

Minutes of 193rd Meeting of Expert Appraisal Committee for Projects related to Infrastructure Development, Industrial estate/parks/complexes/areas, Export Processing Zones, Special Economic Zones, Biotech Parks, Leather Complexes and National Highways projects held on 26th July, 2018 at Indira Paryavaran Bhawan, Ministry of Environment, Forest and Climate Change, Jor Bagh Road, New Delhi

1. Opening remarks of the Chairman

- 2. Confirmation of the minutes of the last meeting:** The EAC while confirming the minutes of its **191st Meeting** held on **25th June, 2018**, took note of suggestions of members and recommended for correction therein as under:

| Page No. | Item | For | Read as |
|-----------------|-------------|---|--|
| 51 | 3.12.1 | Louis Berger Consulting Private Limited | Building Environment (India) Private Limited |

3. Consideration of Proposals

| 3.1 | Development of Industrial Estate (Phase-II) at Barwala, Panchkula, Haryana by M/s Haryana State Industrial & Infrastructure Development Corporation Ltd. (HSIIDC) – Further Consideration for Environmental Clearance [Proposal No. IA/HR/NCP/26556/2015] [F. No. 21-36/2015-IA.III] | | | | | | | | | | | | | | | | | | | | | | |
|---------------|--|--------------------|----------------------|---------------|--------------------|--------------------|----------------------|----|------------|---------|--------|----|--------------------------|-------|------|----|------------------|---------|--------|--|----------|--|--------|
| 3.1.1 | <p>The project proponent made a presentation and provided the following information to the Committee:</p> <p>(i) The project involves Industrial Estate (Phase-II) at Barwala, Haryana promoted by Haryana State Industrial & Infrastructure Development Co. Ltd.</p> <p>(ii) The project is categorized as 7(c) project as per the schedule under the EIA Notification, 2006. This is a project going to develop on plot area of 557.75 acres or 225.71 ha.</p> <p>(iii) The area statement is as follows:</p> <table border="1"> <thead> <tr> <th>S. No.</th> <th>Description</th> <th>Area in sqm</th> <th>Area in acres</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>Total Area</td> <td>2257117</td> <td>557.75</td> </tr> <tr> <td>2.</td> <td>Area to be Planned Later</td> <td>11250</td> <td>2.78</td> </tr> <tr> <td>3.</td> <td>Net Planned Area</td> <td>2245867</td> <td>554.97</td> </tr> <tr> <td></td> <td>Land Use</td> <td></td> <td>318.54</td> </tr> </tbody> </table> | | | S. No. | Description | Area in sqm | Area in acres | 1. | Total Area | 2257117 | 557.75 | 2. | Area to be Planned Later | 11250 | 2.78 | 3. | Net Planned Area | 2245867 | 554.97 | | Land Use | | 318.54 |
| S. No. | Description | Area in sqm | Area in acres | | | | | | | | | | | | | | | | | | | | |
| 1. | Total Area | 2257117 | 557.75 | | | | | | | | | | | | | | | | | | | | |
| 2. | Area to be Planned Later | 11250 | 2.78 | | | | | | | | | | | | | | | | | | | | |
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| | Land Use | | 318.54 | | | | | | | | | | | | | | | | | | | | |

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| 4. | Area Under Industrial Plots | 982731 | 242.84 |
| 5. | Area Reserved for Institutional Purpose | 96881 | 23.94 |
| 6. | Area Reserved for Commercial Purpose | 23310 | 5.76 |
| 7. | Area Reserved for RR Policy Utilities | 186154 | 46.00 |
| 8. | Area Under Electric Substation | 12140 | 3.00 |
| 9. | Area Under OHSR | 18494 | 4.57 |
| 10. | Area Under Fire Station | 8053 | 1.99 |
| 11. | Area Under ESI Dispensary | 5544 | 1.37 |
| 12. | Area Under CETP | 6030 | 1.49 |
| 13. | Area Reserved for Multilevel Parking | 14771 | 3.65 |
| 14. | Area Under Solid Waste Disposal Site | 6273 | 1.55 |
| 15. | Area Under Roads & Open Spaces | 697530 | 112.45 |
| 16. | Open Area | 135090 | 33.38 |
| 17. | Green Area | 27429 | 6.78 |
| 18. | Green Belt | 25437 | 6.29 |
| 19. | Green Avenue | 2,42,447 | 59.91 |

- (iv) About 43.76% of the net plot area will be under industrial plot, 5.35% under institute and commercial use, 8.29% will be under R & R residential plots, 42.6% under electric substation, OHSR, fire station, ESI dispensary, CETP, multilevel parking, solid waste disposal site, under roads and open space, open area, green area, green belt, green avenue.
- (v) **Types of Industries:** Different types of industries will be developed in Industrial Estate. Some of them are:
- Manufacturing Industries.
 - Automobiles industries.
 - Mechanical Industries.
 - Rubber industry.
 - Readymade garments industry
- (vi) **Cost of the Proposed Scheme:** As to date HSIIDC have acquired 557.75 acres of land has been allocated for Industrial Estate Phase-II at Barwala. The project cost that HSIIDC allocated to 557.75 acre:
- Land cost: 277.59 crores.
 - Development cost: 238.23 crores.
- (vii) **Power Requirement:** For power requirement a 66 kV sub-station is proposed to supply power in the area.

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| | <p>(viii) Water Requirement: Total water requirement is 10.80 MLD in phase-II. Total fresh water requirement of the project phase-II is estimated as 6.14 MLD. The fresh water requirement will be fulfilled by ground water.</p> <p>(ix) Estimation of Waste Generation and Disposal Methodology: The total fresh water requirement is estimated as 6.14 MLD. Of this, a total of 4.65 MLD will be used for flushing, horticulture & DG cooling, HVAC cooling etc. Total waste water generation will be 6.31 MLD. A CETP of 6.5 MLD capacity will be provided for treating the effluent which will be treated till tertiary level & used within the project premises for various purposes.</p> <p>(x) Recycling / reuse of treated water and disposal -The treated water from CETP will be recycled for Horticulture/road side plantation (2.15 MLD) and industrial water demand (2.5 MLD). The system will be designed for Zero Effluent Discharge.</p> <p>(xi) Rain Water Harvesting: Storm Water Drainage scheme is designed as per Guidelines laid in Manual of Sewerage issued by Ministry of Works & Housing, Govt. of India. As per proposal for Storm Water Drainage the storm runoff from the area will be drained off in the master storm drain and adjoining river. Master storm drain is proposed on the northern side as open channel with a capacity of 90 cumecs. This drain shall cater to the storm water/ rain water passing through bridge no 1. The existing creak passing through bridge no 1 will be abandoned and diverted in to the proposed lined open drain which would ultimately discharge in to the main river. The internal storm water would be laid in the shape of RCC NP3 pipes along the internal roads.</p> <p>(xii) ToR Details: ToR was granted vide letter dated 18th June, 2015.</p> <p>(xiii) Public Hearing: Public Hearing was conducted on 7th October, 2016 at Berhampur University playground under Konisi Tehsil, Ganjam District of Odisha.</p> |
| <p>3.1.2</p> | <p>The EAC, while deliberations, noted the following:</p> <p>(i) The categorization of industries to be housed in the proposed industrial estate is yet to be firmed up which would decide the jurisdiction for project appraisal at the State or Central level.</p> <p>(ii) To meet the water requirement of 6.14 MLD, Haryana Irrigation and Water Resources Department has expressed its inability due to their no canal network/system. As such, there is no other option but to resort to the ground water availability which was not allowed while granting the ToR.</p> <p>(iii) The project site has been categorized into 'critical' category as per the latest ground water assessment done by the CGWB. For ground water withdrawal to meet the requirements for infrastructure projects, a formal request is yet to be made by the project proponent to the Ground Water Cell/Department in the State Government for recommending to the CGWA.</p> |

