

Minutes of the 153rd meeting of Expert Appraisal Committee for projects related to Infrastructure Development, Coastal Regulation Zone, Building/Construction and Miscellaneous projects held on 18-20 November, 2015 at Conference Hall (Narmada), Jal Wing, Ground Floor, Ministry of Environment, Forest and Climate Change, Indira Paryavaran Bhawan, Jor Bagh Road, New Delhi-3

1.0	Opening Remarks of the Chairman
2.0	Confirmation of the Minutes of the 152nd Meeting of the EAC held on 20th October, 2015 at New Delhi
3.0	Consideration of Proposals
3.1	Two way Passenger Ropeway from Shunarang at Village Ralli to Badodhar at Village Mebar, Himachal Pradesh by M/s Maheshwar Gram Vikas Committee, 8 Gram Panchayat Mebar, District Kinnaur (HP) - Finalization of ToR - [F.No10-24/2014-IA-III]
3.1.1	<p>The PP made a presentation before the EAC and informed that:</p> <ul style="list-style-type: none"> (i) The project is for two way Passenger Ropeway from Shunarang at Village Ralli to Badodhar at Village Mebar, Himachal Pradesh by M/s Maheshwar Gram Vikas Committee, 8 Gram Panchayat Mebar, Kinnaur District of Himachal Pradesh. (ii) The location of the project is Khasra No.1/1, 1/2, 1/3, 1/4, 364/343/327/290/1, 364/343/327/290/2 in Villages Mebar and Ralli of Tehsil Kalpa, District Kinnaur (Himachal Pradesh) (iii) The present capacity of the ropeway is worked out as 20 Persons Per Hour (PPH). Considering the growth factor of 10% including festivals, marriages etc, the capacity may be considered as 40 PPH after 10 years in midway of ropeway life. The horizontal length of the ropeway will be 1263 m. (iv) Total 0.7133 ha of forest land will be diverted for construction of the proposed ropeway. 0.0805 ha will be diverted for construction of three terminals (permanent) and 0.6328 ha of forest land will be kept for ropeway corridor length (temporary). (v) The water requirement during peak stage of construction for 55-60 work force is about 60 KLD. The water will be provided by the GP Mebar from its own natural water resources. (vi) 25 KW of power requirement during operation phase. 2 Nos. of D.G. sets of 25 kVA and 5 kVA will be installed for emergency as standby power supply. (vii) Only domestic waste will be generated which will be treated in soaking pits as the waste to be generated will be very less. The sewage will be disposed off in municipal sewage lines and soaking pits. The excavated material will be re-utilized. (viii) The area of the proposed project falls under Seismic Zone-IV. The proposed ropeway also falls under Tribal Area of Kinnaur. (ix) Investment/Cost: The cost of the project is Rs. 317.74 lacs.
3.1.2	<i>The EAC, after detailed deliberations on the proposal, recommended for grant of Terms of Reference, specified by the Ministry in April, 2015 as Standard ToR for the said project/activity.</i>
3.2	Extension of Hope Town Wharf at Port Blair Harbour (Andaman & Nicobar Islands) by Andaman Lakshadweep Harbour Works - Finalization of ToR - [F.No.11-34/2015-IA-III]
3.2.1	The PP made a presentation before the EAC and informed that:

	<p>(i) The existing Hope Town Wharf is of 140 m in length with 10 m draft alongside berth. The LPG tankers are berthed here for supply to LPG Bottling Plant of Indian Oil Corporation. Instant delivery of the gas cylinders even to the remotest part of the Islands has been made possible, encouraging the use of LPG and discouraging wood burning in turn to save environment.</p> <p>(ii) Due to shorter length of the wharf, normal size LPG tankers are unable to berth and IOC has to put extra efforts to bring smaller tankers by spending extra money towards ocean freight for placing product at Port Blair. Moreover, requirement of special size of vessel does not leave option of diverting any other vessel in case of variation in demand in A & N Islands or any delay in already planned supplies. Accordingly infrastructure suitable for berthing of parcel size LPG vessels, which are also in use for positioning of LPG imports at other Indian ports, is proposed to be developed to ensure availability of LPG in A & N Islands at all times.</p> <p>(iii) To meet to the requirement of berthing of regular LPG Tankers which are 160 m in length, the existing jetty has to be extended by 60 m, so that final length reaches 200 m. Details of commonly operated Indian LPG tankers are:</p> <ol style="list-style-type: none"> 1. NANGA PARBAT (GRT: 17778, DWT: 17601, Lengthx Breadth: 160m x 26m, Draft: 8.1 m) and 2. ANNAPURNA (GRT: 17778, DWT: 17562, Length x Breadth: 160m x 26m, Draft: 8.3 m) <p>(iv) Technical details of the project:</p> <p>In confirmation to the requirements as stated above and in the light of the factual position prevailing at site and after hydrographic survey, the project “Extension Of Hope Town wharf by 60 m” has been sanctioned by the Ministry of Shipping on 29 July 2015, for an amount of Rs.17.49 crore. Construction period is 18 months.</p> <p>(v) This project broadly envisages the following components:</p> <ul style="list-style-type: none"> • Extension of wharf of Size 60 m x 20.50 m founded on bored Cast-in-situ RCC piles of 800 mm dia. • Dredging for in 3000 Sq. m area (100 m X 30m) to clear cast – in/ cast – off route of the vessel while berthing alongside jetty. <p>(vi) The EIA study has been commissioned in accordance with standard TOR and baseline data collection is in progress.</p>
3.2.2	<p><i>The EAC, after detailed deliberations on the proposal, recommended for grant of Terms of Reference, specified by the Ministry in April, 2015 as Standard ToR for the said project/activity, along with public hearing.</i></p>
3.3	<p>Up gradation of Baindur to Ranebennur Section of NH-766 C in Karnataka to two/four lane with paved shoulder configuration by Ministry of Road Transport and Highways - Finalization of ToR - [F.No.10-23/2015-IA-III]</p>
3.3.1	<p>The PP made a presentation before the EAC and informed that:</p> <ol style="list-style-type: none"> i. The Project is “up gradation of Baindur -Ranibennur Section of“NH- 766 C in the state of Karnataka to two /four lane with paved shoulder configuration (Package no- NH/IAHE/24)” with a total length of 198.5 km”.

	<ul style="list-style-type: none"> ii. Major portion of the highway is aligned through dense forest from Shikaripura-Baindur passing through Moogambika WLS at Kollur W/L Range. From Rannebennur to Shikaripura the stretch passes through plain land with dense built up areas at certain locations to dry forest areas. iii. In the absence of a well developed highway, all goods carrying vehicles going to the port of Mangalore proceed via Shimoga, taking a more circuitous route through forest area , wild life sanctuaries and hilly terrain. Thus there is a long-felt need to provide a more direct link to Hubli- Dharwad and other parts of northern Karnataka to Mangalore port with a well laid National Highway, contributing substantially to ease of flow of traffic carrying goods and development of the local economy. iv. The Project is “up gradation of Baindur to Ranebennur Section of “NH- 766 C in the state of Karnataka to two / four lane with paved shoulder configuration (Package no- NH/IAHE/24)” with a total length of 198.5 km”. This project alignment, recently upgraded as NH 766 C, linking NH 66 near Baindur to NH48 near Ranebennur is an amalgamation of erstwhile five State Highways (SH) and one National Highway (NH), namely SH 26, SH 27, SH 52, SH 1, NH 206 and SH 57. The project alignment is spanning through three districts with a total length of approximately 198.5 Kms, out of which approximately 37.7 kms runs in Udupi district, 123.2 kms runs in Shimoga district and 37.6 kms runs in Hubli district. v. The total project cost is Rs. 2000 Crores. vi. No Critically polluted Area is falling under the project cover area. vii. The project involves diversion of forest land, and the extent of forest land is being worked out. viii. The project falls within 10 km of Alignment passes through Mugambika WLS.
3.3.2	<p><i>The EAC, after detailed deliberations on the proposal, recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity.</i></p>
3.4	<p>Proposed Common Effluent Treatment Plant (CETP) of 7 MLD at Khasra No. Malot 490, Bari -221/172/3, Kandrori -429/1,430/4,430/5 of Village Khandrori, Tehsil Indora, District Kangra (Himachal Pradesh) by Himachal Pradesh State Industrial Development Corporation Limited - Finalization of ToR - [F.No.10-24/2015-IA-III]</p>
3.4.1	<p><i>The EAC observed that the proposal does not contain any matrix for the type of industries in the area. Without knowing the waste characterization and no rationale for estimation of the design capacity of the CETP, the proposal seems to be premature. .</i></p> <p><i>As such, the EAC decided to defer the proposal.</i></p>
3.5	<p>Proposed Common Effluent Treatment Plant (CETP) of 5 MLD at Khasra No. 1244,1257,1263,3214/1265,3215/1265,1432,1433,1434,1435 Kita -9,2832 of Village Pandoga, Tehsil Haroli, District Una (HP) by Himachal Pradesh State Industrial Development Corporation Limited - Finalization of ToR - [F.No.10-25/2015-IA-III]</p>
3.5.1	<p><i>The EAC observed that the proposal does not contain any matrix for the type of industries in the area. Without knowing the waste characterization and no rationale for estimation of the design capacity of the CETP, the proposal seems to be premature.</i></p> <p><i>As such, the EAC decided to defer the proposal.</i></p>

3.6	Setting up of Mini Bulk Carriers Handling Facility on the upstream of 3 rd Oil Jetty and west bank of river Hooghly at Haldia Dock Complex, Kolkata Port (West Bengal) by Kolkata Port Trust - Finalization of ToR - [F.No.10-26/2015-IA-III]
3.6.1	<p>The PP made a presentation before the EAC and informed that:</p> <ol style="list-style-type: none"> i. Environmental Clearance in respect of Supply, Installation, Commissioning, Operation and Maintenance of Floating Cargo Handling Facilities at Upstream of 3rd oil jetty for handling mini bulk carriers including construction of hardstand and road network as well as supply, operation & maintenance of required cargo handling equipment for shore handling at Haldia dock complex, Kolkata port trust. ii. Co ordinate of Shore point of Centre line of Jetty at Haldia Dock Complex, Kolkata Port Trust; Lat: 22 Deg 01 Mint 12.4 Sec Long: 88 Deg 04 Mint 39.1 Sec . iii. The proposed site for jetty is located at about 500 M upstream of Existing 3rd oil jetty at HDC, KoPT. The Proposed Hardstand is located at the shore which is to be developed adjacent to above mentioned Centre point of jetty. Proposed Road shall connect the Hardstand with existing Road inside Dock Area of Haldia and the length will be 1.35 Km (Approximately). iv. A part of land over Shore to be used under the proposed Project is lying vacant whereas the rest of vacant land is lying inside custom bounded area of Port. Area up to 10 Km around the Site has been utilised for creation of Port facility of Haldia Dock Complex along with Inner Dock Basin. v. The project site being nearest to the river, has been selected for creation of the proposed facility. The bank is stable and available draft has been observed to be consistent for number of years. vi. It is a proposal for creation of a new cargo handling facility at HDC, KoPT. Total Area envisaged to be utilised on Shore: 18000 sqm. Total Area envisaged to be utilised in River : 2000 sqm. vii. Connectivity to Site: Site is well connected with Port area through motorable Road way. viii. Capital cost of the project: 73.70 Crores. ix. The project is in Critically Polluted Area. x. The project does not involve diversion of forest land. xi. The project does not fall within 10 km of eco- sensitive area. xii. There is no record of shoreline change, because the shore line is already protected by means of River protection measure. Hence the project does not envisage any shore line change. xiii. The project does not envisage any Breakwaters, Dredging disposal or Reclamation. xiv. The project envisages unloading of cargo from MBC (Mini Bulk Carrier) by means of a crane to be fitted over a floating pontoon and transferred by means of Conveyor to shore hardstand. As an integrated facility, from the shore, the cargo will be evacuated by dumper/Payloader combination for subsequent storage at the L plots of G.C. Berths, inside Port area of HDC, including the extended dock area. xv. Sprinkling of water jet from Sprinkler mounted on water tankers has been envisaged for shore handling of cargo while water curtain system with required capacity of pump at the deck of the floating jetty has been envisaged to arrest dust menace during cargo handling operation. xvi. The location being inside the Port acquired land mass, no Fishing activities

	<p>have been noticed at this area.</p> <p>xvii. Type of effluent, Quantity, effluent conveyance system from the member units to CETP: There will not be any CETP. Waste water generated if any will be treated in waste water treatment system already available at HDC. Treated waste water will be utilised for watering plants, for dust suppression and other non critical purposes.</p> <p>xviii. Water requirement, source, and status of clearance: No additional water requirements for the project as the water will be utilised from the existing water source of HDC.</p> <p>xix. No Tree cutting.</p> <p>xx. No rehabilitation involved.</p> <p>xxi. No Court cases pending against the project.</p> <p>xxii. Haldia Dock Complex of Kolkata Port Trust proposes to constructed a floating barge jetty with Crane facility at the upstream of 3rd oil jetty at latitude 22 O1' 12.4" N and Longitude⁰88 04'39.1" to handle Mini Bulk Carriers (MBC) of about 10,000-12,000 DWT carrying cargo like Coal etc.</p> <p>xxiii. The project envisages unloading of cargo from MBC by means of a crane to be fitted over a floating pontoon and transferred by means of Conveyor to shore hardstand. The cargo will be evacuated by 10 wheeler dumper, 9 numbers of Pay loader, 2 numbers Excavators and one number of bull Dozers and storing the same at the L plots of G.C. Berths. The pontoon size is 70mx25m with 3 M depth with draught of 1.8 M.</p> <p>xxiv. There will be Walk way, Conveyor structure & hopper; Pile support & dead man & bollards in the project. It is assumed that the illumination of the road connectivity at Hardstand & jetty and entire road network shall be done by provision of High masts .It is assumed that about 18 nos of high masts will be installed.</p> <p>xxv. The project comprises supply of Floating Crane/ Pontoon fitted with Crane, Payloader and Mooring Boat together with provision of civil engineering infrastructure such as piles, dead man etc. for stabling of the crane and MCBs.</p> <p>xxvi. Construction of hardstand and road from the shore up to transit storage area of cargo at the extended area of G.C. Berth will be undertaken by the successful contractor along with design, construction and setting up of the floating jetty facility with all ancillary cargo handling equipment.</p> <p>xxvii. Economic life of the project has been considered as 15 years. Annual cargo handling capacity will be 2.55 MMTPA. And the total project cost is INR 73.70 Crores</p>
3.6.2	<i>The EAC, after detailed deliberations on the proposal, recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity.</i>
3.7	Redevelopment of Cargo Handling Facilities at outer terminal (near 2 nd Oil Jetty) at Haldia Dock Complex, Kolkata Port (West Bengal) by Kolkata Port Trust - Finalization of ToR - [F.No.10-27/2015-IA-III]
3.7.1	(i) The project is for Construction, supply, installation, commissioning, operation, maintenance and transfer of Cargo Handling facilities at Outer Terminal-II near 2 nd Oil Jetty on the river Hooghly for handling mini bulk carriers including construction of hardstand, road network and railway network as well as supply, operation & maintenance of required cargo handling equipment and conveyor system for shore handling at Haldia Dock Complex, Kolkata Port Trust by Kolkata Port Trust.

- (ii) The coordinates of the project are Latitude: 22 Deg 01 Mint 39.1 Sec North and Long: 88 Deg 05 Mint 29.8 Sec East.
- (iii) **Justification for selection of the site:** This location has been selected for this particular project as this is the nearest available site beside river with available land area required for development of this project, ideal for creation of proposed facility. The bank is stable and available draft has been observed to be consistent for number of years.
- (iv) The proposed jetty is located about 365 m upstream of existing Lead in jetty & 200 m from Flood end Mooring Dolphin of 2nd oil jetty at HDC, KoPT. The proposed back up Hardstand along with mechanical handling facilities such as conveyor, wagon loader etc is to be developed over land area between existing Marine office and 2nd Oil jetty substation inside custom bounded area within Port Premise of HDC, Kopt with the above mentioned shore point as centre. Proposed Rail line from wagon loading bay shall connect the existing Bulk handling yard of HDC.
- (v) The project is for creation of a new cargo handling facility at HDC, KoPT. Total area envisaged to be utilised on Shore will be 141000 Sqm. Total area envisaged to be utilised in River is 10945 sqm. Site is well connected with Port area through motorable Road way. The project components are:

A. Cargo :-

Sl. No.	Description of Parameter	Quantum
	Cargo :	Coal
(a)	Origin	Transloading and incremental cargo
(b)	Nature	Foreign and coastal
(c)	Quantum	3.825 million ton per annum

B. Mode of Transfer of cargo :-

Sl. No.	Description of Parameter	Quantum
(a)	From Ship to Jetty	Grab unloader / Rail mounted electrically operated MHC with conveyor system
(b)	Jetty to Shore	Conveyor system
(c)	Aggregation of cargo at Back up area	By 2 nos of stacker cum Reclaimer, Dodgers & Dumpers.
(d)	Transfer of cargo from back up area to wagon	Mechanized wagon loader of 1500 TPH capacity .

