up to sea water intake point and 10 m from 650 m to 1250 m, (ii) Lying of 1 x 2350 mm dia intake water line up to 650 on the trestle with intake pumping arrangement about 9 m depth, (iii) laying of 1 x 2000 outfall diffuser on the sea bed about 10 m depth, (iv) intake water line, outfall water line and coal conveyors (2 nos) in common corridor up to plant location. The coal conveyor starts from the port facility beyond CRZ limit however, the common corridor will cross the Buckingham canal. In case the Cuddalore port did't come, the coal will be transported from Karaikal Port through train.

Approval for in-take of Sea water intake & out-fall obtained from Tamilnadu Maritime Board. Clearance from Railway authorities for crossing of Railway lines for laying overhead Coal Conveyor and underground Sea water pipeline obtained. Application for crossing of State Highway is under process for over depth, (iii) overhead Coal Conveyor and underground Sea water pipeline.

NIO has demarcated HTL/LTL for the project. As per the Tamil Nadu Coastal Zone Management Authority, the Rs.No. 207 of Andarmullipallam village of Cuddalore taluk and S.No. 43 of Periyapattu village of Chidambaram Taluk are categorized as CRZ-I due to the presence of sand dunes. S.No. 412 and 42 of Periyapattu village of Chidambaram Taluk are categorized as CRZ-II. The TCZMA has recommended the project vide letter 19267/EC3/2012-1 dated 08.10.2012 as the laying of pipeline, conveying system are permissible activities in CRZ-I, CRZ-II and CRZ-III areas.

During the discussion, the following points emerged:

i) It is noted the intake and outfall pipeline are on trestle. At least in one or two places the vertical clearance shall be minimum of 8 m and horizontal span shall be 30m so as to enable movement of fishing vessels.

ii) All the conditions stipulated by the CZMA shall be complied with.

(i) Conveyors shall be closed and dust control viz water sprinkler, along conveyor and transfer point shall be provided as presented.

(ii) The conveyor route shall not pass through any habitation as presented and assured before the committee.

(iii) Explore to develop Green belt along the conveyor.

iii) The marine discharge shall meet the norms of EP Rules, 1896 and its amendments.

iv) Periodical monitoring of the sea water at the discharge point shall be done and report be submitted along with the six monthly monitoring reports.

v) The proponent shall submit Bank Guarantee to the PCB for the amount to be fixed by the SPCB so as to impose accountability to meet the standards.

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

Extra item

4.22 Amendment to ToR granted for Solapur to Bijapur section of NH-13

ToRs were approved for the above road project. NHAI has requested for an amendment to convert in to following two projects:

i) Finalisation of ToR for development of the existing two lane carriageway to four / six lanes dual carriageway configurations including strengthening of existing two lanes of Proposed Km 0.000 to Proposed Km 28.200 of NH 13 including Solapur Bypass in Maharashtra

ii) **Finalisation of ToR for development of the existing two lane carriageway to four / six lanes dual carriageway configurations including strengthening of existing two lanes of from proposed Km 28.200 to Proposed Km 110.542 of Solapur to Bijapur Section of NH 13 in the states of Maharashtra & Karnataka**

(i) Finalisation of ToR for development of the existing two lane carriageway to four / six lanes dual carriageway configurations including strengthening of existing two lanes of Proposed Km 0.000 to Proposed Km 28.200 of NH 13 including Solapur Bypass in Maharashtra