| | (iv) The details contained in the EIA/EMP reports are deficient in respect of the ecological aspects. There is no distribution of <i>Ratufa indica</i> (Indian Giant Squirrel) in North India. Himalayan Black Bear is shown in the list of mammals in the project site, which is not found in this area. Similarly, three-striped Palm squirrel as mentioned in the mammals list actually occurs south of Narmada River whereas Five-striped Palm Squirrel are found in this area. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------|---|-------------|------------|------------|------------|---------|------|--------------|------|------|--------|--------|------|-------|---------|------|------------|--------|------|-----------|---------|------|------------|---------|-------|-------------------|----------|-------|-------|-----------|-----|
| 3.1.3 | The proposal was deferred for want of inputs as stated in above para. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.1.4 | <p>The details of the project, as per the documents submitted by the project proponent, and also as informed during the above said meeting along with EIA Consultant M/s Grass Root Research & Creation India (P) Limited, are reported to be as under:</p> <p>(i) Landuse of 10 km radius</p> <table border="1" data-bbox="408 792 1219 1196"> <thead> <tr> <th>Description</th> <th>Area in Ha</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Settlement</td> <td>2723.46</td> <td>6.87</td> </tr> <tr> <td>Water bodies</td> <td>47.8</td> <td>0.12</td> </tr> <tr> <td>Forest</td> <td>3832.6</td> <td>9.68</td> </tr> <tr> <td>River</td> <td>2328.96</td> <td>5.88</td> </tr> <tr> <td>Vegetation</td> <td>590.64</td> <td>1.49</td> </tr> <tr> <td>Open Land</td> <td>1126.66</td> <td>2.84</td> </tr> <tr> <td>Open Scrub</td> <td>5401.54</td> <td>13.64</td> </tr> <tr> <td>Agricultural Land</td> <td>23536.57</td> <td>59.45</td> </tr> <tr> <td>Total</td> <td>39,588.23</td> <td>100</td> </tr> </tbody> </table> <p>(ii) Ground water withdrawal approval from CGWA: NOC for ground water extraction is under progress</p> <p>(iii) Whether the project is in Critically Polluted area: No</p> <p>(iv) If the project involves diversion of forest land: No</p> <p>(v) Details of water bodies, impact on drainage if any - No water body present within project site</p> <p>(vi) If the project falls within 10 km of eco- sensitive area: Yes, Khol Hi-Raitan Wildlife Sanctuary (7 km, N).</p> <p>(vii) Details of Forest land involved, if any: No forest land is involved in the project.</p> <p>(viii) Details of tree cutting: No tree felling involved.</p> <p>(ix) Solid Waste Management - Total solid waste generated from the project will be 40.05 MT/D. A total of 1.55 Acre area will be provided within the Industrial Estate for management of solid waste.</p> | Description | Area in Ha | Percentage | Settlement | 2723.46 | 6.87 | Water bodies | 47.8 | 0.12 | Forest | 3832.6 | 9.68 | River | 2328.96 | 5.88 | Vegetation | 590.64 | 1.49 | Open Land | 1126.66 | 2.84 | Open Scrub | 5401.54 | 13.64 | Agricultural Land | 23536.57 | 59.45 | Total | 39,588.23 | 100 |
| Description | Area in Ha | Percentage | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Settlement | 2723.46 | 6.87 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Water bodies | 47.8 | 0.12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forest | 3832.6 | 9.68 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| River | 2328.96 | 5.88 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vegetation | 590.64 | 1.49 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Open Land | 1126.66 | 2.84 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Open Scrub | 5401.54 | 13.64 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Agricultural Land | 23536.57 | 59.45 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | 39,588.23 | 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | <p>(x) Hazardous Waste Management - The respective industry owners will dispose of hazardous waste generated from their units, separately, as per norms.</p> <p>(xi) Energy conservation measures with estimated saving: Compliance to HSIIDC'S public notice, HSIIDC: IA: 2009:5533 to 49-dated 18.03.2009 and Notification of Govt. of Haryana regarding use of solar water heating system has come on 29th July, 2005 vides letter no. 22/52/05-5P.</p> <p>(xii) Green belt development: Total green area measures 2,95,313 sqm. Area under green belt is 25,437 sqm.</p> <p>(xiii) Cost of the project: INR 545.82 Crore.</p> <p>(xiv) Benefits of the project: The project will create direct and indirect employment opportunities and boost the local economy.</p> <p>(xv) Employment potential: 40,000 Persons.</p> <p>(xvi) If any court case pending for violation environmental laws: There is no court case pending for violation environmental laws in the project. Undertaking regarding the same will be submitted during EAC meeting.</p> |
| <p>3.1.5</p> | <p>During detailed deliberations during 193rd meeting held on 26th July, 2018, the EAC observed that the project proponent has submitted the application to Central Ground Water Board for permission to withdraw ground water for the proposed project. Even though the EAC realised that ToR does not allow the abstraction of groundwater for this project, the committee re-considered the condition related to groundwater abstraction provided availability of groundwater is established.</p> |
| <p>3.1.6</p> | <p>Based on the detailed deliberation during 193rd meeting held on 26th July, 2018, the EAC deferred the decision and sought following information for further consideration of the proposal:</p> <p>(i) Copies of consents for Phase-1.</p> <p>(ii) Water balance for the proposed project.</p> <p>(iii) Green belt development plan.</p> <p>(iv) NOC from CGWA to be obtained. Impact assessment of ground water profile due to GW abstraction to be prepared and submitted to the EAC.</p> <p>(v) Detailed presentation be made to the queries queries raised in earlier EAC meetings vis-à-vis groundwater clearance.</p> |

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| 3.2 | <p>Development of Smart Industrial Park at near Village Padora, Tehsil Kolaras, District Shivpuri, Madhya Pradesh by M/s Industrial Infrastructure Development Corporation (Gwalior) M.P. Ltd. – Further consideration for Terms of Reference</p> <p>[Proposal No. IA/MP/NCP/67681/2017] [F.No. 21-330/2017-IA.III]</p> |
| 3.2.1 | <p>The details of the project, as per the documents submitted by the project proponent, and also as informed during the 177th EAC meeting on 16th October, 2017 along with EIA Consultant EQMS India Pvt. Ltd. are reported to be as under:</p> <ul style="list-style-type: none"> (i) The project involves development of Smart Industrial Park, near Padora Village, Shivpuri, Madhya Pradesh by Industrial Infrastructure Development Corporation (Gwalior) Limited, Madhya Pradesh. Total area of the proposed park is 881.69 ha. (ii) Survey Plot no. 452, 454,457,475,484, 489, 491, 496, 505 (total 257.73 ha) of Village Ghutari and Baheta, survey plot No. 458, 459,463, 463, 464, 465, 466, 467, 468, 469, 470, 472, 485, 486. 495, 503 and 504 (Total 93.26 ha) of village Ghutari and survey plot No. 158/1510 (Total 540 ha) of Baheta village (iii) The proposed Park will have multi product industries like Food & beverages, Textile and Wearing Apparel, Chemicals (including Pharma & Rubber), Construction Material, Fabrication & Engg., Electricals, Electronics and Jems & Jewellery, Logistics etc. (iv) IIDC, Gwalior will develop common infrastructure facilities - roads, water, power, drainage, street lightening and green belt etc. and social infrastructure - Banks, Post Office, canteen, primary health centre etc. in this project. (v) The industrial park will also have non processing area (for commercial activities) and limited residential area. (vi) Land use of the site and around the site up to 10 km radius: In general, the site is slightly almost flat and sloping towards north and north-eastern side. Total 881.89 ha land has been identified in village Ghutari and Baheta District Kolaras, Shivpuri, MP. The identified land for proposed smart Industrial park is located at survey Plot no. 452, 454,457,475,484, 489, 491, 496, 505 (total 257.73 ha) of Village Ghutari and Baheta, survey plot No. 458, 459,463, 463, 464, 465, 466, 467, 468, 469, 470, 472, 485, 486. 495, 503 and 504 (Total 93.26 ha) of village Ghutari and survey plot No. 158/1510 (Total 540 ha) of |

