

**Minutes of the 235<sup>th</sup> meeting of Expert Appraisal Committee held on 26<sup>th</sup> May, 2020 for Projects related to Infrastructure Development, Industrial Estate/Parks/Complexes/Areas, Export Processing Zones, Special Economic Zones, Biotech Parks, Leather Complexes and National Highways**

**Venue: Through Video Conferencing in wake of COVID19 Pandemic during held on 26<sup>th</sup> May, 2020**

1. **Opening remarks of the Chairman:**
2. **Confirmation of the minutes of the 234<sup>th</sup> meeting held on 27<sup>th</sup> April, 2020 at Indira Paryavaran Bhawan, Jor Bagh Road, New Delhi.**
3. **Consideration of Proposals:**

3.1	<p><b>Proposed additional high altitude roads of Toong-Partem PT 4865 under Phase-II in the State of Sikkim by M/s Border Road Project Division-I, CPWD, Sikkim - Environmental Clearance regarding.</b></p> <p><b>[Proposal No. IA/SK/NCP/124404/2019] [F. No. 10-31/2020-IA.III]</b></p>
3.1.1	<p>The proponent along with EIA Consultant M/s GMEC International, Jaipur attended 235<sup>th</sup> EAC meeting on 26<sup>th</sup> May, 2020 through videoconferencing.</p> <p>The EAC after detailed deliberation noted that the proponent need to revise EIA/EMP report account of poor quality of base line data in respect to ecology, biodiversity, wildlife, wetland, geomorphology and air quality of the proposed project area. Further, EAC observed that the proposed project was for strategic border road, hence, proponent was required to approach concerned sector of IA Division of this Ministry for obtaining environmental clearance. Hence, EAC after detailed deliberations recommended to <b>return the proposal in present form.</b></p>
3.2	<p><b>Developmental expansion of Industrial park over an area of 1415.25 ha in addition to existing Developed area of 290.37 ha within total permitted area of 1705.62 ha in respect of Khed City Industrial Park at Khed Taluka, District Pune, Maharashtra by M/s Khed Economic Infrastructure Pvt. – Terms of Reference regarding.</b></p> <p><b>[Proposal No. IA/MH/NCP/152981/2020] [F. No. 21-944/2007-IA.III]</b></p>
3.2.1	<p>The project proponent along with the EIA consultant M/s Ardra Consulting Services Pvt. Ltd, Bhubaneshwar, made a presentation through Video Conference and provided the following information:</p> <p>(i) <b>Brief description of the Proposal:</b> Khed City is an integrated city spread over 1705.62 Ha. with Integrated Industrial Areas / Domestic Tariff Areas/Special Economic Zones. It is a synthesis of every aspect of a convenient city life. It upholds a walk-to-work culture and therefore provides social, educational, entertainment, healthcare, utility services and other facilities for its citizens. The Non-Industrial area has dedicated areas for</p>

support services. The project is among the best-in-class infrastructure, Khed City is India's emerging smart industrial city. This vast expanse of opportunities is brought together by the concepts of industry integration, smart cities and sustainable development. Khed City is mode led on a walk-to-work culture and provides a high entertainment and educational facilities. The planned city infrastructure forms a smart support system for industrial units and also makes provision for integrated development. The city is already buzzing with activity, brought alive by 24 operating industrial units from various industrial sectors. About 50 manufacturing units are already a part of this thriving industrial ecosystem. In order to regularize the validity of Environmental Clearance and development industrial park over balance area of 1415.25 Ha, out of total acquired area of 1705.62 ha, it is proposed to obtain Fresh Environmental Clearance accordingly. Hence it is proposed that, Environmental Clearance for Developmental expansion of Industrial park over an area of 1415.25 ha in addition to existing Developed area 290.37 ha (Industry, amenities & Residential area) within permitted total area of 1705.62 ha in respect of Khed City Multi - product Industrial Park at Khed Taluka, District Pune, Maharashtra by M/s. Khed Economic Infrastructure Pvt. Ltd.

**(ii) Nature of project (New/Expansion/Amendment/Extension etc.):** Expansion Project.

**(iii) Whether the proposal was considered in earlier meetings of EAC: If yes, provide date of EAC meeting and reasons for deferment, if any:** No.

**(iv) Whether proposal is part of interlinked project: If yes, provide details in brief:** No.

**(v) Address of project site (Plot No./ Village/ Tehsil/ District/State):**

Plot No 1896, 1897, 1898, 1899, 1900, 1901, 1902,1903, 1904, 1905, 1906, 1907, 1908, 1909, 1911, 1944part, 1945, 1946, 1947, 1948, 1949, 1950,1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1963, 1964, 1965, 1966, 1967,1968, 1969, 1970, 1971, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 2144, 2145, 2146,2147, 2148, 2149, 2186, 2189 part, 2207, 1972, 2187, 2188 and for SEZ at survey number 135 pt,277 pt, 303 pt, 304 pt, 305/1 pt, 306, 307, 308 pt, 309 pt, 310, 311 pt, 330, 332 pt., Village Dawdi, Kanerhsar, Nimgaon in Khed Taluka and Kendur of Shirur, and plot bearing numbers 305/1, 342, ,1164, 1267, 1268, 366/24, 366/25, 366/26, 366/27, Villages Nimgaon, Kanerhsar, Dawdi and Kendur in Tal-Khed and Shirur, Dist-Pune, Maharatsra.

**(vi) Geo-coordinates of project site:**

loc	Lat	Long	loc	Lat	Long
A	18°48'39.49"N	73°55'53.15"E	Q1	18°47'15.95"N	74° 1'2.48"E
B	18°48'52.69"N	73°56'3.05"E	R1	18°47'6.60"N	74° 1'9.70"E
C	18°49'10.67"N	73°56'52.86"E	S1	18°47'30.12"N	74° 0'39.25"E
D	18°49'20.52"N	73°57'38.87"E	T1	18°47'32.38"N	74° 0'2.34"E
E	18°49'5.34"N	73°58'13.86"E	U1	18°47'13.71"N	74° 0'37.39"E
F	18°49'18.78"N	73°58'20.91"E	V1	18°46'59.88"N	74° 0'43.54"E

G	18°49'49.71"N	73°59'21.44"E	W1	18°46'47.41"N	74° 0'37.70"E
H	18°49'58.41"N	73°59'16.05"E	X1	18°46'44.70"N	74° 0'24.28"E
I	18°50'12.79"N	73°59'18.91"E	Y1	18°47'27.93"N	73°59'57.53"E
J	18°50'23.29"N	73°59'25.98"E	Z1	18°47'43.60"N	73°59'39.27"E
K	18°50'12.76"N	73°59'45.24"E	A2	18°47'42.28"N	73°59'11.29"E
L	18°50'24.38"N	73°59'44.39"E	B2	18°48'2.18"N	73°59'18.75"E
M	18°50'35.59"N	74° 0'4.63"E	C2	18°48'15.37"N	73°58'56.36"E
N	18°49'47.97"N	73°59'59.72"E	D2	18°48'6.08"N	73°58'37.29"E
O	18°49'49.87"N	73°59'28.15"E	E2	18°48'17.61"N	73°58'24.80"E
P	18°49'36.70"N	73°59'30.50"E	F2	18°47'54.18"N	73°58'21.22"E
Q	18°49'7.86"N	73°59'12.87"E	G2	18°47'53.21"N	73°58'12.37"E
R	18°49'9.14"N	73°58'34.29"E	H2	18°48'1.57"N	73°58'10.79"E
S	18°48'55.09"N	73°58'34.31"E	I2	18°48'13.17"N	73°58'5.31"E
T	18°48'21.83"N	73°59'19.55"E	J2	18°48'35.71"N	73°58'13.81"E
U	18°48'37.13"N	73°59'59.16"E	K2	18°48'48.20"N	73°57'58.92"E
V	18°49'4.65"N	73°59'41.32"E	L2	18°48'44.84"N	73°57'44.53"E
W	18°49'6.89"N	74° 0'9.70"E	M2	18°48'53.22"N	73°57'33.96"E
X	18°49'17.47"N	74° 0'44.77"E	N2	18°48'29.48"N	73°57'26.81"E
Y	18°49'8.80"N	74° 0'54.35"E	O2	18°48'39.14"N	73°57'42.03"E
Z	18°49'21.66"N	74° 1'11.26"E	P2	18°48'19.65"N	73°57'34.56"E
A1	18°49'13.29"N	74° 1'21.05"E	Q2	18°48'10.31"N	73°57'23.24"E
B1	18°49'7.19"N	74° 1'14.71"E	R2	18°48'1.58"N	73°57'1.56"E
C1	18°48'55.00"N	74° 1'6.84"E	S2	18°48'4.49"N	73°56'48.51"E
D1	18°48'53.11"N	74° 0'38.83"E	T2	18°48'18.95"N	73°56'59.35"E
E1	18°48'29.75"N	74° 0'22.86"E	U2	18°48'10.94"N	73°56'44.78"E
F1	18°48'24.27"N	74° 0'48.65"E	V2	18°48'30.78"N	73°57'3.68"E
G1	18°48'11.97"N	74° 0'57.69"E	W2	8°48'26.40"N	73°56'58.49"E
H1	18°48'42.18"N	74° 1'11.84"E	X2	18°48'29.33"N	73°56'49.88"E
I1	18°48'22.36"N	74° 1'16.65"E	Y2	18°48'48.02"N	73°56'57.43"E
J1	18°48'9.22"N	74° 1'22.12"E	Z2	18°48'48.39"N	73°56'46.74"E
K1	18°47'44.19"N	74° 1'26.22"E	A3	18°49'0.13"N	73°56'52.25"E
L1	18°47'23.61"N	74° 1'19.31"E	B3	18°48'57.99"N	73°56'39.41"E
M1	18°47'48.37"N	74° 1'12.22"E	C3	18°48'37.74"N	73°56'27.63"E
N1	18°47'58.32"N	74° 0'45.18"E	D3	18°48'33.52"N	73°56'17.14"E
O1	18°47'32.97"N	74° 0'49.24"E	E3	18°48'40.65"N	73°56'8.84"E
P1	18°47'26.85"N	74° 1'5.26"E			

(vii) **Site alternatives under consideration:** This is an existing SEZ cum industrial area and project site selection was a strategic decision that involves several criteria with consideration for technical, economic, social, environmental, and political issues. The site was selected considering different indicators, expressed in quantitative and qualitative ways with some possible uncertainty. Hence no alternative site is suggested.

(viii) **Area (ha)/Length (km) of the proposed project:**1705.62 ha.

(ix) **Connectivity to the site:**The site is located at a distance of 8 km from NH-50 that leads from Pune to Nasik. This distance of 8 km is traversed by SH 54, linking the site to NH 50. The nearest railway station is Pune which is around 50 km from the project site. The nearest airport is also situated in Pune which is around 50 km from the project site. The nearest port is JNPT which is at a distance of 150 km.

(x) **Investment/Cost of the project (Rs. in Lakh):**Rs 327431 Lakh. Capital Cost: Rs159715 Lakh (to be invested over development in next 10 year). EMP cost: Rs 48421 Lakh (Capital Cost) & Rs 28940 Lakh (Recurring Cost).

