

**MINUTES OF THE 16<sup>TH</sup> MEETING OF EXPERT APPRAISAL COMMITTEE (INFRA-2) FOR PROJECTS RELATED TO ALL SHIP BREAKING YARD INCLUDING SHIP BREAKING UNIT, AIRPORT, COMMON HAZARDOUS WASTE TREATMENT, STORAGE AND DISPOSAL FACILITIES, PORTS AND HARBOURS, AERIAL ROPEWAYS, CETPs, COMMON MUNICIPAL SOLID WASTE MANAGEMENT FACILITY, BUILDING/CONSTRUCTION PROJECT, TOWNSHIPS AND AREA DEVELOPMENT PROJECTS HELD ON 1<sup>ST</sup> MAY, 2017 in MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE, INDIRA PARYAVARAN BHAWAN, NEW DELHI – 3**

**Day: Monday, 1<sup>st</sup> May, 2017**

**16.1. Opening Remarks of the Chairman**

At the outset, Chairman welcomed the members of the Expert Appraisal Committee (Infra-2). Thereafter, agenda items were taken up for discussion. The deliberations held and decisions taken are as under.

**16.2. Confirmation of the Minutes of the 15<sup>th</sup> Meeting of the EAC held on 12<sup>th</sup>-14<sup>th</sup> April, 2017 at New Delhi.**

The minutes of the 15<sup>th</sup> Expert Appraisal Committee (Infra-2) meeting held during 12<sup>th</sup>-14<sup>th</sup> April, 2017 were confirmed with the following corrections.

**16.2.1 Regarding the proposal for 'Development of LNG Terminal at Mundra Port, Kutchh (Gujarat) by M/s GSPC LNG Ltd' (Agenda 15.5.12) the following correction were confirmed:**

<b>Agenda No. 15.5.12</b>	<b>Minuting</b>	<b>Corrections/To be read as</b>
Development of LNG Terminal at Mundra Port, Kutchh (Gujarat) by M/s GSPC LNG Ltd.	SCZMA Recommendations: The Maharashtra Coastal Zone Management Authority (MCZMA) has recommended the project vide their letter No.CRZ-2016/CR-386/TC-4 dated 6 <sup>th</sup> February, 2017. The Project area falls in the Zone-IV as per CRZ notification, 2011'	The Gujarat Coastal Zone Management Authority (GCZMA) has recommended the project vide their letter No.ENV-10-2016-164-E (T cell) dated 2 <sup>nd</sup> February, 2017.
	The Committee deliberated upon the certified compliance report issued by the MoEF&CC's Regional Office, Nagpur vide their letter no 6-2/2004 (Env) dated 9.02.2017. Regional Office reported two non complied points such as non submission of copy of EC to local municipal body	Deleted.

	and six monthly compliance regularly to the Ministry. PP committed that they will submit six monthly compliance reports regularly and uploads the same on their website. Partly compliance will also be complied by the PP. The Committee was satisfied with the response of the PP'	
	After detailed deliberations, the Committee suggested PP to submit a copy of affidavit and referred the matter to the MoEF&CC for further necessary action	After detailed deliberations, the Committee found additional information adequate and recommended for transfer of EC&CRZ clearance No. 10-2/2009 IA-III dated 6 <sup>th</sup> March, 2014 from M/s GSPC LNG Ltd. to M/s Gujarat State Petronet Ltd. with all conditions stipulated in EC&CRZ clearance issued earlier vide letter dated 6 <sup>th</sup> March, 2014 by the Ministry.

**16.2.2** Regarding the proposal of the 'Expansion of Redi Port by M/s Redi Port Ltd.' (Agenda No. 15.3.1) the following additional clarification should be imposed:

'Submit details of Iron ore /other cargo handled year-wise for the last 4 years and also between 1993/94 and the highest in pre 1994 period'.

**16.2.3** Regarding the proposal of the 'Setting up of Floating Storage and Re-gasification Unit (FSRU) in Mumbai Harbour, Maharashtra by M/s Mumbai Port Trust (MPT)' (Agenda No. 15.4.10) the following additional specific condition should be imposed:

'The quantity of sea water that is used for re-gasification and the discharge sea water temperature shall be adequately controlled by proper blending with required quantity of fresh sea water which is to be derived by required modeling studies for dispersion of cold sea water so that the drop in temperature is maintained within the range of 5-8°C. The modeling study report and the control details shall be submitted to the Dept.

### 16.3 Consideration of Proposals

<b>16.3.1</b>	Integrated Exhibition cum Convention Centre (IECC) at Pragati Maidan Complex, Mathura Road, New Delhi by India Trade Promotion Organisation (ITPO) – <b>Terms of Reference</b> – [IA/DL/NCP/63786/2017] [F.No. 21-103/2017-IA-III]
	<b>PP did not attend meeting.</b>

<p><b>16.3.2</b></p>	<p>Redevelopment of Anand Vihar Railway Station, Anand Vihar, East Delhi (Delhi) by Indian Railway Station Development Corporation Limited) – <b>Terms of Reference</b> – [IA/DL/NCP/62728/2017] [F.No. 21-104/2017-IA-III]</p> <p>The project proponent and their consultant (M/s Ascenso Enviro Private Limited) gave a detailed presentation and informed the following:</p> <ul style="list-style-type: none"> <li>• The present proposal is for "Redevelopment of Anand Vihar Railway Station" by Indian Railway Station Development Corporation Limited, as a part of the continuous process of augmenting and improving amenities keeping in view the World Class planning and targeting the year 2038.</li> <li>• The total area available for the site development is 5,68,145.00 m<sup>2</sup> (56.8 ha). The constraints such as retaining of existing structure and yard have been considered while developing the concept. The built up area is 4,69,017.00 m<sup>2</sup>.</li> <li>• The project envisages redevelopment of Anand Vihar Railway Station in form of construction / redevelopment of Main station building with construction of facilities like Hotel, Station Retail and Commercial Office. The parking shall be provisioned in basement and 34,000 m<sup>2</sup> is to be developed / maintained as garden and lawns.</li> <li>• Total population of the proposed redevelopment project will be 1,64,838 as per the projection for the year 2038 which include the main passenger load per day, guests staying in hotel and staff.</li> <li>• The station parking bays are calculated based on the traffic surveys and forecasts. Basement parking of area 9,766 m<sup>2</sup> is proposed for station. The parking bays required for the station is for 686 ECS and the proposed parking bays will be for 902 ECS.</li> <li>• The total water requirement for the proposed project has been estimated to be 12 MLD. This includes potable water requirement, flushing, landscaping and requirement for washing purposes. The total fresh water requirement is 5.31 MLD. The current source of water supply for the Railway station is a Ranney well located at Mandawali, which shall also cater for the water supply for the proposed redevelopment project. The capacity of the Ranney well is 7 MLD, which will be able to cater the demand for year 2025. For the demand beyond 2025, another Ranney well of 5.90 MLD will be required. The water requirement for Flushing, washing and landscaping will be met through treated water from STP and ETP</li> <li>• Total waste water generated is 5.62 MLD, which will be treated in the STP of capacity 5.1 MLD and waste water generated from washing the platforms, aprons, coaches will be treated in the ETP capacity of 1.72 MLD. The treated water available is 5.0 MLD (@ of 90%) and it will be recycled and re-used for flushing, washing, cooling and landscaping. During the monsoon season, as there will be no requirement of water for landscaping, the excess treated water i.e. 0.1 MLD will be discharged to sewer</li> <li>• The total electrical load demand has been estimated to be 34 MVA. 26 MVA for the commercial area and 8 MVA for station. The possible sources of power are 66 kV grid substations at Karkarduma and 220 kV substations at Mandawali.</li> <li>• It is estimated that maximum solid waste generation would be about 24,725.7 kg/day, and 4 Tonne of sludge (wet basis).</li> <li>• Total numbers of RWH Pits proposed are 5.</li> </ul>

The EAC deliberated upon the proposal and noted that there is no land acquisition or litigation involved and that the present proposal is for grant of Terms of Reference for the proposed additionalities and that there was no requirement of seeking ToR/EC for the existing activities.