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| | <p>Baheta village. Presently site is un-cultivable Barren land. The land use will be changed into industrial and residential purpose. Proposed land has been allotted by Industry Center to Industrial Infrastructure Development Corporation (IIDC), Gwalior.</p> <p>(vii) Water requirement: 150 KLD will be sourced from ground water. Water Requirement & Source during Operation Phase is anticipated to be 8MLD. Water will be sourced from Sindh River. Industrial Infrastructure Development Corporation (IIDC), Gwalior has already applied to Water Resource Department for drawl of 5 MGD water from Sindh river.</p> <p>(viii) Power Requirement & Source: During construction phase power will be sourced from DG sets. During project operation power will be sourced from state grid.</p> <p>(a) Source -1 Location - Kolaras (south of site) Type - 222/132KV Substation Line/ Distance - 9.2 Km 132KV Line</p> <p>(b) Source -2 Location - Shivpuri (North of site) Type - 222/132KV Substation Line/ Distance - 23.2 Km 132KV Line</p> <p>(ix) Man Power requirement:</p> <p>(a) Construction Phase -2000</p> <p>(b) Operation Phase - about 5,000 people in different industries.</p> <p>(x) Investment/Cost: Total project cost is anticipated to be INR 667.06 Crore.</p> <p>(xi) Whether the project is in Critically Polluted area: No</p> <p>(xii) If the project involves diversion of forest land, extend of the forest land: No</p> <p>(xiii) If the project falls within 10 km of eco- sensitive area, Name of eco- sensitive area and distance from the project site: There is no eco-sensitive area within the 10 km of project. Eco Sensitive Zone of Madhav National Park is located about 2.83 km, North from the proposed project site. As per Gazette Notification of India for Madhav National Park Dated 31 March 2016 (REGD NO. D.L. 33004/99), the Eco-sensitive zone of Madhav National park is spread over an area of 277.20 square kilometer with an extent of 100 meters on the notified urban and 'Abadi' area side and 2 kilometers on the rest of area from the boundary of the Madhav National Park. The proposed project site does not fall within the ESZ of Madhav National Park hence proposal does not involve approval/clearance under the wildlife (Protection).</p> |
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| | <p>(xiv) CETP/STP: During construction period the sewage generated from labor camps will be discharged in septic tanks with soak pits. These will be cleaned periodically.</p> <p>During operation phase wastewater generated would be treated by individual industries and the treated water shall be used by them in their respective green area. Any excess treated water shall be used in the greenbelt being developed by Developer. There will be no treated effluent discharge outside the industrial area and the industrial area will function as "Zero Discharge".</p> <p>Area has been earmarked for CETP, which may come up at the later stage of the project. As per the provisions of Developer, same shall be constructed and run by the industrial association after taking due approvals from the state and/or central regulatory authorities.</p> <p>(xv) Terrain, level with respect to MSL, requirement of filling if any: The topography of the site is plain. The elevation of the site ranges between 424 a msl to 461 a msl. The northern part of the site has lowest elevation. Overall the site is sloping from south to north side.</p> <p>(xvi) Tree cutting, types, numbers, girth size etc.: The identified land is barren and rocky land with scanty shrubby vegetation. Necessary Permission for tree cutting shall be obtained from the concerned department.</p> <p>(xvii) Rehabilitation involved if any: No</p> <p>(xviii) Water bodies, diversion if any if any: No Nala or stream is crossing the site hence not applicable.</p> <p>(xix) Court cases if any: None.</p> <p>(xx) Employment potential: There would be temporary influx of people during the construction phase of the project. Total employment generation during construction phase will be 2000. However, during the operation stage of the project, direct employment will be generated for about 5,000 people in different industries to be located in this industrial park and indirect employment will be generated for about 20,000 people.</p> <p>(xxi) Benefits of the project: Proposed industrial area development at Padora, Shivpuri, Gwalior will be beneficial:</p> <p>(a) To improve the Industrial Infrastructural facilities in Gwalior district</p> <p>(b) Government's positive attitude towards the industrialization</p> <p>(c) There will positive impacts on the socio – economic status of the surrounding areas</p> |
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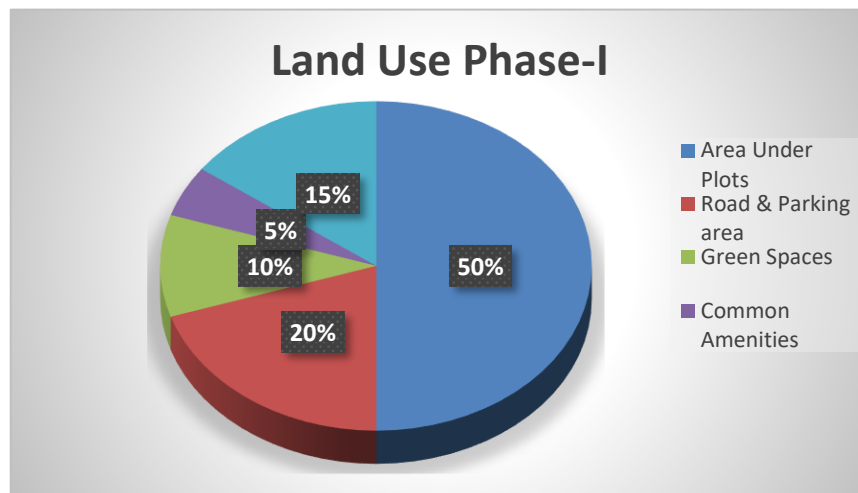
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| | <p>(d) More employment opportunities will be generated</p> <p>(e) infrastructure development such as improvement to roads, UGD lines, street lights, parks, parking area etc will take place.</p> |
| 3.2.2 | <p>After detailed deliberation, the EAC, during the 177th EAC meeting on 16th October, 2017, advised the proponent to re-submit the revised Form-1 application for TOR due to following reasons:</p> <ul style="list-style-type: none"> (i) There is discrepancy in the project area. (ii) No ground water to be used for the said project (iii) National Highway is passing through the project area and proponent also agreed to exclude the Highway from the project area and re-submit the revised application as per advise of EAC. (iv) Certification of Chief Wildlife Warden is required regarding distance of Madhav National Park from the proposed site. (v) Certificate of Chief Wildlife Warden stating that the project will have no impact on Madhav National Park and that the project doesn't fall within or near any wildlife corridor. |
| 3.2.3 | <p>The project was considered in 189th meeting of EAC held on 7th May, 2018 proponent submitted following:</p> <ul style="list-style-type: none"> (i) The area of proposed Industrial area was reduced from 881.69 ha to 513.46 ha. He further informed that rest of 305.23 ha land shall be left open due to encroachment, Topography, Planning, Statutory and other constraints. (ii) The present ToR proposal is for an area of 513.46 ha only. (iii) No ground water shall be used for the project operation. Water for the project shall be sourced from Sindh River. IIDC has already applied to Water Resource Department for drawl of 5 MGD water from Sindh River. (about 8 km from site). (iv) It was informed that the 500 m buffer between project area and NH-76 has been maintained. (v) As per the letter of Chief Wildlife Conservator Madhav National Park, Shivpuri, MP, proposed site is about 3.24 km away from the proposed site. (vi) The study on impact of proposed project on Madhav National Park will be incorporated along with EIA/EMP report. |
| 3.2.4 | <p>EAC in its 189th meeting on 7th May, 2018 deferred the proposal for want of following information:</p> |

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| | <ul style="list-style-type: none"> (i) Geographical coordinate of the boundary of proposed industrial area (513.46 ha). (ii) The type of industries (category A or B) to be established in proposed industrial area. (iii) Detailed layout plan of proposed industries to be established within the industrial area. (iv) Pollution from the proposed industries and their Mitigation plan be submitted. |
| 3.2.5 | <p>The project was considered in 193rd meeting of EAC held on 26th July, 2018, the proponent submitted following:</p> <ul style="list-style-type: none"> (i) Coordinates of four points along the boundary of the project site are as under: <ul style="list-style-type: none"> (a) 25° 18' 59" N and 77° 40' 32" E (b) 25° 18' 26.57" N and 77° 41' 0.23" E (c) 25° 16' 52.99" N and 77° 40' 1.29" E (d) 25° 17' 16.20" N and 77° 38' 45.55" E (ii) Processing area is divided into three zones and both category A and Category B industries are proposed. (iii) Brief description of mitigation measures to prevent air, water pollution and waste management was given by the proponent |
| 3.2.6 | <p>The observations of EAC during 193rd meeting were as follows:</p> <ul style="list-style-type: none"> (i) The project proponent was not present. The EAC desired that senior level officer from the State Government or IIDC Limited should attend the meeting. (ii) Schedule of proposed industries along with their categories as per EIA Notification, 2006, within three zones was not provided. (iii) Project proponent to provide details of industries to be established within the proposed industrial park. |
| 3.2.7 | <p>After detailed deliberation, the EAC deferred the proposal due to shortcomings mentioned at para 3.2.6.</p> |
| 3.3 | <p>Development of Mega Leather Park at Village Senapurabpara near Ramaipur District, Kanpur Nagar District, Uttar Pradesh by M/s Uttar Pradesh State Industrial Development Corp. (UPSIDC) Ltd. – Terms of Reference</p> <p>[Proposal No. IA/UP/NCP/75228/2018] [F.No.21-43/2018-IA.III]</p> |
| 3.3.1 | <p>The project proponent along with the EIA consultant M/s Perfect Enviro Solutions Private limited made a presentation and provided the following information to the Committee:</p> |

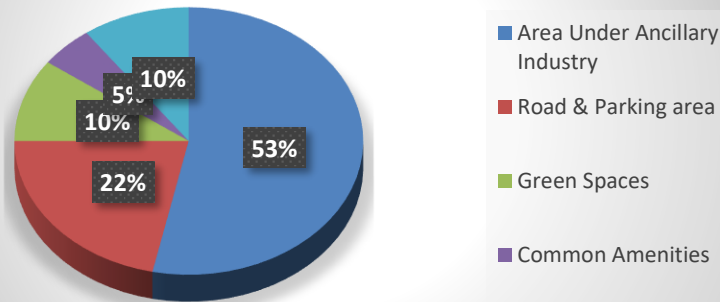
- (i) The proposal involves development of a new project “Mega Leather Park” at Village Senpurabpara near Ramaipur in Kanpur Nagar District, in Uttar Pradesh by Uttar Pradesh State Industrial Development Corporation (UPSIDC) Limited.
- (ii) Total area of the project is 18,21,085 Sqm. (182.109 ha). However, the project falls under Schedule 7 (c), Category ‘A’ as it will have Category A of leather processing industries.
- (iii) **Components:** Trade/Convention Centre, HRD/Training Infrastructure, Product Design & Development Centre, Testing Laboratory, Research & Quality Bench marking Centre, Sewage Treatment Plant, CETP, DG Sets, Boiler. Quality control labs, services, water supply system, Effluent Treatment & Electric Substation.
- (iv) **Location:** Village Senpurabpara near Ramaipur in Kanpur Nagar District, in Uttar Pradesh

| Latitude | Longitude | Elevation |
|---------------|--------------|-----------|
| 26°22.13.16"N | 80°16'7.95"E | 125 m |

- (v) **Land use of the site and around the site up to 10 km radius:** At present, land is presently vacant. After development, the land use will be changed to developed leather park



Land Use Phase-II



- (vi) **Total water requirement and its source:** The water will be required mainly for Domestic, process & wash, D.G. cooling, Boiler, Gardening and misc. purpose. In phase II ancillary industries (finished leather to leather product) the process will be dry. Hence, no water will be used in process. The water shall be used only for domestic & gardening purposes & DG cooling. Total water requirement has been computed as 26306 KLD. Fresh water requirement will be 21114 KLD. The water requirement will be met from Public water supply system provided within the Industrial Estate or Ground water supply after getting permission from CGWA. Nearest Water Bodies are as under:
- Pandu Nadi: 2.79 Km, East
 - Lower Ganga Canal (Fatehpur Branch): 1.36 Km, E
 - Lower Ganga Canal (Allahabad Branch): 4.15 Km, SW
 - Rind Nadi: 8.31 Km, SW
- (vii) **Waste water generation, treatment and disposal:** Total waste water of 19243 KLD shall be generated out of which total Process waste water generated from the proposed Leather Park will be approx. 18665 KLD, Domestic waste water will be approx. 300 KLD and other waste from Boiler (makeup water), DG cooling and misc. use will be 278 KLD. Treated water discharged from the CETP will be mixed to the treated sewerage of U.P. Jal Nigam plant at Bingawa, Kanpur for TDS dilution purpose. Thus, excess treated water of 12157 KLD generated from Leather Cluster shall be disposed of in the STP (210 MLD), Bingawa-Kanpur, U.P. for which agreement with U.P. Jal Nigam shall be done. 5192 KLD of treated water shall be reused in DG cooling, Boiler(makeup), gardening, water body and misc. purposes.
- (viii) **CETP:** CETP of 20 MLD for treatment of 18943 KLD of effluent generated shall be installed.