Sr	Particulars	Rs. In Lakhs	Rs. In Lakhs
<b>I</b>	<b>Development Cost</b>		
<b>a</b>	<b>External Infrastructure</b>		<b>38,526</b>
	- Road	558	
	- Power	251	
	-Water Transmission from source	37,718	
<b>b</b>	<b>Internal infrastructure</b>		<b>1,21,189</b>
	- Road	42,507	
	- Water	10,547	
	- Power	11,118	
	- Other Infra Cost incl. Env	57,016	
		<b>Total (a + b)</b>	<b>*1,59,715</b>

This capex to be invested over development period of 10 years.

External Infrastructure is outside the Project area and internal common infrastructure is within the project boundary.

#### Details of EMP Cost

SI No.	EMP Measures	Capital Cost Rs. In Lakh.	Recurring Cost Rs. In Lakhs
1	Storm Water Management	2895.00	5.0
2	Rain water harvesting	658 .00	5.3
3	Landscaping	2211.00	33.2
4	Solid Waste Management	4397 .00	5.0
5	Sewage Treatment Plan & Recycling Scheme	33250 .00	15.0
6	Renewable Energy	1000 .00	1.5

7	Environnemental Monitoring (viz. AAQ, Noise, Water, Effluents, CER etc)	4010.00	224.4
Total		48421.00	<b>289.40</b>

(xi) **Item of Schedule to the EIA Notification, 2006:**7(c) Industrial estates/ parks/ complexes/ areas, export, processing Zones, New Construction Projects and Industrial Estates.

(xii) **Applicability of General/Specific Conditions as per EIA Notification, 2006:** Yes, It attracts Specific Condition. If any Industrial Estate/Complex / Export processing Zones /Special Economic Zones/Biotech Parks / Leather Complex with homogeneous type of industries such as Items 4(d), 4(f), 5(e), 5(f), or those Industrial estates with pre-defined set of activities (not necessarily homogeneous, obtains prior environmental clearance, individual industries including proposed industrial housing within such estates /complexes will not be required to take prior environmental clearance, so long as the Terms and Conditions for the industrial estate/complex are complied with (Such estates/complexes must have a clearly identified management with the legal responsibility of ensuring adherence to the Terms and Conditions of prior environmental clearance, who may be held responsible for violation of the same throughout the life of the complex/estate.

(xiii) **Why appraisal/ approval is required at the Central level:**The area of Industrial estates is greater than 500 ha and there are some project Categorized as Category-B industry.

(xiv) **Whether project involves any violation under notification S.O 804(E) dated 14.03.2017:** No.

(xv) **Landuse/Landcover of project site in tabular form:**

S.No.	Land use / Land cover	Existing Land Use		Additional Area	Proposed Land use		Remarks, if any
		Area(Ha)	%		Area (Ha)	%	
1	Industrial	175.83	60.55	697.22	873.05	51.18	
2	Amenities/ Utilities	17.57	6.05	75.52	93.09	5.45	
3	Roads	37.53	12.92	44.39	81.92	4.80	
4	Supporting activities for residential and commercial	17.77	6.12	315.68	333.45	19.55	
5	Open Spaces	41.67	14.35	133.44	175.11	10.29	

6	Authorized area under KDL	....	....	149.00	149.00	8.73	
Total		290.37	100	1415.25	1705.62	100	

(xvi) **Landuse/Landcover around 10 km radius of project site (1 km in case of Highway projects):** Not applicable.

(xvii) **List to industries to be housed with the proposed project site, only for projects covered under 7(c) category of EIA Notification, 2006:** Provided the list of Industries.

(xviii) **Terrain and topographical features:**The lands proposed are barren, uncultivable and non-irrigated. The topography is undulating with low soil depth. The soil shows slow humus content and soil moisture.

(xix) **Details of water bodies, impact on drainage, if any:**Some of the northern and eastern parts of the area are draining into Vel River, on the other hand southern and western boundaries show drainage courses joining the Bhima River. Most of the streams rising from the plateau are seasonal due to semi-arid climate.

(xx) **Water requirements, sources (during construction and operation phases) and NOC:** The water requirement of the project is 75.40 MLD and water will be drawn from Bhima River and Chaskaman dam. Necessary permission for 50.77 MLD is in place. Ground water will not be abstracted during construction & operation phase of the project. Surface water from Chaskaman dam of 50 MLD and Watekarwadi K.T. weir on Bhima River of 0.77 MLD will be transfer to proposed Industrial Township. The balance water required will be made available from the Chas Kaman Dam in future.

(xxi) **Groundwater extraction/usage and NOC/Clearance from CGWA/State Ground Water Department:**Ground water will not be abstracted during construction & operation phase of the project.

(xxii) **Whether the project is in Critically Polluted area:** No.

(xxiii) **Tree cutting, types, numbers, girth size etc.:** Yes. In light of development, some trees were fallen with due permission to clear up the area. The details are as follows:

- No of trees felled outside project area: 62 (widening of SH 54. SH 103)
- No of Trees Felled within Project Area: 1027 (With Girth around 10 cms, mainly non-scheduled species)
- No of Trees Transplanted: 45
- Total No of Impacted trees: 1072

All existing trees at site have been tagged with GPS and their girth's diameters are recorded. Total number of existing trees recorded is 22148.

<p>(xxiv) Whether the project involves diversion of forest land: If yes, provide the extent of the forest land involved and status of the forest clearance: No.</p> <p>(xxv) Whether the project is located within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves etc.: If yes, provide details of the PA, distance from project site and status of clearance from National Board for wild life.: No.</p> <p>(xxvi) Whether the project is located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&amp;CC: If yes, provide the status of recommendation of the Monitoring Committee of ESZ/ESA.: No.</p> <p>(xxvii) Whether project site is in CRZ area if yes furnish the CRZ map: No.</p> <p>(xxviii) <b>CETP: Provide details type and quantity of effluent, effluent conveyance system from the member units to CETP with CETP's Capacity.:</b> All individual units will ensure that their unit is based on "Zero Waste Discharge Philosophy" by setting up Septic Tank and set up Sewage Treatment System within their land to meet the environment norms at its cost. During operation phase, the Wastewater collection &amp; conveyance system, treatment &amp; disposal arrangement will be maintained by respective units. Treated wastewater will be used for landscaping and flushing purposes. The sludge generated would be sent for composting after drying. After preliminary treatment effluent from each industrial unit will be sent to Common Effluent Treatment Plant (CETP) for secondary and tertiary treatment as and when required. The ETP of the required capacity will be installed to treat the industrial waste water from the processing area. The effluent from the industry will be passed through bar screen and grid chamber to remove solid and unwanted material. Then it will be passed through oil and grease trap to remove oil and grease. Then it will be transferred to neutralization or equalization tank to maintain the flow and adjusting pH.</p> <p>(xxix) <b>STP: Provide details of treatment and usage of treated sewage with STP's capacity.:</b> Individual industrial unit holder /sub-lessee will set up and operate ETP and STP in accordance with EP Act 1986, Water Act 1974, and Air Act 1981. Zero liquid discharge schemes will be adopted by individual industrial unit holder/ sub- lessee. The size and capacity of Sewage treatment plant shall be determined by the estimated volume of sewage generated from residences, businesses, and industries of individual units. The sewage will be first passed through a Bar Screen Chamber where any extraneous / floating matter would get trapped. Status of Sewage Treatment Facility for Existing Projects Given below.</p> <p style="text-align: center;"><b>Industries at DTA-1</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">SI No.</th> <th style="text-align: center;">Name of Unit</th> <th style="text-align: center;">Sewerage load[CMD]</th> <th style="text-align: center;">Disposal</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td>M/s Lenze Mechatronics Pvt. Ltd.</td> <td style="text-align: center;">3.0</td> <td style="text-align: center;">Soak Pit</td> </tr> <tr> <td style="text-align: center;">2</td> <td>M/s 9 Planets Products Private Ltd.</td> <td style="text-align: center;">8.0</td> <td style="text-align: center;">Soak Pit</td> </tr> <tr> <td style="text-align: center;">3</td> <td>M/s Linhoff India Pvt. Ltd.</td> <td style="text-align: center;">15.0</td> <td style="text-align: center;">Modular STP</td> </tr> <tr> <td style="text-align: center;">4</td> <td>M/s Numen India Solutions Pvt.</td> <td style="text-align: center;">1.8</td> <td style="text-align: center;">Soak Pit</td> </tr> </tbody> </table>	SI No.	Name of Unit	Sewerage load[CMD]	Disposal	1	M/s Lenze Mechatronics Pvt. Ltd.	3.0	Soak Pit	2	M/s 9 Planets Products Private Ltd.	8.0	Soak Pit	3	M/s Linhoff India Pvt. Ltd.	15.0	Modular STP	4	M/s Numen India Solutions Pvt.	1.8	Soak Pit	
SI No.	Name of Unit	Sewerage load[CMD]	Disposal																		
1	M/s Lenze Mechatronics Pvt. Ltd.	3.0	Soak Pit																		
2	M/s 9 Planets Products Private Ltd.	8.0	Soak Pit																		
3	M/s Linhoff India Pvt. Ltd.	15.0	Modular STP																		
4	M/s Numen India Solutions Pvt.	1.8	Soak Pit																		

	Ltd.		
5	M/s JSW MI Steel Centre Pvt. Ltd.	6.8	Modular STP
6	M/s Maico Ventilations Pvt. Ltd.	2.5	Soak Pit
7	M/s Hira Technologies Pvt. Ltd.	1.2	Soak Pit
8	M/s Alco Steels Pvt. Ltd.	1.5	No water connection obtained
9	M/s Gedia India Automotive Components Private limited.	2.5	Modular STP
10	M/s Shreenath Metals	5.0	Soak Pit
11	M/s KalyaniTechnoforge Ltd.	3.0	Soak Pit
Total		50.30	

#### Industries at DTA-2

SI No.	Name of Unit	Sewerage load [CMD]	Disposal
1	M/s Raj process equipment and Systems Pvt. Ltd.	0.9	Soak Pit
2	M/s Kaas footwear Industries Pvt. Ltd	5.0	Soak Pit
3	M/s MARS International Pvt. Ltd.	10.0	Modular STP
4	M/s Hyosung T&D India Pvt. Ltd.	4.5	Modular STP
5	M/s Autogen India Pvt. Ltd.	4.0	Soak Pit
6	M/s Onkar Dies Pvt. Ltd.	2.6	Soak Pit
7	M/s Maxion Wheels Aluminum India Pvt. Ltd.	20.0	Modular STP
Total			47.0

The Sewage quantities indicate that there is no sufficient load for commissioning central STP at this point of time. However, M/s. Khed Economic Infrastructure Pvt. Ltd is in progress to install a common Sewage treatment Plant of 35 KLD (MBBR Technology) for the small unit operating inside the project area. This method makes it possible to attain good efficiency results of disposal with low energy consumption. This process is used for the removal of organic substances, nitrification and denitrification. The MBBR system consists of an activated sludge aeration system where the sludge is collected on recycled plastic carriers. These carriers have an internal large surface for optimal contact water, air and bacteria. The bacteria/activated sludge grow on the internal surface of the carriers. The bacteria break down the organic matter from the waste water. The aeration system keeps the carriers with activated sludge in motion. Only the extra amount of bacteria growth, the excess sludge will come separate from the carriers and will flow with the treated water towards the final separator. The system can consist of a one stage or more stage system (see underneath schedule), depending on the specific demands. The specific bacteria remain in their own duty tank because of the fact that the carriers remain in only 1 tank, protected by screens.

