

**Minutes of the 243<sup>rd</sup> meeting of Expert Appraisal Committee held on 28<sup>th</sup> - 30<sup>th</sup> September, 2020 through Video Conferencing for the projects related to Infrastructure Development, all Ship breaking yards including ship breaking units 7(b);Industrial Estate/Parks/Complexes/Areas, Export Processing Zones, Special Economic Zones, Biotech Parks, Leather Complexes 7(c); Ports, harbors, break waters, dredging 7(e) and National Highways 7(f)**

The 243<sup>rd</sup> Meeting of Expert Appraisal Committee (EAC) of Infra-1 (IA-III) was held through Video Conferencing at the Ministry of Environment, Forest & Climate Change (MoEF & CC), Indira Paryavaran Bhavan, New Delhi on 28<sup>th</sup> - 30<sup>th</sup> September, 2020 under the Chairmanship of Dr. Deepak Arun Apte. List of participants is annexed as **Annexure-A**.

**1. OPENING REMARKS OF THE CHAIRMAN**

At the outset, Dr. Deepak Arun Apte, Chairman, EAC welcomed the Members of the EAC and requested Shri. Amardeep Raju, the Member Secretary of the EAC to initiate the proceedings of the meeting with a brief account of the activities undertaken by the Ministry under Infra-1 Division. The Chairman reiterated his concern on the quality of the EIA undertaken by the accredited consultants which leads to delay in decision making. Due to paucity of time to deliberate large number of projects in the Agenda, with the permission of the Chair, some projects in the Agenda were considered on 30 September, 2020.

**2. CONFIRMATION OF THE MINUTES OF THE LAST MEETING**

The Committee confirmed the Minutes of 241<sup>th</sup> EAC meeting held on 25<sup>th</sup> – 26<sup>th</sup> August, 2020 through Video Conferencing with a suggestion that if any typographical error is noticed in due course of time, it will be corrected suitably.

**3. CONSIDERATION OF PROPOSALS**

Sl. No.	Proposal Title/No and File No
3.1	<p><b>Expansion of existing jetty &amp; and storage terminal capacity’ at Gujarat Chemical Port Terminal Company Limited (GCPTCL) at GIDC, Dahej, Taluka Vagra, District Bharuch, Gujarat by M/s Gujarat Chemical Port Terminal Company Limited, Taluka Vagra, District Bharuch, Gujarat.- Further consideration for Environmental and CRZ Clearance.</b></p> <p><b>[Proposal No IA/GJ/MIS/139630/2014; File No 10-14/2017-IA-III]</b></p>
3.1.1	<p>The project proponent along with the EIA consultant M/sIndomer Coastal Hydraulics (P) Ltd. made a presentation through Video Conferencing and provided the following information:</p>
<p><b>Brief description of the Proposal:</b>GCPTCL is a strategic commercial Port located along the Gulf of Khambhat at Dahej, Gujarat operational since 2000 in Dahej notified Port limits. It is a Joint Venture promoted by Govt of Gujarat with 6 Public Sector undertakings (GMB, GNFC, GSFC, GACL, GIDC, GIIC) &amp; RIL. Presently, it has a single berth jetty handling and storing ‘A’, ‘B’ &amp; ‘General’ class petroleum, petrochemicals and cryogenic products in GIDC notified</p>	

area. The proposal is for expansion of existing jetty and storage terminal capacity.

The proposed project proposal involves the following:

- i. Expansion of the existing jetty capacity from 4.979 MMTPA to 12 MMTPA by setting up second Berth.
- ii. Development of 39 Ha. of diverted forest land for establishment of additional storage tanks for permitted products under CRZ notification 2011.
- iii. Capital and annual maintenance dredging of about 1.5 Mm<sup>3</sup> and 1 Mm<sup>3</sup> per annum respectively.
- iv. Raise the ground level of 39 Ha of diverted land using the dredge material and/or dispose the surplus dredge material at GMB approved dredge disposal site.
- v. Increasing the storage capacities of the terminal from 8.5 Lakh KL to 17.5 lakh KL by establishing additional tanks with associated facilities.

1. **Nature of project (New/ Expansion/ Amendment/ Extension etc.):** Expansion.
2. **Whether the proposal was considered in earlier meetings of EAC:** Yes, proposal considered during the 50<sup>th</sup> Meeting of EAC (Infrastructure – 2) held on 22nd April 2020 (agenda item # 50.3.1).
3. **Geo-coordinates of project site:** Bounded Latitudes: from 214156.54 To 214158.27 NORTH Bounded Longitudes: from 723153.60 To 72377.25 EAST.
4. **Area (ha)/Length (km) of the proposed project:** Existing land including green belt – 151.58 Ha Additional land – 39 ha (Diverted Forest Land). Total land – 190.58 ha.
5. **Connectivity to the site:** SH206 - East of project site @ 3 km, NH 48 - East of project site @ 47 km approx. from Dahej, Nearest railway station: Bharuch (49 km), Nearest airport: Vadodara (100 km North East).
6. **Investment/Cost of the project (Rs. in Lakh):** Rs. 1200 Crore.
7. **Item of Schedule to the EIA Notification, 2006:** 7(e) "Ports & Harbours" – category A (> 5 million TPA of cargo handling capacity).
8. **Land use/Land cover of project site in tabular form:**

S. No.	Land use/ Land cover	Area (ha)	%	Remarks, if any
1	Existing land including green belt	151.58	79.5%	Includes existing and proposed storage terminal with developed greenbelt
2	Additional land	39	20.5%	Required land for proposed expansion
	<b>Total Land</b>	<b>190.58</b>		

9. **List of industries to be housed with the proposed project site, only for projects covered under 7(c) category of EIA Notification, 2006:** Not applicable.
10. **Right of Way (RoW), only for projects covered under 7(f) category of EIA**

**Notification, 2006:**Not applicable.

11. **Whether report of Cumulative Impact Assessment is submitted (only for last package of Highway projects):**Not applicable.
12. **Terrain and topographical features:**Topography: the entire study area is almost flat with gentle slope towards west. The contours along the coast remains the same, the land raises steeply along the shore. Some depressions in the flat inland regions results in water bodies along the natural drain system. The general slope of the study area is gentle at south and west directions towards sea, due to the earlier flat deposits from the local river and streams which includes Narmada and Mahi rivers.
13. **Details of water bodies, impact on drainage, if any:**Not applicable.
14. **Water requirements, sources (during construction and operation phases) and NOC:**  
Water demand will be met from existing water allocation of 1590 KLD from GIDC. No additional water required.
15. **Groundwater extraction/ usage and NOC/ Clearance from CGWA/ State Ground Water Department:**Not applicable since no ground water is required for the proposed project.
16. **Whether the project is in Critically Polluted area:**No.
17. **ToR details:**Applied for ToR on 14 Feb 2017 and obtained on 06 Jul 2017.
18. **Public Hearing Details and Summary of issues raised and response/ commitments by Proponent:**PH conducted on 05 Dec 2018 at Project Site.Summary of issues raised during PH and response given by project proponent are provided in MoM of PH (refer section 6.8 of EIA Report).
19. **If the project involves expansion copy of certified compliance report issued by concerned regional office:**Certified EC compliance of earlier ECs received from MoEF&CC Regional Office, Bhopal vide letter dated 14 Sep 2018 attached with Form 2.
20. **Whether the project involves diversion of forest land and status of application:**Yes. Proposed project requires 39 ha of Forest land diverted for which Stage 1 Forest Clearance obtained from MoEF&CC vide letter no.6-GJC004/2015-BHO/ 1037 dated 18 Aug 2015.
21. **Whether the project is located within 10 km of Protected Areas (PA) including National Parks,Sanctuaries and Tiger Reserves etc.:**No.
22. **Whether the project is located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC:**No.
23. **Waste Management:** No additional waste water generation anticipated from the expansion project.Treated effluent shall be used for green belt development within the terminal premises. Solid Waste generated from the proposed project will be handled as per the provisions of Solid Waste Management Rules, 2016. Hazardous Waste generated from the proposed project will be handled as per the provisions of Hazardous and Other

Wastes (Management and Transboundary Movement) Rules, 2016.

**CETP details** -No new effluent stream/ additional effluent expected from the proposed facility. Existing ETP has sufficient capacity to treat effluent from the proposed expansion.

**STP details** - Not applicable. Sewage generated from the terminal is being treated in septic tank and soak pit.

24. **Details of tree cutting and Green belt development:** Tree cutting shall be restricted up to 9700 numbers in the diverted forest land and trees shall be felled under strict supervision of the State Forest Department. The existing terminal has about 35 Ha of Green belt, which will be further strengthened qualitatively and quantitatively.
25. **Energy conservation measures with estimated saving:** Use of LED lights, energy efficient motors etc.
26. **Details of Rain Water Harvesting:** The existing practice of collection of rain water through storm water drains for use in fire water reservoir shall be continued. Rainwater from the roofs of Buildings, storm water drains adjoining roads shall be collected in a rainwater collection tank. During Pre-monsoon cleaning of storm water drain should be done.
27. **Whether the project is in CRZ area: If yes, provide details of components in CRZ area, layout on CRZ map of 1:4000 scale prepared by an authorised agency and appraisal by State Coastal Zone Management Authority (SCZMA) and copy of their recommendations:** Yes.

*Components in CRZ Area-* proposed activities fall within CRZ – I A (Diverted Forest), CRZ – I B, CRZ – III and CRZ – IV A. *Layout on CRZ map-* provided in 1:4000 scale prepared by Institute of Remote Sensing, Anna University. Recommendations of GCZMA has been obtained vide letter No. ENV-10-2018-183-E (T-Cell) dated 18<sup>th</sup> January, 2018.

28. **Whether the project involves foreshore facilities. If yes, provide details of shoreline study, dredging details, disposal of dredge material, reclamation, cargo handling with dust control measures and oil Spill Contingent Management Plan.** Yes. Project has expansion of Jetty by construction of additional berth.

**Shoreline study-** Shoreline changes modeling has been carried out using Mike 21 LITLINE which shows that the shoreline remains almost the same irrespective of the construction of piled berth and connecting trestle.

**Dredging details, disposal of dredged material-** Capital dredging: 1.5 Mn m<sup>3</sup>; maintenance dredging: 1.0 Mn m<sup>3</sup>. Dredged material will be used to raise site grade level, subject to suitability. Excess will be disposed at GMB designated dredge disposal.

**Reclamation-** Not applicable.

**Cargo handling-** Existing – 4.979 MMTPA; proposed – 12.0 MMTPA. Liquid cargo handled through pipelines (closed loop handling).

**Oil Spill Contingency Management Plan (OSCMP)**- The existing 'Oil Spill Contingency Plan will be extended to the proposed berth. Oil spill contingency plan will be evaluated to handle accidental spill.

29. **Whether the project involves Marine disposal. If yes, the provide copy of NOC from Pollution Control Board in case of marine disposal, details of modelling study - details of outfalldiffusers, number of dilutions expected, distance at which the outlet will reach ambientparameters, location of intake/outfall, quantity, and detail of monitoring at outfall:**No.

30. **Brief description of Socio-economic condition of local people:** Most of the people are dependent on jobs/business as their main source of livelihood. More than 30 numbers of industries are located in and around the villages of the project location. Therefore, most of the people are dependent on these industries for their livelihood either directly or indirectly. There are no major agricultural activities in these areas but the standard of living has increased due to the existence of industries. It is noticed that almost all the houses possess modern living amenities like TV with dishes, Fridge, Washing Machines, Mobiles and Motorcycles. Around 10% of the residents use cars.

Summary of Socio-economic study mentioned in the EIA report are given below:

*Demography:* There are 11 villages existing within 10 km radius from GCPTCL with 7,452 households and a total population of 30,988, of which 17,985 are males and 13,003 are females.

*Literacy:* literacy rate in the 11 villages is relatively lower than state literacy rate. In the study area, 74.6% are literate.

*Educational facilities:* enrolment rates are 58%for pre-primary, 93% for primary, 69% for secondary, and 25% for tertiary education.

*Housing pattern:* around 60% of houses are concrete roofs and the rest are tiled or asbestos roofs. Most of the villagers have their own land.

*Infrastructure facilities:* Electricity and road facilities are available in all villages. Government has taken effort to provide sufficient drinking water through Narmada pipeline system. Emergency healthcare, banking and post officefacilities are available in Dahej which can be availed by the surrounding villages.

*Occupation pattern:* Most areengaged as industrial technical/ admin/ floor level labour, small/ medium business, shops, auto/taxis, car renting etc. While some people do agriculture (Kharif crops)60% of the house owners rented out for people who work in the nearby companies. 10% of the households rear domestic animals and less than 5% of the households do fishing in the Gulf and Narmada river.

31. **Land acquisition and R&R issues involved:**No habitational or revenue land needs to be acquired since additional storage tanks will be accommodated within the existing premises and 39 Ha diverted Forest land.

32. **Employment potential, No. of people to be employed:**~ 500 during construction phase;

~ 25 during operation phase.

33. **Benefits of the project:**The following benefits are expected from the proposed project:

- Contribute to minimize demand supply gap by providing infrastructure and facilitate import as well as export of liquid/gaseous chemicals, including petroleum & cryogenic products
- Providing infrastructure & meeting the increased demand for handling, storage of important raw material and evacuation to all industries in the region there by aiding industrial growth in the region.
- The direct employ generation due to construction activity related to berth facility and storage tanks, operation activity of the port and terminal.
- In addition, there will be increase in the indirect business opportunities in the region there by additional employment opportunities.
- Minimize the transport of hazardous chemicals through roads by providing the marine transport and pipelines.

34. **Brief summary of specialized Studies carried out for the project as per the ToR:**In addition to air and water quality modeling studies carried out as part of EIA & RA Report for the proposed project, along with hydrodynamic flow modeling, sediment transport modeling, shoreline modeling, oil spill modeling and dredge disposal modeling studies have been carried out as per the Terms of Reference.

35. **Details of Court cases:** None

The proposal was considered in the 50th meeting of the Infra-2 Committee of the EAC held on 22th April 2020 and sought the following details:

- i. Point-wise reply to the issues raised /representation submitted during public hearing and time bound action plan.
- ii. Details of impacts of proposed project on Gulf ecosystem and proposed mitigation measures.
- iii. Details of Oil Spill assessment and contingency plan. Oil spill model has to be run for pre-monsoon, monsoon and post-monsoon conditions. Accordingly, the contingency plan has to be prepared. The spill quantities should be arrived at using the existing and proposed ship traffic in the channel.
- iv. Current status and capacity of existing Effluent Treatment Plant (ETP) along with its compliance report duly certified by SPCB.
- v. Distance between the project site and nearest mangrove area (Mangroves from jetty head and tank forms), if any.
- vi. The quantum maintenance dredging and impact on adjacent areas.

The proponent submitted all the above mentioned details and also made a presentation to the EAC in the meeting held on 28-30 September, 2020.

3.1.2

The EAC, taking into +account the submission made by the project proponent for the current proposal for expansion of existing jetty and storage terminal capacity had a

detailed deliberation during its 243<sup>rd</sup> meeting on 28<sup>th</sup>-30<sup>th</sup> September, 2020. After a detailed deliberation, the EAC **recommended the proposal for grant of Environmental and CRZ Clearance** with the specific conditions, as mentioned below in this para, in addition to all standard conditions applicable for such projects:

- (i) The Environmental and CRZ Clearance to the project is primarily under provisions of EIA Notification, 2006 and CRZ Notification, 2011. It does not tantamount to approvals/consent/permissions etc required to be obtained under any other Act/Rule/regulation. The Project Proponent is under obligation to obtain approvals /clearances under any other Acts/ Regulations or Statutes as applicable to the project.
- (ii) The project proponent shall abide by all the commitments and recommendations made in the Form-II, EIA and EMP report, submissions made during Public Hearing and also that have been made during their presentation to EAC.
- (iii) Construction activity shall be carried out strictly according to the provisions of the CRZ Notification, 2011. No construction works other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area.
- (iv) All the recommendations and conditions specified by the Gujarat Coastal Zone Management Authority (GCZMA) vide letter ENV-10-2018-183-E (T-Cell) dated 18<sup>th</sup> January, 2018 shall be complied with.
- (v) The Project proponent shall ensure that no creeks or rivers are blocked due to any activities at the project site and free flow of water is maintained. Creek water monitoring program shall be implemented during the construction phase
- (vi) As proposed, the Proponent shall plant for a width of 50 meter along the entire stretch of shore front with endemic species for shore stabilisation.
- (vii) Dredging shall not be carried out during the fish breeding season. Dredging, etc. shall be carried out in confined manner to reduce the impacts on marine environment. Silt curtains shall be used to minimize spreading of silt plume during dredging using online monitoring system. Turbidity should be monitored during the dredging. No removal of silt curtain unless baseline values are achieved.
- (viii) As proposed the dredged material shall be used for raising the ground level of 39 Ha. diverted plot and/or disposing the surplus dredge material at GMB approved dredge disposal site. The impact of dredging on the marine environment should be monitored and necessary measures shall be taken on priority basis if any adverse impact is observed.
- (ix) Marine ecological monitoring and its mitigation measures for protection of phytoplankton, zooplanktons, macrobenthos, estuaries, sea-grass, algae, sea weeds, Crustaceans, Fishes, coral reefs and mangroves etc. as given in the EIA-EMP Report shall be complied with in letter and spirit.
- (x) Continuous online monitoring of air and water covering the total area shall be carried out and the compliance report of the same shall be submitted along with the 6 monthly compliance report to the regional office of MoEF&CC.
- (xi) The actions shall be in accordance with proposed landscape planning concepts to minimise major landscape changes. The change in land use pattern shall be limited to the proposed port limits and be carried out in such a way as to ensure proper drainage by providing surface drainage systems including storm water

	<p>network.</p> <p>(xii) Suitable preventive measures be taken to trap spillage of fuel / engine oil and lubricants from the construction site. Measures should be taken to contain, control and recover the accidental spills of fuel during cargo handling.</p> <p>(xiii) All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to the RO, MoEF&amp;CC along with half yearly compliance report.</p> <p>(xiv) The company shall draw up and implement Corporate Social Responsibility Plan as per the Company's Act of 2013.</p> <p>(xv) As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1<sup>st</sup> May, 2018, an amount of Rs.7 Crore (computed on slab basis for total budget of Rs. 1200 crores) shall be earmarked under Corporate Environment Responsibility (CER) with special focus on providing healthcare facilities to the government hospitals in light of COVID 19 pandemic. Further, the funds shall be utilized for the activities such as support to Panchayats/local government, schools w.r.t. sanitation, health and hygiene, construction of public toilets in the surrounding villages, medical camps, rainwater harvesting, Installation of street lights in nearby villages as per requirement, rejuvenation and creation of water ponds, augmentation of drinking water facilities and provision of solid waste facilities viz. vermicomposting and safe drainage of waste water in consultation with concerned Panchayats. The activities proposed under CER shall be restricted to the affected area around the project. The entire activities proposed under the CER shall be treated as a project and be monitored. The monitoring report shall be submitted to this Ministry's Regional Office concerned as a part of half yearly compliance report, and to the concerned authorities including District Collector. It should be posted on the website of the project proponent.</p>
<p><b>3.2</b></p>	<p><b>Modernization of Navlakhi Port by way of 1) Mechanization of the existing facilities &amp; 2) Construction of new mechanized jetty by M/s Gujarat Maritime Board, Navlakhi Village, Maliya Taluka, Morbi District, Gujarat- Environmental and CRZ Clearance</b></p> <p><b>[Proposal No (IA/GJ/MIS/27340/2015; File No. 10-14/2015-IA-III)]</b></p>
<p><b>3.2.1</b></p>	<p>The project proponent along with the EIA consultant M/s. Cholamandalam MS Risk Services Limited, Chennai, Tamil Nadu made a presentation through Video Conferencing and provided the following information:</p>
	<p>1. <b>Brief description of the proposal:</b> Gujarat Maritime Board (GMB), as a Statutory Organization of Government of Gujarat (GoG) for administering the coastal water and ports of Gujarat, intends to mechanize and expand the Navlakhi Port which has been in operation since 1939. The port is located in the Navlakhi Village, Maliya Taluka, Morbi District, Gujarat. The current proposal is to mechanize the cargo handling within the port, which is currently being operated manually. Besides the port's cargo handling capacity has been proposed to increase from its existing 4 MMTPA to 20 MMTPA. To cater to the proposed cargo handling capacity of the port, 5 jetties of length 1284.8 m has been proposed, under the Sagarmala project, along with a back-up storage area of 5.76 ha, which would be reclaimed. The port having been located towards the end of the Gulf of</p>



Kachch encounters sedimentation and to facilitate the movement of barges that conveys cargo to the port a capital dredging to a tune of 4,07,592 m<sup>3</sup> is proposed to provide a depth of (-)4m. To sustain the required depth an annual maintenance dredging of 41,350 m<sup>3</sup> is proposed. The Port handles only dry bulk cargo and no liquid cargo is being handled.

The following are proposed developments at Navlakhi Port:

- Mechanization of the existing port facility
- Increase in cargo handling capacity of Navlakhi Port from 4 MMTPA to 20 MMTPA
- Construction of 5 new mechanized jetties of length 1284.8m(Sagarmala project Jetty 870 mts)
- Capital Dredging of 4,07,592 m<sup>3</sup>, and an annual maintenance dredging of 41,350 m<sup>3</sup> to maintain a depth of (-) 4m.
- Reclamation of 5.76 ha, using the dredge spoil, as back-up area for cargo storage.

Details of the proposed jetties to be developed-

S. No	Names of the jetties	Proposed Size
1	New GMB Jetty	770.00m x 25.00m
2	Right of USL Jetty	100.00m x 25.00m
3	Left of USL Jetty	181.05m x 25.00m
4	Left of M/s. Shreeji Wharf	146.00m x 10.00m
5	Right of M/s Shreeji Wharf	87.75m x 10.00m

The dredge spoil from capital dredging will also be utilized for reclamation of 5.76 ha for back up area and to elevate and pave the flooring of the coal stock yard. The dredge spoil from the maintenance dredging will be disposed in an identified location in Hansthal Creek (22°56'54.97" N & 70°23'38.63" E) located at a distance of 7.5 km from Navlakhi Port. Based on the dredge disposal study the sediments would not reach the shore indicating no impact to shoreline.

The project was appraised in the 26<sup>th</sup> Meeting of EAC (Infra-2) held on 14<sup>th</sup> December 2017. After a detailed deliberation, the committee sought additional information comprising of eleven queries. PP vide letter GMB / Env / Navlakhi / 20(6) / 5349 dated 29.09.2020 submitted the requisite information.

2. **Nature of project (New/Expansion/Amendment/Extension etc.):** The proposed project is an Expansion & Modernization Project.
3. **Whether the proposal was considered in earlier meetings of EAC:** The proposal was considered in the 26<sup>th</sup> Meeting of EAC (Infra-2) held on 14<sup>th</sup> December 2017.
4. **Geo-coordinates of project site:** Latitudes: 22°58'25" N; Longitudes: 70°27'24"
5. **Area (ha)/Length (km) of the proposed project:** The proposed project would be implemented over an area of 5.76 ha of reclaimed land in the intertidal area of Sui Creek.
6. **Investment / Cost of the project (Rs. in Lakh):** The total cost of the project is INR 321.58 Crore (32158 Lakh).

7. **Item of Schedule to the EIA Notification, 2006:** The proposed project is categorized under 7(e) Ports & Harbours of Schedule of EIA Notification, 2006.

8. **Landuse / Landcover of project site::**

S. No.	Landuse/ Landcover	Area (ha)	Percentage	Remarks
1	Intertidal (Mudflat)	5.76	100	The expansion of area is an intertidal area that is proposed for reclamation

9. **Landuse / Landcover around 10km radius of project site (1km in case of Highway Project):**

S. No	Landuse / Landcover	Area (ha)	Percentage	Remarks
1	Village/Settlements/Town	25.06	0.08	-
2	Industry/Institutional Land	69.18	0.22	-
3	Agriculture Land/Single Crop	208.51	0.67	-
4	Fallow Land	162.39	0.52	-
5	Land with/without Scrub	413.40	1.32	-
6	River/Creek/Gulf of Kuchch	11255.84	35.96	-
7	Tank/Reservoir/Pond	5.37	0.02	-
8	Mudflat/Marshy Land	7288.50	23.29	-
9	Mangroves	8438.47	26.96	-
10	Coastal Sand	4.38	0.01	-
11	Salt Pans	3428.26	10.95	-
	<b>Total</b>	<b>31299.36</b>	<b>100</b>	-

10. **List to industries to be housed with the proposed project site, only for projects covered under 7(c) category of EIA Notification, 2006:** Not Applicable.

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

12. **Whether report of Cumulative Impact Assessment is submitted (only for last package of Highway projects):**Not Applicable.

13. **Terrain and topographical features:** The Navlakhi Port has undulated contour levels varies from 0 to 10m from inter tidal region to the central headland of the port. The existing drainage pattern of the project site is towards the intertidal region of the headland from centre. The intertidal coast around the port premises varies from 0 to +1m elevation in the proposed jetties and reclamation site.

14. **Details of water bodies, impact on drainage, if any:**There are no freshwater bodies near Lavanpur Village located at about 8.8 km (aerial distance) from Navlakhi Port. Therefore, there would be no impact on the freshwater due to the proposed project. The proposed project location lies on the inter-tidal area of the Sui Creek that borders the southern boundary of the port. The proposed jetty construction alongside Sui Creek would not affect the drainage pattern of the area.

15. **Water requirements, sources (during construction and operation phases) and NOC:** As the Navlakhi Port's capacity is proposed to be increased from 4 MTPA to 20 MTPA, the water requirement will be increased from 50m<sup>3</sup>/day to 300m<sup>3</sup>/day and the water will be sourced from GWSSB. It is proposed that 240 m<sup>3</sup>/day volume of water will be utilized for industrial purpose and 60m<sup>3</sup>/day of water will be utilized for domestic purposes. Of the 240 m<sup>3</sup>/day volume of water 213m<sup>3</sup>/day of water will be utilized for dust suppression system, and the remaining 27 m<sup>3</sup>/day will be utilized for purposes such as firefighting, wheel washing and road wetting purposes.
16. **Groundwater extraction / usage and NOC / Clearance from CGWA / State Ground Water Department:**The Navlakhi Port currently does not abstract ground water to meet its water requirement. And, no groundwater abstraction is proposed as part of the current proposal.
17. **Whether the project is in Critically Polluted Area (Yes or No. If yes, provide brief details):**No, the project is not located in Critically Polluted Area identified by Central Pollution Control Board.
18. **Public Hearing Details and Summary of issues and response / commitments by proponent:** Public Hearing was conducted on 25<sup>th</sup> April 2017. The salient outcome of the PH include that they welcome this project and have no objection. They thank GMB for the port development; no objection with enhancing coal cargo handling at Navlakhi port but requested GMB to give priority also to salt handling through proposed jetty; some on behalf of Lavanpur villages, conveyed support to the project development; etc. The GMB assured that as per proposed project salt is also considered as a commodity to be handled
19. **If the project involves expansion copy of certified compliance report issued by concerned regional office:** Navlakhi port has been in operation since 1939, which is prior to implementation of Environmental Protection Act (EPA) 1986 and Environmental Impact Assessment Notification (EIA) 2006. Hence the port does not have a prior EC to be complied till date. However, the port facility has obtained CC&A (Consolidated Consent and Authorization) from GPCB and timely renewal of the same is being done, the current CCA is valid until 23<sup>rd</sup> April 2023.
20. **Whether the project involves diversion of forest land and status of application:** No. The proposed project does not involve diversion of forest land.
21. **Whether the project is located within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves etc.:** Yes. The proposed project is located at a distance of 2105 m away from the nearest point of Marine Sanctuary of Sui Jungle. The letter from the Chief Conservator of Forest Marine National Park, Jamnagar has been submitted vide letter No. C/LND/Survey311-312/2015-16 dated 12.10.2015.
22. **Whether the project is located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC:** The project site is not located within any Eco-Sensitive Zone or Eco-Sensitive Area notified by MoEF&CC.
23. **Waste Management:** The Navlakhi Port handles and disposes various waste generated within its premises in the following ways

- Construction Waste – Disposed through authorized vendors
  - Municipal Solid Waste – The wastes are segregated as biodegradable and non-biodegradable wastes within the port premises and be disposed through authorized vendors.
  - Hazardous Waste – The hazardous wastes are disposed through Gujarat Pollution Control Board (GPCB) authorized vendors for the region.
24. **CETP details:** Not Applicable. No CETP is proposed as part of the project.
25. **STP details:**No Sewage Treatment Plant (STP) is proposed as part of the proposal.
26. **Details of tree cutting and Greenbelt development:**As part of the reclamation for the development of the storage area and jetty construction, mangroves of about 1.55 ha, whose height range between 1 to 1.18 m, will be disturbed. The mangrove loss will be compensated by plantation of mangrove that is 3 folds to the area of mangroves to be disturbed. The compensatory plantation will be undertaken in consultation with the forest department.
27. **Energy conservation measures with estimated saving:**The port would be installed CFL bulbs, wherever possible, as an energy saving measure, which will contribute towards lower energy consumption.
28. **Details of Rain Water Harvesting:**Navlakhi Port being located in an area influenced by salinity ingress, harvesting of rain water or ground water recharge measures is not possible.
29. **Whether the project is in CRZ area: If yes, provide details of components in CRZ area, layout on CRZ map of 1:4000 scale prepared by an authorized agency and appraisal by State Coastal Zone Management Authority (SCZMA) and copy of their recommendations:** The CRZ mapping for the proposed forest land diversion was undertaken by the National Centre for Sustainable Coastal Management, Chennai. It was found that the proposed project spreads across four CRZ areas, namely CRZ I(A), CRZ-I(B), CRZ-III, and CRZ-IV(B). The spread of the proposed forest land across the CRZ are as found below.

Project Component	CRZ Area	Area (Ha)
Proposed Jetty	CRZ IB	0.3519
Proposed Jetty	CRZ-IB	1.9261
Proposed Jetty	CRZ III	0.0551
Proposed Jetty	CRZ-IVB	1.1913
<b>Total Area within CRZ</b>		<b>3.5244</b>

The proposal was appraised by the Gujarat Coastal Zone Management Authority (GCZMA) in its 36<sup>th</sup> meeting held on 19<sup>th</sup> July 2017, and was issued with recommendations issued in letter no. ENV-10-2017-62-E (T Cell) dated 18<sup>th</sup> August 2017.

30. **Whether the project involves foreshore facilities. If yes, provide details of shoreline study, dredging details, disposal of dredge material, reclamation, cargo handling with dust control measures and Oil Spill Contingent Management Plan.:** The Navlakhi Port is located on a high erosion coast; however, the nearest shoreline of the

project site is 8km away from the project site as per shoreline status map prepared by Ministry of Environment, Forest and Climate Change and Institute of Ocean Management (IOM), Anna University. The proposed project involves Capital dredging to a tune of 4,07,592 m<sup>3</sup> for berthing facility upto -4m CD, the dredge spoil will be utilized for reclamation of 5.76 ha as well as to elevate and pave the flooring of the coal stock yard. The proposed maintenance dredging of 41,350m<sup>3</sup>/yr would be disposed in an identified location at about 7.5km from the port in the Hansthal Creek (22°56'54.97" N & 70°23'38.63" E). Based on the dredge spoil disposal study the disposed sediments will not reach the port / shore causing any impact to the shoreline. Dust control measures for cargo handling includes mechanization of port and utilization of closed conveyor system, hopper loading with hatch and automated water sprinkler in cargo storage yard, Dry Fog Dust Suppression (DFDS) system, truck mounted water sprinkler and fog system, wind barriers in storage yard, covering of cargo during transportation, truck mounted vacuum for road dust removal, wetting of roads with water trucks, proposed paved roads, dedicated wheel washing facility and development of 3-tier greenbelt.

31. **Whether the project involves marine disposal: If yes, then provide copy of NOC from Pollution Control Board in case of marine disposal, details of modelling study – details of outfall diffusers, number of dilutions expected, distance at which the outlet will reach ambient parameters, location of intake/outfall, quantity, and detail of monitoring at outfall:** No marine disposal is proposed as part of the current proposal.
32. **Brief description of socio-economic condition of local people:** The proposed project site is located in the district of Morbi in the state of Gujarat, with Morbi city as the administrative headquarters of this district. Cumulative population in the study area is 815 with 413 males and 402 females. The Sex Ratio was found at 973 females per thousand males in the study area, with that of District's and state's ratio of 919. The major source of economic activity in the study area is agriculture, with about 75.8% engaged in agricultural activity. About 32.2% of the workers are Cultivators, 43.6% are agriculture labors. 81.6% of the total populations are literates, which is more than the national literacy rate of 74.04% and state's literacy rate of 78.03%.
33. **Land acquisition and R&R issued involved:** The proposed project does not involve acquisition of land. Therefore R&R is not applicable.
34. **Employment potential, No. of people to be employed:** A total of 500 people will be employed for the current project, inclusive of temporary and permanent employees.
35. **Benefits of the project:**

Development of facilities will have improvement in physical infrastructure which will lead to economic growth in the region and will lead to Industrializations in the form of port associated industries. The Social Infrastructure will be improved through Livelihood Development Programs through CSR Activities, Drinking water facility for neighboring villages etc. The Proposed Development will create employment Potential which will lead to creation of both direct and indirect job opportunities
36. **Brief summary of specialized studies carried out for the project as per the ToR:** The proposed project pertains to obtaining the Environmental and CRZ Clearance for the expansion and modernization of Navlakhi Port, Maliya Taluka, Morbi District, Gujarat.