C. Size of Jetty & Other Parameters:-

Sl. No.	Description of Parameter	Quantum
1	Size of the Jetty	176 m X 20 m
2	No. of approach	1 no of 90 m length with 10.5 m width
3	Approach support	2 rows of pile support system
4	Back up storage area	98000 Sq M
5.	Space of wagon loader	720m X 20 m
6.	Space for Rly alignment	850m with engine escape track
7.	Total area on land	141000 Sq m

8.	Total area on river	10,000 Sq M
D. Type of Vessels to be handled:-		
Sl. No.	Description of Parameter	Quantum
1.	Vessel to be handled	Mini bulk carrier of 18000 GRT I,e 22500 DWT in 90 % cases. While 2 nos. of barges berthed side by side each with 10000 GT in 10 % cases. Percel Load envisaged to be handled as 15000 MT in each case.
<p>(vi) The project envisages unloading of bulk cargo like coal etc from Mini bulk carrier of 22500 DWT/18000GRT in most of the cases and /or barges berthed side by side each with 10000 GT on other occasions .The cargo will be unloaded by means of Grab un-loaders to be installed over concrete jetty and transferred by means of Conveyor to storage area at Shore where the same will be stacked through stacker. The cargo will be evacuated from storage area by Reclaimer & conveyor system and to be loaded into wagons by wagon loader.</p> <p>(vii) Sprinkling of water jet from Sprinkler mounted on water tankers has been envisaged for shore handling of cargo while water curtain system with required capacity of pump at the deck of the concrete jetty has been envisaged to arrest dust menace during cargo handling operation.</p> <p>(viii) The project does not envisage any shore line change, because the shore line is already protected by means of River protection measure.</p> <p>(ix) No additional water requirements for the project as the water will be utilised from the existing water source of HDC.</p> <p>(x) The project does not envisage any Breakwaters, Dredging disposal or Reclamation.</p> <p>(xi) Wildlife issues: Area up to 10 km west and North around the proposed Site has already been utilised for creation of Port facility of Haldia Dock Complex along with Inner impounded Dock Basin with Lock facility, Town Ship area including Haldia Industrial Zone. The Haldia Dock Complex area is mostly covered with greenery. Eastern side is River Hooghly. Southern side is Haldi River and beyond that agricultural land. Any eco sensitive area will be demarcated as none has been reported.</p> <p>(xii) The project is in Critically Polluted Area.</p> <p>(xiii) Investment/Cost: The capital cost of the project is Rs.312.19 crore.</p>		
3.7.2	<i>The EAC, after detailed deliberation on the proposal, recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity.</i>	
3.8	Modernization of existing Incinerator System at Plot No. A-166 & F-162-165, RIICO Industrial Area in Village Behror of District Alwar (Rajasthan) by M/s Continental Petroleums Ltd. - Finalization of ToR - [F.No.10-28/2015-IA-III]	
3.8.1	<i>The PP did not attend the meeting, and as such the proposal was not considered.</i>	
3.9	Upgradation of Gulbarga Chowdapur Afzalpur Dudhani Akkalkot Solapur Section of NH - 150 (Extn) in the State of Maharashtra and Karnataka to two/four lane with paved shoulder configuration by Indian Academy of Highway Engineers (MORTH) - Finalization of ToR - [F.No.10-29/2015-IA-III]	

3.9.1	<i>The PP did not attend the meeting, and as such the proposal was not considered.</i>																				
3.10	Development of the facilities envisaged in the Port Master Plan (Phase-III) of Kamarajar Port Limited by Kamarajar Port Limited - Finalization of ToR - [F.No.11-51/2012-IA-III]																				
3.10.1	<p>The PP made a presentation before the EAC and informed that:</p> <ol style="list-style-type: none"> i. Kamarajar Port (erstwhile Ennore Port) is the 12th Major Port and the only Corporate Major port in the country. It is located on the East coast of India in the State of Tamil Nadu. ii. Development of Ennore Port Project at a cost of Rs.1058.52 Crores was completed and commissioned in June 2001 with two Coal Berths in Phase-I to handle thermal coal for the Thermal Power Stations of Tamil Nadu. iii. After the commissioning of Ennore Port, keeping in view the trade demand to handle other cargo items like LPG, POL, Chemicals, Edible Oils, Containers, etc., , the Phase II Expansion of Ennore Port was planned. Ministry of Environment and Forests had accorded Environmental Clearance vide letter No.10-28/2005-IA-III dated 19.05.2006 for the following projects including associated capital dredging of 15.5 million cubic meters. <ol style="list-style-type: none"> a. Marine Liquid Terminal to handle 3 MTPA (BOT basis) b. Coal Terminal to handle 8 MTPA (BOT basis) c. Iron Ore Terminal to handle 12 MTPA (BOT basis) d. Container Terminal to handle 12 MTPA (700mtr quay length) and subsequently modified to handle 18 MTPA (1000 mtr quay length) vide MoEF letter No.10-28/2005-IA-III dated 10.09.2007 iv. Subsequently, a General Cargo Berth with Car parking area was developed for the export of Cars and handling project cargo, etc. Ministry of Environment and Forests had accorded clearance vide Letter No.11-21/2009-IA-III dated 23.7.2009. v. Now, a container terminal (730 quay length) to handle cargo of 16.8 MTPA and a multi cargo berth (270 m quay length) to handle 2.0 MTPA are being developed. vi. Recently, MoEF&CC has accorded environmental and CRZ clearance vide No F.11-51/2012-IA.III dated 13.03.2015 for the development of two additional coal berths (CB3 & CB4) each 9 MTPA capacity. vii. Present expansion proposals- Phase III Due to cargo demand and to effectively use the facilities already created, it is proposed to develop the following projects (as shown in Table below) as envisaged in the Kamarajar Port Master Plan. The projects will be developed in a phased manner in line with the market requirements, well within the existing break waters and in the lands owned by Kamarajar Port. Phase III projects <table border="1" data-bbox="395 1787 1337 2078"> <thead> <tr> <th>S.No</th> <th>Description</th> <th>Qty</th> <th>Capacity</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Automobile export/import terminal-</td> <td>2nos</td> <td>6 MTPA</td> </tr> <tr> <td>2</td> <td>Container terminal - 1000m quay length(3berths)</td> <td>1no</td> <td>24 MTPA</td> </tr> <tr> <td>3</td> <td>Marine Liquid Terminal</td> <td>1nos</td> <td>5 MTPA</td> </tr> <tr> <td>4</td> <td>IOC captive jetty</td> <td>1 nos</td> <td>5 MTPA</td> </tr> </tbody> </table>	S.No	Description	Qty	Capacity	1	Automobile export/import terminal-	2nos	6 MTPA	2	Container terminal - 1000m quay length(3berths)	1no	24 MTPA	3	Marine Liquid Terminal	1nos	5 MTPA	4	IOC captive jetty	1 nos	5 MTPA
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1	Automobile export/import terminal-	2nos	6 MTPA																		
2	Container terminal - 1000m quay length(3berths)	1no	24 MTPA																		
3	Marine Liquid Terminal	1nos	5 MTPA																		
4	IOC captive jetty	1 nos	5 MTPA																		

		5	Bulk terminal	2 nos	18 MTPA
		6	Multi cargo berth	1 no	2 MTPA
		7	and associated capital dredging for the above projects	33.0 million m ³	
			Total number of projects	8 Nos.	60 MTPA
	All these projects are tentatively scheduled for completion by 2020-21 in phases commensurate with the demand.				
3.10.2	The EAC observed that the project development does not appear to have been done in line with the Master Plan approved earlier. The EAC opined to examine the previous documents submitted for grant of clearance from time to time in conformity with the Master Plan. The proposal for the Kamarajar Port Ltd could not be examined in detail on account of some confusion that was created by one Master Plan that was submitted at the time of 137 th meeting held on 26 th August, 2014 and a revised Master Plan that has been in presentation again 141 st meeting on 26 th November, 2014 and yet another Master Plan in the 153 rd meeting on 19 th November, 2015. None of the three master plans have any authentication by any competent authority. The Port authorities were requested to bring authentic copies of Master Plans so that authenticity and finality can be established before any proposal can be considered. This is necessary as the plan involves land cutting for further development of the port. Land cutting for development of ports should normally be a last resort. The project proponent being a PSU, there is need to ensure that the Plans are submitted after due scrutiny at a senior level preferably the concerned Ministry.				
3.10.3	<p><i>Keeping in view the need explained by the PP, the public interest involved in earlier finalization of the port expansion, the EAC recommended for grant of ToR. However, the authenticated Master Plans duly approved by the competent authority should be obtained and placed on record before grant of ToR.</i></p> <p><i>The following may be added to the standard ToR:-</i></p> <ul style="list-style-type: none"> • <i>Details of proposed cutting into land and place of disposal of exploited material after scrutiny of duly approved Master Plan.</i> • <i>The forecast of number of vessels at outer anchorage</i> • <i>Ship navigation studies</i> 				
3.11	Proposed Industrial Park in Village Gollapuram, Mandal Hindupur of District Anantapur (Andhra Pradesh) by Andhra Pradesh Industrial Infrastructure Corporation (APIIC) [F.No.21-137/2015-IA-III]				
3.11.1	<p>The PP made a presentation before the EAC and informed that:</p> <p>(i) Project Title: Proposed Industrial Park at Gollapuram (V), Hindupur (M), Anantapur (D) by Andhra Pradesh Industrial Infrastructure Corporation (APIIC).</p> <p>(ii) M/s Andhra Pradesh Industrial Infrastructure Corporation (APIIC) are proposing the Industrial Park located at Gollapuram (V), Hindupur (M), Anantapur (D), Andhra Pradesh. The proposed project falls under 7 (C) – Category A Industrial Estates/ Parks/ Complexes/ areas, Export Processing Zones (EPZs), Special Economic Zones (SEZs), Biotech Parks, Leather Complexes. If at least one industry in the proposed industrial estate falls under the Category A entire industrial area shall be treated as</p>				

	<p>Category A irrespective of Area.</p> <p>(iii) M/s APIIC has appointed M/s Ramky Enviro Engineers Limited, Hyderabad as a consultant with QCI Certificate No: NABET/EIA/RA 005 Rev.01/010 dated on 13th June 2014.</p> <p>(iv) The proposed project is an Industrial Park with an extent area covering 942.28 acres, procured by APIIC. The Industrial area majorly consists of the industries that are categorized based on the market demand potential that can come up in Industrial Park for the future growth on and the economy of Andhra Pradesh. Proposed Industrial Park majorly consists of Ferro Alloys Industries and Textile Industries. Power required will be taken through AP TRANSCO and, a power grid of 220/132 KV and 33/11 KV Sub Stations are proposed for the Industrial Park, and for emergency DG sets will be made available by respective units of industries coming up in the proposed Industrial Park. The main source of water for the proposed Park will be sourced through PABR (Penna Ahobilam Balancing Reservoir).</p> <p>(v) 10MLD of water supply is supplied through Neelakantapuram Srirami Reddy Drinking Water Supply Scheme. The total waste wastewater generated in the industries is 3200 KLD and will be treated in CETP provided within the Industrial Park. The proposed Industrial Park has Treatment Storage Disposal Facility (TSDF) that can accommodate the hazardous waste generated that eventually be land filled with in the premises of the Industrial Park. It is proposed to have the development of greenhouse for sericulture with implementation of the world class technology. Anantapur district stand first in position in respect of silk industry.</p> <p>(vi) There is a wide scope for establish silk reeling unit in Industrial Park. It is observed that an area of 5.42 acres of pond is naturally formed due to the storm water runoff and elevation analysis of the site. It is proposed to develop free water surface wetland due to the natural formation. As per initial estimate, the cost of the project works out to around Rs.459.53 crore. After examining the Environmental feasibility and Commercial & financial feasibility, PP feels that it may be inferred that the project will have a positive feasibility.</p>
3.11.2	<p><i>The EAC observed that the project proponent did not prepare matrix for the industries likely to be established; however, the PP claimed that maximum use of water by individual industry will be 21 KLD regardless availability of water for overall industrial estate and discharge of effluent will not be more than 18 KLD/acre in worst case scenario. No legal water trading and water adjustment would be allowed. The EAC recommended the proposal for grant of ToR, taking care that the nature of industries and effluents need to be identified.</i></p>
3.12	<p>Development of Industrial Estate IMT Phase-III in Villages Baliyana, Kherisadh, Kharwar, Nonand of Tehsil Sampla, District Rohtak (Haryana) by HSIIDC - Finalization of ToR - [F.No.21-138/2015-IA-III]</p>
3.12.1	<p>The PP made a presentation before the EAC and informed that:</p> <p>(i) The project is for development of Industrial Estate IMT Phase-III in Villages Baliyana, Kherisadh, Kharwar, Nonand of Tehsil Sampla, District Rohtak (Haryana) by HSIIDC. The project is located at Latitude: 28°51'9.52"N Longitude: 76°40'39.27"E.</p> <p>(ii) The land-use in 10 Km of the study area shows that land use consist of primarily agricultural land.</p> <p>(iii) The site is well connected to the rail and road net work. IMT Rohtak is 9.52 km in NW direction. Nearest town is Kharwar 2.45 km in South direction. The site has good connectivity with the road network.</p>

(iv) **The total area of the project is 3,676.01 acres (1487.62 hectares), Phase-I = 859 acres (EC Accorded), Phase-II = 1893.13 acres (EC Accorded) and Phase-III = 923.82 (Expansion area). This project is for Phase-III of the Industrial Estate.**

(v) Project components are:

S.No	Description	Area in acres					Phase (I,II,III)
		Phase-I	Phase-II		Phase-III	Expansion area	
		EC Accorded area	EC Applied area	Amendment in EC applied area			
1	Total area under acquisition	859	1,893.19		923.82	3,676.01	
2	Area to be planned later	-----	61.09	59.16	124.77	183.93	
3	Net planned area	859	1,832.10	1,834.03	799.05	3,492.08	
4	Area under roads, green belt, drains, labour chowk and open spaces	276.45	633.82	634.26	325.67	1,236.38	
5	Area reserved for industrial plots, biotechnology units	434.07	834.36	836.19	364.14	1,634.40	
6	Area under schools	5.49	5	5	-----	10.49	
7	Area under institutional and commercial use	73.40	249.83	249.49	22.65	345.54	
8	Area under R&R residential plots	53.14	45.68	45.68	84.80	183.62	
9	Area reserved for godowns	-----	22.68	22.68	-----	22.68	
10	Area under informal sector and dhaba sites	-----	1.06	1.06	-----	1.06	
11	Area under community center	3.86	3.14	3.14	-----	7.00	
12	Area under fire station	-----	2.40	2.40	-----	2.40	
13	Area under police station	-----	1.43	1.43	-----	1.43	
14	Area reserved for electric sub station	1.14	19.93	19.93	----	21.07	
15	Area reserved for dispensary/hospital	1.08	4.98	4.98	----	6.06	
16	Area reserved for religious site	1.45	0.28	0.28	----	1.73	
17	Area reserved for multilevel parking and utilities etc.	8.92	7.51	7.51	1.79	18.22	

(vi) The effluent quantity is 16 MLS for Phase-III. A collection network of SW pipe class A (IS: 651: 1980 & IS 41: 1983) will be used upto 450mm i/d pipe size. RCC NP4 (IS 458 & IS 7830) are proposed to be used above 450 mm i/d to 700 mm pipe size.

