Minutes

The Minutes of the 119th Meeting of the Expert Appraisal Committee for Building Construction, Coastal Regulation Zone, Infrastructure Development and Miscellaneous projects held on 20-21st December, 2012, Scope Complex, Lodhi Road, New Delhi.

1. Opening Remarks of the Chairman.

The Chairman welcomed the members to the 119th meeting of the Expert Appraisal Committee.

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

Minutes of the 118th Meeting of the EAC held on 8th – 9th November, 2012 at New Delhi were confirmed.

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

(i) The member industries with hydraulic loading more than 200 KLD shall treat in the existing onsite ETPs to the level of treatment and standards prescribed in the consent orders issued by the state PCB before discharging into the CETP for further treatment.

(ii) The Member industries with hydraulic loading more than 200 KLD, shall give top priority to recycle/reuse the treated effluent and submit an action plan to SPCB accordingly.

In item 'Request for waiving the condition No.XVIII- No Blasting - Rehabilitation & strengthening to 4-laning of Jammu-Udhampur Section of NH-1A km.15.000 (Jammu Byepass) to km.67.000 (Udhampur) in the State of J&K. [F.No. 10-4/2010-IA.III]' following condition shall be inserted replacing``g condition (ii)

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

In pedder road project, though the committee has recommended the project for CRZ clearance, it was decided also to hear the representations from the residents of pedder road at Mumbai. Further processing of clearance may be taken up subsequently.

3. Consideration of old Proposals:

3.1 Waiver of the conditions of the Environmental Clearance granted for expansion of Bangalore International Airport [F. No. J-16011/11/97-IA-III]

The Environmental Clearance for the proposal was issued on July 8, 2011 for expansion of the airport, however the proponent requested for waiver of the conditions on green belt and duel plumbing.

During the discussion, the following points emerged:

(i) Waiver of the conditions 8 & 11 are not required since as per the conditions, the proponent need to provide green belt within the boundary all along and not outside the boundary.

(ii) It was noted from the green belt plan that no trees are proposed to prevent bird menace. It was suggested to have non fruit bearing trees and submit details after consultation with forests department

(iii) The committee accepted to waive the conditions No. 30 – providing duel plumbing for recycling the treated water since it has practical difficulties in providing duel plumbing in the existing terminal.

3.2 Amendment permitting water drawal in the CRZ clearance granted for resort building in R.S.No. 48/2, 48/3A, 48/3B1, 48/3B2 at Poornamkuppam village by M/s. Deedi Resorts Private Limited [F.No.16-9/2006-IA-III]

The proponent informed that the CRZ clearance was granted on for the beach resort with a condition to obtain water from outside source beyond CRZ. Now, the State Ground Water Authority has permitted to draw water of 33 KLD from existing bore well between 200 -0 500 m from HTL. Hence requested to amendment the clearance to permit water drawal. The Puducherry CZMA has recommended the proposal.

During the discussion, the following points emerged:

(i) The committee noted that the validity of the NOC granted by the State Ground Water Authority has expired. Hence suggested to provide valid NOC. Also sought clarification with respect to the OM on restriction of ground water drawal of more than 10 KLD within 6 km from Coast.

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

3.3 Extension of validity of the EC dated 16.01.2008 granted for Ro-Ro Berth at Southern side of Bharathi Dock at Chennai Port [F.No. 10-83/2007 –IA-III]

The Chennai Port Trust informed that the EC was granted on 16.01.2008 for Ro-Ro Berth at Southern side of Bharathi Dock at Chennai Port. Earlier, it was proposed to establish the facility with the in house experts. Now, gone for PPP model hence there is delay in establishing the project. There is no change in the project profile.

The Committee recommends for the revalidation of EC dated 16.01.2008 for another five years.

3.4 Amendment to the ToR for the change of port facility within the SEZ, Andhra Pradesh by M/s Kakinada SEZ Pvt. Ltd. [F. No. 10-24/2008-IA-III]

ToR for the development of multi cargo deep-water port was granted on 4.4.2008. The proponent stated that originally the development of port was proposed at the Southern end within the Kakinada SEZ. During the revision of master plan of over all SEZ, it is proposed to shift the location 2 km North of earlier proposed location. There are no other changes in the scope of the project.

During the discussion, the following points emerged:

(i) Submit the details of the components of the project to be located in the Coastal Regulation Zone area, offshore area and onshore area.

(ii) Submit the details of the Coastal Regulation Zone clearance from the State Coastal Zone Management Authority along with the Coastal Regulation Zone map indicating the High Tide Line and Low Tide Line demarcated by an authorized agency and the project layout superimposed on the said Coastal Regulation Zone map.

(iii) Submit the details of the cargo ships and tankers that are proposed to be operated at the jetty.

(iv) Submit the details of the land use plan and port connectivity.

(v) Submit the details of the R&R.

(vi) Submit the details of the disposal of the dredged material.

(vii) Submit the details of the LNG handling, storage and regasification facilities including the disaster management studies for the LNG terminal.

(viii) Submit the details of the oil spill management facilities.

(ix) *Submit the details of the measures taken in the cyclonic conditions, tsunami, surges and other coastal disasters. The Environment Impact Assessment report shall be prepared taking into account the latest data on the above parameters.*

(x) *Submit the details of the draught of the vessel that are going to operate in the port area and the depth provided for such vessels.*

(xi) *Submit the details of the breakwater and tranquillity conditions that are proposed to be provided.*

(xii) *Submit the details of the geotechnical studies.*

(xiii) *Submit the details of the quarry and transportation of the quarry materials.*

(xiv) *Submit the details of the green belt*

(xv) *Submit the details of fishing activity, likely impact, details of the fishing jetty, ice plant and other infrastructure facilities proposed for the relocated fishermen.*

(xvi) *Submit the details of anticipated impact due to the growth scenario/ induced developments because of the project. Impact due to influx of people due to port and all other associated activities or otherwise may be carefully projected and estimated. Commitments for environmental and ecological protection shall be made quantitatively and chronologically.*

(xvii) *Submit the details of the mandatory clearances required along with their status*

(xviii) *Submit the details of coal handling / transportation details – Proponent shall explore for advanced system of coal handling and dust control measure in view of the close to hannavar- sensitive area*

(xix) *Submit the details of likely impact on drainage of the areas due to the proposed developments*

(xx) *Submit the details of Quantitative and chronological CSR plan shall be delineated in detail.*

(xxi) *Submit the details of the colony development along with the environmental implications and management.*

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

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

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

3.5 Amendment in CRZ Clearance for enhancing effluent quantity from 60 MLD to 75 MLD treated effluent pipeline for discharge of effluent from Kantiyajal in to deep sea through existing offshore pipeline and diffuser dist: Bharuch by M/s Narmada Clean Tech Ltd. [F.No. 11-76/2012-IA.III]

The proposed project is for Amendment in CRZ Clearance dated 07.03.2003 vide letter No. J-17011/25/2002-IA.III for enhancing effluent quantity from 60 MLD to 75 MLD treated effluent pipeline for discharge of effluent from Kantiyajal in to deep sea through existing offshore pipeline and diffuser dist: Bharuch, Gujarat.

The existing capacity of pipeline is 60 MLD (32 MLD (Ankleshwar) + 8 MLD (Panoli) & 20 MLD (Jhagadia) after expansion the capacity will be 75 MLD (32 MLD-Ankleshwar, 08 MLD – Panoli, 35 MLD-Jhagadia). Total effluent pipeline (Onshore) length is 61 km from Jhagadia to Kantiajal, Offshore pipeline length is 9.37 km. The total cost of the project is Rs 109 Crores.

During the discussion, the following points emerged:

(i) Submit the copy of the NOC of GPCB

(ii) Submit the monitoring report of GPCB on CETP/FETP and marine outfall.

(iii) Presently 3-4 is generated from Jhagadia, and it is proposed to be directly discharged into the Sea since it is meeting the marine discharge standards. However, the quantity will be increased to 35KLD. Details of the additional effluent quality, treatment are required to know the outfall quality?

(iv) The current movement during high tide to low and Low to High shows parallel to shore which is not acceptable since it is near the mouth of Narmada river and there will be movement of current towards rive during high tide.

(v) *Monitoring data are of the year 2009. It is noted that D O & BOD are not matching. Proponent shall come with the latest monitoring data.*

(vi) *HTL/LTL map submitted are of 1: 25,000 scale considering the long length of pipeline. Proponent shall submit the map of 1: 4000 and the CRZ zone details.*

(vii) *The DMP submitted is purely a theory and has lot of mistake viz mention of volcano. It is highly objectionable. The DMP shall be revised.*

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

3.6 CRZ clearance for Sea water intake and outfall facilities modified proposals – change in configuration of intake and outfall facilities by M/s Andhra Pradesh Power Development Company Limited (F. No. 11-43/2012-IA.III)

As presented by the project proponent, the proposal involves construction of Sea water intake and outfall facilities modified proposals – change in configuration of intake and outfall facilities. The EAC in its 112th meeting held on 10th -11th May, 2012 sought the details of alternative technologies considered for sea water intake system for their 2 x 800 MW SDSTPS near Krishnapatnam SPSR Nellore Dist Andhra Pradesh. Following options were considered

1. Caisson connected by open sea jetty with off shore pump house.
2. Caisson connected by submarine pipe line with on shore pump house.
3. Open Channel connected by groyens

Based on the geo technical investigations, and the recommendations of the Consultants M/s WAPCOS, it is finally opted to go with option (3). However in view of the observation of the CRZ Committee during the 112th meeting, APPDCL requested the Dept. of Ocean Engineering, IIT Madras to examine the studies carried out by APPDCL and to suggest any alternative intake system. The Dept. of Ocean Engg, IIT Madras examined the above three options plus the following two options along with the documents submitted by APPDCL.

1. Caisson connected by Horse shoe shaped tunnel.
2. Floating intake well connected by Submarine pipe line.

After critical review of the above five options, the Dept. of Ocean Engg., IIT Madras, in their report dt 16.06.12, recommended that open channel protected by Groyens is the best alternative in view of the poor soil

and the severe cyclonic conditions with a return period of 5 years in this location.

In addition to the above 5 options APPDCL had also seriously considered to share the break waters of M/s Coastal Andhra Power Ltd.,(CAPL),the neighboring Power Developers. An identical system as being requested by APPDCL has been approved by MoEF, GoI, to M/s CAPL for the same reasons of poor soil conditions. However, the Project of M/s CAPL is not progressing whereas the erection works of APPDCL are in advanced stage and the water requirement is in critical path leaving no option to APPDCL but to go with an Independent intake system.

Regarding observation (2) of the CRZ Committee i.e., Measures to prevent marine life getting in to intake system, it is to submit that APPDCL has envisaged traveling Screens, Trash rack Screens with Stop log gates to prevent entering of marine life. APPDCL also incorporates "Floating Pontoons with fishing nets hanging below the Pontoons" stretching between the groynes, an additional precaution as recommended by IIT Madras.

The project was again considered by the EAC in July, 2012 and sought additional information viz**.** Design and specification of intake channel structure along with design for net, copy of Public Hearing of thermal plant etc. Also suggested to resolve the issue of latitude/longitude with the State Government and submit clarification letter issued by the State Government and representation received from Reliance in this regard. Proponent informed that the matter has been resolved with reliance and submitted a copy of the letter. In view of the above, the site visit by sub- committee earlier proposed was dropped. Regarding the requirement of EC in view of the groyne structure, it is noted that the EIA /PH of thermal plant included the fore shore facilities also hence separate EC is required.

The Andhra Pradesh Coastal Zone Management Authority recommended the project on 30.3.2012.

During the discussion, the following points emerged:

(i) Screens and trash bars shall be provided to avoid entry of fishes and fish larvae in to the system. Shall provide separate budgetary provision for maintenance of system proposed for prevention of entry of marine life into the intake system.

(ii) All the recommendations of the CZMA shall be followed.

(iii) Periodical monitoring of the receiving body at the discharge point shall be done and report be submitted along with the six monthly monitoring reports.

The Committee recommends the above proposal for CRZ Clearance with the above condition in the Clearance letter for strict

compliance by the project proponent.

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

As presented by the project proponent, the project involves setting up of coal conveyor system, Captive jetty and laying intake and outfall pipeline for the proposed power plant at S.Nos 494(p), 495(p), 496(p), 497(p), 498(p), 501(p), Perunthottam and Agaraperunthottam villages of Sirkali Taluk, Nagapattinam. The total land requirement is 594 acres (Private Patta Land-527 acres and Govt. Land-67 acres). Undeveloped barren land will be utilized for the development of facilities. Coal will be conveyed through closed conveyor thereby ensuring no leakage/spill over. Sewage intake: 750 m Offshore, 10m depth and Quantitive-11158m^3/hr. Discharge water (Outfall): 1500 m Offshore, 12.5 m depth, Qout-6647 m^3/hr, ΔS-12 ppt and ΔT-4^{0}C.

The proposed project comes under CRZ-I (B)& CRZ-III. Shore facilities for jetty operations, sea water intake pump house are located with CRZ-I (B) area. In addition coal conveyers and sea water intake & outfall pipelines pass through CRZ-I (B) area. Capital dredging will be carried out to construct intake and outfall pipelines and foundation for Trestle supporting Coal conveyor. 20 KLD of fresh water shall be used for construction works and water will be brought in tankers from nearby area. Diesel generators (500-750 kVA) will be used during construction Power for operation will be fed from the main power plant. Dredged soil will be used for filling up of the shore line.