The project was granted Standard ToR that pertains to CRZ mapping of the proposed project site, dredge disposal studies and handling and transport of cargo. Based on the CRZ mapping it was identified that the project area falls in CRZ I(A), CRZ-I(B), CRZ-III, and CRZ-IV(B) areas. The cargo handled at Navlakhi Port are coal and salt which amounts to 4 MMTPA, which is evacuated via road (truck) and rail. As part of the EIA, Air Quality Modelling and Noise Modelling were done and it was estimated that the peak increase in particulate matter is below the prescribed CPCB standards with  $PM_{10} - 80.23 \mu g/m^3$ . From the noise modelling, it was observed that the ambient noise level would not exceed beyond the limits beyond the port boundary.

A special emphasis was given on the ecology and biodiversity of the project area as part of the biodiversity management plan as recommended by MoEFCC. It was identified that the proposed reclamation area inhabited sparingly distributed mangroves of 1 to 1.18 m tall and it sheltered intertidal faunal species such as mudskippers.

37. **Details of Court Cases:** There are no pending court cases against the proposed project.

**3.2.1**

The EAC, taking into account the submissions made by the project proponent for the current proposal for Environmental and CRZ Clearance had a detailed deliberation during its 243<sup>rd</sup> meeting on 28<sup>th</sup>-30<sup>th</sup> September, 2020 and **recommended the proposal for grant of Environmental and CRZ Clearance** with the specific conditions, as mentioned below in this para, in addition to all standard conditions applicable for such projects:

(i) The Environmental and CRZ Clearance to the project is primarily under provisions of EIA Notification, 2006 and CRZ Notification, 2011. It does not tantamount to approvals/consent/permissions etc required to be obtained under any other Act/Rule/regulation. The Project Proponent is under obligation to obtain approvals /clearances under any other Acts/ Regulations or Statutes as applicable to the project.

(ii) The project proponent shall abide by all the commitments and recommendations made in the Form-II, EIA and EMP report, submissions made during Public Hearing and also that have been made during their presentation to EAC.

(iii) Construction activity shall be carried out strictly according to the provisions of the CRZ Notification, 2011. No construction works other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area.

(iv) All the recommendations and conditions specified by the Gujarat Coastal Zone Management Authority (GCZMA) vide letter No. ENV-10-2017-62-E (T cell) dated 18<sup>th</sup> August, 2017 shall be complied with.

(v) Necessary approvals be taken during implementation and commissioning from statutory bodies concerned.

(vi) The Project proponent shall ensure that no creeks or rivers are blocked due to any activities at the project site and free flow of water is maintained. Creek water monitoring program shall be implemented during the construction phase

(vii) Dredging shall not be carried out during the fish breeding season. Dredging, etc. shall be carried out in confined manner to reduce the impacts on marine environment. Silt curtains shall be used to minimize spreading of silt plume during dredging using online monitoring system. Turbidity should be monitored during the

	<p>dredging. No removal of silt curtain unless baseline values are achieved.</p> <p>(viii) The dredged spoil from the capital dredging will be used for reclamation of 5.76 Ha to attain the maximum elevation of +5m (which will require 2,88,000 m<sup>3</sup> and the remaining 1,19,592 m<sup>3</sup> of dredged spoil will be used for elevating and paved flooring for the coal stack yard. The impact of dredging on the marine environment should be monitored and necessary measures shall be taken on priority basis if any adverse impact is observed.</p> <p>(ix) Marine ecological monitoring and its mitigation measures for protection of phytoplankton, zooplanktons, macrobenthos, estuaries, sea-grass, algae, sea weeds, Crustaceans, Fishes, coral reefs and mangroves etc. as given in the EIA-EMP Report shall be complied with in letter and spirit.</p> <p>(x) Continuous online monitoring of air and water covering the total area shall be carried out and the compliance report of the same shall be submitted along with the 6 monthly compliance report to the regional office of MoEF&amp;CC.</p> <p>(xi) The actions shall be in accordance with proposed landscape planning concepts to minimise major landscape changes. The change in land use pattern shall be limited to the proposed port limits and be carried out in such a way as to ensure proper drainage by providing surface drainage systems including storm water network.</p> <p>(xii) Suitable preventive measures be taken to trap spillage of fuel / engine oil and lubricants from the construction site. Measures should be taken to contain, control and recover the accidental spills of fuel during cargo handling.</p> <p>(xiii) All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to the RO, MoEF&amp;CC along with half yearly compliance report.</p> <p>(xiv) The company shall draw up and implement Corporate Social Responsibility Plan as per the Company's Act of 2013.</p> <p>(xv) As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 1st May, 2018, an amount of Rs 2.66 crores on slab basis for project budget of Rs 321.58 Crores shall be earmarked under Corporate Environment Responsibility (CER) with special focus on providing healthcare facilities to the government hospitals in light of COVID 19 pandemic. Further, the funds shall be utilized for the activities such as support to Panchayats/local government, schools w.r.t. sanitation, health and hygiene, construction of public toilets in the surrounding villages, medical camps, rainwater harvesting, Installation of street lights in nearby villages as per requirement, rejuvenation and creation of water ponds, augmentation of drinking water facilities and provision of solid waste facilities viz. vermicomposting and safe drainage of waste water in consultation with concerned Panchayats. The activities proposed under CER shall be restricted to the affected area around the project. The entire activities proposed under the CER shall be treated as a project and be monitored. The monitoring report shall be submitted to this Ministry's Regional Office concerned as a part of half yearly compliance report, and to the concerned authorities including District Collector. It should be posted on the website of the project proponent.</p>
3.3	<p><b>Additional liquid bulk terminal at JN Port - relocation of storage facility (Tank Farm) by M/s JNPT - Amendment of Environmental Clearance</b></p> <p><b>[Proposal No. IA/MH/MIS/10930/2007; File No. 10-81/2008-IA.III]</b></p>
3.3.1	<p>No document was received by the Committee and the PP did not attend the meeting,</p>

	therefore the proposal was deferred.
<b>3.4</b>	<p><b>Development of LNG Terminal in Tapi River Estuary at Hazira, Surat, Gujarat by M/s Essar Bulk Terminal Limited, 27 KM Surat - Hazira Road , Hazira Village , Surat, Gujarat.– Environmental Clearance.</b></p> <p><b>[Proposal No IA/GJ/MIS/511/2011 and File No 11-46/2017-IA-III]</b></p>
<b>3.4.1</b>	The project proponent along with the EIA consultant M/s Kadam Environmental Consultant made a presentation through Video Conferencing and provided the following information:
<b>1.</b>	<p><b>Brief description of the Proposal:</b> Essar Bulk Terminal Limited (EBTL) is operating a Captive Deep Draft Terminal at Hazira under Magdalla port of Gujarat Maritime Board (GMB), and presently operating 1650 meters of Deep Draft Berth with a 7 KM long navigation channel with a turning circle of 600 m diameter for handling bulk and break bulk cargo.</p> <p>Environment and CRZ clearance of 6th May 2014 for expansion of EBTL port facility envisages development of 4800 m berth length with back up storage yard. Breakup of 4800 m berth length is as follows: Container and Break Bulk Berth (1100 m), General Cargo (700 m), Liquid Cargo (500 m) for handling of petroleum products and chemicals, Bulk Berth (700 m), Offshore support vessel berth (500 m), Dry Dock and ship repair jetty (700 m) and Trestle berth of 600 m. Along with that, EBTL has also received the permissions for extending the navigational channel from 6.2 to 17.6 km and deepening from 8 m to 16 m with broadening to 300-350 m and reclamation of 334 hectares of land.</p> <p>EBTL now proposed to handle Liquefied Natural Gas (LNG) within last 400m of existing berth 1650m and 400m additional waterfront to the south of the same.</p> <p>EBTL's proposed LNG terminal will have a combination of floating and land based storage. Terminal will have Regasification Unit (RU) to vaporize LNG into gas. LNG will be imported through LNG carrier and transferred to Floating Storage Unit (FSU) through well-established ship to ship transfer mechanism using flexible hoses. Transfer of LNG from FSU to the storage on land or RU will take place using fixed marine loading arms. LNG will be regasified at RU using water or air. RU will be connected to gas grid through high pressure gas pipeline. In addition to RU, road gantry facilities will be developed for transport of LNG in road tankers to end customers.</p> <p>Total LNG storage will be as 326,000 CBM in combination of floating (266,000 CBM) and land based (60,000 CBM) double walled atmospheric and pressurized tanks. Regasification Capacity will be 750 MMSCFD (Given as Annexure 1).</p>
<b>2.</b>	<b>Nature of project (New/Expansion/ Amendment/Extension etc.):</b> Expansion
<b>3.</b>	<b>Whether the proposal was considered in earlier meetings of EAC:</b> No
<b>4.</b>	<b>Whether proposal is part of interlinked project:</b> No
<b>5.</b>	<b>Geo-coordinates of project site:</b>



Project Site Boundary	
Latitude	Longitude
21° 05' 07.929" N	72° 39' 23.993" E
21° 04' 47.780" N	72° 39' 24.403" E
21° 04' 47.626" N	72° 39' 15.816" E
21° 05' 07.775" N	72° 29' 15.406" E
LNG Berth	
21° 05' 08.26" N	72° 39' 27.16" E
21° 04' 42.26" N	72° 39' 27.16" E

6. **Area (ha)/Length (km) of the proposed project:** 17 Ha.
7. **Connectivity to the site:** Hazira is situated 230 km north of Mumbai, 30 km from Surat city, access is via National Highways 6 and 8 and Surat domestic airport.
- By road:* NH-53 is connecting Hazira, Surat in Gujarat State.
- By rail:* Surat railway station is just ~22 km away from Hazira via road and located on the important broad gauge route that runs between Delhi and Mumbai.
- By air:* Hazira to Surat domestic airport road distance is ~16 km.
8. **Investment/Cost of the project (Rs. in Lakh):** INR ~2000 Crores.
9. **Item of Schedule to the EIA Notification, 2006:** 7 (e).
10. **Land use/Land cover of project site:** Land use of project site is Industrial. The proposed LNG terminal will be developed within the existing EBTL port facility.
11. **Land use/Land cover around 10 km radius of project site (1 km in case of Highway projects):**

Sr. No.	Classification	Area		Remarks
		Hectares (ha.)	Percentage (%)	
1	Residential / Commercial	429.6	1.3	-
2	Industrial	1875	5.6	-
3	Crop Land / Fallow Land	329	1	-
4	Plantations	63.8	0.2	-
5	Open forest	2.8	0	-
6	Scrub forest	6.6	0	-
7	Dense forest	61.5	0.2	-
8	Land without scrub	1343.9	4	-
9	Muddy area	2726.5	8.1	-
10	Salt encrustation	21	0.1	-
11	Mud Flat	635.7	1.9	-
12	Reservoir / Lakes / Ponds / Tanks	281	0.8	-

13	River	3624.5	10.8	-
14	Sea	16818.4	50.1	-
15	Creek area	14.3	0	-
16	Canal	1.1	0	-
17	Salt pan	649.7	1.9	-
18	Grass land	2.2	0	-
19	Jetty area	16	0	-
20	Beach area	47.2	0.1	-
21	Aquaculture	317	0.9	-
22	Airport	236.3	0.7	-
23	Scrub	1568.9	4.7	-
24	Open Vegetation	1190.8	3.5	-
25	Close Vegetation	748.3	2.2	-
26	Mangroves	541.9	1.6	-
Total area		33,553	100	

12. **List to industries to be housed with the proposed project site, only for projects covered under 7(c) category of EIA Notification, 2006:** Not Applicable.

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

14. **Whether report of Cumulative Impact Assessment is submitted (only for last package of Highway projects):** Not Applicable.

15. **Terrain and topographical features:** Hazira is located on west of Surat city on estuary of Tapi River, Topographically the area is almost flat except few mounds on which villages Sunvali, Rajgari and Mora are located. The area has a gentle slope toward west. The entire terrain is covered with recent age alluvium deposits of marine origin mostly tidal flats. Mounds at mora and Sunvali Village are composed of very fine, friable silt and sand.

16. **Details of water bodies, impact on drainage, if any:**

S. No.	Water bodies	Distance from Project Site (km.)	Direction
1	Tapi River Estuary	0.00	E
2	Mindhola River Estuary	9.55	ESE
3	Pond near EBTL	1.49	NW
4	Pond near Hazira Village	2.06	NW
5	Hazira - Sunvali road (Behind Steel Plant)	4.05	NW
6	Mora village pond	9.82	N

7	Sunvali village pond	9.86	N
<p><i>Drainage pattern:</i> The study area is drained by Tapi River flowing from North-East to South direction while Mindhola River flowing from East to West direction. Both of them are engulfing into Gulf of Khambhat. Overall, the general ground gradient is from North-East to South direction.</p> <p>17. <b>Water requirements, sources (during construction and operation phases) and NOC:</b> Water Requirement: Total water consumption is estimated to ~54 KLD. <i>Source:</i> The required fresh water for the proposed project will be met from Essar Bulk Terminal Limited and circulating water for regasification will be sourced from neighbouring power plant.</p> <p>18. <b>Groundwater extraction/usage and NOC/Clearance from CGWA/State Ground Water Department:</b> Not Applicable.</p> <p>19. <b>Whether the project is in Critically Polluted area (Yes or No. If yes, provide brief details):</b> As per MoEF&amp;CC OM F. No. Q-16017/38/2018-CPA dated 30th June 2020, Hazira is not Polluted Industrial Area (PIA) in Table II.</p> <p>20. <b>ToR details:</b> ToR application submission: 14. 07.2017, ToR Presentation: 21<sup>st</sup> meeting held on 21-24 August, 2017 by Expert Appraisal Committee (Infra 2); Receipt of ToR: 11.09.2017.</p> <p>21. <b>Public Hearing Details and Summary of issues raised and response/ commitments by Proponent: The PH was held at</b> Passenger Ferry Terminal Building, Essar Bulk Terminal Limited, 27th km Surat – Hazira Road, Hazira, Taluka Choryasi, District Surat, Gujarat <i>on</i> : 19.09.2019 wherein 173 attended.</p> <p><i>Key issues raised during the PH include</i> regarding fishing activity &amp; fishermen, Job Opportunities, Greenbelt Development, Regarding existing road towards Hazira Village, Corporate Environmental Responsibility (CER) etc. The PP responded include With the view to support development of nearby villages company plans to allocate about Rs. 10.0 Crores (Approx.) for various initiatives in the area of CER over the next few years (during construction phase); Employment will be generated during construction &amp; operation phase. Priority will be given to local people who have or who can be trained for requisite skills; Skill development programme for youth of the surrounding villages will be undertaken as a part of CER in Existing Essar Bulk Terminal Limited Port premises; 48000 sq.m. of greenbelt have been developed till date and the Proposed LNG terminal project area encompasses green area of 50000 sq. m. Three layered plantations have been proposed to mitigate impact; The road is under National Highway Authority &amp; passing from the steel complex area. Nearby industries are in discussion with NHAI for the maintenance of road as it used by most of the industries in the area; 70% of employees are local in EBTL and in future, we will give priority to local people for employment. EBTL has never restricted fishermen. As per circular issued by GMB, Surat, the said channel is declared as no fishing zone, etc</p> <p>22. <b>If the project involves expansion copy of certified compliance report issued by concerned regional office:</b>NA</p>			

23. **Whether the project involves diversion of forest land and status of application:** There is no diversion of any forest land due to proposed project.
24. **Whether the project is located within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves etc.:** No
25. **Whether the project is located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC:** No
26. **Waste Management:**

Sr. No.	Name of waste generation	Category of waste (as per Hazardous Waste Rules 2016)	Quantity in KL per year or MT per year	Management
1	Used Oil	5.1	5	Will be done in compliance with GPCB/CPCB norms as mentioned in CC&A Storage and transportation to SPCB Authorised TSDF site.
2	Waste Oil	5.2	15	
3	Cargo Residue, Washing water and sludge containing oil	3.1	300	
4	Empty Barrels/Containers/liners contaminated with hazardous chemicals/wastes	33.1	300	
5	Contaminated Cotton Rags and other cleaning materials	33.2	5	
6	Sludge and Filters Contaminated with oil from Ships	3.3	15	

27. **CETP details:** Not Applicable
28. **STP details:** STP will be proposed for 10 KLD capacity.
29. **Details of tree cutting and Green belt development:** There are no trees present at the site. Details for Greenbelt development Plan provided.
30. **Energy conservation measures with estimated saving:** Shall be identified after Energy audit.
31. **Details of Rain Water Harvesting:** Details for Rain water Harvesting system is provided.
32. **Whether the project is in CRZ area: If yes, provide details of components in CRZ area, layout on CRZ map of 1:4000 scale prepared by an authorised agency and appraisal by State Coastal Zone Management Authority (SCZMA) and copy of their recommendations:** CRZ map prepared by Institute of Remote Sensing (IRS), Anna University, Chennai in 1:25000 scale and 1:4000 scale along with superimposition of

proposed LNG Terminal on approved CZMP maps of Surat District as per CRZ Notification 2011, clearly demarcated of HTL, LTL 100 mtrs buffer, 200 mtrs buffer and CRZ boundary as per direction of MOEF&CC, GOI.

33. Based on these maps activity falling in CRZ area is given in table below:

S. No.	Activity	CRZ category as per CRZ map prepared by IRS Anna University, Chennai	Clause permitting activity (CRZ notification 2011)
1	Facilities for receipt and storage of liquefied Natural gas	CRZ III	8 III A (iii) (e, f)
2	Floating Storage Unit	CRZ IB	8 I (ii) b
3	Pipeline	Partly CRZ III	8 I (i) b

34. **Whether the project involves foreshore facilities. If yes, provide details of shoreline study, dredging details, disposal of dredge material, reclamation, cargo handling with dust control measures and oil Spill Contingent Management Plan:**

*Shoreline study:*

To identify the shoreline changes, a comparison is made between the zero-meter contour in 2013 and the same in subsequent years. For the year 2013 zero contour was extracted from NHO chart and is compared with the zero-contour extracted from Google Earth which indicates that the zero-contour remains same over the period 2013-2016 which implies that there is no likely change in the shoreline and has reached an equilibrium state.

**Dredging** is not envisaged for the proposed project. **Breakwater, disposal and reclamation** are not part of the proposed project.

**Oil Spill Contingent Management Plan:** Oil spill Disaster Contingency Plan is available for Essar Bulk Terminal Limited, Hazira.

- Essar Bulk Terminal Ltd, Hazira has developed Oil Spill Disaster Contingency Plan (OSDCP) with due regard to the relevant international best practices, international conventions and domestic legislations.
- Oil Spill Contingency Plan have been developed to tackle any Tier-1 Oil Spill Incident within the EBTL port limits with fastest speedy response to mitigate damage to the environment and marine life.
- OSDCP has been developed taking into consideration all probable risks including worst case scenarios in the most realistic manner.
- OSDCP of the Essar Bulk Terminal Limited is compatible with plans for the adjacent areas and other activities.
- While developing OSDCP, NEBA (Net Environmental Benefit Analysis) have been carried out to ensure that oil spill response techniques used will have minimum

consequences on the environment.

- OSDCP provides detailed roles and responsibilities of the pollution management team.
- OSDCP also provide details of training/ drills/ exercise, notification and reporting procedures,.
- OSDCP describes in detail procedures for preliminary assessment, containment and control, notifying key members and authorities, manning control room and collecting of information.
- As per NOSDCP-2015 Essar Bulk Terminal Ltd, Hazira comes under oil spill category-C and List of oil spill equipment are as follows-

Sr. No.	Description	Quantity
1	Inflatable boom	300 Meters
2	Skimmer	1 Nos.
3	Temporary storage tank (5000 ltrs)	2 Nos.
4	Absorbent Pads	100 Nos.
5	Work Boat/Tugs	2 Nos.

- EBTL has trained personnel to handle oil spill contingencies as follows-

Sr. No.	Trained Manpower	Number
1	IMO Level- 1	3
2	IMO Level – 2	2
3	Other	15

- EBTL has mutual aid agreement with neighbouring industries such as Adani, Carin and Hazira Port Pvt Ltd for operating the oil spill response resources jointly, in case of oil spill in coastal waters of Hazira. EBTL can access spill expertise network from the neighbouring companies, who have received training related to oil spill response and emergency management.

35. **Whether the project involves Marine disposal: If yes, provide copy of NOC from Pollution Control Board in case of marine disposal, details of modelling study – details of outfall diffusers, number of dilutions expected, distance at which the outlet will reach ambient parameters, location of intake/ outfall, quantity, and detail of monitoring at outfall:** Not Applicable

36. **Brief description of Socio-economic condition of local people:** The study area covers 8 villages/ habitations/settlements of Chorasi and Jalapore taluka. The entire area consists of rural as well as urban population. The population and habitation of Kediabet settlements is not given in census data 2011 because of its inclusion in group panchayat.

- The total population of male is 34,629 (70.21%) and female population is 14691 (29.79%) and the sex ratio is 424 females per 1000 males in the study area. The sex ratio in the study area may have decreased due to heavy migration of work force from

outside.

- As per census 2011 average scheduled caste population in Study area is 1.43 % of the total population. Out of the total scheduled caste population, males are 59.43 % and female population is 40.57%. The schedule caste population is very less as compared to scheduled tribe in the study area. The total scheduled tribe population is 5.08 %, males are 51.70 % and female population is 48.30 %.
- According to Census of India 2011, it is calculated that average literacy rate in the study area is 83.33%. Out of total literate population male literacy is 87.61% and female literacy is 73.21% of total population.

37. **Land acquisition and R&R issues involved:** GMB has provided in principle allotment of 140 ha of Land to EBTL. Proposed project will be developed within existing reclaimed land of EBTL.

38. **Employment potential, No. of people to be employed:** The Proposed LNG Terminal development will generate direct employment for approximately 100 people. There will be indirect employment generation of around 300 people from the Project.

39. **Benefits of the project:**

- The proposed LNG will be an additional facility to India with 750 MMSCFD of regasification capacity. It will cater high demand of natural gas (LNG) by steel plants as well as the power plants and also to cater demand of natural gas of industries in the vicinity. The proposed LNG terminal at Hajira will generate direct employment for about 100 persons and indirect employment for approximate 300 people. Physical infrastructure as well the livelihood of the nearby localities will be enhanced. The project will improve the physical infrastructure of the adjoining areas.

40. **Brief summary of specialized Studies carried out for the project as per the ToR:** Numerical Modelling study was carried out to study Oil Spill using DELFT 3D.

- Delft3D particle module is used to study the extent of the spread.
- Emulsification and evaporation of the fuel oil are not considered in the simulation so that the results are on the conservative side
- The berthing areas of EBTL are shielded from the strong currents even during the flood and ebb times.
- The simulations were done for both flood and ebb tide .

*Inference and conclusions from oil spill simulations include the following::*

- If the spill occurs during the ebb tide, the maximum concentration of oil due to the spill, at the end of 24 hours is in the order of around 0.00006 kg/m<sup>2</sup> and the concentrations are spread in an intermittent manner in and around the EBTL and do not extend beyond the northern island.
- If the spill occurs during the flood tide, the maximum concentration of oil due to the spill, at the end of 24 hours is in the order of around 0.00045 kg/m<sup>2</sup> and the concentrations are spread mostly around the right-angle bend in the river path next to the northern island.
- The resultant concentrations due to the spill is more if start of the spill is during flood tide and the resulting concentrations shows that the estuary is marked by good flushing

characteristics.

- The results show the efforts launched in the first hour after the spill are going to be most effective in containing the spread of the spill and removal of the oil slick from the sea surface

41. **Details of Court cases:** There is no Court cases against the proposed project.

3.4.2

The EAC, based on the information submitted and clarifications provided by the Project Proponent and detailed discussions held on all the issues, **recommended the project for grant of environmental and CRZ clearance** and stipulated the following specific conditions along with other Standard EC&CRZ Conditions as specified by the Ministry vide OM dated 4 July, 2019. The same was also presented before the EAC.

- (i) Construction activity shall be carried out strictly according to the provisions of the CRZ Notification, 2011. No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area.
- (ii) All the recommendations and conditions specified by the Gujarat State Coastal Zone Management Authority (GCZMA) vide letter No ENV-10-2019-182-T dated 9<sup>th</sup> October, 2020 shall be complied with.
- (iii) Consent to Establish/Operate for the project shall be obtained from the State Pollution Control Board as required under the Air (Prevention and Control of Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.
- (iv) The project proponent shall comply with the air pollution mitigation measures as submitted.
- (v) The Project proponent shall ensure that no creeks or rivers are blocked due to any activities at the project site and free flow of water is maintained.
- (vi) Dredging shall not be carried out during the fish breeding season.
- (vii) Dredging, etc shall be carried out in the confined manner to reduce the impacts on marine environment including turbidity and turbidly should be monitored during the dredging.
- (viii) No underwater blasting is permitted.
- (ix) Dredged material shall be disposed safely in the designated areas and also to be utilized for beach nourishment. With the enhanced quantities, the impact of dumping on the coastal environment should be studied and necessary measures shall be taken on priority basis if any adverse impact is observed.
- (x) Necessary approvals be taken during implementation and commissioning from statutory bodies concerned.
- (xi) Shoreline should not be disturbed due to dumping. Periodical study on shore line changes shall be conducted and mitigation carried out, if necessary. The details shall be submitted along with the six monthly monitoring report.
- (xii) While carrying out dredging, an independent monitoring shall be carried out by Government Agency/Institute to check the impact and necessary measures shall be taken on priority basis if any adverse impact is observed.
- (xiii) A continuous monitoring programme covering all the seasons on various aspects of the coastal and marine environs need to be undertaken by a competent organization available in the State or by entrusting to the National Institutes/renowned Universities/accredited Consultant with rich experiences in marine science aspects. Monitoring should include sea weeds, sea grasses, mudflats, sand dunes, fisheries, mangroves and other marine biodiversity



	<p>components as part of the management plan. .</p> <p>(xiv) Continuous online monitoring of air and water covering the total area shall be carried out and the compliance report of the same shall be submitted along with the 6 monthly compliance report to the regional office of MoEF&amp;CC.</p> <p>(xv) Effective and efficient pollution control measures like covered conveyors/stacks (coal, iron ore and other bulk cargo) with fogging/back filters and water sprinkling commencing from ship unloading to stacking to evacuation shall be undertaken. Coal and iron ore stack yards shall be bounded by thick two tier green belt with proper drains and wind barriers wherever necessary.</p> <p>(xvi) Sediment concentration should be monitored fortnightly at source and disposal location of dredging while dredging.</p> <p>(xvii) Spillage of fuel / engine oil and lubricants from the construction site are a source of organic pollution which impacts marine life, particularly benthos. This shall be prevented by suitable precautions and also by providing necessary mechanisms to trap the spillage.</p> <p>(xviii) Necessary arrangements for the treatment of the effluents and solid wastes/ facilitation of reception facilities under MARPOL must be made and it must be ensured that they conform to the standards laid down by the competent authorities including the Central or State Pollution Control Board and under the Environment (Protection) Act, 1986. The provisions of Solid Waste Management Rules, 2016. E- Waste Management Rules, 2016, and Plastic Waste Management Rules, 2016 shall be complied with.</p> <p>(xix) All the recommendations mentioned in the rapid risk assessment report, disaster management plan and safety guidelines shall be implemented.</p> <p>(xx) As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1st May 2018, project proponent has proposed an amount of Rs. 10.0 Crores under Corporate Environment Responsibility (CER) which shall be earmarked with special focus on providing healthcare facilities to the government hospitals in light of COVID 19 pandemic. Further, the funds shall be utilized for the activities such as support to Panchayats/local government, schools w.r.t. sanitation, health and hygiene, construction of public toilets in the surrounding villages, medical camps, rainwater harvesting, Installation of street lights in nearby villages as per requirement, rejuvenation and creation of water ponds, augmentation of drinking water facilities and provision of solid waste facilities viz. vermicomposting and safe drainage of waste water in consultation with concerned Panchayats. The activities proposed under CER shall be restricted to the affected area around the project. The entire activities proposed under the CER shall be treated as a project and be monitored. The monitoring report shall be submitted to this Ministry's Regional Office concerned as a part of half yearly compliance report, and to the concerned authorities including District Collector. It should be posted on the website of the project proponent.</p>
<p><b>3.5</b></p>	<p><b>Development of Green field Bhavanapadu Port, District Srikakulam, Andhra Pradesh by M/s Andhra Pradesh Maritime Board,- Bhavanapadu, Marripadu and Devunalthada District Sirkakulam , Andhra Pradesh.- Terms of Reference</b></p> <p><b>[Proposal No IA/AP/MIS/173542/2020; File NO. 10-56/2020-IA.III]</b></p>
<p><b>3.5.1.</b></p>	<p>The project proponent along with the EIA consultant M/s Voyants Solutions Pvt. Ltd., Gurugram-122001, Haryana made a presentation through Video Conferencing and</p>

	provided the following information:														
1.	<b>Brief description of the Proposal:</b> Development of Green Field Bhavanapadu Port, District Srikakulam, Andhra Pradesh.														
2.	<b>Nature of project New/Expansion/Amendment/Extension etc.):</b> New														
3.	<b>Whether the proposal was considered in earlier meetings of EAC: If yes, provide date of EAC meeting and reasons for deferment, if any:</b> No														
4.	<b>Whether proposal is part of interlinked project:</b> If yes, provide details in brief: No.														
5.	<b>Geo-coordinates of project site:</b>														
	<table border="1"> <thead> <tr> <th colspan="2">Port Limits</th> </tr> </thead> <tbody> <tr> <td rowspan="2">North</td> <td>Latitude: 18°35.5'N</td> </tr> <tr> <td>Longitude: 84°22.18'E</td> </tr> <tr> <td rowspan="2">East</td> <td>Latitude: 18°35.5'N</td> </tr> <tr> <td>Longitude: 84°34.4'E</td> </tr> <tr> <td rowspan="2">South</td> <td>Latitude: 18°34.1'N</td> </tr> <tr> <td>Longitude: 84°33.5'E</td> </tr> <tr> <td rowspan="2">West</td> <td>Latitude: 18°34.1'N</td> </tr> <tr> <td>Longitude: 84°21.5'E</td> </tr> </tbody> </table>	Port Limits		North	Latitude: 18°35.5'N	Longitude: 84°22.18'E	East	Latitude: 18°35.5'N	Longitude: 84°34.4'E	South	Latitude: 18°34.1'N	Longitude: 84°33.5'E	West	Latitude: 18°34.1'N	Longitude: 84°21.5'E
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6.	<b>Site Alternatives under consideration:</b> This Site is already declared non major port. Now Govt. of Andhra Pradesh proposed to develop this port as an all-weather, deep water, Multipurpose Port and accorded administrative sanction vide notification GO MS No. 6 dated 25-08-2020 to develop the port at this location. Hence alternative site study is not applicable in this case.														
7.	<b>Area (ha)/Length (km) of the proposed project:</b> Total area for Port Development for Phase I is 202.34 ha. (Port Development 60.70 ha and area for external infrastructure as Road and rail connectivity is 141.64 ha).														
8.	<b>Connectivity to the site:</b> Nearest Railway, line is Naupada junction and the same is at a distance of about of about 7 km. The National Highway-5 from Chennai to Kolkata is at a distance of about 20 kms from Bhavanapadu. The nearest airport is Visakhapatnam airport which is located at a distance of approx. 185 Km.														
9.	<b>Investment/Cost of the project (Rs. in Lakh):</b> Rs. 366995 Lakhs.														
10.	<b>Item of Schedule to the EIA Notification, 2006:</b> 7(e)														
11.	<b>Applicability of General/Specific Conditions as per EIA Notification, 2006:</b> No														
12.	<b>Why appraisal/ approval is required at the Central level:</b>														
	<ul style="list-style-type: none"> <li>According to EIA Notification 2006 dated 14th September 2006, the cargo handling</li> </ul>														

capacity more than 5 million TPA is appraised as category A. Since the Project is an 'A' category, its appraisal/approval comes under central level. The Proposed Capacity for Phase I is 12.18 Million Tonnes Per Annum (MTPA) that is being applied for Environment Clearance at central level..

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

14. **Land use/land cover of project site in tabular form:**

S. No.	Landuse/Land cover	Area (ha)	%	Remarks, if any
1.	Water body	60.70	29.99	
2.	Barren Land	88.93	43.95	
3.	Vegetation	30.35	14.99	
4.	Agriculture	20.34	10.05	
5.	Settlements and roads	2.02	0.99	
6.	Total	202.34	100.00	
Land use may change when calculated through Satellite imagery				

15. **Land use/land cover around 10 km radius of project site (1 km in case of Highway projects):**

S. No.	Particulars	Area (Sq.km)	%
1.	Water bodies	17.25	55
2.	Settlements	2.198	7
3.	Barren Land	2.512	8
4.	Rural Area	4.71	15
5.	Agricultural Land	1.88	6
6.	Others	2.826	9
7.	Total	31.376	100
Landuse will change slightly when calculated from Satellite imagery			

16. **List to industries to be housed with the proposed project site, only for projects covered under 7(c) category of EIA Notification, 2006:** Not Applicable

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

18. **Terrain and topographical features:** The topographic map for land elevation and landmarks combined map for entire survey area prepared in 1:2500 scale in 12.5 m x 12.5 m grid which is shown in the figure 2.5 of Pre-feasibility report.

19. **Details of water bodies, Impact on drainage:** No change in the drainage or run-off system.

20. **Water requirements, sources (during construction and operation phases) and NOC:** Total Water Requirement will be 1,500 KLD. Source: For domestic purposes. Water to be obtained from AP Rural Water Supply and Sanitation Department. For commercial operations within the port, the water demand shall be met from the near-by

reservoirs and Govt. of Andhra Pradesh will provide this requirement.