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| | <p>(ix) Municipal solid waste generated disposal facility: Approx. 1350 kg/day municipal solid waste shall be generated during operation phase. The biodegradable waste generated will be 945 kg/day which will be disposed of at vermi-composting. Recyclable and plastic waste of 338 kg/day and 67 kg/day will be given to approved recycler.</p> <p>(x) National Park/ Wild Life Sanctuary in 10 km radius area: Not Applicable.</p> <p>(xi) Eco-Sensitive Zone in 10 km radius area: No Eco-sensitive areas fall within 10 km buffer zone of the project.</p> <p>(xii) Details of Forest land involved, if any: Not Applicable.</p> <p>(xiii) Investment/Cost of the project: Rs. 73876.8 lakhs</p> <p>(xiv) Benefits of the project:</p> <ul style="list-style-type: none"> • Organized methods for processing unit raw hide to finished leather • It will provide direct and indirect employment to local people. • Leather Industry is a large and growing domestic market. There will be economic benefit due to export-oriented unit for production. • Environment Friendly technology shall be used. • The process waste will act like a by-product and shall be sold to leather Board manufactures, glue, Dog chew etc. • Addition of revenue to the state by taxes. • Economic benefit due to export-oriented unit for production • Leather products manufactured from the park will be of high quality, durability and better lifetime usage. • Leather products will provide upliftment in the lifestyle of the people • It will provide revenue to state with the more production and sale of leather goods. <p>(xv) Employment potential:</p> <p>During Construction phase: Temporary influx of people in the form of labor shall occur. Approx. 300 no. of local labourers shall be hired from nearby area.</p> <p>Operation phase: There will be an employment of approx. 8000 manpower in cluster for the smooth functioning in the production unit and influx of approx. 1000 no. of visitors.</p> <p>(xvi) If any court case pending for violation of the environmental law: Not Applicable.</p> |
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| <p>3.3.2</p> | <p>The committee, during deliberations in the 193rd meeting, observed that:</p> <ul style="list-style-type: none"> (i) The proposed project will provide space to existing tanneries, which may be shifted from Jajmau and Unnao industrial clusters after recent directive of the NGT, which states that the decision to shift tannery cluster rests entirely with the state government, however, the existing industrial clusters at Jajmau and Unnao required establishment of an entirely new Common Effluent Treatment Plant with a separate chromium recovery plant and separate pipelines. (ii) A stream is passing through the proposed project site. (iii) New tanneries may also be accommodated within the proposed Mega Leather Park. (iv) Land acquisition details and groundwater permission from competent authority is required. (v) Junior level officers are representing the state government before EAC of the MoEF&CC, which is not desirable. |
| <p>3.3.3</p> | <p>After detailed deliberations during the 193rd meeting, EAC deferred the decision and sought following information for further consideration:</p> <ul style="list-style-type: none"> (i) An undertaking/notification from the State Government to promote the shifting of tanneries from Jajmau and Unnao Industrial Clusters to the proposed Mega Leather Park. (ii) Views/Comments of National Mission of Clean Ganga (NMCG) regarding establishment of proposed Mega Leather Park in the basin of river Ganga. (iii) Sources and quantum of water to fulfil the demand of water during construction/operation phases and the tanneries to be housed in the proposed Mega Leather Park. (iv) Land acquisition status. (v) An undertaking/notification from the State Government declaring the proposed Mega Leather Park as Industrial Estate. (vi) Feasibility of sustainable availability of groundwater in the area on long term to be ascertained. (vii) Details of court cases vis-à-vis directions and compliances related to tanneries. (viii) EAC advised that senior officer not below the rank of Director or Managing Director should represent in the EAC from proponent side. |

| | <p>(ix) Revised Form-1 application mentioning shifting of Industries from Jajmau and Unnao Industrial cluster to the proposed Mega Leather Park.</p> <p>(x) The proposed project is situated at upstream of the Ganga basin and as such impact of the effluent draining in to the Ganga basin requires thorough assessment that needs to be done.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------|---|---------------|-------------|------|---|----------------------|--------|--------|-------|--------------|--------|-------|------|---------|-------|------|------|--------|------|------|--|--------|------|------|--|--------------------------|-------|------|------|------|--------|-------|-------|-------|--------|-------|-------|------------------|----------------|---------------|------------|--------------------|--------|--------|--|--------------|----------------|---------------|--|-----------|-------|------|--|
| 3.4 | <p>Development of “Petrochemical Park’ at Village Puthencruz, Taluk Kunnathunadu and Village Thiruvankulam, Taluk Kanayannur, District Ernakulam, Kerala by M/s Kerala Industrial Infrastructure Development Corporation – Terms of Reference</p> <p>[Proposal No. IA/KL/NCP/74865/2018] [F.No. 21-63/2018-IA.III]</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.4.1 | <p>The project proponent along with the EIA consultant M/s Voyants Solutions Private Limited made a presentation and provided the following information to the Committee:</p> <p>(i) The proposal involves the development of new Petrochemical Park at Village Puthencruz, Taluk Kunnathunadu and Village Thiruvankulam, Taluk Kanayannur, District Ernakulam, Kerala by M/s Kerala Industrial Infrastructure Development Corporation (KIIDC).</p> <p>(ii) Location: A Block No: 37, Survey Nos: 2-7, 22-26, 40, 41, 43, 47-49 and 205, B Block No 10, Survey No. 33, Villages: Puthencruz & Thiruvankulam, Ambalamugal, Ernakulam District, Ernakulam, Kerala.</p> <p>(iii) Types of proposed Industries: Petro-chemical and Pharmaceutical formulations. The proposed SEZ would have various zones, including: (i) Hazardous Industrial Zone; (ii) Facilities Zone; (iii) Transport Zone; (iv) Green Zone.</p> <p>(iv) Land use of the site and around the site up to 10 km radius is as under:</p> <table border="1"> <thead> <tr> <th>Type</th> <th>Area (sq.m)</th> <th>Acre</th> <th>%</th> </tr> </thead> <tbody> <tr> <td>Petro Chemical Plots</td> <td>694060</td> <td>171.51</td> <td>52.91</td> </tr> <tr> <td>Pharma plots</td> <td>121415</td> <td>30.00</td> <td>9.26</td> </tr> <tr> <td>Utility</td> <td>23979</td> <td>5.93</td> <td>2.92</td> </tr> <tr> <td>CETP-1</td> <td>8483</td> <td>2.10</td> <td></td> </tr> <tr> <td>CETP-2</td> <td>5850</td> <td>1.45</td> <td></td> </tr> <tr> <td>Truck terminal warehouse</td> <td>29752</td> <td>7.35</td> <td>2.27</td> </tr> <tr> <td>Road</td> <td>148803</td> <td>36.78</td> <td>11.34</td> </tr> <tr> <td>Green</td> <td>279346</td> <td>69.03</td> <td>21.30</td> </tr> <tr> <td>Sub total</td> <td>1311688</td> <td>324.13</td> <td>100</td> </tr> <tr> <td>Proposed BPCL Plot</td> <td>606977</td> <td>149.99</td> <td></td> </tr> <tr> <td>Total</td> <td>1918665</td> <td>474.12</td> <td></td> </tr> <tr> <td>Fact road</td> <td>31039</td> <td>7.67</td> <td></td> </tr> </tbody> </table> | Type | Area (sq.m) | Acre | % | Petro Chemical Plots | 694060 | 171.51 | 52.91 | Pharma plots | 121415 | 30.00 | 9.26 | Utility | 23979 | 5.93 | 2.92 | CETP-1 | 8483 | 2.10 | | CETP-2 | 5850 | 1.45 | | Truck terminal warehouse | 29752 | 7.35 | 2.27 | Road | 148803 | 36.78 | 11.34 | Green | 279346 | 69.03 | 21.30 | Sub total | 1311688 | 324.13 | 100 | Proposed BPCL Plot | 606977 | 149.99 | | Total | 1918665 | 474.12 | | Fact road | 31039 | 7.67 | |
| Type | Area (sq.m) | Acre | % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Petro Chemical Plots | 694060 | 171.51 | 52.91 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pharma plots | 121415 | 30.00 | 9.26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Utility | 23979 | 5.93 | 2.92 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CETP-1 | 8483 | 2.10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CETP-2 | 5850 | 1.45 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Grand total | 1949704 | 481.78 | | | | | |
| * Additional 11.70% green will develop in the Industrial Plots. | | | | | | | |
| | <p>(v) Total water requirement and its source: Initially water demand can be tapped from existing source at KINFRA Export Promotion Industrial Park (KEPIP) approximately for a length of 5 km and in future can be taken from proposed 45 MLD scheme. Total water requirement is 22 MLD.</p> <p>(vi) Rain Water Harvesting: 3 pits.</p> <p>(vii) Waste water generation, treatment and disposal: Total wastewater generation is 7.77 MLD.</p> <p>(viii) Nearest Water Bodies: Ambalamedu Lake</p> <p>(ix) Municipal solid waste generated disposal facility: Industrial Waste Generated is 90.708 Ton / Day and Municipal Solid Waste Generated is 1.122 TPD.</p> <p>(x) National Park/ Wild Life Sanctuary in 10 km radius area: Not Applicable.</p> <p>(xi) Eco-Sensitive Zone in 10 km radius area: Not Applicable.</p> <p>(xii) Details of Forest land involved, if any: Not Applicable.</p> <p>(xiii) Details of Public Hearing and main issues raised/response of the PP: Not Applicable.</p> <p>(xiv) Power requirement and source: 38 MVA</p> <p>(xv) Investment/Cost of the project: Rs.298 Crores.</p> <p>(xvi) Benefits of the project: Yes, development of petro chemical park will enhance the supporting, utilities, ancillary development in the area around.</p> <p>(xvii) Employment potential: The establishment of petro chemical park will create lot of employment opportunity on a large scale and as well as improvement of surrounding infrastructure facilities. Approx. 8,500employee will get direct employment.</p> <p>(xviii) If any court case pending for violation of the environmental laws: Not Applicable.</p> | | | | | | |
| 3.4.2 | <p>The EAC during 193rd meeting on 26th July, 2018, observed the following:</p> <p>(i) Proposed unit is situated within the existing Industrial Estate.</p> | | | | | | |