	<p>(vii) Water requirement for the Phase-III is 21.74 MLD that will be sourced from the Jawahar Lal Nehru Bahlut Sub Branch.</p> <p>(viii) Investment/Cost: Cost of the project: The cost of the project is Rs.764.59 crores (Land cost = Rs. 5,05,70,91,683 lakhs and Development cost = Rs. 2,58,88,59,625 lakhs.</p> <p>(ix) Wildlife issues: Tilyar Lake is 3.5 km, NW, JLN Feeder canal is 4.0 km, NW and Ghandra Drain is 7.2 km, SE of the project site.</p> <p>(x) Employment potential: Employment will be provided by industries.</p> <p>(xi) Benefits of the project:</p> <ol style="list-style-type: none"> To promote more rapid industrialization of the country Infrastructural development in the State of Haryana. To increase national and local employment To attract private investment both national and foreign To promote the development of small and medium industries To encourage more effective use of resources through the development of industrial complexes, including diversified industries of all sizes. To bring industries and industrial employments to rural areas To train labours and increase its productivity
3.12.2	<p><i>The EAC, after deliberation recommended the project for grant of scoping clearance, with the finalized scope of work/study other than that proposed by the PP, as under :-</i></p> <ol style="list-style-type: none"> <i>Public hearing to be conducted while preparation of EIA/EMP report, suitably addressing the concerns therein,</i> <i>Many of the districts/areas in the State of Haryana have been identified as grey areas in respect of ground water withdrawal. As such, a detailed study of the area needs to be carried out taking into account cumulative water withdrawal and the replenishment/recharging. Such a study necessarily needs to be endorsed by the Central Ground Water Authority,</i> <i>For other sources of water supply (like from HUDA), a firm commitment by the State Agency for sustainable water supply from the identified sources needs to be furnished,</i> <i>Land use pattern of the project site to be in accordance with the regional plan approved by NCR Planning Board. A certification in this regard from the competent authority is to be submitted,</i> <i>Impact on ambient air quality due to increased traffic density, and the traffic planning to minimize the same,</i> <i>Flood protection measures to be suitably incorporated in the Disaster Management Plan.</i>
3.13	<p>Development of Vadodara-Mumbai Expressway (Phase-II) from km 26.32 to km 104.700 (km 390.864 of NH-8) of Main Expressway in Maharashtra by NHAI - Extension of validity of ToR - [F.No.10-59/2013-IA.III]</p>
3.13.1	<p>The PP made a presentation before the EAC and informed that:</p> <ol style="list-style-type: none"> The ToR for the project was granted vide letter No. 10-59/2013-IA-III dated 14.11.2013 for a validity of two year. The present proposal is for extension of validity of above mentioned ToR dated 14.11.2013. It is informed by Project Proponent that the project falls within 10 km of the protected area and in CRZ are. The statutory clearances like forest, recommendations of

	SCZMA, approval of Dahanu Taluka Environmental Protection Authority and recommendation of Standing Committee of NBWL are in progress.
3.13.2	<i>The EAC after detailed deliberations recommended the extension of TOR for a period of one year.</i>
3.14	Development of Vadodara – Mumbai Expressway (Phase-I) from km. 104.700 (km.390.864 of NH-8) to km. 378.722 (km 80.00 of NE-1) in the States of Gujarat, Dadra and Nagar Haveli and Maharashtra by NHAI - Extension of validity of ToR – [F.No.10-57/2013-IA-III]
3.14.1	<i>The EAC observed that the project proponent has already submitted the EIA/EMP reports online for consideration of grant of EC. As such, the present request for extension of validity of ToR is infructuous.</i>
3.15	Re-development activities of Cochin Port Trust at Cochin Port, Willingdon Island, Kerala by Cochin Port Trust - Extension of validity of ToR – [F.No.11-45/2013-IA-III]
3.15.1	The PP made a presentation before the EAC and informed that: <ul style="list-style-type: none"> (i) The ToR for the project was granted ToR vide F.No.11-45/2013-IA.III, dated October 31, 2013. (ii) Based on the approved ToR, EIA study has been carried out through the Consultants M/s. L&T Infrastructure Engineering Ltd. (formerly L&T Ramboll Ltd.) and Public Hearing has been successfully conducted on 25/09/2014. (iii) The proposal for CRZ clearance has been submitted to Kerala Coastal Zone Management Authority (KCZMA) in December 2014. KCZMA considered the proposal in the meeting held on 16/07/2015. As per the direction of KCZMA, additional details of projects included in the Master Plan have been submitted as per CoPT's letter dated 02/11/2015, for further consideration of the proposal for in-principle CRZ clearance to the proposed redevelopment activities of Cochin Port Trust at W/Island as envisaged under the Master Plan. (iv) Accordingly, the Project Proponent requested for extension of ToR.
3.15.2	<i>The EAC after detailed deliberations, recommended for extension of validity of TOR for a period of one year.</i>
3.16	Proposed Greenfield facility for import of 5 MMTPA LNG Floating Storage Unit and handling facility within Krishnapatnam Port Ltd., Nellore, Andhra Pradesh by M/s LNG Bharat Pvt. Ltd. – Amendment in ToR – [F.No.11-27/2013-IA-III]
3.16.1	The PP made a presentation before the EAC and informed that:- <ul style="list-style-type: none"> (i) ToR for the project was granted vide letter No.11-27/2013-IA-III dated 26.05.2014 for 40 acre as land requirement. (ii) The present proposal is for amendment in above mentioned ToR. (iii) LNG Bharat Pvt Ltd proposes to set up an LNG Import Terminal at Krishnapatnam Port, to provide port facilities to berth its LNG Floating Storage Unit and operate a dedicated LNG Import facility and provide supply of LNG/RLNG to customers. (iv) It is informed that after detailed engineering and considering safety regulations, it was found that 40 acres of land is not sufficient for the proposed 5 MMTPA LNG handling terminal. Hence, an additional land of 80 acres adjacent to the existing 40 acre land

	<p>within the Krishnapatnam Port was taken. Accordingly, an addendum to original MoU with the Krishnapatnam Port indicating allotment of additional 80 acre has been signed.</p> <p>(v) Accordingly, the PP requested for amendment in the ToR to incorporate the above in the ToR.</p>
3.16.2	<i>In the first instance, the EAC observed that the Krishnapatnam Port has been earlier involved in many litigations. As such, the Committee desired to confirm the present status vis-à-vis any subsisting/standing orders of Hon'ble Courts before considering the proposal.</i>
3.17	Development of an offshore LNG Floating storage and re-gasification unit at Kakinada Deep Water Port in Andhra Pradesh by M/s Krishna Godavari LNG Terminal Pvt. Ltd. - Extension of validity of ToR – [F.No.11-42/2013-IA-III]
3.17.1	<p>The PP made a presentation before the EAC and informed that:</p> <p>(i) The ToR for the project was granted vide letter No. 11-42/2013-IA-III dated 02.12.2013 for a period of two years.</p> <p>(ii) The present proposal is for extension of validity of above mentioned ToR dated 02.12.2013.</p> <p>(iii) EIA/EMP Study has been carried out through an accredited consultant M/s. L&T Infrastructure Engineering Limited. A request application with essential documents for conducting public hearing was made to Andhra Pradesh Pollution Control Board (APPCB) in May, 2014.</p> <p>(iv) Due to state bifurcation issues, APPCB could not accept and process the application for Public Hearing. KGLNG has been continuously following up with APPCB and Government of Andhra Pradesh for necessary permission to conduct Public Hearing. On October 09, 2015 KGLNG has resubmitted documents to APPCB with a request to conduct Public Hearing and the same have been accepted by APPCB. Public Hearing is scheduled to be conducted on November 21, 2015.</p> <p>(v) As the validity of ToR for the subject project is expiring on December 02, 2015, the Project Proponent requested to grant extension of validity of ToR for additional one year to complete necessary process for obtaining Environmental/CRZ clearance</p>
3.17.2	<i>The EAC after detailed deliberations recommended for extension of validity of ToR for a period of one year.</i>
3.18	'Residential Area development' at Village-Sheojipura, Bid Dadri & Dadri Toe, Jhajjar (Haryana) by M/s Model Economic Township Limited (Formerly known as Reliance Haryana SEZ Limited) – Further consideration for ToR – [F.No.21-125/2015-IA-III]
3.18.1	<p>The PP made a presentation before the EAC and informed that:</p> <p>The project was earlier considered by the EAC in its meeting held on 29 – 31 July, 2015 wherein the Committee asked PP to submit (i) separate application for each contiguous or nearly contiguous land parcel (ii) State Government approval for development of model economic township, (iii) supporting documents showing land use of proposed project cover area, (iv) balance of water availability from the agency assuring the same and (v) Traffic Management Plan within the area and for arterial roads.</p>
3.18.2	<i>The EAC, having taken note of the documents submitted, and after deliberation</i>

	<p><i>recommended the project for grant of scoping clearance, with the finalized scope of work/study other than that proposed by the PP, as under :-</i></p> <ul style="list-style-type: none"> <i>(i) Public hearing to be conducted while preparation of EIA/EMP report, suitably addressing the concerns therein,</i> <i>(ii) Many of the districts/areas in the State of Haryana have been identified as grey areas in respect of ground water withdrawal. As such, a detailed study of the area to be carried out taking into account cumulative water withdrawal and the replenishment/recharging. Such a study necessarily needs to be endorsed by the Central Ground Water Authority,</i> <i>(iii) For other sources of water supply (like from HUDA), a firm commitment by the State Agency for sustainable water supply from the identified sources needs to be furnished, keeping in view their commitments already given,</i> <i>(iv) Land use pattern of the project site to be in accordance with the regional plan approved by NCR Planning Board. A certification in this regard from the competent authority is to be submitted,</i> <i>(v) Impact on ambient air quality due to increased traffic density, and the traffic planning to minimize the same,</i>
3.19	Setting up of port based product SEZ at Kandla Port (Gujarat) by Kandla Port Trust - Environmental and CRZ Clearance- [F.No.11-83/2011-IA-III]
3.19.1	<i>The EAC Noted the proposal has not been recommended by the State Coastal Zone Management Authority, which is a statutory requirement for considering the proposal for grant of Environmental & CRZ Clearance. No further deliberations were made on the proposal.</i>
3.20	Expansion of Marine Terminal of ESSAR at Vadinar (Gujarat) by M/s Vadinar Oil Terminal Limited (VOTL) – Further consideration for Environment and CRZ Clearance [F.No.10-121/2008-IA-III]
3.20.1	<p>The proposal was earlier considered by EAC in its last meeting held during 7-9th September, 2015, wherein additional information were sought in respect of the following:-</p> <ul style="list-style-type: none"> • To submit copy of letter of 6th February, 2014 in respect of Oil Spill Disaster Contingency Plan submitted by M/s Essar Ports to Coast Guard authority to clarify that the Oil Spill Disaster Contingency Plan covers all the four berths (A, B, C & D). • Coordinates of the proposed berths C & D duly served by Kandla Port Trust to freeze the locations of the berths.
3.20.2	<p>In response to the first observation, the PP mentioned that they had submitted the oil spill disaster contingency plan along with sensitivity mapping vide letter 19th August, 2013. Later, on 20th September, 2013, it was informed to the Indian Coast Guard that they had submitted certificate of endorsement of facilities oil spill risk assessment and response preparedness.</p> <p>The Committee took note of a communication dated 12th March, 2014 from the Headquarters of Coast Guard Region (NW) at Gandhinagar addressed to the Chief Operating Officer, VOTL, which reads as under:-</p> <p><i>‘The Oil Spill Disaster Contingency Plan in respect of M/s Essar, Vadinar Oil Terminal Ltd</i></p>

	<p><i>is approved subject to the entire impact area for worst case spill being mapped during the next revision of plan.</i></p> <p><i>You are further advised to update the oil spill contingency plan every year and revise the plan every five years or earlier, if deemed necessary'</i></p> <p>The PP has also given a copy the letter dated 10th September, 2015 from Kandla Port Trust duly certifying the coordinates (Latitude/Longitude) of the proposed berths/expansion facility.</p>
3.20.3	<p><i>Keeping in view of the approval of the Oil Spill Disaster Contingency Plan by the Headquarter Coast Guard Region, Gandhinagar, the EAC recommended the project for grant of Environmental and CRZ clearance for the expansion of marine terminal at Vadinar, subject to the condition that the entire impact area for worst case spill being mapped during the next revision of the plan.</i></p>
3.21	<p>Hazardous Waste Management facility Phase II of Integrated Waste Management Facility in Karnataka at village Madanhatti, District Kolar (Karnataka) by M/s SMS Infrastructure Limited – Further consideration for Environmental Clearance - [F.No.10-19/2012-IA-III]</p>
3.21.1	<p><i>The PP did not attend the meeting, and as such the EAC deferred the proposal.</i></p>
3.22	<p>Proposed 'BHAL Industrial Park at village Moti Boru and Bholad of Taluka – Dholka, District Ahmadabad (Gujarat) by M/s Gujarat (Bhal) Construction Ltd – Further consideration for Environmental Clearance - [F.No.21-1111/2007-IA-III]</p>
3.22.1	<p><i>The PP did not attend the meeting, and as such the EAC deferred the proposal.</i></p>
3.23	<p>Development of Surkanda Devi Ropeway at Kaddukhal Tehri Garhwal (Uttarakhand) by M/s Surkanda Devi Ropeway Project Company Private Limited – Further consideration for Environmental Clearance – [F.No.10-21/2014-IA-III]</p>
3.23.1	<p>The Committee noted that 'Aerial ropeways' are listed as category B projects under item 7(g) in the schedule of the EIA Notification, 2006. However, since the project would be at an elevation of 1000 m above Mean Sea Level, and within 10 km of eco-sensitive area (Ecopark in Dhanaulti - 3.8 km in NW direction), the general conditions are applicable to the project. Accordingly, the project proponent has approached the EAC for consideration.</p>
3.23.2	<p>The proposal was considered by the EAC in its 151st meeting held during 7-9 September, 2015. The EAC suggested that the Project Proponent will recheck if the Project area in the ropeway is located in Seismic Zone IV or V, and submit the structural plan accordingly. The geology of the area was also to be rechecked for geotechnical stability.</p>
3.23.3	<p><i>The EAC after examination of details submitted by PP and detailed deliberations, recommended the project for grant of EC subject to compliance of routine specific and general conditions.</i></p>
3.24	<p>Proposed expansion of Residential Project – Oxygen at 260/4A, 260/4B1, 260/4B2, 262/1, 262/2 , 263/2A, 263/2B, 264, 265/1B, 296/1, 3, 4, 6, 7, 8A, 8B, 297, 298, 299/1, 3, New S.No. 301/5 (Old S. No. 301/2), 360/2, Village Perumbakkam, Perumbakkam (Tamil Nadu) by M/s Urban Tree Infrastructures Pvt. Ltd. – Further consideration for</p>

	Environmental Clearance [F.No.21-74/2015-IA-III]
3.24.1	<p>The PP made a presentation before the EAC and informed that the proposal was last considered during 150th meeting held in July, 2015, wherein, the Committee sought clarification and convincing replies in respect of the following:-</p> <ul style="list-style-type: none"> • Conformity of the project site vis-a-vis the land use pattern as per the approved developmental plan of the area. • Water availability (ground/surface) • Present status of the site • Requirement of CRZ clearance, if any,
3.24.2	<p>The EAC examined the proposal vis-a-vis their observations in the last meeting, and found deficiencies in respect of the following:</p> <ul style="list-style-type: none"> • Peripheral roads should be of 6 m width excluding green belt, other than roads and other construction adjacent to main road. • The letter dated 5th November, 2015 from CMWSSB is mere a contingent commitment for supply of the required amount of fresh water, and may not suffice the purpose. • Detailed energy saving statement has not been submitted. • The PP has applied to State Ground Water Board for ground water withdrawal, but the required permission not yet obtained. • Detailed site plan showing car parking, and other auxiliary facilities.
3.24.3	<i>The EAC, after deliberations, deferred the proposal till fulfilment of all the requirements to their satisfaction.</i>
3.25	Proposed expansion of 'E Lights' IT Park at No- 23, Rajiv Gandhi Salai, OMR, Navalur, Chennai (Tamil Nadu) by M/s E Lights Techno Park Pvt Ltd– Further consideration for Environmental Clearance [F.No.21-113/2015-IA-III]
3.25.1	<p>The PP made a presentation before the EAC and informed that the proposal was last considered during 150th meeting held in July, 2015, wherein, the Committee sought clarification and convincing replies in respect of the following:-</p> <ul style="list-style-type: none"> • Conformity of the project site vis-a-vis the land use pattern as per the approved developmental plan of the area. • Water availability (ground/surface) • Present status of the site • Requirement of CRZ clearance, if any,
3.25.2	<p>The EAC examined the proposal vis-a-vis their observations in the last meeting, and impressed upon more details:-</p> <ul style="list-style-type: none"> • Peripheral roads should be of 6 m width excluding green belt, other than roads and other construction adjacent to main road. • Reworking of water balance • Details of energy saving statement
3.25.3	<i>The EAC, after deliberations, deferred the proposal till fulfilment of all the requirements to their satisfaction.</i>
3.26	Proposed Mall, Club House and Residential development at SF No. 199/1, 200, 201,