21. **Groundwater extraction /usage and NOC/ Clearance from CGWA/State Ground Water Department:** Ground Water will not be used for any commercial purposes of Port Operations. The AP-Rural Water Supply System and Sanitation Department would provide the required Water Demand for the domestic purposes in Port Buildings.
22. **Whether the project is in Critically Polluted area:** No
23. **Tree cutting, types, numbers, girth size etc.:** Bushes and scrubs with Trees will be cut due to Development of proposed Bhavanapadu Port. Care will be taken to relocate the trees and necessary permission will be sought from the competent authority. The details will be provided in the EIA report.
24. **Whether the project involves diversion of forest land: If yes, provide the extent of the forest land involved and status of the forest clearance:** No
25. **Whether the project is located within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves etc.: If yes, provide details of the PA, distance from project site and status of clearance from National Board for wild life.:** No
26. **Whether the project is located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC: If yes, provide the status of recommendation of the Monitoring Committee of ESZ/ESA:** No
27. **Whether project site is in CRZ area if yes furnish the CRZ map:**The project site is in CRZ III area & part of the area will fall under harbor , berth , north & south break water & turning circle will fall under CRZ 1B.HTL & LTL study shall be carried out through MoEFCC accredited institute & will be presented during EC application & detailed information will be given in Environmental.
28. **CETP:** Provide details type and quantity of effluent, effluent conveyance system from the member units to CETP with CETP's Capacity: Not Applicable.
29. **STP:** Provide details of treatment and usage of treated sewage with STP's capacity: Total Domestic Effluent Generation will be 69.04 KLD. STP of 70 KLD will be provided for domestic Effluent.
30. **For projects related to Port and harbour, provide details on: Details of shore line change:** The details on the shoreline change will be studied by doing modeling and lateral drift studies & the same will be submitted during Environmental Impact Assessment Study (Report) in detail.

The major construction works involved in Port development consist of Breakwater, Dredging, Navigation Channel and aids, Berths, Stack Yards and Various Port Buildings.

- For construction of breakwaters of Bhavanapadu Port, about 1.0 Million m<sup>3</sup> of stones required..The estimated capital dredging quantity & Dredging areas for the proposed port is as follows:

- Berth locations/ Port basin
- (Qty - 10.5 Million Cum)

- Entrance / Approach Channel / Sand trap
- (Qty – 7.5 Million Cum)
- Turning Circle
- (Qty - 3.5 Million Cum)
- Total estimated dredging quantity for Phase I development is 21.5 Million cum.

Reclamation will be required for development of Port back up area (to be raised to +5.5m level)

***Handling of each cargo, storage, transport along with spillage control, dust preventive measures*** will be developed for handling cargos with commodities like **will include** Raw cashew, Lime stone, Edible oil, other commodities, containers, Mineral sands, cashew, soya meal, Granite, Ferro products, Jute products, Iron & Steel scrap, Iron ore, Iron & steel products, Fertilizers. Thermal coal / Coking coal; There is deposition of dust in to the air at the time of construction and cargo handling; Dust suppression systems (e.g. water Sprinkling/misting at the bulk storage).

***Details of fishing activity in the vicinity*** would include: There are no fishing boats, no fish landing centers observed within the project site boundary; There is one Fishery Harbour near to the port. However, the Fishery Harbour is outside the port boundary. Hence, development of Bhavanapadu port shall not disturb the fishery Harbour operations **etc.**

31. **Brief description of Socio-economic condition of local people:**

There will be a positive impact due to the development of port and it is expected that the proposed development of the project will lead to direct & indirect employment in a rural area improving the living conditions.

32. **Land acquisition and R & R issues involved:**

- Land Compensation and R & R is planned per the land acquisition plan for Project Affected Family's (PAF's) and budget is established as per the District Collector Letter RC no. 806/2015 G.1 dated 23/8/2018
- Rehabilitation and Resettlement (R & R) will be taken up adhering to The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation & Resettlement Act, 2013 (No. 30 of 2013) – Andhra Pradesh Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules, 2014 – Notification – Orders – Issued GO. MS. No. 389 dated 20/11/2014.

33. **Employment potential, No. of people to be employed:**

- No. of people to be employed: 10,000 No. (Phase I).
- For Operations Port Staff – 2, 500 No.
- For Construction: 7, 500 No.

34. **Benefits of the project:**

The project has considerable benefits from the point of view of social cost benefit perspective. The project is coming up in the undeveloped/underdeveloped area of Bhavanapadu covering Srikakulam district and nearby area is economically

	<p>backward due to its remote location and non-existence of any industry in the vicinity. The proposed project will have positive impact on social and economic improvement of the region by overall improvement in living standard through creation of new direct and Indirect Jobs, increase in volume of general trade, general improvement in infrastructural facility with better transport and communication network. It is estimated that, this project will generate 10,000 number of Direct and indirect Employment.</p> <p><b>Details of Court cases:</b> No court case is pending.</p>
<p><b>3.5.2</b></p>	<p>The EAC, after examining the documents submitted by the project proponent during 243<sup>rd</sup> meeting held on 28-30 September, 2020, <b>observed the following:</b></p> <ol style="list-style-type: none"> <li>i. The PP has submitted the application for the grant of ToR for the proposed project, however, no description on the alternate site has been provided by the PP.</li> <li>ii. The existing fishing harbor is in the close proximity of the proposed site. However, details regarding the distance of the harbor from the proposed site, its capacity, other techno-economical details are not provided.</li> <li>iii. The site is falling in the zone of high erosion, therefore, before grant of ToRs, a study should be conducted on the suitability of the site w.r.t high erosion zone.</li> </ol> <p><b>Accordingly, the EAC deferred the proposal for want of above mentioned information.</b></p>
<p><b>3.6</b></p>	<p><b>Development of multipurpose terminal with jetty (existing) for cargo handling, ship repairs using floating dry dock and ship breaking yard (small ships) at S. No. 42, H. No 18 &amp; 19 in village Katala Maharashtra by M/s Marine Syndicate Ltd, S. No. 41 &amp; S. No. 42, H. No. 18 &amp; 19/1, Village Katala (Jaigad Creek), Tal Guhagar, Dist. Ratnagiri, Maharashtra. – Environmental and CRZ Clearance.</b></p> <p><b>[Proposal No IA/MH/MIS/27767/2015 and File No. 11-17/2015-IA.III]</b></p>
<p><b>3.6.1</b></p>	<p>The project proponent along with the EIA consultant M/s Mahabal Enviro Engineers Pvt. Ltd., Thane West, Maharashtra made a presentation through Video Conferencing and provided the following information:</p>
	<p><b>1. Brief description of the Proposal:</b> Marine Syndicate Pvt. Ltd. is proposing development of Multipurpose Terminal “United Dockyard” for Cargo handling, Ship Repair afloat and using Floating Dry Dock (FDD) and Ship Breaking facility. There is no other ship breaking facility on the Konkan coast including Goa region. Whereas, many small ships and old barges are not being disposed not in environmental friendly manner and being smaller in size cannot afford to go to Alang facility in Gujrat, <b><i>There are three activities involved in the project viz.,</i></b></p> <ul style="list-style-type: none"> <li>• Cargo Handling of Bauxite, Laterite, Coal, Fertilizers, Molasses etc and liquid cargo (palm oil, molasses) upto 2 lakh ton per year (0.2 MTPA) (&lt;5 MTPA).</li> <li>• Ship repair work for small ships afloat and with FDD facility for Small ships, barges, tugs, supply vessels etc. up to 75 m length and 5 m draft. Around 24 to 30 ships every year will be attended.</li> </ul>

- Ship breaking facility for small ships upto 150 m length and 5 m draft. Around 10 to 15 small ships/barges will be dismantled every year.

- Nature of project (New/Expansion/Amendment/Extension etc.):** New project.
- Whether the proposal was considered in earlier meetings of EAC:** No, first time appraisal after receipt of ToR. The proposal was considered in 149<sup>th</sup> and 151<sup>st</sup> EAC meeting on 26.06.2015 and 09.09.2015 respectively for grant of ToR. ToR was issued vide letter No. F. No. 11-17/2015-IA-III dated 12.11.2015. MoEF&CC vide letter No. 11-17/2015-IA.III dated 23.10.2018 extends the validity of ToR upto 11.11.2019. The final EIA report was submitted in May, 2019.
- Whether proposal is part of interlinked project:** Yes, the development is for Multipurpose Terminal for Cargo handling, Ship Repair using Floating Dry Dock (FDD) and Ship Breaking facility. The former 2 activities (i.e. cargo handling (<5 MTPA) and ship repair facility) falls in B category of schedule 7 (e) as per EIA Notification, 2006. Hence, we have obtained the EC and CRZ Clearance from SEIAA, Maharashtra vide SEIAA-EC-0000002255 dated. 29.04.2020.

**5. Geo-coordinates of project site:**

<b>North: 17017'28.55'' N and 73016'43.22'' E</b>	<b>East: 17017'29.84'' N and 73016'38.57'' E</b>
<b>South: 17017'23.17'' N and 73016'39.44'' E</b>	<b>West: 17017'22.31'' N and 73016'45.48'' E</b>

- Area (ha)/Length (km) of the proposed project:** The proposed development will be over an area of 2.90 ha (Land) owned by MSPL + 0.85 ha (water front) area leased by MMB. No additional reclamation or land acquisition is required. There will be no dredging activity carried for the proposed project as the creek has draught of 7-8 m from Jaigad Harbour upto the site. The site has water frontage of 6.0 m depth during high tides.
- Connectivity to the site:** The site is located about 3 nm upstream from Jaigad Harbour and 4 nm from sea mouth. The site has a strategic location on the west coast, as it is situated between the ports of Mumbai and Goa. The site is accessible by State highway No. 105 (Tavsal- Abloli) further to National Highway No. 66 at a distance of 40 km.
- Investment/Cost of the project (Rs. in Lakh):** Cost of the project is Rs. 243 Lakh
- Item of Schedule to the EIA Notification, 2006:** The proposal comes under the category of 7(b) (A Category) of EIA Notification, 2006.
- Landuse/Landcover of project site:** Land use of the site is for industrial use. The proposed developments will be over an area of 29,030 m<sup>2</sup> (Land) + 8,500 m<sup>2</sup> (water front leased area by MMB) area. The Landcover of the project site in tabular form is as follows:

Sr. No.	Landuse/ Landcover	Area (m <sup>2</sup> )	%	Remarks (if any)
1	Built-up area	400	1.4	Custom, Staff quarters,

				office, Guest house etc.
2	Greenbelt area	10,715	36.9	
3	Parking area	3,588	12.35	4W, 2W and truck
4	Open stock area	3,588	12.35	-
5	Road area	4,355	15.0	-
6	Services area (ETP, STP, SWM, DG, HW handling area)	581	2.0	-
7	Ship breaking area	3,484	12.0	-
8	Open area	2,029	7.0	-
9	Workshop area	290	1.0	-

11. **Landuse/Landcover around 10 km radius of project site (1 km in case of Highway projects): Landuse/Landcover around 10 km radius of project site is as follows:**

S. No.	Landuse/ Landcover	Area Ha	Area %	Remark
1	Vegetation	11271.16	35.89	-
2	Mangroves	15.73	0.05	-
3	Open land	10858.71	34.58	-
4	Fallow Land	1130.73	3.60	-
5	Water	6193.55	19.72	-
6	Beach	48.03	0.15	-
7	Settlements	1886.13	6.01	-

Based on the LULC map, the project area including its 10 km surroundings has good vegetation cover (around 36%) while water bodies too contribute substantially (around 20%) to the land cover.

Several Mangrove areas are present in the Jaigad Creek. Some of these patches extend over several hundred sq. meters, while some others are in the form of smaller patches. These mangroves are quite a distance from the proposed project.

12. **List to industries to be housed with the proposed project site, only for projects covered under 7(c) category of EIA Notification, 2006:** Not Applicable

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

14. **Whether report of Cumulative Impact Assessment is submitted (only for last package of Highway projects):** Not Applicable. However, the EIA report is prepared considering the Cumulative Impact of all 3 activities i.e. Cargo handling, Ship repair and ship breaking activity.

15. **Terrain and topographical features:** The project site is located in coastal region and



having elevation upto 36 m from MSL.

16. **Details of water bodies, impact on drainage, if any:** Jaigad Creek is adjacent to the project site. No solid or liquid waste will be disposed in Jaigad Creek.
- The STP of 10 KLD will be provided for treatment of domestic sewage generation & the entire treated water will be used for flushing, gardening & Dust suppression measures.
  - An ETP of 10 KLD capacity will be provided to treat Bilge water, slop water and other oily waste waters from ship breaking and repairing facility. Treated water from the same will be utilized for dust suppression measures.
  - In the Coal handling yard, proper drains will be provided to collect the runoff coming from the coal stock yard during the monsoon. The same will be passed through the settling ponds to arrest any coarse particle/ material entering the creek and then the supernatant will be discharged to storm water drains.
17. **Water requirements, sources (during construction and operation phases) and NOC:***During Construction-* phase: Total water required during construction phase is 10 KLD and the same will be met by Tanker water supply. *During Operation phase -* Total Water required for the project is 10 KLD. (Domestic: 4.5 KLD + Dust suppression/ Wash water: 5.5 KLD) and the same will be met by Tanker water supply.
18. **Groundwater extraction/usage and NOC/Clearance from CGWA/State Ground Water Department:** No ground water will be used for the project.
19. **Whether the project is in Critically Polluted area (Yes or No. If yes, provide brief details):** No.
20. **ToR details:** ToR was issued vide letter No. F. No. 11-17/2015-IA-III dt. 12.11.2015. MoEF&CC vide letter No. 11-17/2015-IA.III dt. 23.10.2019 extends the validity of ToR upto 11.11.2019.
21. **Public Hearing Details and Summary of issues raised and response/ commitments by Proponent:** Public hearing was conducted on 05.09.2018 by Maharashtra Pollution Control Board for the project at Lokshikshan Mandal Sabhagruha, Abloli, Gonbarewadi, Khodade, Tal. Guhagar, Dist. Ratnagiri..

The salient issues raised in the PH include employment opportunities, joining of a member from concern village in monitoring committee, Channel should be kept open for fishing boats, Activity should not hamper fishing activity etc. The PP responded that local people will be given preference based on their qualification and skill sets. The project will create employment for 100-125 people during operation phase starting May 2021. Around 80 workers for Ship breaking facility, 20 workers will be deployed for ship repair activities and 20-25 will be deployed for Cargo handling and other ancillary services in the premises; to constitute Citizens Committee (CC) for project related E&S issues. The CC will include 5 members including women representative from village and the Committee will be headed by the village Sarpanch; the activity of the ship breaking will be done on land i.e. owned by the Marine Syndicate Pvt. Ltd and will not restrict any fishing boat movements; Channel for the fishing boat will be kept open in creek all the

time, The project will not create any hindrance and obstacles to fishing activity in the creek after the operation of the project etc.

22. **If the project involves expansion copy of certified compliance report issued by concerned regional office:** Not Applicable (New project).
23. **Whether the project involves diversion of forest land and status of application:** No forest land is involved in the project.
24. **Whether the project is located within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves etc.:** Project site is not located within 10 km radius of any National Park / Wild life sanctuary etc.
25. **Whether the project is located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC:** Project site is not located within 10 km radius of any Eco sensitive area notified by the MoEF&CC.
26. **Waste Management:** The quantity of municipal solid waste generated from canteen and administrative areas is estimated at about 20 Kg/Day, of which the biodegradable waste (12 kg/d) will be composted using vermicomposting pits and will be used as manure. The non-biodegradable waste generated (8 kg/d) will be handed over to authorized local vendor.
  - Construction Debris generated will be handled as per the “Construction and Demolition Waste Management Rules, 2016”.
  - Adequate measures will be taken while handling any hazardous materials. All the hazardous waste will be packed in leak proof & labeled containers will be given to CHWTSDF.
  - Used oil, Paint chips, contaminated material and waste containing poly chlorinated biphenyls (PCBs), waste rubber will be sent to CHWTSDF.
  - Scrap metal (from ship breaking activity) in the form of sheet & solid metal off-cuts & it will be given for recycling.
  - The STP of 10 KLD will be provided for domestic sewage generation. An ETP of 10 KLD will be installed to treat the contaminated dock floor wash water, ship washing water, bilge water, ballast water (if any) etc. E-waste generated during operational phase will be collected and stored in a secured manner (demarcated area) and handed over to authorized recycler.
27. **CETP details:** Not Applicable.
28. **STP details:** The total water demand of the project is expected to be 10 KLD (2.5 KLD domestic + 2 KLD flushing + 5.5 KLD dust suppression measures. Sewage Generation: 4.3 KLD; STP Capacity: 10 KLD (Phytorid technology). The treated water from STP will be recycled for flushing, greenbelt and dust suppression measures.
29. **Details of tree cutting and Green belt development:** No tree will be cut in the project. Total 10,715 m<sup>2</sup> (36.9%) area will be provided for Greenbelt development. Around 1,500

trees will be planted in the premises. Species are selected on the basis of air pollution tolerance index of tree. Greenbelt development will be carried out along road and on the vacant areas to reduce pollution as well as to improve aesthetic value.

30. **Energy conservation measures with estimated saving:** Energy saving is achieved through efficient lights like LED's, Solar Street lights for open spaces, pathways, Internal Roads and use of high energy efficient pumps for firefighting, water pumps and STP and solar PV panels on rooftop of office bldg.
31. **Details of Rain Water Harvesting:** Rainwater harvesting tank of 15 m<sup>3</sup> will be provided.
32. **Whether the project is in CRZ area:** If yes, provide details of components in CRZ area, layout on CRZ map of 1:4000 scale prepared by an authorised agency and appraisal by State Coastal Zone Management Authority (SCZMA) and copy of their recommendations: Yes, the project is in CRZ area.

Components of CRZ area: CRZ I(B), CRZ III and CRZ (IV)B.

The Maharashtra Coastal Zone Management Authority (MCZMA) has recommended the project to MoEF&CC vide their letter No. CRZ-2016/CR-24/TC-4 dated 16.01.2020.

33. **Whether the project involves foreshore facilities. If yes, provide details of shoreline study, dredging details, disposal of dredge material, reclamation, cargo handling with dust control measures and oil Spill Contingent Management Plan:** Yes, the project involves foreshore facilities.

**Shoreline study details:** The site is not subject to shoreline changes due to nearshore waves or littoral drift. Thus, a shoreline management plan typically associated with a port located on an open coast is not relevant to this project. The project also does not involve structures such as reclamation in the creek, groynes, etc. that alter flow patterns in the creek and geomorphology. The proposed ship breaking will be done on land, allowing free flow of water. Thus, environmental impacts due to shoreline changes are considered to be negligible.

**Dredging details:** There will be no dredging activity carried for the proposed project as the creek has 7-8 m draft from Jaigad harbour upto the site. The site has water frontage of 6.0 m depth during high tides.

**Reclamation:** No reclamation will be done in the project.

**Cargo Handling:** Total cargo quantum will be very minimum i.e. upto 2 lakh ton (0.2 MTPA) per year. Adequate measure will be provided for dust control measures including mobile conveyor belts, Use of Grab unloaders, clamp-shell buckets, hopper, and chutes to reduce dust emission and spillage, Regular sprinkling of water, use of water foggers / sprinklers, Use of Wind screens to reduce fugitive dispersion. The trucks will be covered with tarpaulin sheets to prevent coal dust from spilling / creating air pollution nuisance.

**Oil Spill Contingency Plan:** Palm oil & molasses (Non-hazardous) will be handled at port. Oil Spills can also take place during pumping out of oil (fuel or lubricants) from ship repair and breaking activity. Oil spill Contingency plan is prepared considering

minimum environmental damage and its economic impacts, to protect human health and environment and restore the environment to pre spill conditions.

- The disaster which may arise due to oil spillage is not anticipated to be of high risk and large magnitude as the port will handle very minimum liquid cargo. Hence, Tier 1 type contingency plan is prepared for port.
- Oil Spill on Land: Bags of saw dust and cotton rags will be kept handy, which will be spread on the spilled oil to absorb it. The oil soaked material will be collected and packed in leak-proof polythene bags and labeled.
- Oil Spill in Marine water: In case oil spill on water, booms will collect the spill oil. After the leak is plugged, the boom will be drawn shore-wards to hold the oil sink so as the spill oil can be collected by using oil skimmers.
- Disposal: All the recovered spill oil (if any), contaminated saw dust, sand, soil, used oil and slop oil will be packed in bags and given to CHWTSDF for disposal/or for authorized recyclers.

34. **Whether the project involves Marine disposal:** If yes, the provide copy of NOC from Pollution Control Board in case of marine disposal, details of modelling study – details of outfall diffusers, number of dilutions expected, distance at which the outlet will reach ambient parameters, location of intake/outfall, quantity, and detail of monitoring at outfall: The project doesn't require any marine disposal facility.

35. **Brief description of Socio-economic condition of local people:** Study area comprise of mainly a Rural area. The study area has around 42 villages. The population in study area is around 37,404. Villagers are mainly dependent on agriculture and fishing activity for their livelihood. Economic status of the study area is a semi-moderate. The general health, hygiene status and living conditions of villagers in core zone are moderate. Maximum villages are covered by government as well as private primary health facilities/amenities. The overall literacy rate in the study area is 72.03 % while the employment status in the study area is 47.44%.

The proposed project will create Job opportunities for the local people, The civil amenities like medical facilities, market, education, sports and cultural activities likely to improve in the study area through the CSR and CER activities. Living Standard will improve through development of allied and ancillary units from this project.

36. **Land acquisition and R&R issues involved:** The land is private land owned by Project proponent; hence rehabilitation and resettlement issues are not involved in the project.

37. **Employment potential, No. of people to be employed:** The employment potential during the construction phase is estimated as 20-25 persons. The expected direct employment during operation phase of the project will be 100-125 persons. Apart from this, there will be around 200 nos. of people for indirect employment.

38. **Benefits of the project:** The proposed yard will give employment opportunities for the local people. Other benefits include generation of direct and indirect employment to the local people and surrounding areas. The proposed project will bring CER and CSR

benefits to local population to improve socioeconomic conditions and quality of life. The proposed yard will dismantle around 15 ships per year to recover 45,000 tonnes per year of various materials which include over 70% of steel. This will also reduce Carbon Footprints.

39. **Brief summary of specialized Studies carried out for the project as per the ToR:** The HTL/LTL, CRZ Demarcation survey/ study was carried out by Institute of Remote Sensing (IRS), Anna University, Chennai. Bathymetry survey was carried by Fugro Survey India Pvt. Ltd., Nerul, Navi- Mumbai, Maharashtra.

40. **Details of Court cases:** No court cases are pending against the project.

**3.6.2**

The EAC, based on the information submitted and clarifications provided by the Project Proponent and detailed discussions held on all the issues, **recommended the project for grant of environmental and CRZ clearance** and stipulated the following specific conditions along with other Standard EC&CRZ Conditions as specified by the Ministry vide OM dated 4 July, 2019. The same was also presented before the EAC.

- i. All the recommendations and conditions specified by Maharashtra Coastal Zone Management Authority vide letter no. CRZ-2016/CR-24/TC-4 dated 16<sup>th</sup> January, 2020 shall be complied with.
- ii. The Project proponent shall ensure that no creeks or rivers are blocked due to any activities at the project site and free flow of water is maintained.
- iii. While breaking the ship, boom (circular pneumatic type) should be placed around the ship to control the spillage.
- iv. Collection vehicles used for the collection and transportation of solid/liquid waste should be adequately designed to handle specific type of wastes and shall have protection against the leaking or spilling of solid waste or being blown or hurled from such vehicles.
- v. Safety and health requirements relating to occupational exposure to Asbestos, while ship breaking shall be in compliance with IS11456-1986 and subsequent amendments. Facility must ensure that workers are not exposed to air-borne asbestos concentrations in excess of prescribed Permissible Exposure Limits (PELs).
- vi. There should be a safe working and operating procedures ensuring safe accessibility to all the areas and compartments of the ship and safe conditions for hot work.
- vii. Hazardous waste inventory that identifies, quantifies and locates the type of waste on board should be carried out before the ship comes to the shore. Chemical safety data sheets should be made available for each hazardous substance that is identified. As per the High Power Committee, maintaining the complete inventory of hazardous wastes on board is a mandatory task for any ship owner. This inventory shall be submitted by the State Maritime Board to the SPCB to ensure safe disposal of hazardous waste. Further permissions for ship anchoring and beaching will be based on hazardous waste inventory. Before start of ship dismantling, all the liquid residues should be removed and cleaned from the ship. This process should continue during the entire ship dismantling process.
- viii. The hazardous wastes, identified by the inventory data, be properly removed and disposed. Dismantling plan should be drawn before start of the work. Waste obtained during dismantling should be sorted and segregated based on the type

	<p>of waste and disposal option. Specific wastes from the ship breaking yard such as Asbestos, Polychlorinated biphenyls (PCBs),/ Bilge and ballast waters, Oils and fuels, Metal cutting, Paints removal and miscellaneous ship machinery etc. should be disposed of after due care and approval/authorization from the authorities concerned</p>
ix.	<p>The Company should perform air surveillance activities in work areas where asbestos is being removed, including meeting the general monitoring criteria, conducting initial exposure assessments, and performing daily and periodic monitoring. The facility must keep an accurate record of all measurements taken to monitor the workers' exposure to asbestos. Facility is required to conduct medical surveillance for all workers who, for a combined total of 30 or more days per year, are performing asbestos removal work or are exposed at or above the permissible exposure limit. This includes medical examination and consultation prior to beginning work, at least annually, and upon termination of employment. The facility must establish and maintain an accurate record for each worker subject to medical surveillance. These records must be maintained for the duration of the worker's employment, plus an additional 30 years.</p>
x.	<p>Company should provide, at no cost, training to employees likely to be exposed to asbestos removal work during the ship breaking.</p>
xi.	<p>To ensure better safety and security of plots, open spaces (buffers) can be created for giving emergency access/ parking to/for fire tenders, installing water lines for emergency services, access to beach, anchoring rescue boats and dinghies.</p>
xii.	<p>Truck parking facility should be provided for easy accessibility of vehicles for transporting scrap and other materials and to relieve the traffic congestion around the yards. The parking facility should have basic infrastructure like potable water, sanitation, resting, shops, eating joints, vehicle repair shops, fuelling stations, etc., for the drivers. It should also have accommodation for transporter companies/agents. To accommodate more number of vehicles the trucks can be parked angularly.</p>
xiii.	<p>Facility must ensure that workers are protected from exposure to airborne PCB concentrations. As per OSHA (Occupational Safety and Health Administration) regulations, governing exposure to PCBs in the workplace include two time-weighted averages for chlorodiphenyl.</p>
xiv.	<p>Monitoring of mangroves within 5km of the project area should be done annually for atleast 5 years to record mangrove community structure.</p>
xv.	<p>All the recommendations mentioned in the rapid risk assessment report, disaster management plan and safety guidelines shall be implemented.</p>
xvi.	<p>Automatic /online monitoring system (24 x 7 monitoring devices) for air pollution as well as water pollution in respect of flow measurement and relevant pollutants in the treatment system to be installed. The data to be made available to the respective SPCB and in the Company's website.</p>
vii.	<p>As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1<sup>st</sup> May, 2018, and proposed by the project proponent, an amount of Rs.4.86lakh (computed on slab basis for total budget of Rs. 2.43 crores) shall be earmarked under Corporate Environment Responsibility (CER) with special focus on providing healthcare facilities to the government hospitals in light of COVID 19 pandemic. Further, the funds shall be utilized for the activities such as support to Panchayats/local government, schools w.r.t. sanitation, health and hygiene, construction of public toilets in the surrounding villages, medical camps, rainwater harvesting, Installation of street lights in nearby villages as per</p>

	<p>requirement, rejuvenation and creation of water ponds, augmentation of drinking water facilities and provision of solid waste facilities viz. vermicomposting and safe drainage of waste water in consultation with concerned Panchayats. The activities proposed under CER shall be restricted to the affected area around the project. The entire activities proposed under the CER shall be treated as a project and be monitored. The monitoring report shall be submitted to this Ministry's Regional Office concerned as a part of half yearly compliance report, and to the concerned authorities including District Collector. It should be posted on the website of the project proponent.</p>
<p><b>3.7</b></p>	<p><b>Captive jetty and intake and discharge facility for captive desalination plant for setting up a 1.2 million ton per annum cement project at village Vayor, District Kachchh by M/s Gujarat Anjan Cement Limited.;</b> <b>village: Vayor, Tehsil: Abdasa, District-Kutchh, Gujarat – Amendment in Environmental Clearance</b></p> <p><b>[Proposal No. IA/GJ/MIS/61658/2007; File No. 10-116/2007-IA.III]</b></p>
<p><b>3.7.1</b></p>	<p>The project proponent along with the EIA consultant M/s Ultratech Cement Ltd., Kutch, Gujarat made a presentation through Video Conferencing. The Proposal is of M/s UltraTech Cement Ltd. (Unit: Sewagram Cement Works) for name change for Captive Desalination Plant &amp; jetty</p> <p>The EC/ CRZ Clearance was granted for captive jetty with capacity of 2.5 MTPA and desalination plant (sea water intake 5800 KLD and desalination reject outfall 2200 KLD) vide letter No. 10-116/2007-IA-III dated 24<sup>th</sup> December, 2007 and corrigendum on 22<sup>nd</sup> January 2008 <i>under EIA Notification 2006 and CRZ Notification 1991</i> in favour of M/s Gujarat Anjan Cement Limited (A division of M/s Jaypee Cement Corporation Limited).</p> <p>Later, on 11<sup>th</sup> Jan 2013, CRZ clearance for enhancement of sea water withdrawal for 2200 KLD to 6700 KLD desalination plant and sea water intake from 5800 KLD to 18000 KLD was accorded under CRZ Notification 2011. This CRZ clearance dated 11<sup>th</sup> Jan 2013 has already been transferred to M/s UltraTech Cement by the Ministry (EAC, IA.III Section) vide letter dated 17<sup>TH</sup> May 2019. M/s UltraTech Cement Limited (UTCL) has taken over the above said project from M/s Jaypee Cement Corporation Limited (JCCL) through demerger in 2014. The Scheme of Arrangement between 'JCCL' &amp; 'UTCL' has been sanctioned by the Hon'ble High court of Bombay and Hon'ble High Court of Allahabad.</p> <p>M/s UltraTech Cement Limited has submitted the documents viz. (i) No Objection Certificate from JCCL for transferring the Environmental Clearance to M/s Ultra Tech Cement Limited; (ii) Undertaking from M/s UltraTech Cement Limited stating to comply with all the Environmental Safeguards/ the terms and conditions as stipulated in the Environmental Clearance letter dated 24<sup>th</sup> December, 2007</p> <p>This proposal is for transfer of EC, however the PP applied in the section of amendment of EC on the online portal. The matter do not require</p>

	recommendations of EAC and has to be dealt at the Ministry
	This proposal is for transfer of EC but the PP applied in the section of amendment of EC on the online portal. The EAC observed that the matter do not require consideration of EAC and may be dealt administratively in the Ministry.
<b>3.8</b>	<b>Development of Port Infrastructure within existing Porbandar Port, Porbandar, Gujarat by M/s by Gujarat Maritime Board, Survey No- 141, Porbandar Village, Porbandar Tehsil, Porbandar District, Gujarat.– Environmental and CRZ Clearance [Proposal No. IA/GJ/MIS/160188/2017; F. No. 10-41/2017-IA-III ]</b>
<b>3.8.1</b>	The project proponent along with the EIA consultant M/s Cholamandalam MS Risk Services Limited, Chennai Tamil Nadu made a presentation through Video Conferencing and provided the following information:
<b>1.</b>	<p><b>Brief description of the Proposal:</b> Porbandar port is located at Porbandar village, Porbandar Tehsil, Porbandar District, Gujarat, along the coast of Saurashtra. Gujarat Maritime Board (GMB), which operates the intermediate and minor port of Gujarat, has proposed to enhance the cargo handling capacity of existing Porbandar Port along with the development of jetty for Indian Coast Guard (ICG), new berthing facilities for passenger and cargo handlings, with allied facilities.</p> <p>The project developments proposed in the Porbandar port premises are,</p> <ul style="list-style-type: none"> <li>• Construction of passenger coastal cargo berth of size 100x67m,</li> <li>• Extension of existing coast guard jetty to the size of size 100x13.5m,</li> <li>• Extension of finger jetty of size 100x51m, towards Deep Water Berth (DWB), for coastal shipping,</li> <li>• Extension of finger jetty of size 40x55m for marine police boat berthing,</li> <li>• Construction of cargo godown of size 89x26m,</li> <li>• Widening of existing port road connectivity from 2 lane to 4 lane, for about 2.85km long.</li> <li>• Capital dredging of 6,21,550m<sup>3</sup> and maintenance dredging of 62155m<sup>3</sup>.</li> <li>• A new backyard of 4 Ha will be developed in the existing land area within port boundary.</li> <li>• Earthwork and construction of civil structures in the existing back up area.</li> <li>• Increase in cargo handling capacity of Porbandar Port from 10.17MTPA to 12MTPA.</li> <li>• Construction of southern breakwater of length 2325 m with top width of 15m at suitable location within Porbandar port limit.</li> <li>• Construction of jetty of size 1900 m x 30 m on the proposed southern breakwater which will be utilised for naval purpose. This jetty will be dedicated for berthing of naval vessels which will safeguard the Saurashtra coastline.</li> </ul> <p>The Porbandar port will be mechanized to increase the efficiency of port's cargo handling operations and enhanced environmental management practices. Port mechanization includes installment of closed conveyor system, DFDS system, hopper and automated water sprinkler system, etc. As part of the proposed EMP, a STP is recommended to be</p>



developed to treat the domestic waste water generated from the existing and proposed port facilities and the treated waste water will be utilized for greenbelt development, dust suppression, etc. Dredge spoil from capital dredging will be utilized for level raising the maintenance dredging will be disposed -off into the offshore location identified based on the dredge spoil disposal study at depth beyond 20m w.r.t msl where none of the sediments reach the shore.