As presented by the project proponent, the project road starts from Km 236.560 of NH9 near Solapur and ends at Km 19.440 on NH-13 near Bijapur. Total existing length of the project road is 19.440 Km. The proposed starting point is Km 0.000 at Solapur Bypass at NH9 and end point is Proposed Km 28.200 on existing NH-13. The total proposed length of the project road is 28.200 Km. Predominantly the road is passing through plain terrain for 28.200 Km. The land use pattern of the project area is agriculture, built-up, govt. & barren. Project Road passes through 16 nos. settlements in Maharashtra. The Project Road does not pass through any National Park / Sanctuary / Wild Life Area. However the project road passes within 10 Km radius of Great Indian Bustard Wild Life Sanctuary & the proposal for NOC have been submitted to the Wild Life Authorities. The existing right of way is varies from 13.20 to 45.0 m. The proposed right of way is 60.0 all throughout . Total 155.197 Ha (for 28.200 km) of land is proposed to be acquired in Maharashtra for the improvement of the project, out of which bypasses are 127.195 Ha, curve improvement is 7.865 Ha., Road improvements & minor realignments is 2.832 Ha., bus bays is 0.146 Ha. No Forest land required for diversion for widening of the project road. 1 no. major bridges, 2 nos. Minor bridges, 13 nos. of culverts are present in the existing road. 1 no. major bridge, 4 minor bridges, 74 culverts, 4 vehicular underpass, 3 pedestrian, 1 Grade Separator, 3 Bus shelters/bays, 1 ROB has been proposed. Slip roads for a length of 9.356 km at 8 locations. Bypasses for Solapur (20.980 Km) proposed. Total 175 KLD water shall be required for construction and other purposes. There is no provision of Fly Ash as there are no Thermal power plants. No major water-bodies are found along the road stretch except Seena where bridge is proposed. Approx 555 trees are affected due to proposed road, against which avenue plantation along the road side is proposed apart from the statutory requirement. There would be about 293 project affected families due to the improvement of project road. The entitled person shall be compensated according to the provision of NH Act 1956.

The total project cost of the project is ` 285.45 crores. The total civil construction cost is ` 228.36 Crores

(ii) Development of the existing two lane carriageway to four / six lanes dual carriageway configurations including strengthening of existing two lanes of from proposed Km 28.200 to Proposed Km 110.542 of Solapur to Bijapur Section of NH 13 in the states of Maharashtra & Karnataka

As presented by the project proponent, the project road starts from existing Km 19.440 of NH13 near Solapur and ends at Km 102.000 on NH-

13 near Bijapur. Total existing length of the project road is 82.560 Km. The proposed starting point is Km 28.200 and end point is Km 110.542 on NH-13. The total proposed length of the project road is 82.342 Km. Predominantly the road is passing through plain terrain for 81.560 Km & rolling terrain for 1.00 Km. The land use pattern of the project area is agriculture, built-up, govt., barren and Forest Project Road passes through 25 nos. settlements in Maharashtra and Karnataka. The Project Road does not pass through any National Park / Sanctuary / Wild Life Area. The existing right of way is varies from 13.20 to 45.0 m. The proposed right of way is 60.0 all throughout except in toll plaza, which is 130m and 180m in truck lay bye areas. Total 184.738 Ha (for 82.342 km) of land is proposed to be acquired in Maharashtra & Karnataka for the improvement of the project, out of which bypasses are 12.450 Ha., major realignment is 6.36 Ha, curve improvement is 21.085 Ha., Service Road is 39.403 Ha., minor realignments is 10.687 Ha., bus bays is 2.155 Ha., 6.62 Ha. for Truck Lay byes & rest areas and 11.03 ha. for Toll plazas. 2.665 ha of Forest land within the proposed RoW are required for diversion for widening of the project road. The forest proposal is considered by Solapur Forest Division, Maharashtra. 2 nos. major bridges, 23 Minor bridges, 115 nos. of culverts are present in the existing road. 2 major bridge, 30 minor bridges, 108 culverts, 6 vehicular underpass, 8 pedestrian & 1 cattle underpass, 4 Grade Separator, 24 Bus shelters/bays, 1 ROB and 2 Truck Lay byes & Rest Areas and 2 Toll Plaza has been proposed. Service roads for a length of 6.538 Km has been proposed on both sides at 5 locations besides 22.128 Km of slip roads at 17 locations. Bypasses for Horti in Karnataka (2.000 Km), and 1 major realignment at Nandini village in Maharashtra (1.060 Km) are proposed. Total 442 KLD water shall be required for construction and other purposes. There is no provision of Fly Ash as there are no Thermal power plants. No major water-bodies are found along the road stretch except Bheema river where major bridge is proposed. Approx 7300 trees are affected due to proposed road, against which avenue plantation along the road side is proposed apart from the statutory requirement. There would be about 838 project affected families due to the improvement of project road. The entitled person shall be compensated according to the provision of NH Act 1956. The total project cost of the project is ` 757.07 crores. The total civil construction cost is ` 605.66 Crores