	206, 205 part, Saravanampatti Village, Coimbatore (Tamil Nadu) by M/s Alliance Mall Developers Co Pvt. Ltd – Further consideration for Environmental Clearance [F.No.21-79/2015-IA-III]
3.26.1	The PP made a presentation before the EAC and informed that the proposal was discussed by EAC its 150 th meeting held on July 29-31, 2015. The EAC noted the submissions made by the PP and observed that project details in Form -1 are not in consonance with details in Form - 1A. The EAC advised the PP to submit the certificate from concerned State Government department to the effect that the present proposal is in conformity with the existing norms, to allow construction of commercial and residential complex in commercial area.
3.26.2	While appraising the proposal, EAC noted the following:- (i) The PP has revised the project name as 'Existing Mall' (Mall, Multiplex, Restaurant, Food Court), proposed Guest House & Residential Development” as per suggestions of the Committee. (ii) Presently, the EC has been sought for <ul style="list-style-type: none"> • Guest house, already approved by DTCP • Residential development for 540 dwelling units including 216 units of EWS, applied for DTCP approval.
3.26.3	<i>In view of the earlier observations to obtain a certification from the State Government in respect of conformity of the present proposal with the existing norms, and the submissions made by the project proponent, the EAC preferred to wait for the prior approval of DTCP to the proposed residential development. The proposal was, therefore, deferred.</i>
3.27	Development of integrated facilities within existing Kandla Port at Kandla (Gujarat) by Kandla Port Trust - Environmental and CRZ Clearance -[F.No.11-82/2011-IA-III]
3.27.1	The PP made a presentation before the EAC and informed that: (i) Kandla Port is situated at Latitude 23° 01' N and Longitude 70° 13' E on the shores of the Kandla Creek, Gulf of Kutch at a distance of 90 nautical miles from the Arabian Sea. The width of the channel varies from 200 meters to 1,000 meters. The total length of the Kandla Port approach Channel is around 23 kms. (ii) Kandla Port Trust had obtained Terms of Reference for conducting EIA studies from MoEF, New Delhi vide its F. No.11-82/2011 IA-III dated 22 nd May 2011. Baseline data for EIA studies were collected during March 2012 to February 2013 and draft EIA report was submitted to GPCB for conducting Public Hearing on October 03, 2013. The public hearing was conducted on December 18, 2013 and final EIA report has been submitted after incorporating public hearing minutes and reply to MoEF on May 06, 2014. The case was discussed in the 136 th EAC meeting on July 31, 2014 and returned with four observations. KPT has submitted the compliance of the observations to the MoEF&CC vide its letter no EG/WK/4751(EC)/(CRZ)-360 dated 26.06.2015 and the same was uploaded on online portal of MoEF&CC, New Delhi on dated 29/6/2015. CRZ recommendations have been received from SCZMA, Gujarat vide their letter no ENV-10-2014-25-E dated 01.07.2015 for the following projects: a. Development of Oil Jetty to handle liquid cargo and ship bunkering facilities at Old Kandla (Jetty: 300mx15m, approach:450mx10m, Back up area:5.5 ha, capacity 3.39 MMTPA, Capital dredging:1,73,660 m3, maintenance dredging :

	<p>1,56,294 m³)</p> <ol style="list-style-type: none"> b. Up-gradation of Barge handling capacity at Bunder Basin at Kandla. c. Multipurpose cargo terminal at Tekra off Tuna : Stage-II (T-shape jetty-600mX80m, capacity: 18 MMTPA, Backup area : 101 ha, Capital dredging:1,26,57,175 m³, maintenance dredging : 18,98,576.25 m³) d. Construction of Rail Over Bridge at NH 8A near Nakti Bridge e. Mechanization of dry cargo handling facility at Kandla Port (Berth 7 & 8) f. Strengthening of existing Oil Jetty 1 g. Modification and Strengthening of Cargo berths 6 at Kandla Port <p>(iii) The final EIA report was resubmitted to MoEF&CC along with CRZ recommendations on September 29, 2015 for obtaining CRZ and Environmental Clearances.</p> <p>(iv) The baseline data collected shows no significant impact of proposed activities on the existing environment of air, water, soil, biological and noise pollution.</p> <ol style="list-style-type: none"> a. Water for the proposed activities will be received from high service reservoir near Bhachau and Narmada Canal through 18" pipeline of Gujarat Water supply and Sewerage Board. 11 KLD water will be used for construction purpose and about 8 KLD water will be consumed by labours. b. There will be temporary influx of people to the area as 100 labours/day and other people who will be involved directly and indirectly during the construction of Jetty. c. The total land requirement for the project is 111.50 Ha. There is no land acquisition as land belongs to Kandla Port Trust. d. Total project cost is Rs.2204.56 crores. e. The port receives Bulk power supply from PGVCL through seven 11 KV sub stations. Besides, the port has two diesel generating sets to meet with emergency needs.
3.27.2	<p>While appraising the proposal, the EAC noted the following:-</p> <p>(i) Under the integrated project, KPT has proposed 13 activities in CRZ areas, out of which, the State Govt of Gujarat vide their letter dated 1st July, 2015 has recommended for 7 facilities as under:-</p> <ul style="list-style-type: none"> • Development of Oil jetty to handle liquid cargo and ship bunkering facilities at Old Kandla (Jetty: 300m X 15 m, Approach: 450mX10m, Back up area: 5.5 ha, Capacity: 3.39 MMTPA, Capital Dredging 1,73,660 M³, Maintenance Dredging: 1,56,294 cum) • Up gradation of Barge handling capacity of Bunder Basin at Kandla • Multipurpose cargo Terminal at Tekra off Tune :Stage II (T- shape jetty-600mX80m, Capacity:9.08 MMTPA, Back up area: 80 ha) • Construction of Rail Over Bridge at NH-8A near- Nakti Bridge, • Mechanized of Dry Cargo Handling facility at Kandla Port (Berth 7&8) • Strengthening of existing Oil Jetty 1 • Modification and Strengthening of Cargo berths 6 at Kandla Port <p>(ii) The PP were issued directions under Section 5 of the Environment (Protection) Act, 1986 on 19th January, 2015 by the State Govt of Gujarat for violation of the CRZ Notification based on the site inspection by the members of the Technical Committee. These directions included:</p> <ul style="list-style-type: none"> • Stop all construction activities, which are started without obtaining necessary clearance from the competent authority • Stop destruction of mangroves in your jurisdiction, and immediately ensure free flow of water in existed mangroves areas in KPT areas.

	<ul style="list-style-type: none"> • To submit details about total mangrove areas exists in KPT area and submit mangrove conservation plan for the entire area under KPT jurisdiction • To ensure that there shall not be any destruction of mangroves in your port area under your jurisdiction by any of your existing as well as proposed activities. • To ensure that existing mangroves are protected. <p><i>The above said directions have not been revoked yet, and stand as on today.</i></p> <p>(iii) The State Govt of Gujarat, while recommending development of 7 facilities, stipulated the specific conditions as under:-</p> <ul style="list-style-type: none"> • The provisions of the CRZ Notification of 2011 shall be strictly adhered to by the KPT. No activity in contradiction to the provisions of the CRZ Notification shall be carried out by the KPT, • The KPT shall have to abide by whatever decision taken by the GCZMA for violations of CRZ Notification 2011, • There shall not be violations of order dated 9th December, 2013 passed by the National Green Tribunal and accordingly, there shall be no mangrove destruction take place in KPT area <p>(iv) Form I submitted for the proposal is not consistent with the recommendations of the State Govt.</p>
3.27.3	<i>The EAC after deliberations, recommended for the Ministry to take a comprehensive view, and to decide for further action in the matter.</i>
3.28	Development of Industrial Estate at Rai, Sector 38-Phase II & Sector 39 District, Sonapat (Haryana) by Haryana State Industrial & Infrastructure Development Co. Ltd. - Environmental Clearance - [F.No.21-1046/2007-IA-III]
3.28.1	<p>(i) HSIIDC proposes to develop an Industrial Estate (IE) at Rai as the most modern Industrial Estate with international level of environmental friendly infrastructure.</p> <p>(ii) Total area is 751.04 acres (304 ha) for the purpose of development of IE. Out of the area acquired, 751.04 acre (303.9ha) has been planned and 16.60 acre (6.72ha) would be planned later on.</p> <p>(iii) The initial cost of project is Rs. 78.4+81.60= Rs.160 crores (exclusive of the cost of the land).</p> <p>(iv) The energy requirement would be 60374 kVA (tentative peak load from UHBVN).</p> <p>(v) The project is having the provision for the development of 6 MLD CETP.</p> <p>(vi) The project will facilitate in creation of employment opportunities both direct and indirect for local population.</p> <p>(vii) The project will help in urban development by providing all essential amenities in the IE and hence the project will have immense benefit for social upliftment. The project also aims at development of better landscaping in the vicinity as well as creation of green belt in the area which would eventually help in the improvement of visual and aesthetic quality of the area.</p>
3.28.2	<p>During appraisal, the EAC noted that the proposal was earlier considered by EAC in its 133rd meeting held on 22nd April, 2014, wherein the following observations were made:</p> <ol style="list-style-type: none"> a. Permission for groundwater extraction shall be obtained from CGWA; b. State Irrigation Department shall be consulted for creating humps in the drain no 6 and 8 for recharging the water within the industrial area;

	<p>c. The Committee advised the proponent to provide detail and action plan on water recharging calculations based on the permission obtained for extraction of ground water and the quantity of recharge water available in the industrial area; and</p> <p>d. Provide information on the quantity of hazardous waste generated in the industrial estate.</p> <p>Further, huge quantity of water will be required from an already over exploited area, and the situation would worsen, if the project is allowed. Also, CGWB has yet not accorded approval for ground water drawl. In the light of the statement as well as the submission by the PP, water related issue remains unresolved.</p>
3.28.3	<p><i>Pending approval of CGWB, the EAC did not examine the case and deferred the decision. However, in the mean time, the PP may submit details for alternate arrangement to meet the water requirement.</i></p> <p><i>CGWB may also consider diversion of erstwhile irrigation water for agriculture for this purpose. Otherwise, the State Government may locate an integrated water management plan for this area.</i></p>
3.29	<p>'Ropeway Project' from Raghunath Temple to Tod Rock at Nakki Lake, Mount Abu (Rajasthan) by M/s Mars Entertainment Pvt. Ltd. - Environmental Clearance - [F.No.11-4/2011-IA-III]</p>
3.29.1	<p>The PP made a presentation before the EAC and informed that :</p> <p>(i) The proposed project "Ropeway Project" from Raghunath Temple to Tod Rock will be located at Nakki Lake, Mount Abu (Rajasthan) being developed by M/s Mars Entertainment Private Limited. The project is a 261 m long Aerial Passenger Ropeway covering an area of 3774.7 sq m (including Lower Terminal Station, Upper Terminal Station & ropeway corridor) which shall be based on Mono-cable Jig back/ detachable system.</p> <p>(ii) The project being an Aerial Ropeway falls under the item 7 (g) of the EIA notification, 2006 and is a designated Project as per Schedule and falls under category A, as the site is at an elevation of more than 1000 m above MSL. The proposed ropeway shall be developed by the company itself.</p> <p>(iii) Terms of Reference (ToR) issued vide file no. F.No. 11-4/2011-IA-III dated 18-03-2011. Public hearing was conducted on 11-07-2011 and the EIA Appraisal for the project held in 109th meeting dated 09 to 10-02-2012. Few queries were raised, reply of which was submitted to MoEF&CC on 14-08-2015 and resubmitted on 12-11-2015.</p> <p>(iv) Total cost of the Ropeway project is Rs. 400 Lacs.</p> <p>(v) Ropeway will have carrying capacity of 400 persons per hour. Operation of 8 hrs of ropeway is envisaged. Population of 3200 persons/day will use the ropeway. Staff for operation & maintenance to be deployed at project will be about 15 persons.</p> <p>(vi) The total water requirement has been estimated as 53KLD. Water shall be used mainly for flushing, drinking, hand washing & horticulture purposes. Total quantity of waste water generation has been estimated to be 45 KLD. The waste water generated will be treated in 2 STPs of 30 KLD each based on FAB (Fluidized Aerobic Bio-reactor) Technology proposed at LTP and UTP.</p> <p>(vii) The total solid waste will be generated by ropeway users, employee, etc. Bio-degradable waste of 497 kg/ day will be disposed by pyrolysis method. Recyclable Waste of 145kg/ day will be collected and given to approved recycler.</p> <p>(viii) Total Power requirement will be 100kw. DG set of capacity 1 X 100 kW is</p>

	proposed at LTP for backup power supply. Acoustically enclosed DG Sets will be bought and installed.
3.29.2	The proposal was last considered in 109 th meeting of EAC held in February, 2012. While appraisal, the Committee was convinced with the need of the ropeway, and made the following observations:- <ul style="list-style-type: none"> • Upper terminal of the ropeway is to be located at Rock behind Tod Rock Complex, • The Deputy Collector, Sirohi, vide letter dated 15th March, 2010, had directed the PP to submit the revised proposal with upper terminal of the ropeway not to be located in the Tod Rock Complex. However, it was not possible to see on record the precise location of the ropeway terminals. • The proposal has been recommended by the Standing Committee of NBWL in its 33rd meeting.
3.29.3	<i>In the light of the observations by the Sub-Divisional Officer as well as the District Magistrate that the Tod Rock Parisar has been excluded from the alignment from the terminal point of the ropeway, the PP were requested to bring the approved alignment of the ropeway duly authenticated by the office of the District Magistrate, Sirohi.</i>
3.30	Expansion of existing Butibori Industrial area (BIA) (BIA Phase-II), MIDC, Nagpur (Maharashtra) by Maharashtra Industrial Development Corp. (MIDC) Nagpur - Environmental Clearance – [F.No. 21-23/2014-IA-III]
3.30.1	<i>The PP did not attend the meeting, and as such the EAC deferred the proposal.</i>
3.31	Proposed additional Butibori Industrial Area, Nagpur, Mumbai (Maharashtra) by Maharashtra Industrial Development Corporation – Environmental Clearance – [F.No.21-16/2013-IA-III]
3.31.1	<i>The PP did not attend the meeting, and as such the EAC deferred the proposal.</i>
3rd Day - Friday, 20th November, 2015 (Venue: Conference Hall (Brahmaputra), Vayu Wing, First Floor)	
3.32	Proposed construction of administration building and staff quarters at Okha, Dist- Devbhumi Dwarka (Gujarat) by Gujarat Maritime Board – CRZ Clearance - [F.No.11-27/2015-IA-III]
3.32.1	<i>The PP did not attend the meeting, and as such the proposal was not considered.</i>
3.33	Beach Resort at Village- Kadalur, Taluk- Cheyyur, District Kancheepuram (Tamil Nadu) by M/s Dual Structural's and Industries (P) Ltd. – CRZ Clearance - [F.No.11-28/2015-IA-III]
3.33.1	The Project Proponent (M/s Dual structural & Industries Pvt. Ltd.) made a presentation and provided the following information to the Committee:- <p>(i) Proposal: Construction of a Beach Resort on a plot area of 80239.984 sq. Meter at survey No. 389B, 485/2B, 556/1A2,1C,2B,3B, 557/1B,3,4, 571/2A,2B,2C,2D,2E of 105, Kadalur Village, Cheyyur Taluk, Kancheepuram District, Tamilnadu.</p>

	<p>(ii) It is proposed to develop the project with a facility of 95 Single Rooms, 144 double rooms, 16 VIP rooms, 10 guest rooms besides other features comprising of Kitchen, Dining rooms, recreation rooms, meditation dormitory, yoga room, naturopathy consultation for visitors, Spa and Tennis court. The entire project area is falling in Coastal Regulation Zone-III. The 200m from the High Tide Line (HTL) is earmarked as no development zone, and only parks and play field is proposed in this area. However, there will be no permanent structure for sports facility is proposed. In the no development zone not even temporary fencing is proposed.</p> <p>(iii) The maximum height of the proposed buildings for this project is 7.92 meters with ground floor and first floor. The total built up area is of 25,346 sq. meter with the development of Zone of 200 to 500 meters in CRZ. The Floor Space Index (FSI) for the proposed building is 0.315.</p> <p>(iv) Water Requirement: The PP informed that the total water requirement for the project is 75KLD. The fresh water requirement will be 50 KLD (48KLD for domestic requirement and 2KLD for Swimming Pool), which is proposed to be sourced through Desalination Plant of 100 KLD capacity. It is proposed to implement a Sewage Treatment Plant of capacity 80KLD which will generate 61 KLD of treated water. Out of this, about 36 KLD of treated water is proposed to be used or the Green belt. The remaining 25 KLD of treated water will be used for flushing.</p> <p>(v) The total cost of project is Rs.24.0 crores.</p>
3.33.2	<p>The EAC, while examining the information provided by the proponent noted following in respect of water requirement:</p> <p>a) The total water requirement for fresh water is informed to be 75 KLD. In the recommendations of Tamilnadu CZMA and EIA report, it is 60 KLD.</p> <p>b) According to EIA report, the fresh water requirement is 40KLD and proposed to be met through bore well. However, it has been informed to EAC that the freshwater requirement will be 54 KLD and the PP will meet these requirements through a desalination plant. The EIA report submitted for the project does not mention about the location of the desalination plant including the location intake and out fall.</p> <p>c) The TNCZMA has also noted that the total water requirement will be met from the ground water from S. No.404 falling away from the CRZ. It seems that TNCZMA has not been informed about setting up desalination plant in CRZ.</p>
3.33.3	<p><i>The EAC deferred decision for want of following information:-</i></p> <p><i>(i) revised EIA Report containing correct information in respect of water requirement, water sourcing and measures proposed for water and energy conservation and impact of desalination plant;</i></p> <p><i>(ii) building Plan should be to scale clearly indicating all proposed facilities;</i></p> <p><i>(iii) revised undertaking in respect of ground water drawal; and</i></p> <p><i>(iv) recommendation/endorsement of TNCZMA in respect of Desalination Plant proposed to be set up in CRZ.</i></p>
3.34	<p>Beach Resort Project (54.13 Acres) at, Village Sagartirth, Tank & Temb, Taluka Vengurla, Dist. Sindhudurg (Maharashtra) by M/s Elite Township Pvt Ltd – CRZ Clearance - [F.No.11-29/2015-IA-III]</p>
3.34.1	<p>The PP (M/s Elite Township Pvt Ltd.) made a presentation and informed the following:</p> <p>(i) Proposal: The proposal is to develop a Beach Resort in area of 54.13 acres at, Village Sagartirth, Tank & Temb, Taluka Vengurla, Dist. Sindhudurg (Maharashtra).</p> <p>(ii) Location of Project Site: The project site is located at Villages Sagartirth (Survey</p>

No. 2 & 4 and Hissa No. 3 B, 1 & 3), Tank (Survey No. 16 & 27, Hissa No. 1/1, 1/4 & 1/2) and Temb (Survey No. 15, Hissa No. 1/1 A & 1/2), Taluka-Vengurla of District Sindhudurg in Maharashtra.