**(xxx) R&R issues involved, if any (Not more than 200 words):** Some of the salient



features of the R&R Package as approved by the High Power Committee which are complied in to by KEIPL are as follows:

- Monetary compensation for the Private Land at negotiated price including valuation for damage to standing crops and trees at fair market rate;
- Employment opportunity or provision of suitable training for other business opportunity to at least one member from each Project Affected Persons' family;
- House/Plot to be provided to those who are being displaced from their homes. Provision of basic services and facilities in the resettlement colony like Water Supply, Road, Electricity, Schools, Health centre, Anganwadi centre, Community Hall, Common land for social/cultural events, Cremation & burial ground, Panchayat Office;
- Rental allowance for tenants staying at house which is being acquired as part of land;
- Shifting allowance of Rs.10,000/-to each displaced families;
- Subsistence allowance of Rs.65/- (per day)for a period of 600 days to each of the Project Displaced Persons' families;
- Capacity building and skill building opportunity to at least one eligible member from each family for Vocational Course, Technical Course, English Conversation, Personality Development, Income generation courses for women (Beautician, Tailoring etc.) etc.;
- Provide guidance in respect of Personal Finances & Wealth Management through financial experts;
- Provision/up-gradation of (any two) basic services in the project affected village from provisions like Water Supply, Electricity, Road network School, Health centre, Anganwadi centre, Sanitation and Community Hall;
- Provision for 'top of the line' school for providing superior education to children from farmers/Project Affected Person families;
- Strengthening/up-gradation of infrastructure in Primary Schools in the villages; etc.

**(xxxii) Employment potential, No. of people to be employed:**The proposed project will provide employment to people during its construction and operation phase. Employment or provision of suitable business opportunity to at least one member from each PAF. [Project Affected Family] Type of employment or business opportunity envisaged to match the skill and potential of the member and available options. It is expected that, during construction phase the requirement of labour will be 200-300 persons per day. Local labours will be employed from the surrounding villages. A temporary labour camp also may be provided as per the situation. However, the responsibility of constructing a labour camp, if the need be, will lie with the Civil contract awardees. During Operational phase, there will be both Direct and Indirect employment generation. About 25-30 persons will be directly employed by project itself for

maintenance of the industrial area, out of which 5-10 persons will be skilled labor. The overall employment generation in the project area by the proposed industries is estimated to be in the region of about 3.0 Lakh.

**(xxxii) Benefits of the project:**The project will benefit to region and country inform of following parameters.

- Health Profile
- Educational profile
- Socio -Cultural aspects
- Livelihood of public
- Adaptation to Physical environment – occupational changes
- Change in agriculture ratio, pattern, revenue and socio-economics of the farmers
- Ecosystem preservation through tradition
- The project will benefit to region and country inform of following parameters
- In the last two decades or so, Pune has seen a virtual transformation. Evolving from a charming laid-back town that offered stressed Mumbaikars a pleasant weekend getaway to a mini metro bustling with industrial activity. Pune's industrial area has seen a major wave of change and Khed City acts as a catalyst to such wave.
- Pune is otherwise called the Detroit of India due to an enormous number of automobile producers in Pune. The city is likewise known for its different social activities and openings for work that pulls in understudies from all over India and abroad making the city an amalgamation of numerous societies and communities. It is one of those uncommon urban cities with a twin picture: One of a custom bound place, by and large, considered the core of Marathi culture and that of a modern industrial city.
- Khed City is becoming one of the most livable industrial clusters in Pune, millions of people owing to its youthful vibrance, legendary cultural heritage, conducive climate and a plethora of career opportunities. The last decade have witnessed a huge surge in the industry and entrepreneurial set up in the city, being turned as an engineering and automotive hub. Not only, engineering and auto firms ensures the economic and skilling additions to the region, the food processing and agro based industries also acts as a helping hand to enhance the life of agriculture ratio, pattern, revenue and socio-economics of the farmers and the neighbourhood areas.
- Khed City shall add immense value to the project and connect the last dot in building a fruitful and mutually beneficial industrial business ecosystem of Pune City.

	<ul style="list-style-type: none"> <li>• With global industry behemoths choosing to set up manufacturing bases in and around Pune, Khed City is a prime location for all such leading manufacturers foreseeing a major contribution to the state of Maharashtra and thereby country's economy.</li> <li>• Social Benefits:</li> <li>• Employment Generation: The project will provide employment to a large number of local people. Skilled, semi-skilled and unskilled man power will be utilized during construction and operation phase. This will positively impact the economic condition of the study area.</li> <li>• Microclimate improvement of the surrounding: Due to increase/enhancement of the forests and greenery, the project area will possess an enriched ecological profile with significant improvement in micro-climate.</li> <li>• Improvement in the health and educational profile of the area: The development of planned residential and industrial growth shall necessitate the erection of education and health infrastructure. The project will undertake their creation with quality.</li> <li>• Improvement in infrastructure facility: In order to facilitate the industries in the SEZ area and in order to enhance their productivity, it is proposed to improve existing connectivity and add green-field connectivity projects</li> <li>• Financial Benefits</li> <li>• Economy improvement: After implementation of the Project, a host and variety of industries will be established in the area. This will give rise to employment to the local people. The industrial development will also promote allied businesses and facilities in the area. This will result in considerable improvement in the economic condition of the study area.</li> </ul> <p><b>(xxxiii) Details of Court cases, if any: Nil.</b></p>
<p><b>3.2.1</b></p>	<p>The EAC, after deliberation during 235<sup>th</sup> EAC meeting held on 26<sup>th</sup> May, 2020, has observed that Ministry, vide letter no. 21-944/2007-IA.III dated 20<sup>th</sup> May, 2010, granted Environmental Clearance for the development of multi-product SEZ at Khed, District Pune, Maharashtra by Khed Economic Infrastructure Private Limited (KEIPL), a Joint Venture of the Kalyani Group and Maharashtra Industrial Development Corporation - A Maharashtra Government Undertaking. The EC was granted for development of 4500 ha area comprising 2000 ha of processing area, 2000 ha of non-processing area and 500 ha of Domestic Tariff Area (DTA). This EC was further extended on 19<sup>th</sup> February, 2016 for two years and then on 11<sup>th</sup> August, 2017 for further three years with validity up to 19<sup>th</sup> May, 2020.</p> <p>At the time of grant of EC on 20<sup>th</sup> May, 2010, the Government of Maharashtra had acquired only 1705.62 ha land that was handed over to KEIPL for development of the said Multi-product SEZ. However, proponent could develop a part of the land, i.e. 290.37 ha. Before the expiry of the EC, application was submitted on 12<sup>th</sup> May, 2020 afresh for</p>

	<p>expansion of Multi-product SEZ for entire land (comprising balance land of 1415.25 ha). Existing EC is construed to 290.37 ha only. Therefore, the present application is to be considered for expansion of the existing development from 290.37 ha to 1705.62 ha.</p>
<b>3.2.2</b>	<p>In view of above mentioned observations, the EAC, after detailed deliberation during its 235<sup>th</sup> meeting held on 26<sup>th</sup> May, 2020, has <b>deferred</b> the proposal for want of following additional information:</p> <ul style="list-style-type: none"> <li>(i) Reasons for delay in development of acquired area.</li> <li>(ii) Green belt plan along with plantation layout within the project area.</li> <li>(iii) R&amp;R implementation status along with documentary proof.</li> <li>(iv) Revised layout showing sector wise zonation of proposed industries.</li> <li>(v) Explore the possibility to avoid establishment of pharmaceutical and high-water consuming industries within the proposed industrial area.</li> <li>(vi) Total water demand is 75.40 MLD and permission of 50.77 MLD is available. Proponent is required to indicate the source of water to meet the balance water demand.</li> <li>(vii) Distance between commercial and residential establishments within the proposed Multi-product SEZ.</li> <li>(viii) Copies of consent details(CTE/CTO) of existing industries.</li> <li>(ix) Construction details of CETP/STP for existing industries.</li> <li>(x) Copies of agreement letters in respect of disposal of bio-medical waste, e-waste and hazardous waste.</li> <li>(xi) Submit notarised affidavit stating: (a) the number of industries already established and total area developed on or before the expiry of EC, i.e., 19<sup>th</sup> May, 2020; (b) the total area to be developed afterwards; and (c) that there is no violation has been done by the project proponent.</li> </ul>
<b>3.3</b>	<p><b>Proposed development of Industrial Park (Area 631.108 ha) at Therkuveerapandyapuram &amp; Silanatham villages of Ottapidaram Taluk and Meelavittan village of Thoothukudi Taluk, Thoothukudi District, Tamil Nadu by M/s State Industries Promotion Corporation of Tamil Nadu Limited (SIPCOT) - Terms of Reference regarding.</b></p> <p><b>[Proposal No. IA/TN/NCP/152025/2020 ] [F. No. 21-37/2020-IA.III]</b></p>
<b>3.3.1</b>	<p>The project proponent along with the EIA consultant M/s Hubert Enviro Care Systems (P) Ltd, Chennai,made a presentation through Video Conference and provided the following information:</p> <ul style="list-style-type: none"> <li>(i) <b>Brief description of the Proposal:</b>The Industrial Park is proposed in 631.108 Ha to cater: 4(a) – Petroleum Refining Industry and 5 (c) - Petro-chemical complexes (industries based on processing of petroleum fractions &amp; natural gas and/or reforming to aromatics as per EIA Notification, 2006 and its amendments. 466.503 Ha land is allotted to SIPCOT for Industrial Use as</li> </ul>

per GO Ms.No.233 dated 18/12/1996 and balance 164.605 ha of land is under acquisition. Infrastructure such as roads, storm water drains, water supply from SIPCOT Desalination Plant, power supply through TANGEDCO, site office and amenities such as fire station, Occupational Health Centre, commercial area are proposed for this project.

**(ii) Nature of project (New/Expansion/Amendment/Extension etc.):**New Project.

**(iii) Whether the proposal was considered in earlier meetings of EAC: If yes, provide date of EAC meeting and reasons for deferment, if any:**Yes, earlier proposal was (for 466.503 Ha) called 230th EAC meeting held on 28-29 January, 2020. The Committee had deferred ToR application for seeking following information/documents:

- The proponent has not given three alternative sites for the proposed industrial activities being highly polluting.
- Submit following undertakings:
  - That no construction has been done at the proposed site.
  - That no legal case is pending in any court/tribunal.
- Submit the copy of letter dated 29<sup>th</sup>May, 2018 regarding cancellation of land allotment.
- Submit the copy of water allotment from the Chennai Metro Water Supply and Sewerage Board (CMWSSB).
- Submit the revised layout overlaid on Google map (using kml file) shall be presented before the EAC.
- Submit the layout plan of earlier Industrial Area and proposed Industrial Area.
- Provide water requirement details along with the water balance chart.
- Submit the revised Form-1 to rectify the discrepancies in figures regarding water requirement etc. and total area of the proposed project site.
- Site selection for the proposed Industrial Estate shall be planned according to guideline of CPCB's programme on Zoning Atlas for siting of Industries.
- The planning of Industrial Estate should be based on the criteria mentioned in this Ministry's Technical EIA Guidance Manual for Industrial Estate (2009) prepared by IL&FS Ecosmart Limited, Hyderabad. The proponent shall revise the layout and planning of the proposed Industrial Estate. EIA/EMP report should also be revised accordingly.