Recommended Project

5.1 Environmental Clearance for the proposed Integrated Common Hazardous Waste Management Facility with common Incinerator at plot No.D2/CH/135, 136, Dahej II Industrial Estate, Bharuch, Gujarat by M/s Saurashtra Enviro Projects Pvt. Ltd (F.No. 10-16/2012-IA.III)

The proposal was examined by the EAC in its meeting held on 19th – 21st September, 2012 and committee sought the comparison on proposed technology and advance technology viz plasma technology. The details submitted by the proponent were examined by the Committee and

The Committee recommended the proposal for Environmental Clearance with the condition suggested in the earlier EAC in the Clearance letter for strict compliance by the project proponent.

5.2 Environmental Clearance for the construction of Common Effluent Treatment Plant (CETP) at Village JamalpurAwana, PanchayatJamalpurAwana, Taluk Ludhiana East, Ludhiana District, Punjab by M/s. Punjab Dyers Association [F.No.10-92/2010-IA.III]

The proposal was examined by the EAC in its meeting held on 10th – 11st May, 2012 and committee noted that as per the proponent the irrigation department is working on a proposal to use the treated water for about 33,454 acres of lands of about 35 villages. Committee sought the supporting documents on this proposal.

The details submitted by the proponent was examined by the Committee. It was noted that the irrigation department proposal is for use of treated sewage and not for the treated effluent from the proposed CETP.

In view of the foregoing observations, the committee recommended to defer and delist the proposal.

5.3 CRZ clearance for Desalination plants at Birchguhj, Minnie Bay and Haddo at Port Blair by Andaman & Nicobar Zone of Military Engineer Service

The proposal was examined by the EAC in its meeting held on 16th – 17th August, 2012 and committee sought details of the intake, diffuser, dispersion / dilution, and authenticated CRZ map from an authenticated agency on 1:4000 scale superimposing HTL-LTL and layout plan on the map.The details submitted by the proponent wwere examined by the Committee.

The Committee recommended the proposals for CRZ Clearance with the condition suggested in the earlier EAC in the Clearance letter

for strict compliance by the project proponent.

Annexure-I

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

(ii) Submit detailed alignment plan, with details such as nature of terrain (plain, rolling, hilly), land use pattern, habitation, cropping pattern, forest area, environmentally sensitive places, mangroves, notified industrial areas, sand dunes, sea, river, lake, details of villages, teshils, districts and states, latitude and longitude for important locations falling on the alignment by employing remote sensing techniques followed by ground truthing and also through secondary data sources.

(iii) Describe various alternatives considered, procedures and criteria adopted for selection of the final alternative with reasons.

(iv) Submit Land use map of the study area to a scale of 1: 25,000 based on recent satellite imagery delineating the crop lands (both single and double crop), agricultural plantations, fallow lands, waste lands, water bodies, built-up areas, forest area and other surface features such as railway tracks, ports, airports, roads, and major industries etc. and submit a detailed ground surveyed map on 1:2000 scale showing the existing features falling within the right of way namely trees, structures including archeological & religious, monuments etc. if any.

(v) If the proposed route is passing through any hilly area, examine and submit the stability of slopes, if the proposed road is to pass through cutting or embankment / control of soil erosion from embankment.