2. **Nature of project (New/Expansion/Amendment/Extension etc.):** Expansion.
3. **Whether the proposal was considered in earlier meetings of EAC:** Yes, the project was considered in the 21<sup>st</sup> meeting of EAC(Infra-2) held between 21<sup>st</sup> – 24<sup>th</sup> August, 2017 for the grant of ToR.
4. **Whether proposal is part of interlinked project:** No, the project is not part of any interlinked project.
5. **Geo-coordinates of project site: Bounded Latitudes (North) : FROM 21.61695833 To 21.6538888, Bounded Longitudes (East):** FROM 69.58181944 To 69.61416667.
6. **Area (ha)/Length (km) of the proposed project:** 9.29 Ha.
7. **Connectivity to the site** Porbandar Port is well connected with both road and rail connectivity. NH8E is available at 4.82km and SH6 is available at 2.6km from the port boundary and Porbandar Railway station is available at 2.5km East-Northeast of port boundary. Porbandar Airport is located at 6km East-Northeast of port facility.
8. **Investment/Cost of the project (Rs. in Lakh):** The overall cost of the project is 13,700 Lakhs.
9. **Item of Schedule to the EIA Notification, 2006 - 7(e), Ports, Harbours.**
10. **Landuse/Landcover of project site:**

S.No	Landuse/Landcover	Area (ha)	Percentage (%)
1	Waterfront development and jetties	16.78	43.6
2	Storage Yard	18.20	47.3
3	Port Building	0.08	0.20
4	Marshaling Yard	0.80	2.00
5	Undeveloped area	2.64	6.90
	<b>Total</b>	<b>38.5</b>	<b>100</b>

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

S. No	Landuse / land Cover		Area (ha)	Percentage
	Level I	Level II		
1	Built-up land	Built-Up Land	1542	9.56
2	Agricultural	Crop Land	9071	56.23

	Land	Plantation	200	1.24
3	Waste land	Land with Scrub and without Scrub	1321	8.19
		Coastal Wetland	1081	6.70
		Coastal sand	331	2.05
		Salt affected Land	237	1.47
		Salt Pan	179	1.11
		Barren Land	1139	7.06
		Mangroves	76	0.47
4	Water bodies	Water body	955	5.92
<b>Total</b>			<b>16132</b>	<b>100</b>

- 12. List to industries to be housed with the proposed project site, only for projects covered under 7(c) category of EIA Notification, 2006:** Not Applicable, as the proposed project is expansion of port facility, under category 7(e) Ports, harbours.
- 13. Right of Way (RoW), only for projects covered under 7(f) category of EIA Notification, 2006:** Not Applicable, as the proposed project is expansion of port facility, under category 7(e) Ports, harbors.
- 14. Whether report of Cumulative Impact Assessment is submitted (only for last package of Highway projects):** Not Applicable, as the proposed project is expansion of port facility, under category 7(e) Ports, harbors.
- 15. Terrain and topographical features:** The district has a flat level terrain except for a small hilly tract in the north-eastern part covering Ranavav and Kutiyana Taluks. The gradient has a slope from north-west to south- east direction, the direction in which all rivers flow. The elevation of the district is about 5m to 630m from mean sea level. The main rivers in the district are Bhadar, Ojat, Minsor, Ojat and Vartu. Porbandar has an elevation of 1 m from the Mean Sea Level. The elevation of the project area ranges between 1 to 5m. The region which lies on the north-east side is high and records a maximum elevation of 35m to 40m due to close proximity of Barda.
- 16. Details of water bodies, impact on drainage, if any:** Gulf of Kutch at 0 Km, Porbandar backwater at 0 Km. No impacts on the drainage is imposed due to proposed project as the project components will be developed within the existing port facility.
- 17. Water requirements, sources (during construction and operation phases) and NOC:** The existing port facility has a water supply of 33 KLD from the Porandar Municipal Corporation through tankers. Additional water demand of about 40KLD due to proposed expansion will be met through the tankers provided by Municipal Corporation. Consent for the same will be applied after obtaining the Environmental Clearance.
- 18. Groundwater extraction/usage and NOC/Clearance from CGWA/State Ground Water Department:** No groundwater will be extracted/utilized for the proposed project, the port has an existing water supply of 33 KLD from the Porandar Municipal Corporation. Additional water demand of about 40KLD due to proposed expansion will be met through the tankers provided by Municipal Corporation. Consent for the same will be applied after obtaining the Environmental Clearance.

- 19. Whether the project is in Critically Polluted area (Yes or No. If yes, provide brief details):** No, the project is not located in Critically Polluted area.
- 20. ToR details:** GMB made a detailed presentation on the components of the proposed project during the 21<sup>st</sup> meeting of EAC (Infra-2) held between 21<sup>st</sup> August, 2017 to 24<sup>th</sup> August, 2017 and the project was granted ToR accordingly with both Standard and Specific conditions via letter dated 11<sup>th</sup> September, 2017.
- 21. Public Hearing Details and Summary of issues raised include:** appreciation of the project that construction of breakwater will provide shelter for boats and also aid in decrease in the impact of cyclones to the fishing houses; impact on the turtle nesting grounds, Loss in fishery due to dredging; number of mangroves lost during the road widening; of waste water within the existing and proposed breakwater. The PP responded that Mangrove area of 2.54 Ha is present along the road widening. This will be removed during construction phase. Compensatory plantation will be done by GMB for 10 Ha; Free flow of water will be ensured while designing the breakwater; Temporary impact on the fishery is envisaged during dredging. Once work is completed, environment will return to original state; Entire study area (10 Km radius) is devoid of any turtle nesting or breeding grounds etc.
- 22. If the project involves expansion copy of certified compliance report issued by concerned regional office:** Porbandar port was commissioned on 13<sup>th</sup> July 1963, which is prior to implementation of Environmental Protection Act (EPA) 1986 and Environmental Impact Assessment Notification (EIA) 2006. Hence the port facility does not have prior EC as on date. However, the port facility has obtained CC&A (Consolidated Consent Authorization) from GPCB and timely renewal of the same is being done, currently valid upto 29<sup>th</sup> October 2020.
- 23. Whether the project involves diversion of forest land and status of application:** Not Applicable, as the proposed project does not involve the diversion of Forest land and will be developed within the existing port facility.
- 24. Whether the project is located within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves etc.:** Yes, the proposed project is located within 10km radius of Porbandar Bird Sanctuary. No project activities are proposed in the protected areas and the distance from the project boundary to protected area is 1.028km. No impact or disturbance to the protected area due to proposed project is envisaged.
- 25. Whether the project is located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC:** No, the project is located as a distance of 1.028km from the ESZ area.
- 26. Waste Management:** A detailed waste management plan has been prepared for both construction and operational phase of the proposed project with consideration to the existing Porbandar port facility also.
- 27. CETP details:** No CETP has been proposed as part of the current proposal hence, Not Applicable.

- 28. STP details:** As part of the proposed Environmental Management Plan (EMP) a STP of 50KLD capacity is recommended to be installed to treat the sewage and waste water generated from the existing and proposed port facilities (43KLD). The treated waste water will be reused within the port for greenbelt development, sanitation facilities and dust suppression.
- 29. Details of tree cutting and Green belt development:** Widening of the feeder road to the port from 2 lane to 4 lane will lead to removal of about 2.54 ha of mangroves. Compensatory mangrove afforestation of 10 Ha is proposed for the mangroves that are cleared during road widening activity in consultation with forest department. A 3-Tier greenbelt is proposed to be developed utilizing only native species and in consultation with the forest department. Greenbelt will be developed in a total of 2.97 ha area with 1200 plantations and the fund for greenbelt development is 3 lakhs.
- 30. Energy conservation measures with estimated saving:** As part of energy conservation measures the Porbandar port facility will be installed with LED bulbs and Solar powered lights (200 nos.).
- 31. Details of Rain Water Harvesting:** Since the proposed project site lies across coastal plain, the possibility of implementing rainwater harvesting system within the port area is difficult due to seawater ingress/salinity intrusion in the region. Hence, detailed technical feasibility study on the hydro-geological pattern of the region shall be undertaken to explore possibility of implementing rainwater harvesting within the port premises or utilization of rain water for allied facilities within the port.
- 32. Whether the project is in CRZ area: If yes, provide details of components in CRZ area, layout on CRZ map of 1:4000 scale prepared by an authorized agency and appraisal by State Coastal Zone Management Authority (SCZMA) and copy of their recommendations:** CRZ Area details of Porbandar Port including existing and proposed project components based on the study by National Centre for Sustainable Coastal Management (NCSCM) which is an authorized agency for CRZ map preparation, is presented in below table-

S. No.	Project Activity	Project Activity Area (Sq. Km)	Project Activity falls within CRZ Classification
1	Proposed Turning Circle	11.25	CRZ-IVA
2	Proposed Dredging Area	40.85	CRZ-IVA
3	Proposed Extension of Finger Jetty (for marine police berthing)	0.26	CRZ-IVA
4	Proposed Extension of Finger Jetty (for GMB vessels)	0.35	CRZ-IVA
5	Proposed Extension of ICG Jetty	0.06	CRZ-IVA
6	Proposed Breakwater	3.57	CRZ-IVA, CRZ-IB
7	Proposed Godown	0.23	CRZ-II
8	Proposed Road Widening	5.06	CRZ-IA (Mangrove Buffer Area), CRZ-III

9	Proposed Stack Yard	3.92	CRZ-II
10	Proposed Sagar Mala Jetty	0.67	CRZ-IVA

The layout superimposed on CRZ map of 1:4000 scale. The proposed project was appraised by the Gujarat Coastal Zone Management Authority (GCZMA) in their 47th meeting held on 03.02.2020. GCZMA issued recommendations for the proposed project on 20th May, 2020 ref: No.ENV-10-2019-153-T cell.

- 33. Whether the project involves foreshore facilities. If yes, provide details of shoreline study, dredging details, disposal of dredge material, reclamation, cargo handling with dust control measures and oil Spill Contingent Management Plan:** The Porbandar Port is located in stable coast as the shoreline status map prepared by NCSCM and Institute of Ocean Management (IOM), Anna University. The proposed breakwater falls in low erosion zone. The proposed project involves Capital dredging to a tune of 6,21,550m<sup>3</sup> for berthing and maintenance dredging to a tune of 62,155 m<sup>3</sup>. The dredge spoil from capital dredging will be used for reclamation purpose whereas the dredge spoil from maintenance dredging will be disposed-off into the identified offshore location 21°36'5.00"N latitude and 69°29'11.74"E longitude at depth greater than -20m from msl. Maintenance dredging is proposed to a tune of 62,155 m<sup>3</sup> will be undertaken as on when required, the frequency of maintenance dredging is very low (every 3 years only based on requirement) and the dredge spoil will be disposed-off in the above mentioned offshore location. Based on the dredge spoil disposal study none of the disposed sediments reach the shore causing no impact to the shoreline. Dust control measures for cargo handling includes mechanization of port and utilization of closed conveyor system, hopper loading with hatch and automated water sprinkler system including cargo storage yard, Dry Fog Dust Suppression (DFDS) system, truck mounted water sprinkler and fog system, wind barriers in storage yard, covering of dusty cargo with tarpaulin sheets, truck mounted vacuum for road dust removal, wetting of roads with water trucks, proposed paved roads, dedicated wheel washing facility and development of 3-tier greenbelt. In addition to the above mentioned dust control measures a detailed management plan has been prepared during both construction and operation phase of the project and presented in the EIA Report. A detailed oil spill contingency plan for Tier-1 spill has been carried out by CSIR-National Institute of Oceanography (NIO), Goa for Porbandar Port and the same will be utilized for proposed project also.
- 34. Whether the project involves Marine disposal: If yes, provide copy of NOC from Pollution Control Board in case of marine disposal, details of modelling study – details of outfall diffusers, number of dilutions expected, distance at which the outlet will reach ambient parameters, location of intake/outfall, quantity, and detail of monitoring at outfall -** No the project does not involve any marine disposal.
- 35. Brief description of Socio-economic condition of local people:** The Cumulative population in the study area is 2,48,501 with 1,28,104 males and 1,20,397 females, which is only about 42.4% of the District's population. The children population below 6 years old was found to be 25,918 which are of about 10.42% of the total population. District's Population density is 253 per square kilometer as compared to State 308. The Sex Ratio was found at 939 females per thousand males, with that of District's ratio of 950. The Sex ratio of the children was about 885. The Vulnerable populations such as Scheduled Caste and Scheduled Tribes population were 6.94% and 1.6%, respectively.

The Porbandar District is rich in natural resources as compared to other districts of Saurashtra region of Gujarat State. The larger coastal area comprising Porbandar taluka of district has much potential for fisheries business. Fishing is an important component of rural economy in coastal area. The Porbandar is known as the hub-center for the fisherman. The economy of the district is based on agriculture, fisheries, trade and commerce. Groundnut, Bajri, Jowar, wheat and gram are the principal crops grown in the district.

Baseline survey report of Ministry of Drinking water and Sanitation indicated that an average of 10.5% rural households in the Porbandar and Ranavav Tehsil falls under BPL. According to Census 2011, the percentage of working population in the study area was 34.87%. Among them 88.2% of the working populations are main workers which show the improved employment activity as they are employed for more than 6 months in the year. About 12.35% of the total working population in the study area was engaged in agricultural activity. The percentage of Household and Other workers group were 1.27% and 86.36% respectively.

With respect to the study area, the major economic activity in the study area is fishing. Based on the „Marine Fisheries Census-2010-Gujarat“ report published by CMFRI, there are about 2 fish landing centres namely Porbandar and Javar within the study area. The total fishermen households were 5865 with the population of 27,322. Among the total fishermen population about 7,111 people are reported to be the active fishermen and there are about 4,096 fishing boats available in the area. About 15.29% of the fishermen households were below poverty line.

With respect to Public Health facilities in the district<sup>17</sup>, there are about 1 allopathic hospital, 4 Community Health Centers, 10 Primary Health Centers, 1 Dispensary and 46 Private hospitals. Institutional Birth Rate in the district was at 99%<sup>18</sup>. The childhood immunization was to be only 76.4% which is more than that of state rate of 54.8%. The percentage of people having access to safe drinking water facility (84%) is very good when compared to the state rate (96.6%)<sup>19</sup>. In the study area, only about 61.1% of the households are accessed to safe sanitation facilities.

In the study area about 83.19% of the total populations are literates, where national literacy rate is of 64.8% and state's literacy rate of 78.03%. In Porbandar district 73.5% of the children (aged 7plus) are literate and 98.8% of the children between age of 6-11 are attending school. Based on the School GIS within the study area there are about 132 schools present in the Study area and in which 93 schools are present in Porbandar City. Most of the villages in the study area are having primary schools within the village, Middle schools and High schools are available within the respective Panchayat. Higher education facilities such as colleges are present in Porbandar town.

- 36. Land acquisition and R&R issues involved:** The project does not involve any land acquisition and R&R as the proposed project activities will be developed within the existing port facility.
- 37. Employment potential, No. of people to be employed:** The proposed project will generate direct and indirect employment in the region for about 45 people during construction phase and about 30 people during operation phase.

**38. Benefits of the project:**

- **Environmental** - Proposed greenbelt and mangrove plantation activities will enhance the ecological diversity in the area and other CSR/CER programs such as facilitation of drinking water and sanitation facilities will help the local community.
- **Social** - The project is capable of creating 75 employment opportunities. Development of Coast Guard Jetty will strengthen then security of the coastal belt.
- **Financial** - Proposed expansion of Porbandar Port will result in generation of and also leading to social upliftment of people in the surrounding region. Increased cargo handling will contribute to revenue earned.

**39. Brief summary of specialized Studies carried out for the project as per the ToR:**

S. No	ToR Point	Remarks
1	A detailed analysis of the physicochemical and biotic components in the highly turbid water round the project site (as exhibited in the Google Map shown during the presentation), compare it with the physicochemical and biotic components in the adjacent clearer (blue) water both in terms of baseline and impact assessment and draw up a management plan	Water samples were collected from the turbid and clear water areas to analyze and compare their physicochemical and biotic components based on which impact assessment and management plan have been prepared to address the possible impacts of proposed project on the marine environment.  Comparison of off-shore water with the near shore water revealed that the TVC (Total Viable Count), number of colony forming units in surface water are lower in near shore locations when compared to off-shore locations; and in bottom waters off-shore locations had higher units compared to near shore.
2	Study the impact of dredging on the shore line	According to the shoreline change map published by NCSCM and IOM, the existing port is in stable coast and proposed breakwater is falling in low erosion region. The previously executed maintenance dredging (frequency of 3 years done only as and when required) has induced no impact on the shoreline. The quantity of dredging is very less causing no significant change in the hydrodynamics of the region. Based on the sediment disposal modelling study none of the sediments reach the shoreline hence, no impact on the shoreline is envisaged due to dredging.
3	A detailed impact analysis of rock dredging	No blasting is proposed. Migration of species is envisaged due to noise generation form dredging operations. Temporary change in marine water quality is envisaged. Cutter suction dredger will used for dredging operations to minimize the impacts.

4.	Dispersion modelling for the dumping of the dredge materials shall be carried out. The study report shall be incorporated	The dredge spoil from the proposed capital dredging level raising and excess materials if any will be disposed in the identified offshore location. Only the entire maintenance dredging (done as and when required) spoil will be disposed of into the sea at 21°36'5.00"N latitude and 69°29'11.74"E longitude with depth greater than 20m from msl. Based on the dredge disposal study, none of the disposed sediments reach the shore envisaging no impact on the shoreline.
5	The Marine biodiversity impact assessment report and management plan through the National Institute of Oceanography (NIO) or any other institute of repute on marine, brackish water and fresh water ecology and biodiversity. The report shall study the impact on 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 also the productivity. The data collection and impact assessment shall be as per standards survey methods.	Gujarat Institute of Desert Ecology(GUIDE) has conducted an intensive study on biodiversity impact assessment in the study area to assess the possible impacts that may be caused due to the proposed project activities on various biological species like, mangroves and fish communities, etc. The biodiversity impact assessment report and management plan has been prepared and incorporated in the EIA report. Upon implementation of proposed mitigation measures and management plan minimal impact on the environment is envisaged. Species have the tendency to regain to baseline condition upon completion of project activities.
6.	Examine and submit the water bodies including the seasonal ones within the corridor of impacts along with their status, volumetric capacity, quality, likely impacts on them due to the project.	Porbandar backwater and Gulf of Kutch are present within the study area were considered for analysis for their physico-chemical and biological parameters and presented in the baseline study.
7.	Examine road / rail connectivity to the project site and impact on the existing traffic network due to the proposed project / activities. A detailed traffic and transportation study should be made for existing and projected passenger and cargo traffic.	Porbandar Port is well connected with both road and rail connectivity. NH8E is available at 4.82km and SH6 is available at 2.6km from the port boundary and Porbandar Railway station is available at 2.5km East-Northeast of port boundary. Porbandar Airport is located at 6km East-Northeast of port facility. A detailed traffic assessment study has been carried out and the study results indicate that the existing road is adequate to handle the existing and proposed



		traffic and no additional roads will be required
8	Submit the details of fishing activity and likely impacts on the fishing activity due to the project. Specific study on effects of construction activity & pile driving on marine life	The study area is one of the major fish landing center in the region, detailed analysis of potential impact on fishing activities due to the proposed project activities have been conducted. The benthic communities in the dredging and disposal area have the tendency to rejuvenate back to the baseline conditions, species will migrate to adjacent undisturbed area during construction activities and will regain their baseline conditions upon completion of project activities.
9	Details of oil spill contingency plan	A detailed oil spill contingency plan for Tier-1 spill has been carried out by CSIR-National Institute of Oceanography (NIO), Goa for Porbandar Port and the same will be utilized for proposed project also.
10	Details of bathymetry study	Hydrographic survey was carried out by GMB during April 2017 by GMB vessel Kamdhenu. According to the survey, it has been observed that the bathymetry near the berthing region is from 7.5 m to 9.5 m and inside the turning circle, the same is from 7 m to 10.4 m.
11	Details of ship tranquility study	Will be undertaken during the detailed engineering phase of the project.
12	Examine baseline environment quality along with projected incremental load due to the proposed project / activities.	The baseline environmental quality is assessed for the 10 km radius study area for various environmental parameters such as air, noise, water, soil, land, marine environment, ecology and socio-economic environment. The impacts on the surrounding environment due to the proposed activities have been identified through modelling studies and the results are presented in the EIA Report.
<b>40. Details of Court cases:</b> No court cases are pending against the Porbandar Port facility.		
<b>3.8.2</b>	<p>The EAC, based on the information submitted and clarifications provided by the Project Proponent and detailed discussions held on all the issues, <b>recommended the project for grant of environmental and CRZ clearance</b> and stipulated the following specific conditions along with other Standard EC&amp;CRZ Conditions as specified by the Ministry vide OM dated 4 July, 2019. The same was also presented before the EAC.</p> <p>(i) Construction activity shall be carried out strictly according to the provisions of the CRZ Notification, 2011. No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area.</p> <p>(ii) All the recommendations and conditions specified by the Gujarat State Coastal Zone Management Authority (GCZMA) who has recommended the project vide</p>	

- letter No. ENV-10-2019-153-T cell dated 20<sup>th</sup> May 2020 shall be complied with.
- (iii) Consent to Establish/Operate for the project shall be obtained from the State Pollution Control Board as required under the Air (Prevention and Control of Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.
  - (iv) The project proponent shall comply with the air pollution mitigation measures as submitted.
  - (v) The Project proponent shall ensure that no creeks or rivers are blocked due to any activities at the project site and free flow of water is maintained.
  - (vi) Dredging, etc shall be carried out in the confined manner to reduce the impacts on marine environment including turbidity and turbidly should be monitored during the dredging. Dredging shall not be carried out during the fish breeding season.
  - (vii) No underwater blasting is permitted. Dredged material shall be disposed safely in the designated areas and also to be utilized for beach nourishment. With the enhanced quantities, the impact of dumping on the coastal environment should be studied and necessary measures shall be taken on priority basis if any adverse impact is observed.
  - (viii) Shoreline should not be disturbed due to dumping. Periodical study on shore line changes shall be conducted and mitigation carried out, if necessary. The details shall be submitted along with the six monthly monitoring report.
  - (ix) While carrying out dredging, an independent monitoring shall be carried out by Government Agency/Institute to check the impact and necessary measures shall be taken on priority basis if any adverse impact is observed.
  - (x) The fresh water requirement of 33 KLD will be supplied by the Porandar Municipal Corporation through tankers. Additional water demand of about 40 KLD due to proposed expansion will be met through the tankers provided by Municipal Corporation.
  - (xi) A continuous monitoring programme covering all the seasons on various aspects of the coastal environs need to be undertaken by a competent national organization / university available in the State or by entrusting to the National Institutes/renowned Universities/accredited Consultant with rich experiences in marine science aspects. The monitoring should cover various physico-chemical parameters coupled with biological indices such as microbes, plankton, benthos, inter-tidal fauna and fishes etc. on a periodic basis during construction and operation phase of the project. Any deviations in the parameters shall be given adequate care with suitable measures to conserve the marine environment and its resources.
  - (xii) Continuous online monitoring of for air and water covering the total area shall be carried out and the compliance report of the same shall be submitted along with the 6 monthly compliance report to the regional office of MoEF&CC.
  - (xiii) Effective and efficient pollution control measures like covered conveyors/stacks (coal, iron ore and other bulk cargo) with fogging/back filters and water sprinkling commencing from ship unloading to stacking to evacuation shall be undertaken. Coal and iron ore stack yards shall be bounded by thick two tier green belt with proper drains and wind barriers wherever necessary.
  - (xiv) Sediment concentration should be monitored fortnightly at source and disposal location of dredging while dredging.
  - (xv) Marine ecology shall be monitored regularly also in terms of sea weeds, sea grasses, mudflats, sand dunes, fisheries, echinoderms, shrimps, turtles, corals, coastal vegetation, mangroves and other marine biodiversity components as part

	<p>of the management plan by entrusting to the National Institutes/reputed Universities/accredited Consultant with rich experiences in marine science aspects.</p> <p>(xvi) Spillage of fuel / engine oil and lubricants from the construction site are a source of organic pollution which impacts marine life, particularly benthos. This shall be prevented by suitable precautions and also by providing necessary mechanisms to trap the spillage.</p> <p>(xvii) All the recommendations mentioned in the risk assessment report, disaster management plan and safety guidelines shall be implemented.</p> <p>(xviii) Necessary arrangement for general safety and occupational health of people should be done in letter and spirit.</p> <p>(xix) All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to the RO, MoEF&amp;CC along with half yearly compliance report.</p> <p>(xx) The company shall draw up and implement corporate social Responsibility plan as per the Company's Act of 2013. As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1st May 2018, project proponent has proposed an amount of Rs.1.03 Crore (0.75 % of the project cost) under Corporate Environment Responsibility (CER) Plan which shall be earmarked with special focus on providing healthcare facilities to the government hospitals in light of COVID 19 pandemic. Further, the funds shall be utilized for the activities such as support to Panchayats/local government, schools w.r.t. sanitation, health and hygiene, construction of public toilets in the surrounding villages, medical camps, rainwater harvesting, Installation of street lights in nearby villages as per requirement, rejuvenation and creation of water ponds, augmentation of drinking water facilities and provision of solid waste facilities viz. vermicomposting and safe drainage of waste water in consultation with concerned Panchayats. The activities proposed under CER shall be restricted to the affected area around the project. The entire activities proposed under the CER shall be treated as a project and be monitored. The monitoring report shall be submitted to this Ministry's Regional Office concerned as a part of half yearly compliance report, and to the concerned authorities including District Collector. It should be posted on the website of the project proponent.</p>
<p><b>3.9</b></p>	<p><b>Development of Majali Fishing Harbour Project at Majali Village, Karwar Taluk, Uttara Kannada District by Dept. of Fisheries Karwar, Karwar taluk, District Uttara Kannada, Karnataka – Terms of reference</b></p> <p><b>[Proposal No. IA/KA/MIS/130131/2019; File No. 10-25/2020-IA-III]</b></p>
<p><b>3.9.1</b></p>	<p>The project proponent along with the EIA consultant M/s MITCON Consultancy and Engineering Services Ltd., Pune made a presentation through Video Conferencing and provided the following information:</p>
	<p><b>1. Brief description of the Proposal:</b> Directorate of Fisheries has taken initiative to develop Majali Harbor at Majali village corresponding to Latitude 14° 53'46.4" N and Longitude 74° 06'49.7" E and is in Karwar taluka of Uttara Kannada District of Karnataka State. The Majali fishery harbor is designed to accommodate a total no of 80 mechanized fishing boats comprising 70 nos. Of 14m long trawlers, 10 nos. of 15m long purse seiners in addition to 180 nos. of FRP-OBE fishing crafts and 300 nos. of plank</p>

built boats. (traditional type).

2. **Nature of project (New/Expansion/Amendment/Extension etc.):** New Project.
3. **Whether the proposal was considered in earlier meetings of EAC: If yes, provide date of EAC meeting and reasons for deferment, if any:** The said proposal was considered in 50<sup>th</sup> EAC (Infua-2) meeting held on 22-24<sup>th</sup> April, 2020. Due to Covid-19 Pandemic situation and lockdown in the state, we were unable to attend the same.
4. **Whether proposal is part of interlinked project: If yes, provide details in brief:** No. It is a new project.
5. **Geo-coordinates of project site:** Latitude 14<sup>o</sup> 53'46.4" N and Longitude 74<sup>o</sup> 06'49.7" E.
6. **Site alternatives under consideration:** There are no alternate sites considered because the proposed site is highly suitable for development of fishery harbor. Addition to this, some of the infrastructures are available at the site such as electricity, water supply, approach road, communication, post and telegraph facility is available at 2km away, railway facility at 7km and medical facility away, banking and educational facility at 1 km away. Addition to this four numbers of Ice plants are located at Majali Gaongeri and also fish drying yard is available nearby at Dandebag.
7. **Area (ha)/Length (km) of the proposed project:**  
 Total Plot area – 2,80,000 sq.m.  
 Area to be developed on landward side – 1,20,000 sq.m.  
 Area to be developed on Seaward side - 1,60,000 sqm.  
 Total built up area – 1536.57 sq.m.

S. No.	Description	Area Sq.m	Quantity (No)
1	Fish Handling & Auction Hall (35.23 m x 17.23 m)	607	1
2	Fishermen gear shed	161.3	1
3	Net Mending Shed	206.95	1
4	Fishermen Rest Shed	213.4	1
5	Boat repair shop	95.34	1
6	Restaurant	127.7	1
7	Public toilet block	70.38	1
8	Security/guard house	54.5	2
<b>TOTAL</b>		1536.57	

8. **Connectivity to the site:** Majali site is situated on an open bay about 13 km north of Karwar town. The site is just 1 km off the National Highway 17. Nearest Railway Station – Loliem Railway Station at 5 km North. Nearest Airport – Goa Airport at 70 km North.
9. **Investment/Cost of the project (Rs. in Lakh):** Total Project Cost is Rs. 195.00 Crore.
10. **Item of Schedule to the EIA Notification, 2006:** 7(e) – Ports and Harbours.
11. **Applicability of General/Specific Conditions as per EIA Notification, 2006:** Yes.

General Condition apply since State Boundary (Goa-Karnataka) is at a distance of 450 m from the project site.

**12. Why appraisal/ approval is required at the Central level:** Due to Applicability of General Condition, the project will be appraised at Central Level.

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

**14. Land-use/ Land-cover of project site in tabular form:**

S. No	Description	Area Sq.m	Quantity (No)
1	Fish Handling & Auction Hall (35.23 m x 17.23 m)	607	1
2	Fishermen gear shed	161.3	1
3	Net Mending Shed	206.95	1
4	Fishermen Rest Shed	213.4	1
5	Boat repair shop	95.34	1
6	Restaurant	127.7	1
7	Public toilet block	70.38	1
8	Security/guard house	54.5	2
<b>TOTAL</b>		1536.57	

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

Sr. No.	Classes	Area in Sq. Km.	Area in %
1.	Waterbody	138.05	43.94
2.	Beach	5.58	1.78
3.	Built up Land	46.46	14.79
4.	Agriculture	10.95	3.49
5.	Forest	73.69	23.46
6.	Open Land	39.42	12.55
<b>TOTAL</b>		<b>314.16</b>	<b>100.00</b>

**16. List to industries to be housed with the proposed project site, only for projects covered under 7(c) category of EIA Notification, 2006:** Not Applicable.

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

**18. Terrain and topographical features:** The topographic features of the land area were surveyed by CICEF team using total station and also by tachometry method using tachometer and staves. The site is in an open bay with head land/rocky out crops on either side of the bay. The rocky out crops to the south of bay at Dandebag is called KangiGudda island and the headland at the northern end of the bay is called Loliem point which is steep, rocky and well wooded. The site has a flat seabed slopewith a stable beach of 100m to 150m wide. The average ground level at the proposed site is observed as

+2.00m.

**19. Details of water bodies, impact on drainage:** No water body is envisaged except Arabian Sea. Hence no impact on drainage pattern is envisaged.

**20. Water requirements, sources (during construction and operation phases) and NOC:**

Source of water	Quantity (KLD)
Sea Water	50
Fresh Water (Source – Local Gram Panchayat)	100
<b>Total Water Requirement</b>	<b>150</b>

NOC from Gram Panchayat, Majali is under process.

**21. Groundwater extraction/usage and NOC/Clearance from CGWA/State Ground Water Department:** No Ground water extraction will be carried out for the proposed project.

**22. Whether the project is in Critically Polluted area:** No.

**23. Tree cutting, types, numbers, girth size etc.:** Not Applicable, as no existing vegetation on site.

**24. Whether the project involves diversion of forest land: If yes, provide the extent of the forest land involved and status of the forest clearance:** No.

**25. Whether the project is located within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves etc.: If yes, provide details of the PA, distance from project site and status of clearance from National Board for wild life:** No.

**26. Whether the project is located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC: If yes, provide the status of recommendation of the Monitoring Committee of ESZ/ESA:** No.

**27. Whether project site is in CRZ area if yes furnish the CRZ map:** Yes the project falls in CRZ area. Application for CRZ clearance from KSCZMA is under process.

**28. CETP: Provide details type and quantity of effluent, effluent conveyance system from the member units to CETP with CETP's Capacity:** Not Applicable.

**29. STP: Provide details of treatment and usage of treated sewage with STP's capacity:** During construction phase, 2 KLD portable STP will be provided to treat 1.5 KLD of domestic waste water whereas during operation phase 1 KLD of domestic waste will be treated in ETP cum STP of capacity 5 KLD.

**30. For projects related to Port and harbour, provide details on:**

**(i) Details of shore line change -** No shoreline change is envisaged.

**(ii) Details of channel, breakwaters, dredging, disposal and reclamation-** The dredged basin is required only for mechanized vessels. Initially the harbour is designed only for traditional crafts. Hence dredging is not proposed at this stage. Two breakwaters viz. North and South of length 1140 m and 595 m respectively have been proposed.

**(iii) Handling of each cargo, storage, transport along with spillage control, dust preventive measures**

Overall length (m)	No. of boats	Average annual landing per boat (kg)	No. of days in fishing season	Fishing days	Rest days	No. of fishing trips	Duration of each trip (per day)	Landing per boat (kg)
10 (FRP)	180	12000	300	200	100	200	1	60
11 (PB)	300	15000	270	90	90	180	1	83
14 (trawler)	70	70,000	270	78	54	48	4	1458
15 (PS)	10	300000	270	70	120	200	1	1500

Note: FRP- Fibre reinforced plastic boat, PB-Plank built, T-trawler, PS- Purse-seiner

**(iv) Details of fishing activity in the vicinity -** The proposed harbour is a fishing harbour. Majali has the fishermen population of 8670 and 4716 of them reckoned as active fishermen. It is reported that purse seine and trawl boats are operating elsewhere in the district due to non-availability of landing and berthing facilities at Majali. Hence Directorate of Fisheries has taken initiative to develop Majali Harbor to support local fishermen.