However, after EAC meeting, we proposed to make the following changes in the proposal along with required information:

- 1) Addition of 164.605 Ha of adjacent land (total land area after addition will be 631.108 Ha).
- 2) Minor changes in the layout.
- 3) Increase in total cost of the project due to increase in acquisition cost for additional land and infrastructure development cost.

Since there is a change in total land area, layout and cost of the total project, so we have withdrawn the old proposal for ToR. Simultaneously, we had modified and uploaded the revised ToR application on 24.04.2020. For the new ToR application, MoEF& CC has raised EDS to submit the additional details sought for the old ToR proposal. Previous ToR meeting query reply was uploaded on 07.05.2020.

**(iv) Whether proposal is part of interlinked project: If yes, provide details in brief:** Yes, Fresh water requirement of this industrial park is proposed to be sourced from SIPCOT's Mullakadu Desalination plant. MoEF&CC has already issued CRZ clearance for the SIPCOT's Mullakadu Desalination plant under **F.No.11-13/2020-IA-III** dated: 08.04.2020.

**(v) Address of project site (Plot No./ Village/ Tehsil/ District/State):**

Sy.No: (61/1, 62/2, 63/1, 70/1, 70/2, 71, 72/2A, 72/2B, 73/1, 73/2,73/4, 74/1, 74/3, 74/4, 75/1, 75/2, 75/3A, 75/3B, 75/4, 76/1, 76/2, 76/3, 76/4, 76/5, 76/6, 76/7, 77/1, 77/2, 77/3, 77/4, 77/5, 285/1A, 285/1B, 285/1C, 285/2, 286, 287, 288/1, 288/2, 288/4, 289/3, 326/1, 339, 342, 349, 362/2, 372/2, 374/4, 343/1,343/2,343/3A, 343/3B, 350/1, 350/2, 351/1,351/2A, 351/2B, 351/4, 351/5, 351/6, 353/3, 358/1A, 358/1B, 359/1, 359/2, 359/3, 359/4, 360/1, 360/2, 361/1, 364, 371/1, 371/2, 371/3, 373/1, 373/2, 373/3, 373/4, 363/1, 363/2, 363/3, 363/4, 366/1, 366/2, 366/3, 366/4, 372/1, 372/3, 374/2, 374/3, 375, 376/1A,376/1B, 406/1, 406/2, 406/3, 301/1, 315/4, 316/3, 317/3, 318/1, 288/3, 351/3, 353/4, 358/2, 361/2, 363/5, 374/1, 61/3, 62/5, 63/5, 65/2, 72/1, 73/1, 74/2, 1/2, 2/1, 2/3, 3/1, 3/3, 14/5, 17/2, 18/2, 19/3, 21/7, 38/1, 38/2, 44/4, 48/3, 51/3,128/1,12, 13, 22, 23, 24, 29, 35, 39/2, 50/2, 52/2, 55, 56, 79, 80, 81, 47/1, 47/3, 47/4, 47/5, 47/6, 62/1, 62/3A, 62/3B, 62/3C, 62/3D, 62/4, 62/6A, 62/6B, 62/7, 62/8, 63/2, 63/3, 63/4A, 63/4B,63/4C, 63/6A, 63/6B, 64/1, 64/2, 65/1, 65/3, 65/4, 65/5, 307/1, 307/2, 308/1, 308/2, 309,316/1, 316/2, 316/4, 316/5, 317/1, 317/2, 61/2, 61/4, 310, 311/1A, 311/1B, 311/2A, 311/2B, 311/2C, 312, 313/1, 313/2, 314, 315/1, 315/2, 315/3, 1/1A, 1/1B, 1/3, 2/2, 2/4, 2/5, 3/2A, 3/2B, 4/1, 4/2, 4/3, 6/1, 6/2, 6/3, 6/4, 7, 8/1, 8/2, 9, 10/1, 10/2, 10/3, 10/4, 11/1, 11/2, 11/3, 17/1, 18/1, 19/1, 19/2, 21/1, 21/2, 21/3, 21/4A, 21/4B, 21/4C, 21/4D, 21/5, 21/6, 5, 82/1, 82/2, 83/1, 83/2, 88/1, 88/2, 88/3A, 88/3B, 88/3C, 84/1, 84/2, 85/1, 85/2, 86/1, 86/2, 87, 89, 90/1A, 90/1B, 90/2, 124/1, 124/2, 124/3, 124/4, 124/5, 124/6, 126/1, 126/2, 127/1, 127/2, 127/3, 127/4, 128/2, 128/3, 128/4, 128/5, 14/1, 14/2, 14/3, 14/4, 15/1, 15/2, 15/3, 16/1, 16/2, 20, 25/1,25/2, 25/3, 25/4, 25/5A,25/5B, 26, 30/1, 30/2,27/1A, 27/1B, 27/2, 28,31/1, 31/2, 31/3, 32/1,32/2A, 32/2B, 32/2C, 32/2D, 32/2E, 33/1, 33/2, 33/3, 33/4, 33/5, 33/6, 34, 36/1, 36/2, 37/1, 37/2, 41/1, 41/2, 78/1A, 78/1B, 78/1C, 78/1D, 78/1E, 78/1F, 78/2, 78/3,40/1,40/2,42/1, 42/2,43/1, 43/2, 43/3, 44/1,44/2, 44/3A, 44/3B,48/1A1, 48/1A2, 48/1B, 48/2A, 48/2B, 48/2C, 49,

50/1, 50/3, 51/1, 51/2, 51/4A, 51/4B, 51/5, 51/3, 39/1, 39/3, 52/1, 52/3, 52/4, 52/5, 53/1, 53/2, 53/3, 53/4, 54/1,54/2, 54/3A, 54/3B, 54/3C, 54/4, 57/1, 57/2, 58/1, 58/2, 59/1, 59/2, 59/3, 60) , **Meelavittan Village** (26/6, 40/4, 46/3, 47/5, 45/1A, 45/1B, 45/2A, 45/2B, 45/2C, 45/2D, 45/3A,45/3B, 45/3C, 45/4A, 45/4B, 45/4C, 45/5A1, 45/5A2, 45/5B, 45/5C, 45/5D1, 45/5D2, 45/5D3, 46/1, 46/2, 47/1A, 47/1B, 47/1C, 47/1D, 47/1E, 47/1F, 47/2, 47/3A, 47/3B, 47/3C, 47/3D, 47/4A, 47/4B, 47/4C, 47/4D, 48/1, 48/2, 49/1, 49/2, 50/1, 50/2, 51, 52/1, 52/2, 26/3A, 26/4, 33/Pt, 34/1A1, 34/1A2, 34/1B2, 34/2A, 34/2B, 34/2C, 34/2D, 34/3, 34/4, 38/4Pt, 39/1, 39/2, 41/1, 41/2, 42/1, 42/2, 43/1,43/2,44/1A, 44/1B1, 44/1B2, 44/2A, 44/2B1, 44/2B2, 44/2B3, 44/3A1, 44/3B1A, 44/3B1B, 44/3B2A, 44/3B2B) and **Silanatham Village** (214/1,214/2, 214/3, 214/4, 215/1, 215/2A, 215/2B, 215/2C, 215/2D, 216/1, 216/2A, 216/2B, 217/1, 217/2, 217/3, 217/4A, 217/4B, 217/5A, 217/5B, 218/1, 218/2, 218/3A, 218/3B, 219/1, 219/2, 219/3, 219/4, 220/1, 220/2, 221, 222/1, 222/2, 223/1A, 223/1B, 223/2, 224/1, 224/2, 224/3, 224/4, 224/5,225/1, 225/2, 226/1A, 226/1B, 226/2, 227/1A, 227/1B, 227/2, 227/3, 227/4, 228/1, 228/2, 228/3A, 228/3B, 228/3C,228/4, 228/5A, 228/5B, 228/5C, 229/1, 229/2, 229/3, 229/4, 230/1, 230/2, 230/3, 230/4, 230/5, 230/6A, 230/6B, 231/1, 231/3, 231/4, 231/5, 231/2, 231/6, 232, 233/1, 233/2, 233/3A, 233/3B, 233/4, 234/1, 234/2, 234/3, 234/4A, 234/4B, 235, 236/1A, 236/1B, 236/2, 236/3A, 236/3B, 236/3C, 237/1A, 237/1B, 237/2, 238, 239/1, 239/2, 239/3, 239/4, 239/5, 239/6, 239/7, 239/8, 240/1, 240/2, 240/3, 240/4, 240/5A, 240/5B, 241/1, 241/2, 241/3A, 241/3B, 241/4, 242, 257/1, 257/2, 257/3A, 257/3B, 258/1, 258/2A, 258/2B, 259/1, 259/2A, 259/2B, 259/3A, 259/4, 259/3B, 259/5A, 259/5B, 259/5C, 259/5D, 260/1A, 260/1B, 260/1C, 260/2A, 260/2B, 260/3, 261/1, 261/2, 261/3A, 261/3B, 261/4A, 261/4B, 261/4C, 261/5, 262/1, 262/2, 262/3, 262/4, 262/5, 262/6, 262/7, 262/8, 263/1, 263/2, 263/3, 264/1A, 264/1B, 264/2A, 264/2B, 269/1, 269/2A, 269/2B, 269/2C, 269/2D, 269/3, 269/4, 270/1, 270/2, 270/3, 270/4, 270/5, 270/6, 270/7) of Ottapidaram & Thoothukudi Taluk, Thoothukudi District and Tamil Nadu State.

**(vi) Geo-coordinates of project site:**

<b>Geo-coordinates</b>	<b>Details</b>
Latitude	8°49'12.83"N to 8°51'31.78"N
Longitude	78° 3'42.81"E to 78° 5'24.11"E

**(vii) Site alternatives under consideration:**Sites considered were site near Subramaniyapuram, site near Mettupacheri and site near TherkuVeerapandiyapuram, Meelavittan and Silanatham.

**Alternative Sites demarcation on Topo Map**

Subramaniyapuram is close to NH38 but the site was not considered since agricultural land and habitations are nearby. Mettupacheri was not considered due to non-availability of land and habitation nearby. At

TherkuVeerapandiyapuram, Silanatham (under acquisition) and Meelavittan, land is already available with SIPCOT and the site is declared for industrial use.