Tamil Nadu Coastal Zone Management Authority (TNCZMA) has recommended the project vide letter no. 8391/EC3/2012-1 dated 06.08.2012.

The project was examined by the Expert Appraisal Committee (EAC) for Thermal project meeting held on 25.06.2012 and sought for additional information. Terms of Reference (ToR) issued for the project on 04.02.2012 and Public Hearing conducted on 17.02.2012.

The committee noted that there are complaints against the project alleging concealment of facts on shrimp farms, mangroves, Reserve Forests within 5 km. The Tamil Nadu Coastal Zone Management Authority has examined the issues raised in the complaint and response of the Proponent and sent its report. The Proponent has also briefed about its response on the issues raised in the complaint. Proponent informed that the intake and out fall are away from the intake of shrimp farm. The topo map produced reveals absence of mangroves, forests in the study area.

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

During the discussion, the following points emerged:

(i) About 330 ha of main plant area need to be raised up to 1 to 1.5 m. The sources shown are not feasible. The details to be submitted. Proponent requested to use the dredge material for leveling. The quality of the dredge material to be submitted.

(ii) The EC for power plant is under consideration. The issue of EC & CRZ for foreshore facilities to be considered after the issue of EC for power plant.

(iii) The proponent informed that there is no reserve forest land within 5 km as alleged by the complainant. The google map submitted is not clear. Hence proponent shall submit large size map to verify the same.

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

3.8 CRZ Clearance for intake and outfall facilities for 1X350MW Coal based Supercritical Thermal Power Plant at Ankulapatur Village,Chillakur Mandal, SPSR Nellore District, A.P by VSF Projects limited, Hyderabad [F.No. 11-79/2012-IA.III].

As presented by the project proponent, the proposal involves construction of intake and outfall facilities for 1X350MW Coal based Supercritical Thermal Power Plant at Ankulapatur Village,Chillakur Mandal, SPSR Nellore District, A.P**.** The project is being implemented in Ankulapatur Village, Chillakur Mandal, SPSR Nellore district of Andhra Pradesh. The project site is located at a distance of about 18 kms from National Highway (NH-5) and 14 kms from Krishnapatnam and 60 kms from Nellore. The Project envisages installation of 1 module of 350 MW generating facilities consisting of pulverized coal fired Super critical boiler, steam turbine generator with associated auxiliaries, creek water cooling systems, power evacuation system, water system and all other facilities which are required for such thermal power plants. Water for the plant will be drawn from the creek. The total requirement of water will be around 3178 m3 per hour. Storage of 19068 m3 capacity to hold 6 hours requirement of water will be constructed at the plant site. The APSCZMA had recommended the project

The EAC considered the project in September, 2012 and sought additional information viz diffuser outfall details, layout on the CRZ map**.**

The details submitted and presented by the proponent are examined by the Committee.

During the discussion, the following points emerged:

(i) Screens and trash bars shall be provided to avoid entry of fishes and fish larvae in to the system. Shall provide separate budgetary provision for maintenance of system proposed for prevention of entry of marine life into the intake system.

(ii) All the recommendations of the CZMA shall be followed.

(iii) Periodical monitoring of the receiving body at the discharge point shall be done and report be submitted along with the six monthly monitoring reports.

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

4. Consideration of New Proposals:

4**.1 CRZ clearance for Tiger Shrip Broodstock multiplication Centre, Village Neendakarai-B, Kanniyakumari, Agastheeswaram, Tamil Nadu by M/s Rajiv Gandhi Centre for Aquaculture [F.No.11-87/2012-IA-III]**

As presented by the project proponent, in order to commercialize the production and supply of Tiger Shrimp Broodstock, it is essential that Broodstock Multiplication Centre (BMC) is established. Specific Pathogen Free (SPF) founder families are produced in Primary Quarantine Unit in Middle Andaman. SPF status is confirmed during the Secondary Quarantine operation in South Andaman in a separate facility. Stocks which are screened from all known pathogens are transferred to Nucleus Breeding Centre (NBC) for further rearing and selective breeding. Progenies of selected superior families from NBC are transferred to the Broodstock Multiplication Centre (BMC) for grow out and production of tiger shrimp broodstock.

A suitable site near Nagercoil has been identified for the Project. The BMC facility is being developed for the production of 1,00,000 tiger shrimp broodstock per annum.

As per the request of MPEDA/RGCA, the Government of Tamil Nadu has allotted 13.24 Ha (32.7 acres) of coastal land bearing Survey Nos. 1399- 1402 & 1409-1412 in Village Neendakarai 'B', Taluk

Agasteewaram, District Kanniyakumari in Tamil Nadu vide G.0.576 dated 09.11.2010 for establishing the Tiger Shrimp Broodstock Multiplication Centre. The site falls in Coastal Regulation Zone, CRZ – III and the Inter Tidal Zone CRZ – I. the entire site falls within 200 m from the High Tide Line (HTL). The proposal of broodstock multiplication centre is a permissible activity in CRZ area as per Para 3(iii) of CRZ Notification, 2011.

During the discussion, the following points emerged:

(i) Submit the details of alternative sites examined along with analysis for selection of particular site.

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

4.2 CRZ Clearance for proposed Nestor Holiday Inn project in an extent of 1.02 Ha falling in SF No.604 parts, Kovalam Road, Kanniyakumari, Agastheeswaram Taluk, Tamil Nadu by M/s. Nestor Holiday Inn [F.No.11-86/2012-IA.III]

M/s. Nestor Holiday Inn Private Ltd. (NHIPL) is a Registered Company under the Companies Act, 1956 to carry on the business of Hotels, Restaurants, Cafes, Rest Houses, etc. Kanniyakumari is one of the most popular tourist centers of India and the best tourist destination to many foreign tourists. NHIPL proposes the Hotel Project in Kanniyakumari Town. Proposed Hotel Project would be an ideal place for both domestic and foreign tourists for their leisure stay at Kanniyakumari.

The site falls in approved Plan Area of DTCP. As per DTCP, the site falls in Sparce Residential Zone & CRZ Area. Site is located at a distance of 360-370 m in the north from the High Tide Line (HTL) and in the landward side of existing Kovalam Road (Bus Stand Road).

Project is for construction of 54 rooms in ground floor and 62 rooms in first floor and in total 116 rooms. Proposed constructions will be covering an area of 3316.75 sq. m and the total built-up area will be 6764.70 sq.m. Plot Coverage would be 32.43%. Building height will be 7 m and the construction will be in compliance with Local Town & Country Planning Norms. The hotel will have restaurant, out-door dining, bar, Conference Halls, Back Office, Drivers Rest Room, Sewage Treatment Plant, Solid Waste Treatment Area, Security Office, etc. No swimming pool and no laundry facility are proposed. There will be two Car Parking areas for 39 cars and 37 Two-wheelers parking.

Project requires 53 KLD as a maximum water demand out of which fresh water/sweet water requirement will be 25 KLD and balance 28 KLD will be treated sewage that is recycled for toilet flushings, green belt, etc.

Project Proponent is having a water source in Non-CRZ Area in SF No. 1163/5, 8 & 11 parts of Alagappapuram Village and the identified source will supply the required water for the Project. No laundry facility proposed which will be outsourced. STP of 2 x 25 KLD is proposed to treat the wastewater/domestic sewage. It is a Zero Effluent Discharge Project.

During the discussion, the following points emerged:

(i) Parking shall be revised to include parking for buses.

(ii) The treated water shall be recycled for gardening and flushing.

(iii) Though energy saving measures were submitted however, the percentage of saving has not been quantified. Proponent shall ensure that the saving shall not be less than 20 %. Details of energy saving measures with percentage of saving shall be submitted prior to the commencement of work.

(iv) Green belt of 33% of total area shall be provided

(v) The road width shall be minimum of 9 meters for internal circulation.

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

4.3 CRZ clearance for Cement Terminal at Cochin Port Trust by M/s Zuari Cement Ltd [F.No. 11-91/2012-IA-III]

ZCL is proposing the Cochin Port Cement Packing Terminal with a storing, packing and dispatching capacity of 1.0 Million Tons per Annum (MTPA) at a Project Cost of Rs.98.00 crores. The handling facility directly pumps the cement from the vessel to the cement silos at the terminal and is packed and distributed. Cochin Port Trust Board vide Resolution No. 64 dated 16.08.2012 has resolved to approve the offer of ZCL subject to the approval of Ministry of Shipping, Government of India for the allotment of 2.40 Ha of land for setting up facilities for handling bulk cement and bagging plant behind Q5 Berth at Ernakulam Wharf on Willingdon island.

The proposed site falls in SF No. 2578 part 4 of Thoppumpady village (Willingdon Island) in Kochi Taluka (within the limit of Cochin Corporation), Ernakulam District, Kerala within the designated port.

Cement produced at ZCL Cement Plants will be transported via sea route by bulk carriers to Cochin Port. Cement from bulk carriers will be directly unloaded into Cement storage Silos pneumatically with the help of ship unloader installed on shore or self unloading vessel. Cement stored in silos will be further conveyed to packing plant by means of air slides and bucket elevator. Packing operation will be carried out by latest state-of-art technology electronic rotary packer followed by loading into trucks by truck

loading machines. In the series of operations, the cement is not exposed to atmosphere at any point of time and the total operation is carried out in an environmental friendly manner (No spillages/fugitive Emissions). Adequate pollution control equipments viz. effective bag filters are proposed for cement storage silos and packing unit to control the dust emission <50 mg/Nm^3. The cement would be packed in HDPE/paper bags. There are no manufacturing activities involved only handling, storing and bagging of cement will be carried out from this Facility.

During the discussion, the following points emerged:

(i) The conveying system shall be fully closed, dust control shall be provided at junction points.

(ii) Commitment regarding technology to be employed for mitigating fugitive emission for complete system should be given in the EMP.

(iii)Packaging units should be outside the CRZ area.

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

4.4 Environment Clearance for CETP at Naraol, Ahmedabad, Gujarat by M/s Narol Textile Infrastructure & Enviro Management [F.No.10-84/2012-IA-III]

As presented by the project proponent, the proposal is for establishment of CETP to cater the textile industrial units located in and around Narol area within city of Ahmedabad. Narol Textile Infrastructure and Enviro Management (NTIEM) is a SPV formed under Section-25 of the Companies' Act for establishment of CETP of 100 MLD on a Public Private Participation basis. Industries Commissioner, Govt. of Gujarat is the Chairman of the SPV. The location of the proposed project is S. No. 34/P, Village : Gyaspur, Ahmedabad, Gujarat having approximately @ 11.37 Ha land area. The land has been allotted to NTIEM by AMC, which has been kept reserved for wastewater treatment and allied purpose. NTIEM has proposed to set up CETP to collect, treat and process effluent from industrial units of Narol, Isanpur, Shahwadi, Piplaj, Saijpur-Gopalpur and its vicinity area engaged in textile dyeing, washing and printing processes. Approximately, 125 units have been identified as member units of the CETP. Estimated Cost of project is @ Rs. 88.34 Crores.

The CETP shall be designed as a battery of four streams and each stream shall be capable to handle additional 33% load in case of exigencies. The collected raw effluent will be treated through a sequence of unit operations including pre-treatment (screening, equalization), primary treatment (coagulation, flocculation, gravity settling, sludge separation and dewatering), secondary treatment (aeration tank, clarifier for separation of

secondary sludge), followed by mechanical sludge handling system.

Treated effluent from CETP shall be discharged under gravity through a 1400 mm diameter GRP pipe and shall have its terminal end at the sewage mixing chamber located at the river bank, where AMC mega pipeline also terminates. Hence, treated effluent from CETP will be blended with treated sewage prior to its discharge in river. Thus, hydraulic load from industrial area of Narol and its vicinity will be get reduced from existing Mega pipeline.

Domestic water requirement is @ 20 KLD, which will be met through AMC water supply whereas the balance water requirement for chemical solution preparation will be met through recycled treated effluent.

Estimated quantity of hazardous waste i.e. ETP sludge to be generated from CETP facility will be@ 150 MT/day (primary sludge) and @ 120 MT/day (secondary sludge) will be handled and disposed to nearby authorized TSDF site as per HWM Rules, 2008. The area earmarked for temporary storage of hazardous waste is @22,500 sq.

This is a category 'B' project however, treated as "A' - due to location with in Ahmadabad -CEPI area.

During the discussion, the following points emerged:

(i) NOC from GPCB shall be obtained for discharge in River

(ii) Recycle/reuse plan shall be submitted as per TOR point no 17

(iii)Green belt on the southern side of the project site should be provided

In view of the above observation the Committee recommends the above proposal for Environmental Clearance after submission of the information at (i) above, with the above condition in the Clearance letter for strict compliance by the project proponent

4.5 Environment Clearance for the development of Municipal Solid Waste Processing & Disposal Facility at Shishambada, Vikasnagar, Dehradun by M/s. Nagar Nigam, Dehradun [F.No. 10-62/2011-IA.III].

As presented by the project proponent, the proposal involves development of Municipal Solid Waste Processing & Disposal Facility at Shishambada, Vikasnagar, Dehradun. Dehradun being one among the JNNURM cites, CPCB had carried out a study through NEERI which revealed that Dehradun city generates 131 tonnes of waste per day. Out of which 51.4% waste is compostable, 19.6% is recyclable in nature and rest inert materials. According to the records maintained by Dehradun Nagar Nigam (DNN), it is observed that they transport on an average 155 MT waste per day. The DNN, transport only 60% of the waste regularly and

rest of the backlog is cleared through special drive carried out from time to time. This amounts to waste generation rate of about 210 MT/Day.