31. **Brief description of Socio-economic condition of local people:** Majali has the fishermen population of 8670 and 4716 of them reckoned as active fishermen. It is reported that purse seine and trawl boats are operating elsewhere in the district due to non-availability of landing and berthing facilities at Majali. Hence Directorate of Fisheries has taken initiative to develop Majali Harbor to support local fishermen.
32. **Land acquisition and R&R issues involved:** No Land acquisition and R & R is involved.
33. **Employment potential, No. of people to be employed:** 40-50 nos. of local manpower will be employed during construction phase. In operation phase, 25-30 nos. of local youth will be preferred.
34. **Benefits of the project:** The project would give employment to around 2,500 sea-going fishermen and about 1,500 persons in shore-based establishments, distribution and marketing of fish and crustacean products. Thus, around 3,500 persons would be

benefited directly in the fishing industry from project implementation, apart from the indirect benefits that would accrue as a result of development efforts.

**35. Details of Court cases:** No court case is pending.

<p><b>3.9.2</b></p>	<p>After detailed deliberations on the proposal, the <b>Committee recommended granting Terms of Reference</b> as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity and the following specific ToR in addition to Standard ToR for preparation of EIA/EMP report:</p> <ol style="list-style-type: none"> <li>i. Importance and benefits of the project.</li> <li>ii. Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale.</li> <li>iii. Recommendation of the Karnataka CZMA.</li> <li>iv. Submit superimposing of latest CZMP as per CRZ (2011) on the CRZ map.</li> <li>v. Submit a complete set of documents required as per para 4.2 (i) of CRZ Notification, 2011.</li> <li>vi. Hydrodynamics study on impact of dredging on flow characteristics.</li> <li>vii. Study the impact of dredging and dumping on marine ecology and draw up a management plan through the NIO or any other institute specializing in marine ecology.</li> <li>iii. Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract).</li> <li>ix. Permission from CGWA in case of groundwater use being proposed for the project.</li> <li>x. Wastewater Management Plan.</li> <li>xi. Details of Environmental Monitoring Plan.</li> <li>xii. To prepare a detailed biodiversity impact assessment report and management plan through the NIO or any other institute of repute on marine, brackish water ecology and biodiversity. The report shall study the impact of the activity 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</li> <li>iii. A certificate from the local body supplying water, specifying the total annual water availability with the local authority, the quantity of water already committed, the quantity of water allotted to the project under consideration and the balance water available. This should be specified separately for ground water and surface water sources, ensuring that there is no impact on other users.</li> <li>iv. A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project.</li> <li>xv. A certificate from the competent authority handling municipal solid wastes, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project.</li> <li>vi. An assessment of the cumulative impact of all development and increased inhabitation being carried out or proposed to be carried out by the project or other agencies in the core area, shall be made for traffic densities and parking capabilities in a 05 kms radius from the site. A detailed traffic management and a traffic decongestion plan drawn up through an organization of repute and specializing in Transport Planning shall be submitted with the EIA. (xxii) Disaster Management Plan for the project.</li> </ol>
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	<p>vii. Details and status of court case pending against the project, if any.</p> <p>iii. 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>ix. A tabular chart with index for point-wise compliance of above ToRs. The specific ToRs as recommended above are 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>
<b>3.10</b>	<p><b>Bifurcation of EC &amp; CRZ Clearance accorded to M/s Essar Bulk Terminal Limited for expansion of Port facility at Hazira for Development of 600 M water front 24 Ha. Back up area at Hazira Port, Surat by M/s Deendayal Port Trust.</b></p> <p><b>[Proposal No. IA/GJ/MIS/167825/2020; File No. 11-46/2011-IA.III]</b></p>
<b>3.10.1</b>	<p>The EAC suggested to take consent from both parties i.e., Essar Bulk Terminal Limited and Deendayal Port Trust and may be dealt in the Ministry.</p>
<b>4.1</b>	<p><b>Development of Vadodara Mumbai Expressway (Phase-II) from km 26.320 to km 104.700 (km 390.864 of NH-8) of main Expressway in the State of Maharashtra by M/s National Highways Authority of India - Further consideration for Environmental Clearance.</b></p> <p><b>[Proposal No.: IA/MH/MIS/156726/2020; File No. 10-80/2016-IA.III]</b></p>
<b>4.1.1</b>	<p>The proposal was considered in the 239<sup>th</sup> EAC meeting. The EAC, after detailed deliberation during 239<sup>th</sup> meeting on 29<sup>th</sup> July, 2020, deferred the proposal for want of recommendation letter by Maharashtra Coastal Zone Management in respect of this project.</p> <p>Maharashtra Coastal Zone Management Authority (MCZMA) vide its letter dated 3<sup>rd</sup> September, 2020 recommended the proposal with certain conditions.</p> <p>The EAC, after detailed deliberation during its 243<sup>rd</sup> meeting on 28<sup>th</sup> – 29<sup>th</sup> September, 2020, <b>recommended the project for grant of Environmental Clearance</b>, with the following specific conditions in addition to all standard conditions applicable for such projects:</p> <p>(i) In order to avoid the possibility of wildlife injury/death, proponent shall keep the finish road level sufficiently elevated from ground level with provision of railing on both sides to restrict animal crossing. Sufficient animal passes shall be provided by NHAI at regular interval as suggested in the Mitigation Plan and the Wildlife Conservation Plan developed and provided by the Chief Wildlife Warden as per recent guidelines of Wildlife Institute of India for linear infrastructure projects and as suggested by State Board for Wildlife and Standing Committee of National Board of Wildlife.</p> <p>(ii) Prepare the traffic prediction report for complete project (including all packages of this project) considering the cumulative impact of the traffic on the environment and submit to the Ministry and concerned Regional Office</p>

	<p>within 3 months.</p> <p>(iii) The recommendations of Cumulative Impact Assessment studies and proposed mitigation measures for all the packages shall be implemented in toto and be submitted to the concerned Regional Office of the MoEF&amp;CC along with half yearly compliance report.</p> <p>(iv) All the major, minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/ drainage systems are not to be disturbed.</p> <p>(v) No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources. State Pollution Control Board (SPCB) concerned shall not issue Consent to operate (CTO) till the project proponent obtains such permission(s).</p> <p>(vi) The proponent shall obtain permission from the competent authorities for tree felling along the proposed alignment.</p> <p>(vii) Proponent shall plant at least 90,899 trees on both sides of the expressway and 49,408 hedges shall be planted in the median of the expressway. A comprehensive plan for afforestation using native species shall be provided as per the IRC Guidelines on Landscaping and Tree Plantation (2009). Near forest area, effort should be made to plant Native tree species including local fruit trees which are beneficial to avifauna and wildlife, while evergreen, fast-growing ornamental tree and tolerant to air pollution trees shall be in the stretches outside the forest area. Plantation will be maintained upto 5 years and protected from cattle, wildlife and illegal felling. Dead saplings will be replaced to maintain the survival percentage of trees up to 90%.</p> <p>(viii) Quarry areas shall be developed as water reservoirs with proper fencing around quarry area. Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table.</p> <p>(ix) As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1<sup>st</sup> May, 2018, and proposed by the project proponent, an amount of Rs.35.05 Crore (computed on slab basis for total budget of Rs. 7,010crores)shall be earmarked under Corporate Environment Responsibility (CER) with special focus on providing healthcare facilities to the government hospitals in light of COVID 19 pandemic. Further, the funds shall be utilized for the activities such as support to Panchayats/local government, schools w.r.t. sanitation, health and hygiene, construction of public toilets in the surrounding villages, medical camps, rainwater harvesting, Installation of street lights in nearby villages as per requirement, rejuvenation and creation of water ponds, augmentation of drinking water facilities and provision of solid waste facilities viz. vermicomposting and safe drainage of waste water in consultation with concerned Panchayats. The activities proposed under CER shall be restricted to the affected area around the project. The entire activities proposed under the CER shall be treated as a project and be monitored. The monitoring report shall be submitted to this Ministry's Regional Office concerned as a part of half yearly compliance report, and to the concerned authorities including District Collector. It should be posted on the website of the project proponent.</p> <p>(x) The RoW shall not exceed beyond 100-120 at any point of the proposed 8-lane alignment, except for the junction improvement at the intersections of the</p>
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	<p>other roads.</p> <p>(xi) The proponent shall obtain the Forest Clearance for diversion of 195.9884ha of forest land, as required under the Forest (Conservation) Act, 1980. Project proponent shall submit an undertaking that work on non-forestry land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.</p> <p>Commencement of work in non-forest land will not confer any right on the user agency with regard to grant of approval under the Forest (Conservation) Act, 1980.</p> <p>(xii) Sediment drift need to be monitored in light of construction of bridge in CRZ areas and appropriate mitigation measures will need to be addressed if necessary.</p>
<p><b>4.2</b></p>	<p><b>Improvement &amp; Upgradation of Kathgodam - Ranibagh - Bheemtal - Khutani - Padampur - Dhanachauli - Pahadpani - Shahar Phatak - Mornola - Devidhura - Lohaghat - Pancheswar road section of SH-10 under Uttarakhand State Highway Improvement Project (USHIP) - Environmental Clearance.</b></p> <p><b>[Proposal No. IA/UK/MIS/170151/2020; File No 10-57/2020-IA.III]</b></p>
<p><b>4.2.1</b></p>	<p>The project proponent along with the EIA consultant M/s Enviro Infra Solutions Pvt. Ltd. made a presentation through Video Conferencing and provided the following information:</p>
	<p><b>1. Brief description of the Proposal:</b> Uttarakhand PWD is developing roadway infrastructure by various State level and National level programs. Uttarakhand State Highway Improvement Programme (USHIP) is another ambitious road improvement program taken up by the Uttarakhand Public Works Department (UK PWD), Government of Uttarakhand. The project road section of SH-10 from Kathgodam - Ranibagh - Bheemtal - Khutani - Padampur - Dhanachauli - Pahadpani - Shahar Phatak - Mornola - Devidhura - Lohaghat – Pancheswar is proposed for improvement and upgradation to intermediate lane / two lane with paved shoulders under Uttarakhand State Highway Improvement Programme (USHIP). The project road is implemented by UK PWD, ADB Circle, Pithoragargh and monitored by Project Director/Chief Engineer, Project Management Unit, Asian Development Bank (Transport), Public Works Department, Dehradun, Uttarakhand.</p> <p>The proponent mentioned that the project road is located within 5 km of International (Indo-Nepal) Border, hence it comes under category-A due to applicability of General Condition of EIA Notification, although it is a State Highway expansion project in hilly terrain above 1000-meter MSL.</p> <p>The project road starts at Ranibagh near Kathgodam in Nanital district and ends at</p>

Pancheswar in Champawat District near Indo-Nepal Border. **Length of the existing project road is 184.672 km, Proposed Length is 177.211 km.**

Existing Project Road is of single lane configuration for 69.7 km and of intermediate lane configuration for 115 km. Two laning has been proposed for Kathgodam (0+000) to Bheemtal (15+200) section and intermediate lane has been proposed for rest of the section for smooth & safe riding (i.e. two vehicles at a time are able to pass each other on the road safely).

2. **Nature of project (New/Expansion/Amendment/Extension etc.):** New
3. **Whether the proposal was considered in earlier meetings of EAC:**No
4. **Whether proposal is part of interlinked project: If yes, provide details in brief:** No.
5. **Geo-coordinates of project site:**
  - The Project Road originates from Km 91+815 of NH-87 at Ranibagh near Kathgodam and ends at Pancheswar near Nepal Border. The project road lying between 79°32'42.21" (E) to 80°13'24.29" (E) longitude and 29°17'28.31" (N) to 29°26'57.21" (N) latitude. The project road lies in the districts of Nainital, Almora & Champawat in the State of Uttarakhand.
  - Start Location: 29°17'28.31" (N) 79°32'42.21" (E)
  - End Location: 29°26'57.21" (N) to 80°13'24.29" (E)
6. **Area (ha)/Length (km) of the proposed project:** 177.211 KM.
7. **Connectivity to the site:** The site is approachable by Rail and Road- Project Road originates from Km 91+815 of NH-87 at Ranibagh at about 3.8 km from Kathgodam Railway Station.
8. **Investment/Cost of the project (Rs. in Lakh):**150620 Lakhs.
9. **Item of Schedule to the EIA Notification, 2006:** 7(f).
10. **Landuse/Landcover of project site:**

Sl. No.	Land use / Land cover	Area in (ha.)	Percentage (%)
1.	Water bodies	112.8	0.60
2.	Settlements	526.2	2.83
3.	Waste land	290.6	1.58
4.	Crop land	1290.7	6.95
5..	Forest land	16346.9	88.04
<b>TOTAL</b>		<b>18567.2</b>	<b>100</b>

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

Sl. No.	Land use / Land cover	Area in (ha.)	Percentage (%)
1.	Water bodies	216.7	0.58
2.	Settlements	975.3	2.63
3.	Waste land	573.9	1.55
4.	Crop land	2597.5	6.99
5..	Forest land	32771	88.25
<b>TOTAL</b>		<b>37134.4</b>	<b>100</b>

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

**13. Right of Way (RoW), only for projects covered under 7(f) category of EIA Notification, 2006:** The proposed RoW is 12m except at few locations, where it may be increase due to geographic conditions. In built-up area proposed ROW will be 8.5m.

**14. Whether report of Cumulative Impact Assessment is submitted (only for last package of Highway projects):** Not applicable.

**15. Terrain and topographical features:**The nature of the terrain is mostly hilly and mountainous.

**16. Details of water bodies, impact on drainage, if any:**

S. No.	Location Chainage	Name of Water Body	Distance
1	Km 0.620	Gaula River	Across
2	Km 0.800 to km 1.300	Gaula River	RHS - Varies from 40m to 100 m
3	Km 15.700 to km 17.450	Bhimtal Lake	RHS - adjacent to the proposed Road
4	Km 23.520	Rivulet	Across
5	Km 24.150	Gaula River	Across
6	Km 26.600 to km 33.800	Gaula River	LHS- Varies from 30m to 300 m
7	Km 33.800	Gaula River	Across
8	Km 33.800 to km 37.100	Rivulet	LHS- Varies from 30m to 150 m
9	Km 134.950	Rivulet	Across
10	Km 144.950	Lohawati River	Across
11	Km 165.450	Water Stream	Across
12	Km 182.900	Kali River	RHS – 120 m
13	Km 183.000 to km 184.672	Saryu River	RHS - Varies from 15 m to 100 m

The natural drainage of the project impacted area shall be maintained through improvement of 1278 cross drainage structures, 1 nos. of major bridge and 7 nos. minor of bridges. The proposed alignment does not pass through any flood prone area.

**17. Water requirements, sources (during construction and operation phases) and NOC:** The peak water requirement is 1100 KLD during construction stage and will be extracted

from local surface water resources.

18. **Groundwater extraction/usage and NOC/Clearance from CGWA/State Ground Water Department:** Not applicable.
19. **Whether the project is in Critically Polluted area (Yes or No. If yes, provide brief details):** No.
20. **ToR details:** The project proponent has applied for scoping / approval of ToR for EIA study vide letter no. 262/2019 dated 17th July 2019. MoEF&CC vide EDS dated 8<sup>th</sup> August 2019 replied, “As per EIA Notification, 2006 as amended from time to time, the all highway expansion projects in border states do not require scoping. Further such projects are exempted from public hearing. Hence, apply directly for grant of Environmental Clearance as per provisions contained in the said Notification.”
21. **Public Hearing Details and Summary of issues raised and response/commitments by Proponent:**Not applicable. (MoEF&CC vide EDS dated 8<sup>th</sup> August 2019 replied, “As per EIA Notification, 2006 as amended from time to time, the all highway expansion projects in Border States do not require scoping. Further such projects are exempted from public hearing. Hence, apply directly for grant of Environmental Clearance as per provisions contained in the said Notification.”).
22. **If the project involves expansion copy of certified compliance report issued by concerned regional office:** Not applicable.
23. **Whether the project involves diversion of forest land and status of application:** The stage -1 clearance for forest area of 126.67 ha. is under process
24. **Whether the project is located within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves etc.: If yes, provide details of the PA, distance from project site and status of clearance from National Board for wild life:** The proposed alignment does not pass through Wildlife Sanctuary/National Park.
25. **Whether the project is located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC: If yes, provide the status of recommendation of the Monitoring Committee of ESZ/ESA.** The proposed alignment does not pass through any eco sensitive zone.
26. **Waste Management:** The estimated quantity of muck which generated in project road during the construction will be 27,00,630 cum. Bio degradable waste shall be disposed through bio composting and other waste through landfill site.
27. **CETP details:** Not applicable.
28. **STP details of treatment and usage of treated sewage with STP’s capacity:** Not applicable.
29. **Details of tree cutting and Green belt development:** The alignment will involve cutting of around 51,955. Compensatory afforestation scheme including identification of land for plantation will be prepared by State Forest Department Uttarakhand as per the provisions of Forest Conservation Act and compensatory afforestation guidelines. Same shall be

submitted to MoEF&CC along with forest diversion proposal for approval under Forest Conservation Act and Forest Conservation rules.

30. **Energy conservation measures with estimated saving:** Provision for solar lighting has been recommended in the built-up locations and it's budget of approx. 0.6 Cr has been incorporated in CER budget.
31. **Details of Rain Water Harvesting:** Rainwater harvesting structures shall be provided near the disposal point of the side drains as prescribed by CGWB guidelines and as per IRC-SP-58. Budget proposed for rain water harvesting is approx. 0.76 cr.
32. **Whether the project is in CRZ area: If yes, provide details of components in CRZ area, layout on CRZ map of 1: 4000 scale prepared by an authorised agency and appraisal by State Coastal Zone Management Authority (SCZMA) and copy of their recommendations:** Not applicable.
33. **Whether the project involves foreshore facilities. If yes, provide details of shoreline study, dredging details, disposal of dredge material, reclamation, cargo handling with dust control measures and oil Spill Contingent Management Plan:** Not applicable.
34. **Whether the project involves Marine disposal: If yes, the provide copy of NOC from Pollution Control Board in case of marine disposal, details of modelling study – details of outfall diffusers, number of dilutions expected, distance at which the outlet will reach ambient parameters, location of intake/outfall, quantity, and detail of monitoring at outfall:** Not applicable.
35. **Brief description of Socio-economic condition of local people:** There are a total of 6574 APs affected by the project road, among which 2950 are in Nainital District, 668 are in Almora District & 2956 are in Champawat District. As per the census survey of all of the 1265 affected households, the social stratification of the project area shows that 961 households are from general category, 138 households are from Scheduled Caste (SC) and 58 household are from Other Backward Class (OBC). A significant percentage of head of affected households 262 (20.71%) are below matric, illiterate, 245 (19.34%) are up to middle school, 214(16.92%) are metric, 147 (11.62%) APs are Graduate, 50 (3.95%) are above graduate level. The findings of the census survey revealed that out of 1265 affected households, (32.02%) households are engaged in Business, (17.94%) are agriculture as their main occupation. More details are provided in Chapter 7 of EIA/EMP report.
36. **Land acquisition and R&R issues involved:** The proposed land acquisition for the proposed alignment is approx. 153.11 ha including diversion of 126.67 ha forest land (Reserved Forest, Van Panchayat and Civil & Soyam land) and 26.44 Ha. of Private land. The proposed RoW is 12m except at few locations, where it may be increase due to geographic conditions. In built-up area proposed ROW will be 8.5m. Estimated cost for Rehabilitation & Resettlement is worked out to INR. **118.08 Crores** excluding land cost.
37. **Employment potential, No. of people to be employed:** About 150-200 workers will be there during construction which include skilled, semi-skilled workers, technicians,

<p>engineers, managers and other professionals.</p> <p>38. <b>Benefits of the project:</b></p> <ul style="list-style-type: none"> <li>• Enhanced connectivity between rural &amp; urban population which will benefit the all sections of the society like general population, small-medium-large scale industries, farmers, businessmen etc.</li> <li>• Improved access to higher education facilities &amp; modern health facilities.</li> <li>• Strengthening of both rural &amp; urban economies which in turn will improve economic scenario of the state and country.</li> <li>• Improved road connectivity helps in better implementation and management of government schemes.</li> <li>• With improvement in economy, more generation of employment opportunities.</li> </ul> <p>39. <b>Brief summary of specialized Studies carried out for the project as per the ToR:</b> Not applicable.</p> <p>40. <b>Details of Court cases:</b>No court case is pending.</p>	
4.2.2	<p>EAC after detailed deliberation during its 243<sup>rd</sup> meeting held during 28<sup>th</sup> – 29<sup>th</sup> September, 2020, observed that the EIA report is inadequate in various aspects like the ecology of the area, the portion of the unconnected section of road, survey of alignment etc. The committee thus deferred the proposal for want of following information</p> <ol style="list-style-type: none"> <li>1. A detailed study of flora and fauna along the proposed alignment to be done by reputed institute like WII or SACON or Zoological Survey of India or other such nationally reputed institutes</li> <li>2. Details about impact of road construction on landslides, natural streams, vegetation needs to be studied.</li> <li>3. Details on the impact on hydrology of the area to be undertaken by reputed institute.</li> </ol>
4.3	<p><b>Construction of Ahmedabad - Dholera Expressway (109.019 km) in the State of Gujarat under Bharatmala Scheme by M/s National Highways Authority of India - Further consideration for Environmental Clearance.</b></p> <p><b>[Proposal No. IA/GJ/NCP/129696/2018; F. No. 10-9/2018-IA.III]</b></p>
4.3.1	<p>The project proponent along with the EIA consultant Enviro Infra Solutions Pvt. Ltd., Ghaziabad made a presentation through Video Conferencing and provided the following information:</p>
<p><b>1. Brief description of the Proposal:</b>The proposed expressway is mostly a green field project of 4 lane expressway from Ahmedabad to Dholera having a total length of 109.019 Kms. The proposed project expressway takes off from Sardar Patel Ring Road near Sarkhej between Santhal and Bakrol Junctions in southwest of Ahmedabad, 2 km east of National Highway NH-8A. The expressway runs southerly towards Dholera passing through NH-8 (in the west) and SH-4, SH-6, Sabarmati river course/Gulf of Khambhat (on east side).</p>	



The part of proposed Ahmedabad - Dholera expressway alignment crosses through Bhogwa and Golsar creek near Valinda, Anandpur, Pipli and Bholad villages of Ahmedabad District, (from Ch. 59+700 to Ch.61+200 and from Ch.68+800 to Ch.70+500) which is under CRZ regions i.e. CRZ IB, CRZ III and CRZ IV as per CRZ Map prepared by National Centre for Sustainable Coastal Management (NCSCM), Chennai (Agency approved by MoEF&CC). Ecologically sensitive areas such as mangroves are not observed in the study area whereas; extensive intertidal zone and tidally influenced water bodies were observed along the river/creek at above referred two locations. The recommendation letter of CRZ clearance from Gujarat Coastal Zone Management Authority (GCZMA) has been obtained vide letter No. ENV-10-2018-188-E (T Cell) dated September 05 2019.

2. **Nature of project (New/Expansion/Amendment/Extension etc.):**New.
3. **Whether the proposal was considered in earlier meetings of EAC: If yes, provide date of EAC meeting and reasons for deferment, if any:** Yes, in 239th meeting held on 29 – 30th July 2020 as Agenda item No. 3.5. The Honourable members decided to defer the project for the want of revised EIA/EMP report for the portion related to biodiversity, ecology and checklist of flora fauna.
4. **Whether proposal is part of interlinked project: If yes, provide details in brief:**No.
  5. **Geo-coordinates of project site:**
    - The project expressway starts at design Ch. 0+000 (22<sup>0</sup> 56' 46" N 72<sup>0</sup> 29' 06" E") from Sardar Patel Ring Road near Sarkhej of Ahmedabad district and ends at design Ch. 110 (22<sup>0</sup> 02' 21" N 72<sup>0</sup> 05' 59" E) at Adhelai village of Bhavnagar district in the state of Gujarat.
    - Start Location: 22<sup>0</sup> 56' 46" N 72<sup>0</sup> 29' 06" E;
    - End Location: 22<sup>0</sup> 02' 21" N 72<sup>0</sup> 05' 59" E.
6. **Area (ha)/Length (km) of the proposed project:** 110 km.
7. **Connectivity to the site:** The site is approachable by road from Sardar Patel Ring Road near Sarkhej between Santhal Junction and Bakrol Junction in southwest of Ahmedabad, 2 km east of National Highway NH-8A.
8. **Investment/Cost of the project (Rs. in Lakh):**330048 Lakhs.
9. **Item of Schedule to the EIA Notification, 2006:** 7(f).
10. **Why appraisal/approval is required at the Central level:** As per EIA notification 2006, all new national expressways require Environmental Clearance at central level.
11. **Applicability of General/Specific Conditions as per EIA Notification, 2006:** No.
12. **Whether project involves any violation under notification S.O 804(E) dated 14.03.2017:** No.
13. **Landuse/Landcover of project site:**

S. No.	Land use pattern	Area in (ha.)	Percentage (%)
1.	Agriculture-Crop Land	9187.25	83.97
2.	Scrub Land	1035.09	9.46
3.	Builtup-Urban	157.14	1.44
4.	Water Bodies	103.69	0.95
5..	Railway Line	12.82	0.12
6.	River	324.65	2.97
7.	Road	82.99	0.76
8.	Canal	37.54	0.34
<b>TOTAL</b>		<b>10941.17</b>	<b>100</b>

**14. Landuse/Landcover around 10 km radius of project site (1 km in case of Highway projects):** The existing land use around the proposed expressway primarily comprises of agricultural land both under private and government ownership, land for cattle grazing, village settlements and village ponds and mangrove vegetation along Gulf of Khambhat. Land adjoining Gulf of Khambhat is regulated under CRZ. The alignment proposed passes mostly through uninhabited area avoiding village establishments. The agriculture practiced is mostly multicrop due to the network of canals and the main crops grown in the area are rice, jowar, bajra, wheat and maize. The habitation along the expressway corridor are Vishalpur, Tajpur, Bhat, Vasna Chacharavadi, Kavitha, Chaloda, Juval-Rupvati, Sindhraj, Lana, Jalalpur, Sarandi, Karyana, Ruggadh, Kesargadh, Vejalka, Saragwala, Bholad, Anandapur, Pipli, Valinda, Ambli, Kadipur, Dholera, Mundi, Sandhida, Panchi, Hebatpur, Bavliyari and Adhelai. The proposed expressway lies generally in plain terrain. However certain length of expressway lies in rolling terrain.

**15. List to industries to be housed with the proposed project site, only for projects covered under 7(c) category of EIA Notification, 2006:** Not Applicable.

**16. Right of Way (RoW), only for projects covered under 7(f) category of EIA Notification, 2006:** 120 m.

**17. Whether report of Cumulative Impact Assessment is submitted (only for last package of Highway projects):** Not applicable.

**18. Terrain and topographical features:** Mostly Plain, predominately agriculture followed by fallow, wastelands, forest and few habitations and some areas in rolling.

**19. Details of water bodies, impact on drainage, if any:**

Sl No	Chaiange (km)	Falling within proposed ROW			Area (Sqm)	Remarks
		LHS	Center	RHS		
1	2+223			Pond	16202.63	
2	6+407		Pond		9203.28	Elevated Structure has been proposed at this location

3	6+920		Pond		27128.7 1	Elevated Structure has been proposed at this location
4	13+760	Pond			7478.38	
5	16+416			Pond	14583.6 4	
6	22+583		Pond		13710.6 4	Near Sidhraj Village Elevated Structure has been proposed at this location
7	24+515	Pond			48908.8 3	
8	26+910	Pond			45297.2 1	Near Sherpara Village
9	31+700			Pond	4900.37	Near Railway Crossing
10	32+378	Pond			11122.8 6	
11	37+300	Pond			7873.90	
12	39+152			Pond	25057.2 4	Near Ruggadh Village (Dudhesar Talav)
13	41+544			Pond	4964.57	
14	46+905	Pond			3272.92	
15	48+250			Pond	13466.0 3	
16	50+000	Pond			2907.83	
17	50+215			Pond	2754.32	
18	50+345		Pond		5728.85	Elevated Structure has been proposed at this location
19	51+395	Pond			3114.46	
20	52+000		Pond		4363.77	Elevated Structure has been proposed at this location
21	54+196			Pond	4469.94	
22	58+050	Pond			4402.22	Near Bholad Village
23	65+680	Pond			5405.33	
24	66+660			Pond	870.99	
25	68+590	Pond			19973.0 6	

26	70+490		Pond		9062.93	Elevated Structure has been proposed at this location
27	84+388			Pond	27744.7 2	Near Dholera
28	95+628			Pond	2801.41	
29	96+074			Pond	3978.49	
30	105+020		Pond		12409.6 5	Elevated Structure has been proposed at this location
31	105+483		Pond		19899.2 0	Elevated Structure has been proposed at this location
<b>Total Area</b>					<b>383058.</b> <b>6</b>	

The natural drainage of the project impacted area shall be maintained through improvement of 216 nos. of culverts, 13 nos. of major bridges and 21 nos. minor of bridges. The proposed alignment does not pass through any flood prone area.

**20. Water requirements, sources (during construction and operation phases) and NOC:** The peak water requirement is 450 KLD during construction stage and will be extracted from local surface water resources after obtaining necessary permissions.

**21. Groundwater extraction/usage and NOC/Clearance from CGWA/State Ground Water Department:** Not applicable.

**22. Whether the project is in Critically Polluted area (Yes or No. If yes, provide brief details):** No.

**23. ToR details: Provide Date of ToR issued and details of earlier appraisals and information sought by the EAC along with the response given, if any:** TOR obtained vide File No.10-9/2018-IA.III dated 11<sup>th</sup> June, 2018.

**24. Public Hearing:**

S. No.	Public Hearing Date	Location
1	13.11.2018	Mukhi Mango Farm, Off Dholka Chiyada Road, Village: Sindhrej, Tehsil Dholka , Village- Ravti, District- Ahmedabad, Gujarat
2	16.11.2018	Adhelai Primary School, Village:- Adhelai, Tehsil & District- Bhavnagar, Gujarat

**25. Summary of issues raised and response/commitments by Proponent:** The PP has addressed all the issues raised during the PH.

**26. If the project involves expansion copy of certified compliance report issued by concerned regional office:** Not applicable.

- 27. Whether the project involves diversion of forest land: If yes, provide the extent of the forest land involved and status of the forest clearance:** The stages -1 clearance for 1.530 ha has been obtained vide letter No. 6-GJB033/2019-BHO/713 dated 26.09.2019.
- 28. Whether the project is located within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves etc.: If yes, provide details of the PA, distance from project site and status of clearance from National Board for wild life:** The proposed alignment does not pass through Wildlife Sanctuary/National Park and its eco sensitive zone. The nearest National Park/Wildlife Sanctuary is Velavadar National Park and the alignment is 1.025 km away from the eco sensitive zone of Velavadar National Park.
- 29. Whether the project is located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC: If yes, provide the status of recommendation of the Monitoring Committee of ESZ/ESA.** The proposed alignment does not pass through any eco sensitive zone.
- 30. Waste Management: Provide details of waste water quantity, treatment capacity, recycling/reuse of treated water and disposal, Solid Waste Management, and Hazardous Waste Management:** 500 kg/day (approx.) during construction phase and 50 kg/day (approx.) during operation phase at tolls and wayside amenities area within PROW may be generated. Bio degradable waste shall be disposed through bio composting and other waste through landfill site.
- 31. CETP: Provide details including type and quantity of effluent, effluent conveyance system from the member units to CETP with CETP's Capacity:** Not applicable.
- 32. STP: Provide details of treatment and usage of treated sewage with STP's capacity:** Not applicable.
- 33. Details of tree cutting and Green belt development:** The alignment will involve cutting of around 4478. The work of green belt development will be taken up by the project proponent with guidance from the Forest Department of the Government of Gujarat, GEER Foundation and Gujarat Ecology Commission. Minimum 3 nos. of row, (@10 m distance) of trees either side of the proposed highway will be planted and approx. 97,195 no of trees will be proposed.
- 34. Energy conservation measures with estimated saving:** Provision for solar power plant has been recommended in the nearby villages and it's budget have been incorporated in CER budget.
- 35. Parking requirement with provision made:** As per the detailed field surveys and reconnaissance, truck lay byes and bus stop have beenproposed. The rest area will provide common facilities like petrol pump, first aid medicalfacilities, police office, restaurant and vehicle parking etc. For petrol pump, the guidelines issuedby OISD of Ministry of Petroleum shall be followed. The facilities shall be planned at approximately 50 km interval.
- 36. Details of Rain Water Harvesting:** This is a green field alignment project. The proposed project will increase of surface run-off due to more paved road surface. Rainwater

harvesting structures shall be provided near the disposal point of the side drains as prescribed by CGWB guidelines. Budget proposed for rain water harvesting structures is approx. 1.26 cr.

37. **Whether the project is in CRZ area: If yes, provide details of components in CRZ area, layout on CRZ map of 1: 4000 scale prepared by an authorized agency and appraisal by State Coastal Zone Management Authority (SCZMA) and copy of their recommendations:** The recommendation letter of CRZ clearance from Gujarat Coastal Zone Management Authority (GCZMA) for the proposed expressway has been obtained vide letter No. ENV-10-2018-188-E (T Cell) on September 05 2019.
38. **Whether the project involves foreshore facilities. If yes, provide details of shoreline study, dredging details, disposal of dredge material, reclamation, cargo handling with dust control measures and oil Spill Contingent Management Plan:** Not applicable.
39. **Whether the project involves Marine disposal: If yes, provide copy of NOC from Pollution Control Board in case of marine disposal, details of modeling study – details of outfall diffusers, number of dilutions expected, distance at which the outlet will reach ambient parameters, location of intake/outfall, quantity, and detail of monitoring at outfall:** Not applicable.
40. **Brief description of Socio-economic condition of local people:** The project influence area (PIA) of expressway covers parts of two districts – Ahmedabad and Bhavnagar District wise list of project influenced habitations falling under Direct and indirect influence zone is presented below.