After detailed deliberations, the EAC recommended for grant of ToR as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity and the following ToR in addition to Standard ToR for preparation of EIA-EMP report:

- (i) Importance and benefits of the project.
- (ii) The data collection and impact assessment shall be as per standard survey methods.
- (i) Environmental data to be considered in relation to the project development would be (a) land, (b) groundwater, (c) surface water, (d) air, (e) bio-diversity, (f) noise and vibrations, (g) socio economic and health.
- (iii) Fresh baseline data for 3 months shall be used for preparing EIA Report.
- (iv) Present land use of the proposed project site.
- (v) Copy of project sanction plan.
- (vi) Details of project configurations and built up area.
- (vii) Layout plan indicating road, greenbelt, drainage, sewer line, STP, solid waste handling area, rain water harvesting structure, etc. in different colour to be furnished.
- (viii) Layout of parking plan indicating entry and exit points of vehicular movement as well as traffic management plan. Highlight the fire tender pathway.
- (ix) An estimation of the extent of dewatering for basements, description of the methodology used and assessment of impacts shall be submitted along with a plan for reutilisation of Water as per the CGWA Guidelines.
- (x) Details of source of water supply along with permission to be submitted.
- (xi) Quantification of various effluent streams such as sewage, restaurant effluent, Laundry effluent etc.
- (xii) Treatment scheme for effluent and its recycling mode.
- (xiii) Revised proposal for wastewater treatment based on MBBR technology.
- (xiv) The details of the treated sewage disposal and its impact on the recipient system shall be studied.
- (xv) Action plan to prevent pollution from discharge of surface runoff into water bodies.
- (xvi) Details energy conservation measures to be taken. All points mentioned in the proposal such as orientation to support reduced heat gain, use of ASHRAE 90.1, use of ECBC compliant envelope measures to be supported through drawings and details in the proposal.
- (xvii) Details of DG sets. Prediction of ground level concentration due to emissions from DG sets.
- (xviii) Details of arrangement for meeting standby power from solar energy.
- (xix) Details of rain water harvesting system to be furnished. Clarity on recharge pits, storage systems for rain water and use of appropriate filtration system for collected

	<p>rain water to be detailed.</p> <ul style="list-style-type: none"> <li>(xx) Calculation on sizing of solar water heating systems to be furnished.</li> <li>(xxi) A management plan for excavation and dewatering to ensure compliance to the CGWA guidelines and regulation.</li> <li>(xxii) Solid waste management plan along with area earmarked for solid waste management scheme.</li> <li>(xxiii) Management and disposal plan of used cooking oil from restaurant.</li> <li>(xxiv) Management of excavated soil. Pollution control measures to be taken to control fugitive emission during construction phase including marble /stone cutting.</li> <li>(xxv) Layout plan indicating Greenbelt along with area earmarked to be provided.</li> <li>(xxvi) Disaster Management plan including onsite and offsite plan.</li> <li>(xxvii) The details of any Court Order regarding disposal of effluents into the river Yamuna at Delhi and the action taken/ action plan for compliance of these orders if any shall be submitted.</li> <li>(xxviii) The project proponents would explain in the EIA Report as to why was the environmental clearance not taken earlier for existing structure.</li> <li>(xxix) The EIA should also give a compliance plan to conditions stipulated in Annexure XIV of the amended EIA Notification vide S.O. 3999 (E) dated 09.12.2016.</li> <li>(xxx) Traffic Impact Analysis (TIA) shall be carried out engaging services of an organisation specialising in Transport Planning and Traffic engineering to assess the impact of proposed redevelopment of the railway station in terms of impact on traffic intensities, road capacities, intersection capacities and related delays on the bounding network of the terminal complex. The TIA report shall explicitly detail out the method of estimating the additional traffic demand owing to redevelopment process including the impact on passenger/visitor footfalls, parking demand and other access /dispersal hired transport system within the terminal complex .The TIA shall also indicate the impact of proposed redevelopment on the level of service of the primary road network falling in the immediate catchment area of the terminal complex within an area of at least 5 sq km. The TIA shall be followed by preparation of detailed Traffic Management Plan (TMP) detailing various implementable measures for traffic impact mitigation to be submitted along with the EIA. The recommended TMP proposed to be implemented should preferably be approved by bodies such as UTTIPEC comprising expert officials from PWD, Traffic Police, DTC, DIMTS, and Transport Department etc.</li> <li>(xxxi) The impact assessment for noise and vibration shall be done at peak values.</li> </ul> <p>It was recommended that 'ToR' prescribed by the Expert Appraisal Committee (Infrastructure-2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006.</p>
<p><b>16.3.3</b></p>	<p>Trauma Centre for AIIMS at Safdarjung Enclave, New Delhi by All India Institute of Medical Sciences – <b>Terms of Reference</b> – [IA/DL/NCP/62761/2017] [F.No. 21-105/2017-IA-III]</p> <p>The project proponent and their consultant (M/s Ind Tech House Consult, Delhi) gave a detailed presentation and informed the following:</p>

- The present proposal is for 'Trauma Centre, for Jai Prakash Naryana Apex Trauma Centre Phase II All India Medical Institute of Science (AIIMS)', Safdarjung Enclave, New Delhi.
- This 1841 Bedded Multi Super speciality Blocks is planned in a total plot of area of 60500.5 m<sup>2</sup> and Built up area 302121.94 m<sup>2</sup> located at Jai Prakash Naryana Apex Trauma Centre Phase II, AIIMS, Safdarjung Enclave, New Delhi. Component of the building is as under:
  - 5 building blocks (3Hosp + 1Gas + 1Residential)
  - Max No. of floors (Residential Tower): 3B+G+9
  - Max. Height of the Building: 38 M
  - No of Dwelling Units: 210 Nos
  - No. of Beds (Hospital): 1841 Beds
- The building is to accommodate various departments such as Extension of Trauma, Digestive Diseases, Spine, E.N.T., Endocrine, Diabetes and Metabolic Disorders, BMT and Kidney Transplant, Research centre, Rehabilitation Centre, OPD, Radio-diagnosis, Central Service labs, etc.
- The building is a 3 levels Basement + Ground + 9 Floor structure with distinct three blocks laid in their compact nature with a podium connection at first floor level for pedestrians and as a porch for vehicular movement at ground level and a service corridor at the rear end facilitating interconnectivity between different departments, which is essential in a hospital.
- Three types of vertical cores have been placed in all blocks for each purpose (public, patient and service). One core has been centrally designated marking single point entrance for each tower for public movement so as to control the outside footfall which further connects to each department on each floor levels with a public waiting lobby. One core has been placed in each individual wing of each tower for internal department movement. The last core has been placed at the rear side connecting to the service corridor as a service provider. A large landscaped central courtyard in each tower is formed which serves as a break out space at the ground level.
- Day light enhancing features have been used extensively to light up public waiting area in the reception and OPD's. All critical care areas have been planned as Rectilinear spaces to conform to the functional needs of a hospital. Different department and wings of the Hospital area were planned, keeping in mind their inter-relationship needs, patients, staff and doctor movement. The single main movement corridor allows for easy way finding and intuitive movement for the patients.
- The Building is planned as a green building and it incorporates all energy saving measures. The inside finishes too reflect the same, at the same time being hardy and low maintenance. The linear design of all wing allow for high natural light to the interior spaces as well corridors / passages. The zinc cladding, SS perforated mesh, reflective glass and extensive use of aluminium louvers all project, a modern contemporary Style of Design.

- The project site is well connected to NH 2, 6.07 KM East and NH 8, 4.7 KM North West
- Cost of the project is Rs. 2163 Crore.
- Overall the parking has been catered to in large parking basements under the Hospital block with minimal parking (Ambulance) on the surface thus freeing up whatever little space available for landscaping and greens.
- The standard followed in design of this Hospital is based on Architectural Norms of health facility planning, Guidelines, NBC codes and CPWD Specifications. Hospital components mentioned in Annexure I. Details of site and various controls regulations followed are listed in Annexure II. Statement of finishing materials to be used for elevations/façade treatment is included in Annexure III.
- Water requirement is 2896 KLD which shall be met through municipal supply sources.
- There will be generation of employment during development & operation phase.
- Indira Gandhi International airport is at 7.64 km West from the project site. The height clearance has been obtained for the proposed project from Airport Authority of India dated 24.5.2016.
- People of this area as well as from other areas will be benefitted by the proposed development. It involves the construction of trauma centre which will ultimately benefit the people.