- (viii) **Area (ha)/Length (km) of the proposed project:**Total area of the Proposed Industrial park- 631.108 Ha (1558.837 acres).
- (ix) **Connectivity to the site:**Internal roads will be provided within project site for the movement of men and material. External connectivity to site is Meelavittan NH Service Road (NH-38) at a distance of  $\approx$  0.32 km towards E. The nearest broad gauge railway station to project site is at Meelavittan Railway station  $\approx$  1.49 km SSE.
- (x) **Investment/Cost of the project (Rs. in Lakh):**The cost for the proposed project will be INR. 310 Crores.
- (xi) **Item of Schedule to the EIA Notification, 2006:**7 (c)- Industrial estates/ parks/ complexes/ areas, export processing Zones (EPZs), Special Economic Zones (SEZs), Biotech Parks, Leather Complexes. Category 'A'.
- (xii) **Applicability of General/Specific Conditions as per EIA Notification, 2006:****General Condition:** Yes, Gulf of Mannar National Park ESZ is approx. 8.33 Km from proposed site. The wildlife NOC application was uploaded in NBWL on 24.03.2020 vide Proposal No. **FP/TN/IND/5014/2020**. It is located in Tuticorin which is classified as Severely Polluted Area (CEPI Index-66.34 as per O A. No 1038/201 dated: 10.07.2019.  
**Specific Condition:** Yes, Industrial estates with area greater than 500 ha with A category industry.
- (xiii) **Why appraisal/ approval is required at the Central level:**Category 'A'. Since General and Specific condition was applicable to this project.
- (xiv) **Whether project involves any violation under notification S.O 804(E) dated 14.03.2017:**No, since it is a New proposal.
- (xv) **Landuse/Landcover of project site in tabular form:**

Sl. No	Landuse/landcover	Area (Ha)	%	Remarks, If any
1	Plot area (including 30% greenbelt area of 352.528 acres*)	475.746	77.10	Category 4a and 5c Industries
2	Greenbelt 3m along the road side*	5.372	0.87	-
3	Greenbelt along periphery of the site, Odai and Railway track*	39.790	6.45	-
4	Common amenities	6.073	0.99	-
5	Commercial activities	3.036	0.49	-
6	Road, Storm Water drain	25.298	4.10	-
7	OSR area 1 to 11*	61.702	10.00	-
<b>Total Developable Area (A)</b>		<b>617.017</b>	<b>100.00</b>	-
8	Odai (B)	9.710	-	-



9	Proposed Railway track (C)	4.381		-
<b>Grand total (A+B+C)</b>		<b>631.108</b>		-

(xvi) **Landuse/Landcover around 10 km radius of project site (1 km in case of Highway projects):**Not Applicable.

(xvii) **List to industries to be housed with the proposed project site, only for projects covered under 7(c) category of EIA Notification, 2006:**

S.No	Schedule as per EIA Notification 2006 and its amendments	Area (Acres)	Category	Industries	Proposed installed capacity (MMTPA)
1	4(a)	646.317	A	Petroleum Refining Industry	10
2	5(c)	528.775	A	Petrochemical complexes (industries based on processing petroleum fractions & natural gas and/or reforming to aromatics)	2

(xviii) **Right of Way (RoW), only for projects covered under 7(f) category of EIA Notification, 2006:**Not Applicable.

(xix) **Terrain and topographical features:**The project site is plain terrain with elevation of 21m above MSL. The land use of site is mostly barren land, partly open/degraded vegetation.

(xx) **Details of water bodies, impact on drainage, if any:**No notified river is available with the project study area. However, Six Minor natural drains are available within the site. Adequate measure will be taken to reroute the drain and ensure there is no inundation will happen in the project site and nearby hamlets.

**List of water bodies within study area.**

S.No	Name of water Body	≈Distance	Direction
1	Korampallam Tank	5.36Km	S
2	Madagiri Odai -6.08Km –WSW	6.08 Km	WSW
3	Korampallamodai / Uppar Odai	8.03 Km	SSE
4	Malattar Odai	13.65 Km	NE
5	Lake near Nayinapuram*	0.7 Km	E

6	Lake near Ananjamadan Pacheri*	7.01 Km	NE
7	Lake near Arasadipanyur*	4.6 Km	NW
8	Lake near Ottapidaram*	8.4 Km	NW
9	Lake near Sankarapperi*	3.7 Km	E
10	Lake near Meelavittan*	3.1 Km	SE
11	Lake near Sindalakattai*	5.3 Km	N
12	Lake near Kumara Ettaiyapuram*	0.2 Km	W
13	Lake near Melveerapandiyapuram*	4.4 Km	NW
<b>*Note: Water is available in rainy season</b>			

**(xxi) Water requirements, sources (during construction and operation phases) and NOC:**Construction phase: water requirement will be 225 KLD (25 KLD for Workers + 200KLD for construction purposes). Water requirement during Construction Phase will be sourced from private water suppliers.

**Operation phase:** Fresh water requirement is estimated at 45 MLD and same will be supplied from SIPCOT's 60 MLD Desalination Plant proposed to be established at Mullakadu. Water allocation Letter from SIPCOT's Mullakadu Desalination plant will be obtained and submitted during EIA report.

**(xxii) Groundwater extraction/usage and NOC/Clearance from CGWA/State Ground Water Department:**Not applicable, since entire water will be sourced from SIPCOT Desalination Plant.

**(xxiii) Whether the project is in Critically Polluted area:**Yes, Project site is located in Tuticorin which is classified as Severely Polluted Area (CEPI Index-66.34 as per O A. No 1038/201 dated: 10.07.2019).

**(xxiv) Tree cutting, types, numbers, girth size etc.:**The land use of site is mostly barren land, partly open/degraded vegetation as per the Survey of India Topo Sheet. The land identified for the IP development is allotted to SIPCOT by Government of Tamil Nadu. Clearance of degraded vegetation such bushes, shrubs etc., will be carried out as per project requirement.

**(xxv) Whether the project involves diversion of forest land: If yes, provide the extent of the forest land involved and status of the forest clearance.:** No, Total land area for the project is 631.108 Ha, out of which 466.503 Ha land has been allotted to SIPCOT for development of Industrial park vide G.O Ms.No.233 dated 18/12/1996 and the balance 164.605 ha of land is under acquisition. GO and the letter received from Industries Department, Government of Tamil Nadu in proof of acquisition of balance 164.605 ha.

**(xxvi) Whether the project is located within 10 km of Protected Areas (PA)**

	<p><b>including National Parks, Sanctuaries and Tiger Reserves etc.: If yes, provide details of the PA, distance from project site and status of clearance from National Board for wild life.:</b> No, since project site is located at a distance of approximately 11.58 km (E) from Gulf of Mannar Marine National Park Core Zone.</p>
(xxvii)	<p><b>Whether the project is located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&amp;CC: If yes, provide the status of recommendation of the Monitoring Committee of ESZ/ESA.:</b> Yes, Project site is located at a distance of approximately 8.33 km (E) from Gulf of Mannar Marine National Park ESZ. The wildlife NOC application was uploaded in NBWL on 24.03.2020 vide Proposal No. <b>FP/TN/IND/5014/2020</b>. It is under the examination of wildlife warden.</p>
(xxviii)	<p><b>Whether project site is in CRZ area if yes furnish the CRZ map:</b>Not applicable.</p>
(xxix)	<p><b>CETP: Provide details type and quantity of effluent, effluent conveyance system from the member units to CETP with CETP's Capacity.:</b> Individual industries will have their own ETP and treated effluent will be recycled for Industrial process. Individual industries will implement Zero Liquid Discharge (ZLD) However; SIPCOT will monitor and ensure strict compliance on continuous basis.</p>
(xxx)	<p><b>STP: Provide details of treatment and usage of treated sewage with STP's capacity.;</b> Individual industries will have their own STP and treated sewage will be recycled for Greenbelt development. Individual industries will implement Zero Liquid Discharge (ZLD) However; SIPCOT will monitor and ensure strict compliance on continuous basis.</p>
(xxxi)	<p><b>R&amp;R issues involved, if any (Not more than 200 words):</b>R &amp; R is not applicable for this project since land is totally barren and without habitat. 466.503 Hectares of land is allotted to SIPCOT as per GO Ms.233 dated 18/12/1996.G.O and the letter received from Industries Department, Government of Tamil Nadu in proof of acquisition of balance 164.605 ha.</p>
(xxxii)	<p><b>Employment potential, No. of people to be employed:</b>Man power requirement during construction phase is 500 numbers and operation phase is 5000 numbers.</p>
(xxxiii)	<p><b>Benefits of the project:</b></p> <ul style="list-style-type: none"> <li>• Production of Petroleum products in Tamil Nadu which are currently being drawn from Gujarat and Maharashtra/Employment facility.</li> <li>• Generation of employment to local Peoples.</li> <li>• The proposed activity will not require human displacement or will involve habitat loss.</li> <li>• The project will also contribute in increase in revenue in form of various taxes, which will be paid to Government time to time.</li> <li>• Improvement in local infrastructure.</li> </ul>

	<b>(xxxiv) Details of Court cases, if any:No.</b>
3.4.2	<p>The SIPCOT earlier submitted a similar proposal earlier for the development of Industrial Park (466.503 ha) at Therkuveerapandiyapuram and Meelavitan villages, Thoothukudi District, Tamil Nadu (Proposal No. IA/TN/NCP/125893/2019) for grant of Terms of Reference, which was considered by EAC during its 230<sup>th</sup> meeting held on 28-29 January, 2020. The EAC observed several deficiencies and deferred the proposal for want of following information/documents.</p> <ol style="list-style-type: none"> <li>(i) The proponent has not given three alternative sites for the proposed industrial activities being highly polluting.</li> <li>(ii) Submit following undertakings: <ul style="list-style-type: none"> <li>• that no construction has been done at the proposed site.</li> <li>• that no legal case is pending in any court/tribunal.</li> </ul> </li> <li>(iii) Submit the copy of letter dated 29<sup>th</sup> May, 2018 regarding cancellation of land allotment.</li> <li>(iv) Submit the copy of water allotment from from the Chennai Metro Water Supply and Sewerage Board (CMWSSB).</li> <li>(v) Submit the revised layout overlaid on google map (using kml file) shall be presented before the EAC.</li> <li>(vi) Submit the layout plan of earlier Industrial Area and proposed Industrial Area.</li> <li>(vii) Provide water requirement details along with the water balance chart.</li> <li>(viii) Submit the revised Form-1 to rectify the discrepancies in figures regarding water requirement etc. and total area of the proposed project site.</li> <li>(ix) Site selection for the proposed Industrial Estate shall be planned according to guideline of CPCB's programme on Zoning Atlas for siting of Industries.</li> <li>(x) The planning of Industrial Estate should be based on the criteria mentioned in this Ministry's Technical EIA Guidance Manual for Industrial Estate (2009) prepared by IL&amp;FS Ecosmart Limited, Hyderabad. The proponent shall revise the layout and planning of the proposed Industrial Estate. EIA/EMP report should also be revised accordingly.</li> </ol>
3.3.3	<p>The proponent has now submitted a new proposal with modifications including: (i) Addition of 164.605 Ha of adjacent land (total land area after addition will be 631.108 Ha); (ii) Minor changes in the layout; and (iii) Increase in total cost of the project due to increase in acquisition cost for additional land and infrastructure development cost.</p>
3.3.4	<p>Earlier, the EAC during its 230<sup>th</sup> meeting held on 28-29 January, 2020, had observed that the site selection and planning of the industrial estate should be done as per guidelines of CPCB's Programme on Zoning Atlas for siting of industries and Technical EIA Guidelines Manual for industrial estates (prepared by IL&amp;FS and published by MoEFCC). However, on perusal of the information/documents submitted by the proponent, EAC observed that concerns raised by EAC for similar project earlier, were not appropriately addressed while submitting the present proposal. Additionally, the Ministry and EAC have</p>

received several complaints against this project.