- (iii) As per sanctioned regional plan for the development and use of land in the Ratnagiri – Sindhudurg (*Notification of Maharashtra Urban Development Department, dt. 09.07.1999*), the proposed site falls under Exclusive Tourism Zone (sub zones land use category - T 5). Hence, no land use change is envisaged.
- (iv) **Project Details:** The entire project would be developed in an area of 2,19,084 m² (54.13 Acres), which comprises of a resort including guest rooms, suites, villas, public areas and amenities. The total ground coverage area is proposed to be 30851.21 m² (14.08%) and FAR area proposed is 37,829 m² (0.17). The built up Area for Hotel & Villa Zone (A) will be 52,486.04 m². The built-up area for MEP Zones/ Ancillary Buildings (B) will be 6,230.70 m². The other activity area free from FAR (like Balconies etc.) – (C) will be 3209.48 m². The total built-up area is approximately 61,926.22 m². The project will consists of 212 Nos. of Units which includes Guest Room - 160 Nos., Suites (1 BR) – 16 Nos., Suites (2 BR) – 2 Nos., Villa (1 BR) – 5 Nos. and Villa (3 BR) – 29 Nos. The Total Population will be 2384 Nos. The maximum height of the building will be 9m.
- (v) **Water Requirement:** During construction phase total water requirement will be 80 KLD which includes 55 KLD of water for construction activities and 25 KLD of domestic water for 500 construction labors, (@ 45 lpcd water demand as per CPHEEO during the peak construction period), which will be sourced through Tanker Water Supply. During operation phase, total water requirement will be 791 KLD and fresh water requirement will be 496 KLD which will be sourced by Maharashtra Jeevan Pradhikarana, Nagar' V Gramin Yojana Up Vibhag, Savantvadi. Approximately 310 KLD of sewage will be generated and the same will be treated in a Sewage Treatment Plant. Separate pipelines will be laid for using the treated water. The proposed STP will be designed appropriately to take care of the expected peak and average flow in order to maintain the characteristics of the treated sewage as per the standards. The STP will have design capacity of 375 KLD. The treated wastewater from the STP will be used for flushing, cooling and horticulture purposes. STP based on MBR (Membrane Bi Rector) Technique will be established. The waste water will be collected through a network of sewer system to be designed accordingly keeping in view the location of the STP. The treated effluent will be reused for flushing, landscaping and partial AC cooling purpose. Dual plumbing system will be provided for utilizing treated water for flushing of toilets. Reuse of treated effluent within the project site will reduce the overall requirement of fresh water.
- (vi) **Waste Generation:** The solid waste generated during operation phase of the project has been estimated to be approx. 1.3 TPD. The majority of waste shall be generated by tourist activity and activities such as street sweepings and drain cleaning. The biodegradable and non-biodegradable waste shall be collected, segregated, transferred, and treated and disposed off as per the Municipal Solid Waste (Management and Handling) Rules, 2000.
- (vii) **Power requirement:** During construction phase the total power requirement will be approx. 500 KVA which will be sourced by DG sets. During operation phase, the total power requirement of the proposed Beach Resort when fully developed and occupied and functional is estimated as Demand Load of 3200 KW. It will be sourced by Maharashtra State Electricity Distribution Co. Ltd. For the project, seven (07) DG sets (7 x 750) KVA will be used as backup power in case of power failure.
- (viii) **Parking:** Parking facilities shall be provided within the project premises. It is proposed to provide a provision of 206 ECS on open surface parking. For the project,

	<p>two (2) buses are planned to be provided.</p> <p>(ix) Landscaping: The total green area for the proposed project has been planned in an area of 1,34,029.04 m².</p> <p>(x) Rainwater Harvesting: Rainwater harvesting will be done by providing a rain water lagoon of approx. 10,000 m².</p> <p>(xi) SCZMA Approval: The site is in CRZ-III Zone. The area between 200m & 500m CRZ line (Development Zone) is 1,02,755.08 m² and area between HTL & 200m CRZ line (No Development Zone) is 1,16,328.92 m². The Maharashtra Coastal Zone Management Authority has recommended the project vide their letter No. CRZ 2014/CR 176/TC4 dated 05.03.2015.</p> <p>(xii) Total cost of the proposed development is Rs. 297.6 crore including cost of land, construction, plant machinery & other.</p>
3.34.2	<p>The EAC while examining the proposal noted the following:</p> <p>(i) The proposed development is located near the seashore and falls under Coastal Regulation Zone (CRZ)-I and CRZ-III. The CRZ demarcation and Marine Environmental Impact Assessment (EIA) Study for the above said project has been carried out by M/s CSIR - National Institute of Oceanography (NIO), Goa. The project site adjoins Arabian Sea, being approximately 70 m away from shoreline. The site is accessible from MSH4 Vengurla-Shiroda coastal highway on the east.</p> <p>(ii) The proposed site is in the coastal plains and slightly undulating. The slopes are towards the western side with variation (7 m) in the highest and lowest point. The site surroundings comprise of rural setup and the land use in the surrounding area comprises of villages with residential set up.</p> <p>(iii) No industrial area is observed in nearby vicinity. Many small scale hotels and resorts are seen adjoining the coastal areas.</p> <p>(iv) The project site is characterized by natural vegetations. The western side of the site is predominantly sand dunes and the westernmost dunes are well stabilized by natural dune vegetation, casuarina plantations and invasive vegetation that has widely spread along the coast. The western most dune is about 60 m in breadth and runs beyond the property for several hundred meters on both sides, intercepted by a public road and the natural water drains coming from the land. Also, the beach is occasionally used by the Olive Ridley Turtle for nesting and hence requires better protection measures.</p> <p>(v) The built-up area is more than 20,000 sq. meters and thus attracting the provision of EIA Notification, 2006. As per the CRZ Notification, 2011, para 4(i) (b), the projects attracting EIA Notification, 2006 and CRZ Notification, 2011 are required clearance under EIA notification only subject to being recommended by the concerned State or Union Territory coastal Zone Management Authority. However, the development of beach resorts or hotels in CRZ-III for occupation of tourists and visitors are subject to prior approval of the Ministry.</p>
3.34.3	<p><i>The EAC, after deliberation on the proposal, and the legal provisions, recommended approving the project from CRZ perspective subject to the following conditions:</i></p> <p><i>i. There shall be no construction or development in the project site falling in CRZ-I. The construction in CRZ-III shall strictly be as per the provisions of CRZ Notification, 2011.</i></p> <p><i>ii. There shall be no dressing or alteration of the sand dunes, natural features including landscape changes for beautification, recreation and other such purpose.</i></p> <p><i>iii. The development of Resort shall be strictly for occupation of tourist and visitors. There should not be any construction for residential purpose.</i></p> <p><i>iv. All waste (liquid and solid) arising from the proposed development will be disposed</i></p>

	<p><i>off as per the norms prescribed by Maharashtra State Pollution Control Board. There shall not be any disposal in to the sea/coastal water bodies.</i></p> <ul style="list-style-type: none"> <i>v. No labour camp, machinery and material storage is allowed in CRZ Area.</i> <i>vi. Project Proponent will ensure that no untreated wastewater is discharged outside the project premises. It will be ensured that the wastewater generated is treated in STP and is reused for landscaping, flushing and HVAC cooling purposes within the development. The PP should also make alternate arrangement for situation arising due to malfunctioning of STP. There shall be regular monitoring of the effluent from STP under intimation to the Maharashtra SPCB.</i> <i>vii. The project proponent shall not undertake any construction within 200 meters in the landward side of High Tide Line and within the area between Low Tide Line and High Tide Line. The proposed constructions shall be beyond 200mts from the High Tide Line.</i> <i>viii. Live fencing and barbed wire fencing with vegetative cover is allowed around private properties subject to the condition that such fencing shall in no way hamper public access to the beach.\</i> <i>ix. The total covered area on all floors shall not exceed 33 percent of the plot size i.e., the Floor Space Index shall not exceed 0.33. The overall height of construction up to the highest ridge of the roof, shall not exceed 9 m and the construction shall not be more than two floors (GF plus one upper floor).</i> <i>x. There shall no ground water drawal within CRZ.</i> <i>xi. The PP shall obtain necessary permission from concerned authorities for their proposed construction.</i> <i>xii. Installation and operation of DG sets shall comply with the guidelines of CPCB. The D.G set shall be at least 6 m away from the boundary.</i> <i>xiii. The PP shall obtain necessary clearances as applicable under the EIA Notification, 2006 and the CRZ Notification, 2011.</i>
3.35	<p>Pet Coke Evacuation Project for IOCL Paradip Refinery – Odisha - Above ground conveyor belt in Tehsil Balikuda of District Jagatsinghapur (Odisha) by M/s Indian Oil Corporation Ltd – CRZ Clearance - [F.No.11-30/2015-IA-III]</p>
3.35.1	<p>The PP (M/s Indian Oil Corporation Limited) made a presentation and informed that:-</p> <ul style="list-style-type: none"> a) Project proposal: The proposal is to install Pet Coke Evacuation system for IOCL Paradip Refinery, Odisha which will have an above ground conveyor belt in Tehsil Balikuda of District Jagatsinghapur (Odisha). b) Justification: Indian Oil Corporation Limited (IOCL) has set up its 10th Refinery i.e. Paradip Refinery Project (PDRP) at Paradip, Odisha, which is the most modern coastal Refinery in Eastern India. This Refinery will process 15 MMTPA crude to get the desired petroleum products (LPG, Gasoline, Naphtha, Kerosene, ATF etc.) and by-products such as Sulphur, petroleum coke (Pet coke) etc. Pet coke is separated as residue by-product which is a solid high carbon material. This Pet coke can serve as either energy source or carbon source. About 71% total Fuel grade pet coke is used as energy source. IOCL's Paradip Refinery shall produce about 1.3 million metric tons of pet coke. It is proposed to convey the pet coke from south refinery to north refinery by combination of pipe conveyor and troughed conveyer to silos located at Rapid Loading System (RLS) in north refinery from where the material shall be transported by rail. c) Location: The proposed conveyor will be laid on the support structures, and along the route, it will cross Santa Creek over the existing bridge. The proposal attracts the provisions of CRZ Notification 2011. As per CRZ Notification, 2011, the proposed pet

	<p>coke evacuation project will be falling in the following CRZs areas:</p> <ol style="list-style-type: none"> i. CRZ-IA (Mangroves with 50m buffer): 1820.9 m ii. CRZ- II (Developed area with boundary & road): 137.17 m iii. CRZ-IVB (Water area of the Santra Creek): 87.35 m <p>d) Thus the total length in the abovementioned CRZs will be 2045.42 m.</p> <p>e) The project components: A mechanized system has been envisaged to convey about 1.3 million metric tonnes per annum (MMTPA) pet coke produced from refinery's Delayed Coking unit and coke storage area to Railway Wagon Loading System from where Pet Coke shall be dispatched to different location through Railways. The above system shall comprise the following facilities:</p> <ol style="list-style-type: none"> i. Pet coke evacuation and Transportation through a combination of Pipe conveyor & troughed belt Conveyor ii. Intermediate storage silos (2 Nos@2000T each) iii. Rapid Loading System for Railway Rake Loading. iv. For railway loading, a dedicated railway siding from Paradip railway station to Refinery with Wagon loading facility & required nos. of in-motion weighing system has also been envisaged for the system. <p>f) The storm water drain shall be provided with sedimentation pits and oil-water interceptors.</p> <p>g) Pipe conveyor has been envisaged as transportation media for Petcoke from refinery to Railway wagon Loading System. Also provision of Intermediate storage Silos (2 nos.) each of 2000T capacity has been envisaged for the system. Capacity of Pipe conveyor has been envisaged 750 TPH (rated). Length of the conveyor system shall be approximately 4.0 Km upto Railway Loading System (RLS) within refinery. Railway alignment with the provision of Y-junction has been envisaged in this Railway loading system.</p> <p>h) Electrical power and water requirement shall be met through the existing facility.</p> <p>i) The total 4.6 kilometer long conveyor systems is envisaged to be added in existing system for evacuation of Pet Coke through wagon loading system. Pipe conveyor covers 4.1 kilometer length in total length.</p> <p>j) SCZMA Approval: The Odisha Coastal Zone Management Authority has recommended the project vide their letter No. 50/OCZMA dated 25.08.2015.</p> <p>k) The total cost of the project is estimated to be 238.5 cr.</p>
3.35.2	<p><i>The EAC, after deliberations recommended granting CRZ clearance to the project subject to the following conditions:</i></p> <ol style="list-style-type: none"> <i>i. The PP shall undertake periodic inspection and maintenance to avoid spillages, wear and tear of the proposed conveying system.</i> <i>ii. Adequate safe guards including Alarm and Emergency shutdown system shall be provided for the proposed conveying system.</i> <i>iii. Proper fire hydrant and fire extinguisher shall be provided at appropriate locations conforming to prevailing norms or fire safety.</i> <i>iv. There shall no destruction of the mangrove during construction as well as he operation phase.</i> <i>v. The top soil of excavated area during the construction shall be kept separately and will be used for vegetation.</i> <i>vi. The labour camps, storage of material and machinery during construction phase shall be away from the CRZ.</i> <i>vii. Crossing of creek shall be on trestles with adequate clearance thereby having negligible impact on the flow.</i> <i>viii. During construction, solid waste generated will include packaging and wrapping material, stubs of spent welding electrodes, used rags and housekeeping etc. The</i>