After detailed deliberations, the EAC recommended for grant of ToR as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity and the following ToR in addition to Standard ToR for preparation of EIA-EMP report:

- (i) Importance and benefits of the project.
- (ii) The data collection and impact assessment shall be as per standard survey methods.
- (iii) Environmental data to be considered in relation to the project development would be (a) land, (b) groundwater, (c) surface water, (d) air, (e) bio-diversity, (f) noise and vibrations, (g) socio economic and health.
- (iv) Fresh baseline data for 3 months shall be used for preparing EIA Report.
- (v) Present land use of the proposed project site.
- (vi) Copy of project sanction plan.
- (vii) Details of project configurations and built up area.
- (viii) Layout plan indicating road, greenbelt, drainage, sewer line, STP, solid waste handling area, rain water harvesting structure, etc. in different colour to be furnished.
- (ix) Layout of parking plan indicating entry and exit points of vehicular movement as well as traffic management plan. Highlight the fire tender pathway.
- (x) An assessment of the impact of the proposed Trauma Centre should be carried for traffic densities and parking capabilities in a 02 kms radius from the site.
- (xi) Details of source of water supply along with permission to be submitted.
- (xii) Ground water classification as per the Central Ground Water Authority. Examine the details of Source of water, water requirement, use of treated waste water, rain water harvesting and prepare a water balance chart.

- (xiii) Quantification of various effluent streams such as sewage, restaurant effluent, Laundry effluent etc.
- (xiv) Treatment scheme for effluent and its recycling mode.
- (xv) The details of the treated sewage disposal and its impact on the recipient system shall be studied.
- (xvi) Action plan to prevent pollution from discharge of surface runoff into water bodies.
- (xvii) An estimation of the extent of dewatering for basements, description of the methodology used and assessment of impacts shall be submitted along with a plan for reutilisation of Water as per the CGWA Guidelines.
- (xviii) Details energy conservation measures to be taken. All points mentioned in the proposal such as orientation to support reduced heat gain, use of ASHRAE 90.1, use of ECBC compliant envelope measures to be supported through drawings and details in the proposal.
- (xix) DG sets are likely to be used during construction and operational phase of the project. Emissions from DG sets must be taken into consideration while estimating the impacts on air environment. Examine and submit details.
- (xx) Details of arrangement for meeting standby power from solar energy.
- (xxi) Details of rain water harvesting system to be furnished. Clarity on recharge pits, storage systems for rain water and use of appropriate filtration system for collected rain water to be detailed. Maximize recycling of water and utilization of rain water.
- (xxii) Calculation on sizing of solar water heating systems to be furnished.
- (xxiii) Solid waste management plan along with area earmarked for solid waste management scheme as per Solid waste management Rules, 2016.
- (xxiv) Bio-medical Waste Management Plan as per Bio-medical Waste Management Rules, 2016.
- (xxv) Difference between Hospital Waste and Bio-medical waste needs to be given in the EIA Report and characterise all wastes properly in the assessment of impacts and the design of the mitigation measures and management plan.
- (xxvi) Management of excavated soil. Pollution control measures to be taken to control fugitive emission during construction phase including marble /stone cutting.
- (xxvii) Layout plan indicating Greenbelt along with area earmarked to be provided.
- (xxviii) Disaster Management plan including onsite and offsite plan.
- (xxix) The EIA should also give a compliance plan to conditions stipulated in Annexure XIV of the amended EIA Notification vide S.O. 3999 (E) dated 09.12.2016.
- (xxx) Traffic Impact Analysis (TIA) shall be carried out engaging services of an organisation specialising in Transport Planning and Traffic engineering to assess the impact of proposed redevelopment of the existing Trauma Centre complex of AIIMS in terms of impact on traffic intensities, road capacities, intersection capacities and related delays on the bounding network of the site. The TIA report shall explicitly detail out the method of estimating the additional traffic demand owing to redevelopment process including the impact on parking demand within the complex. The TIA shall be followed by preparation of detailed Traffic Management Plan (TMP) detailing various implementable measures for traffic impact mitigation to be submitted along with the EIA. The recommended TMP proposed to be implemented should preferably be approved by bodies such as UTTIPEC



	<p>comprising expert officials from PWD, Traffic Police, DTC, DIMTS, and Transport Department etc.</p> <p>It was recommended that 'ToR' prescribed by the Expert Appraisal Committee (Infrastructure-2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006.</p>
<p><b>16.3.4</b></p>	<p>Building construction (Mixed Use) component' in the development of Bijwasan Railway Station on The Indian Railway Network at Bijwasan, Delhi by Indian Railway Station Development Corporation Ltd – <b>Terms of Reference</b> – [IA/DL/NCP/63094/2017] [F.No. 21-106/2017-IA-III]</p> <p>The project proponent and their consultant (M/s Vitya Consultants Pvt. Ltd.) gave a detailed presentation and informed the following:</p> <ul style="list-style-type: none"> <li>• The present proposal is for 'Building Construction (Mixed Use) Component' in the Development of Bijwasan Railway Station which is 2 km away from the existing Bijwasan Railway Station at Dwaraka sector 21 in New Delhi on the Indian Railway Network with centre of site coordinates 77<sup>0</sup>03'42.81"E and 28<sup>0</sup>38'09.01"N. The proposed project is in accordance with the Delhi Master Development Plan, 2021.</li> <li>• It is a conventional building construction to be developed in two phases, with a total BUA of 1284274.455 m<sup>2</sup> (including railway line facilities of about 181080 m<sup>2</sup>) in a plot area of 145.392 Ha with the following percentages <ul style="list-style-type: none"> <li>- 9.5% Commercial use</li> <li>- 5% Hotel use</li> <li>- 85.5% Office use.</li> </ul> </li> <li>• The BUA for mixed use in Phase-I is 399579.19 m<sup>2</sup> with 95000 m<sup>2</sup> for green spaces and in Phase-II BUA is 703615.27 m<sup>2</sup> with 115000 m<sup>2</sup> for green spaces respectively.</li> <li>• At present, 10 pairs of passenger trains and 1 mail express stops at Bijwasan with about 4000 passengers using Bijwasan Station and 600 using Shahbad Mohammadpur halt every day. According to the Northern Railway operation plans from the growth of the last years, we can expect for the next 40 years an increase of the demand, approximating to 1,35,000 passengers/day*two directions. The Phase-I station building is designed to handle approximately 88,000 pax / day as per the initial demand till 2030.</li> <li>• Total fresh water requirement is 6312 m<sup>3</sup>/day (DDA).</li> <li>• The proposal includes a WTP to provide 11.7 MLD treated water with raw water source from DDA and an STP of 9.3 MLD capacity to take care of wastewater generated. Treated water will be recycled for flushing and gardening etc.</li> <li>• Rain water harvesting also proposed.</li> <li>• The total power requirement for the entire development at Bijwasan Station is calculated as 89 MVA. The power supply requirement for the station is calculated as 9.5MVA and 79.5 MVA for Commercial Space.</li> <li>• It is proposed that 50% of the demand shall be feed from backup DG power supply.</li> </ul>

Variable Refrigerant flow type Air-conditioning system proposed for Railway station.

- The proposal has good traffic circulation plan with adequate parking areas.
- The estimated total project cost for all components is Rs. 274600 in lakhs.
- The proposed project will have a well laid storm water network.
- The project site does not fall under critically polluted areas as declared by CPCB'.
- The proposed site does not involve diversion of forest land. Aravali Biodiversity park at a distance of 8.67km E of the project site.
- NOC from Airport Authority has obtained. The permitted height is between 18.3858 m and 30.0 m.
- **Employment potential:** It will cater to direct and in direct employment to the tune of 3000.
- **Benefits of the project:** The development of world class station with mixed use facilities incorporating offices, restaurants, services, cultural facilities, park, and more by reducing the need for private vehicles, thus increasing the viability of public transport, walking, and bicycling which can be called as sustainable transport, easing congestion and reducing the city's GHG emissions.

After detailed deliberations, the EAC recommended for grant of ToR as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity and the following ToR in addition to Standard ToR for preparation of EIA-EMP report:

- i. Importance and benefits of the project.
- ii. The data collection and impact assessment shall be as per standard survey methods.
- iii. Environmental data to be considered in relation to the project development would be (a) land, (b) groundwater, (c) surface water, (d) air, (e) bio-diversity, (f) noise and vibrations, (g) socio economic and health.
- iv. Fresh baseline data for 3 months shall be used for preparing EIA Report.
- v. Present land use of the proposed project site.
- vi. Copy of project sanction plan.
- vii. Details of project configurations and built up area.
- viii. Layout plan indicating road, greenbelt, drainage, sewer line, STP, solid waste handling area, rain water harvesting structure, etc. in different colour to be furnished.
- ix. Layout of parking plan indicating entry and exit points of vehicular movement as well as traffic management plan. Highlight the fire tender pathway.
- x. An assessment of the impact of the proposed Trauma Centre should be carried for traffic densities and parking capabilities in a 5 kms radius from the site.
- xi. An estimation of the extent of dewatering for basements, description of the methodology used and assessment of impacts shall be submitted along with a plan for reutilisation of Water as per the CGWA Guidelines.