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| | <ul style="list-style-type: none"> (ii) Categorization of industries are made based on the market survey and demand potential and Classification of industries based on the pollution loads approved by State Pollution Control Board. (iii) Water supply tapping from KINFRA Export Promotion Industrial Park (KEPIP, 100% subsidiary of KINFRA) approximately for a length of 5km. (iv) The site is provided with 10 km long and 15m wide green buffer along the site boundary. This shall give a physical separation from the surrounding non-industrial areas and habitations adjacent to site. Also, a 7m of green buffer is maintained along the lake and river to conserve them. The HT lines within the delineated site is provided with adequate green buffer along the lines to prevent construction activities. (v) Landscaped green areas inside the industrial park have been planned to act as parks and open spaces to function as the “green lungs” of the industrial development. It shall also result in enhancing the quality of life of workers in the industrial park. (vi) Water supply for the proposed Petro Chemical Park is from KINFRA Export Promotion Industrial Park (KEPIP) approximately for a length of 5km. Total water requirement is 22 MLD and wastewater generation is 7.77 MLD. (vii) Overall industrial waste generated is 90.708 Ton / Day and municipal solid waste generated is 1.122 TPD. The Solid waste generated would be from two key sources; Industrial Waste and Municipal Solid Waste. |
| <p>3.4.3</p> | <p>Based on the deliberations during 193rd meeting, EAC recommended the project for grant of ToR, with the following specific conditions in addition to Standard ToR applicable for such projects:</p> <ul style="list-style-type: none"> (i) Brief information about the existing Industrial Area within which the proposed Petro-chemical Park has been proposed along with the status of EC to the that Industrial Area, if any. (ii) Schedule of proposed industries along with their categories as per EIA Notification, 2006, was not provided. Project proponent to provide the revised master plan along with the details of industries to be established within the proposed Petro-chemical Park. (iii) Capacity of CETP needs to be specified. (iv) No bulk drug industry should be housed within the proposed SEZ. Details pharmaceutical formulations to be provided. (v) Quality and quantity of surface as well as groundwater needs to be assessed and water balance study be carried out. |

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| | <p>(vi) Revised detailed information about the solid waste and its management.</p> <p>(vii) Human habitation to be marked clearly on land use map.</p> <p>(viii) In case of highly polluting industries, at least one km buffer from human habitations to be maintained.</p> <p>(ix) A buffer of at least 100 m wide green belt to be provided for all water bodies/lakes/tanks.</p> <p>(x) A detailed biodiversity inventory, impact of proposed project on it and its management prescription to be provided.</p> |
| 3.5 | <p>Construction of 6-lane highway from Chittoor to Thatchur NH-716B (Km 0.000 to 126.550) from District Chittoor, Andhra Pradesh to Thatchur, District Tiruvallur, Tamil Nadu by M/s National Highways Authority of India (NHAI) – Terms of Reference</p> <p>[Proposal No. IA/AP/MIS/75727/2018] [F.No. 10-49/2018-IA.III]</p> |
| 3.5.1 | <p>The project proponent along with the EIA consultant M/s Louis Burger made a presentation and provided the following information to the Committee:</p> <p>(i) The proposal involves the construction of 6-lane highway from the Chittoor to Thatchur Section (Newly declared NH 716). The proposed 6-lane highway having a total length of 126.550 Km in the states Andhra Pradesh and Tamil Nadu.</p> <p>(ii) The project stretch traverses the Andhra Pradesh and Tamil Nadu at following locations:</p> <ul style="list-style-type: none"> - 0+000 to 38+800 –In Andhra Pradesh - 38+800 to 55+500 –In Tamil Nadu - 55+500 to 91+700 –In Andhra Pradesh - 91+700 to 126+550 –In Tamil Nadu <p>(iii) Land use of the site and around the site up to 10 km radius: Proposed project is a greenfield project. Agricultural (64%), Barren (15%), other revenue/forestland (10%) will be converted for infrastructure propose. The major land use of Chittoor-Thatchur Road includes cultivation land and rest includes barren land.</p> <p>(iv) Total water requirement and its source: Water will be required mainly during construction period. About 2,996,711 KI, water will be consumed during peak construction period for the project. Surface Water (Approx. 70%) and Ground Water (30%) shall be utilized for construction works.</p> |

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| | <p>Source: The detail shall be provided in EIA.</p> <p>Status of Clearance: NoC will be obtained Prior to Construction.</p> <p>(v) Waste water generation, treatment and disposal: Not applicable.</p> <p>(vi) Water bodies, diversion if any: River Araniyar is crossing at 2 location (at Design Ch. 100+200 and Ch. 109+000); River Ponnai is crossing at 1 location (Ch. 14+500) and few minor streams crossing alignment. Approx. 27 pond/check dams falls along the project road. Few are directly getting impacted due to proposed development for which enhancement, relocation of ground/surface water sources and provision of retaining walls in the periphery of the pond shall be proposed for effective conservation of water.</p> <p>(vii) Municipal solid waste generated disposal facility: Not applicable.</p> <p>(viii) National Park/ Wild Life Sanctuary in 10 km radius area: The proposed road neither passes through National Park/Sanctuary/Any Protected area nor falls within 10 Km boundary of any protected area however approx. 35.14 ha. of Pullikundram Reserve Forest is falling near Ch. 79+300 to Ch. 90+700 of proposed project road.</p> <p>(ix) Eco-Sensitive Zone in 10 km radius area: Not Applicable.</p> <p>(x) Details of Forest land involved, if any: Approx. 32.14 ha.</p> <p>(xi) Investment/Cost of the project: The total estimated cost of the project is Approx. INR 3197.56 Crores</p> <p>(xii) Benefits of the project: This project aims to improve connectivity particularly on economic corridors, border areas and to remote areas with an aim of rapid and safe movement of cargo to boost exports. International trade considered as a key aspect in this scheme and north eastern states have given special focus.</p> <p>(xiii) Employment potential: This Road project will improve the economic and social welfare of those using the road or served by it. Ultimately it will create jobs by increasing access to markets, education and health services etc.</p> <p>(xiv) If any court case pending for violation of the environmental laws: No.</p> |
| <p>3.5.2</p> | <p>The observations of EAC during 193rd meeting held on 26th July, 2018 are as under:</p> <p>(i) The presentation does not cover all the aspects desired for examination of the proposal for grant of ToR.</p> <p>(ii) The proposed alignment runs over major water tanks found in the region. The Details of tank area including their dimensions and shape files are not provided.</p> |