	<p><i>PP shall ensure disposal of such wastes at approved sites. There shall be no disposal in CRZs.</i></p> <p>ix. <i>There shall be no ground water withdrawal within CRZ limits.</i></p>
3.36	Laying heat traced pipe line from South Tanker Berth to Kochi Refinery in Tehsil Kunnathunad of District Ernakulam (Kerala) by M/s Bharat Petroleum Corporation Ltd. – CRZ Clearance - [F.No.11-31/2015-IA-III]
3.36.1	<p>The PP (M/s Bharat Petroleum Corporation Ltd.) made a presentation and provided the following information:-</p> <p>(i) Project Proposal: The PP proposes to lay 20” heat traced pipeline by replacing the redundant 30” crude oil pipeline handle HSVR/ LSHS from North Tanker Berth (NTB) /South Tanker Berth (STB) to Kochi Refinery (KR) and the pipeline will be laid in the existing corridor. As a part of this project, two booster pumps & necessary strengthening/augmentation of South Tanker Berth including replacement of a loading arm is also envisaged.</p> <p>(ii) Location: One 30” crude line and three 12” product lines were existing in the same corridor. From NTB / STB, the heat traced line will be laid underground crossing the BTH Jn. and proceeds along TD Road up to Durbar hall ground and proceeds along TD road and cross MG road at Jose Junction and proceed further along railway station road. From here the pipeline is laid through SRV road and Karekattu road, crossing MG road and Chittoor road up to railway quarters area. From here the heat traced pipeline turn left and proceeds through railway quarters compound along Swami Vivekananda road. BPCL is having ROW in this area. The pipe line take a right turn before KSRTC bus station, cross railway tracks through a culvert and proceed up to Mullassery canal. Across the canal, pipeline is laid over head on the trestles provided on both banks. After crossing the canal the line is laid underground to cross A L Jacob over bridge in Salim Rajan Road which was constructed recently. From here the line is laid through pipeline corridor up to BPCL KR. At Eroor, the lines are crossing the railway tracks through the culvert and proceeds further on left side of the track up to KR. The pipeline is falling in CRZ-II with the pipeline occupying an area of 668.87 M, CRZ-IVB, with the pipeline occupying an area of 321.21 M. The CRZ area is limited on the banks of Vembanad and Kaniyampuzha which belongs to CRZ-II category. The water part of the river and Vembanad belongs to CRZ-IV category. The total length of the pipeline from South / North Tanker Berth jetty to Kochi Refinery is approx 14KMs. Pipeline and the surrounding study area are covered under Survey of India Topo sheet No’s 58C/5. The nearest Notified Historical/ Archaeological/ Tourist Places include Bolgatty Palace, which is 1 Km West from STB/NTB Jetty and Hill Palace Museum, which is approx 2 Km West from Refinery. There is no ecologically sensitive area found along the proposed pipeline route to be categorised as CRZ1A. Only a few mangrove trees are found at 50 m south of pipeline route along the west bank of Kaniyamuzha.</p> <p>(iii) Water body: Pipeline passing through Chitrapuzhha (09° 58’20.66”N, 76° 21’39.99”E), Kanyampuzha (09° 58’24.04”N, 76° 20’41.99”E), Kanyavallipuzha (09° 58’24.11”N, 76° 19’31.24”E) on overhead trestles without affecting free flow of water.</p> <p>(iv) There are three rail crossings in the pipeline corridor. They are (a) at Eroor (b) at BPCL terminal (c) at FACT. These crossings are through culverts. After entering BPCL KR boundary, the pipelines are laid on sleepers up to the respective storage tanks.</p> <p>(v) The pipeline will be laid along with associated facilities like Loading Arm, Booster Pumping Station, Pig launching/receiving facilities, etc.</p> <p>(vi) The proposed pipeline will be of 20 inch in diameter of material grade of API 5L Gr X-65 PSL-2 , WT-8.5mm SAWL pipe with dual layer Fusion Bonded Epoxy (FBE) coating suitable for in service temp of +110⁰C followed by minimum 70 mm thick</p>

	<p>Polyurethane foam insulation and 8 mm thick extruded seamless HDPE jacket. One inch pipe with heating element will be welded to the bare pipe for heating. The design temperature and pressure for the proposed pipeline will be 90⁰C and 18.0 Kg/cm² (g).</p> <p>(vii) Water Requirement: Water is required for the construction and operation phase which will be supplied by existing refinery/ contractor.</p> <p>(viii) Waste Generation: During construction, solid waste generated will include packaging and wrapping material, stubs of spent welding electrodes, used rags and housekeeping wastes etc. Spent oils and other lubricants from equipment used by the contractor will be collected by the contractor & disposed off at CPCB/ local PCB approved recyclers. Hence impact on the surrounding environment during construction and operation phase of the project is not envisaged due to solid waste generation. During operation Hazardous waste generated include effluents discharged during pigging activity. Hazardous waste generated during pigging activity is collected & recycled.</p> <p>(ix) SCZMA Approval: The Kerala Coastal Zone Management Authority has recommended the proposal vide their letter No. 4583 /A2/15/KCZMA /S&TD dated 08.09.2015.</p> <p>(x) Investment/Cost: The estimated cost of the project is Rs. 337.06 crores.</p> <p>(xi) Wildlife issues: The proposed pipeline is not passing through national parks / sanctuaries / coral reefs / ecologically sensitive areas.</p> <p>(xii) Employment potential: In-direct employment of unskilled and skilled workers during pipeline laying period.</p> <p>(xiii) Benefits of the project: The benefits of reduction in energy consumption due to underground Pipeline mode of transportation of LSHS, HSVR, VGO and reduced transportation losses and fugitive emissions. Pipeline mode is the safest and reliable mode of transportation. Transit losses are the lowest.</p>
3.36.2	<p><i>The EAC, after deliberation recommended granting approval to the project under CRZ Notification, 2011 subject to the following conditions:</i></p> <p>(i) <i>There shall be no destruction of mangrove trees at 50 m south of pipeline route along the west bank of Kaniyamuzha. Crossing of rivers shall be on trestles with adequate clearance thereby having negligible impact on the flow.</i></p> <p>(ii) <i>Labour camps, storage of material and machinery shall be away from the CRZ.</i></p> <p>(iii) <i>The excavated soil shall be used for refilling to the extent possible. Any soil laced with oil and other hazardous chemicals shall be separated from such impurities, treated and disposed at nearest TSDF sites. The spent oils and other lubricants from equipment shall be collected by the contractor & disposed off at CPCB/ local PCB approved recyclers. There shall not be disposal of any waste in CRZ.</i></p> <p>(iv) <i>Emergency Shut System shall be incorporated in the design so as to mitigate the impact of leakage. The adjacent population is to be made aware of the Risk associated with proposed project and mitigation measures to be taken in case of emergency.</i></p> <p>(v) <i>The PP shall obtain all permissions from concerned authorities prior to commencement of the project.</i></p>
3.37	<p>Installation for storing and transportation of Petroleum Products at S. No 1556 B of Village Vallur and S. No 354/1 of Village Atthipattu in Taluka Ponneri, District Thiruvallur (Tamil Nadu) by M/s Bharat Petroleum Corporation Ltd. – CRZ Clearance - [F.No.11-32/2015-IA-III]</p>
3.37.1	<p>The PP (M/s Bharat Petroleum Corporation Ltd) made a presentation and informed that:-</p>

- (i) **Project Proposal:** The project involves construction of new petroleum storage terminal with installations for storing and transportation of petroleum products namely, High Speed Diesel, Motor Spirit, Ethanol and Slop (mixed products) at S. No.1556 B of Vallur village and S. No.354/1 of Athipattu village, Ponneri Taluk, District Thiruvallur (Tamil Nadu) by M/s Bharat Petroleum Corporation Ltd. Under the project, it is proposed to construct 12 tanks viz., 6 numbers above ground petroleum product tanks, 3 numbers of petroleum underground tanks, 2 horizontal tanks for ethanol and one of 15 KL capacity for HSD. The total Petroleum Storage Capacity for the proposed terminal will be 1,17,035 KL including interconnection of pipeline of 16" dia for MS and 20" dia for HSD from adjacent HPCL installation to proposed BPCL installation.
- (ii) The product receipt is through existing pipeline of HPCL from where a tap off is being provided at manifold. The pipeline length will be approximately 200 m.
- (iii) **Location:** The unit has purchased 100 acres of undeveloped land from Salt Department for creating the above facilities. The proposed project is at 80°20'E and 13°15'N located at Survey No: 1556 B Vallur village and 354/1 Athipattu village, Ponneri Taluk, Thiruvallur District, Tamil nadu. The State highway number SH 56 passes by the site. The total area of the project site is 100 acres.
- (iv) The project site falls in CRZ-IA, CRZ-IB and CRZ-III. The no facilities is planned in CRZ IA and CRZ-IB. IN CRZ-III, it is proposed to construct Tank Lorry parking areas, Roads and ETP. The tank farm and other facilities will be developed in non CRZ. No new construction comes under the CRZ-IA and CRZ-IB. However, The PP also informed that for security reasons, compound wall and emergency exit is proposed in the site by stilts, without affecting the tidal flow at CRZ-I.
- (v) The terminal have the storage facilities for MS (56620 KL), HSD (56620 KL), Ethanol (200KL) and SLOP (100KL). The products will be receipt through Ocean Tankers and via HPCL pipeline, stored in respective tanks and will be dispatched to retail outlets through tank lorries.
- (vi) **Water:** The requirement of water for the construction and operation phases will be met through authorized suppliers. The domestic water requirement will be 10 m³/day. It will be met by taking tap-off from existing pipeline running from CPCL Desalination Plant to existing HPCL terminal. About 4m³/day of Sewage generation is expected, which will be treated through STP and used for maintaining green belt. Effluent from washing of Gantry and rain water will be about 50m³/day. It would be treated through ETP (capacity 50KLD) and used for flushing, make up and fire fighting.
- (vii) **Power:** The total power requirement for the industry is about 600 kVA which is to be obtained from TANGEDCO. Further two diesel generators i.e. 1 x 500 KVA and 1 x 250KVA are proposed to serve as alternative sources of power supply to this unit in emergencies during power failure.
- (viii) **Waste:** The total quantity of waste generation is estimated to be 24 Kg/day. Further, the generation of sludge from cleaning of storage tanks is also envisaged. The cleaning of tanks will be done once in 5 years and on cleaning of the tank about 1000L of sludge may be generated. About 50 L of waste oil may be generated from DG sets annually. The domestic waste will be segregated at source, collected in bins and composted.
- (ix) The proposed land falls in barren/uncultivable/waste lands/ Sandy area.
- (x) **Green Belt:** For maintaining the ecological balance, dust control and mitigate noise pollution, greenery is proposed to be developed to the maximum extent as permitted by the lay out along the proposed plant boundary and inside the plant with a tree concentration of 1000 to 1500 trees per acre is to be developed in and around the project area. Green belt to the extent of 33 acres will also be created at important locations. The green lawns and the water-bodies compliment the grace and symmetry

	of the buildings. The nature of plantation comprises of 40 % trees, 20 % lawns, 25 % shrubs and 15 % roads and pathway.
3.37.2	<p>During appraisal of the proposal, the EAC noted the following:-</p> <ul style="list-style-type: none"> • The project is covered under category B of item 6(b) '<i>Isolated storage & handling of hazardous chemicals</i>' of the schedule to the EIA Notification, 2006. • The facility comprises of pipeline receipt of petroleum products, storage (above and underground), pipeline transfer and loading for dispatch. • The proposal was placed before the TNSCZMA in its meeting held on 19th May, 2015, wherein the Authority has resolved to approve the proposal subject to production of certain documents. • It has been clarified that the project site is falling in CRZ IA, CRZ IB and CRZ III. • On receipt of the documents, the TNSCZMA has accorded Clearance under the CRZ Notification to the project, subject to certain specific conditions.
3.37.3	<p><i>The EAC, after deliberation, was in agreement with the proposal from the perspective of CRZ Notification, 2011 subject to the following conditions:-</i></p> <p>(i) <i>The development shall strictly be as per the provisions of CRZ Notification, 2011. There shall be no construction in CRZ-I. The project shall not affect the coastal ecology of the area including flora and fauna. The PP shall ensure that there is no destruction of mangrove found near to the project site during the construction as well as the operation phases of the project.</i></p> <p>(ii) <i>There should be no withdrawal of ground water within CRZ.</i></p> <p>(iii) <i>Installation and operation of DG sets shall comply with the guidelines of CPCB.</i></p> <p>(iv) <i>Labour camps, storage of machinery and material during construction shall be away from CRZ. There shall not be disposal of any waste in to CRZ. There shall be continuous monitoring of the effluent from STP and ETP as per the norms prescribed by the concerned SPCB and CPCB.</i></p> <p>(v) <i>It shall be ensured that all pollution control systems are commissioned as part of main plant equipment, before the commencement of operation of the project.</i></p>
3.38	Proposed Beach Resort in Village Vadanemmeli of Taluk Chengalpet, District Kancheepuram (Tamil Nadu) by M/s A. R. Resorts India Pvt Ltd, Chennai – CRZ Clearance - [F.No.11-33/2015-IA-III]
3.38.1	<p>The Project Proponent (M/s A. R. Resorts India Private Limited, Chennai) made a presentation and informed the following:-</p> <p>a) Project Proposal: The proposed project is a Beach Resort at Vadanemmeli Village (Survey No. parts of 354 and 355), Chengalpet Taluk, Kancheepuram District having two blocks with the plot area of 41561.25 sq.m. The FSI area for the project is 13708.69 sq.m. The non FSI area including parking is 7134.42 sq.m. The total built up area is 20843.11 sq.m.</p> <p>b) Location: The proposed project is located at Vadanemmeli Village, Chengalpet Taluk, Kancheepuram District along the East Coast Road, Chennai. This site falls on Latitude 12°44'42.88" N, Longitude -80°14'20.66" E. The terrain is sloping towards the sea. The site area falls in CRZ III as per approved coastal zone management plan for Tamil Nadu.</p> <p>c) The CRZ within 200m from the High Tide Line (HTL) is earmarked as no development zone and only parks and play field is proposed in this Zone. In the no development zone not even temporary fencing is proposed. However, no permanent structure for</p>

	<p>sports facility is proposed. In the no development zone not even temporary fencing is proposed. The area of No Development Zone i.e. between 0-200meters rom High Tide Line of the sea is 21535.84 sq. Meter. The areas between 200 to 500 meter from HTL is reported to be 20025.41 sq. Meter. The Floor Space Index of the proposed cons ruction is 0.3298.</p> <p>d) The PP proposed to develop resort with a facility of 82 rooms in Block-1 (Ground Floor +First Floor), 36 rooms in block 2 (upper ground +lower ground) with restaurant, banquet hall besides other features comprising of Spa, Gym, bakery and lawns. The applicant has indicated that the maximum height of the building is to be restricted to 9.0 meters.</p> <p>e) Water Requirement: The total daily demand for water will be 128KLD. The water need will be met from ground water outside CRZ area. The fresh water requirement is104 KLD. The wastewater generated from the domestic and kitchen uses will be sent to the Sewage Treatment Plant (STP). The PP has proposed to develop a STP of 125 KLD capacity in the basement at the location shown in the basement plan. The sewage from the Beach Resort shall be collected and made available by gravity to the sewer mains at the STP. The system proposed to be adopted for Activated Sludge and MBBR. The raw water requirement is proposed to be met through Desalination Plant of 105 KLD capacity. The STP will give 107 KLD of treated water. Out of which, 70KLD will be used for Green Belt, 13KLD will be used for cooling tower and 24 KLD will be used for toilet flushing. The PP has also proposed for rain water harvesting by collecting runoff water from terrace surface in rain water harvesting sump of 4 x 50KL, which will be used for domestic water need after appropriate treatment. It is proposed to provide 80 pits for this purpose.</p> <p>f) Waste Generation: About 360 kg of solid wastes likely to be generated. The 158 kg/day of organic waste will be disposed through organic waste convertor. The 192 Kg/day of inorganic waste will be disposed through authorized vendors. The 10 kg/day of STP sludge will be dried and used as manure. The solid waste of construction waste i.e. excess earth and debris with bits and pieces of steel, air conditioning insulation material, packaging material and wood used or shuttering purpose.</p> <p>g) Energy Conservation Measures: The PP has proposed to install Low Wattage CFL/ LED fixtures with occupancy sensors in work station, cabin etc. The exterior lighting like façade, common area etc are controlled by astronomical / timer switches to select the time and fittings there by required fittings are switched on at required time to save the power. The hydro-pneumatic system with VFD control will be used for domestic and flushing water supply system. The low flow plumbing fixture will be recommended to reduce the water utilization. The system design shall be well equipped with energy conservation features wherever economic feasible.</p> <p>h) Power Requirement: The power requirement during the construction as well operational phase will be 1200 KVA which will be acquired from TNEB. The two DG sets of about 630KVA will be utilized during power failure. The stack height o proposed DG sets will be 14.5m.</p>
3.38.2	<p>The EAC observed that the water requirement during construction phase has not been informed, and the shown water balance was not correct. The EAC asked the project proponent to submit the revised water balance including details of arrangements made for water supply during construction phase. The PP was asked to submit the revised undertaking in respect of ground water drawl. EAC opined that the PP has not informed TNCZMA about the location of Desalination plant including the details of sea water intake and outfall. The EAC asked PP to inform the TNCZMA about installation of the Desalination plant.</p>