- xii. Details of source of water supply along with permission to be submitted.
- xiii. Quantification of various effluent streams such as sewage, restaurant effluent, Laundry effluent etc.
- xiv. Treatment scheme for effluent and its recycling mode.
- xv. The details of the treated sewage disposal and its impact on the recipient system shall be studied.
- xvi. Action plan to prevent pollution from discharge of surface runoff into water bodies.
- xvii. Details energy conservation measures to be taken. All points mentioned in the proposal such as orientation to support reduced heat gain, use of ASHRAE 90.1, use of ECBC compliant envelope measures to be supported through drawings and details in the proposal.
- xviii. Details of DG sets. Prediction of ground level concentration due to emissions from DG sets.
- xix. Details of arrangement for meeting standby power from solar energy.
- xx. Details of rain water harvesting system to be furnished. Clarity on recharge pits, storage systems for rain water and use of appropriate filtration system for collected rain water to be detailed.
- xxi. Calculation on sizing of solar water heating systems to be furnished.
- xxii. A management plan for excavation and dewatering to ensure compliance to the CGWA guidelines and regulation.
- xxiii. Solid waste management plan along with area earmarked for solid waste management scheme.
- xxiv. Management and disposal plan of used cooking oil from restaurant.
- xxv. Management of excavated soil. Pollution control measures to be taken to control fugitive emission during construction phase including marble /stone cutting.
- xxvi. Layout plan indicating Greenbelt along with area earmarked to be provided.
- xxvii. Disaster Management plan including onsite and offsite plan.
- xxviii. The Project proponents would also address to the plans for the Bijwasan Railway Station, the state of environment there and the environmental status if the station is to be retained.
- xxix. The EIA should also give a compliance plan to conditions stipulated in Annexure XIV of the amended EIA Notification vide S.O. 3999 (E) dated 09.12.2016.
- xxx. Traffic Impact Analysis (TIA) shall be carried out engaging services of an organisation specialising in Transport Planning and Traffic engineering to assess the impact of proposed redevelopment of the railway station in terms of impact on traffic intensities, road capacities, intersection capacities and related delays on the bounding network of the terminal complex. The TIA report shall explicitly detail out the method of estimating the additional traffic demand owing to redevelopment process including the impact on passenger/visitor footfalls, parking demand and other access /dispersal hired transport system within the terminal complex .The TIA shall also indicate the impact of proposed redevelopment on the level of service of the primary road network falling in the immediate catchment area of the terminal complex within an area of at least 5 sq km. The TIA shall be followed by preparation of detailed Traffic Management Plan (TMP) detailing various implementable measures for traffic impact mitigation to be submitted along with the

EIA. The recommended TMP proposed to be implemented should preferably be approved by bodies such as UTTIPEC comprising expert officials from PWD, Traffic Police, DTC, DIMTS, and Transport Department etc.

xxxi. The impact assessment for noise and vibration shall be done at peak values.

It was recommended that 'ToR' prescribed by the Expert Appraisal Committee (Infrastructure-2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006.

**16.3.5** Redevelopment of General Pool Residential Accommodation (GPRA) at Nauroji Nagar, New Delhi by NBCC India Ltd – **Terms of Reference** – [IA/DL/NCP/63078/2017] [F.No. 21-112/2017-IA-III]

The project proponent and their consultant (M/s Hubert Enviro Care Systems Pvt. Ltd, Chennai) gave a detailed presentation and informed the following:

- The present proposal is for 'Redevelopment of General Pool Residential Accommodation (GPRA)' at Nauroji Nagar, New Delhi. This project falls under item No.8 (b) – Townships and Area Development Projects, under the category "A" (general conditions apply) as per the EIA notification 2006.
- The proposed project involves the modernization of GPRA with a built up area of 5,36,575 m<sup>2</sup>.
- The proposed project is Modernisation of Residential Accommodation (GPRA) at Nauroji Nagar, New Delhi. Summary of the project details is as under:

S.NO	PROJECT DETAILS	PROPOSED PROJECT DETAILS		
1.	LAND AREA	1,01,010.125 sqm (24.96 Acres)		
2.	PROJECT COST	Rs. 2694 Crore		
3.	NUMBER OF BLOCKS / FLOORS	SI. No	Block	Floor
		FOR CLUSTER - A		
		OFFICE BUILDING		
		1	Tower - A	G+9
		2	Tower - B	G+9
		3	Tower - C	G+9
		4	Tower - D	G+8
		5	Tower - E	G+8
		6	Tower - F	G+8
RETAIL SHOP				
7	BLOCK 1	Ground Floor		

		8	Restaurant	At 9th floor of B & C
		<b>FOR CLUSTER - B</b>		
		OFFICE BUILDING		
		8	Tower - G	G+8
		9	Tower - H	G+8
		10	Tower - J	G+8
		11	Tower - K	G+9
		12	Tower - L	G+9
		13	Tower - M	G+9
		<b>RETAIL SHOP</b>		
		14	BLOCK 2	Ground Floor
		15	Community facilities	
4.	<b>POWER REQUIREMENT</b>	Total Power Requirement will be 19000 kVA.  Power Backup: 15 x 2000 kVA DG set is envisaged.		
5.	<b>WATER CONSUMPTION (KLD)</b>	Total Water Requirement: 2550 Kld Fresh Water Requirement: 1130 Kld Fresh Water Demand will be met from Metro Water Supply		
6.	<b>LOCATION</b>	28 34' 09.17" – 28 34' 09.54"N 77 11 23.39" – 77 11 51.32" E		

- The fresh water requirement will be 1130 KLD. Water will be sourced from NDMC (New Delhi Municipal Council).
- The wastewater generated from the houses will be treated in STP and the treated water will be utilized for green belt development and flushing purposes.
- Solid Waste- Construction phase During the Construction phase, municipal solid waste of about 800 Kg/Day will be generated and disposed to Municipal Solid Waste dump yard. Construction waste generated will be about 35 kg/day which will be reused to the maximum possible and excess will be disposed through authorized vendors. Operation Phase During operation phase, total population expected is 31898 people, the Municipal Solid waste generated will be about 19,139 Kg/Day.
- Power requirement. Details Capacity Source Power Requirement 19000 KVA New Delhi Municipal Council Power Back Up 30000 KVA DG Sets. (15 No's 2000 KVA DG SET).
- **Employment Generation:** The Employment is around 4000 labourers during Construction phase and approximately 32000 Staffs & Employees will be required for the Office, guards, restaurant, maintenance & other staffs for miscellaneous purposes.

The EAC deliberated upon the proposal and noted that a Court Case (O.A. No. 553 of 2016) is pending against 07 redevelopment sites (Government Residential Colonies) in Delhi in the Hon'ble National Green Tribunal, New Delhi including the instant proposal regarding cutting/destruction of trees and plants in huge numbers. The Committee advised the project proponent to give details of the Court case along with present status for further deliberation.

The proposal was deferred till the desired information sought by the Committee is submitted. The above information shall be provided with the uploading of minutes on the website.