Considering the facts mentioned by project proponent and representations received against the proposal, EAC has observed the following:

- (i) Thoothukudi with a CEPI score of above 65 is considered to be a critically polluted area and the proposed project accommodating 10 MMTPA petroleum refinery and 2 MTPA petrochemical plant essentially falls under the domain of specialized & polluting industry.
- (ii) The area is already having very high levels of concentrations of air pollutants. VOC levels are also expected to be very high in this area. Therefore, proper siting of industries as per guidelines of CPCB's Programme on Zoning Atlas is crucial.
- (iii) As per information provided by the proponent, more than 100 industries are located within the 10 km of proposed project site. As per the approved Masterplan for Thoothukudi (1995), the lands on which SIPCOT Phase I is located are earmarked for "General Industries" and not for "Special Industries and Hazardous Use." However, the proponent has allowed several large Red Category industries such as VV Minerals, Sterlite Copper and Sterlite Power to come up in areas demarcated for general industries.
- (iv) The proposed project is linked with SIPCOT's Mullakadu Desalination plant project for fresh water requirement. The Ministry, vide letter no. 11-13/2020-IA-III dated 8<sup>th</sup> April, 2020, has already issued the CRZ clearance.
- (v) No rigorous analysis of alternative sites has been carried out. The Zoning Atlas incorporates criteria including nature of industry, its hazard potential and the likely distance of impact, water and air environment in the locality etc. The project proponent has not submitted any information in this regard which indicates that no due diligence has been undertaken for site selection.
- (vi) Proper storage and safeguards for petrochemical and other products including wastes need to be considered.
- (vii) The proposed site is located at a distance of approximately 8.33 km (E) from Gulf of Mannar Marine National Park ESZ.
- (viii) Only 7.32% of total area has been proposed for greenbelt development along road side, periphery of the site, Odai and Railway track.
- (ix) As per information submitted by the project proponent, the proposed park is in close proximity to the residential areas (villages) of Therku Veerapandiapuram, Kumara Ettaiyapuram, Kumaragiri and Nainapuram and with a population of more than 15000 existing with 250 m of proposed Industrial park. Petroleum refineries and petrochemical complexes involve the storage of large quantities of hazardous and volatile chemicals that can be subject to uncontrolled releases despite the best precautions.
- (x) The EAC has recalled the incidence of Visakhapatnam gas leak, an industrial accident that occurred recently (7<sup>th</sup> May, 2020) at the LG Polymers chemical plant in Andhra Pradesh, resulting vapour cloud spread over a radius of about three km, affecting the nearby areas and villages leading to unrepairable loss to

	<p>human, vegetation and agriculture of the surrounding area.</p> <p>(xi) The coral reefs in Gulf of Mannar are already under severe stress due to ocean acidification and temperature increase. Establishment of additional industrial activities would jeopardize the situation and the pressure on environment.</p> <p>In view of above mentioned observations, the EAC has opined that the proposed location is not suitable and acceptable for establishment of proposed Industrial Park comprising highly polluting industries like Petroleum Refining and Petro-chemical complexes in an area that has already been classified as highly polluted area. The proponent is required to explore the possibility of developing such industrial park at least 25 km away from Tuticorin town and 10 km away from any other habitation and ecologically important areas.</p> <p>The proponent shall ensure that any industrial infrastructure in this area shall be done on the basis of (a) guidelines of CPCB's Programme on Zoning Atlas for siting of industries; (b) Technical EIA Guidelines Manual for industrial estates (prepared by IL&amp;FS); and (c) the extant provisions under Petroleum Act and Rules of the Government of India.</p>
<b>3.3.5</b>	The EAC, after detailed deliberation during its 235 <sup>th</sup> meeting held on 26 <sup>th</sup> May, 2020, has <b>recommended to return the proposal in present form.</b>
<b>3.4</b>	<p><b>Development of Industrial Estate Rai Sector-38 Phase-II and Sector 39 at Rai, District Sonapat, Haryana by M/s Haryana State Industrial and Infrastructure Development Corporation Limited (HSIIDC) – Further consideration of Terms of Reference regarding.</b></p> <p><b>[Proposal No. IA/HR/NCP/142015/2020] [F. No. 21-31/2020-IA.III]</b></p>
<b>3.4.1</b>	The proposal was not considered by EAC during its 234 <sup>th</sup> meeting held on 27 <sup>th</sup> April, 2020, because PP did not submit the required documents and presentation copy in advance to all EAC members and to the Ministry.
<b>3.4.2</b>	On request of the proponent, the proposal was considered for discussion during 235 <sup>th</sup> EAC meeting of EAC held on 26 <sup>th</sup> May, 2020, wherein it was observed that it was a violation case and such proposal to be appraised under notification S.O.804(E) dated 14 <sup>th</sup> March, 2017 and hence the proposal was <b>returned in its present form.</b>
<b>3.5</b>	<p><b>Up-gradation to 2/4 Lane with paved shoulder NH configuration starting from junction with NH-316 near Konark connecting to Digha project stretch starts at Basudevapur, Chandipur, Chandaneshwar in the state of Odisha and terminating at Digha in the state of West Bengal under Bharatmala project (Length 108.66 km) by M/s National Highways Authority of India – Amendment to Terms of Reference regarding.</b></p> <p><b>[Proposal No. IA/OR/MIS/88571/2018] [F. No. 10-12/2019-IA.III]</b></p>
<b>3.5.1</b>	The Ministry, vide letter no. 10-12/2019-IA.III dated 26 <sup>th</sup> March, 2020, accorded Terms of Reference (TOR) to M/s National Highways Authority of India (NHAI) for up-gradation of above mentioned alignment subject to compliance of all conditions as notified in the

	<p>standard ToR applicable for highways and certain specific conditions. One of the specific conditions in TOR states, “The proposed alignment (Alternate-1) is not suitable as it is passing through ecologically fragile area and large flood plains. Hence, EAC recommended to choose Alternate- 2 alignment plan for further implementation of the project. Before finalization of alternate alignment plan, the verification should be done by a panel of experts from Central Road Research Institute, academic institutions with specialisation in Highway Engineering and Ecological expert.”</p> <p>In view of this, the M/s NHAI, vide letter NHAI/13011/128/RO/OD/50/2020 dated 8<sup>th</sup> January, 2020, requested the Central Road Research Institute (CRRI) to depute a panel of experts for the examination of proposed Alternate-1 and Alternate-2 of the alignment, keeping in mind the observations of EAC and said prescribed TOR.</p> <p>The CRRI carried out site visit on 20-22 January, 2020 and mentioned that both the (proposed) alignments [i.e. Alternative-1 (Recommended by NHAI) and Alternative-2 alignment plan (Suggested by EAC)] would be ‘almost’ in similar ‘Environmental Setting’. The CSIR-CRRI team has further stated that the recommended alignment (i.e. Alternative 1) and Alternative 2 will pass through the flood plains which are quite sensitive to various (likely) adverse environmental/ecological impacts (flora and fauna) which might occur due to (new) construction of the road/ highway. These adverse ecological/environmental and social impacts (R&amp;R and land acquisition) are expected to be more, especially during pre-construction and construction phases of the project.</p>
<p><b>3.5.2</b></p>	<p>In view of above mentioned observation regarding similarity in environmental settings of both the alternates, the EAC during 235<sup>th</sup> EAC meeting held on 26<sup>th</sup> May, 2020, opined that both alternates (1 &amp; 2) are not suitable from environment points of view and hence not accepted the ToR amendment and recommended to <b>return the proposal in present form.</b></p>
<p><b>3.6</b></p>	<p><b>Development of proposed new National Highway NH-754K greenfield alignment Sanchore - Santalpur section (Economic Corridor-3) starting from Vantdau in Banaskantha district to Ranmalpura in Patan district in the State of Gujarat (125.185 km) by M/s National Highways Authority of India – Further consideration for Environmental Clearance regarding.</b></p> <p><b>[Proposal No. IA/GJ/MIS/75732/2018] [F.No. 10-60/2018-IA.III ]</b></p>
<p><b>3.6.1</b></p>	<p>The project proponent along with the EIA consultant M/s Amaltas Enviro Industrial Consultants LLP, Gurugram, made a presentation through Video Conference and provided the following information:</p> <p><b>(i) Brief description of the Proposal:</b> Project road is mostly green field alignment project and proposed for 6 lane access controlled highway. The proposed project takes off from Vantdau village (Ch. 4+888) in Banaskantha district near Rajasthan-Gujarat Border and ends at Ranmalpura (Ch. 130+073) in Patan district in the state of Gujarat, having total length of 125.185 Km. Total 843.54 ha land has been acquired for development of this project. It will be executed through EPC mode. Existing RoW is 60m (km 13+645 to km 34+427) while proposed RoW is 70m. 21 nos. of major and 7 nos. of minor bridges, 340 nos. of culverts, 70 nos. of vehicular underpass</p>

including small and large vehicles and 4 nos. of toll plazas have been proposed. Design speed for the proposed road is 100 km/hr. The entire project road is access controlled and fenced by concrete boundary walls along the RoW.

- (i) **Nature of project (New/Expansion/Amendment/Extension etc.):** New.
- (ii) **Whether the proposal was considered in earlier meetings of EAC: If yes, provide date of EAC meeting and reasons for deferment, if any:** No.
- (iii) **Whether proposal is part of interlinked project: If yes, provide details in brief:** Yes, the proposed project is a part of interlinked project. Out of 8 packages in Package 3/Lot 4, there are 5 Economic Corridor (EC), 1 Inter Corridor stretch & 2 Feeder Routes. The proposed National Highway is a part of Amritsar-Jamnagar Economic Corridor (EC-3). Part of this NH between Rajasthan Gujarat border (village Vantdau of Tharad Taluka of Banaskantha District of Gujarat) and Radhanpur (village Ranmalpur of Patantaluka of Patan District) is covered under this project.
- (iv) **Address of project site (Plot No./Village/ Tehsil/ District/State):** Banaskantha and Patan Districts in the State of Gujarat.
- (v) **Geo-coordinates of project site:**  
Start: 24°39'19.45"N; 71°44'29.27"E  
End: 23°44'30.81"N; 71°8'11.02"E
- (vi) **Area (ha)/Length (km) of the proposed project:**
- Total land required: 966.858 ha.
  - Already available land (existing ROW): 123.318 ha.
  - Land to be acquired: 843.54 ha (forest land area is 153.99 ha, protected area is 4.16 ha. and agricultural land area is 685.39 ha).
  - Length – 125.185 Km.
- (vii) **Connectivity to the site:** The project road starts from Sanchore on SH-11 and ends at Santhalpur on NH-27 via Tharad and Sidhada. The project road is an important link road to connect Kandla Port in Bhuj District. The total length of project road is 125.185 km from Sanchore to Santhalpur via Tharad and Sidhada. The project road (Sanchore – Santhalpur) is proposed to be fully access controlled Greenfield alignment except a small part near from Sanchore to Tharad, it will be a part existing road. The Project road is proposed to be part of economic corridor. The project road will provide an easy and smooth roadway link to important settlements especially for Goods traffic.
- (viii) **Investment/Cost of the project (Rs. in Lakh):** Rs. 2,95,931 Lakh (For all packages including LA and Utility Shifting etc.)
- (ix) **Item of Schedule to the EIA Notification, 2006:7(f) Highways.**
- (x) **Why appraisal/ approval is required at the Central level:** The project is falling under Category-A as the total length of alignment is 125.185 km. So, as



per EIA Notification, 2006 and its subsequent amendment, the project is required to appraise/approve at the Central level.