***Project Affected Villages falling Under Impact Zone***

State	District	Project Affected Villages under Impact Zone
Gujarat	Ahmedabad	Fatevadi, Badrabad, Sanathal, Visalpur, Tajpur, Bhat, Vasna chacharavadi, Kavitha, Chaloda, Juval-rupvati, Sindhraj, Lana, Jalalpur (godhneshwar), Sarandi, Kariyana, Rупgadh, Kesargadh, Vejalka, Saragwala, Bholad, Anandpur, Pipli, Ambli, Kadipur, Dholera, Mundi, Sandhida, Panchi, Hebatpur, Bavliyari
	Bhavnagar	Adhelai

***Classification of Families of Project Affected Structures***

Sl. No.	Type of Structure	Numbers	
		Number	Total
1.	Pucca	65	65
2.	Semi-Pucca	96	96
3.	Kutchha	19	19
	<b>Total</b>	<b>180</b>	<b>180</b>

***Number of Project Affected Families***

PAFs/PAPs	Numbers
Number of PAFs	180
Number of PAPs	720

**41. Land acquisition and R&R issues involved:** The land being acquired for the subproject is of various types such as Private land (861.25 Ha.), Government land (56.66 ha.) and Forest land (1.530 Ha.). Land Acquisition from Km 71.050 to Km 107.421 is not incorporated in the table which will be taken care by Dholera Special Investment Region (DSIR). The Area is presented in the **below table**. The proposed RoW is 120m in entire project stretch except Ch.71.060 to 107.300 where RoW is 90m.

**42. Type of the Land Being Acquired for the Subproject**

S.No.	State	Type of Land	Area in Ha.	% Area
1	Gujarat	Private Land	886.26	92.40
2		Government land	72.88	7.44
3		Forest Diversion	1.530	0.16
	<b>Total</b>		959.14	<b>100</b>

Estimated cost for Rehabilitation & Resettlement including land acquisition has been worked out to Rs. **837.66 Crores**.

**43. Employment potential, No. of people to be employed:** During the construction of the road project around 1000 persons would be employed temporarily for a period of 2 years. However due to construction of toll plaza approx. 50 persons will be employed on permanent basis.

**44. Benefits of the project:**

- The proposed project would act as the prime artery for the economic flow to this region.
- Enhanced connectivity between rural & urban population which will benefit the all sections of the society like general population, small-medium-large scale industries, farmers, businessmen etc.
- Improved access to higher education facilities & modern health facilities.
- Strengthening of both rural & urban economies which in turn will improve economic scenario of the state and country.
- Faster transportation will strengthen tourist development in the area.
- Improved road connectivity helps in better implementation and management of government schemes.
- With improvement in economy, more generation of employment opportunities

**45. Brief summary of specialized Studies carried out for the project as per the ToR:** Movement of wildlife and it's impact up to 10 km radius of the Velavadar Black Buck National Park and its eco sensitive zone has been taken into consideration in the baseline study.

**46. Details of Court cases:**No court case is pending.

#### 4.3.2

The matter was earlier considered in the 239<sup>th</sup>EAC meeting held on 29-30 July, 2020. The Committee noted that the consultant did very poor quality studies on biodiversity and ecology and checklist of fauna and flora are peppered with errors. For e.g. *Lithobates catesbeianus* is listed in the EIA which in fact is an American Bull Frog that is found in North America and invasive in many countries but not found in India. Similarly, Western Rat Snake *Pantherophis obsoletus* is found exclusively in North America. *Podarcis muralis* (common wall lizard) is found in Europe and North America and not India. A scorpion species *Typhlochactas mitchelli* listed in EIA is endemic to Mexico. Such poor quality work not only reflects poorly on NABET Accreditation process but also on NHAI for appointing such poor quality consultants. It is one of the main reasons for delays in considering projects.

In view of above, EAC deferred the proposal for want of revised EIA/EMP report for portion related to biodiversity, ecology and checklist of fauna flora.

PP submitted the revised EIA report in June, 2020. The matter was accordingly considered in the 243<sup>rd</sup>EAC meeting.

The EAC, after detailed deliberation during its 243<sup>rd</sup>meeting on 28<sup>th</sup> – 30<sup>th</sup>September, 2020, **recommended the project for grant of Environmental Clearance**, with the following specific conditions in addition to all standard conditions applicable for such projects:

- (i) In order to avoid the possibility of wildlife injury/death, proponent shall keep the finish road level sufficiently elevated from ground level with provision of railing on both sides to restrict animal crossing. Sufficient animal passes shall be provided by NHAI at regular interval as suggested in the Mitigation Plan and the Wildlife Conservation Plan prepared by Chief Wildlife Warden as per recent guidelines of Wildlife Institute of India for linear infrastructure projects and as suggested by State Board for Wildlife and Standing Committee of National Board of Wildlife
- (ii) Prepare the traffic prediction report for complete project (including all packages of this project) considering the cumulative impact of the traffic on the environment and submit to the Ministry and concerned Regional Office within 3 months.
- (iii) The recommendations of Cumulative Impact Assessment studies and proposed mitigation measures for all the packages shall be implemented in toto and be submitted to the concerned Regional Office of the MoEF&CC along with half yearly compliance report.
- (iv) All the major, minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/ drainage systems are not to be disturbed.
- (v) No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources. State Pollution Control Board (SPCB) concerned shall not issue Consent to operate (CTO) till the project proponent obtains such permission(s).
- (vi) The proponent shall obtain permission from the competent authorities for tree



felling along the proposed alignment.

(vii) Approx. 97195 no of tree will be planted. It is stated that the indigenous species of local economic and ecological (soil and water conservation) importance need be given priority over commercial and non- native species

(viii) Quarry areas shall be developed as water reservoirs with proper fencing around quarry area. Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table.

(ix) As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1<sup>st</sup> May, 2018, and proposed by the project proponent, an amount of Rs.16.50 Crore (computed on slab basis for total budget of Rs. 3300.48 crores) shall be earmarked under Corporate Environment Responsibility (CER) with special focus on providing healthcare facilities to the government hospitals in light of COVID 19 pandemic. Further, the funds shall be utilized for the activities such as support to Panchayats/local government, schools w.r.t. sanitation, health and hygiene, construction of public toilets in the surrounding villages, medical camps, rainwater harvesting, Installation of street lights in nearby villages as per requirement, rejuvenation and creation of water ponds, augmentation of drinking water facilities and provision of solid waste facilities viz. vermicomposting and safe drainage of waste water in consultation with concerned Panchayats. The activities proposed under CER shall be restricted to the affected area around the project. The entire activities proposed under the CER shall be treated as a project and be monitored. The monitoring report shall be submitted to this Ministry's Regional Office concerned as a part of half yearly compliance report, and to the concerned authorities including District Collector. It should be posted on the website of the project proponent. From the CER budget, specific fund allocation of 5 crore to be provided to state forest department to monitor and conservation of avifauna of Velavdar NP especially Lesser Florican and roosting Harriers and Sarus Crane in adjoining wetland areas.

(x) The proposed RoW is 120m in entire project stretch except Ch.71.060 to 107.300 where RoW is 90m. The RoW shall not exceed the width provided, at any point of the proposed 8-lane alignment, except for the junction improvement at the intersections of the other roads. Standardization of ROW for plain land and forest land to be defined and to be remain constant for all the packages.

(xi) The proponent shall obtain the Forest Clearance for diversion of 1.530 ha of forest land, as required under the Forest (Conservation) Act, 1980. Project proponent shall submit an undertaking that work on non-forestry land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006. Commencement of work in non-forest land will not confer any right on the user agency with regard to grant of approval under the Forest

	(Conservation) Act, 1980.																					
<b>4.4</b>	<b>Development of Sri City - Phase II expansion project at Rallakuppam, Kolladam, Irugulam, Mallavaripallem, Thondur &amp; Peddetipakkam villages, Satyavedu &amp; Varadiahpalem Mandal, Chittoor District, Andhra Pradesh by M/s Sri City Private Limited – Terms of Reference</b>  <b>[Proposal No. IA/AP/NCP/171905/2020; File No. 21-51/2020-IA.III]</b>																					
<b>4.4.1.</b>	The project proponent along with the EIA consultant M/s ABC Techno LabsIndia Pvt. Ltd., Chennai made a presentation through Video Conferencing and provided the following information:																					
<b>1.</b>	<b>Brief description of the Proposal:</b> M/s. Sri City has proposed the expansion of Phase II at Rallakuppam, Kolladam, Irugulam, Thonduru, Mallavaripalem & Peddetipakkam villages, in Satyavedu & Varadiapalem Mandal, at Chittoor District of Andhra Pradesh over an extent of 895.368 Ha (2212.455 acres). The proposed project falls under <b>Schedule 7(c), Category “A”</b> of EIA Notification 2006 i.e. Industrial estates/ parks/ complexes/ areas, export processing zones (EPZs), Special Economic Zones (SEZs), Biotech Parks, Leather Complexes. <i>Table 1. Project details</i>																					
	<table border="1"> <thead> <tr> <th>S. No</th> <th>Particular</th> <th>Details</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>Project Proponent</td> <td>M/s. Sri City (P) Limited</td> </tr> <tr> <td>2.</td> <td>Project Name</td> <td>Sri City – Phase II</td> </tr> <tr> <td>3.</td> <td>Project Location</td> <td> <ul style="list-style-type: none"> <li>Rallakuppam (91.36 Acres), Kolladam (153.27 acres), Irugulam (361.395 Acres), Peddetipakkam (524.51 acres) &amp; Mallavaripallem (107.92 acres) villages in Satyavedu Mandal Chittoor District, Andhra Pradesh.</li> <li>Thonduru (974 acres) village in Varadiahpalem Taluk, Chittoor District, Andhra Pradesh</li> </ul> </td> </tr> <tr> <td>4.</td> <td>Land Requirement</td> <td>895.368 Ha (2212.455 acres)</td> </tr> <tr> <td>5.</td> <td>Schedule &amp; Category</td> <td>“A” category</td> </tr> <tr> <td>6.</td> <td>Total Cost of the project</td> <td>Rs. 100 Crores</td> </tr> </tbody> </table>	S. No	Particular	Details	1.	Project Proponent	M/s. Sri City (P) Limited	2.	Project Name	Sri City – Phase II	3.	Project Location	<ul style="list-style-type: none"> <li>Rallakuppam (91.36 Acres), Kolladam (153.27 acres), Irugulam (361.395 Acres), Peddetipakkam (524.51 acres) &amp; Mallavaripallem (107.92 acres) villages in Satyavedu Mandal Chittoor District, Andhra Pradesh.</li> <li>Thonduru (974 acres) village in Varadiahpalem Taluk, Chittoor District, Andhra Pradesh</li> </ul>	4.	Land Requirement	895.368 Ha (2212.455 acres)	5.	Schedule & Category	“A” category	6.	Total Cost of the project	Rs. 100 Crores
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<b>2.</b>	<b>Nature of project (New/Expansion/Amendment/Extension etc.):</b> Expansion- Sri City-PHASE II.																					
<b>3.</b>	<b>Whether the proposal was considered in earlier meetings of EAC: If yes, provide date of EAC meeting and reasons for deferment, if any:</b> No.																					
<b>4.</b>	<b>Whether proposal is part of interlinked project: If yes, provide details in brief:</b> No.																					
<b>5.</b>	<b>Geo-coordinates of project site:</b> A: 13°31'18.02"N & 79°57'7.22"E B: 13°29'9.51"N & 79°57'12.61"E C: 13°28'44.59"N & 79°59'17.01"E D: 13°30'36.76"N & 80° 0'47.22"E																					

**6. Site alternatives under consideration:** No alternative sites were examined as this is extension of Phase I.

**7. Area (ha)/Length (km) of the proposed project:** 895.368 Ha (2212.455 acres).

**8. Connectivity to the site:** Site is well connected by road, rail and airport.

Major Roads	<ul style="list-style-type: none"> <li>NH 16 Chennai Kolkata Highway - 13.2km, NE</li> <li>SH 50- Kadur-Satyavedu-Tiruvallur-Sriperumbudur –Adjacent to the project boundary, W.</li> <li>State Highway 52- 7.7km, S</li> </ul>
Nearest Railway Station along with distance in kms	<ul style="list-style-type: none"> <li>Arambakkam R. S.- 7.8km- NE</li> <li>Tada R.S.-2.7km – N</li> </ul>
Nearest airport along with distance in kms	<ul style="list-style-type: none"> <li>Tirupati Airport - 78.7km – NW</li> <li>Chennai International Airport- 90km</li> </ul>

**9. Investment/Cost of the project (Rs. in Lakh):**100 Crores.

**10. Item of Schedule to the EIA Notification, 2006:** 7(c) Industrial estates/ parks/ complexes/ areas, export processing zones (EPZs), Special Economic Zones (SEZs), Biotech Parks, Leather Complexes.

**11. Applicability of General/Specific Conditions as per EIA Notification, 2006:** Yes, General Conditions as per EIA Notification, 2006.

- Interstate boundary between Tamil Nadu & Andhra Pradesh is near to project site on southern as well as south eastern direction.

- Pulicat Lake Bird Sanctuary Eco sensitive zone is about 2.5 Km from the phase-II

**12. Why appraisal/ approval is required at the Central level:** General Conditions are applicable as per EIA Notification, 2006.

**13. Whether project involves any violation under notification S.O 804(E) dated 14.03.2017:** None.

**14. Land use/Land cover of project site:**

S. No.	Land use/ Land cover	Area (Acres)	Area (Hectares)	% of Land use
1.	Industrial & Commercial Zone	1441.93	583.53	65.17
2.	Multiple Use Zone	226.35	91.60	10.24
3.	Residential Zone	194.26	78.61	8.78
4.	Transportation and Facilities	129.14	52.26	5.84
5.	Open space and Green Belt	220.775	89.368	10
<b>Total</b>		<b>2212.455</b>	<b>895.368</b>	<b>100</b>

**15. Land use/Land cover around 10 km radius of project site (1 km in case of Highway**

**projects):** The present land use of the proposed project site is barren land. Populated Area nearer to the Project Site - Satyavedu 8 km & Varadaiahpalem 10.6 Km.

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

S. No.	Type of Industry	CPCB Categorization
1	Printing or etching of glass sheet using hydrofluoric acid	Orange
2	Forging of ferrous & Non – ferrous metals	Orange
3	Foundry operations	Orange
4	Manufacturing of glass	Orange
5	Thermocol manufacturing	Orange
6	Foam manufacturing	Orange
7	Auto components & Light engineering	Orange
8	Steel fabrication	Orange
9	Engineering units including machinery	Orange
10	Leather products excluding tannery	Orange
11	Aerospace Industry	Orange
12	Textile garments excluding dyeing	Orange
13	Electronic products & ancillary products	Orange
14	Logistics & warehousing facilities	Orange
15	Pharmaceutical formulation and R & D	Orange
16	Synthetic detergents and soaps(excluding formulation)	Orange
17	Bakery & confectionery units	Orange
18	Coated electrode manufacturing	Orange
19	Food & food processing including fruits & vegetables processing	Orange
20	Manufacturing of tooth powder, tooth paste, talcum powder & other cosmetic items	Orange
21	Renewable energy	Orange
22	Industrial carbon including electrodes and graphite blocks, activated carbon, carbon black	Red
23	Electroplating Industries/Phosphating/Surface Treatment	Red
24	Automobile Manufacturing (Integrated facility)	Red
25	Solar cell manufacturing	Red
26	Casting of ferrous & Nonferrous metals	Red
27	Hospitals and R & D centre & Hotel with over 100 rooms	Red
28	Industries having effluent discharge more than 100KLD	Red
<b>Note:</b>	<i>In addition we may have industries under RED, Orange &amp; Green as categories by CPCB &amp; SPCB. Further, industries attracting the EIA notification 2006 will not be considered.</i>	

**Terrain and topographical features:** Undulating terrain.

- **Details of water bodies, impact on drainage: The waterbodies include Telugu Ganga Canal – Adjacent to the Project Boundar; Poovalambedu Lake - 9.4km, SSE and Pulicat Lake - 2.5 km, NE**

The storm water drainage network runs along all roads that border customer units, enabling efficient drainage and discharge of rainwater. The water passes through rainwater harvesting pits before the surplus water empties into storm water drains/creeks.

- 17. Water requirements, sources (during construction and operation phases) and NOC:** The total water required for the proposed Phase II project will be 20.5 MLD. M/s. Sri City Private Limited is having water approval of 1TMC from Govt of Andhra Pradesh through Telugu Ganga Canal.
- 18. Groundwater extraction/usage and NOC/Clearance from CGWA/State Ground Water Department:** No,Sri City Private Limited is having water approval of 1 TMC from Govt of Andhra Pradesh. Further, no units will be allowed to make borewell for industrial use.
- 19. Whether the project is in Critically Polluted area:** No.
- 20. Tree cutting, types, numbers, girth size etc:** At present, site is barren land with shrubs. Only clearing of minor vegetation is required.
- 21. Whether the project involves diversion of forest land: If yes, provide the extent of the forest land involved and status of the forest clearance:** No.
- 22. Whether the project is located within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves etc.: If yes, provide details of the PA, distance from project site and status of clearance from National Board for wild life:** Pulicat Lake Birds Sanctuary ESZ falls approximately 2.5 km from project boundary towards NE direction at the nearest point.
- 23. Whether the project is located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC: If yes, provide the status of recommendation of the Monitoring Committee of ESZ/ESA:** Nil.
- 24. Whether project site is in CRZ areas if yes furnish the CRZ map:** No.
- 25. CETP: Provide details type and quantity of effluent, effluent conveyance system from the member units to CETP with CETP's Capacity:** Each Unit establishing operation will install and operate effluent specific ETP within their plot boundaries, which shall be as per the conditions stipulated by APPCB (Andhra Pradesh Pollution Control Board) in the CFE/CFO (Consent to Establish/Operate order). Sri City will only accept sewer standard discharge water (as per CPCB Guidelines over discharge) in to its facilities.
- 26. STP: Provide details of treatment and usage of treated sewage with STP's capacity:** Sewage will be treated in the Proposed STPs of capacity 4 MLD (expandable on need basis). Treated sewage will be used for utility service, horticulture and Green belt development.

**27. Brief description of Socio-economic condition of local people.**

***Healthcare***

- Providing quality healthcare services to the entourage with reduce mortality rate.
- Organizing periodic medical camps for villagers and workers.
- 24/7 ambulance services.

***Skill development***

- Empowering unskilled people with industry skills.
- Encouraging the companies to employ min 10% as local laborers.
- Basic training sessions to improve Industrial proficiency of students and Locals in collaboration with TVS, SEIMEN skill development center at Sri City.

***Education***

- Recruitment and training of teachers in order to fine tune them to keep up with teaching standards.
- Infrastructure development and face lifting of public schools in the region those are in poor state. We provide buildings, furniture, toilets and water to Govt. schools through CSR.
- Monitoring the welfare of students enrolled in public schools through various awareness programs.
- Distribution of stationery and other basic study resources.

***Environment***

- Organizing various events throughout the year to create awareness on the exploitation of natural resources and its implications.
- Tree planting and maintenance.
- Community welfare activities such as building toilets, providing access to drinking water and maintaining a proper sewage system at the surrounding villages.

**28. Land acquisition and R&R issues involved:** Patta land acquired and converted to non-agricultural use.

**29. Employment potential, No. of people to be employed:** The Number of persons employed will be over 20,000.

**30. Benefits of the project:** Reducing the income inequality in the region in order to improve the socioeconomic mobility has always been one of the core motivations of M/s. Sri City. The organization is focused on spurring the regional competitiveness to bring out a complete positive transformation in the surrounding regions. In order to achieve this, M/s. Sri City uses Corporate Social Responsibility (CSR) as one of the key catalysts. The Sri City Foundation in association with various manufacturing units present within the industrial park currently undertakes initiatives in the areas of education, skill development, healthcare and environment.

**31. Details of Court cases:** No Court case is pending

4.4.2	<p>The EAC, after detailed deliberations during 243<sup>rd</sup> meeting held on 28<sup>th</sup> – 29<sup>th</sup> September, 2020, <b>recommended the project for grant of Terms of Reference (ToR)</b>, for preparation of EIA/EMP report with public consultations, subject to the standard ToR applicable for such projects and specific conditions, as mentioned below:</p> <ul style="list-style-type: none"> <li>(i) The planning of Industrial Estate should be based on the criteria mentioned in this Ministry’s Technical EIA Guidance Manual for Industrial Estate (2009) as well as CPCB’s Zoning Atlas Guidelines for siting industries.</li> <li>(ii) Detailed air quality study for each point source to be conducted alongwith the Micro metallurgical data.</li> <li>(iii) Green belt details also be submitted.</li> <li>(iv) Pulicat Lake Bird Sanctuary Eco sensitive zone is about 2.5 Km from the phase-II. A study on the impact of the proposed project on avifauna and its mitigation to be developed by The Sálím Ali Centre for Ornithology and Natural History (SACON) or Wildlife Institute of India (WII) or Zoological Survey of India.</li> <li>(v) No ground water shall be used in any case. Proponent is required to obtain permission from competent authority to use water from river or other surface water sources. Consent to Operate shall not be issued without obtaining permission competent authority for use of surface water.</li> <li>(vi) Provide detailed water balance statement a scheme to achieve ZLD by each industrial unit as well as for utilization of treated sewage.</li> <li>(vii) Since, natural drainage pattern is seen in/aroundthe proposed project site, it is important to have a detailed hydrogeological study on the catchment area of the drainage system within core zone and atleast 5km perimeter of the project area.</li> <li>(viii) The activities and budget earmarked for Corporate Environmental Responsibility (CER) shall be as per ministry’s O.M No 22-65/2017-IA.III dated 1st May, 2018 and the action plan on the activities proposed under CER shall be submitted at the time of appraisal of the project included in the EIA/EMP Report. The focus can be given to water conservation and agriculture and providing healthcare facilities to the government hospitals in the project affected areas in light of COVID 19 pandemic.</li> <li>(ix) Plan for afforestation should be such that it is free from pesticides with flowering plants of native species for attracting bees and insects which in turn is beneficial to the agriculture. Farmers around the project site shall be involved in developing such an Afforestation Plan.</li> </ul>
4.5	<p><b>Proposed installation of Turbine to generate 6.1 MW Power at N. Narasapuram, Nakkapally Mandal, Visakhapatnam district by M/s Hetero Infrastructure SEZ Ltd. - Amendment of Environmental Clearance</b></p> <p><b>[Proposal No. IA/AP/MIS/52973/2010; File No. 21-641/2007-IA.III]</b></p>
4.5.1	<p>The PP did not submit the documents for the project. Also the PP did not attend the meeting. A follow action may be taken by the Ministry.</p>
4.6	<p><b>Development of Kosalanagaram Industrial Park at near Kosalanagaram Village, Vijayapuram Mandal, Chittoor District, Andhra Pradesh by M/s Andhra Pradesh Industrial Infrastructure Corporation (APIIC) Limited, Kosalanagaram Village, Vijayapuram Mandal, Chittoor, Andhra Pradesh-</b></p>

<b>517586- Environmental Clearance</b>																					
<b>[Proposal No. IA/AP/NCP/121081/2019; File No. 21-76/2019-IA.III]</b>																					
<b>4.6.1</b>	The project proponent along with the EIA consultant M/s L&T Infrastructure Engineering Limited Hyderabad made a presentation through Video Conferencing and provided the following information:																				
<p><b>1. Brief description of the Proposal:</b> APIIC has identified a parcel of land of about 1559.80 acres (631.22 ha) near Kosalanagaram Village, Vijayapuram Mandal of Chittoor District, Andhra Pradesh to establish Industrial Park for attracting Automobile and Auto Components, Engineering and MSME sectors. Project Site falls in Kosalanagaram Villages of Vijayapuram Mandal of Chittoor District.</p> <p><b>2. Nature of project (New/Expansion/Amendment/Extension etc.):</b> New</p> <p><b>3. Whether the proposal was considered in earlier meetings of EAC:</b> No.</p> <p><b>4. Whether proposal is part of interlinked project:</b> No.</p> <p><b>5. Geo-coordinates of project site:</b> From: 13°16'60.00"N to 13°13'51.00"N; From: 79°45'21.00"E to 79°45'21.00"E.</p> <p><b>6. Area (ha)/Length (km) of the proposed project:</b> 631.22 ha.</p> <p><b>7. Connectivity to the site:</b></p> <p><i>Nearest Road Connectivity-</i></p> <ul style="list-style-type: none"> <li>• Chennai -Tiruttani Highway - NH 716 is located ~ 2.9 km S</li> </ul> <p><i>Nearest Rail Connectivity-</i></p> <ul style="list-style-type: none"> <li>• Tiruttani at a distance ~15 Km SW</li> </ul> <p><i>Nearest Seaports-</i></p> <ul style="list-style-type: none"> <li>• Kattupalli Port (~61 km), East</li> <li>• Kamarajar Port (Ennore) (~62 km)</li> <li>• Chennai Port (~60 km) in the East</li> <li>• Krishnapatnam Port (~115 km) in the Northeast direction</li> <li>• <i>Nearest Airport:</i> Chennai International Airport, is at ~51 km SE</li> <li>• Renigunta Airport is at ~43.5 km in the North</li> </ul> <p><b>8. Investment/Cost of the project (Rs. in Lakh):</b> INR 26000 lakhs.</p> <p><b>9. Item of Schedule to the EIA Notification, 2006:</b> 7 (c) Category A.</p> <p><b>10. Land use / Land cover of project site in tabular form:</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">S. No.</th> <th style="width: 40%;">Land use /Land cover</th> <th style="width: 15%;">Area (ha)</th> <th style="width: 15%;">Percentage</th> <th style="width: 20%;">Remarks, if any</th> </tr> </thead> <tbody> <tr> <td>a</td> <td>Agriculture Area</td> <td>45.40</td> <td>93</td> <td></td> </tr> <tr> <td>b</td> <td>Waste/Barren Area/Scrub</td> <td>585.82</td> <td>07</td> <td></td> </tr> <tr> <td colspan="2" style="text-align: center;">Total</td> <td>631.22</td> <td>100</td> <td></td> </tr> </tbody> </table> <p><b>11. Land use/Land cover around 10 km radius of project site (1 km in case of Highway projects):</b></p>		S. No.	Land use /Land cover	Area (ha)	Percentage	Remarks, if any	a	Agriculture Area	45.40	93		b	Waste/Barren Area/Scrub	585.82	07		Total		631.22	100	
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a	Agriculture Area	45.40	93																		
b	Waste/Barren Area/Scrub	585.82	07																		
Total		631.22	100																		



S.No.	Land use /Land cover	Area (ha)	%
1	Scrub land	21161.900	38.18
2	Agriculture-Cropland	20125.876	36.31
3	Forest-Deciduous	5815.966	10.49
4	Agriculture-Plantation	3066.864	5.53
5	Waterbodies-Reservoirs, Lakes, Ponds	3103.322	5.60
6	Waterbodies-River, Streams	974.284	1.76
7	Built-up-Rural	869.066	1.57
8	Wasteland-Rocky	168.133	0.30
9	Wasteland-Salt Affected	76.436	0.14
10	Built-up-Mining	52.278	0.09
11	Wasteland-Sandy	8.760	0.02
		<b>55422.88</b>	<b>100</b>

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

- Automobile:** Manufacture of motor vehicles (such as manufacturing of Tractors, Buses etc.)
- Engineering**
  - Heavy Engineering Goods:** Industrial Machinery, Heavy electrical equipment and components and Other Industrial Machinery, Process plant and equipment, Machine tools and others
  - Light Engineering:** I.C.Engines and parts, Electric manufacturers, Industrial equipment, Industrial consumables, Industrial durables, Hardware, Metal/Metals Forming, Steel pipes and tubes
- MSME**

**13. Terrain and topographical features:** The highest and lowest levels of project site are 383 m and 73 m.

**14. Details of water bodies, impact on drainage, if any:**

- Kushastalai or Nagari River (TN) 3.7 km, S
- Poondi Lake or Sathyamurthi Sagar (TN) 9.2 km, SE
- Nandi River (TN) 5.6km, SW
- Allikuli Nadi (TN) 2.4 km, E

**15. Water requirements, sources (during construction and operation phases) and NOC:** Construction phase: 500 KLD (Source: TGP Canal); Operation phase: 3.4 MLD (Source: Raw water will be sourced from TGP Canal near Pedukuppam tapping point).

**16. Groundwater extraction/usage and NOC/Clearance from CGWA/State Ground Water Department:** No ground water extraction is proposed in this development.

**17. Whether the project is in Critically Polluted area (Yes or No. If yes, provide brief details):** No.

**18. ToR details:** F. No. 21-76/2019-IA.III, November 21<sup>st</sup>, 2019.

**19. Public Hearing Details and Summary of issues raised and response/commitments by Proponent:** The PH raised the issues which include Proposed land acquisition may create an impact on the surrounding catchment area and intern on surrounding water

bodies (Lakes) which will lead to non-availability of fodder to the surrounding cattle; Not to acquire the lands belong to SC, ST and BC community during the establishment of industrial park; to establish eco-friendly industries and not to create any pollution related issues on surrounding villages; to allocate an exclusively area meant for grazing surrounding cattle before taking up the construction of the industrial park and requested the committee make sure that there should not be any mining activity from the proposed activity. The PP responded include Master plan is prepared by integrating the natural streams and these streams inlet and outlet will be maintained through storm water drainage network and surrounding land use will not have impact by depriving of water. Thus fodder land if any, will not have impact; The land classification for the project is 1541.41 acres of Government land and 18.39 acres of Patta land. There is no land parcels belonging to DKT/assigned land in the land acquisition; Proposed development will be carried out based on the concept of industrial zoning plan. No red category industry will be established within 500 m of settlement; District Revenue Officer assured that a committee will be constituted which includes Department of agriculture, Department of Animal husbandry and Revenue Officer to assess the cattle population in the region, and to find an suitable place to ensure fodder availability to the cattle etc..

- 20. If the project involves expansion copy of certified compliance report issued by concerned regional office:** No.
- 21. Whether the project involves diversion of forest land and status of application:** No.
- 22. Whether the project is located within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves etc.:**No.
- 23. Whether the project is located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC:** No
- 24. Waste Management:**
  - Estimated Industrial Solid Waste Generation is 29 T/d
  - Estimated Municipal Solid Waste Generation is 6.50 T/d
  - Until captive TSDF is operational, it is proposed to use Raviguntapalli, TSDF located at ~102 km from project site for industrial solid waste
  - Municipal waste will be sent to APPCB approved vendors for treatment and disposal.
- 25. CETP details:** Effluent and sewage generated in the industrial area will be treated in 1.8 MLD capacity of CETP. CETP will be developed in phased manner of appropriate capacities as per the demand. In order to meet the CETP inlet standards, individual industries should pre-treat the effluent before sending to CETP. Untill full occupancy, transportation will be through tankers. Recycle/reuse of treated wastewater is proposed within I.P premises.
- 26. STP details:**
  - Sewage generated in residential area will be treated in 0.25 MLD capacity of STP.
  - Recycle/reuse of treated wastewater is proposed within I.P premises
- 27. Details of tree cutting and Green belt development:**

- Majority of the land in project site is dense scrub to open scrub lands. Approximately 4634 trees will be involved in tree cutting. Common tree species include *Azadirachta indica* (Neem), *Acacia nilotica*, *Phoenix sylvestris*, *Cassia fistula*, & *Wrightia tinctoria*.
  - The proposed greenbelt area in the project site will be about 283.26 Ha which is ~19.3%, No. of Plants to be Planted is 127367 with a capital cost of INR 1.24 Crores
- 28. Energy conservation measures with estimated saving:** Estimated Installation Capacity for Solar Power Harnessing is 0.02 MW.
- 29. Details of Rain Water Harvesting:** Estimated Volume of run-off that can be harvested will be 1631021 Volume (m3)/year. Rainwater harvesting techniques will be adopted at park and industrial level.
- 30. Whether the project is in CRZ area: If yes, provide details of components in CRZ area, layout on CRZ map of 1:4000 scale prepared by an authorised agency and appraisal by State Coastal Zone Management Authority (SCZMA) and copy of their recommendations:** No.
- 31. Whether the project involves foreshore facilities. If yes, provide details of shoreline study, dredging details, disposal of dredge material, reclamation, cargo handling with dust control measures and oil Spill Contingent Management Plan:**No.
- 32. Whether the project involves Marine disposal: If yes, the provide copy of NOC from Pollution Control Board in case of marine disposal, details of modelling study – details of outfall diffusers, number of dilutions expected, distance at which the outlet will reach ambient parameters, location of intake/outfall, quantity, and detail of monitoring at outfall:** N/A
- 33. Brief description of Socio-economic condition of local people:** Total population in 10 KM study area is 139434 with a sex ratio of 1013 and Literacy of 59.85% and total workers include 53.87% with main workers of 70.44% and marginal workers of 29.56%.
- 34. Land acquisition and R&R issues involved:**
- In the project site, the land classification for the project is Government land which is 1541.41 acres, and Patta land is 18.39 acres.
  - There are no village settlements existing within the identified project site, hence no R&R is envisaged.
- 35. Employment potential, No. of people to be employed:** During the operation phase, Industrial Park is likely to generate direct employment of ~10000 persons and ~15000 persons of indirect employment.
- 36. Benefits of the project:**
- Upcoming state and meet the growing needs of manufacturing sector
    - Ancillary sectors for automobile industry development
    - Employment intensive - employment benefits very high (Direct ~10,000 as well as indirect ~15,000)

- Enhancement in Regional Economy and Socio-Economic Conditions

**37. Brief summary of specialized studies carried out for the project as per the ToR:** Biodiversity Conservation Plan is prepared in consultation with Divisional Forest Department and a budgetary provision of Rs. 55 lakhs was allocated towards Biodiversity Conservation Plan.