	<p>The EAC also noted that the built-up area for the proposed project is exceeding 20,000 sq. Meters. Therefore, the project attracts the provision of EIA Notification, 2006. As per the CRZ Notification, 2011 4(i) (b), the projects attracting EIA Notification, 2006 and CRZ Notification, 2011 are required clearance under EIA notification only subject to being recommended by the concerned State or Union Territory coastal Zone Management Authority. However, the development of beach resorts or hotels in CRZ-III for occupation of tourists and visitors are subject to prior approval of the Ministry.</p>
3.38.3	<p><i>The EAC, after deliberation on the proposal, and the legal provisions, recommended approving the project from CRZ perspective subject to the following conditions:</i></p> <ol style="list-style-type: none"> <i>i. There shall be no construction or development in the project site falling in CRZ-I. The construction in CRZ-III shall strictly be as per the provisions of CRZ Notification, 2011.</i> <i>ii. There shall be no dressing or alteration of the sand dunes, natural features including landscape changes for beautification, recreation and other such purpose.</i> <i>iii. The development of Resort shall be strictly for occupation of tourist and visitors. There should not be any construction for residential purpose.</i> <i>iv. All waste (liquid and solid) arising from the proposed development will be disposed off as per the norms prescribed by Maharashtra State Pollution Control Board. There shall not be any disposal in to the sea/coastal water bodies.</i> <i>v. No labour camp, machinery and material storage is allowed in CRZ Area.</i> <i>vi. Project Proponent will ensure that no untreated wastewater is discharged outside the project premises. It will be ensured that the wastewater generated is treated in STP and is reused for landscaping, flushing and HVAC cooling purposes within the development. The PP should also make alternate arrangement for situation arising due to malfunctioning of STP. There shall be regular monitoring of the effluent from STP under intimation to the Maharashtra SPCB.</i> <i>vii. The project proponent shall not undertake any construction within 200 meters in the landward side of High Tide Line and within the area between Low Tide Line and High Tide Line. The proposed constructions shall be beyond 200mts from the High Tide Line.</i> <i>viii. Live fencing and barbed wire fencing with vegetative cover is allowed around private properties subject to the condition that such fencing shall in no way hamper public access to the beach.\</i> <i>ix. There shall no ground water drawl within CRZ.</i> <i>x. The PP shall obtain necessary permission from concerned authorities for their proposed construction.</i> <i>xi. Installation and operation of DG sets shall comply with the guidelines of CPCB. The D.G set shall be at least 6 m away from the boundary.</i> <i>xii. The PP shall obtain necessary clearances as applicable under the EIA Notification, 2006 and the CRZ Notification, 2011.</i>
3.39	<p>Augmentation of existing Ship Repair Facility at Cochin Port of District Ernakulam (Kerala) by Cochin Shipyard Ltd. – Environmental and CRZ Clearance –[F.No.11-65/2013-IA-III]</p>
3.39.1	<p>The PP (M/s. Cochin Shipyard Ltd.) made a presentation and informed that</p> <ol style="list-style-type: none"> (i) Project Proposal: Cochin Shipyard took over on 30 years lease the existing ship repair facility along with about 17 ha of land having 850m water front facing the Mattanchery Channel (15 ha water area) for establishing and operating a modern ship

repair facility of International Standard. A dry dock and marine workshop facilities had been established in Cochin Port during 1930s for repairing port vessels. At present, it undertakes repair of small crafts on limited basis. This is a brown field project which includes refurbishment of the existing ship repair facility and development of a modern repair facility with ship lift for vessels up to 130 M length. The project is for augmentations of existing Ship Repair Facility at Cochin Port of District Ernakulam (Kerala). The proposed facility will involve construction of (a) ship lift & transfer system; (b) Outfitting jetties of 530 M length for the afloat repair of berthing vessels; (c) Tower cranes of 5T capacity; and (d) Dry berths along with internal roads and utilities. The Ship lift system will have length of 130m, width 25m and nominal lifting capacity of 6000 Ton. The proposed arrangement will have 4 dedicated work stations and along with transfer area will be capable of accommodating 6 vessels for simultaneous repair works.

- (ii) **Location:** The project site is located in the eastern side of Mattancherry channel, Wellington Island in Thoppumpady Village, Kochi Tehsil of Ernakulam district in the state of Kerala. The site is located between 9°56'55.61"N, 76°16'0.99"E and 9°56'21.62"N, 76°16'12.19"E. The location is connected with the hinterland by two National Highways namely, NH47 (Kanyakumari - Salem) and NH17 (Cochin – Mumbai). It is also connected with southern railways and Cochin Airport is located 47Km away. The nearest railway station is 10km away in Ernakulam and harbor station for cargo movement. The project area is located at 1km away from naval airport in Wellington Island and is overlapped by its air corridor. The height for vessels and cranes is therefore restricted. Vessels and cranes will be positioned in the ISRF project area considering this aspect. It is located very close to the busiest international sea routes. The distance from the international sea route Europe-Australia/Far East is 74 nautical miles whereas the distance to the Singapore Gulf sea route is only 11 nautical miles.
- (iii) The project site falls in CRZ-IA, CRZ-IB, CRZ-II and CRZ-IVB. The Mangroves are observed in the project area along the creek as two small isolated patches having spread area of 92.8 sq.m and 93.8 sq.m respectively.
- (iv) **Dredging:** The water depth required in the pit of operation of the ship lift is -12m CD and for remaining area -6.5m CD. Estimated quantity of dredging is 6 (six) lakh cubic metres. The dredged material is proposed to be dumped in the designated offshore dumping of Cochin Port Trust in deep sea, located 21 km from the project site. To maintain the planned depths at the future shipyard location, regular maintenance dredging is required.
- (v) **Other Components:** The warehouse complex involving a few old and unused structures will be demolished and new administrative and utility buildings will be constructed in accordance with the progress of the project implementations.
- (vi) The project area is part of designated port area of Cochin Port Trust and has well developed infrastructure facilities including rail and road transport. Therefore, no additional infrastructure facilities are required to be created for the project. No land acquisition or R&R is involved in this project. The proposed land to be developed houses an existing dry dock (operational) and few old and unused warehouses located sparingly within a large vacant compound.
- (vii) **Water Requirement:** The water will be sourced from Kerala Water Authority supplies, which is currently supplying water to the existing workshop facility. Total water requirement is 528m³/d and will be sourced from Kerala Water Authority. Wastewater generation will be about 37 KLD. Two STP's of 15 KLD and 25 KLD will be provided. An ETP of 500 KLD will be provided to treat the effluent. The treated wastewater will be reused in gardening/ horticulture.
- (viii) **Waste Generation:** The municipal solid waste will be collected and stores as per

	<p>the Municipal Solid Waste (Management and Handling) Rules 2000 and will be disposed through Cochin Corporation.</p> <p>(ix) Water body: The water front of the ISRF project is at Mattancherry Channel, which is a part of Vembanad Kayal. Sewage and Effluent will be collected and treated in STP and ETP. No untreated water will be disposed to the channel.</p> <p>(x) Power requirement is 2000 KVA (approximately) which will be sourced by Kerala State Electricity Board.</p> <p>(xi) Wildlife issues: Mangalavanam Bird Sanctuary is located at an aerial distance of 4.3km from project site.</p> <p>(xii) Investment/Cost: The cost of the project is Rs. 970 Crores.</p> <p>(xiii) Public Hearing conducted on 24.03.2015 at Collectorate Conference. During public hearing, 8 participants appreciated the project. No issue was raised from any of the members present during the public hearing.</p> <p>(xiv) SCZMA recommendations: The CRZ Mapping done by Institute of Remote Sensing, Anna University, Chennai. The Kerala Coastal Zone Management Authority has recommended the project vide their letter No. 3223/A2/15/KCZMA/S&T Ltd. dated 07.09.2015.</p> <p>(xv) Trees cutting: 105 numbers of trees are to be felled which is located within the premises. About 15 plants belonging to mangrove vegetation beyond the boundary wall on water front site will be cut. An area of 13,435 sq.m is proposed for green belt development.</p> <p>(xvi) Adequate parking facilities are catered for the ISRF project.</p> <p>(xvii) Dredged material will be disposed at the identified dumping grounds of Cochin Port Trust located in the outer sea about 21km away from the project site.</p> <p>(xviii) The project is located on the Banks of Mattanchery Channel and water table is very high. Hence, RWH is not proposed.</p> <p>(xix) Employment potential: Construction phase, it will provide job opportunities to about 200 skilled and 350 unskilled manpower. The project will provide employment to about 2000 employees when the facility becomes fully operational.</p> <p>(xx) Benefits of the project: The establishment of a new International Ship Repair Facility by CSL for undertaking repair of small and medium size vessels along with other maritime related facilities will lead to the development of ancillary industries. ISRF will attract ship repair orders which are presently done in Sri Lanka, Malaysia etc. and thus will earn Foreign Revenue. This will boost up the benefits of ISRF as well as contribute towards economic advancement of the entire region. Enhancement of the infrastructure facilities due to ISRF project along with other basic facilities (transport, communication, health etc.) is likely to provide a boost to the local economy and enhance the quality of life of the people living in and around the region. Social infrastructure like schools, health care facilities, commercial activities and recreational/entertainment facilities shall not only be provided to ISRF employees but will be shared with the nearby residential areas in the region. The project will provide employment opportunity in construction and operation phase both directly and indirectly. Increase in the revenue by the way of direct/indirect taxes to the authorities. There is dearth of ship repair facilities in India. The new facility would augment nation's ship repair capacity. Ship repair is an evergreen industry and would balance the cyclist of ship building industry. Proximity to the international sea routes will earn more ship repair orders, Make Cochin a maritime hub. ISRF project is line with GOI's Make in India Policy.</p>
3.39.2	<p>The EAC after deliberations noted that the Mangroves are observed in the project area along the creek as two small isolated patches having spread area of 92.8 sqm and 93.8 sqm respectively. These patches have been demarcated as CRZ-IA. The PP has</p>

	<p>submitted that cutting of mangroves is inevitable for development of the project facility. Social Forestry department has been apprised about the presence of mangroves at the ISRF site. Site inspection has been conducted by the department and has recommended for planting 75 mangrove saplings in lieu of felling 15 mangroves.</p> <p>However, as per the CRZ Notification, 2011, the proposed development as recommended by the Kerala CZMA is not permitted in the CRZ-I. The activities permitted in CRZ-IA inter-alia includes (a) projects relating to Department of Atomic Energy (b) pipelines, conveying systems including transmission lines, (c) installation of weather radar for monitoring of cyclones movement and prediction by Indian Meteorological Department, (d) construction of trans harbour sea link and without affecting the tidal flow of water, between LTL and HTL. (e) development of green field airport already approved at only Navi Mumbai and (f) facilities that are essential for activities permissible under CRZ-I.</p>
3.39.3	<p><i>In view of the above stated legal provision, the EAC deferred decision and suggested to MoEFCC to seek comments from KCZMA that under what circumstances, the proposal has been recommended when the development of such projects in CRZ-IA is not allowed under CRZ Notification, 2011.</i></p>
3.40	<p>Storage terminal at Jawaharlal Nehru Port, Tal. Uran of District Raigad (Maharashtra) by IOCL - Amendment in Environmental Clearance -[F.No.10-27/2004-IA-III]</p>
3.40.1	<p>The PP made a presentation before the EAC and informed that:</p> <p>(i) Brief: Indian Oil Corporation Limited JNPT Terminal was established in Aug'2000 with a purpose of having an alternate source of receipt of HSD through coastal vessels and inturn to cater the Vashi terminal with JNPT-Vashi Pipeline.</p> <ol style="list-style-type: none"> a. Existing facilities included 3 nos of tanks which was used for storage of HSD. (Details mentioned below). In 2003, need was felt for expanding the terminal for storage of other products also. EC was obtained for storage of 10000KL MS, 10000KL SKO & 25000KL ATF. (Total 50000KL) b. Construction was done as per the EC & C to E obtained from Pollution control board. c. Due to change in market dynamics, now it is proposed to change the product mix of the tankage as 8070KL MS, 5000KL SKO, 25000KL ATF, 10020KL HSD, 210KL Ethanol. d. On receipt of amended EC, Consent to 1St Operate the facilities shall be obtained from State Pollution Control Board. <p>(ii) Objectives: Project was conceptualized in December, 2005 with the following objectives.</p> <ul style="list-style-type: none"> - Costal input of ATF for bridging / PLT to AFSs in Maharashtra and to proposed new international airport at Panvel. - To reduce dependency on OMCs for supply of ATF and Euro 4 products. - Own infrastructure to source, to meet the market demand for Vashi fed market - Due to product availability constraint at ex-HPC Vashi, products are stored in JNPT and transferred through JVPL - Better utilization of jointly owned (IOC+BPC)JNPT Jetty <p>(iii) Details of Facilities : Project involves following facilities, besides existing total</p>

Tankage of 60000 Kl. (3 No. each 20000 KL for BS-III HSD, BS-IV HSD and LSHF HSD).

I. Additional Product Tankage: (Ready for Commissioning)

- | | | |
|----------------|---|----------------------------|
| Total Tankage | - | 48300 Kl. |
| a. ATF | - | 2 x 10000 KL + 1 X 5000 KL |
| b. HSD (BSIII) | - | 2 x 5000 KL |
| c. SKO | - | 1 x 5000 KL |
| d. MS (BSIII) | - | 2 x 4000 KL |
| e. Ethanol | - | 3 x 70KL |
| f. HSD Slop | - | 20KL |
| g. MS Slop | - | 70KL |
- Total – MS = 8070KL, SKO = 5000KL, HSD = 10020KL, ATF = 25000KL, Ethanol = 210KL
Overall = 48300 KL
1. Other major facilities:
 - a. 8 Bays TLF SHED
 - i. 14 Bottom loading points for ATF, HSD, MS with increased flow rate. (less time for filling the tank trucks)
 - ii. 02 Top loading points for SKO
 - b. Fire hydrant system: 6 x 616 m³/Hr x 105 Mtr.Head Fire Fighting Pumps along with 2 nos Jockey Pumps
 - c. Control Room, Pump House, S&D Room, Sub-station
 2. Terminal Automation System – L1 Automation System
 3. Fire Water Storage Tank (5600 Kl.) over and above 2 x 2850 KL, Total= 11300KL (Complying Double Fire Contingency Requirement as per OISD-117)
 4. Ethanol Tankage and dozing facilities : 3 x 70 KL
 5. Compliant to MB Lal Recommendations
 - a. Rim seal fire protection for Floating Roof tanks –Complied.
 - b. Remote Operated Shut Off Valves (ROSOV) , Double Block & Bleed Valves(DBBV) , High Volume Long Range Monitors (HVLRM). Hydro Carbon Detector System (HCD) for class –A.
 6. Manpower: Operations & Maintenance Contract is proposed for complete outsourcing to third party. LOA has been issued to M/s IOTIES. Work Order is awaited.
 7. Receipt : ATF, MS, SKO & HSD through Coastal Tankers
 8. Despatch: HSD through Cross Country JNPT – Vashi Pipeline (JVPL) & ATF, HSD, MS through TTs with bottom loading facility & SKO through Top Loading facility
 9. Supply Area:
Stock transfer of ATF to Maharashtra Based AFSs viz.Aurangabad, Nasik, Pune AFSs & sale of BS III MS, HSD & SKO to Mumbai based customers.

II. EXISTING TANKAGE IN USE AT JNPT:

1. Tankage : 60000 KL
 - a. 1 x 20 TKL ON BS-III HSD SERVICE
 - b. 1 x 20 TKL ON BS IV HSD SERVICE
 - c. 1 x 20 TKL ON LSHF HSD SERVICE ((MSL for Navy being Maintained)
2. Manpower:

IOCL Officers	9
IOTIES Officers	11
IOTIES Workmen	12

- Security 12
3. Receipt : BS III HSD, BS IV HSD & LSHFHSD received through Coastal Tankers
 4. Despatch:
HSD through Cross Country JNPT – Vashi Pipeline (JVPL) & LSHFHSD through pipeline to Naval vessels.
 5. Supply Area:
Stock transfer of HSD to Vashi Terminal and supply to Naval vessels

(iv) **Proposed Amendments :**

Sr no	Earlier EC	Proposed for amendment
1	MS = 10000 KL	MS = 8070 KL
2	SKO = 10000KL	SKO = 5000KL
3	ATF = 30000 KL	ATF = 25000 KL
4	HSD = 60000KL (Existing)	HSD = 60000KL (Existing) + 10020KL (Proposed) = 70020KL
5	Ethanol = NIL	Ethanol = 210KL
6	Total = 110000 KL	Total = 108300 KL

Justification:

- a. Proposed change is in product mix only. Quantity of MS is replaced with Ethanol and both the products are Class-A products as per MSIHC Rules. Also, quantity of ATF and SKO is replaced with HSD where all three products are Class-B products as per MSIHC Rules.
Hence the risk with storing the changed mix of product remains same as was in the earlier case.
- b. There has been a delay in Navi Mumbai International Airport project, due to which we are bound to decrease the quantity of storage of ATF.
- c. Over a time period, there has been drastic decrease in quota of SKO which is being allotted by Govt. Hence it is proposed to replace a quantity of SKO with HSD.
- d. As per Govt notifications, MS is to be blended with 10% Ethanol before dispatch from terminals, hence storage of Ethanol at JNPT is also proposed.