(xi) **Applicability of General/Specific Conditions as per EIA Notification, 2006:** Yes, General Condition is applicable as per EIA Notification, 2006.

(xii) **Whether project involves any violation under notification S.O 804(E) dated 14<sup>th</sup> March, 2017:** No.

(xiii) **Landuse/Landcover of project site in tabular form:** The area falling under the proposed Right of Way (RoW) passes through agricultural land, hence there will be permanent change in the land use from agricultural to non-agricultural land.

Particular	Area (ha)
Available ROW on existing road	123.318
Forest Area	153.99
Agricultural Land	685.39
Protected Area of wildlife	4.16
<b>Total</b>	<b>966.858</b>

(xiv) **Landuse/Landcover around 10 km radius of project site (1 km in case of Highway projects):**

S. No.	Land use type	Study Area (1 km buffer)	
		Area (ha)	Area (%)
1	Built-up Area	879.69	3%
2	Agricultural Land	11025.56	43%
3	Fallow Land	6735.48	27%
4	Forest Land	158.15	1%
5	Grass Land	4078.74	16%
6	Waste land	2473.17	10%
<b>Total</b>		<b>25350.79</b>	<b>100%</b>

(xv) **Right of Way (RoW), only for projects covered under 7(f) category of EIA Notification, 2006:**70 m.

(xvi) **Terrain and topographical features:** Most of the project road passes through plain terrain. The geometric design is prepared based on IRC and MoRT&H guidelines.

(xvii) **Details of water bodies, impact on drainage, if any:** There are 2 major canals, 2 ponds and a river which are crossing the proposed alignment:

- Narmada Main Canal (Ch. 42+300)
- Kutch Canal (Ch. 93+600 to 700)
- Kutch Canal (Ch. 112 +100)
- Kutch Canal (Ch. 123+900)
- Pond (Ch. 110+900)

- Pond (Ch. 113+100)
- River: At km 25+26 and km 83+868

(xviii) **Water requirements, sources (during construction and operation phases) and NOC:** Total water requirement for 24 months of construction period is 50,40,000 KL (5040 KLD). As per current planning, water requirement will be fulfilled through local surface water.

(xix) **Groundwater extraction/usage and NOC/Clearance from CGWA/State Ground Water Department:** No. .

(xx) **Whether the project is in Critically Polluted area (Yes or No. ): No.**

(xxi) **ToR details: Provide Date of ToR issued and details of earlier appraisals and information sought by the EAC along with the response given, if any:** Standard ToR was issued by MoEF&CC vide letter on 13<sup>th</sup> September, 2018. Thereafter, the proposal was further considered and recommended for grant of ToR that was issued vide letter No. 10-60/2018-1A.III dated 5<sup>th</sup> March 2019.

**Public Hearing in Patan District**

Date: 7<sup>th</sup> August, 2019

Location: Government Rest House, Near Industrial Training Center, Radhanpur-Santalpur Highway, Santalpur

**Public Hearing in Banaskantha District**

Date: 9<sup>th</sup> August, 2019

Location: Hotel Desert Inn, Banquet Hall, Mumbai Market, Highway Char Rasta, Tharad.

(xxii) **Summary of issues raised and response/commitments by Proponent:**

S. No.	Issue raised by people	Commitment by Proponent
1.	Employment, health, education	Proper measures to be taken to provide social security including employment, health, education, etc. and awareness camps will be organised.
2.	Compensation	As per extant rules and policies.
3.	Air pollution	Proper mitigation measures will be employed.
4.	Narmada pipeline will be affected.	Whatever utility falling within proposed ROW shall be taken care.
5.	Maintenance of plantations	Maintenance upto 10 years will be done by the Forest department

(xxiii) **Whether the project involves diversion of forest land: If yes, provide the extent of the forest land involved and status of the forest clearance.** Total 153.99 ha of Forest area and 4.16 ha of protected area of wildlife is proposed to be diverted. An application for forest clearance has been submitted vide Proposal No. FP/GJ/ROAD/34425/2018 on dated 15<sup>th</sup> May, 2019. Examination

	<p>of same is under process with the Government of Gujarat. An application for Wildlife Clearance has been submitted vide proposal no. FP/GJ/ROAD/34425/2018 dated 6<sup>th</sup> January, 2020. Concerned DFO has visited the site along with NHA and DPR Consultant on 15<sup>th</sup> February, 2020. The proposal is under process with the Chief Wild Life Warden, Govt. of Gujarat.</p> <p><b>(xxiv) Whether the project is located within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves etc.: If yes, provide details of the PA, distance from project site and status of clearance from National Board for wild life.:</b> The proposed road is 1.878 Km. away from the boundary except survey no.1 (Km. 125+050 to Km. 125+400) and 120 (Km. 124+150 to 124+300 and Km. 124+400 to 124+450) An application for Wildlife Clearance has been submitted vide proposal no. FP/GJ/ROAD/34425/2018 dated 6<sup>th</sup> January, 2020. Concerned DFO has visited the site along with NHA and DPR Consultant on 15<sup>th</sup> February, 2020. The proposal is under process with Chief Wild Life Warden, Govt. of Gujarat.</p> <p><b>(xxv) Whether the project is located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&amp;CC: If yes, provide the status of recommendation of the Monitoring Committee of ESZ/ESA.:</b> Yes. The MOEF&amp;CC, vide notification S.O. 5138(E) dated 1<sup>st</sup> October, 2018, declared ESZ of Wild Ass Sanctuary. <b>(STP: Provide details of treatment and usage of treated sewage with STP's capacity.:</b> STPs shall be provided in the amenities area during the operation phase. Treated water will be mainly used for landscaping. Mobile toilets with package STP will be provided for the workers in construction phase. Toilets facility and STPs shall be provided in the amenities area during the operation phase. Since this is greenfield project, minimum debris/waste material will be generated. Only where the road passing through the existing alignment, earthwork generated due to excavation may be reused for filling purpose.</p> <p><b>(xxvi) Details of tree cutting and Green belt development:</b> There will be 6773 trees in forest area and 1278 trees in non-forest to be cut within 70 m proposed ROW. Tress will be felled only after obtaining permission of the appropriate authority as per Forest (Conservation) Act 1980 and local law. NHA proposed to plant more than 20,000 trees along the carriageway and more than 55,000 shrubs along the median. The tentative cost for plantation and 5 years' maintenance is Rs. 5,70,00,000/-The native and local species will be preferred as per IRC SP:21: 2009 and Green Highway policy, 2015.</p> <p><b>(xxvii) Energy conservation measures with estimated saving:</b> Energy Conservation will be done as per IRC code.</p> <p><b>(xxviii) Parking requirement with provision made:</b> Truck lay bays/parking cum rest area has been proposed.</p> <p><b>(xxix) Details of Rain Water Harvesting:</b> Rainwater harvesting structures will be provided at the locations where the first aquifer of ground water table is more than 8-10m. The provision of rain water harvesting will be executed as per IRC SP: 42-2014 guidelines. In this regard, are also been proposed near the</p>
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	<p>disposal point of the side drains as prescribed by CGWB guidelines.</p> <p><b>(xxx) Brief description of Socio-economic condition of local people and R&amp;R issues involved, if any:</b> During the survey, it has been found that total 280 nos. of structures, 1528 nos. of families (PAFs) and 7624 nos. of persons (PAPs) are getting affected. The R&amp;R plan has been prepared based on Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013. The land acquisition including R&amp;R cost is Rs. 232.67 Crore.</p> <p><b>(xxxii) Employment potential, No. of people to be employed:</b> There will be temporary and permanent employment through the concerned contractor during construction as well as operational phase. Approximately 500 labours during construction phase and 75-80 labours during operation phase.</p> <p><b>(xxxiii) Benefits of the project :</b> Proposed project will improve road network benefiting the local people; reduce the travel time, distance as well as transportation cost; boost socio-economic and efficiency of freight movement in India; income of vulnerable and poor people will be increased; increase possibility of employment of semi-skilled and unskilled people living along the project road and its adjoining villages during the construction and operational period; will provide better driving conditions and road safety.</p> <p><b>(xxxiiii) Brief summary of specialised Studies carried out for the project as per the ToR, if any:</b> The barrier for light glaring is proposed at identified locations by the forest department for the stretch falls in forest and protected area. The sound Acoustic study has been carried out by Central Road Research Institute (CRRI), New Delhi as per specific condition's point no. - vi of ToR which is issued vide letter No. 10-60/2018-1A.III on dated 5<sup>th</sup> March, 2019.</p> <p><b>(xxxv) Details of Court cases, if any:</b> No.</p>
<p><b>3.6.2</b></p>	<p>The proponent along with the EIA consultant made presentation before EAC during its 234<sup>th</sup> meeting held on 27<sup>th</sup> April, 2020. The observations of EAC are as under:</p> <ul style="list-style-type: none"> <li>(i) The proposed National Highway is a part of Amritsar-Jamnagar Economic Corridor. Project alignment is mostly green field project with 6 lane access-controlled highway between Vantdau village (Ch. 4+888) in Banaskantha district near Rajasthan-Gujarat Border and ends at Ranmalpura (Ch. 130+073) in Patan district, Gujarat. The length of the proposed alignment is 125.185 km and proposed RoW is 70m.</li> <li>(ii) The existing ROW of proposed part of alignment is 60 m that stretches between chainage km 13+645 and km34+427. Under this project, it is proposed to increase to 70 m.</li> <li>(iii) As per TOR issued on 5<sup>th</sup> March, 2019, the project investment cost was Rs. 2000 Crore, however, has been increased to Rs. 2959.31 Crore in EC application.</li> <li>(iv) During appraisal of other proposals earlier, the EAC has observed that NHAI tends to pass on its responsibility to contractors for obtaining NOCs/permissions to use water for any project. Likewise, in the instant case also, NHAI has</li> </ul>