(vi) If the proposed route involves tunneling, the details of the tunnel and locations of tunneling with geological structural fraction should be provided. In case the road passes through a flood plain of the river, the details of micro drainage, flood passages and information on flood periodicity at least of last 50 years in the area should be examined.

(vii) The projects is located within 10km. of the sanctuary a map duly authenticated by Chief Wildlife Warden showing these features vis-à-vis the project location and the recommendations or comments of the Chief Wildlife Warden thereon should be furnished at the stage of EC.

(viii) Study regarding the Animal bypasses / underpasses etc. across the habitation areas shall be carried out. Adequate cattle passes for the movement of agriculture material shall be provided at the stretches passing through habitation areas.

(ix)If the proposed route is passing through a city or town, with houses and human habitation on the either side of the road, the necessity for provision of bypasses/diversions/under passes shall be examined and submitted. The proposal should also indicate the location of wayside amenities, which should include petrol station/service centre, rest areas including public conveyance, etc.

(x) Submit details about measures taken for the pedestrian safety and construction of underpasses and foot-over bridges along with flyovers and interchanges.

(xi) Assess whether there is a possibility that the proposed project will adversely affect road traffic in the surrounding areas (e.g. by causing increases in traffic congestion and traffic accidents).

(xii) Examine and submit the details of use of fly ash in the road construction, if the project road is located within the 100 km from the Thermal Power Plant.

(xiii) Examine and submit the details of sand quarry, borrow area and rehabilitation.

(xiv) Climate and meteorology (max and min temperature, relative humidity, rainfall, frequency of tropical cyclone and snow fall); the nearest IMD meteorological station from which climatological data have been obtained to be indicated.

(xv) The air quality monitoring should be carried out as per the new notification issued on 16th November, 2009.

(xvi) Identify project activities during construction and operation phases, which will affect the noise levels and the potential for increased noise resulting from this project. Discuss the effect of noise levels on near by habitation during the construction and operational phases of the proposed highway. Identify noise reduction measures and traffic management strategies to be deployed for reducing the negative impact if any. Prediction of noise levels should be done by using mathematical modeling at different representative locations.

(xvii) Examine the impact during construction activities due to generation of fugitive dust from crusher units, air emissions from hot mix plants and vehicles used for transportation of materials and prediction of impact on ambient air quality using appropriate mathematical model, description of model, input requirement and reference of derivation, distribution of major pollutants and presentation in tabular form for easy interpretation shall be carried out.

(xviii) Also examine and submit the details about the protection to existing habitations from dust, noise, odour etc. during construction stage.

(xix) If the proposed route involves cutting of earth, the details of area to be cut, depth of cut, locations, soil type, volume and quantity of earth and other materials to be removed with location of disposal/ dump site along with necessary permission.

(xx) If the proposed route is passing through low lying areas, details of fill materials and initial and final levels after filling above MSL, should be examined and submit.

(xxi) Examine and submit the water bodies including the seasonal ones within the corridor of impacts along with their status, volumetric capacity, quality likely impacts on them due to the project.

(xxii) Examine and submit details of water quantity required and source of water including water requirement during the construction stage with supporting data and also classification of ground water based on the CGWA classification.

(xxiii) Examine and submit the details of measures taken during constructions of bridges across river/canal/major or minor drains keeping in view the flooding of the rivers and the life span of the existing bridges. Provision of speed breakers, safety signals, service lanes and foot paths should be examined at appropriate locations through out the proposed road to avoid the accidents.

(xxiv) If there will be any change in the drainage pattern after the proposed activity, details of changes shall be examined and submitted.

(xxv) Rain water harvesting pit should be at least 3 - 5 m. above the highest ground water table. Provision shall be made for oil and grease removal from surface runoff.

(xxvi) If there is a possibility that the construction/widening of road will cause impact such as destruction of forest, poaching, reductions in wetland areas, if so, examine the impact and submit details.