It is proposed to set up a CMSWMF in a total area of 8.323 hectares or 83230 square meter to process 150 MT/day capacity of compost plant and 50 MT/day capacity of Sanitary landfill in Shishambada, Vikas Nagar, Dehradun. The project site is located within 10 km from boundary of the notified Doon Valley Eco Sensitive Areas. The site is located at an aerial distance of 4.46 km from the western most boundaries of Doon Valley eco sensitive areas notified by MoEF on dated 1st February 1989. Hence, General Condition applies on the proposed project making it a "Category A". The proposed site is located at distance of approximately 24 from Dehradun. The project site is presently a barren land. An area of 79,780 sq meter of Village Brahamanwala was examined for setting the CMSWF but rejected later because the site at Village Brahamanwala site was earmarked for establishing a sewage treatment plant. The project area falls in seismic zone IV and is moderately hazardous zone for earthquake. Pre-investigation for the water table of the project area has been carried out. The water table in the project area is 65 to 70 meter below ground level. MSW collected will be stored in temporary storage area. Storage of compost materials and other materials is also proposed at the site. The approximate power requirement for the compost plant is (pre-processing composting, curing, and storing) is 150 KVA. The consent for power requirement will be obtained from the Uttarakhand Electricity Board. Additionally, DG Set of 50 KVA capacities is also proposed. Total water demand is estimated to be 160.0695 KLD. Treated effluents from landfill, ETP and compost plant will be released after monitoring of quality of treated leachate into the public sewer/water body as per standards laid in MSW Rules 2000. The total cost of the project is Rs. 23.50 crores.

The EAC considered the project in its meeting held in July, 2011 and finalized the additional TOR for further study including conduct of Public Hearing.

During the discussion, the following points emerged:

(i) The existing site is very much in proximity of the river. Alternate site should be selected .Site selection criteria should be submitted for the new site.

(ii) Submit clearance of irrigation department for setting up the MSW plant at the selected site, if the new site is in proximity of the river.

(iii) The waste lying at the existing dumping site shall be excavated and should be accumulated to designated place within the site and this accumulated waste shall be compacted and closed scientifically after reaching the design height.

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

4.6 Environmental Clearance for Integrated Municipal Solid Waste Management project at Kinduwal Village, Solan District, by M/s Addl Chief Executive Officer, BBNDA, Baddi, Himachal Pradesh, (HP) (F. No. 10-32/2012-IA.III)

As presented by the project proponent, the proposal is for development of integrated Municipal Solid Waste Management project at Kinduwal Village, Solan District, Baddi, Himachal Pradesh. The project is proposed for 2 major urban settlements, Baddi Municipal Council, Nalagarh Council and 41 Gram Panchayats. The Population as per 2001 census is Baddi -22601. Nalagarh-9443 and Gram Panchayat-1,12,520 the population growth is very high.

The project is a category 'B' however, it is treated as category 'A' since it is located within 10 km from interstate boundary (Punjab and Haryana). The proposed capacity is 40 TPD. Total area of land is 2.42 ha at Kinduwal Village. Nearest water bodies are Sirsa River 0.10 km on western side and Balad Nadi -3km at SE. Nearest forest area is Kohaidun Reserve forest -5 km at Western side. Nearest airport is Chandigarh airport at 40 km. The proposed site has been earmarked for CETP/MSW.

The proposed facilities involve segregation certification of MSW, composting and Sanitary landfill. Water requirement is estimated at 10 KLD and will be met from ground water. This wastewater expected would be 16.13 KLD including 0.8 from domestic, 15 from composting leachate and 0.5 from sanitary landfill leachate. The leachate generated is proposed to be reused for maintaining moisture and temperature in composting. The cost of the project is Rs. 970 lakhs.

The EAC in its 112th meeting held on 10th – 11th May, 2012 finalised ToR including conduct of Public hearing. Public Hearing conducted on 13.08.2012 at the site. Public had welcomed the project.

During the discussion, the following points emerged:

(i) The existing site is very much in proximity of the river. Site is not suitable for setting up of MSW facility. Alternate site should be selected

(ii) Site selection criteria should be submitted for the new site.

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

4.7 Finalisation of ToR for construction of Municipal Solid Waste Management facilities at Village Kaladur district, Gurdaspur, Punjab.

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

4.8 Finalization of ToR for dredging, laying of pipelines at Sikka Shore Terminal by Gujarat State Fertilizers and Chemicals Ltd [F.No. 11-90/2012-IA-III]

As presented by the project proponent the proposal involves dredging, laying of pipelines at Sikka Shore Terminal. Gujarat state fertilizer &Chemicals Ltd is a Gujarat State enterprise was established in 1962 located at village Sikka, District Jamnagar, Gujarat state. To import raw materials of fertilizers like Liquid Ammonia and Phosphoric Acid, a liquid cargo berth has been constructed in Sikka creek during the year 1987. Present fertilizer production is ~10 Lac MT per annum. GSFC intends to expand the production looking to the demand of fertilizers. According to expansion planned, requirement of Liquid Ammonia and Phosphoric Acid will be 21.5 Lac MT per annum.

The Jetty is located inside Sikka Creek about 3 NM from the anchorage area at Latitude: 22^0 27' 24" N and Longitude: 69^0 47' 51" E. Being a tidal port, the berthing and de-berthing at existing jetty is done only during high tide. There is no night navigation facility; hence, this is being done only in high tide of the day. The jetty is being used for handling the import raw materials needed for DAP production at Sikka. The draft allowable is 8m. To import raw materials required according to proposed expansion of fertilizers production, it is required to dredge berthing area up to -11.70m to allow the vessels up to 33,000DWT to berth. Also, it requires creating turning circle of 400m diameter with -8.00m bed levels for safe manoeuvring of the vessels. The proposal includes (i) Dredging in berthing area and turning Circle near the existing captive jetty to the tune of 2.5 lac Cum. According to bore logs the material is soft/hard clay, (ii) Laying the Ammonia (6 inch dia. LTCS line with cold PUFF insulation) and phosphoric acid (6 inch SS 316 L) pipe line from Sikka Shore Terminal (SST) to Motikhavdi plant site located approximately 9.5 km distance and (iii) Installation of additional Ammonia and phosphoric acid storage tank, two 10,000 MT Ammonia Tanks and three 10,000 MT Phosphoric Acid Tanks in the existing premise of SST

During the discussion, the following points emerged:

(i) Prior clearance shall be obtained from National Board for Wildlife

(ii) Submit the details whether the existing jetty can withstand the future enhanced load in terms of safety, considering its age.

(iii) *Dispersion study should be conducted for dumping of the dragged material*

(iv) *Since the activity falls under 6 (b) of EIA, Notification, 2006, proponent shall obtain separate clearance.*

(v) *Submit the details of the applicability of various regulations including MSIHC rules and compliance status*

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

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

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

As presented by the project proponent, the proposal involves development of long term potential cargo at Dhamra port, to expand the minor port into full fledged all weather multi-user port. DPCL has commenced construction of two fully mechanized berths with back up facilities for handling imports and exports. The Dhamra port is located at northern mouth of river Dhamra in Chandbali Tehsil, Bhadrak district of Orissa. The expansion involves construction of 11 additional berths to handle 71.3 MTPA of cargo 1 Million TEU?s of containers. The Dhamra port will be one of the deepest ports of India with a draught of 18 M, and can accommodate super cape-size vessels up to 180,000 DWT.

Dhamra Port is located at northern mouth of River Dhamra in Bhadrak District of Orissa, i.e. between latitude 20^0 48? N to 20^0 52? N and longitude 86^0 56?E to 86^0 59?E. Subsequently, DPCL planned the Phase I facilities in an area of about 293 ha with a cargo handling capacity of 25.0 MTPA to handle coking coal, lime stone and iron ore. The phase I development includes 700 m long quay length with two separate berths, Outer channel (240m width, 16750m length & 18m depth), Inner channel (170m width, 3150m length & 18m depth), turning circle diameter of 600 m and other Bulk Material handling and storage systems. A dedicated road/rail corridor is being developed for the port and land required for the same was acquired.

Phase I development was accorded Consent For Establishment (CFE) from Orissa Pollution Control Board (OPCB) in 1998 and Environmental

Clearance (EC) from Ministry of Surface Transport (MoST) in 2000 and it has become operational since May 2011. The expansion project consists of addition of 11 berths and a barge jetty along with back up facilities and storage space for handling of dry bulk, break bulk, liquid and containerized cargo; widening of the channel to allow two way traffic of panamax sized vessels, doubling of the railway track between Bhadrak and Dhamra and construction of a four lane road along side the railway track for which land has already been acquired. The proposed development over an area of 456 ha is within the already notified limits of the port and the additional land is along side the seafront not involving any acquisition of private land or rehabilitation or resettlement. The berths will be constructed on open piled structures to allow free flow of tide within the naturally sheltered sea of Kanika Sands island without involving construction of breakwaters. The widening of the channel and reclamation would involve a total dredging of 24.85 MCM including 7.5 MCM sand for reclamation and the disposal of the silt shall be at a location in the sea beyond 20 meter depth. The cargo handling capacity is 71.3 MTPA including 36.34 dry bulk cargo (Coal and lime stone), 26.96 MTA of liquid buk cargo (Crude and Naptha), 1 Million of Container and 8 MTPA of clean cargo (steel). 12 nos of stock yard of 900 each, Conveyor system of 18650 m and a Housing colony of 1 lakh sqm (outside the CRZ)

Water requirement for the proposed expansion is estimated at 3750 KLD which will be met from existing water supply system (GoO allotted 2.05 cusec (~5000 KLD) of water from Matai River).. Sewage Treatment Plant of 90 KLD capacity will be developed to cater for the Phase II expansion plan.

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

The EIA has been prepared by L&T-RAMBØLL based on TOR approved by MoEF by letter dated 18.12.2009 and addresses all issues pertaining to marine, terrestrial and socio-economic aspects of the project. A hydro-dynamic study of the effect of dredging has been carried out by the National Institute of Oceanography, Goa which suggests that there shall not be any significant impact on the shoreline abutting the project. The issues raised during the public hearing held on 3rd July 2012 have also been addressed in the final EIA report which contains an Environment Management Plan covering all the above aspects. The EMP retains the special measures pertaining to dredging and lighting suggested by IUCN during their collaboration with Dhamra Port in the Phase I of the project and includes adequate dust suppression measures. A fugitive dust modelling study has been carried out which suggests ground level concentrations to be well within the National Ambient Air Quality Standards. The CRZ mapping of the proposed locations including demarcation of HTL and LTL has been carried out by NIO which suggests that the back up area falls within CRZ I (B) and CRZ III and the berths and jetties in CRZ IV without involving any environmentally sensitive area and

that the port is a permissible activity in the above described CRZ categories.

Public Hearing conducted on at 3.7. 2012. The State Coastal Zone Management Authority has recommended the project on 20.12.2012.

During the discussion, the following points emerged:

(i) Submit the compliance of the EC conditions.

(ii) Prior clearance from National Board for Wild life shall be obtained

(iii) Submit revised map showing lat/long coordinates along the boundary of the project site. GPS coordinates for the mangrove area should be provided in the same map.

(iv) Submit details specifically regarding ballast disposal as proposed for the project vis-à-vis existing guidelines

(v) TOR compliance should be submitted in tabular format.

(vi) Commitment for all the recommendations provided by OCZMA and NIO for protection of Kanika island and earmark specific amount for the conservation plan. The plan can be prepared in consultation with the OCZMA and forest department.

(vii) There should not be any housing component within the CRZ area as committed by the proponent during the EAC meeting.

(viii) Mitigation plan for the impact due to dredge material disposal in the dumping area

(ix) Submit analysis regarding 'dredge material disposal. Bathymetric analysis should be submitted

(x) The village forest adjacent to the project site should be developed with tree plantation, in consultation with the revenue department/forest department

(xi) Risk analysis should be revised and resubmitted as discussed in the meeting including distance between tank forms adjacent to each other. Mitigation measures including evacuation plan should be submitted.

(xii) Suitability and compatibility of the location of tank forms should be evaluated and compliance should be submitted.

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

4.10 Environment and CRZ Clearance for the proposed Multipurpose Terminal and Ship Repair Facility at Village Change Dist. Raigad. Maharashtra By M/s. Karanja Terminals & Logistics Private Limited (F.No. 11-59/2010-IA.III)

As presented by the project proponent, the proposal involves development of foreshore facilities for establishing a Multipurpose Terminal and Ship Repair facility at Chanje, Distt Raigad, Maharashtra. The site was approved by MMB for development of a "Multipurpose Terminal and Ship-Repair Yard' along 1000 meters of water front at Karanja creek is strategically well located for the envisaged development.

The site is located just beyond the eastern limits of Mumbai Port consists of tidal 'mud flats' along the eastern bank of Karanja creek. Geotechnical data available indicates very soft marine clay varying in depth from 3m to 13m. It is proposed to develop the 'Multipurpose terminal and Ship-repair yard in the intertidal zone about 300 meters off the existing saline bund - 'Khar bund'. The land required for the purpose (80ha) would have to be reclaimed and suitably treated to provide stability and strength to accommodate the envisaged facilities. The total fill required is estimated to be about 3.8 million cum. The water-front and back-up land are sufficient to develop 10 cargo berths to accommodate 4000 Dwt. barges, a ship repair yard to service barges, offshore supply vessels and port craft, as well as a boat parking facility. Dredging of the approach channel and other navigational areas may be reduced by taking advantage of the tidal window available in Mumbai harbor. The initial development (phase-1) of the project comprising 2 cargo berths and a ship repair yard with a cost of Rs. 575.00 crores.