**38. Details of Court cases:** No court case is pending

<p><b>4.6.2</b></p>	<p>The EAC, based on the information submitted and clarifications provided by the Project Proponent and detailed discussions held on all the issues, during 243<sup>rd</sup> meeting held on 28<sup>th</sup> – 29<sup>th</sup> September, 2020, <b>recommended the project for grant of environmental clearance</b> and stipulated the following specific conditions along with other Standard EC Conditions as specified by the Ministry vide OM dated 4 July, 2019. The same was also presented before the EAC.</p> <ul style="list-style-type: none"> <li>(i) Biodiversity of the project area be monitored regularly with the help from nationally reputed institute or university</li> <li>(ii) To achieve the Zero Liquid Discharge, waste water generated from different industrial operations shall be properly collected, treated to the prescribed standards and then recycled or reused for the identified uses.</li> <li>(iii) The quantity of fresh water usage, water recycling and rainwater harvesting shall be measured/recorded to ensure the water balance as projected by the project proponent. The record shall be submitted to the Regional Office, MoEF&amp;CC along with six Monthly Monitoring reports.</li> <li>(iv) All the recommendation of the EMP shall be complied with in letter and spirit.</li> <li>(v) The member units shall provide storage tanks for storage of effluent for monitoring the characteristics of effluent before taking into the CETP for further treatment.</li> <li>(vi) Proper meters with recording facilities shall be provided to monitor the effluent quality and quantity sent from member industries to CETP and from CETP to the final disposal/re-use on a continuous basis.</li> <li>(vii) Ambient noise levels shall conform to the prescribed standards both during day and night. Incremental pollution loads on the ambient air and noise quality should be closely monitored during development/ construction phase. Adequate measures shall be made to reduce ambient air and noise level during construction phase, so as to conform to the stipulated standards by CPCB/SPCB.</li> <li>(viii) Fly ash should be used as building material in the construction as per the provisions of Fly Ash Notification of September, 1999 and amended as on 27<sup>th</sup> August, 2003 and 25<sup>th</sup> January, 2016.</li> <li>(ix) Rain water harvesting for roof run-off and surface run- off, as plan submitted shall be implemented. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease. The bore well for rainwater recharging shall be kept at least 4 mts above the highest ground water table.</li> <li>(x) As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1<sup>st</sup> May, 2018, and proposed by the project proponent, an amount of Rs.4.4 Crore (computed on slab basis for total budget of Rs. 260crores) shall be earmarked under Corporate Environment Responsibility (CER) with special</li> </ul>
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	<p>focus on providing healthcare facilities to the government hospitals in light of COVID 19 pandemic. Further, the funds shall be utilized for the activities such as support to Panchayats/local government, schools w.r.t. sanitation, health and hygiene, construction of public toilets in the surrounding villages, medical camps, rainwater harvesting, Installation of street lights in nearby villages as per requirement, rejuvenation and creation of water ponds, augmentation of drinking water facilities and provision of solid waste facilities viz. vermicomposting and safe drainage of waste water in consultation with concerned Panchayats. The activities proposed under CER shall be restricted to the affected area around the project. The entire activities proposed under the CER shall be treated as a project and be monitored. The monitoring report shall be submitted to this Ministry's Regional Office concerned as a part of half yearly compliance report, and to the concerned authorities including District Collector. It should be posted on the website of the project proponent.</p>				
4.7	<p><b>Development of Industrial Park (Phase-I) at Srikalahasthi Node situated in villages Routhusurumala, Gowdamala, Kothatpalem, Alathuru and B.S. Puram, Mandals Thottambedu and B.N. Kandriga, District Chittoor, Andhra Pradesh by M/s Andhra Pradesh Industrial Infrastructure Corporation Ltd., Routhusurumala, Gowdamala, Kothapalem, Alathuru and B.S.Puram revenue villages in Thottambedu and B. N. Kandriga Mandals of Chittoor District, Andhra Pradesh - Environmental Clearance</b></p> <p><b>[Proposal No. IA/AP/NCP/80694/2018; File No. 21-76/2018-IA.III]</b></p>				
4.7.1	<p>The project proponent along with the EIA consultant M/s L&amp;T Infrastructure Engineering Limited Hyderabad made a presentation through Video Conferencing and provided the following information:</p>				
	<ol style="list-style-type: none"> <li><b>Brief description of Proposal:</b> APIIC has identified a parcel of land of about 2770 acres (~1121 ha) at Srikalahasthi Node in Thottambedu and B. N. Kandriga Mandals of Chittoor District, Andhra Pradesh to establish Industrial Park for attracting such as industries under Building Materials Industry/Non Metallic minerals, Electronics and Consumer Durable Industry, Engineering Industries, Food and Agro Processing, Apparels and Textile manufacturing, Chemical and Pharma Industry and MSME sectors. Project Site fall in villages Routhsurumala, Gowdamala, Kothapalem, Alathuru and B.S.Puram, mandals Thottambedu and B. N. Kandriga, Chittoor District, Andhra Pradesh.</li> <li><b>Nature of proposal (new/expansion/Amendment/Extension etc.):</b> New</li> <li><b>Whether the Proposal was considered earlier meetings of EAC:</b> No</li> <li><b>Details of the villages taken under the project:</b></li> </ol>				
	<table border="1"> <thead> <tr> <th>Village</th> <th>Plot No.</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> </tbody> </table>	Village	Plot No.		
Village	Plot No.				

Routhurmala Village	128, 130 to 134, 131-2, 131-5, 132-4, 133-1 to 12, 135-1,2,3,4,5,6,7, 133-3,5, 141-1 to 12, 141-8, 147 to 154, 156, 157, 157/1, 157/10 to 157/23 158, 158/3, 159-1A,2,4,6,7,9,10,11,16, 159-1B, 159/3,5,8,12,13,14,15 160 161, 162, 160/2, 163 to 166, 166/2, 167 to 176, 176/2, 178/1, 181, 181/1 182/1 to 182/4, 183/1 to 183/8, 184/1 to 188/1, 184/4, 185/1, 185/2, 186 to 191, 183 remaining, 184 remaining, 191/1, 196, 196/4, 196/5, 197 to 201 201/4, 202, 202/7, 203 to 208, 208/5, 209 to 214, 214/1, 217/1 to 217/3 218 to 223, 226/1, 226/3 to 226/9, 227/1 to 227/6, 228/1 to 228/6, 229/1 230/1 to 230/8, 231/1 to 231/7, 232/1, 232/2, 232/5, 233/1 to 233/5, 234/1 to 234/6, 235/1, 235/2, 236/1 to 236/7, 237/1 to 237/6, 238/1 to 238/6 239/1 to 239/10, 240/1a, 240/1b, 240/2 to 240/9, 241/1 to 241/6, 242/1 to 242/5, 247/4, 251/2, 253/1, 253/2, 253/3a, 253/3b, 253/4 to 253/6, 254/1 to 254/8, 255/1 to 255/6, 256, 271, 273, 241, 243, 244, 245, 246, 248, 249 272, 250, 257, 258, 259, 260, 261, 263, 264, 265, 266, 267, 268, 269 and 286
Gowdamala Village	42, 43, 66, to 73
Kotapalem Village	74 to 82, 87 to 91, 94 to 96, 270/1 to 7, 271/1 to 4, 272/1 to 5, 273/1,2 274/1 to 4, 275/1,2A,2B, 276/1 to 3A, 3B, 277/1,2, 279/1,2, 280/1,2 281/1,2, 282/1,2, 283/1,2, 284/1,2, 285/1,2, 286, 287/1,2, 288/1,2,3, 289/1 to 20, 291/1,2, 292/1 to 4, 293/1,2, 294/1,2, 295/1,2,3, 296/1,2, 297/1 to 3 298/1 to 5, 299/1 to 8, 300/1 to 8, 301/1 to 5, 303/1,2, 304/1,2, 305/1,2,3 307/1 to 4, 308/1 to 6, 309/1,2, 310, 311/1,2, 312/1 to 10, 313/1,2, 315/1 to 6, 316/1 to 4, 317/1,2, 319, 320/1,2, 328, 329, 330/1 to 5, 331/1 to 5, 332/1 to 5, 333/1 to 3, 334/1 to 5, 335/1 to 5, 339/1 to 4, 340/1 to 4, 341, 342 343/1,2, 344, 345/1 to 4, 346/1,2, 347/1,2, 355/1 to 3, 373/1 to 3, 374/1 to 3, 378/1 to 5, 379/1 to 4, 380/1 to 8, 381/1 to 2 and 382
Alathuru Village	426 to 429, 503/1 to 11, 504/1 to 6, 505/1 to 5, 506, 508/1 to 3, 509, 513 514/1 to 2, 515/1 to 5, 516, 517/1 to 6, 518/1 to 6, 519, 520, 535/1 to 8 536/1 to 3, 537/1 to 2, 538/1 to 3, 543/1 to 7, 544/1 to 5, 545/1 to 5, 546/1 to 8, 547/1 to 5, 548/1 to 4, 549/1 to 6, 550/1 to 3,551, 552/1 to 4, 553/1 to 4, 555, 556, 560/1 to 4 and Block 228
B.S.Puram Village	126 and 127

5. **Geo-coordinates of project site:** 13<sup>0</sup>44'03.50" to 13<sup>0</sup>46'38.04" North latitudes and 79<sup>0</sup>46'11.14" to 79<sup>0</sup>49'06.88" East longitudes.

6. **Area (ha)/Length (km) of the proposed project:** 1121 ha (2770 acres).

7. **Connectivity to the site:**

**Nearest Road Connectivity:**

- The North side approach road is NH 71 at 3 km.
- Srikalahasti Road – 6.8km

**Nearest Rail Connectivity:**

- Srikalahasti – 9.5km
- Naidupeta – 19km
- Renigunta – 31km

**Nearest Seaports:**

- Krishnapatnam – 65 km
- Ennore – 80km

**Nearest Airport:**

- Tirupati - 27km
- Chennai – 90km

**8. Investment/Cost of the project (Rs. in Lakh):** Rs. 39000 lakhs.

**9. Item of Schedule to the EIA Notification, 2006:** 7 (c) Category A.

**10. Landuse/Landcover of project site:**

S.No.	Landuse/Landcover	Area (ha)	% of Area
1	Agricultural Land-Cropland	173.06	15.44
2	Agricultural Land-Fallow land	12.77	1.14
3	Built Up-Mining / Quarry	37.82	3.37
4	Built Up-Rural	0.13	0.01
5	Salt Affected Land	286.95	25.59
6	Scrub land	583.60	52.05
7	Reservoir/Tank	20.04	1.79
8	River	6.82	0.61
	<b>Total</b>	<b>1121</b>	<b>100</b>

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

S. No	Landuse/Landcover	Area (Ha)	% of Area
1	Agricultural Land-Crop land	26719.29	40.31
2	Reservoir/Lake/Pond	19506.82	29.43
3	Built Up-Rural	4794.12	7.23
4	Scrub land	4094.67	6.18
5	River/Stream	2499.30	3.77
6	Agricultural Land-Fallow land	2428.77	3.66
7	Forest-Deciduous	2336.70	3.53
8	Salt Affected Land	1735.65	2.62
9	Agricultural Land-Agricultural Plantation	1266.04	1.91
10	Built Up-Mining / Quarry	336.47	0.51
11	Forest Plantation	290.81	0.44
12	Built Up-Urban	233.92	0.35
13	Rocky	36.84	0.06
	<b>Total</b>	<b>66279.40</b>	<b>100.00</b>

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

S. No.	Possible Sector	Anticipated Types of Industries/ Activities	Categorisation of Industry as per EIA notification 2006
1	Building Materials Industry/Non Metallic minerals	Tiles, Ceramics and refractories, glass and glassware, graphite, marbles, processed minerals, Clay building products, bricks, AAC Blocks, Kerb Stones etc.	Not Applicable
2	Electronics and Consumer Durable Industry	Communication Equipment (Mobiles/BTS/Router/switches/Dish Antennas), Consumer Electronics (TV/Cameras/set top boxes), Electronic Components, Industrial Electronics (Invertors/UPS/LEDs/Energy meters etc.,) and	Not Applicable

		Consumer durables such as Washing machines, Refrigerators, Air conditioners, Microwave ovens, Kitchen equipment, utensils, Brown goods and domestic appliances Pressure cookers, Collapsible tubes, utensils, cutlery, wire products etc	
3	Food and Agro Processing Industry	<p>Processing and preserving of fruit and vegetables, Manufacture of grain mill products, starches and starch products (includes flour milling, rice milling, milling of other grains), Manufacture of cocoa, chocolate and sugar confectionery, Manufacture of macaroni, noodles, couscous and similar farinaceous products, Manufacture of prepared meals and dishes, Manufacture of other food products</p> <p>Processing and preserving of meat (includes production, processing and preserving of meat and meat) products, aqua food related processing (fish and prawns etc.)</p> <p>Manufacture of dairy products (includes manufacturing of milk, milk powder, ice cream etc.)</p> <p>Manufacture of other food products (includes manufacture of bakery products Processing of edible nuts etc.)</p> <p>Manufacture of prepared animal feeds (manufacture of cattle feed, poultry feed, feed for pets etc.)</p>	Not Applicable
4	Engineering Industries (Machinery/ Electrical Equipment's/ Automobile etc.,)	<b>Heavy Engineering Goods</b>	
		<b>Industrial Machinery</b>	Mining Machinery, Construction Machinery, Material handling equipment, Metallurgical equipment, Textile machinery, Air pollution control systems , Furnaces, cooling towers etc.
		<b>Heavy electrical equipment and components</b>	Electrical motors, generators, Boilers, turbines, power cables, inverters, switch gears, Capacitors, transformers etc.
		<b>Other Industrial Machinery</b>	Printing and Processing Machines, Transmission Shafts
		<b>Process plant and equipment</b>	Machinery for processing chemicals, Food, cement, plastics, Hydro carbons, Pharmaceuticals, sugar, Injection- moulding machines
		<b>Machine tools</b>	CNC Machines
		<b>Others</b>	Floating docks and storage vessels
		<b>Light Engineering</b>	
		<b>I. C. Engines and parts</b>	Compression Ignition and Electrical Ignition type IC Engines Compact engines, parts of IC engines
		<b>Electric manufacturers</b>	Power cables, Electric filament or Discharge lamps, electric wires and cables, Insulated Wires, Electric Conductors and Optical
		(Category A and B for Metallurgical industries for ferrous & non-ferrous)	



			Fibre Cables, Wires and Cables of Oxygen Free Copper, wire ropes etc.			
		<b>Industrial equipment</b>	Industrial Gears, Pumps, compressors, Valves, electric fans, Diesel engines etc.			
		<b>Industrial consumables</b>	Antifriction Bearings, cutting tools, dry cells copper cathodes and sections of cathodes unwrought			
		<b>Industrial durables</b>	Aluminium extruded and rolled products			
		<b>Hardware</b>	High tensile fasteners, Industrial fasteners, nuts bolts			
		<b>Metal/Metals Forming</b>				
		<b>Steel pipes and tubes</b>	Seamless pipes and tubes of iron and steel, Welded pipes and Tubes of iron/ steel tube or pipe fittings of iron or steel.			
		<b>Castings and forgings</b>	Steel, alloy steel and non-ferrous metals for engineering, automobile and shipping sectors			
		<b>Others</b>				
		Manufacture of basic iron and steel (Ferro alloys, wire of steel by cold drawing, tube and tube fittings etc.) and basic precious and other non-ferrous metals) Manufacture of motor vehicles (such as manufacturing of Tractors, Buses etc.) Manufacture of parts and accessories for motor vehicles (includes parts such as brakes, gearboxes, axles, seats, tyres, rubber products etc.)				
5	Apparels and Textile Industry	Ginning/ Weaving, Spinning mills, Weaving and Knitting Mills cotton and manmade fabrics and apparels manufacturing; technical textiles (Mainly textile based) and handloom. No Yarn / Textile processing involving any effluent/emission generating processes including bleaching, dyeing, printing and colouring is proposed		Category A and E	for manmade fibres manufacturing	
6	Chemical and Pharma Industry	Herbal medicines, bio pharmaceuticals, Formulations, laboratory Chemicals involving distillation, purification process, Herbal Extraction, production of cosmetics, manufacturing of soaps, Organic Chemicals (Methane to methanol and menthol based), inorganic Chemicals (Industrial gases, acids, etc.), Agro chemicals such as Pesticides/Insecticides/Fungicides/Herbicides/Agrochemical formulation, NPK Fertilisers/ Granulation, , water treatment chemicals etc.,		Category B		
7	Logistic and Ware house	Activities include warehousing, trading and value added services such as packaging, labelling, re-invoicing, Complete Knock-Down (CKD) and Semi Knocked Down (SKD) assembly, cutting, polishing and blending. It also facilitates exports, imports and		Not Applicable		

		re-exports, hubbing and distribution					
8	MSME (includes Leather, Plastics, wood etc.)	Leather Products such as Sports goods excluding tanning and hide processing Plastic products for Packaging, automobile, consumer durables, healthcare, etc by Injection, Blow Moulding, Extrusion etc., Timber/ Wood Products such as Furniture, Sports goods, Wood Flooring etc.	Not Applicable				
<p><b>13. Terrain and topographical features:</b> The site has undulating terrain sloping from the North to South with topography of the site varies from 19.0m to 54.5m.</p> <p><b>14. Details of water bodies, impact on drainage:</b></p> <ul style="list-style-type: none"> <li>• Swarnamukhi River - 6 km, N</li> <li>• Kalangi River - 0.72 km, ESE</li> <li>• Gundlamadugu - 2.7 km, S</li> <li>• Teluguganga Canal - 2.3km, W</li> </ul> <p><b>15. Water requirements, sources (during construction and operation phases) and NOC:</b></p> <p><i>Construction Phase:</i> 0.5 MLD for which will be sourced from existing water supply system.</p> <p><i>Operation Phase:</i> Total water demand is 17.16 MLD among which 8.75 MLD is fresh water requirement and remaining 5.84 MLD of treated wastewater will be recycled in the system. Potable water is proposed for domestic, industrial process and firefighting. Recycled water is proposed for landscape, industrial green belt, and other industrial usage such as cooling, cleaning etc.</p> <p>The bulk water supply of 4.55 TMC raw water is proposed for industrial clusters in southern region of Andhra Pradesh with Kandaleru reservoir as source on daily drawl basis and to permit to draw the allocated water at 2.6 km on TGP canal (sankuranthipalle weir)</p> <p><b>16. Groundwater extraction/usage and NOC/Clearance from CGWA/State Ground Water Department:</b>The proposed development will not draw Ground water during its operation stage.</p> <p><b>17. Whether the project is in Critically Polluted area (Yes or No. If yes, provide brief details):</b> No</p> <p><b>18. ToR Details:</b> ToR accorded vide letter no. F. No. 21-76/2018-IA.III dated January 04, 2019.</p> <p><b>19. Public Hearing Details and Summary of issues raised and response/commitments by Proponent:</b></p> <table border="1"> <thead> <tr> <th>Category of Issue raised by Public</th> <th>Response/Commitment by Proponent</th> </tr> </thead> <tbody> <tr> <td>Green cover and development of more green belt area adjacent to the existing villages requested the authority to establish the MSME industries at the proposed industrial park.</td> <td>Green belt and open spaces (green areas) will developed in an area of 387.59 ac. (156.85 (13.99%). In addition to this, individual industries s develop green belt around their industrial plot as APPCB guidelines.</td> </tr> </tbody> </table>				Category of Issue raised by Public	Response/Commitment by Proponent	Green cover and development of more green belt area adjacent to the existing villages requested the authority to establish the MSME industries at the proposed industrial park.	Green belt and open spaces (green areas) will developed in an area of 387.59 ac. (156.85 (13.99%). In addition to this, individual industries s develop green belt around their industrial plot as APPCB guidelines.
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	<p>Approximately, 15 m wide peripheral green buffer is provided along the boundary. 2m buffer is provided if the width of the canal is less than 10m.</p> <p>MSME industries (includes Leather, Plastics, wood etc.,) are proposed in an area of around ~171.96 acres and will provide the good opportunity for entry level entrepreneurs.</p>
Requested not to establish RED category industries adjacent to the villages.	Proposed developments are carried out based on the concept of zoning. As suggested by MoEF&CC, no RED category industry will be established within 300 m of settlement
<p>Requested to establish a high school at this village and also requested to establish Rural Skill Development centre to train the unemployed youth.</p> <p>Requested to establish primary health centre in co-ordination with DMHO, Chittoor for beneficiary of the surrounding villagers for treating seasonal diseases viz., Malaria, Dengue, Etc.</p>	As per CER OM dated May 01, 2018 proposed project is a Greenfield project and INR 6.35 Crores were allotted for CER activities. Identified CER Activities are Female Literacy Higher Education at Secondary School level, Enhancing the School, High School and College Lab and Library Development, Employment enhancing skill development training.
Industries should create employment for local people and women living in the surrounding villages.	It is likely to generate employment of 51215 nos and local people will get the preference in employment based on skill sets. Skill development training will be developed to provide training for the local people which enables them for eligibility in employment
Requested the committee to consider the concerns of his village also along with other villages on the benefits availing due to the establishment of industrial park.	Socio-economic survey was undertaken covering the impacted households. The detailed outcomes during the primary socio-economic survey conducted among the project (land) affected households and Sastriyanadl centre were considered and suitably incorporated for addressing the same in proposed CER and CS activities.
<p><b>20. If the project involves expansion copy of certified compliance report issued by concerned regional office: No.</b></p> <p><b>21. Whether the project involves diversion of forest land and status of application: No.</b></p> <p><b>22. Whether the project is located within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves etc.: No.</b></p>	

- 23. Whether the project is located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC: No.**
- 24. Waste Management:**
- Estimated Municipal Solid Waste Generation ~15 TPD.
  - Estimated Industrial Solid Waste Generation~ 102 TPD which includes hazardous and non-hazardous solid waste.
  - Hazardous waste will be sent to new TSDF near Raviguntapalli, Nellore which 60 km north of project site.
  - To ensure the safe disposal of solid waste, M/s Coastal Waste Management Project (Unit-2) by M/s Mumbai Waste Management Limited (a subsidiary of M/s Ramky Enviro Engineers Limited) gave consent for accepting the Hazardous waste generated from member industries of IP.
- 25. CETP details:** Effluent and sewage generated in the industrial area will be treated in 5.11 MLD capacity of CETP. CETP will be developed in phased manner of appropriate capacities as per the demand. In order to meet the CETP inlet standards, individual industries should pre-treat the effluent before sending to CETP.
- 26. STP details:**
- Sewage generated in residential area will be treated in 1.2 MLD capacity of STP
  - Recycle/reuse of treated wastewater within I.P premises.
- 27. Details of tree cutting and Green belt development:** Majority of the land is dense scrub to open scrub lands followed by Eucalyptus, Earleaf acacia and Mango plantations. A total of small trees approximately 52532 trees will be involved in tree cutting. The proposed greenbelt area in the project site will be about 387.59Ha which is ~13.99%, No. of trees to be planted is 399675 with a capital cost of INR 4.37 Crores.
- 28. Energy conservation measures with estimated saving:** Estimated Installation Capacity for Solar Power Harness is 18.0 MW.
- 29. Details of Rain Water Harvesting:** Estimated Volume of run-off that can be Harvested will be 56262.31 Volume (m<sup>3</sup>)/year. Rainwater harvesting techniques will be adopted at park and industrial level.
- 30. Whether the project is in CRZ area: If yes, provide details of components in CRZ area, layout on CRZ map of 1:4000 scale prepared by an authorised agency and appraisal by State Coastal Zone Management Authority (SCZMA) and copy of their recommendations: No.**
- 31. Whether the project involves foreshore facilities. If yes, provide details of shoreline study, dredging details, disposal of dredge material, reclamation, cargo handling with dust control measures and oil Spill Contingent Management Plan: No.**
- 32. Whether the project involves Marine disposal: If yes, the provide copy of NOC from Pollution Control Board in case of marine disposal, details of modelling study – details of outfall diffusers, number of dilutions expected, distance at which the outlet will reach ambient parameters, location of intake/outfall, quantity, and detail of**

	<p><b>monitoring at outfall:</b> No.</p> <p><b>33. Brief description of Socio-economic condition of local people:</b> Total population in 10 KM study area is 1,81,349 with a sex ratio of 1025 and Literacy of 61.94% and total workers include 53.87% with main workers of 77.86% and marginal workers of 22.14%.</p> <p><b>34. Land acquisition and R&amp;R issues involved:</b></p> <ul style="list-style-type: none"> <li>• In the project site, the land classification for the project is Government land which is 599.29 acres, DKT land/assigned land is 1494.05 acres and Patta land is 161.03 acres. Land under water bodies, village site, and road, quarry area which are undeveloped lands in the project area is 392.32 acres and unidentified land in project area is 123.31 acres. An area of 1104.13 acres is in possession of APIIC and comprise of government land transferred and assigned land resumed and remaining land is under process of acquisition.</li> <li>• No R&amp;R is proposed for the settlement existing in the project boundary</li> </ul> <p><b>35. Employment potential, No. of people to be employed:</b> During the operation Proposed development about 2770 acres is likely to generate employment of 51215 nos. which is divided into two categories, Employ Population of 42680 and Floating Population of 8535.</p> <p><b>36. Benefits of the project:</b></p> <ul style="list-style-type: none"> <li>• The surrounding population would get maximum benefits from upcoming of new industries and its allied ancillary units in shape of direct and indirect employment, self-employment and start up skill development opportunities etc.,</li> <li>• Improved socio-economic conditions which focused primarily on work force requirements, acquisition of supplies, and increase in business activity</li> <li>• Quality of life in the region is likely to improve due to increase in per capita/per family earning and value appreciation of local resources that would provide economic freedom and facilitate a higher standard of living</li> <li>• As a part of the Corporate Social Responsibility (CSR), APIIC is strongly committed towards fulfilling its social obligations and has taken up many activities for improving the way of living of people the locality in field of Education, Health care, Rural infrastructure development and Sustainable livelihood development</li> <li>• The proposed project shall further act as a catalyst to industrialization and urbanization of the region</li> <li>• Stimulate alternate employment and business opportunities</li> </ul> <p><b>37. Brief summary of specialised Studies carried out for the project as per the ToR:</b> Need based assessment study for CER was conducted and the budget for the CER will be taken as per MoEF&amp;CC memorandum 2018 which is worked out to Rs.6.35 Crores.</p> <p><b>38. Details of Court cases:</b> No court cases.</p>
4.7.2	<p>The EAC, based on the information submitted and clarifications provided by the Project Proponent and detailed discussions held on all the issues, during 243<sup>rd</sup> meeting held on 28<sup>th</sup> – 29<sup>th</sup> September, 2020, <b>recommended the project for grant of environmental clearance</b> and stipulated the following specific conditions along with other Standard EC Conditions as specified by the Ministry vide OM dated 4 July, 2019. The same was also presented before the EAC.</p>

	<p>(i) To achieve the Zero Liquid Discharge, waste water generated from different industrial operations shall be properly collected, treated to the prescribed standards and then recycled or reused for the identified uses.</p> <p>(ii) The quantity of fresh water usage, water recycling and rainwater harvesting shall be measured/recorded to ensure the water balance as projected by the project proponent. The record shall be submitted to the Regional Office, MoEF&amp;CC along with six Monthly Monitoring reports.</p> <p>(iii) All the recommendation of the EMP shall be complied with in letter and spirit.</p> <p>(iv) The member units shall provide storage tanks for storage of effluent for monitoring the characteristics of effluent before taking into the CETP for further treatment.</p> <p>(v) Proper meters with recording facilities shall be provided to monitor the effluent quality and quantity sent from member industries to CETP and from CETP to the final disposal/re-use on a continuous basis.</p> <p>(vi) Ambient noise levels shall conform to the prescribed standards both during day and night. Incremental pollution loads on the ambient air and noise quality should be closely monitored during development/ construction phase. Adequate measures shall be made to reduce ambient air and noise level during construction phase, so as to conform to the stipulated standards by CPCB/SPCB.</p> <p>(vii) Fly ash should be used as building material in the construction as per the provisions of Fly Ash Notification of September, 1999 and amended as on 27<sup>th</sup> August, 2003 and 25<sup>th</sup> January, 2016.</p> <p>(viii) Rain water harvesting for roof run-off and surface run- off, as plan submitted shall be implemented. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease. The bore well for rainwater recharging shall be kept at least 4 mts above the highest ground water table.</p> <p>(ix) As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1<sup>st</sup> May, 2018, and proposed by the project proponent, an amount of Rs. 6.35 Crore (computed on slab basis for total budget of Rs. 390crores) shall be earmarked under Corporate Environment Responsibility (CER) with special focus on providing healthcare facilities to the government hospitals in light of COVID 19 pandemic. Further, the funds shall be utilized for the activities such as support to Panchayats/local government, schools w.r.t. sanitation, health and hygiene, construction of public toilets in the surrounding villages, medical camps, rainwater harvesting, Installation of street lights in nearby villages as per requirement, rejuvenation and creation of water ponds, augmentation of drinking water facilities and provision of solid waste facilities viz. vermicomposting and safe drainage of waste water in consultation with concerned Panchayats. The activities proposed under CER shall be restricted to the affected area around the project. The entire activities proposed under the CER shall be treated as a project and be monitored. The monitoring report shall be submitted to this Ministry's Regional Office concerned as a part of half yearly compliance report, and to the concerned authorities including District Collector. It should be posted on the website of the project proponent.</p>
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4.8	<p><b>Development of “All Weather Greenfield Jetty” at village Nandgaon, Taluk Palghar, Dist. Thane, Maharashtra by M/s JSW Infrastructure Ltd. – Amendment in Environmental Clearance</b></p> <p><b>[Proposal No. IA/MH/MIS/56515/2016; File No. 11-85/2011-IA.III]</b></p>
4.8.1	<p>The project proponent along with the EIA consultant M/s WAPCOS Limited made a presentation through Video Conferencing and briefed about the project for amendment in EC letter:</p>
<p>Environmental and CRZ clearance for the aforementioned proposal with total cost of Rs. 1175 Crores was granted by the Ministry vide letter dated 9<sup>th</sup> February, 2016. The Project proponent informed that the EC letter contains few typological errors, which need to be corrected.</p> <p>The following corrections are requested in the CRZ &amp; EC letter issued for the development of “All Weather Greenfield Jetty” at village Nandgaon, Taluk Palghar, Dist. Thane, Maharashtra by M/s JSW Infrastructure Ltd.</p> <p><b>1. In project detail- Para 3(iv)</b></p> <p><b><u>In EC letter:</u></b></p> <p>The cargo to be handled in the first phase.....and liquid cargo such as <b>LNG</b>, chemicals and POL.</p> <p><b><u>To be corrected as:</u></b></p> <p>The cargo to be handled in the first phase.....and liquid cargo such as <b>LNG/FSRU</b>, chemicals and POL.</p> <p><b><u>Reference:</u></b></p> <p>I. EIA Report: Chapter-7, Page No. 159 II. CRZ Recommendation letter from Maharashtra CZMA</p> <p><b>2. In Project detail- Para 3(v)</b></p> <p><b><u>In EC letter:</u></b></p> <p>The approximate geographic co-ordinate..... between Lat. 19<sup>0</sup> 45' 44" North and 19<sup>0</sup> 47' 03" North (<b>root of south breakwater</b>) and Long. 72<sup>0</sup> 41' 10" East (<b>root of north breakwater</b>).</p> <p><b><u>To be corrected as:</u></b></p> <p>The approximate geographic co-ordinate..... between Lat. 19<sup>0</sup> 45' 44" North (<b>root of south breakwater</b>) and 19<sup>0</sup> 47' 03" North (<b>root of north breakwater</b>) and Long. 72<sup>0</sup> 41' 10" East.</p> <p><b><u>Reference:</u></b></p> <p>I. EIA Report: Chapter-2, Figure 2.4a, Page No. 13 II. EIA Report: Chapter-2, Page No. 27 (Breakwater)</p> <p><b>3. In Project detail- Para 3(x)</b></p>	

	<p><b><u>In EC letter:</u></b></p> <p>North Breakwater is approximately 6.5 km and the South Breakwater is approximately 5.2 km</p> <p><b><u>To be corrected as:</u></b></p> <p>South Breakwater is approximately 6.5 km and the North Breakwater is approximately 5.2 km</p> <p><b><u>Reference:</u></b></p> <p>I. EIA Report: Chapter-2, Figure 2.4a, Page No. 13  II. EIA Report: Chapter-2, Page No. 27 (Breakwater)</p> <p><b>4. In Project detail- Para 3(xvi)</b></p> <p><b><u>In EC letter:</u></b></p> <p>The study also suggests adverse impacts on the shoreline.</p> <p><b><u>To be corrected as:</u></b></p> <p>The study also suggests <b>no significant</b> adverse impacts on the shoreline.</p> <p><b><u>Reference:</u></b></p> <p>I. CWPRS Model Report: Estimation of Littoral drift and Shoreline Changes  <b>(Refer Conclusions-</b> last page of the report)</p>
<p><b>4.8.2</b></p>	<p>After detailed deliberation, EAC has recommended for corrections in typological errors at Para No. 3(v), 3(x) and 3(xvi) as requested above under S. No. 2, 3 and 4, respectively.</p> <p>However, the committee has not recommended in corrections at Para 3(iv) of the EC letter for inclusion of FSRU as requested above under S. No. 1. The PP has proposed to send a written request to the Ministry to withdraw the requirement of inclusion of FSRU.</p>
<p><b>4.9</b></p> <p><b>16:20 pm</b> <b>-16:50</b> <b>pm.</b></p>	<p><b>Modification cum Expansion of IT SEZ(from area 202.30 ha to 298.40 ha with addition of Electronic Manufacturing Cluster, Commercial Area and Sport Complex under the Name of "InfoValley" by M/s IDCO, Bhubaneswar, Odisha</b></p> <p><b>Proposal No. IA/OR/NCP/167771/2020; File No. 21-290/2017-IA.III</b></p>
<p><b>4.9.1</b></p>	<p>The PP did not attend the meeting. A follow action may be taken by the Ministry. The project may be delisted if the PP did not respond.</p>
<p><b>4.10</b></p> <p><b>16:50 pm</b> <b>-17:30</b></p>	<p><b>Any other item with the permission of Chair.</b></p> <p><b>Development of Haryana Section from Km 0+000 to Km 135+056 of Delhi-Amritsar-Katra Expressway by M/s National Highways Authority of India – Environmental Clearance</b></p> <p><b>Proposal No. IA/HR/NCP/141416/2020; File No. 10-17/2020-IA.III</b></p>