**16.3.6** Redevelopment of Residential Colony at Ansari Nagar West, Delhi by M/s All India Institute of Medical Sciences – **Terms of Reference** – [IA/DL/NCP/63321/2017] [F.No. 21-123/2017-IA-III]

The project proponent and their consultant (M/s Aplinka Solutions & Technologies Pvt. Ltd.) gave a detailed presentation and informed the following:

- The present proposal is for the 'Redevelopment of Group Housing Project measuring 28.03 acres of land at West Campus, Ansari Nagar, New Delhi. Earlier, the Residential Colony consists of Type-I, Type-II, Type-III, Type-IV, Dharamshala & Garages with the existing ground coverage of 17,845.41 m<sup>2</sup> and covered area of 28,550.02 m<sup>2</sup>. These buildings are to be demolished and in place of it; 3-BHK flats + Servant Quarter of Type-IV(Special) & Type-V & 4 BHK+ Servant of Type-VI are proposed with modern amenities along with the Community Facility and Commercials. The ground coverage and the built up area of the project after demolition and redevelopment will be 20,664.00 m<sup>2</sup> and 3,42,496.45 m<sup>2</sup> respectively.
- The site is located at West Campus, Ansari Nagar, New Delhi. The project site is well connected to Aurobindo Marg. The project site is around 8.59 km (aerial distance) from New Delhi Railway Station in North direction. Indira Gandhi International Airport is around 10.33km in West direction.
- The project lies in the Residential Area as per the Land Use Plan of MPD-2021. The land has been allotted by Ministry of Works Housing & Supply vide letter no. 4172-WI/53 dated 11<sup>th</sup> August, 1953. Additionally, the project has received the permission from the Ministry of Urban Development for obtaining the approvals from the various authorities vide letter no. L-II-B/1(103)/181 dated 28.04.2016 for the Redevelopment of the West Ansari Nagar Residential Campus of AIIMS.
- The redevelopment is aimed by demolition of the existing buildings and proposal of new buildings as per the modern amenities. The project will have the energy saving measures, water conservation fixtures and rain water harvesting pits required for the sustainable development.
- About 2000 ML of water will be required for construction purpose of the building. The treated water requirement will be met by the treated water from the nearby STP, which will be brought by the private water tank.
- It is estimated that the total water demand during the operation phase of the redevelopment project will be 1634 KLD. The fresh water requirement for residential population, staff and visitors is estimated to be 744 KLD, whereas the treated water requirement will be approx. 875 KLD which includes water requirement for flushing,

horticulture, Filter Backwash and HVAC cooling.

- During the operational phase of the redevelopment project; approximately 1030 KLD of wastewater will be generated from the project which will be treated in the MBBR based Sewage Treatment Plant of total capacity 1500 KLD (1275 KLD Residential + 225 KLD Commercial Offices). It is expected that approximately 875 KLD of treated water will be recovered from the STP. During non-rainy season; STP treated water will be reused in flushing (425 KLD), horticulture (195 KLD), HVAC cooling (245 KLD) and filter backwash (10 KLD); and this will lead to Zero Exit Discharge. During the rainy season, STP treated water will be reused in flushing (425 KLD), HVAC cooling (245 KLD), filter backwash (10 KLD) and the surplus of 195 KLD will be discharged to sewer.
- During the operation phase, waste will comprise domestic as well as agricultural waste. The solid waste generated from the project shall be mainly domestic waste and estimated quantity of the waste shall be approx. 4646 kg per day (@0.50kg per capita per day for residents, @0.15 kg per capita per day for the visitor, @0.25 kg per capita per day for the staff members and landscape wastes @ 0.2 kg/acre/day). Following arrangements will be
- Adequate provision for car parking will be made at the project site. There will be also an adequate parking provision for visitors so as not to disturb the traffic and allow smooth movement at the site. Presently, there is a provision of 440 ECS for the existing facilities. Provision of 3790 ECS will be provided in redevelopment or proposed phase.
- An area of 46,384.60m<sup>2</sup> (i.e. 40.82% of the net plot area) will be provided for the landscape development which includes ornamental trees and shrubs.
- The roof top rainwater harvesting through recharge pit process will be used for the recharge of the water at the project site. The quantity of annual harvested rainfall at the project site at present is 46,050.155 cum. Peak rainfall intensity of 50 mm has been considered for designing of rainwater harvesting pit. There are 8 no. of rain water harvesting pits present on the site. 21 recharge pits of dia 250 mm and throughput 82.98 m<sup>3</sup> with pit retention of 20 m<sup>3</sup> has been proposed.
- Presently, the power load requirement is 3000 KW with the DG power back up of 75 kVA only. The power supply is supplied by BSES Rajdhani Power Limited. The demand load for the project after the redevelopment is estimated to be 11,113.3 kW (6948.81 kW Residential + 4164.49 kW Commercial offices) considering the 80 % diversity factor; for which there will be 2 transformers of 5 MVA capacity. There is provision of 1 x 1250 kVA, 3 x 1000 kVA, 4 x 500 kVA, 1 x 250 kVA, 3 x 2000 kVA DG sets for power back up in the project. The DG sets will be equipped with acoustic enclosure to minimize noise generation and adequate stack height for proper dispersion.

After detailed deliberations, the EAC recommended for grant of ToR as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity and the following ToR in addition to Standard ToR for preparation of EIA-EMP report:

- (i) Importance and benefits of the project.
- (ii) The data collection and impact assessment shall be as per standard survey methods.

- (iii) Environmental data to be considered in relation to the project development would be (a) land, (b) groundwater, (c) surface water, (d) air, (e) bio-diversity, (f) noise and vibrations, (g) socio economic and health.
- (iv) Fresh baseline data for 3 months shall be used for preparing EIA Report.
- (v) Present land use of the proposed project site.
- (vi) Copy of project sanction plan.
- (vii) Details of project configurations and built up area.
- (viii) Layout plan indicating road, greenbelt, drainage, sewer line, STP, solid waste handling area, rain water harvesting structure, etc. in different colour to be furnished.
- (ix) Layout of parking plan indicating entry and exit points of vehicular movement as well as traffic management plan. Highlight the fire tender pathway.
- (x) An assessment of the impact of the proposed Trauma Centre should be carried for traffic densities and parking capabilities in a 2 kms radius from the site
- (xi) An estimation of the extent of dewatering for basements, description of the methodology used and assessment of impacts shall be submitted along with a plan for reutilisation of Water as per the CGWA Guidelines.
- (xii) Details of source of water supply along with permission to be submitted.
- (xiii) Quantification of various effluent streams such as sewage, restaurant effluent, Laundry effluent etc.
- (xiv) Treatment scheme for effluent and its recycling mode.
- (xv) The details of the treated sewage disposal and its impact on the recipient system shall be studied.
- (xvi) Action plan to prevent pollution from discharge of surface runoff into water bodies.
- (xvii) Details energy conservation measures to be taken. All points mentioned in the proposal such as orientation to support reduced heat gain, use of ASHRAE 90.1, use of ECBC compliant envelope measures to be supported through drawings and details in the proposal.
- (xviii) Details of DG sets. Prediction of ground level concentration due to emissions from DG sets.
- (xix) Details of arrangement for meeting standby power from solar energy.
- (xx) Details of rain water harvesting system to be furnished. Clarity on recharge pits, storage systems for rain water and use of appropriate filtration system for collected rain water to be detailed.
- (xxi) Calculation on sizing of solar water heating systems to be furnished.
- (xxii) A management plan for excavation and dewatering to ensure compliance to the CGWA guidelines and regulation.
- (xxiii) Solid waste management plan along with area earmarked for solid waste management scheme.
- (xxiv) Management of excavated soil. Pollution control measures to be taken to control fugitive emission during construction phase including marble /stone cutting.
- (xxv) Layout plan indicating Greenbelt along with area earmarked to be provided.