The site is close to State and National highways. A link road would be less than 2 Km. The nearest rail terminal is around 2.5 km.

The proposal was earlier considered by the EAC in its meeting held on 21st - 23rd September, 2010 and 20th – 22nd October, 2010 in which the proposal was deferred as the project proponent could not explain clearly the location of the project site and other project details. The committee felt that the location is not suitable since there are mangroves located within the site and adjacent to the site and the proposal will damage them. The proposed reclamation is likely to occupy about 50% of the creek width. Also the proposal is located in the Raigad district which is identified as hot-spot area. In view of the above the Committee sought, a bathymetric study, details of the communication made with the other ports and their requirement/ commitments, submit the details of existing/upcoming and under construction nearby port projects, copy of the 1:4000 scale map prepared by an authorized agency superimposing the layout of the project

including the mangroves and its density and the details of the existing and proposed foreshore facilities at the vicinity and details of erosion at the proposed site.

The details submitted by the proponent were examined by the Committee in its meeting held in May, 2011 and the Committee finalized the additional TOR for further study including conduct of Public Hearing.

Public Hearing conducted on 30.10.2012 at Town Hall Raigad. The major issues raised during the Public Hearing are employment, compensation to fishermen community, cargo handling etc.. The State Coastal Zone Management Authority recommended the same.

During the discussion, the following points emerged:

(i) *The proposed plan for the mangrove protection, buffer zone, development should be submitted separately along with map for the existing mangroves available at the site including their GPS coordinates.*

(ii) *Though the proponent presented their response to the various issues raised during the public hearing, the same shall be submitted in a tabular form All the assurance shall be complied strictly.*

(iii) *The proponent should submit the progress on mangrove development plan along with six-monthly monitoring reports.*

(iv) *Periodical shore line monitoring shall be carried out and details shall be submitted along with six-monthly reports.*

(v) *The development and operation of the port shall not cause any disturbance to the fishing activity.*

The Committee recommends the above proposal for* Environment *and CRZ Clearance after submission of the information at i) & ii) above conditions in the Clearance letter for strict compliance by the project proponent.

4.11 Environment and CRZ Clearance for LNG Import Terminal at Pipavav Marine facility at Rajula Taluk, District Amreli, Gujarat by M/s Swan Energy Ltd. [F. No. 11-36/2010 -IA.III]

As presented by the project proponent, the project involves establishment of LNG Import Terminal at Pipavav Marine facility at Rajula Taluk, District Amreli, Gujarat to supply gas to the proposed LNG/ Natural gas based power plant of capacity 1050 MW at Pipavav in Amreli District, Gujarat. Primarily, two sites were investigated in detail for the setting up and feasibility of the LNG import terminal for the above mentioned

requirements. Site 1 is located within Gujarat Pipavav Port Limited (GPPL) limits further up the creek from the existing container terminal. Site 2, lying just outside Port Limits of GPPL and off the entrance channel.

Site 2 location was assessed to be the most feasible. This option would be nearest the power plant site and thus operational integration between the marine facility and power plant is envisaged. The terminal planned shall have an approximately 1.4 kilometer breakwater/approach trestle, a jetty head, mooring dolphins, an Floating Storage and Re-gasification Unit (FSRU) and supporting structures to handle LNG vessels ranging from 70,000 m^3 to 1,35,000 m^3 capacity. A pile line shall be laid connecting the proposed facility and the power plant. In initial phase, only one jetty to berth Q-Max vessel is planned. In future phases, 2 more jetties shall be constructed to accommodate 3 vessels at the same time. Further phases are need based and shall be planned accordingly.

The proposed FSRU System will be composed of an FSU, which is a converted LNG Carrier that will be Jetty moored at Pipavav, together with Re-gasification equipment placed on the Jetty platform. The existing LNG Carrier systems will be refurbished, repaired or renewed as necessary and certified based on ABS Codes and Standards. All equipment will be designed, fabricated and certified based on ABS Codes and Standards. The LNG Carrier together with additional systems installed on the Jetty will be part of the conversion into an FSRU System, together enabling efficient and safe operations

The Committee considered the project in its meeting held in August 2010 and finalized the additional TOR for further study including conduct of Public Hearing..

i) Submit the status of compliance of EC / Consent conditions of existing activities of Pipavav Port

ii) Submit the recommendations of the State Coastal Zone Management Authority (SCZMA).

iii) Submit the impact due tot the proposed activities on fishing

iv) Submit the Risk assessment, emergency evacuation and Disaster Management Plan.

v) Submit the details of hydro dynamics studies including pre-monsoon & post – monsoon data.

The committee recommended to defer the proposal as the GCZMA recommendations are not available at the time of presentation.

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

GMB has proposed to construct a jetty and other associated facilities in Maliya Taluka to cater local need to export salt to foreign countries as area near Bagasara is producing large quantity of salt with maximum potential to produce about 2 MMTPA. Hence it is proposed to create infrastructure facility by way of establishing jetty and associated structure for capacity of 4 MMTPA for handing bulk cargo commodity including salt.

The only port in this zone is at Navlakhi which is dedicated for importing coal and because of high tariff of railways and unavailability of adequate number of wagons, it has become difficult for Gujarat based salt producers to compete with salt producers located at other states as they get buyers in nearby areas

There is no requirement of breakwater since the selected location of jetty is providing enough draft. The concept design has generally been prepared in conformity with IS 4651-1974 "Code of practice for planning and design of ports and harbors (Part 1 to 4)". The jetty is designed keeping in view simultaneous berthing of 2 nos. 1500 MT vessel , With this option , minimum 175 meter length for jetty will be required. This RCC jetty will be a 1000 mm bored cast in-situ driven single pile supported structure. The approach road proposed to connect jetty location to the landward back up area it will be of 150 m long and 9 m wide. It will have one major bridge, three minor bridge and various culverts. The backup area will have 3 paved stacking platforms of dimension 50 m x 60 m for storage of salt. The backup area will also have facilities or infrastructure like office building, ware house, Weigh Bridge, septic tank, workshops, underground water tanks, storm water drainage and other miscellaneous facilities

Jetty area :25 hectors, Approach road :47.01 hectors and total area : 72 hectors. The approximate cost of the project is @ 80 crore

During the discussion, the following points emerged:

(i) Submit the recommendation of State Coastal Zone Management Authority.

(ii) Analysis for alternate site should be provided along with the criteria of site selection.

(iii) Site photographs should be submitted

(iv) Site visit shall be conducted for the above project.

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

4.13 Environmental and CRZ Clearance for construction of berth No.10 at Karaikal Port, Karaikal, Puducherry by M/s Karikal Port Trust [F. No. 11-53 /2010-IA.III]

As presented by the project proponent, the Environmental Clearance was accorded vide letter No. 10-2/2006-IA-III, dated 6.05.2006 for the development of Karaikal Port. The first Phase of the development was complete which has breakwaters, berths, a dredged navigational channel. Phase II development was cleared vide letter No. 10-42/2009-IA-III dated 22.09.2009 for the construction of additional 03 berths, enhancement of handling capacity from 4 MMTPA to 20.5 MMTPA, Deepening and widening of the navigational channel, turning circle and berthing area.

Karaikal port has proposed to construct berth No.10 which will have floating dry dock of capacity to lift panamax size ships i.e a lifting capacity up to 30000 tons. The total no. of ships envisaged to be repaired in a year is around 40-50. The type of repair would include- hull cleaning, hull/vessel repair, tail shaft withdrawal, rudder and propeller repairs, under water valves overhauling, pipe renewals, tank cleaning, engine room machinery repairs, deck machinery repairs, bridge/navigation equipment repairs etc.

The floating dock would be moored alongside the berth and would have a ramp in front for easy transfer of men and material. The floating dock would be supported by following workshops in the shore next to berth- mechanical shop, pipe shop, steel shop, electrical shop, maintenance shop, general stores, paint store, staging and rigger shops. All safety procedures as per industrial standards would be implemented in the ship repair yard and no worker would be permitted to enter the yard without safety wears like shoes, dress, hard hats, gloves etc. The movement of the ships in the dry dock would be done with the assistance of tugs of the port and all vessels would adhere to the standard guidelines of the port.

The Puducherry Coastal Zone Management Authority recommended the proposal for CRZ Clearance.

The proposal was examined by the EAC in its meeting held on 18th-20th August 2010 and finalized ToR. Committee noted that the project is an expansion of the existing port and will attract the provisions of 7 (ii) of the EIA Notification, 2006 and hence recommended the exemption of the public hearing since the expansion is within the port area. The proposal was again examined by the EAC in its meeting held on 5th to 7th March 2012. The committee also noted that the proponent is proposing the expansion in

piecemeal. In future, the proponent shall plan a comprehensive proposal including future plan for at least another 10 years.

During the discussion, the following points emerged:

(i) Latest site photographs should be submitted for the coal staking area

(ii) River diversion is not permissible as proposed in the first Phase

(iii) The information submitted for the points raised in the last meeting held on 5th to 7th March 2012 is inadequate.

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

4.14 Environment Clearance for Sikar- Bikaner section of NH-11 (from km 340.188 to km 557.775 via kikar bypass) and Bikaner by pass from km 553.869 of NH-11 to km 267.325 of NH-89 in the State of Rajasthan by SE, PWD [F.No. 10-128/2011-IA-III]

As presented by the propoject proponent, the proposal is for laying of road Sikar- Bikaner section of NH-11 (from km 340.188 to km 557.775 via kikar bypass) and Bikaner by pass from km 553.869of Nh-11 to km 267.325 of Nh-89 in the State of Rajasthan. the project road starts from Sikar at Km 340+ 188 and ends of Nh-11 at km 557 + 775 at Bikaner along with the portion of Bikaner bypass from Km 553+869 of Nh-11 to km 267+325 of NH – 89. The road traverses through plain terrain. The land use pattern of the project area is mostly agriculture. The project road passes through 33 villages and three districts namely Sikar, Churu and Bikaner. The existing right of way is 33 m to 45 and for the proposed right of way is 45 m to 60 m. Total land to be acquired is 48.200 ha. Protected Forest land of 60.61 ha will be diverted for the project. The project road has existing two bye passes . The road does not pass through wild life sanctuary/ national park. Water requirement is50 KLD and source is ground water. About 860 trees to be felled for the roads. Total 93 culverts, 12 major junctions, 113 minor junctions four railway over bridge, 16 bus bays, one rest area, five truck lay bay , two underpass and 2 cattle passes have been proposed. Total project cost is 650.84 crores.

The EAC considered the project in its meeting held in March, 2012 and finalized the TOR for further study including conduct of Public Hearing.

During the discussion, the following points emerged:

(i) At the time of ToR appraisal, the proponent indicated the acquisition of 60.61 ha Protected forest land. However, the

forest land requirement increased to 123 ha. Revised form-1 should be submitted with correct figure for forest land.

(ii) *Necessary stage –I forestry clearance shall be obtained as per OM dated 31.03.2011 and submitted along with final EIA report.*

(iii) *It is indicated that 860 nos. trees are proposed to be cut, the information should be provided about their species and whether it also involved any protected or endangered species. Necessary green belt shall be provided on both side of the highway with proper central verge and cost provision should be made for regular maintenance.*

(iv) *Fly ash shall be utilised in the project.*

(v) *Response presented for the public hearing should be revised as committed during the PH and based up on the future requirement as requested by the local population.*

The Committee recommends the proposal for Environmental Clearance after receipt of the information at (i) & (iv) , with the above condition in the Clearance letter for strict compliance by the project proponent

4.15 EC for upgradation of existing carriageway to 4/6 lanning of Hospet to Karnataka Andhra Pradesh Border from Km 280.300 to km 375.740 section of NH-63 in the State of Karnataka, M/s NHAI [F.No. 10-40/2011-IA-III]

The EAC considered the project in its meeting held in November, 2012 and recommended for issue of EC.

4.16 Environment Clearance for the construction of 4/6 laning link road connecting between NH-83 and NH-82 near Gaya in State of Bihar by M/s NHAI [F. No. 10- 13/2011-IA.III]

As presented by the project proponent, the project road starts from km 82.660 of NH-83 from Bara village and ends at km 13.90 km on existing NH-82 road. Total length of the road is 13.530 km. Entire alignment passes through plain terrain. The land use pattern of project area is agricultural green field. The project road passes through 15 villages of Gaya District. The Project Road does not pass through any National Park and Sanctuary. The proposed Right of Way is 60m. Approximately 87.00 Ha of land is proposed to be acquired for the development of the project, out of which agricultural land is 70.77 Ha, built-up/settlement land is 4.00 Ha & barren/waste land is 12.23 Ha. 1 major bridge, 2 minor bridges, 26 culverts, 2 ROB, 1 Flyover and 1 interchange have been proposed. About 541 trees will come in the proposed RoW, However as a Avenue plantation 1082 trees shall be planted in the available land. 554 KLD water for

construction period shall be required for construction and other purposes including plantation and dust suppression. There would be about 113 project affected people and 47 structures likely to be impacted due to the improvement of project road. The entitled person shall be compensated according to the provision of BLARRP 2007. The budget for environment management work and operation phase is Rs. 57.85 Lakhs. The total construction cost of the project is Rs.191.77 crore (including civil cost, Environmental cost, shifting of utilities, land acquisition and R&R cost). The total cost for Resettlement and Rehabilitation is approximately Rs. 19.23 Crore.