	<p>mentioned that the concessionaire/contractor will obtain necessary NOC/permission from competent authority for utilization of surface water during execution of project. In fact, NHAI, being a project proponent, should hold the sole responsibility for obtaining any NOC/permission for use of water from the competent authority.</p> <p>(v) As per TOR, number of trees to be cut was 797, which was increased to 6773 in forest areas and 1278 in non-forest areas. Not mentioned the reason and justification for nearly ten times increase in numbers of tree to be cut for the proposed alignment.</p> <p>(vi) Not submitted report of comprehensive study on impact of the proposed alignment on the salt pans, water birds and water draining patterns and changes that can occur especially during rains and flood times, as per TOR issued on 5<sup>th</sup> March, 2019.</p> <p>(vii) Proponent has mentioned that a detailed hydrological study has been carried out for maintaining the natural drainage pattern but the same was not presented before the committee.</p> <p>(viii) Not submitted the detailed map of Wild Ass distribution and their movement along the proposed alignment and crossover sites, as per TOR issued on 5<sup>th</sup> March, 2020. It was required to map the Wild Ass distribution and their movement along the proposed alignment and crossover sites on the basis of latest Wild Ass census data, collected by the State Forest Department on regular basis. (Distribution of Wild Ass populations should be clearly marked along the proposed alignment upto 10 km distance on each side of the proposed alignment.)</p> <p>(ix) Not submitted the certificate from Chief Wild Life Warden, Government of Gujarat about feasibility of the alignment passing through only sanctuary for Wild Ass conservation in the country and to ascertain that the proposed alignment is not bifurcating the Wild Ass Sanctuary affecting movement of Wild Ass. If necessary, an alternate alignment needs to be explored.</p> <p>(x) Not submitted the certificate from Chief Wild Life Warden, Govt. of Gujarat that the proposed alignment is not passing through ESZ area of Wild Ass Sanctuary.</p> <p>(xi) The CER should be computed on slab basis and be activity, time, and place specific. Should be monitorable and verifiable. Further, it should reflect the concerns identified from Socio-economic impact study as well as concerns expressed by local people in Public Hearing. The proponent has provided the details of Public Hearing issues and commitment made by project proponent but not mentioned about the budget provision and time frame with plan of activities in tabular form.</p> <p>(xii) As per TOR, the proposal involves forest diversion on 39.9 ha. However, it has been increased to 153.99 ha in EC application. Not mentioned the reason and justification for nearly four times increase in forest diversion area for the proposed alignment.</p> <p>(xiii) Proponent has mentioned that 4.16 ha of protected area of wildlife is proposed</p>
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	<p>to be diverted. The EAC has observed the lack of clarity in this regard.</p> <p>(xiv) The proponent has mentioned that the proposed road does not fall in ESZ except survey no.1 (km 125+050 to Km. 125+400) and 120 (km 124+150 to 124+300 and km 124+400 to 124+450). This is a contradictory statement.</p> <p>(xv) The air quality monitoring was carried out at five locations only along the proposed alignment (125.185 km). The criteria for selection of these five air quality monitoring locations to be submitted.</p> <p>(xvi) There is mismatch in the figures provided for PM<sub>10</sub>. PM<sub>10</sub> values are more than standards, i.e., 126.4 µg/m<sup>3</sup> to 159.4 µg/m<sup>3</sup> (standard 100 µg/m<sup>3</sup>) as shown in the presentation, however, baseline value has been reported to 219 µg/m<sup>3</sup>. The action plan to be submitted to bring down air quality within the prescribed standards.</p> <p>(xvii) Traffic prediction should be done for complete project rather than in piecemeal manner and cumulative impact of all the planned projects impacting traffic should be considered.</p> <p>(xviii) Not mentioned regarding compliance of specific TOR no. xiv, i.e., Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.1 (M) dated 25<sup>th</sup> October, 2017, before EAC.</p> <p>Not provided the comprehensive plan for afforestation including minimum three times plantation by native species. An action plan and implementing agency with time frame and budgetary support was not made available to the EAC.</p>
<p><b>3.6.3</b></p>	<p>It was observed by EAC that most of the specific TOR conditions were not addressed and complied adequately by the project proponent.</p> <p>In view of above mentioned observations during 234<sup>th</sup> EAC meeting on 27<sup>th</sup> April, 2020, <b>the proposal is deferred for want of information as mentioned above at point Nos (v) to (xix).</b></p>
	<p>The EAC during its 235<sup>th</sup> on 26<sup>th</sup> May, 2020 reviewed various submissions by project proponent and observed that proponent has not submitted therelevant documents as per ToR letter.PP has submitted cumulative impact assessment study report for all the packages in the proposed alignment.</p> <p>However, EAC also realized that due diligence had already been done in appraisal of the project. Therefore, EAC <b>recommended</b> the proposal for grant of <b>Environmental Clearance</b>, with the specific conditions, as mentioned below in this para, in addition to all standard conditions applicable for such projectsand <b>subject to submission of following documents:</b></p> <p>(i) In the Hydrological report submitted to the Ministry, the peak flood computation has been done by using Empirical formulae like Dickens; Ingli's; Rational etc., which are no more used for design of Peak Flood. Hence, for maintaining the natural drainage pattern, the 'Hydrological report to be revised by incorporating peak flood computation as per CWC/BIS guidelines.</p>

	<p>(ii) Detailed map of Wild Ass distribution and their movement along the proposed alignment and crossover sites, as per TOR issued on 5<sup>th</sup> March, 2020. The map shall be prepared on the basis of latest Wild Ass census data, collected by the State Forest Department on regular basis. (Distribution of Wild Ass populations should be clearly marked along the proposed alignment upto 10 km distance on each side of the proposed alignment.)</p> <p>(iii) A certificate from Chief Wild Life Warden, Government of Gujarat about feasibility of the alignment passing through the only sanctuary for Wild Ass conservation in the country and to ascertain that the proposed alignment is not bifurcating the Wild Ass Sanctuary affecting movement of Wild Ass. If necessary, an alternate alignment needs to be explored in consultation with the Chief Wildlife Warden.</p> <p><b>SPECIFIC CONDITIONS:</b></p> <p>(i) This Environmental Clearance is subject to outcome of court cases pending against the project proponent at Hon'ble Supreme Court of India / High Court / other Courts, if any applicable to this project.</p> <p>(ii) Proponent shall obtain the Wildlife Clearance as per Wildlife (Protection) Act, 1972.</p> <p>(iii) Detailed plan of expenditure with implementation schedule to address issues raised during Public Hearing shall be prepared and submitted to the Regional Office of this Ministry within three months. The proponent shall adhere the strict compliance of above plan to utilize funds.</p> <p>(iv) Prepare the traffic prediction report for complete project (including all packages of this project) considering the cumulative impact of the traffic on the environment and submit to the Ministry and concerned Regional Office within 3 months.</p> <p>(v) The recommendations of Cumulative Impact Assessment studies and proposed mitigation measures for all the packages shall be implemented in toto and be submitted to the concerned Regional Office of the MoEF&amp;CC along with half yearly compliance report.</p> <p>(vi) All the major, minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/ drainage systems are not to be disturbed.</p> <p>(vii) No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources. State Pollution Control Board (SPCB) concerned shall not issue Consent to operate (CTO) till the project proponent obtains such permission(s).</p> <p>(viii) The proponent shall obtain permission from the competent authorities for tree felling along the proposed alignment.</p> <p>(ix) Proponent shall plant at least 20,000 trees (as committed) on either side along with the shrub plantation and grass carpeting in median of the proposed alignment. A comprehensive plan for afforestation using native species shall be provided as per the IRC Guidelines on Landscaping and Tree Plantation (2009). Effort should be made to plant local fruit trees and Ficus species on both sides of the alignment.</p> <p>(x) Quarry areas shall be developed as water reservoirs with proper fencing around</p>
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	<p>quarry area. Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table. Provisions shall be made for oil and grease removal from surface runoff. Rainwater harvesting structures shall be provided near the disposal point of the side drains as prescribed by CGWB guidelines.</p> <p>(xi) As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1<sup>st</sup> May, 2018, and proposed by the project proponent, an amount of Rs. 22.80 crores (computed on slab basis for total budget of Rs. 2959.31crores) shall be earmarked under Corporate Environment Responsibility (CER). An amount of Rs 14 Crores to be deposited with the Chief Wildlife Warden, Government of Gujarat and to be spent exclusively for the conservation of Wild Ass, Flamingo and its habitat improvement. A detailed conservation plan for Wild Ass, Flamingo and its habitat along with fund allocated to be provided by Chief Wildlife Warden to the regional office of the MoEFCC within 6 months.</p> <p>Remaining CER amount, i.e., Rs 8.80 Crores shall be used for the activities such as support to Panchayats/local government, schools w.r.t. sanitation, health and hygiene, construction of public toilets in the surrounding villages, medical camps, rainwater harvesting, Installation of street lights in nearby villages as per requirement, rejuvenation and creation of water ponds, augmentation of drinking water facilities and provision of solid waste facilities viz. vermicompost and safe drainage of waste water in consultation with concerned Panchayats. The activities proposed under CER shall be restricted to the affected area around the project. The entire activities proposed under the CER shall be treated as a project and be monitored. The monitoring report shall be submitted to this Ministry's Regional Office concerned as a part of half yearly compliance report, and to the concerned authorities including District Collector. It should be posted on the website of the project proponent</p> <p>(xii) The RoW shall not exceed 70m at any point of the proposed 8-lane alignment, except for the junction improvement at the intersections of the other roads. Standardisation of ROW for plain land and forest land to be defined and to be remain constant for all the packages.</p> <p>(xiii) The proponent shall obtain the Forest Clearance for diversion of 153.99 ha of forest land, as required under the Forest (Conservation) Act, 1980. Project proponent shall submit an undertaking that work on non-forestry land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.</p> <p>(xiv) Commencement of work in non-forest land will not confer any right on the user agency with regard to grant of approval under the Forest (Conservation) Act, 1980.</p>
<b>3.7</b>	<b>Optimization of EC conditions for effective monitoring of Environmental Clearance</b>
<b>3.7.1</b>	A meeting was held under the chairmanship of Secretary (EF&CC) on 19 <sup>th</sup> May, 2020 regarding optimisation of EC conditions. All the Chairmen and Member secretaries



	<p>of Expert Appraisal Committees (EACs) participated in this meeting through videoconferencing. In this regard, the QCI/NABET has prepared a sector-wise matrix to optimise the EC conditions for various sectors. During the meeting, it was suggested that all EACs might discuss this issue in their upcoming meetings for respective sectors.</p> <p>Accordingly, the matter was discussed in 235<sup>th</sup> EAC meeting held on 26<sup>th</sup> May, 2020 wherein the Chairman desired that all members may provide their comments to Member Secretary on “Optimization of EC conditions for effective monitoring of Environmental Clearance” in respect of SEZ and Highways sectors. The issue will be discussed in next EAC meeting to be held in the month of June, 2020.</p>
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**LIST OF PARTICIPANTS IN 234<sup>TH</sup> MEETING OF EAC(INFRA-1) HELD ON 26<sup>TH</sup>**  
**MAY, 2020 THROUGH VIDEOCONFERENCING**

<b>Sl. No.</b>	<b>Name</b>	<b>Designation</b>	<b>Attendance</b>
1.	Dr. Deepak Arun Apte	Chairman	P
2.	Dr. V.K. Jain	Member	P
3.	Dr. M.V. Ramana Murthy	Member	A
4.	Shri Rajesh I Shah	Member	P
5.	Dr. N.K. Verma	Member	P
6.	Dr. Manoranjan Hota	Member	P
7.	Dr. Anil Kumar Singh	Member	P
8.	Shri Prabhakar Singh	Member	P
9.	Shri Narendra Surana	Member	A
10.	Dr. Mohan Singh Panwar	Member	A
11.	Dr. Anuradha Shukla	Member	A
12.	Shri R Debroy	Member	P
13.	Dr. D. Chakraborty	Member	P
14.	Smt. Bindu Manghat	Member	A
15.	Shri Raghu Kumar Kodali	Scientist 'F' & Member Secretary	P
16.	Dr. Ashish Kumar	Scientist 'D', MoEF&CC	P