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| | <p>(iii) Alternates/Options are not judiciously worked out. The project proponent presented 3 options before the committee. The committee was of the view that options of alignment are not appropriately carried out and there was no information as per the scoring matrix. Out of three options presented before EAC, the alignment selected by the proponent is passing over the water tanks and huge chunk of the Forests continuity is broken while other two options are not viable from feasibility point of view, as admitted by the proponent and DPR consultant.</p> <p>(iv) Starting point of the proposed Chittoor-Thatchur Road is situated at the junction of the proposed Bangalore-Chennai Expressway, which actually does not exist at present. Likewise, the end point of the proposed Chittoor-Thatchur Road merges at proposed Chennai Peripheral Road, which also does not exist at present.</p> <p>(v) Proponent is required to revise the proposal as well Form-1 in tune with the notification related to proposed highway issued by the MoRT&H.</p> |
| 3.5.3 | Based on detailed deliberations during its 193 rd meeting on 26 th July, 2018, the proposal for 'Construction of 6-lane highway from Chittoor to Thatchur NH-716B (Km 0.000 to 126.550) from District Chittoor, Andhra Pradesh to Thatchur, District Tiruvallur, Tamil Nadu' by M/s National Highways Authority of India (NHAI) is deferred for reasons mentioned in preceding para. |
| 3.6 | Construction of 8-lane Sohna-Ferozepur Jhirka Expressway of length 79.5 Km from Dhunela at NH -248A, Village Sohna to Rajasthan-Border, near Ferozepur Jhirka, Haryana by M/s National Highways Authority of India (NHAI) – Terms of Reference [Proposal No. IA/HR/MIS/75399/2018] [F.No. 10-52/2018-IA.III] |
| 3.6.1 | <p>The project proponent along with the EIA consultant M/s Enviro Infra Solutions Private Limited, Ghaziabad, made a presentation and provided the following information to the Committee:</p> <p>(i) The proposed project is a new 8 lane expressway connecting Sohna to Ferozepur Jhirka. This part of Delhi-Mumbai Expressway (EW) in the state of Haryana starts from Dhunela at NH-248A (a village near Sohna) and ends at Haryana-Rajasthan Border (near Ferozepur Jhirka). The length of the proposed alignment is 79.5 km stretch, which lies in Southern region of Haryana</p> <p>(ii) Location: Road start at Dhunela (Ch-0+000) at NH-248A (a village near Sohna) and ends at Haryana-Rajasthan Border (near Ferozepur</p> |

Jhirka). The length of the proposed alignment is 79.5 km stretch, which lies in Southern region of Haryana.

- (iii) **Land use of the site and around the site up to 10 km radius:** Agricultural and Barren land.
- (iv) **Total water requirement and its source:** The Peak water requirement is 7300 KLD during construction stage and will be extracted from local surface water sources.
- (v) **Tree cutting, types, numbers, girth size etc.:** The alignment will require cutting of approximately 1100 no. of trees.
- (vi) **Whether the project is in Critically Polluted area:** No
- (vii) **Waste water generation, treatment and disposal:** Not Applicable.
- (viii) **Nearest Water Bodies:** 5 Canals are crossing the proposed alignment. The project does not involve any diversion.
- (ix) **Municipal solid waste generated disposal facility:** Not Applicable.
- (x) **Rain Water Harvesting:** Not Applicable.
- (xi) **National Park/ Wild Life Sanctuary in 10 km radius area: Eco-Sensitive Zone in 10 km radius area:**
- (xii) **Details of Forest land involved, if any:** No Forest area identified along the alignment, however at some locations (crossings point of roads/railway/canal), the proposed project falls in notified protected forest areas declared for management purposes. The forest proposal shall be prepared after consultation with concern forest officer if it attracts FC under section 2, 1980.
- (xiii) **Investment/Cost of the project:** INR. 2385 Cr (approx.)
- (xiv) **Benefits of the project:** The proposed road would act as the prime artery for the economic flow to this region. It will enhance economic development, provide employment opportunities to locals, strengthen tourist development, ensure road safety, and provide better transportation facilities and other facilities such as way side amenities. Vehicle operating cost will also be reduced due to improved road quality. The compensatory plantation and road side plantation shall further improve the air quality of the region.
- (xv) **Employment potential:** The Proposed project will be involved directly and indirectly employment during the construction phase. However, preference will be given to local people for employment. The Proposed project will involve approx. 30 persons who work in toll plaza.
- (xvi) **If any court case pending for violation of the environmental laws:** No.

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| <p>3.6.1</p> | <p>The EAC, after detailed deliberations during 193rd meeting on 26th July, 2018, recommended the project for grant of ToR, with the following specific ToR in addition to Standard ToR applicable for such projects:</p> <ul style="list-style-type: none"> (i) Cumulative Impact Assessment to be carried out along Delhi-Mumbai Expressway as the proposed stretch, i.e., Sohna-Ferozepur Jhirka Expressway, forms a part of the Delhi-Mumbai Corridor. (ii) Water bodies along proposed alignment needs to be surveyed for their conservation and sustainability. Each water body should be clearly identified with its size, any important and threatened species associated with it, its usage by local community along with shape file of each of water body. Impact of proposed project on these water bodies to be identified along with mitigation measures. Emphasis should be given to avoid alignment passing through/over water bodies. (iii) Certificate from the Chief Wildlife Wardens of the states of Haryana and Rajasthan stating that no protected area/animal corridor are situated within the 10 km range of the proposed alignment. (iv) Source of water availability to be ascertained for construction and domestic need. Necessary permissions to be obtained from State Authority/ CGWA if any. |
| <p>3.7</p> | <p>Construction of Eight lane road (NH 148N) (Km 181.000 to 392.492 - Sub Package- 3) from Village KherKhunta, District Ratlam, Madhya Pradesh to Village Dodka, District Vadodara, Gujarat by M/s National Highways Authority of India (NHAI) – Terms of Reference [Proposal No. IA/GJ/MIS/75632/2018] [F.No. 10-50/2018-IA.III]</p> |
| <p>3.7.1</p> | <p>The project proponent along with the EIA consultant M/s Enviro Infra Solutions Private Limited, Ghaziabad, made a presentation and provided the following information to the Committee:</p> <ul style="list-style-type: none"> (i) The proposal involves the construction of new 8 lane road (newly declared NH 148N) connecting from KherKhunta village in Ratlam district in the state of Madhya Pradesh to Dodka village in Vadodara district in the state of Gujarat from CH:181+000 to 392+492. This is a part of Delhi Mumbai Expressway under Bharatmala Pariyojana. The length of the proposed alignment is 211.492 km approx. (ii) Location: This part of Delhi-Mumbai Expressway (EW) starts from KherKhunta village in Ratlam district in the state of Madhya Pradesh to Dodka village in Vadodara district in the state of Gujarat from CH: |

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| | <p>181+000 to 392+492. The length of the proposed alignment is 211.492 km approx.</p> <p>(iii) Land use of the site and around the site up to 10 km radius: Agricultural, Barren and forest land.</p> <p>(iv) Total water requirement and its source: The average water requirement is anticipated at 19300 KLD approx. during construction stage and will be extracted from local surface water/ground water sources after obtaining necessary permissions.</p> <p>(v) Terrain, level with respect to MSL, requirement of filling, if any: The topography in the proposed project area is plain and rolling area. The areas have an elevation ranging from 45 to 390 m.</p> <p>(vi) Tree cutting, types, numbers, girth size etc.: The alignment will require cutting of approximately 6200 no. of trees. (excluding forest area).</p> <p>(vii) Rehabilitation involved if any -The Project requires approx. 2265 ha. approx. land. Total 392 no. of structures are coming in the proposed RoW. The land will be acquired as per procedure laid down in RFCT LARR Act, 2013.</p> <p>(viii) Whether the project is in Critically Polluted area: No.</p> <p>(ix) Waste water generation, treatment and disposal: Not applicable.</p> <p>(x) Water body, diversion If any: 16 rivers, 73 canals, 10 ponds/water shed and 5 wells are crossing the proposed alignment. The project does not involve any diversion</p> <p>(xi) Municipal solid waste generated disposal facility: Not applicable.</p> <p>(xii) Rain Water Harvesting: Not applicable.</p> <p>(xiii) National Park/ Wild Life Sanctuary in 10 km radius area and Eco-Sensitive Zone in 10 km radius area: No</p> <p>(xiv) Details of Forest land involved, if any: Yes, the proposal for diversion of forest area is under initial stage for enumeration of trees, identification of forest block/compartment/type of forest.</p> <p>(xv) Investment/Cost of the project: 6345 Cr approx.</p> <p>(xvi) Benefits of the project: The proposed road would act as the prime artery for the economic flow to this region. It will enhance economic development, provide employment opportunities to locals, strengthen tourist development, ensure road safety, and provide better transportation facilities and other facilities such as way side amenities. Vehicle operating cost will also be reduced due to improved road</p> |
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| | <p>quality. The compensatory plantation and road side plantation shall further improve the air quality of the region.</p> <p>(xvii) Employment potential: During the construction of the road project around 1100 persons would be employed temporarily for a period of 3 years. However due to construction of toll plazas approx. 120 persons will be employed on permanent basis. Preference will be given to local people for employment.</p> <p>(xviii) If any court case pending for violation of the environmental laws: No.</p> |
| 3.7.1 | <p>The EAC, after detailed deliberations during 193rd meeting on 26th July, 2018, recommended the project for grant of ToR, with the following specific ToR in addition to Standard ToR applicable for such projects:</p> <p>(i) Cumulative Impact Assessment to be carried out along Delhi-Mumbai Expressway as the proposed stretch, i.e., KherKhunta-Dodka stretch forms a part of the Delhi-Mumbai Corridor.</p> <p>(ii) Water bodies along proposed alignment needs to be surveyed for their conservation and sustainability. Each water body should be clearly identified with its size, any important and threatened species associated with it, its usage by local community along with shape file of each of water body. Impact of proposed project on these water bodies to be identified along with mitigation measures. Emphasis should be given to avoid alignment passing through/over water bodies.</p> <p>(iii) Source water availability to be ascertained for construction and domestic need. Necessary permissions to be obtained from State Authority/ CGWA if any.</p> <p>(iv) Certificate from the Chief Wildlife Wardens of the states of Madhya Pradesh and Gujarat stating that no protected area/animal corridor is situated within the 10 km range of the proposed alignment.</p> |
| 3.8 | <p>Construction of 4/6 lane Access Control (NH 754K) length of 208.200 Km from Dhadhaniya Sasan, District Jodhpur, to near Sanchore, Rajasthan-Gujarat Border, District Jalore, Rajasthan by M/s National Highways Authority of India (NHAI) – Terms of Reference [Proposal No. IA/RJ/MIS/75752/2018] [F.No. 10-51/2018-IA.III]</p> |
| 3.8.1 | <p>The project proponent along with the EIA consultant M/s Enviro Infra Solutions Private Limited, Ghaziabad, made a presentation and provided the following information to the Committee:</p> <p>(i) The proposal involves the construction of 4/6 lane Access Control National Highway No.754K from Dhadhaniya Sasan (Jodhpur district)</p> |