The EAC considered the project in its meeting held in April, 2012 and finalized the TOR for further study including conduct of Public Hearing. Ph on 17.03.2012 in Traisam Bhawan Manpur.

During the discussion, the following points emerged:

(i) It is indicated that 541 nos. trees falls within proposed RoW, however, bare minimum, however bare minimum trees to be cut. Necessary permission from competent authority shall be obtained for tree cutting. Necessary green belt shall be provided on both side of the highway with proper central verge and cost provision should be made for regular maintenance.

(ii) Fly ash shall be utilized in the project

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

(iv) As committed by the project proponent, Ground water shall not used for the project.

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

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

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

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

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

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

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

4.17 Environmental Clearance for Rehabilitation and Upgrading 4 lane divided carriageway for Pune-Nashik Road NH-50 from Km. 177/00 to 201/350 including new construction of Sinnar bypass under DBFOT in the State of Maharashtra by M/s Chief Engineer, National Highway (PW), Navi Mumbai [F.No. 10-79/2011-IA.III]

As presented by the project propoent, the project involves rehabilitation and upgrading 4 ?lane divided carriageway for Pune- Nashik Road on NH-50 from Km 177/00 to 201/350 including new construction of Sinner bypass in the State of Maharashtra. Total length of the road is 25.31 km including Sinnar bypass of 9.51 km. The existing ROW is varying from 17.00 m to 51.26 m. Proposed ROW is 45.00 m to 60.00 m. The total land requirement is 128.21 ha. and available land is 51.086 ha. Land to be acquired is 77.124 ha. which includes 3.4 ha of Forest land, 71.555 ha of Agricultural land and 2.169 ha of N.A. plots area. The total water requirement is 180 KLD and will be met from Ground water and surface water. The Fly ash is available from NTPC, Nasik plant which is 2 km away from the proposed road. The proposed alignment will have 9 major junctions, 16 minor junctions, 1 major bridge and 14 minor bridges. 55 nos of culverts are proposed. 5 nos. of pedestrian underpasses and 6 nos. of vehicular underpasses are proposed. Total of 75 families and 127 structures will be affected due to the proposed road. There are approximately 1000 trees to be cut. The total project cost is Rs. 324.34 crores.

The EAC considered the project in its meeting held in October, 2012 and finalized the TOR for further study including conduct of Public Hearing. PH conducted on 13.04.2012 at Collector Office,Nasik.

The proposal indicates the acquisition of 3.4 ha forest land. Stage -I forestry clearance obtained vide dated 09.02.2012.

During the discussion, the following points emerged:

(i) *It is indicated that 1086 nos. trees falls within proposed RoW, however, bare minimum, however bare minimum trees to be cut. Necessary permission from competent authority shall be obtained for tree cutting. Necessary green belt shall be provided on both side of the highway with proper central verge and cost provision should be made for regular maintenance.*

(ii) Fly ash shall be utilized in the project

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

(iv) As committed by the project proponent, Ground water shall not used for the project.

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

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

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

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

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

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

4.18 Environment Clearance for 4-laning of Beawar - Baghana section from km. 58.245 to Km 147.000 on NH-8 in the State of Rajasthan by M/s Ministry of Road Transport and Highways, D.C.M Ajmer Road, Jaipur, Rajasthan. (F.No.10-42/2012-IA-III).

As presented by the project proponent, the proposal involves 4-laning of Beawar - Baghana section from km. 58.245 to Km 147.000 on NH-8 in the State of Rajasthan by DCM, Ajmer Road, Jaipur, Rajasthan. The proposed section starts from km 58.245 near Beawar and ends at Km 147.000 near Baghana covering length of about 88.755 kilometers. The project road falls in Ajmer and Rajsamand districts of Rajasthan. Land use pattern of the project area is mainly agriculture and protected forest. The existing carriageway is 2-lane flexible pavement of 7m width 1.5 m paved shoulder and 1.0 m earthen shoulder at both sides and proposed is 4-lane divided with 7.25 m carriageway with 0.6 m median and 1.0 m line drain. Existing ROW Varies from 23m to 60m. The proposed RoW is 60 m. Total land requirement for the project will be 330 ha. 62 ha of protected forest land need to diverted, as the existing alignment passes through road side plantation declared as protected forest. The project road does not pass

through any eco-sensitive areas. There is no wild life sanctuary or National Park on the project highway. Approximately10494 trees proposed to be felled for the 4-laning of the project road against which compensatory afforestation shall be of 31500 trees. There are 35 nos. minor bridges and 248 nos. of slab/box culvert exist on the project road. 1 No. of minor bridge 4 No. of slab culverts, 01 No. of RoB, 04 Nos. of flyover, 02 Nos. of PUP and 01 No. of VUP is proposed for construction. There are 06 major and 61 minor junctions exist on the project road. 03 major and 61minor (Out of remaining 3 major junctions, 2 provided with Flyover & 1 with VUP) junctions are proposed. The intersections along the project road section are proposed to improve in accordance with IRC codes. The important intersections are proposed to be provided with islands and verges at centre for proper movement of diverging / merging traffic. One bypass at Taragarh from Chg 85.700 to Chg 86.700 exists on the project road. There is one proposed bypass at Jawaja, which deviates from NH-8 to the west at Ch. 74.800 and merges back to Ch. 77.500 of NH-8. The length of bypass is 3.0 km. Bus bays & shelters have been proposed at seven locations (both side). One truck lay-bye (Km 144, both sides) exist on the project road. 02 Nos. of truck lay-bye (Km 143 and Km 62, both sides) have been proposed. The average daily traffic on project road based on traffic count at two traffic count stations is 3561 PCU. The total civil cost of the project is Rs. 700 crores.

The average water requirement for the project is 300 KLD. The water requirement will be met through bore-well after taking the necessary permission from the authorities. However, as per Central Ground Water Authority, the project area does not fall under notified critical/ overexploited areas.

There is an Existing Two lane RoB at km 142. 418 and another 2 lane RoB is proposed adjacent to it.

The Project road has total 67 junctions including major and minor junctions with all types of crossings. Major intersections are Pali junction at km 58/400, km 64/850 and km 109/800, km 110/000, km 110/350, km 142/150 at Kamli Ghat.

The EAC considered the project in its meeting held in June, 2012 and finalized the TOR for further study including conduct of Public Hearing. Public Hearing conducted on 10.10.2012 at Baghana, Rajsamand District and on 18.10.2012 at Bewar, District Ajmer.

During the discussion, the following points emerged:

(i) *The proposal indicates the acquisition of 62 ha Protected Forest land. Necessary stage –I forestry clearance shall be obtained as per OM dated 31.03.2011 and submitted along with final EIA report.*

(ii) *It is indicated that approximately10494 trees proposed to be felled for*

the 4-laning of the project road against which compensatory afforestation shall be of 31500 trees. Necessary permission from competent authority shall be obtained for tree cutting. Necessary green belt shall be provided on both side of the highway with proper central verge and cost provision should be made for regular maintenance.

(iii) Fly ash shall be utilized in the project

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

(v) Necessary permission shall be obtained from Competent Authority for drawal of Ground water for the project. The guidelines / criteria for ground water abstraction issued by Central Ground Water Authority shall be followed.

(vi) The natural drainage flow from the catchment area to the water bodies shall not be prevented. To ensure, proper drainage arrangement shall be provided as committed.

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

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

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

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

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

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

4.19 Finalization of ToR for rehabilitation and upgrading to 2 lane / 2 lane with paved shoulders of Daspalla- Madhapur section of NH- 224, Odisha by M/s National Highways, Odisha [F.No.10-80/2012-IA-III]

Project starts at Km 102.000 (Dashpalla) and ends Km 159.000 (Madhapur) which is about 40km away from Nayagarh city of Orissa State covering total length 57 km. The project road falls in Nayagarh and Boudh

Districts of Orissa. The road section passes through important built up areas like Dashpalla, Bannigocha, Madhapur and Adeni Garh. The land use pattern with in 10km on either side of the project area is predominantly mixed of agricultural/barren land and also Forest. Land use pattern with in 23.5m ROW is also similar in nature. The project passes through Baispalli wild life sanctuary; there is no sanctuary land acquisition, as the improvements are proposed within the existing ROW along the sanctuary. Existing RoW varies between 12.5 to 23.5m. The proposed RoW varies between 12.5 to 23.5m. Approximately 28.819 ha land proposed to be acquired for improvement and widening of the road out of which, revenue land is about 23.699 ha, revenue forest land is about 1.883 ha and reserve forest land is about 3.237ha. The project road has existing 1 major bridge, 17 minor bridges and 89 slab//Box/arch & 20 pipe culverts. 9 minor bridges proposed for new construction along with improvement of the existing 1 major, 8 minor bridges, 39 Repair/Widening (HPC/Slab/Box), 70 New/Reconstruction (HPC/Slab/Box/Brick Arch/ Brick Arch +Slab) & 24 pipe culverts(Balancing culverts) have been proposed. There will be 1 proposed elephant under pass. There are 2 major and 51 minor intersections on the project road, which have been proposed for improvement. Bus bays have been proposed at 24 locations on both sides.

Truck lay byes have been proposed at 2 locations on both sides. One trauma centre (medical facilities) and one ambulance facility is proposed at 1 locations. There would be about 540 project affected families due to improvement of project road. The entitled persons shall be compensated as per current market rates. The ponds, lake, reservoir etc. are not falling within proposed ROW. RCC/Metal crash barrier guard wall has been proposed at about 23000m. Pedestrian/median railing is about 3250m. High mass lights at about 2 locations.

Peak demand of water would be about 228 kld during construction. Water harvesting system and oil grease separators have been proposed at 1 location. The approximate Environmental Management works to be about Rs. 0.477 Crores. The cost of resettlement and compensation worked out to be about Rs. 6.33 Crores. The total civil cost of the project is about Rs.158.49. Crores.

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

(i) *The project passes through Baispalli Wild Life Sancturay. Necessary prior clearance from NBWL shall be obtained.*

(ii) *The proposal indicates the acquisition of 5.12 ha Forest land. Necessary stage –I forestry clearance shall be obtained as per OM dated 31.03.2011 and submitted along with final EIA report.*

(iii) *It is indicated that 7807 nos. trees falls within the proposed RoW, however, bare minimum trees to be cut, the information should be provided about their species and whether it also*

involved any protected or endangered species. Necessary green belt shall be provided on both side of the highway with proper central verge and cost provision should be made for regular maintenance.

(iv) *Explore the possibilities of cooled mixed technology instead of hot mixed technology*

(v) *The additional ToR and General Guidelines as per the annexure-I and Annexure-II respectively to this Minutes shall also be considered for preparation of EIA/EMP.*

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

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

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

4.20 Finalization of ToR for widening and upgradation of existing 2 lane carriageway to 4 lanes from km 307.810 to km 435.250 of Chamarajanagar to Harohalli section of NH- 209 in the state of Karnataka M/s National Highways [F.No. 10-86/2012-IA.III].

As presented by the project proponent, the project involves widening and upgradation of existing 2 lane carriageway to 4 lanes from km 307.810 to km 435.250 of Chamarajanagar to Harohalli section of NH-209 in the state of Karnataka. The project road starts from existing Km 306.600 of NH-209 at Chamarajanagar and ends at Km 438.475 on NH-209 near Harohalli. Total existing length of the project road is 131.875 Km. The proposed starting point is Km 307.810 and end point is Km 435.250 on NH-209. The total proposed length of the project road is 127.440 Km. Predominantly the road is passing through plain terrain for 130.000 Km while the rest 1.875 Km is rolling terrain. The land use pattern of the project area is agriculture, built-up, govt., barren & forest. Project Road passes through 72 nos. settlements in Karnataka. The Project Road doesn't passes within 10 Km of any Wildlife Sanctuary or National Park. The existing right of way is varies from 7 to 58 m. The proposed right of way is 30m all throughout except for bypass (45m). Total 224.986 Ha of land is proposed to be acquired for the improvement of the project. Total 0.1285 Ha. of forest land in two locations in within the proposed RoW are required for diversion for widening of the project road involved. 4 major bridge, 31 Minor bridges & 285 culverts are present in the existing road. 4 major

bridge, 30 minor bridges, 343 culverts, 54 Bus shelters / bays, 1 Truck Lay bye & 2 toll plaza has been proposed. No Service roads & slip roads are proposed. Bypass for Kollegal (8.070 Km), Sathegala (6.580 Km), Halaguru (3.140 Km) & Kanakapura (8.600 Km) and realignments / curve improvements for 12.120 Km are proposed. Total 296 KLD water shall be required for construction and other purposes. There is no provision of Fly Ash as there are no Thermal power plants. Cauvery River & its tributaries, Shivasamudram Reservoir & Lake are present in the project area. Approx 2431 trees might be affected due to proposed road, against which compensatory plantation shall be taken up. Approx 2430 families shall be affected due to the improvement of project road. The process of identification of project affected families is in progress The entitled person shall be compensated according to the provision of NH Act 1956. The total project cost of the project is Rs.414.41 crores.The total civil construction cost is Rs. 331.53 crores.