	<p>(xxvi) Disaster Management plan including onsite and offsite plan.</p> <p>(xxxii) The EIA should also give a compliance plan to conditions stipulated in Annexure XIV of the amended EIA Notification vide S.O. 3999 (E) dated 09.12.2016.</p> <p>(xxxiii) Traffic Impact Analysis (TIA) shall be carried out engaging services of an organisation specialising in Transport Planning and Traffic engineering to assess the impact of proposed redevelopment of the existing residential complex of AIIMS in terms of impact on traffic intensities, road capacities, intersection capacities and related delays on the bounding network of the site. The TIA report shall explicitly detail out the method of estimating the additional traffic demand owing to redevelopment process (residential and commercial activities) including the impact on parking demand within the complex. The TIA shall also indicate the impact of proposed redevelopment on the level of service of the primary road network falling in the immediate catchment area of the terminal complex within an area of at least 5 sq km. The TIA shall be followed by preparation of detailed Traffic Management Plan (TMP) detailing various implementable measures for traffic impact mitigation to be submitted along with the EIA. The recommended TMP proposed to be implemented should preferably be approved by bodies such as UTTIPEC comprising expert officials from PWD, Traffic Police, DTC, DIMTS, Transport Department etc.</p> <p>(xxxiv) The impact assessment for noise and vibration shall be done at peak values.</p> <p>It was recommended that 'ToR' prescribed by the Expert Appraisal Committee (Infrastructure-2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006.</p>
<p><b>16.3.7</b></p>	<p>Master Plan on Lucknow-Kanpur Road by Lucknow Industrial Development Authority (LIDA) – <b>Terms of Reference</b> – [IA/UP/NCP/62680/2017] [F.No. 21-125/2017-IA-III]</p> <p><b>PP did not attend meeting.</b></p>
<p><b>16.3.8</b></p>	<p>Proposed expansion of Captive Jetty Facility in Revdanda Creek at Salav, Dist. Raigad, Maharashtra by M/s JSW Salav Port Pvt Ltd – <b>Further consideration for Terms of Reference</b> – [IA/MH/MIS/58314/2016] [F.No. 10-60/2016-IA-III]</p> <p>The project proponent and their consultant gave a detailed presentation and informed the following:</p> <ul style="list-style-type: none"> <li>• The present proposal is for 'Expansion of Captive Jetty Facility in Revdanda Creek' at Salav, Dist. Raigad, Maharashtra.</li> <li>• Proposed project exist in Revdanda Creek on the Western Coast of India. Land use of the area belongs to water body, creek, hill terrain, habitants, agricultural land, mangroves in the narrow channel of Revdanda creek, roads, etc.</li> <li>• 235 m jetty length to be expanded with additional 500 m jetty and 100 acre back up area to be reclaimed behind the berths for cargo storage by using dredged material.</li> <li>• Cargo handling from present 3 MTPA to 31 MTPA (21 MTPA of raw material and 10 MTPA of finished products) to cater the proposed expansion 3.0 MTPA steel plant</li> </ul>

and 3.0 MTPA Coke Oven plant at Salav.

- Deepening of channel (28 km long and 225 m wide) to 14.5 m initially by dredging sediment of 30 million m<sup>3</sup>. At later stage to about 19.8 m by additional soft and rock dredging.
- The dredged material shall be used for reclamation and about 100 acre of land shall be created behind the berths.
- Extension of existing approach jetty.
- Construction of new approach Jetty.
- Provision for material storage yard along with connecting roads, open stockpiles (mechanised), drains and dust suppression system, hard stands, covered godowns.
- Installation of barge ship unloaders, mobile cranes, conveyors, stackers and other equipment required for bulk cargo handling
- Provision of electrical systems and other utilities like DG sets, port cabin, canteen, jetty admin building and MC building, pavements, gate complex, fire engine room, fire fighting system-yard hydrants, fire water tanks, greenbelt etc.
- Project location is outside the Notified Eco-Sensitive zone of Phansad Wildlife Sanctuary.
- Cost of the project is Rs. 945 crore.
- No potential fishing activity is carried out in the vicinity. There are 3 fish landing centre exists in the nearby village which use mostly the mechanised boats for fishing and in the deep sea.
- Water requirement: 600 KLD which will be met by existing facility of JSW Steel (Salav) Ltd.
- The expansion of the port shall create additional job opportunities to the tune of 200-250 persons during construction and 75-100 persons during operation phase. Additionally, secondary and tertiary employment opportunities are expected to be generated.
- Benefit of the project: Local people will be benefited through company's CSR activities. The project will generate primary, secondary and tertiary employment.

After detailed deliberations on the proposal, the Committee recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity and the following TOR in addition to Standard ToR for preparation of EIA-EMP report:

- (i) Importance and benefits of the project.
- (ii) The data collection and impact assessment shall be as per standards survey methods.
- (iii) A separate chapter on status of compliance of Environmental Conditions granted by State/Centre to be provided. As per circular dated 30th May, 2012 issued by MoEF&CC, a certified report by RO, MoEF&CC on status of compliance of conditions on existing port to be provided in EIA-EMP report.
- (iv) Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale.
- (v) Recommendation of the SCZMA.
- (vi) Stage -1 forest clearance for the involvement of forest land.
- (vii) Various Ports facilities with capacities for proposed project.

- (viii) List of cargo to be handled along with mode of transportation.
- (ix) Layout plan of existing and proposed Port.
- (x) A detailed analysis of the physico-chemical and biotic components in the highly turbid waters round the project site (as exhibited in the Google map shown during the presentation), compare it with the physico- chemical and biotic components in the adjacent clearer (blue) waters both in terms of baseline and impact assessment and draw up a management plan.
- (xi) Study the impact of dredging on the shore line.
- (xii) A detailed impact analysis of rock dredging.
- (xiii) Action plan for disposal of dredged soil and rocks.
- (xiv) Dispersion modeling for the dumping of the dredge materials shall be carried out. The study report shall be incorporated.
- (xv) Details of air pollution control measures to be taken as well as cost to be incurred.
- (xvi) Total water consumption and its source. Wastewater management plan.
- (xvii) Details of Environmental Monitoring Plan.
- (xviii) The impacts of rock excavation and dredging separately.
- (xix) A para-wise compliance to the consent conditions as may have been prescribed by the State Pollution Control Board.
- (xx) A note on all complaints and representations that may have been received including the one received from Conservation Action Trust.
- (xxi) The Marine biodiversity impact assessment report and management plan through the National Institute of Oceanography (NIOS) or any other institute of repute on marine, brackish water and fresh water ecology and biodiversity. The report shall study the impact of the project activities on the intertidal biotopes, corals and coral communities, molluscs, sea grasses, sea weeds, subtidal habitats, fishes, other marine and aquatic micro, macro and mega flora and fauna including benthos, plankton, turtles, birds etc. as also the productivity. The data collection and impact assessment shall be as per standards survey methods.
- (xxii) Disaster Management Plan for the above terminal.
- (xxiii) Layout plan of existing and proposed Greenbelt.
- (xxiv) Status of court case pending against the project.
- (xxv) A tabular chart with index for point wise compliance of above TORs.
- (xxvi) Public hearing to be conducted and issues raised and commitments made by the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made.

It was recommended that 'ToR' along with Public Hearing prescribed by the Expert Appraisal Committee (Infrastructure-2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The draft EIA/EMP report shall be submitted to the State Pollution Control Board for public hearing. The issues emerged and response to the issues shall be incorporated in the EIA report.

**16.3.9** Development of Outer Harbour Paradip Port Trust, Paradip, Dist Jagatsinghpur, Odisha by M/s Paradip Port Trust– **Further consideration for Terms of Reference – [IA/OR/MIS/60156/2016] [F.No. 21-28/2016-IA-III]**

PP did not attend meeting. Meanwhile, it is reported that ToR to the project was recommended in the 13<sup>th</sup> EAC (Infra-2) meeting held during 23<sup>rd</sup>-25<sup>th</sup> January, 2017 and issued vide letter No. 21-28/2016-IA-III dated 17.04.2017. As such, the EAC found the instant proposal null and vide and no action required.

**16.3.10** Development of 3 remaining integrated facilities (Stage I) within the existing Kandla Port trust at Gandhidham, Kutch, Gujarat by Kandla Port Trust - **Terms of Reference** – [IA/GJ/MIS/61975/2017] [F.No. 10-9/2017-IA-III]

The project proponent and their consultant (M/s Mantec Consultants private Limited) gave a detailed presentation and informed the following:

- The present proposal is for ‘Development of 3 remaining integrated facilities (Stage I) within the existing Kandla Port’ at Gandhidham, Kutch, Gujarat.
  - Container Terminal at Tuna off Terka on BOT basis – Jetty T shape 1100m x 54m, capacity 2.19 Million TEUs/annum, Dredging: Capital 13,56,000 m<sup>3</sup> Maintenance 2,71200 m<sup>3</sup>/year, Land Area : 84 Ha Break water: Length of 1400 m with 20m ht.
  - Construction of Port Craft Jetty & shifting of SNA Section at Kandla Port Trust-
  - Providing Railway Line from NH-8A to Tuna Port- 11.00 km.
  - Development of 3 integrated facilities in existing premises, so no need for new site selection.
  - **Total area**-95 Ha (There is no land acquisition as land belongs to KPT.)
  - **Land-use:** The land use of the site is Industrial.
  - **Project components:**
    1. Container Terminal at Tuna off Terka on BOT basis – Jetty T shape 1100m x 54m, capacity 2.19 Million TEUs/annum, Dredging: Capital 13,56,000 m<sup>3</sup> Maintenance 2,71200 m<sup>3</sup>/year, Land Area : 84 Ha Break water: Length of 1400 m with 20m ht.
    2. Construction of Port Craft Jetty & shifting of SNA Section at Kandla Port Trust-
    3. Providing Railway Line from NH-8A to Tuna Port- 11.00 km
  - Total cost for proposed project is Rs. 3214.17 Crore.
  - **Water requirement, source, status of clearance:** 450 m<sup>3</sup> for project, Daily Requirement 5 m<sup>3</sup>/day, source: Tanker Supply/contractor/Gujarat Water Supply and Sewerage Board.
  - Treatment and usage of treated sewage: Domestic sewage will be treated in septic tanks followed by disposal in soak pits.
  - Waste generated from this facility can be broadly categories in three types:
    - Domestic waste:** - sweeping, cleaning, fuel burning, gardening waste, waste wood etc.
    - Construction and maintenance debris:** - This waste of construction material will be dealt with separately.
    - Other waste:** - packing material, plastics, metal items etc.
- It is assumed that above collected waste would consist of Bio-degradable material (75%), Inorganic material (20%) and inert material as 5%. Bio waste will be treated to form the manure and can be handled on-site through a land fill or waste pit technique. Non-bio waste which can be recycled (ferrous materials, plastic etc.) shall be sold /given to waste plastic vendors for recycling purposes. Construction material can be used for site filling purposes.
- **Employment potential:** Indirect employment approx. 1000 Nos.

- **Benefits of the project:**

- Increase cargo handling capacity.
- Earning in the form of revenue share from BOT operator.
- Increase in revenue generation operation of port due to additional traffic handling.
- Reduction in cost of handling thereby making Kandla port more competitive.
- Indirect economic activity for nearby areas, more employment opportunity for local people

During deliberation, the project proponents made a request for an exemption from public hearing as the same has already been conducted in 2013. The same was allowed but the project proponents were advised to include certain specific conditions in the EIA/EMP Report.

After detailed deliberations on the proposal, the Committee recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity and the following TOR in addition to Standard ToR for preparation of EIA-EMP report:

- (i) Importance and benefits of the project.
- (ii) The data collection and impact assessment shall be as per standards survey methods.
- (iii) All complaints or representations on the project as available with the MoEF&CC, the Kandla Port Trust or with the Local Administration(District Manager) including representation received from Nature Conservation Trust shall be addressed to in the EIA with a specific action plan where required.
- (iv) A para-wise response and action plan to the recommendations as given in the proceedings of public hearing shall be included in the EIA report.
- (v) The EIA report will also provide a one month additional primary base line data with secondary data and compare this with the data as may have been collected earlier and arrive at impacts accordingly.
- (vi) A separate chapter on status of compliance of Environmental Conditions granted by State/Centre to be provided. As per circular dated 30th May, 2012 issued by MoEF&CC, a certified report by RO, MoEF&CC on status of compliance of conditions on existing port to be provided in EIA-EMP report.
- (vii) Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale.
- (viii) Recommendation of the SCZMA.
- (ix) Stage -1 forest clearance for the involvement of forest land.
- (x) Various Ports facilities with capacities for proposed project.
- (xi) List of cargo to be handled along with mode of transportation.
- (xii) Layout plan of existing and proposed Port.
- (xiii) A detailed analysis of the physico-chemical and biotic components in the highly turbid waters round the project site (as exhibited in the Google map shown during the presentation), compare it with the physico- chemical and biotic components in the adjacent clearer (blue) waters both in terms of baseline and impact assessment and draw up a management plan.
- (xiv) Study the impact of dredging on the shore line.
- (xv) A detailed impact analysis of rock dredging.
- (xvi) Action plan for disposal of dredged soil and rocks.
- (xvii) Dispersion modelling for the dumping of the dredge materials shall be carried out. The study report shall be incorporated.

	<p>(xviii) Details of air pollution control measures to be taken as well as cost to be incurred.  (xix) Total water consumption and its source. Wastewater management plan.  (xx) Details of Environmental Monitoring Plan.  (xxi) The impacts of rock excavation and dredging separately.  (xxii) The Marine biodiversity impact assessment report and management plan through the National Institute of Oceanography (NIOS) or any other institute of repute on marine, brackish water and fresh water ecology and biodiversity. The report shall study the impact of the project activities on the intertidal biotopes, corals and coral communities, molluscs, sea grasses, sea weeds, subtidal habitats, fishes, other marine and aquatic micro, macro and mega flora and fauna including benthos, plankton, turtles, birds etc. as also the productivity. The data collection and impact assessment shall be as per standards survey methods.  (xxiii) Disaster Management Plan for the above terminal.  (xxiv) Layout plan of existing and proposed Greenbelt.  (xxv) Status of court case pending against the project.  (xxvi) A tabular chart with index for point wise compliance of above TORs.  (xxvii) Public hearing to be conducted and issues raised and commitments made by the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made.</p> <p>It was recommended that 'ToR' prescribed by the Expert Appraisal Committee (Infrastructure-2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006.</p>
<p><b>16.3.11</b></p>	<p>Construction of two offshore container berths and development of container terminal on BOT basis in Mumbai Harbour by Mumbai Port Trust - <b>Terms of Reference</b> – [IA/MH/MIS/62185/2017] [F.No. 10-10/2017-IA-III]  <b>PP did not attend meeting.</b></p>
<p><b>16.3.12</b></p>	<p>Proposed Badamwari- Kohimaran Ropeway from extreme corner of Badamwari Garden to hill near JKTDC cafeteria at Srinagar, Jammu &amp; Kashmir by M/s J&amp;K State Cable Car Corporation Limited - <b>Terms of Reference</b> – [IA/JK/MIS/62459/2017] [F.No. 10-11/2017-IA-III]</p> <p>The project proponent and their consultant (M/s Perfect Enviro Solutions Pvt. Ltd.) gave a detailed presentation and informed the following:</p> <ul style="list-style-type: none"> <li>• The present proposal is for 'Badamwari-Kohimaran Passenger Ropeway from Extreme Corner of Badamwari Garden to Hill Near JKTDC Cafeteria at Srinagar, Jammu &amp; Kashmir.</li> <li>• Aerial Ropeway falling under Schedule 7(g) of the EIA notification. The project is Category 'A' project as the UTP is at an elevation of 1658 m above MSL. The project will be developed by J&amp;K State cable car corporation Limited.</li> <li>• The project shall be developed at Srinagar, Jammu &amp; Kashmir.</li> <li>• Estimated Cost of the project will be approximately Rs. 19.33 crores.</li> <li>• The proposed system to be installed at Srinagar will be Monocable Fixed Grip</li> </ul>

#### Pulsated Gandola System.

- The Project is a 456.4-m long ropeway, covering an area of 9375.28 sqm (including terminal stations & ropeway corridor). The proposed ropeway shall be developed from LTP (elevation of 1596m above MSL) in the extreme corner of Badamawari Garden to UTP (elevation of 1658m above MSL) at approx. on the top of the hill near JKTDC cafeteria.
- There will be a continuous ropeway line from LTP to UTP. 2865 sq m (0.28 ha) of area of forest land will be diverted. This activity will be carried out as per the guidelines of the Forest (Conservation) Act, 1980.
- Therefore, the proposed alignment will play an important role in these cases to promote tourism and will provide faster service as ropeway does not follow road topology and can overcome topographical barriers.
- The proposed Ropeway will reduce travel time for passengers.
- The proposed ropeway will have two terminal points, Lower Terminal Point (Elevation-1596 m above MSL) and Upper Terminal Point (Elevation-1658 m above MSL).
- The total water requirement for emergency & other misc. purpose has been estimated as 4 KLD and the source will be municipal supply Water which shall be used mainly for flushing & hand washing, drinking, Gardening & misc. purposes. The generation of total waste water will be 2.5 KLD, which shall be treated in Bio-Toilets and the treated water obtained from it shall be disposed off in soak pits provided at LTP and UTP.
- 485 Kg/day of municipal waste will be generated of which 340 kg/day of biodegradable waste will be treated in OWCs provided at each of the terminals and converted to compost and 145 kg/day of recyclable waste will be segregated and given to approved recycler. Used oil will be given to authorized hazardous waste recycler.
- Total Power load of the project is 160 KW. DG sets of 1 x 250 kVA (LTP) are proposed.
- Cost on EMP will be approx. Rs. 48.0 Lakhs with recurring cost of Rs. 9.0 Lakhs/annum.