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| | <p>to Rajasthan-Gujarat Border near Sanchore (District-Jalore) lies entirely in the state of Rajasthan. It Starts from NH125 at Ch.52.000 near Dhadhaniya Sasan in Jodhpur district passing through Barmer District and ends at Rajasthan-Gujarat Border near Sanchore in Jalore district. This is a part of Amritsar to Kandhla Corridor under Bharatmala Pariyojana. The alignment has a length of 208.200 Km.</p> <p>(ii) Location: Starts from NH125 at Ch.52.000 near Dhadhaniya Sasan in Jodhpur district to Rajasthan-Gujarat Border near Sanchore, Jalore district in the state of Rajasthan.</p> <p>(iii) Land use of the site and around the site up to 10 km radius: Agricultural, Barren Land, fallow, uncultivable, desert.</p> <p>(iv) Whether the project is in Critically Polluted area - No</p> <p>(v) Total water requirement and its source: The Peak water requirement is 19000 KLD during construction stage and will be extracted from local surface water sources.</p> <p>(vi) Water bodies, diversion if any- Alignment is crossing Sukhri & Luni rivers and five canals.</p> <p>(vii) Tree cutting, types, numbers, girth size etc.: The alignment will require cutting of approximately 4164 no. of trees.</p> <p>(viii) Rehabilitation involved if any: The Project requires approx. 2100 ha land. Total 120 no. of structures are coming in the proposed RoW of the NH. The land will be acquired as per procedure laid down in RFCT LARR Act, 2013.</p> <p>(ix) If the project involves diversion of forest land, extend of the forest land - Yes, the forest proposal is under preparation.</p> <p>(x) Whether the project is in Critically Polluted area: No.</p> <p>(xi) Waste water generation, treatment and disposal: Not applicable.</p> <p>(xii) Municipal solid waste generated disposal facility: Not applicable.</p> <p>(xiii) Rain Water Harvesting: Not applicable</p> <p>(xiv) National Park/ Wild Life Sanctuary in 10 km radius area and Eco-Sensitive Zone in 10 km radius area: Not applicable</p> <p>(xv) Investment/Cost of the project: INR. 5500 Cr (approx.)</p> <p>(xvi) Benefits of the project: The Project will enhance economic development in the area through industrial growth, agricultural, and commercial development and consequent employment generation, savings in travel time and shall provide easy access to social infrastructure. The proposed road would act as the prime artery for the economic flow to this region. It will enhance economic</p> |
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| | <p>development, provide employment opportunities to locals, strengthen tourist development, ensure road safety, and provide better transportation facilities and other facilities such as way side amenities. Vehicle operating cost will also be reduced due to improved road quality. The compensatory plantation and road side plantation shall further improve the air quality of the region.</p> <p>(xvii) Employment potential: During the construction of the road project around 1000 persons would be employed temporarily for a period of 3 years. However due to construction of toll plazas approx. 100 persons will be employed on permanent basis. Preference will be given to local people for employment.</p> <p>(xviii) If any court case pending for violation of the environmental laws: No.</p> |
| <p>3.8.1</p> | <p>The EAC, after detailed deliberations during 193rd meeting on 26th July, 2018, recommended the project for grant of ToR, with the following specific ToR in addition to Standard ToR applicable for such projects:</p> <ul style="list-style-type: none"> (i) Cumulative Impact Assessment to be carried out along the entire length of corridor including other parts of it, if any. (ii) Water bodies along proposed alignment needs to be surveyed for their conservation and sustainability. Each water body should be clearly identified with its size, any important and threatened species associated with it, its usage by local community along with shape file of each of water body. Impact of proposed project on these water bodies to be identified along with mitigation measures. Emphasis should be given to avoid alignment passing through/over water bodies. (iii) Source water availability to be ascertained for construction and domestic need. Necessary permissions to be obtained from State Authority/ CGWA if any. (iv) Certificate from the Chief Wildlife Wardens of the state(s) concerned stating that no protected area/animal corridor is situated within the 10 km range of the proposed alignment. |
| <p>3.9</p> | <p>Construction of New Four-lane National Highway (NH-152D) from Gangheri to Narnaul in District Mahendragarh, Haryana by M/s National Highways Authority of India (NHAI) – Terms of Reference [Proposal No. IA/HR/MIS/75711/2018] [F.No. 10-48/2018-IA.III]</p> |
| <p>3.9.1</p> | <p>The project proponent along with the EIA consultant M/s Enviro Infra Solutions Private Limited, Ghaziabad, made a presentation and provided the following information to the Committee:</p> |

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| | <p>(i) The proposal involves the construction of a new Four-lane highway connecting Gangheri to Narnaul. The Highway starting from Gangari (near Ismailabad), passing through Kaul Dharath, Lakhanmajara, Kalanaur, Charkhi Dadri and terminating at its junction with NH-148B at Narnaul bypass & covering Districts Kurukshetra, Kaithal, Karnal, Jind, Rohtak, Bhiwani, Dadri and Mahendergarh in the state of Haryana. The length of the proposed alignment is 230 km, which lies in Southern region of Haryana.</p> <p>(ii) Location: The Highway starting from Gangheri (near Ismailabad), passing through Kaul Dharath, Lakhanmajara, Kalanaur, Charkhi Dadri and terminating at its junction with NH-148B at Narnaul bypass & covering Districts Kurukshetra, Kaithal, Karnal, Jind, Rohtak, Bhiwani, Dadri and Mahendergarh in the state of Haryana.</p> <p>(iii) Land use pattern/ Total plot area/ built up area: Total length of the project is 230 Km.</p> <p>(iv) Land use of the site and around the site up to 10 km radius: Mostly Agricultural Land.</p> <p>(v) Details of Forest land involved, if any: No Forest area identified along the alignment.</p> <p>(vi) Whether the project is in Critically Polluted area - No.</p> <p>(vii) Total water requirement and its source: 15500 KLD Water will be extracted from suitable surface water sources (canals) after obtaining necessary permissions.</p> <p>(viii) Water bodies, diversion if any: Total 53 canal & 14 drains (water bodies) are crossing the proposed alignment, some of them are Saraswati Drain, Kheri Drain, Lakhanmajra Drain, Palri River.</p> <p>(ix) Tree cutting, types, numbers, girth size etc.: The alignment will require cutting of approximately 5000 no. of trees.</p> <p>(x) Rehabilitation involved if any: The Project requires approx. 1700 ha land. Total 3000 no. of structures are coming in the proposed RoW. And approximately 6000 number of families will be affected in terms of land acquisition & structures. The land will be acquired as per procedure laid down in RFCT LARR Act, 2013.</p> <p>(xi) If the project involves diversion of forest land, extend of the forest land: No.</p> <p>(xii) Waste water generation, treatment and disposal: Not applicable.</p> <p>(xiii) Municipal solid waste generated disposal facility: Not applicable.</p> |
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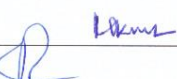


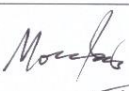


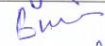
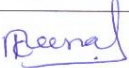