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

(i) *The proposal indicates the acquisition of 0.1285 ha Forest land. Necessary stage –I forestry clearance shall be obtained as per OM dated 31.03.2011 and submitted along with final EIA report.*

(ii) *It is indicated that .2431. nos. trees falls within the proposed RoW, however, bare minimum trees to be cut, the information should be provided about their species and whether it also involved any protected or endangered species. Necessary green belt shall be provided on both side of the highway with proper central verge and cost provision should be made for regular maintenance.*

(iii) *Explore the possibilities of cooled mixed technology instead of hot mixed technology*

(iv) *The additional ToR and General Guidelines as per the annexure-I and Annexure-II respectively to this Minutes shall also be considered for preparation of EIA/EMP.*

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

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

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

4.21 Finalization of ToR for widening improvement and upgradation of existing 2 lane carriageway to 4 lanes from km 184.912 to km 318.772 of Hasan to Bantawal section of NH- 48 (new NH-75) in the state of Karnataka M/s National Highways, F.No. 10-87/2012-IA.III.

As presented by the project proponent, the project involves widening, improvement and upgradation of existing 2 lane carriageway to 4 lanes from km 184.912 to km 318.772 of Hasan to Bantawal section of NH- 48 (new NH-75) in the state of Karnataka. The project road starts from existing Km 189.700 of NH-48 near Hassan and ends at Km 328.000 on NH-48 near Bantawal. Total existing length of the project road is 138.300 Km. The proposed starting point is Km 184.912 and end point is Km 318.772 on NH-48. The total proposed length of the project road is 133.860 Km. Predominantly the road is passing through hilly terrain for 74.6874 Km followed by rolling terrain for 44.2592 Km and plain terrain for 19.3634 Km. The land use pattern of the project area is agriculture, built-up, govt., barren and Forest. Project Road passes through 66 nos. settlements in Karnataka. The Project Road does not pass through any National Park/Sanctuary/Wild Life Area. The existing right of way is varies from 10 to 30 m. The proposed right of way is 30m in hill and forest areas and 45m in other areas all throughout except for bypass (60m) and toll plaza locations (90m &130m). Total 291.69 Ha of land is proposed to be acquired for the improvement of the project. Total 63.435 Ha. (26.19 Ha in Hassan & 37.245 Ha in Dakshin Kannada divisions) of forest land within the proposed RoW are required for diversion for widening of the project road involved and the proposals are considered by the Forest Divisions.5 nos. major bridges, 30 Minor bridges, 605 nos. of culverts, 1 ROB are present in the existing road. 9 major bridge, 55 minor bridges, 684 culverts, 3 vehicular underpasses, 3 pedestrian underpasses & 4 Elephant underpasses, 1 foot over bridge, 3 Flyovers, 22 Bus shelters/bays, 1 ROB and 2 Truck Lay byes and 2 Toll Plaza has been proposed. Service roads for a length of 14.400 Km has been proposed on both sides at 13 locations besides 750 m of slip roads at 1 location.Bypasses for Palya (1.220 Km), Balupet (1.550 Km) and Sakleshpura (5.430 Km) and realignments for 31.150 Km are proposed. Total 326 KLD water shall be required for construction and other purposes. There is no provision of Fly Ash as there are no Thermal power plants. No major water-bodies are found along the road stretch except the Hemavathy, Kumaradhara & Netravathi Rivers over which major bridge are proposed. More than 30000 trees shall be affected due to proposed road, against which compensatory plantation shall be taken up. Approx 1305 families shall be affected due to the improvement of project road. The process of identification of project affected families is in progress The entitled person shall be compensated according to the provision of NH Act 1956.The total project cost of the project is Rs.1600.00 crores. The total civil construction cost is Rs. 1280.00 crores.

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

(i) *The proposal indicates the acquisition of 63.435 ha Forest land. Necessary stage –I forestry clearance shall be obtained as per OM dated 31.03.2011 and submitted along with final EIA report.*

(ii) *There shall be no blasting.*

(iii) *It is indicated that 30000 nos. trees falls within the proposed RoW, however, bare minimum trees to be cut, the information should be provided about their species and whether it also involved any protected or endangered species. Necessary green belt shall be provided on both side of the highway with proper central verge and cost provision should be made for regular maintenance.*

(iv) *Explore the possibilities of cooled mixed technology instead of hot mixed technology*

(v) *The additional ToR and General Guidelines as per the annexure-I and Annexure-II respectively to this Minutes shall also be considered for preparation of EIA/EMP.*

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

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

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

4.22 Finalization of ToR for 4-laning of Mihania – Ara section (km 0/000 to km 116.760) of NH-30 in the state of Bihar by M/s Bihar State Road Development Corporation Ltd. (F. NO. 10-33/2012-IA.III].

Project road stretch is located in Bhojpur, Rohtas, Buxar and Kaimur districts of Bihar. It starts from Mohania at its junction with NH-2 which is a part of Golden Quadrilateral Corridor and terminates at its junction with NH-84 near Ara. The total length of the project road is 116.760 Km. It traverses through 115 revenue villages. Important habitations are

Parsathua, Kochas, Dinara, Maliyabaug, Sonbarsa, Jagdishpur and Ara. Abutting landuse is predominantly agricultural. The existing road stretch normally has 7 m width with 1 m earthen shoulder on both sides. Existing ROW on an average is 45 m. Project Proposed ROW is 60m which is increased near junction improvement locations, ROBs, Flyovers, bridge approaches, bus bays and Toll Plaza. The project road crosses Kudra River, Goria River, Dharmavati River, Thora River, Kao River, Gangi River Banas River. Besides, it crosses several nallahs and canals. There is no National Park, wildlife sanctuary, Reserve Forest or any other similar eco-sensitive area within 10 km radius. Roadside plantation is not designated as protected forest. However tree plantation along few canals intersecting the project road is designated as protected forest. There are a total of 23818 trees within the project corridor. No loss of rare and endangered species is envisaged. There are 5 nos. of major bridge, 33 nos.of minor bridge and 390 culverts. 5 new major bridges and 33 new minor bridges are proposed at existing bridge locations. Total no of proposed culverts is 390 (new=1, reconstructed=150, removed=1, replaced=8 and widening=230). 2 Toll Plazas are proposed at Km 28.000 and Km 89.700. Service road for a length of 17.910 km has been provided in built-up areas. 5 nos. of flyovers/grade separators are proposed. Additional 3-lane ROB is proposed on right side of existing ROB at km. 0.370. 6-lane ROB is proposed at existing level crossing at ch. Km 115.285. 2 vehicular underpasses and 2 cattle underpasses are proposed. Bus bays and bus shelter has been provided at 9 and 13 locations respectively. One rest area (km 73.100) and one truck lay bye (62.100) is proposed.

No alternative alignment/bypass has been proposed. Total Land acquisition is estimated to be 172.91 Ha. (Pvt. = 151.98 Ha and Govt. = 20.92 Ha). Total cost of the project is estimated to be Rs. 917.00 crores.

The proposal was considered by the EAC in its meeting held in May, 2012 and finalised ToR including conduct of Public Hearing. Public Hearing conducted on 15th -16th and 31st October, 2012

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

(i) *The proposal indicates the acquisition of 0.743 ha Forest land. Necessary stage –I forestry clearance shall be obtained as per OM dated 31.03.2011 and submitted along with final EIA report.*

(ii) *It is indicated that 23818 nos. trees falls within the proposed RoW, however, bare minimum trees to be cut, the information should be provided about their species and whether it also involved any protected or endangered species. Necessary green belt shall be provided on both side of the highway with proper*

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

(iii) There shall be no construction/ widening in water bodies. The CSR activity may including the enhancement of the holding capacity of water bodie.s

(iv) Explore the possibilities of cooled mixed technology instead of hot mixed technology

(v) The additional ToR and General Guidelines as per the annexure-I and Annexure-II respectively to this Minutes shall also be considered for preparation of EIA/EMP.

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

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

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

4.24 Finalization of TOR for proposed Industrial Park at Village Vahiyal, Pipaliya, Pakhajan, Nandarkha & Ambhel, Taluka: Vagra, Dist. Bharuch, Gujarat by M/s Payal Properties Pvt. Ltd. [F.No. 21-70/2012-IA.III]

Payal Properties Limited (PIP), a multi faceted organization engaged in property development in the areas of real estate, retail, hospitality and investment, has a license from the Gujarat Government represented by Ministry of Industries & Mines and GIDC for development of an industrial park on 5000acres of land in Bharuch district of Gujarat. This industrial park, the majority of which is located in the proposed Gujarat Petroleum, Chemicals and Petrochemical Investment Special Regions (GPCPSIR), is envisaged for establishment of industrial facilities along with associated support services and infrastructure.

The site for the proposed industrial park is located at Vagra Taluka on the western part of Bharuch district in Gujarat. The project site is located at a distance of approximately 85km from Surat, 200km from Ahmedabad and 370km from Mumbai. Site is also located in an already industrialized belt of Gujarat and is surrounded by Ankleswar, Jhagadia and Panoli towns having presence of chemical and manufacturing units.

The project site covers an area of 5219 acres and about 70 percent of the site falls within the demarcated GPCPSIR. As per the land use of GPCPSIR, this 70 percent area of the proposed site is earmarked for large-scale industries, an eco-park, logistics park and other utilities in terms of its regional connectivity, the site is easily accessible from road, rail and air. National Highway-8, the primary artery between Delhi and Mumbai is only 50km away from the site and SH-6 links the site with NH-8. Other state highways, SH-161 and SH-64 are two highways linking site with rest of Gujarat. The site enjoys railway connectivity via Bharuch-Dahej narrow gauge line, which passes through the site, and conversion of this rail link to broad guage is in process.

Single unit of 220/66KV sub-station at Dahej is the main power infrastructure of the region.

A major GAIL natural gas trunk line passes through the project site of industrial park and as per survey plan drawing five ONGC wells are present on the site.

The industrial park is also envisioned as an infrastructure-led project, whereby the availability of infrastructure can behave as the key determinants for realizing the development potential of the project. Some of the key strategies for provision of infrastructure for the industrial park are as follows:

- Developing all major trunk systems within the ROW of the proposed roads.
- The trunk system will accommodate provisions of water supply, storm water drainage network, power, sewerage, and IT related infrastructure;
- Provision of a decentralized wastewater recycling system and thus using treated wastewater for various urban uses after tertiary treatment;
- Protecting and integrating natural drainage system of the site as an open space system in the master plan;
- In the context of proposed GPCPSIR, which also overlaps with the project area of the industrial park, it is desirable to integrate some of the infrastructure systems such as roads, storm water drainage, water supply infrastructure, sewerage network and power supply for the GPCPSIR and the industrial park;
- In order to achieve a high-quality built and visual environment and attractive streetscapes it is essential that all the trunk services in the industrial park should be laid underground

During discussions, the Committee finalised the following additional TOR

i) Submit Justification of the project site from environmental angle.

ii) *Latest site photographs should be enclosed in the EIA report and presented at the time of EAC meeting.*

iii) *Submit the details of the present land use as per the revenue records and present status.*

iv) *Submit water requirement, identified sources and impact on the existing users.*

v) *Submit whether the site falls in semi-critical, critical over exploited zones as per the CGWA classification?*

vi) *Submit Roles and legal responsibilities of Industrial Park and individual member units for EMP implementation and monitoring.*

vii) *Submit the details of the approach road and its adequacy.*

viii) *Submit the impacts due to land use change.*

ix) *Submit the impacts due to liquid waste discharge, air emissions, solvent emissions, handling of hazardous waste & chemicals, odour.*

x) *Submit the EMP at Industrial park level to handle the liquid waste by segregation as per the CPCB document for Bulk drug manufacturing units – HCOD, LCOD, HTDS, and LTDS etc. Explore the options for reuse of treated effluent.*

xi) *Submit the storm water management and impacts due to contamination of storm water with effluent/chemicals and mitigation measures at industrial park developer level and Unit level.*

xii) *Green cover of minimum 33 % should be provided in all phases of the proposed Industrial Park*

xiii) *Submit the parking arrangements at Industrial park level.*

xiv) *Submit fire fighting arrangements at Industrial park level.*

xv) *Submit the details of effluent collection system at member units level to meet the inlet norms for the CETP.*

xvi) *Submit the effluent conveyance system from the member units to CETP.*

xvii) Submit on-site and off-site emergency plan and infrastructure requirements at Industrial park level to comply MSIHC Rules 1989.

xviii) Submit the details of the CETP with design parameters.

xix) Site suitability for the development of TSDF, if planned. Submit to comply the Hazardous Waste Rules 2008 as amended.

xx) Submit the common solvent recovery systems planned at Industrial park level with anticipated efficiencies.

xxi) Submit VOC monitoring in the ambient air at SEZ level .

General Guidelines

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

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

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

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

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

(vi) If any decision taken on CETP clearance by SEIAA, then the same may be added suitably.

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

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

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

4.26 Finalization of TOR for Multi-product Special Economic Zone (SE) at Village Gulvanch and Musalgaon in Additional Sinnar MIDC Industrial area, District Nashik, Maharashtra by M/s Indiabulls Industrial Infrastructure Ltd. [F.No. 21- 71/2012-IA.III]

M/s. Indiabulls Industrial Infrastructure Ltd. has proposed to set up Multiproduct Special Economic Zone (SEZ) at Sinnar, District-Nashik, Maharashtra. Total available notified area of Multiproduct SEZ is 1011.264 Ha, out of which 436.194 Ha has already been granted Environmental Clearance for Thermal Power Plant. The present proposal seeks Environmental Clearance for the balance area of SEZ, i.e. 575.07 Ha., comprising of Processing Area (PA) 512.068 Ha and Non-Processing Area (NPA) 63.002 Ha.

The EAC in its meeting held in August, 2012 noted that the proponent has not conducted public hearing and claiming that the SEZ is proposed in the notified industrial area. However, it is observed from the EIA, Notification, 2006, that no exemption of public hearing is given to SEZ, only the projects proposed within the approved SEZ / Industrial Estate or Park are exempted. Therefore, the committee uphold the earlier recommendation to conduct PH and further noted that the ToR four year validity period has expired, the proponent shall make fresh application for obtaining ToR.