In view of the above, the project proponent has requested consideration of the application for amendment in EC, so that the new facilities which are ready for commissioning can be utilized.

3.40.2 The EAC noted that the PP has sought amendment to the Environment Clearance granted vide order No. 10-27/2004-IA.III dated 31.05.2008. This EC has been granted by the Ministry under EIA Notification, 2006 and CRZ Notification, 1991. The present proposal lacked recommendations from the concerned Coastal Zone Management Authority. The EAC was informed that the recommendations of MCZMA are not yet obtained. The PP gave an undertaking to the effect that their proposal for development of 3 x 70KL Ethanol underground Storage tanks may be excluded and the proposal may be considered in respect of reduction in the tankage of Kerosene and ATF.

3.40.3 *The project attracts the provisions of EIA Notification, 2006 as well as the CRZ Notification, 2011. As per CRZ Notification, 2011, projects covered under both the notifications are required to be considered and issued clearance under EIA Notification, 2006 only subject to being recommended by the concerned SCZMA. Therefore, EAC*

	<i>deferred decision and recommended resubmitting the proposal in accordance with the above mentioned provisions of CRZ Notification, 2011.</i>																								
3.41	Development of four berths in Western Dock Arm at Mangalore Port Trust, Mangalore (Karnataka) by New Mangalore Port Trust - Amendment in Environmental and CRZ Clearance - [F.No.11-2/2010-IA-III]																								
3.41.1	<i>The EAC noted that the project related documents were not circulated to the committee members in advance for prior examination. The proposal was thus not considered.</i>																								
3.42	Development of Mega Industrial Park in Shendra, Maharashtra by M/s Delhi Mumbai Industrial Development Corporation (DMICDC) - Amendment in the Environmental Clearance - [F.No.21-1/2013-IA-III]																								
3.42.1	<p>The proposal seeks amendment in Environmental Clearance to the project 'Development of Mega Industrial Park' in Shendra, Distt Aurangabad (Maharashtra) accorded by this Ministry on 18th June, 2015.</p> <p>During the meeting, the submissions made by the project proponent DMICDCs are as under:-</p> <p>(i) On completion of land possession, detailed land survey and instant Development Control Rules (DCR), the conceptual master plan has undergone minor changes with the project boundaries and the total project area remaining same,</p> <p>(ii) As per the revised final master plan, industrial development is proposed in an area of 417.09 ha i.e. 49.34% of the total area of 845.3 ha,</p> <p>(iii) Changes in other land use would be as under:-</p> <table border="1" data-bbox="229 1160 1458 1464"> <thead> <tr> <th></th> <th>Earlier Master Plan (%)</th> <th>Revised Master Plan (%)</th> <th>Justification</th> </tr> </thead> <tbody> <tr> <td>Commercial</td> <td>8.95</td> <td>9.75</td> <td></td> </tr> <tr> <td>Residential</td> <td>6.32</td> <td>8.41</td> <td></td> </tr> <tr> <td>Public-Semi-public-Institutional</td> <td>8.09</td> <td>7.18</td> <td></td> </tr> <tr> <td>Green open space</td> <td>12.54</td> <td>10.22</td> <td></td> </tr> <tr> <td>Transport</td> <td>19.11</td> <td>15.10</td> <td></td> </tr> </tbody> </table> <p>(iv) Due to change in industrial area, total water demand for the region has now been estimated as 42 mld (including industrial water demand of 16.2 mld approx). Out of it, 19.50 mld of water requirement shall be potable/fresh water and 22.54 mld shall be recycled.</p> <p>(v) Waste water generation from Shendra MIP from non-industrial areas (residential, commercial spaces, parks, open spaces, civil structures) shall be about 10 mld. Whereas, industrial area shall contribute about 12 mld of effluent.</p> <p>(vi) The size of the STP and CETP will be increased to accommodate the additional sewage and industrial waste water envisaged. The treated waste water will be reused for meeting non potable water requirements.</p> <p>(vii) As a part of well designed network of urban roads, the RoW of spine road shall be reduced from 90 m to 60 m due to buffer area requirement as underground HTL proposed.</p> <p>(viii) In the original Master Plan, only orange and green category industries were initially proposed. Now, due to increase in Industrial area, the project intends to cater all categories of industries as defined by the Maharashtra Pollution State Control Board.</p>		Earlier Master Plan (%)	Revised Master Plan (%)	Justification	Commercial	8.95	9.75		Residential	6.32	8.41		Public-Semi-public-Institutional	8.09	7.18		Green open space	12.54	10.22		Transport	19.11	15.10	
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	<p>(ix) The municipal solid waste generation from the proposed region has been estimated as 102 TPD for the year 2025. Industrial waste generation from the proposed project has been estimated to be about 125 TPD (6-8 TPD hazardous in nature). The municipal waste will be sent for bio-methanation (along with landfill for inerts and rejects) and industrial waste for incineration (along with secured landfill for hazardous rejects).</p> <p>(x) The specific conditions mentioned at para 3 'Part A' (x) & (xii) may be waived. These are reproduced as under:-</p> <p>a) Internal Road widths within the SEZ shall be minimum 24 m RoW.</p> <p>b) A green belt of minimum width of 20 m shall be developed all around the project boundary.</p>
3.42.2	<p><i>The EAC, after deliberation on the proposal agreed for changes in the project profile as explained by the project proponent [para (i) to (ix)], and also for waiver of the specific condition mentioned at (x) above. However, in respect of waiver of conditions for minimum green belt width, the EAC was not convinced and did not accept the request.</i></p> <p><i>The EAC recommended for amendment in EC on the above lines.</i></p>
3.43	<p>Development of Multi Product SEZ and DTA Project at village Satyavedu & Varadaiahapalam Mandals, Districts Chittoor & Nellore (Andhra Pradesh) by M/s Sri City Pvt. Ltd. – Amendment in the Environmental Clearance – [F.No.21-791/2007-IA.III]</p>
3.43.1	<p>The project proponent made a presentation in support of their proposal, and submitted the following:-</p> <p>(i) Environmental Clearance for industrial park was granted in 2008 and all the conditions of environment clearance were complied with both during construction and operation phase of project. Both CFE & CFO has been obtained by Sri City as per requirement of Water Act & Air Act prior establishment & operation of project. Environment clearance granted for the project in 2008 was for catering Green & Orange industries. However, in 2012, the CPCB issued a directive to State PCBs amending the categorization of various industries from 'Orange' to 'Red'. Due to which, some of the industries within our project have become red category industry and also the project now falls under red category. We are majorly affected by modification:</p> <ol style="list-style-type: none"> 1. Clause No. 27 -Heavy engineering including ship building (with plant and machinery more than 10 crores) 2. Clause 32 - Industrial Estates/parks/SEZs <p>(ii) Due to the ambiguity of the definition of ' Heavy Engineering' in the CPCB directive, the APPCB classified all engineering industries with investment over 10 crores (except those in the SSI category) as heavy industries covered under 'Red' category.</p> <p>(iii) Many companies operating in the Park are unable to expand their operations, invest in plant and machinery, or renew their CFOs, since Sri City is only permitted to cater to 'Green' and 'Orange' category companies. Further, many large companies that have evinced interest in setting up their facilities at Sri City are unable to proceed with their plans since they would be categorized as 'Red' industries.</p> <p>(iv) With the aim to promote the "Make in India" initiative & of finding a solution, we initiated a dialog with the Government of Andhra Pradesh, which advised us to apply for amendment of our original EC to include 'Red' category and category B industries in addition to 'Green' and 'Orange' industries that we currently cater to. We therefore wish</p>

	<p>and request you to add 'Red' and category B industrial units to our EC with the condition that we will continue to exclude the 17 'Core Red' industries.</p> <p>(v) The industries included in the original EC application were based on our research in 2008. Since then markets have changed significantly and the list of industries has also expanded.</p> <p>(vi) It has been requested to add the industries like FMCG, Stuffed soft toys, Automobile assembly & manufacturing units, non alcoholic beverages, engineering, heavy engineering, food processing & food product, aerospace, packaging, healthcare and 3 star hotels & above with more than 100 rooms.</p> <p>(vii) As the project will continue to house more similar kind of industries (except for some new as mentioned above) which are now changed to red category in place of orange category, impacts on environment will not be significant. Sri City commits to follow all the conditions as mentioned in EC letter in future also and will continue to maintain the environmental quality as doing in present.</p>
3.43.2	<i>The EAC, after deliberation opined that the Ministry may take a view on the present request made by the project proponent.</i>
3.44	Construction of Groynes at Perathalai Village, Taluka Tiruchudur, District Thoothukudi (Tamil Nadu) by PWD/WRO, Basin Division, Tamil Nadu– Further consideration for CRZ Clearance - [F.No. 11-12/2015-IA-III]
3.44.1	<p>The proposal involves construction of groynes at Periathalai Village, Tiruchendur Taluk in District Thoothukudi (Tamil Nadu), proposed by Public Works Department/Water Resource Organization of the State Government of Tamil Nadu.</p> <p>The proposal, after recommended by the Tamil Nadu Coastal Zone Management Authority (TNCZMA) in its meeting held on 17th December, 2014, was placed before the Expert Appraisal Committee (EAC) in the Ministry in its 149th meeting held in June, 2015. During the said meeting, the observations of the committee were as under:-</p> <p><i>'The EAC took a serious note of the development and expressed that the new district wise localized schemes for shoreline protection have potential to cause irreversible damage to adjacent control area and ecology of the area under consideration. Taking this into account, EAC in the past had suggested to the PWD to undertake Integrated Shoreline Management Programme on the basis of a pilot study'</i></p>
3.44.2	<p>In compliance of the directions of Hon'ble NGT, the matter was taken up by the EAC. During appraisal, the Committee observed that no documents were circulated in advance for the Committee to examine the project prior to the meeting. Further, EAC felt that any shore protection in coastal area should not have negative impact in the adjoining or in the immediate vicinity of the coast line.</p> <p>EAC took note of the report of Advocate Commissioner, as reflected in the NGT order dated 20.10.2015. The Para 4-6 of the same reads as under:</p> <p><i>"4. The distance from Ernavoorkuppam to Ennore creek is about 3 Kms, is the area under inspection. At Ernavoor Kuppam, the houses of the residents are situated very close to the wall, posing a threat to people living there. There is hardly a 10-20 feet gap between the wall and the houses.</i></p> <p><i>5. At Chinnakuppam, the houses of the residents are situated at a distance of</i></p>

approximately 30 feet from sea wall. And at Periyakkuppam the houses of the resident are situated very close to the sea wall and the distance between the sea wall and houses would be less than 10 feet.

6. At Thazhankuppam, the houses of the residents are situated at a distance about 40 ft. From sea wall and at Nettukuppam the houses are situated at distance of more than 80 ft and few houses were caved in at Nettukuppam.”

The development in CRZ area has been regulated under Coastal Regulation Zone Notification since 19.02.1991. As such the Committee desired to know when the said constructions were done and with whose permission. Further, the Committee felt that such constructions on a sea coast prone to cyclones could be hazardous/obnoxious and not advisable. The report of the Advocate Commissioner does not indicate whether adequate safety measures were undertaken, while allowing such dwelling units in CRZ areas. In an analogous situation, inland constructions on river flood plains are not permitted owing to the potential of the floods, occurring annually or at some intervals, resulting in such constructions get washed away.

The PP was asked whether any study has been conducted to assess the impact of groynes on adjacent areas. The PP could not provide details on this aspect. The Committee reiterated that the methodology for coastal protection is a subject matter of scientific and technical debate. There are views and counter views on the methodology of construction of groynes in a limited area against that of a comprehensive plan to handle coastal erosion of identified areas.

The EAC recommends detailed studies not only by one expert, but by one or more expert institutions to ensure a scientifically modelled study on construction of groynes to control the problem of erosion of the coast line of adjacent areas (upstream or downstream of the groynes).

The EAC is of the considered opinion that a comprehensive view in the matter relating to a substantial stretch could be taken particularly in the jurisdiction of a particular State, and there should not be sporadic/piecemeal solutions to the problems. It is also to be ensured that the state authorities do not allow constructions either temporary or permanent in hazardous areas. Otherwise, it would be infructuous expenditure on dwelling units and the groynes. It is the duty of the authorities to ensure that the protection of an area through groynes is not endangering the coastline, as well as people in the immediate vicinity of such protected areas. EAC had already recommended a comprehensive study by expert institutions like NIOT with the objective of studying the problem of the abovementioned affected areas in entirety. The EAC further suggested that an immediate solution will be to relocate the affected population from the endangered areas during the monsoon period instead of the short term measures suggested in the report, which has not fully examined the impact on the areas in immediate vicinity of the areas proposed to be protected. The EAC also felt that such protection measures should adequately be publicised among the people living in the areas likely to be affected.

The EAC also noted that there are reports of damage to adjacent areas at locations of the groynes constructed without beach nourishment. No details were made available regarding the measures proposed for beach nourishment along with these proposals. The EAC emphasised that if at all groynes are to be constructed, these should be put in place with provisions for beach nourishment to prevent adverse impact on adjacent

	coastline areas.
3.44.3	<i>The EAC deferred a decision on the item and again suggested returning the proposal to TNCZMA along with the observations of the EAC.</i>
3.45	Construction of proposed residential cum commercial project at plot bearing S. No-128, 129/1, 129/2(a), 129/3, 129/4, 130, 131/1, 225 at village Kavesar, Dist. Thane, State: Maharashtra by M/s Sai Uma Corporation - Environmental Clearance – Further consideration [F.No.21-178/2014-IA-III]
3.45.1	<p>The proposal was earlier placed in 146th & 151st meetings of EAC held in March & September, 2015 respectively. During the last meeting, the EAC noted that the information given by the PP, and observed that the PP has not appeared with the proper lay out plan for providing 6 m driveways. The EAC recommended to give another chance to the PP to submit the revised lay out plan.</p> <p>During the meeting the Committee was informed about the submission of the required document. The same was examined by the Committee and found to be convincing.</p>
3.45.2	<i>The EAC, after deliberation recommended the project for grant of Environmental Clearance subject to all routine conditions being stipulated as in case of construction projects.</i>
3.46	All weather Greenfield Jetty at Nandgaon of Taluka Palghar, District Thane(Maharashtra) by M/s JSW Infrastructure Ltd. Environmental Clearance – Re- consideration [F.No.11-85/2011-IA-III]
3.46.1	The Committee took note that the proposal was earlier recommended in its 149 th meeting held in June, 2015 for grant of Environmental Clearance subject to certain conditions. While processing the proposal accordingly certain observations were made, and it was desired that the EAC may have a relook on their earlier recommendations.
3.46.2	<i>The EAC, on perusal of observations, was of the view that the Ministry was within its rights to add/delete any condition beyond their recommendations. The Committee decided that the Ministry take action accordingly.</i>
3.47	Development of Mega Container Terminal at Chennai Port, Tamil Nadu by Chennai Port Trust – Finalization of ToR – [F.No.10-127/2007-IA-III]-Further consideration
3.47.1	<i>Due to shortage of time and lack of quorum the item could not be taken up by the EAC, and was deferred to the next meeting.</i>

List of the Members

1. Shri Anil Razdan, IAS (Retd.), Chairman, C-6, Friends Colony East, New Delhi - 110065.
2. Sh. R. Radhakrishnan, 2/586, 1st Cross Street, Singaravelan Salai, Neelangarai, Chennai-600 041
3. Dr. M.V. Ramana Murthy, Project Director, (Scientist 'G'), Offshore Structures and Island Desalination, NIOT Campus, Pallikarai, Chennai – 600 100.
4. Dr. R. Prabhakaran, No.1, Besent Road, Royapettah, Chennai.
5. Shri S.K. Sinha, TNP&ANI GDC, Survey of India, Block-III, Electronics Complex, Thiru-vi-Ka Industrial Estate, Guindy, Chennai, Tamil Nadu – 600 032
6. Shri S. Bhattacharya, Central Ground Water Authority, West Block 2, Wing 3, Sector – 1, R.K. Puram, New Delhi
7. Ms Mita Sharma, Scientist 'E', Central Pollution Control Board, Parivesh Bhawan, CBD-Cum Office Complex, East Arjun Nagar, Delhi -110 032
8. Shri S.K. Srivastava, Additional Director (IA-III), Ministry of Environment, Forests & Climate Change, Indira Paryavaran Bhawan, 3rd Floor, Vayu Wing, Jor Bagh Road, Aliganj, New Delhi-110 003.