(xxvii) Submit the details of road safety, signage, service roads, vehicular under passes, accident prone zone and the mitigation measures.

(xxviii) IRC guidelines shall be followed for widening & upgradation of road.

(xxix) Submit details of social impact assessment due to the proposed construction of road.

(xxx) Examine road design standards, safety equipment specifications and Management System training to ensure that design details take account of safety concerns and submit the traffic management plan.

(xxxi) Accident data and geographic distribution should be reviewed and analyzed to predict and identify trends – incase of expansion of the existing highway and provide Post accident emergency assistance and medical care to accident victims.

(xxxii) If the proposed project involves any land reclamation, details to be provided for which activity land to reclaim and the area of land to be reclaimed.

(xxxiii) Details of the properties, houses, businesses etc. activities likely to be effected by land acquisition and their financial loses annually.

(xxxiv) Detailed R&R plan with data on the existing socio-economic status of the population in the study area and broad plan for resettlement of the displaced population, site for the resettlement colony, alternative livelihood concerns/employment and rehabilitation of the displaced people, civil and housing amenities being offered, etc and the schedule of the implementation of the project specific

(xxxv) Submit details of Corporate Social Responsibility. Necessary provisions should be made in the budget.

(xxxvi) Estimated cost of the project including environmental monitoring cost and funding agencies, whether governmental or on the basis of BOT etc and provide details of budget provisions (capital & recurring) for the project specific R&R Plan.

(xxxvii) Submit environmental management and monitoring plan for all phases of the project viz. construction and operation.

Annexure-II

General Guidelines

(i) The EIA document shall be printed on both sides, as for as possible.

(ii) The status of accreditation of the EIA consultant with NABET/QCI shall be specifically mentioned. The consultant shall certify that his accreditation is for the sector for which this EIA is prepared.

(iii) On the front page of EIA/EMP reports, the name of the consultant/consultancy firm along with their complete details including their accreditation, if any shall be indicated. The consultant while submitting the EIA/EMP report shall give an undertaking to the effect that the prescribed TORs (TOR proposed by the project proponent and additional TOR given by the MoEF) have been complied with and the data submitted is factually correct (Refer MoEF office memorandum dated 4th August, 2009).

(iv) While submitting the EIA/EMP reports, the name of the experts associated with/involved in the preparation of these reports and the laboratories through which the samples have been got analysed should be stated in the report. It shall clearly be indicated whether these laboratories are approved under the Environment (Protection) Act, 1986 and the rules made there under (Please refer MoEF office memorandum dated 4th August, 2009). The project leader of the EIA study shall also be mentioned.

(v) All the TOR points as presented before the Expert Appraisal Committee (EAC) shall be covered.

(vi) Environmental Management Plan presented before the EAC as a part of EIA report, shall be made part of Concessionaire Agreement/ other relevant documents. Proponent shall submit an undertaking in this regard.

Since most of the environmental issues are related to design parameters, following additional information should also be sought under Chapter-II (Disclosure of Consultant)

Name of the Design Consultant

Name of the EIA consultant, EIA Coordinator, Functional Area Expert and detail of accreditation

118th Meeting of the Expert Appraisal Committee for Infrastructure Development, Coastal Regulation Zone and Miscellaneous projects held on 8th -9th November, 2012,at Scope Complex. Lodhi Road, New Delhi.

List of Participants

Expert Committee

1.	Shri Naresh Dayal	Chairman
2.	Dr. M.L. Sharma	Vice Chairman
3.	Dr. Apurba Gupta	Member
4.	Shri V.G.Koshy	Member
5.	Dr. S.P. Bansal	Member
6.	Dr. H.S. Ramesh	Member
7.	Dr. Y. Basavaraju	Member
8.	Dr. Niraj Sharma (Rep. of CRRI)	Member
9.	Shri Bala Subramaniam	Member
10.	Shri Avinash Kant,	Member
11.	Shri Lalit Kapur	Member Secretary

1.

MoEF officials

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