Accordingly, the proponent has requested for ToRs. There is no changes except reduction of area from 1008.42 ha to 575.07 ha and power plant and textile component were removed.

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

(i) *Quantitative and qualitative of wastes generation should be examined and submit details along with the norms for assessment.*

(ii) *Study Comprehensive Cumulative and integrated impact of the project including the Power plant impacts*

(iii) *Submit the certified maps specifying Survey Nos / plot nos etc of the SEZ area with Notification as notified by the Ministry of Commerce and also the MSIDC notification notify the land details in 1996.*

(iv) *The EIA/EMP should be submitted as per the prescribed ToR.*

(v) *Examine and analyze the impact of the power plant project on the SEZ located within the site. Examine the impact and give details of mitigative measures.*

(vi) *Submit details of the land – how much area has been notified and how much is transferred. Any other area acquired or proposed to be acquired with certified maps.*

(vii) *The environmental monitoring plan and management plan with cost and parameters both for construction and operation.*

(viii) *Examine the impact on agricultural productivity of the area due to the development.*

(ix) *Examine and submit details of potentially polluting industries likely to come within the complex which may impact on the area. Examine and submit details.*

(x) *Make assessment of any regulatory measure in view of the environmental and social impacts of the project (such as unauthorized development around the park).*

(xi) *Permission / NOC for drawing water from Dharna river shall obtained and shall be submitted.*

(xii) *Detailed drainage plan linked with the existing drainage system with capacities.*

(xiii) *Environmental merit of the alternative proposal has not been examined and presented.*

(xiv) *Examine the baseline environmental data, including wind rose diagram, air quality and biodiversity.*

(xv) *Identify the TSDF/BMW/E-waste management agencies and destinations of their disposal.*

(xvi) *Baseline linked to Environmental monitoring; during construction and operation should be examined.*

(xvii) Open spaces and space for services appear inadequate; re-examine and submit details.

(xviii) Zoning of industries should be done for environmental planning. Adopt the concept of industrial ecology.

(xix) The planning of the complex should have Hierarchy of roads, their widths and rights of way based on traffic volume density

(xx) Examine and submit details of hydrological and geo-hydrological studies

(xxi) Submit strategy and procedural safeguards for energy conservation and use of energy from renewable sources.

(xxii) Consider bio-methanation of biodegradable wastes and submit details.

(xxiii) Consider vocational training for employment of PAPs and to check immigration.

The project proponent claimed that it is a SEZ project for which MSIDC has allotted the Notified land for industrial use, so as per EIA Notification 2006 public hearing is exempted. The Committee carefully looked into the contention of the proponent regarding the issue of public hearing as a requirement under EIA, Notification 2006. The Committee came to the conclusion that for a multipurpose SEZ where Pharmaceuticals and Bio-tech, Textiles, Aviation, Auto and engineering industries are likely to be established and as at this stage, the wastes, discharge and emissions are not even confirmed and detailed environmental issues have not been examined and addressed, the Public consultation/public hearing should be conducted for the project as per provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan.

General Guidelines

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

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

(iii) On the front page of EIA/EMP reports, the name of the consultant/consultancy firm along with their complete details including their accreditation, if any shall be indicated. The consultant while submitting the EIA/EMP report shall give an undertaking to the effect that the prescribed TORs (TOR proposed by the project

proponent and additional TOR given by the MoEF) have been complied with and the data submitted is factually correct (Refer MoEF office memorandum dated 4th August, 2009).

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

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

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

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

4.27. Environmental clearance for upgradation of existing carriageway to 4/6 lanning of Hospet to Karnataka / Andhra Pradesh Border from Km 280.300 to km 375.740 section of of NH-63 in the State of Karnataka

The project road starts from Km. 296.000 of NH-13 and joins the existing NH-63 at Km 276.400 near near Hospet and ends at Km 368.920 on existing NH-63, at Karnataka Border. Total existing length of the project road is 112.120 Km. The proposed starting point is Km 280.300 at Hospet Bypass and end point is Km 375.740 on existing NH-63. The total proposed length of the project road is 95.440 Km. Predominantly the road is passing through plain terrain with some rolling terrain for 3 Km. The land use pattern of the project area is agriculture, built-up, govt, barren, forest & sanctuary. Project Road passes through 40 settlements of various sizes in Karnataka. The Project Road does not pass through any National Park / Sanctuary / Wild Life Area. However the Project Road is within 10 Km of Daroji Bear Sanctuary. PCCF (WL) & Chief Wild Life Warden has forwarded the project to the State Board for Wild Life for examinations & discussions. The existing right of way is varies from 15 to 25m. The proposed right of way is 45 in built up & 60 m in rural areas. Total 420.923 ha of land is proposed to be acquired for the improvement of the project out of which curve improvement is 32.931 Ha., road widening including bypasses & realignments is 309.490 Ha., service roads & ramps

is 53.500 Ha., major bridges is 3.240, parking & amenities including truck lay bye is 10.901 Ha., toll plaza is 9.421 Ha. & 1.1440 Ha. for bus bay with bus shelter. Additionally 12.197 Ha of Forest land within the proposed RoW proposed for diversion for widening of the project road. The forest proposal is with state government. 2 major bridges, 42 minor bridges, 131 nos. of culverts are present in the existing road. 2 major bridge, 54 minor bridges, 150 culverts, 1 Grade Separator, 27 Bus shelters, 3 RoBs and 2 Toll Plaza has been proposed. Service road of 11.050 km has been proposed along the project road at 9 nos. of locations. 3 Bypasses for Hospet (7.700 Km), Torangallu (4.200 Km) & Bellary (28.400 Km) and 1 realignment at Joladarsi (2.300 Km) are proposed. 8 vehicular underpasses, 2 pedestrian & 1 cattle underpasses proposed. In addition to this 2-3 additional animal underpasses as per recommendation of the PPCF (WL) & Chief WL Warden is proposed near Daroji Bear Sanctuary

Total 223.30 KLD water shall be required for construction and other purposes. There is no provision of Fly Ash as the Bellary Super Thermal power plant is yet to be operational. No major water-bodies are found along the road stretch except at the location of bridges. Approx 3042 trees are affected due to proposed road, against which avenue plantation along the road side is proposed apart from the statutory requirement. There would be about 670 project affected families due to the improvement of project road. The entitled person shall be compensated according to the provision of NH Act 1956. The budget for environmental management works and operation phases is Rs. INR 45.168 crores. The total civil construction cost is 752.14 Crores. The total project cost of the project is Rs. 917.01 Crores.

EAC in its meeting held in June, 2011 finalised the ToRs including conduct of Public Hearing. PH conducted at Gadiganur Village, Hospet Taluk on 07.09.2012.

During the discussion, the following points emerged:

(i) *Project Road is within 10 Km of Daroji Bear Sanctuary. Necessary prior clearance of NBWL shall be obtained.*

(ii) *The proposal indicates about 12.19 ha forest land is to be acquired. Necessary stage –I forestry clearance shall be obtained as per OM dated 31.03.2011 and submitted along with final EIA report.*

(iii) *It is indicated that 3042 nos. trees falls within proposed RoW, however, bare minimum, however bare minimum trees to be cut. Necessary permission from competent authority shall be obtained for tree cutting. Necessary green belt shall be provided on both side of the highway with proper central verge and cost provision should be made for regular maintenance.*

(iv) Fly ash shall be utilized in the project

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

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

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

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

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

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

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

4.28 Environmental Clearnce for rehabilitation and upgradation of existing 2-lane to 2-lane with paved shoulder of Jowai to Maghalaya/ Assam Border from Km 69.200 to Km 173.200 of NH- 44 in the State of Meghalaya by NHAI [F.No. 10-35/2012-IA-III]

The project road starts from Jowai (Km 69.2) and ends at Ratachera (Km 173.2) at Meghalaya/ Assam border in the state of Meghalaya. The existing length is 104 km. and proposed length is 102 km. The Project road is passing through two districts of Meghalaya viz West Jaintia Hill from km 69.20 to 82.30 km for a length of 13.10 km and from km 82.30 km to km 173.20 km in East Jaintia Hill for a length of 90.1 km.. The topography of the area through which project road is passing is plain from km 69.20 km (Jowai) to km 98.200 (Khilehriat), rolling from km 98.2000 (Khilehriat) to km 139.000 (Sonapur) and from km 139.000 (Sonapur) to km 173.200 (Rachatera) Assam / Meghalaya Border is hilly. No areas protected under Wild life Act 1972 is within 10 km of the project area boundary. The existing road is two lane road and deficient in road geometrics and is proposed to be upgraded to two lane with Paved shoulder and improved road geometrics like curve improvements and gradient improvement. The

existing carriageway is 2 lane carriageway and width varies from 6.45 to 8.30 m , Proposed Configuration of road from km 69.200 (Jowai) to km 139.000 (Sonapur) is 2 lane carriageway width of 7.0 m , 1.5 metre paved shoulder , 1.0 m earthern shoulder on both sides , Sonapur onwards it is 2 lane carriageway width of 7.0 m width 1m paved shoulder on hill side and 1.50 m width paved shoulder and 0.50 m granular shoulder on valley side in Hilly terrain. The existing right of way from km 69.20 (Jowai) to km 139.00 (Sonapur) varies between 10 m to 12 m in areas passing through settlements and 16 m to 25 m in open areas . Between Sonapur to Ratacherra (Assam / Meghalaya Border) it varies from 10m to 13 m (hilly terrain) . Proposed Right of way is 15 m in settelements , 20 m in open areas till Sonapur , In hilly terrain beyond Sonapur till end of section Proposed Right of way is 13m (average).

The existing road is passing through settelements, open areas , coal mines and coal dumps on both sides till Klehirihat and from Klehirihat till end of project road land use is predominantly forest and at few places settelements are present. The major settelements enroute are Pasyih , Ialong of West Jantia Hills , Wapung , Khliehriat, Ladrymbai, Mynkere, Sonapur, Umkiang and Ratachera of East Jaintia Hills, Meghalaya. The total land acquisition proposed for the project is 12.74 Ha, out of which 6 Ha. is required for toll plaza at km 85 and km 153 , 2 Ha and 0.6 Ha for Way side Amnety at km 89.000 and km 131.000 , truck parking 0.9 Ha at km 88.7000. totalling 9.50 Ha. The existing road is passing through Narpuh Reserve Forest in two stretches from km 141.500 to km 145.00 and from km 160.00 to km 167.100 for length of 3.5 km and 7.1 km respectively . The existing road is passing through reserve Forest and reserve forest area under existing road is 0.525 ha in the first stretch and 1.65 Ha. The forest proposal is with state govt.

3450 number of trees require felling which includes 91 trees in Reserve Forest Areas , 2780 are in the existing right of way and balance are in the land proposed to be acquired. The predominant species are hatipolia, gamari, kumah, krait, kya, lipit, slongdah, pine, neem, sylpit etc. The major streams crossing the project area are Lubah at km 154.000 and Baleshwar at km 173.000. The total water requirement would be 1100 KLD (400 KLD from ground water and 700 KLD from surface water). Existing bridges are 39 out of which 37 are proposed to be repaired; and 1 is proposed to be constructed. Existing culverts are 441 out of which 348 are proposed to be repaired and 95 reconstructed. 1 truck parking, 2 toll plaza and 2 way side amenities are also proposed. Bus shelters are proposed at 10 location with 17 numbers. There are 27 land slips and one land slide zone at km 139.5 in Sonapur where protection work is being done currently. 5.5 lakh cum of soil would be required and is proposed to be taken from 12 borrow. Number of structures to be affected are 118, out of which 99 are private (9 to be affected partially and 90 totally). 629 PAPs are going to be affected out of 121 households. Total cost of the project is

368.88 crores including civil cost, Environmental cost (Rs. 2.28 Crores), shifting of utilities, land acquisition and R&R cost (Rs. 9.174 crores).

During the discussion, the following points emerged:

(i) The existing road is passing through Narpuh Reserve Forest in two stretches from km 141.500 to km 145.00 and from km 160.00 to km 167.100 for length of 3.5 km and 7.1 km respectively. *No forest diversion is required. Necessary stage –I forestry clearance shall be obtained as per OM dated 31.03.2011 and submitted along with final EIA report.*

(ii) *It is indicated that 3450 nos. trees falls within proposed RoW, however, bare minimum, however bare minimum trees to be cut. Necessary permission from competent authority shall be obtained for tree cutting. Necessary green belt shall be provided on both side of the highway with proper central verge and cost provision should be made for regular maintenance.*

(iii) *Fly ash shall be used*

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

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

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

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

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

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

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

4.29. Finalisation of ToR for widening and improvement of existing 2-lane road to 2- lane paved shoulder with 4- laning at few stretches of Barmer to Saoner section of NH-15 in the State of Rajasthan by M/s NHAI.