During deliberation, the project proponents made a request to allow data collection up to June 30<sup>th</sup> as they had already started the baseline data collection in March after submitting the application for TOR and because of climatic peculiarities there are no rains in the area up to 30<sup>th</sup> of June. The Committee recommended that they could be allowed the proposed ToR and the use of data up to the 30<sup>th</sup> of June. They were also advised to certify the rainy days if any from the 15<sup>th</sup> of June to the 30<sup>th</sup> of June.

After detailed deliberations on the proposal, the Committee recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity and the following TOR in addition to Standard ToR for preparation of EIA-EMP report:

- (i) Importance and benefits of the project.
- (ii) A toposheet of the study area of radius of 10km and site location on 1:50,000/1:25,000 scale on an A3/A2 sheet. (including all eco-sensitive areas and

environmentally sensitive places).

- (iii) Stage – I forest clearance to be submitted.
- (iv) Route map of proposed ropeway project.
- (v) Layout maps of proposed project indicating location of upper station and lower station, building, food court, parking, greenbelt area, utilities etc.
- (vi) Numbers of persons/projections of tourist.
- (vii) Cost of project and time of completion.
- (viii) A note on appropriate process and materials to be used to encourage reduction in carbon foot print. Optimize use of energy systems in buildings that should maintain a specified indoor environment conducive to the functional requirements of the building by following mandatory compliance measures (for all applicable buildings) as recommended in the Energy conservation building code (ECBC) 2007 of the Bureau of Energy Efficiency, Government of India. The energy system includes air conditioning systems, indoor lighting systems, water heaters, air heaters and air circulation devices.
- (ix) Details of air emission, effluents, solid waste and hazardous waste generation and their management.
- (x) Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract).
- (xi) The E.I.A. should specifically address to vehicular traffic management.
- (xii) An onsite disaster management plan shall be drawn up to account for risks and accidents. This onsite plan shall be dovetailed with the onsite management plan for the district.
- (xiii) Provisions shall be kept for a valet parking. Separate dedicated baggage trolleys shall be provided and passenger trolleys should not be allowed to carry heavy baggage (beyond hand baggage as defined for air travel).
- (xiv) Public hearing to be conducted and issues raised and commitments made by the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made.
- (xv) Any litigation pending against the project and/or any direction/order passed by any Court of Law against the project, if so, details thereof shall also be included. Has the unit received any notice under the Section 5 of Environment (Protection) Act, 1986 or relevant Sections of Air and Water Acts? If so, details thereof and compliance/ATR to the notice(s) and present status of the case.
- (xvi) A tabular chart with index for point wise compliance of above TORs.

It was recommended that 'ToR' along with Public Hearing prescribed by the Expert Appraisal Committee (Infrastructure- 2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The draft EIA/EMP report shall be submitted to the State Pollution Control Board for public hearing. The issues emerged and response to the issues shall be incorporated in the EIA report.

**16.3.13** Expansion of Gigaplex IT Park at Plot No.IT-5, Airoli Knowledge Park, TTC Industrial Area,



MIDC, Navi Mumbai (Maharashtra) by M/s Gigaplex Estate Pvt. Ltd. – **Amendment in Environmental Clearance** – [IA/MH/NCP/62289/2016] [F.No. 21-141/2017-IA-III]

The project proponent and their consultant gave a detailed presentation and informed the following:

- The present proposal is for 'Expansion of Gigaplex- IT Park' at, MIDC Knowledge Park, Airoli, Navi Mumbai, by Gigaplex Estate Pvt Ltd.
- Total Plot Area is 2,02,300 m<sup>2</sup>. Total Permissible Area is 5,95,802.13 m<sup>2</sup>. Total Area Proposed is 5,94,812.42 m<sup>2</sup> and total Construction (Covered) Area is 12,73,966.57 m<sup>2</sup>.
- Existing sanctioned project details as per granted EC vide letter no SEAC-2010/CR422/TC.2 dated 24 Nov 2010. Subsequent amendment granted vide letter no. SEAC-2010/CR.422/TC.2 dated 29 September 2014 • Further amendment granted vide SEAC- 2015/CR-84/TC-1 dated 18.07.2016.
- The site lies within the industrial area of MIDC and the proposed project is a permissible activity as per the land use plan.
- As per previous EC, construction of work has been commenced and the same will be continued till sanctioned area.
- The site will have temporary sanitation facility with septic tanks for construction workers. Construction waste will be segregated and substratum will be reused on site as fill material.
- During operation phase 24,133 kg/day (@ 0.25kg/person) of anticipated solid waste generation will be generated from the IT buildings. Out of this 7,240 Kg/day will be biodegradable and 16,893 Kg/day will be non-biodegradable garbage. Solid Waste will be segregated in biodegradable and non biodegradable garbage. Biodegradable garbage will be treated in the Organic Waste Converter within the premises and non biodegradable garbage will be handed over to authorized recyclers.
- 80 KLD water will be used by construction and 22.5 KLD for domestic construction workers.
- During operation Phase: Source: MIDC and Treated water from STP and RWH storage tanks. Fresh water from MIDC: 1930 cmd Recycled water from STPs: 3766 cmd
- Recycled water for flushing: 2413 cmd, Recycled water for HVAC: 1153 cmd. Recycled water for gardening: 200 cmd. Treated sewage discharge to MIDC sewer line.
- Waste water, upto 3958 cmd will be generated. Recycled water (3766 cmd) will be reused for flushing, gardening and HVAC cooling. The entire quantity of recycled water will be reused on site and there will be zero discharge outside the site. Dual plumbing system will be introduced for fresh and treated waste water supply. In order to meet the stipulated standards for wastewater disposal, a Sewage Treatment Plant (STP) of Moving Bed Bio Reactor (MBBR) technology is proposed for treatment of wastewater. One STP is proposed for each building. 3958 cmd of waste water generated will be treated in proposed 11 STPs of total 4185 cmd capacity.
- During construction phase power demanded load is 100 KW. Source of Power Supply: Maharashtra State Electricity Distribution Company Limited (MSEDCL). During Operation phase: Source: Maharashtra State Electricity Distribution Company

Limited (MSEDCL)

- During Operation phase connected load for 11 buildings 68,484.40 KVA and Maximum demand for 11 buildings 54,187.10 KVA: Source: Maharashtra State Electricity Distribution Company Limited (MSEDCL).
- D.G. sets (In case of power failure) for 11 buildings (8 x 1010 KVA, 3 x 1500 KVA, 4 x 1700 KVA, 16 x 2000 KVA, 4 x 2250 KVA, 12 x 2500 KVA) will be provided as power backup.

After detailed deliberation, the Committee sought following additional information:

- (i) Certified compliance report issued by the Regional Office, Nagpur on the existing environmental conditions stipulated in environmental clearances earlier issued by SEIAA/SEAC Maharashtra.
- (ii) Give a conformity status to conditions stipulated in Annexure XIV of the amended EIA Notification vide S.O. 3999 (E) dated 09.12.2016.
- (iii) Undertaking by Board of Director(s) stating, no construction activity has commenced for proposed expansion work at the site and Project Proponent undertakes that the construction works will be commenced only after obtaining all necessary clearances from statutory authorities.
- (iv) Details energy conservation measures to be taken. All points mentioned in the proposal such as orientation to support reduced heat gain, use of ASHRAE 90.1, use of ECBC compliant envelope measures to be supported through drawings and details in the proposal.

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**LIST OF PARTICIPANTS OF EAC (INFRASTRUCTURE-2) IN 16<sup>TH</sup> MEETING OF EAC  
(INFRASTRUCTURE-2) HELD ON 1<sup>ST</sup> MAY, 2017**

<b>Sr. No.</b>	<b>Name</b>	<b>Designation</b>	<b>Attendance</b>
1.	Prof. T. Haque,	Chairman	P
2.	Shri K. Gowarappan	Member	A
3.	Dr. Yashpal Singh	Member	P
4.	Dr. S.K. Bhargava	Member	A
5.	Dr. Ayi Vaman N. Acharya	Member	A
6.	Dr. Chandrahas Deshpande	Member	A
7.	Shri A. P. Singh	Member	A
8.	Ms. Mili Majumdar	Member	P
9.	Prof. Dr. Sanjay Gupta	Member	P
MOEF&CC Representative			
10.	Dr. Vinod K. Singh	Scientist D & Member Secretary	P