<b>pm.</b>					
<b>4.10.1</b>	1.	<b>Brief description of the Proposal</b>	The proposed project is Development of Haryana Section from Km 0.000 to Km 135.056 of Delhi–Amritsar-Katra Expressway. The total length is 135.056 Km. Project starts from Ch. 0+000 (28°47'44.02"N, 76°52'51.46"E) at Kundli-Manesar-Palwal Expressway (KMP) near village Kheri Jasaur in Jhajjar district and ends at Ch. 135+056 (29°49'34.09"N, 76°11'12.01"E) near village Barta in Kaithal District of Haryana State. The entire expressway follows green field alignment and traverses Jhajjar, Rohtak, Sonipat, Jind, Karnal & Kaithal districts of Haryana. The proposed RoW for the proposed Expressway is 90 meters. However, construction shall be restricted to 70m except for junction improvement at intersection locations.		
	2.	<b>Nature of project: New / Expansion / Amendment / Extension etc.</b>	New		
	3.	<b>Whether the proposal was considered in earlier meetings of EAC.</b>	No		
	4.	<b>Whether proposal is part of interlinked project.</b>	No		
	5.	<b>Address of project site (Plot No. / Village / Tehsil / District / State)</b>	Project alignment is passing through the districts of Jhajjar, Rohtak, Sonipat, Jind, Karnal and Kaithal of Haryana. Village, Tehsil and District List is enclosed as <b>Enclosure I</b>		
	6.	<b>Geo-coordinates of project site</b>	<b>Start Point:</b> 28°47'44.02"N, 76°52'51.46"E <b>End Point:</b> 29°49'34.09"N, 76°11'12.01"E		
	7.	<b>Area (ha)/Length (km) of the proposed project</b>	135.056 Km		
	8.	<b>Connectivity to the site</b>	Nearest Railway Station (Bhainswan) - ~1.2 km Nearest Civil Airport (IGI Airport, New Delhi) - ~35 km		
	9.	<b>Investment / Cost of the project (Rs. in Lakh)</b>	The total civil cost is INR 3,631.84 crores and the total project cost is about INR 6519.19 Crores.		
	10.	<b>Item of Schedule to the EIA Notification, 2006</b>	7 (f) Highways		
	11.	<b>Land use / Landcover of project site in tabular form</b>			
	<b>Land use / Land cover 1 km radius on either side of Highway</b>				
	<b>S. No.</b>	<b>Land use / Landcover</b>	<b>Area (ha)</b>	<b>%</b>	<b>Remar</b>
	1	Agricultural Land (Crop and Fallow Land)	1394.6	89.2	
	2	Roadside / Canal Side Plantation	26.0	1.7	

	3	Roadways, canal, etc.	142.4	9.1	-
	<b>Total</b>		<b>1563.0</b>	<b>100.0</b>	
12.	<b>Land use/Landcover around 10 km radius of project site (1 km in case of Highway projects)</b>				
	<b>Land use / Land cover 1 km radius on either side of Highway</b>				
	<b>S. No.</b>	<b>Land use / Landcover</b>	<b>Area (ha)</b>	<b>%</b>	<b>Remarks,</b>
	1	Built-up Section	192.8	0.7	-
	2	Industrial Area	301.4	1.1	-
	3	Recreational Areas	4.0	0	-
	4	Vacant Land	13.8	0.1	-
	5	Transportation (Rail and Road)	413.8	1.5	-
	6	Water bodies (Canal, Drain and Pond)	328.6	1.2	-
	7	Agricultural Land (Crop and Fallow Land)	25641.4	93.5	-
	8	Plantation Area	35.6	0.1	-
	9	Vegetation	332.0	1.2	-
	10	Waste Land (Scrub Land)	163.8	0.6	-
	<b>Total</b>		<b>27427.2</b>	<b>100</b>	
13.	<b>List to industries to be housed with the proposed project site, only for projects covered under 7(c) category of EIA Notification, 2006</b>		Not Applicable as project is a Highway Project		
14.	<b>Right of Way (RoW), only for projects covered under 7(f) category of EIA Notification, 2006</b>		90 meters, however, construction shall be restricted to 70m except for junction improvement at intersection locations.		
15.	<b>Whether report of Cumulative Impact Assessment is submitted (only for last package of Highway projects)</b>		The Cumulative Impact Assessment report shall be submitted with the Punjab Section of the Delhi-Amritsar-Katra Expressway's Environment Clearance Application		
16.	<b>Terrain and topographical features</b>		The proposed alignment mostly follows 'plain' and 'rolling' terrain. The elevation varies from 215 m to 238 m above MSL at different locations. Average elevation of the project stretch is 227 m above MSL.		
17.	<b>Details of water bodies, impact on drainage, if any</b>		Alignment is crossing 1 pond, 41 irrigation canals and 11 minor irrigation drains		
18.	<b>Water requirements, sources (during construction and operation phases) and NOC</b>		About 91,94,982 KL water shall be required for construction phase. Water shall be sourced from surface water bodies through Tankers after necessary approval.		
19.	<b>Groundwater extraction / usage and NOC /</b>		No groundwater extraction is proposed. However, if potable water is required same shall		

	<b>Clearance from CGWA / State Ground Water Department</b>	be extracted after necessary permission from appropriate authority.		
20.	<b>Whether the project is in Critically Polluted area (Yes or No. If yes, provide brief details)</b>	No		
21.	<b>ToR details</b>	ToR was granted vide F. No. 10-17/2020-IA.III dated 16 <sup>th</sup> March, 2020		
22.	<b>Public Hearing Details and Summary of issues raised and response / commitments by Proponent</b>			
	<b>S. No.</b>	<b>Category of Issue raised by Public</b>	<b>Response / Commitment by Proponent</b>	<b>Remarks</b>
	1	Land Acquisition	To be undertaken as per regulatory process	As per NH 1956
	2	Access Facilities	Crossing structures provided	
	3	Irrigation Facilities	Culverts and Bridges provided	
	4	Compensation	To be undertaken as per regulatory process	As per RFC Act, 2013
23.	<b>If the project involves expansion copy of certified compliance report issued by concerned regional office</b>	Not Applicable as it is a new project		
24.	<b>Whether the project involves diversion of forest land and status of application</b>	Yes		
	Extent of the forest land	About 26 ha of Protected Forest (roadside and canal side plantations declared as Forest) shall be affected by the crossing of the proposed expressway		
	Status of forest clearance	Application for Forest Clearance yet to be submitted		
25.	<b>Whether the project is located within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves etc.</b>	No National Park or Wildlife Sanctuary is located within 10 Km radius of the project alignment.		
26.	<b>Whether the project is located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&amp;CC</b>	No		
27.	<b>Waste Management</b>	Construction and demolition waste due to demolition of existing structures & construction activities shall be managed as per Construction and Demolition Waste Management Rules, 2016. Municipal wastes generated from the construction workers camp shall be managed as		

		per Solid Waste Management Rules, 2016. Hazardous wastes generated due to activities like maintenance and repair work on vehicles shall be managed as per Hazardous and Other Wastes (Management, & Trans-boundary Movement) Rules, 2016
28.	<b>CETP details</b>	Not Applicable as this is a Highway Project
29.	<b>STP details</b>	Not Applicable as this is a Highway Project
30.	<b>Details of tree cutting and Green belt development</b>	7855 trees are to be felled. About 1166 trees / Km on either side of proposed expressway and 666 nos. of shrubs / Km at median shall be planted in accordance to IRC SP21:2009.
31.	<b>Energy conservation measures with estimated saving</b>	Solar lights shall be placed near interchanges for saving of the energy load.
32.	<b>Details of Rainwater Harvesting</b>	Rainwater harvesting structure is proposed at every 500m interval of the project corridor
33.	<b>Whether the project is in CRZ area: If yes, provide details of components in CRZ area, layout on CRZ map of 1:4000 scale prepared by an authorised agency and appraisal by State Coastal Zone Management Authority (SCZMA) and copy of their recommendations</b>	No
34.	<b>Whether the project involves foreshore facilities. If yes, provide details of shoreline study, dredging details, disposal of dredge material, reclamation, cargo handling with dust control measures and oil Spill Contingent Management Plan</b>	No
35.	<b>Whether the project involves Marine disposal: If yes, the provide copy of NOC from Pollution Control Board in case of marine disposal, details of modelling study – details of outfall diffusers, number of dilutions expected, distance at which the outlet will reach</b>	No

	<b>ambient parameters, location of intake/outfall, quantity, and detail of monitoring at outfall</b>	
36.	<b>Brief description of Socio-economic condition of local people</b>	<p>The socio-economic profile of the proposed project revealed that the location of the project is in the less developed part of the Haryana. The average per capita GSDP of the six project districts is lower than the that of Haryana.</p> <p>The major socioeconomic activity in the project districts is in the agriculture and allied sector, however, it has been diminishing over the period in the project districts. Irrigation facilities in the influence zone districts were less than those available in other districts of the state. Wheat is the major crop in all the project districts followed by rice.</p> <p>Marginal workers were higher in Jind, followed by Sonipat and Jhajjar districts as compared to the whole of Haryana. The workers were desperate to look for work as their economic condition was not good in the influence zone districts. Migration of mainly agricultural labourers and daily wage earners is higher during the months of July – December in the project affected villages</p> <p>The project affected villages are on an average 30.3 km &amp; 14.8 km away from the district &amp; sub-division headquarters respectively. Thus, accessibility to these villages is not easy &amp; the area is less developed or backward in view of its geographical location. The average distance of good educational, health and other facilities are also far from the project affected villages.</p> <p>The industrial activity in the project districts is also not substantial with most Establishment Units having single ownership. The available industries in the project villages are generally small scale and based on local economic conditions.</p> <p>Overall, the proposed project is thus likely to open up the vast hinterland of Haryana for all round socio-economic development by improving the accessibility to outside world.</p>
37.	<b>Land acquisition and R&amp;R issues involved</b>	<p>About 1563 ha of land shall be acquired from 2654 landholders (1756 private and 898 government bodies) for the project as per NH Act, 1956 and compensation and R&amp;R shall be as per the RFCTLARR Act, 2013</p>
38.	<b>Employment potential, No. of people to be employed</b>	<p>Project shall provide direct employment opportunities for about 3300 persons (including permanent and temporary) based on Ministry of Road Transport &amp; Highways Press Disclosure</p>

		<a href="https://pib.gov.in/newsite/PrintRelease.aspx?relid=174767">https://pib.gov.in/newsite/PrintRelease.aspx?relid=174767</a>
	39. <b>Benefits of the project</b>	Project shall provide multifold benefits as stated below. <ul style="list-style-type: none"> <li>• Travel Time and Cost Savings</li> <li>• Faster access and better reach to the nearby major market for perishable products</li> <li>• Direct and Indirect Employment</li> <li>• Easy movement of Industrial traffic</li> <li>• Tourism in the area will be benefitted from improved access and connectivity</li> <li>• Improved road safety as a result of access-control Expressway and reduced crossings</li> </ul>
	40. <b>Brief summary of specialized Studies carried out for the project as per the ToR</b>	Following Additional studies were undertaken as part of ToR. The outcome of these studies is attached separately as enclosures to the checklist. <ol style="list-style-type: none"> <li>1. Comprehensive Socio-Economic assessment - carried out by School of Social Sciences, Punjabi University, Patiala, Punjab The SEA study carried out summarised that the proposed project is passing <i>through the socially and economically less developed part of Haryana, and therefore it is likely to open up a new area for tremendous development.</i> It is thus imperative that the proposed project is completed at the earliest.</li> <li>2. Traffic Study report utilising the traffic data of Indian Highways Management Company Limited (IHMCL) and additional data from DPR consultant The detailed traffic study carried out found that the project was viable due to the passenger and commercial traffic generated from the year 2022-23</li> </ol>
	41. <b>Details of Court cases</b>	No court case on the proposed project
<b>4.10.2</b>	<p>The EAC, after detailed deliberation during its 243<sup>rd</sup> meeting on 28<sup>th</sup> – 29<sup>th</sup> September, 2020, <b>recommended the project for grant of Environmental Clearance</b>, with the following specific conditions in addition to all standard conditions applicable for such projects:</p> <p>(i) In order to avoid the possibility of wildlife injury/death, proponent shall keep the finish road level sufficiently elevated from ground level with provision of railing on both sides to restrict animal crossing. Sufficient animal passes shall be provided by NHAI at regular interval as suggested in the Mitigation Plan and the Wildlife Conservation Plan developed by Chief Wildlife Warden as per recent guidelines of Wildlife Institute of India for linear infrastructure projects and as suggested by State Board for Wildlife and Standing Committee of National Board of Wildlife (as applicable).</p> <p>(ii) Prepare the traffic prediction report for complete project (including all packages of this project) considering the cumulative impact of the traffic on the environment and submit to the Ministry and concerned Regional Office</p>	

	<p>within 3 months.</p> <p>(iii) The recommendations of Cumulative Impact Assessment studies and proposed mitigation measures for all the packages shall be implemented in toto and be submitted to the concerned Regional Office of the MoEF&amp;CC along with half yearly compliance report.</p> <p>(iv) All the major, minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/ drainage systems are not to be disturbed.</p> <p>(v) No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources. State Pollution Control Board (SPCB) concerned shall not issue Consent to operate (CTO) till the project proponent obtains such permission(s).</p> <p>(vi) The proponent shall obtain permission from the competent authorities for tree felling along the proposed alignment.</p> <p>(vii) About 7855 nos. of trees are likely to be felled. A comprehensive plan for afforestation using three times the trees felled by using native species shall be provided as per the IRC Guidelines on Landscaping and Tree Plantation (2009). Effort should be made to plant local fruit trees and Ficus species on both sides of the alignment.</p> <p>(viii) Quarry areas shall be developed as water reservoirs with proper fencing around quarry area. Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table.</p> <p>(ix) As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1<sup>st</sup> May, 2018, and proposed by the project proponent, an amount of Rs 40.6 Crore (computed on slab basis for total budget of Rs. 6519.9crores) shall be earmarked under Corporate Environment Responsibility (CER) with special focus on providing healthcare facilities to the government hospitals in light of COVID 19 pandemic. Further, the funds shall be utilized for the activities such as support to Panchayats/local government, schools w.r.t. sanitation, health and hygiene, construction of public toilets in the surrounding villages, medical camps, rainwater harvesting, Installation of street lights in nearby villages as per requirement, rejuvenation and creation of water ponds, augmentation of drinking water facilities and provision of solid waste facilities viz. vermicomposting and safe drainage of waste water in consultation with concerned Panchayats. The activities proposed under CER shall be restricted to the affected area around the project. The entire activities proposed under the CER shall be treated as a project and be monitored. The monitoring report shall be submitted to this Ministry's Regional Office concerned as a part of half yearly compliance report, and to the concerned authorities including District Collector. It should be posted on the website of the project proponent.</p> <p>(x) The RoW shall not exceed 90 m at any point of the proposed alignment, except for the junction improvement at the intersections of the other roads. Standardisation of ROW for plain land and forest land to be defined and to be remain constant for all the packages.</p> <p>(xi) The proponent shall obtain the Forest Clearance as Approx. 26 ha of protected forest is envisaged to be diverted for this project. Project</p>
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	<p>proponent shall submit an undertaking that work on non-forestry land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.</p> <p>Commencement of work in non-forest land will not confer any right on the user agency with regard to grant of approval under the Forest (Conservation) Act, 1980.</p>
4.11.1	<p><b>The Environment Clearance for the project Kishangarh-Udaipur-Ahmedabad (in Rajasthan and Gujarat) was granted by MoEF&amp;CC vide F.No.10-37/2011-IA-III dated 21/03/2013. At the time of grant of EC the validity of EC was up to the period of 5 years. However, vide notification dated 29/04/2015 the Environmental Clearance of projects which had not completed five (5) years on the date of publication of notification i.e. 29/04/2015, there validity has been extended to seven (7) years.</b></p> <p>The Ministry vide office memorandum dated 25/03/2020, extended the validity of prior Environmental Clearance in respect of all categories of project or activities expiring between 15<sup>th</sup> March 2020 and 30<sup>th</sup> April 2020, till 30<sup>th</sup> June 2020 in view of outbreak of COVID-19 and subsequent lockdown declared by GOI.</p> <p>Therefore, the Environmental clearance of Shamlaji to Nanachiloda stretch, a portion of subject stretch, expired on 20/03/2020 and stood extended upto 30/06/2020 as per office memorandums referred above.</p> <p>NHAI vide letter NHAI/PIU-Ahmedabad/NH-8/Pkg VI&amp;VII/157 dated 29/06/2020 had submitted proposal for extension of Environmental Clearance for the project.</p> <p>The EAC, after detailed deliberation during its 243<sup>rd</sup> meeting on 28<sup>th</sup> – 29<sup>th</sup> September, 2020, <b>recommended the project for extension of validity of EC issued by the Ministry vide letter F.No.10-37/2011-IA-III dated 21/03/2013 for further period of 3 years i.e. up to 20/03/2023.</b></p>
4.12 16:50 pm -17:30 pm	<p>Environment &amp; CRZ clearance for proposed Ship Recycling facility at West Port, Mundra, Kutch by M/s. Adani Ports and Special Economic Zone Limited (APSEZL) Proposal No. IA/GJ/MIS/51652/2012 F. NO 11-7/2012-IA.III</p>
4.12.1	<p>APSEZL proposes to set up a new ship recycling facility at eastern side of Mundra West Port. The nearest town is Mundra which is located about 16 km towards the north east. NH - 8A passes north of the site at a distance of approximately 8 Km. Rail Link is already available up to Mundra Port. The proposed project will recover about 0.3 mt/yr of ships' materials (~236300 t/yr of re-rollable scrap, ~ 28900 t/yr of melting scrap, ~7000 t/yr of cast iron, ~3400 t/yr of non-ferrous metals, ~12100</p>



	<p>t/yr of usable machinery and ~10600 t/yr of misc. items) by recycling ships of up to ~16000 t Light Displacement Tonnage (LDT) (~80,000 DWT).</p> <p>The air bag method of ship breaking will be followed. In this method the ship will be winched on to dry land over a slip-way made of inflatable marine air bags. Once on dry land, the ship will be allowed to settle on keel blocks. After receipt of necessary statutory clearances, the residual fuel, lubricants refrigerants, detachable miscellaneous items will be pumped out / dismantled and salvaged. The ships will be cut up with LPG-oxygen torches. The recovered materials will cut to manageable sizes and dispatched to buyers by trucks.</p> <p>The estimated annual requirements of LPG and Oxygen are 1140 t and 7350 t respectively. These gases will be supplied in cylinders. Water will be required at the site for dust suppression (@ 60 m<sup>3</sup>/day), green belt irrigation (@ 15 m<sup>3</sup>/day) and drinking purposes (@ 85 m<sup>3</sup>/day). Sea water may be used for dust suppression. Fresh water will be supplied by Gujarat Water Infrastructure Limited or water desalination plant of APSEZL.</p> <p>The proposed project will directly employ ~1500 persons of who about 1000 are expected to be workers and the rest office staff. Some of the work force may be housed in Mundra Port's labour colony.</p> <p>The project will be set up on land which is already reclaimed by dumping dredge spoils generated on account of expansion of West Port under the approved Waterfront Development Plan. There will be 10 plots and a common vehicle parking area will be constructed over 1.9432 ha. The total land requirement has been estimated to be 40.7432 ha. Of this 19.8000 ha area will be used for breaking of ships, 1.613 ha will be used for Green Belt, 5.850 ha for Material Storage, 8.537 ha for other Infrastructure besides the common vehicle parking area; 3.000 ha area shall remain vacant.</p> <p>The proposed project is expected to produce 2174 t /yr of solid wastes. All solid wastes will be carefully collected, sorted into Hazardous and Non-Hazardous Category and trucked to an authorized TSDF. Open burning of any wastes shall not be allowed.</p> <p>The effluents which are likely to be generated from the proposed project are Ballast water, Bilge water, Slops generated during washing of cargo tanks and pipelines of oil tankers, Oily water generated due to washing of fuel tanks prior to cutting and sewage from the facility's offices, rest rooms and canteens. The project authorities shall strictly follow the stipulations specified by International Maritime Organization (IMO) regarding ballast water management and Regulations 9 and 16 of Annex I of MARPOL 73 / 78 regarding oily water discharge along with relevant Indian regulations. Effluents remaining on board grounded ships and those generated during recycling operations including sewage shall be collected and trucked to APSEZL's existing Common Effluent Treatment Plant.</p> <p>Details of the chronology of the project:</p>		
	Sr. No	Details	Date
	1	Proposal for ToR for Ship recycling facility at Mundra was considered at 114th EAC meeting held on 9 - 10th July 2012 & ToR was issued on	21st Aug 2012

	2	Public Hearing inline to EIA notification 2006	31st July 2013
	3	Application for SCZMA recommendation submitted inline to CRZ notification 2011	13th Sept 2013
	4	Additional details as sought by technical committee on 1. Issues of Marine Environment 2. Stability of Vessel 3. PH responses Same were prepared and submitted	12th Nov 2013
	5	Project was considered on 20th GCZMA meeting held on 21st Nov 2013 & the project was recommended to MoEF&CC with specific conditions  1. The APSEZL shall have to ensure that the National Code on ship recycling shall be strictly complied with.  2. The APSEZL shall ensure that all the directions/guidelines issued by the Hon'ble Supreme Court, GPCB and GMB for Ship Recycling, are complied with.  3. The APSEZL shall take at most care for recycling of vessels of special concern, and ensure that there shall not be any oil pollution.	18th Jan 2014
	6	Project was considered on 130 EAC meeting scheduled on 22 -24 Jan 2014 and The EAC after deliberation deferred the project soughting additional information  1. Details of the measures to prevent the spillage of oil and paint waste etc on land / sand bund, during ship breaking, along with quantity, method of disposal of contaminated soil in case of any accidental spillages. It also suggested PP to explore usage of oil absorbents.  2. Details of Hazardous wastes disposal along with MoU made with the TSDF facility, their permitted and operational capacity, EC under EIA Notification, 2006 and authorisation from PCB 3. Details of facility of detection of any radioactive materials which may accidentally or otherwise be present in the ship to the broken along with the details of disposal, mandatory approval required and the follow up, if any.  4. Details of the connectivity to the proposed facility ( 5 km 4 lane and 2 km 2 lane road)with	23rd Jan 2014

	<p>superimposition on CRZ map.</p> <p>5. Details of transportation of waste water, bilge and slop water to the CETP with quantity, number of tankers, route of transportation etc. EAC also suggested that ballast water shall not be handled and beaching shall be only after exchange of ballast water in conformity with regulations including MARPOL. No waste containing oil more than 15 mg /l shall be discharged in to sea.</p> <p>6. Details of Cumulative impact of the existing activities and proposed activity.</p> <p>7. Details of the proposed green belt on the layout</p> <p>8. As the night time noise level in Dhurb village was observed to be higher than the permissible level, the PP clarified that it was due to round the clock port activity. Details of mitigative measures should be submitted.</p>	
7	Details sought vide 130th EAC meeting MOM held on ....., were submitted	13th Feb 2014
8	<p>Project was considered on 132nd EAC meeting scheduled on 21st Mar 2014 and The EAC after deliberation decided the following</p> <p>1. PP informed that IMO regulation required all ships above 400 NRT to follow stipulated maritime guidelines. For ships less than 400 NRT , PP shall undertake to provide oil filtration system to remove oil so that it shall be less than 15 ppm</p> <p>2. The green belt shall also be provided along the new connectivity proposed from west port to the facility.</p> <p>3. PP shall submit in table form the environmental issues along with EMP of existing activities, proposed activity and the overall management 4. The EAC also decided to call a representative from Gujarat PCB to the next meeting to be assured of its control on stated aspects</p>	21st March 2014
9	Submission of Information sought by to MoEFCC during 132 <sup>nd</sup> EAC meeting	1st April 2014
10	Request letter to MoEFCC for consideration in EAC meeting	3rd March 2016
11	Online application submission on MoEF&CC	15th March 2016

		portal	
	12	Online submission of earlier (additional details) sought by EAC committee	25th April 2016
	13	Hard copy submission of information submitted online	10th May 2016
	14	<p>Project was considered on 6th EAC (Infra-II) on 23rd May 2016, wherein GPCB representative Mr. Vegda was also present (as directed by committee). EAC committee deferred the project sought additional information</p> <p>1. It was considered that carrying out the activities just about 8 to 10 meters of the HTL may need a proper handling of Pollutants. The project proponents were advised to give a list of all wastes anticipated, classification of the waste as per their inclusion in various categories under the Pollution Control and Environment protection laws and the mode of disposal.  2. Give proper details of handling Asbestos in the open and within rooms.  3. The committee discussed representation from NGO and advised the proponents to submit a reply.</p>	23rd May 2016
	15	Submission of additional information sought by EAC (6th EAC Infra-II)	13th June 2016
	16	<p>Project was considered on 7th EAC (Infra-II) on 29th June 2016, wherein points on CAT representation, waste generated and its management, Pollution control measures was discussed.</p> <p>After detailed deliberations, the Committee found additional information adequate and recommended the project for environmental and CRZ clearance and stipulated the specific conditions along with other environmental conditions while considering for accord of environmental and CRZ clearance</p>	29th June 2016
	17	Ministry sought for Compliance certification from Ro-MoEF&CC & compliance on direction issued (18 <sup>th</sup> Sept 2015), while disposing 2 show cause notices	26th Oct 2016
	18	Ro MoEF&CC Site visit completed on 20 -23 <sup>rd</sup> Dec 2016	
	19	Ministry sought details on 18th Sept 2015 Compliance	11th July 2017
	20	Submission response to MoEF&CC letter (11th July 2017) 18th Sept 2015 Compliance	26th July 2017
	21	Ministry sought details on NOC from State Pollution control board and Cumulative Impact Assessment report (CIA) report (as a part of compliance to MoEF&CC 18 <sup>th</sup> Sept 2015 order)	15th Dec 2017

	22	Submission of details to MoEF&CC on NOC from State Pollution Control Board (SPCB) and Cumulative Impact Assessment report (CIA) report (as a part of compliance to MoEF&CC 18 <sup>th</sup> Sept 2015 order)	22nd Dec 2017
	23	Resubmitting details to MoEF&CC on NOC from State Pollution Control Board (SPCB) and Cumulative Impact Assessment report (CIA) report (as a part of compliance to MoEF&CC 18 <sup>th</sup> Sept 2015 order)	12th June 2018
	24	Submission of details (NOC from SPCB & CIA (as a part of compliance to MoEF&CC 18 <sup>th</sup> Sept 2015 order)) for issuance of final Clearance	19th July 2019
	25	Project was considered in 43rd EAC meeting on dated 20 – 22 <sup>nd</sup> Aug 2019 and was opined that for fuller consideration of the proposal, the project proponent may be asked to circulate the details to all the Members and accordingly, the proposal may be appraised in the upcoming meeting	20 – 22 <sup>nd</sup> Aug 2019
	26	Project was considered in 44th EAC held on 23 – 25th Sept 2019	23rd – 25th Sept 2019
	27	Letter was submitted for consideration of project in next EAC meeting	13 <sup>th</sup> Sept 2019
	28	Project was considered on 45 <sup>th</sup> EAC meeting, wherein, CIA report was presented to the EAC committee in detail. The Committee after detailed deliberation asked the project proponent to submit the following for further deliberation on the proposal  (i) Fresh recommendation of GCZMA. (ii) Upload all the information on the Ministry's website which was submitted to the Ministry/EAC after recommendation by the earlier EAC	17/18 <sup>th</sup> October 2019
	29	It was informed by GCZMA, that endorsement to the CRZ recommendation issued to M/s Adani Port and Special Economic Zone Limited vide letter No. ENV-10-2013-106-E dated 18.01.2014, was submitted to MOEF&CC in July 2020	July 2020
	30	Project was considered at 243 <sup>rd</sup> EAC Infra(1) committee meeting	30 <sup>th</sup> Sept 2020
<b>4.12.2</b>	The EAC, after detailed deliberation during its 243 <sup>rd</sup> meeting on 28 <sup>th</sup> – 30 <sup>th</sup> September, 2020, observed that all the information as sought in the past have been submitted by the PP and <b>recommended the project for environmental and CRZ clearance</b> and stipulated the following specific conditions along with other		

environmental conditions while considering for accord of environmental and CRZ clearance:

- i) All the recommendations and conditions specified by Gujarat Coastal Zone Management Authority vide letter no. ENV-10-2013-106-E dated 18th January, 2014 shall be complied with.
- ii) The PP shall carry out all the outcomes and recommendations in the Cumulative Impact Assessment study.
- iii) Necessary approvals be taken during implementation and commissioning from statutory bodies concerned.
- iv) The Project proponent shall ensure that no creeks or rivers are blocked due to any activities at the project site and free flow of water is maintained.
- v) Safety and health requirements relating to occupational exposure to Asbestos, while ship breaking shall be in compliance with IS11456-1986 and subsequent amendments
- vi) Hazardous waste inventory that identifies, quantifies and locates the type of waste on board should be carried out before the ship comes to the shore. Chemical safety data sheets should be made available for each hazardous substance that is identified. As per the High Power Committee, maintaining the complete inventory of hazardous wastes on board is a mandatory task for any ship owner. This inventory shall be submitted by the State Maritime Board to the SPCB to ensure safe disposal of hazardous waste. Further permissions for ship anchoring and beaching will be based on hazardous waste inventory. Removing and cleaning of liquids, fuels and oils: Before start of ship dismantling, all the liquid residues should be removed and cleaned from the ship. This process may continue during the entire ship dismantling process.
- vii) There should be a safe working and operating procedures ensuring safe accessibility to all the areas and compartments of the ship and safe conditions for hot work.
- viii) The hazardous wastes identified by the inventory data be properly removed and disposed. Dismantling plan should be drawn before start of the work. This plan forms the basis for sectional breaking of the ship. Proper storage, breaking and disposal of waste: Waste obtained during dismantling should be sorted and segregated based on the type of waste and disposal option. Specific wastes from the ship breaking yard are as follows: / Asbestos / Polychlorinated biphenyls (PCBs) / Bilge and ballast waters / Oils and fuels / Metal cutting / Paints. Removal and Disposal of Miscellaneous Ship Machinery
- ix) Best management practices shall be followed for handling, storing and disposing the hazardous materials generated during ship breaking process to ensure safety and health of the workers at the facility.
- x) The Company should perform air surveillance activities in work areas where asbestos is being removed, including meeting the general monitoring criteria, conducting initial exposure assessments, and performing daily and periodic monitoring. The facility must keep an accurate record of all measurements taken to monitor the workers' exposure to asbestos. Facility is required to conduct medical surveillance for all workers who, for a combined total of 30 or more days per year, are performing asbestos removal work or are exposed at or above the permissible exposure limit. This includes medical examination and consultation prior to beginning work, at least annually, and upon termination of employment. The facility must establish and maintain an accurate record for each worker subject to medical surveillance. These records must be maintained for the duration of the worker's employment, plus an additional 30 years.

	<ul style="list-style-type: none"> <li data-bbox="430 184 1356 241">xi) Facility must ensure that workers are not exposed to air-borne asbestos concentrations in excess of prescribed Permissible Exposure Limits (PELs).</li> <li data-bbox="430 247 1356 304">xii) Company should provide, at no cost, a training program for employees likely to be exposed to asbestos removal work during the ship breaking.</li> <li data-bbox="430 310 1356 430">xiii) The removal of paints and coatings, regardless of the process used, generates wastes that must be managed and disposed. The Company should implement procedures to ensure that all wastes are contained and stored in a manner that will prevent their release into the environment.</li> <li data-bbox="430 436 1356 556">xiv) To ensure better safety and security of plots, open spaces (buffers) can be created for giving emergency access/ parking to/for fire tenders, installing water lines for emergency services, access to beach, anchoring rescue boats and dinghies.</li> <li data-bbox="430 562 1356 777">xv) Truck parking facility should be provided for easy accessibility of vehicles for transporting scrap and other materials and to relieve the traffic congestion around the yards. The parking facility should have basic infrastructure like potable water, sanitation, resting, shops, eating joints, vehicle repair shops, fuelling stations, etc., for the drivers. It should also have accommodation for transporter companies/agents. To accommodate more number of vehicles the trucks can be parked angularly.</li> <li data-bbox="430 783 1356 903">xvi) Facility must ensure that workers are protected from exposure to airborne PCB concentrations. As per OSHA (Occupational Safety and Health Administration) regulations, governing exposure to PCBs in the workplace include two time-weighted averages for chlorodiphenyl.</li> <li data-bbox="430 909 1356 966">xvii) Monitoring of marine flora and fauna along the project site to be undertaken by university/institute of repute for minimum of 5 years</li> </ul>
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Annexure-A

**Following members were present in the meeting of EAC(Infra-1) held on 28<sup>th</sup> - 30<sup>th</sup> September, 2020:**

- (i) Dr. Deepak ArunApte - Chairman
- (ii) Shri S. Jeyakrishnan- Member
- (iii) Shri Manmohan Singh Negi - Member
- (iv) Shri Sham Wagh- Member
- (v) Shri Prof. Mukesh Khare- Member
- (vi) Shri Prof. Ashok Kumar Pachauri - Member
- (vii) Dr. Manoranjan Hota - Member
- (viii) Dr. V.K Jain - Member
- (ix) Dr. Ramana Murthy - Member
- (x) Shri Amardeep Raju - Member Secretary
- (xi) Dr. Rajesh P Rastogi - Deputy Director, MoEF&CC