The project road starts at existing Km 153.000 and ends at Km 297.100 at Rajasthan-Gujarat border. The total existing length is 144.1 km and proposed length is 144.771 Km. The project road mostly passes through plain terrain except in some sections which are passing through rolling terrain. The landuse along the project road is mostly barren and agriculture land. The existing road has 2 lane configuration and proposal includes up-gradation to 2-lane with paved shoulders (88.5 kms) and four lanning (56.271 Km) at few sections. Existing RoW is 45 meters in general and carriageway width is 7.0 m at most of the sections. Proposed RoW is 45 m with carriageway width of 7 m. The project road passes through Barmer and Jalore District of Rajasthan. There Exists 12 bridges out of which 9 will be retained, 1 will be replaced by new 4 lane bridge and 2 will be replaced by 2 cell box culverts. One additional new 2-lane bridge is proposed. There are 32 existing culverts and which will be improved and 60 new culverts are proposed. There is no existing ROB, VUP, and flyover. One new VUP is proposed at Km 287.240 and 3 flyovers and 1 interchange is proposed. There are in total 118 junctions out of which 1 no. is roundabout, 2 nos. Y-Junctions, 14 nos. Cross Junctions and 101 nos. The project road does not pass through any reserve forest, wildlife sanctuary or any other eco-sensitive areas notified by Govt.

Approx. 23000 trees are present along the project road which required to be cut. Compensatory afforestation will be done as per the guidelines of Forest department & MoEF. There is not a single perennial river in the region. All the rivers existing in the region carry water only during the rainy season and get dried up after the monsoon is over. Based on the secondary data collected from C.G.W.B, depth to water level in Barmer (2006) was monitored on 102 stations, ranges from 5.60 to 111.90 m bgl and 0.90 to 111.75 m bgl during pre monsoon and post monsoon, 2006, respectively. In Jalore, the depth to ground water level is more than 50 m bgl. Most of the Blocks in the area falls under over exploited or critical category notified by CGWB. 5 Hand Pumps, 1 pond, 10 wells and 29 municipality tape water tank source are located along the existing road. The proposed project requires 6.8 Ha of land to be acquired for proposed improvement. Construction material will be sourced from govt. approved quarries and borrow areas identified along the project road. Fly ash will be sourced from "Raj West Power Ltd. (RWPL)" which exists within 100 km along the project road. Based on the social survey conducted, a total of 231 structures which includes 203 households owning private properties will be adversely affected leading to impact on 1377 PAPs. 12 religious structures also exist along the project road. The type of construction includes pucca, semi pucca, kutcha and wooden. Compensation will be given as per R&R policy. The total project cost is 535 crores . The Environmental Management & monitoring cost is approx. Rs. 5.96 crores and R&R cost is approx. 57.8 crores.

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

(i) *It is indicated that 23000 nos. trees falls within the proposed RoW, however, bare minimum trees to be cut, the information should be provided about their species and whether it also involved any protected or endangered species. Necessary green belt shall be provided on both side of the highway with proper central verge and cost provision should be made for regular maintenance.*

(ii) *Fly ash shall be used.*

(iii) *Explore the possibilities of cooled mixed technology instead of hot mixed technology*

(iv) *Submit the details of the road safety audit and plans for meeting the IRC safety requirements.*

(v) *The additional ToR and General Guidelines as per the annexure-I and Annexure-II respectively to this Minutes shall also be considered for preparation of EIA/EMP.*

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

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

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

4.30 CRZ clearance for construction of Beach Resort at survey nos 1/4, 2/19 B, 25A, 434 by M/s. Malvika Resorts, at Uthandi Village, Tambaram Taluk, Kancheepuram District, Tamil Nadu.

As presented by the project proponent, the proposed project is construction of Beach Resort at survey nos 1/4, 2/19 B, 25A, 434 by M/s. Malvika Resorts, at Uthandi Village, Tambaram Taluk, Kancheepuram District, Tamil Nadu. Earlier CRZ clearance obtained vide F.No.11-119/2010 – IA-III dated 1st March, 2011 for construction of 40 rooms. The total plot area is 23,831.74 sq.m out of which development zone (area 200 – 500 m of HTL) is 6,344.06 Sq.m and No Development Zone (NDZ) area is (0-200m of HTL) 17,487.68 sq.m. The total built up area is 8263.92 sq.m & FSI achieved is 0.32. The proposal involves construction of Basement+G+1 floors with 100nos of Guest Rooms and parking area facilities for 72 Nos. of

car and 86 nos of two Wheelers. The total power requirement for the project is 4000KWhr/day which will be sourced from TNEB and Power back up through DG sets is 750 kVA (1 x 250 KVA + 1 x 500 KVA). The total water requirement will be 115 KLD out of which fresh water requirement is 85 KLD. The source of water is Ground water which will be drawn from our own land at R.S. No: 3/1A, located at V.Venkatasubramaniam Salai, Suddhanada puram, Uthandi. There will be no withdrawal of ground water in Coastal regulation zone. Quantity of sewage generated is 98 KLD which will be treated in STP of 120 KLD. The treated sewage is 94 KLD of which 30 KLD is to be used for flushing and 64KLD for gardening. Zero discharge concept of STP is planned. The organic waste, 230 Kg/day will be decomposed by Organic Waste Converter. Inorganic waste of 290 kg/day is to be disposed to authorized recyclers. STP sludge 50 kg/day is to be used as manure for Gardening and Landscaping purpose. Rainwater harvesting is proposed to augment the water requirement during monsoon days.

The Tamil Nadu CZMa has recommended the project.

During the discussion, the following points emerged:

(i) *The parking plan does not take into account the bus parking. Parking plan should include bus parking .*

(ii) *The copy of the clearance for the water drawal shall be submitted.*

(iii) *The Operation and Maintenance of STP shall be made in the MoU with supplier*

The Committee recommends the above proposal for CRZ Clearance after submission of the information at (i) & (ii) above, with the above condition in the Clearance letter for strict compliance by the project proponent

Recommended Project

5.1 Environment Clearance for development of an Incineration facility for hazardous wastes generating from Ship recycling activity at existing TSDF site, Alang, District Bhavnagar, Gujarat by M/s. Gujarat Maritime Board.[F.No.10-45/2009-IA.III].

As presented by the project proponent, the proposal involves the development of an incineration facility for incinerating hazardous wastes generating from ship recycling activity at existing TSDF site at Alang. The Alang-Sosiya Ship Breaking Yard (ASSBY) is the largest Ship-breaking Yard in Asia, which have a capacity to recycle about 400 ships per annum and can generate about 40 lakhs light displacement tonnage per annum. The stretch of ship breaking yard along the Gulf of Cambay coastline is about

10 km long and Alang-Sosiya Ship Breaking Yard is about 50 km. away from Bhavnagar city.

The TSDF facility was created in the year 2005 on the Survey No 325/1/1 near Alang Village, Dist Bhavnagar. The existing facility has three landfill cells which are already in operation since the year 2005. The land was notified by Gujarat Pollution Control Board in November 2000 under HW Management Rules-1989. Looking at the potential generation of ignitable wastes to a tune of 1000 MT per year in the form of oily sludge, paint chips, thermocol, and cable pieces which require heat treatment, GMB has proposed to install an Incinerator having 5 MT per day capacity on operations 200 days a year.

The Gujarat Pollution Control Board had already authorized GMB in Oct-2005 for installation and treatment of the proposed captive incinerator within existing notified TSDF. GMB requested the committee for waiving of Public Hearing. The Expert Committee after detailed deliberations and considering all the parameters of the project decided not to waive Public hearing, since the project is not located in the notified developed industrial area.

The proposal was considered by the EAC in its 78th meeting held on 20th to 22nd July, 2009 finalised ToR including conduct of Public Hearing. Public Hearing conducted on 31.05.2012 at the site.

The proposal was considered by the EAC in its meeting held on 19th - 21st September, 2012 and the committee sought additional information viz layout to provide 20% of green belt with minimum 2 rows of trees all around the boundary of the site, copy of the approved layout for the existing/ proposed facilities at the site..

The documents submitted by the proponent were again verified by the committee in 119th EAC meeting.

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

5.2 Environmental Clearance for development of New Industrial Area, chak No. 123, at village – Ghiloth Dabarwas, Partapur Behror Distt. Alwar, Rajasthan by M/s. Rajasthan State Industrial Development & Investment Corporation Ltd. [F.No.21-43/2011-IA.III].

The RIICO Unit of Neemrana has proposed Industrial Area Ghiloth catering the necessity for Phase II of Japanese Investment Zone after the success of Phase I of the same in Majrakanth Industrial Area. The Industrial area also to cater the growing dmand for Ceramic and Glass industries of the State. The proposed Area is located near Villages of

Ghiloth, Dabarwas, Partapur Chowk 1 & 3, Tehsil: Begror, District: Alwar, Rajasthan.The Total area of the proposed Industrial Area 749.15 hs. Industrial as well as Commercial plots are planned to be developed. 632 nos. of plots will be developed out of which 230 will be residential plot, 100 commercial plots and 302 Residential Plots. The Industrial Plots will be diveided into several zones in view of better environmental Management. These zones will be Japanese Investment Zone, Solar Power Equipment Manufacturing Zone, Ceramic and Glass zone, General Industrial Zone. Separate areas are also earmarked for ST, Secured landfill, water harvesting and CETP for future. During construction phse the approximate water requirement for the project will be 200 KLD which will be supplied from groundwater abstraction and during operation phase the approximate water demand will be 9000 KLD. The power requirement for the proposed project will be 40 MVA. Grid sub station will be installed by JVVNL. Construction materials will be sourced from Khairthal quarray. Road of width 60 m, 45 m, 30 m, 24 m and 12 m will be developed. 85 km open storm water drainage system will be developed. 77.44 ha area is earmarked for greenbelt. Beside 6 m wide greenbelt around the periphery has been proposed. Total 31 no. of rainwater Harvesting structures will be developed within the project site and five villages in the vicinity. Public Hearing for the project was conducted on 8th June 2012

The proposal was considered by the EAC in its 117th meeting held on 18th -19th October, 2012 and the committee sought additional information. The documents submitted by the proponent were again verified by the committee in 119th EAC meeting. Following were the observations:

(i) *Green belt of 15 meters should be strictly provided all along the boundary of the site. The land (Green belt) should not be allotted for any unit holder and land will not be diverted to any other usage.*

(ii) *Road width should be adopted as committed by the proponent in the meeting and EIA document. In any case minimum road width of 9 m should be adopted within the industrial area.*

(iii) *Demolition waste generated should be managed as per Rules 2000.*

(iv) *Water bodies present within the project boundary shall be preserved.*

(v) *Green buffer of 40 meters should be provided all along the patch of forest land which exists inside the industrial area.*

(vi) *As committed by the proponent, a parcel of land should be allocated for construction of CETP, in case effluent generating industries established in future within the industrial area. Proponent has to apply separately for obtaining EC for CETP, in case CETP is established in future.*

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

5.3 Environmental Clearance for Arya Smart Living at Abhaypur, North Guwahati, Assam by M/s Arya Erectors India Pvt. Ltd. [F. No 21-51/2012-IA. III]

The Name of the Project for the proposed development is "Arya Smart living" at Abhoypur, North Guwahti, and Assam. The Location for proposed Development will be in Abhoypur, Mouza, Tehsil- Silasundari Ghopa, North Guwahti, District – Kamrup, State- Assam. The Project Cost is Rs. 72.2 crores. The Regional planning rule applicable for the project is Building Bye laws for Guwahti Metropolitan areas 2006. The total Plot Area is 38106 sq.m. The RG Area is 6783.3. The Paved Area is 12120.5 sq.m .The Road Area is 5301.8 sq. m. The Building Footprint is 13900.4 sq. M and the Total Area is 38106 sq. m. The Podium area is 1744 Sq.m. The Swimming pool area is 150 Sq.m. The Roof area is 14456 sq.m. The Total no. of units is dwelling; Type-A; 08 Units, Type-B: 08 Units, Type-C 108 units Apartments unit; 144 units. Tower A; Basement parking + Still Parking + Convenience Stores 1st Floor + Convenience Stoers 2nd Floor + Podium + 12 floors. The Height of Building is 57.87 meter.

The no of parking is required is 516 [proposed Car:-547/ Two Wheeler: - 102]. The Power requirement –Operation Phase Connected load is 5435 KW and The Max. Demand load is 2421 KW. The Total waste (TPD) 0.68. The Bio-degradable Waste (TPD) 0.32. The Non- Biodegradable Waste (TPD) is 0.36. The Landscape Area is 6783.3Sq.m (17.8% of the net plot area). No Trees are existing on the site. The Total Supply is 372 KLD. The Guwahati water supply project new is 143.9 KLD. The Tanker supply for cooling tower make up for AC (non monsoon) is 34.2 KLD. The Recycled water supply is 194.00 KLD. The waste water generation is 215 KLD. The STP capacity is 230 KLD. The Treated water coming from STP is 194.00 KLD. The Flushing water requirement is 88.15 KLD. The Quantity of wastewater generated is 215 KLD

The project was discussed in the 116th meeting of EAC held on 19th-20th September 2012 and during the discussion, the following points emerged:

(i) Revise and submit the layout plan with peripheral green belt of 3 meters all around the plot area

(ii) Revise and submit the relocation plan for MSW facility.

(iii) Zero discharge criteria should be met as agreed by the project proponent.

(iv) *The internal road should be kept 7 m and 9 m as committed by the project proponent.*

The Committee recommended the proposal for Environment Clearance after submission of the information a-t (i) & (ii) above.

The details submitted by the project proponent were examined by the Committee in its meeting held on 20th to 21st December, 2012 and recommended the proposal with the above condition at (iii) & (iv) in the Clearance letter for strict compliance by the project proponent.

119th Meeting of the Expert Appraisal Committee for Building Construction, Coastal Regulation Zone, Infrastructure Development and Miscellaneous projects held on 20-21st December, 2012, Scope Complex, Lodhi Road, New Delhi

List of Participants

Expert Committee

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

1.

MoEF officials

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