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| | <p>(xiv) Rain Water Harvesting: Not applicable.</p> <p>(xv) National Park/ Wild Life Sanctuary in 10 km radius area and Eco-Sensitive Zone in 10 km radius area: Eco Sensitive Zone of Chhilchila lake Wildlife Sanctuary is 2.29 km away from the proposed alignment.</p> <p>(xvi) Investment/Cost of the project: INR. 7500 Cr (approx.)</p> <p>(xvii) Benefits of the project: The proposed road would act as the prime artery for the economic flow to this region. It will enhance economic development, provide employment opportunities to locals, strengthen tourist development, ensure road safety, and provide better transportation facilities and other facilities such as way side amenities. Vehicle operating cost will also be reduced due to improved road quality. The compensatory plantation and road side plantation shall further improve the air quality of the region.</p> <p>(xviii) Employment potential: During the construction of the road project around 1500 persons would be employed temporarily for a period of 3 years and in toll plazas approx. 120 persons will be employed on permanent basis. The Project will enhance economic development in the area through industrial growth, agricultural, and commercial development and consequent employment generation, savings in travel time in between Gangheri to Narnaul and shall provide easy access to social infrastructure.</p> <p>(xix) If any court case pending for violation of the environmental law: No.</p> |
| <p>3.9.2</p> | <p>The EAC, after detailed deliberations during 193rd meeting on 26th July, 2018, recommended the project for grant of ToR, with the following specific ToR in addition to Standard ToR applicable for such projects:</p> <p>(i) Cumulative Impact Assessment to be carried out along the entire length of corridor including other parts of it, if any.</p> <p>(ii) Water bodies along proposed alignment needs to be surveyed for their conservation and sustainability. Each water body should be clearly identified with its size, any important and threatened species associated with it, its usage by local community along with shape file of each of water body. Impact of proposed project on these water bodies to be identified along with mitigation measures. Emphasis should be given to avoid alignment passing through/over water bodies.</p> <p>(iii) Source water availability to be ascertained for construction and domestic need. Necessary permissions to be obtained from State Authority/ CGWA if any.</p> |

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| | (iv) Certificate from the Chief Wildlife Wardens of the state(s) concerned stating that no protected area/animal corridor is situated within the 10 km range of the proposed alignment. |
| 3.10 | Construction of 4/6 lane Expressway (length of 250.583 Km) from Choutala, Sirsa, Haryana to Rasiser, Bikaner, Rajasthan by M/s National Highways Authority of India (NHAI) – Terms of Reference [Proposal No. IA/RJ/MIS/75423/2018] [F. No. 10-53/2018-IA.III] |
| 3.10.1 | <p>The project proponent along with the EIA consultant M/s Enviro Infra Solutions Private Limited, Ghaziabad, made a presentation and provided the following information to the Committee:</p> <p>(i) The proposal involves the construction of a new 4/6 lane expressway connecting Choutala in Sirsa district, Haryana to Rasiser in Bikaner district, Rajasthan. The proposed alignment is a 250.583 km stretch which lies in North – West region of Rajasthan. The alignment starts from Rajasthan – Haryana state border near Choutala villages which lies in Sirsa district of Haryana. The alignment has a stretch of 3.805 km in Haryana and then passing all through Rajasthan. The alignment terminates on National Highway - 62 at Rasiser which is near Bikaner.</p> <p>(ii) Location: Choutala in Sirsa district in the state of Haryana to Rasiser in Bikaner district in the state of Rajasthan.</p> <p>(iii) Land use of the site and around the site up to 10 km radius: Agricultural, Barren Land, fallow, uncultivable, desert.</p> <p>(iv) Whether the project is in Critically Polluted area: No.</p> <p>(v) Total water requirement and its source: The Peak water requirement is 16000 KLD during construction stage and will be extracted from local surface water sources.</p> <p>(vi) Water bodies, diversion if any: River – Ghaggar river, Ponds- 21 and Canals- 5 are crossing the alignment.</p> <p>(vii) Tree cutting, types, numbers, girth size etc.: The alignment will require cutting of approximately 200 no. of trees.</p> <p>(viii) Rehabilitation involved if any: The Project requires approx. 1954 ha land. Total 130 no. of structures are coming in the proposed RoW of the expressway. The land will be acquired as per procedure laid down in RFCT LARR Act, 2013.</p> <p>(ix) If the project involves diversion of forest land, extend of the forest land: Yes. Yet to be submit.</p> |

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| | <p>(x) Waste water generation, treatment and disposal: Not Applicable.</p> <p>(xi) Municipal solid waste generated disposal facility: Not Applicable.</p> <p>(xii) Rain Water Harvesting: Not Applicable.</p> <p>(xiii) National Park/ Wild Life Sanctuary in 10 km radius area and Eco-Sensitive Zone in 10 km radius area:</p> <p>The starting point (approx. 3.5 km) of the proposed alignment is falling in Abubshehar Community Reserve, which was a Wildlife Sanctuary earlier and from 14.03.2018 the above Wildlife sanctuary has been denotified as per notification no. 988-Ft-4-2018/3447 dated 14.03.2018.</p> <p>(xiv) Investment/Cost of the project: INR. 6265 Cr (approx.)</p> <p>(xv) Benefits of the project: The Project will enhance economic development in the area through industrial growth, agricultural, and commercial development and consequent employment generation, savings in travel time and shall provide easy access to social infrastructure. The proposed road would act as the prime artery for the economic flow to this region. It will enhance economic development, provide employment opportunities to locals, strengthen tourist development, ensure road safety, and provide better transportation facilities and other facilities such as way side amenities. Vehicle operating cost will also be reduced due to improved road quality. The compensatory plantation and road side plantation shall further improve the air quality of the region.</p> <p>(xvi) Employment potential: During the construction of the road project around 1200 persons would be employed temporarily for a period of 3 years. However due to construction of toll plazas approx. 150 persons will be employed on permanent basis. Preference will be given to local people for employment.</p> <p>(xvii) If any court case pending for violation of the environmental laws: No.</p> |
| <p>3.10.1</p> | <p>The EAC, after detailed deliberations during 193rd meeting on 26th July, 2018, recommended the project for grant of ToR, with the following specific ToR in addition to Standard ToR applicable for such projects:</p> <p>(i) Cumulative Impact Assessment to be carried out along the entire length of corridor including other parts of it, if any.</p> <p>(ii) Water bodies along proposed alignment needs to be surveyed for their conservation and sustainability. Each water body should be clearly identified with its size, any important and threatened species associated with it, its usage by local community along with shape file</p> |

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| | <p>of each of water body. Impact of proposed project on these water bodies to be identified along with mitigation measures. Emphasis should be given to avoid alignment passing through/over water bodies.</p> <p>(iii) Source water availability to be ascertained for construction and domestic need. Necessary permissions to be obtained from State Authority/ CGWA if any.</p> <p>(iv) Certificate from the Chief Wildlife Wardens of the state(s) concerned stating that no protected area/animal corridor is situated within the 10 km range of the proposed alignment.</p> |
| 3.11 | Any other item with the permission of Chair. |
| 3.11.1 | <p>A letter has been received from this Ministry's Regional Office (Northern Central Zone), Dehradun with a request to issue Guidelines on Muck disposal. The policy wing of IA Division has desired that the issue may be discussed in the EAC (Infra-1) meeting scheduled on 26th July, 2018.</p> <p>The matter was discussed in the 193rd meeting held on 26th July, 2018, wherein it was recommended to constitute a sub-committee that could visit few sites in Uttarakhand and Himachal Pradesh and submit its report to the EAC enabling it to provide inputs to Policy wing of IA Division to prepare the guidelines on Muck Disposal from developmental projects/activities in the states of Uttarakhand and Himachal Pradesh.</p> |

List of the Members attended 193th meeting of Expert Appraisal Committee for Projects related to Infrastructure Development, Industrial Estate and Miscellaneous projects held on 26th July 2018 and approved the above minutes.

| SI. No. | Name of the EAC member | Role/Designation | Signature |
|---------|---|--------------------------------|---|
| 1. | Dr. Deepak Arun Apte, Director, Bombay Natural History Society (BNHS), Mumbai | Chairman |  |
| 2. | Dr. V.K. Jain, Professor of Chemistry, School of Sciences, Gujarat University, Ahmedabad | Member |  |
| 3. | Dr. M.V. Ramana Murthy, Project Director, NIOT Campus, Pallikarai, Chennai | Member | |
| 4. | Shri T.P Singh, Advisor, MEITY, New Delhi | Member | |
| 5. | Dr. N.K. Verma, Former AD, CPCB, New Delhi | Member |  |
| 6. | Dr. Manoranjan Hota Former Advisor/Scientist-G, MoEF&CC | Member |  |
| 7. | Dr. Anil Kumar Singh, IFS (Retd), Ex PCCF Assam, Tower F, Float No. 103 Grand Ajnara Heritage, Sector 74, Noida, UP | Member |  |
| 8. | Shri Prabhakar Singh, Special DG, CPWD, Delhi. | Member | |
| 9. | Shri Narendra Surana, Managing Director, Bhagyanagar India Limited and Surana Telecom. and Power Limited, Hyderabad | Member | |
| 10. | Dr. Mohan Singh Panwar, Associate Professor , H.N.B Garhwal Central University, Srinagar, | Member |  26/07/2018 |
| 11. | Dr. Anuradha Shukla, Central Road Research Institute (CRRRI), Mathura Road, New Delhi | Member | |
| 12. | Shri N.K. Gupta, Member (EAC), Scientist E & In-charge (ESS), Central Pollution Control Board, | Member |  26/7 |
| 13. | Dr. D. Chakraborty, Scientist MoWR, RD & GR, New Delhi | Member |  |
| 14. | Smt. Bindu Manghat, Director Survey of India New Delhi | Member |  |
| 15. | Shri Raghu Kumar Kodali, Director/Scientist-F, IA-III Division, MoEF&CC | Member Secretary (Infra-1 EAC) |  |
| 16. | Dr. Ashish Kumar, Joint Director, Ministry of Environment, Forest and Climate Change, | Member |  |