

Minutes of the 297th meeting of Expert Appraisal Committee held on 24th – 25th May, 2022
INDUS Conference hall in the Ministry of Environment, Forest & Climate Change (MoEF&CC), Indira Paryavaran Bhavan, New Delhi 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 Complexes7(c); Ports, harbors, breakwaters, dredging7(e) and National Highways7(f).

The 297th Meeting of Expert Appraisal Committee (EAC) of Infra-1 (IA-III) was held at INDUS Conference hall in the Ministry of Environment, Forest & Climate Change (MoEF&CC), Indira Paryavaran Bhavan, New Delhi during **24th – 25th May, 2022** under the Chairmanship of Dr. Deepak Arun Apte. A 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.

2. CONFIRMATION OF THE MINUTES OF THE LAST MEETING

The Committee confirmed the Minutes of 296th EAC meeting held on 28th – 29th April, 2022.

AGENDA WISE CONSIDERATION OF PROPOSALS:

Agenda wise details of proposals discussed and decided in the meeting are as following:

Agenda No. 3.1

Integrated development of International Container Transshipment Terminal (ICTT)-14.2 Million TEU along with Greenfield International Airport (4000 Peak Hour Passengers-PHP), Township & Area development and 450 MVA Gas and Solar based power plant in 16610 ha. Great Nicobar Islands, Nicobar District by M/s Andaman and Nicobar Islands Integrated Development Corporation Ltd – Environmental Clearance

[Proposal No. IA/AN/NCP/260108/2021 and File No. 10/17/2021-IA.III].

“The EAC noted that the Project Proponent and the consultant have given undertaking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in EIA/EM P report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.1.1. Ministry of Home Affairs vide letter no. 15020/10/2022 dated 30th March, 2022 mentioned that the Greenfield International Airport proposed at Gandhi Nagar-Shastri Nagar area of Great Nicobar Island as part of the Integrated development of the Island, will be developed as a joint military-civil, dual-use airport, under the operational control of Indian Navy. This project is for Defense, Strategic, National Security, and Public Purpose. In view of this, the portion of deliberation made for Airport component may not be made public due its strategic nature.

3.1.2. The abovementioned proposal was placed before the EAC in its 293rd meeting during 24th – 25th March, 2022. The EAC noted that the document submitted by the PP were received only 2 days before the EAC meeting and therefore members have sought some time to study the entire set of documents due to multiple components involved in the project. In view of this, the EAC *deferred* the proposal and informed to submit all relevant studies undertaken for the project. The PP accordingly submitted the relevant studies to the Committee. The proposal is reconsidered in the 297th EAC Meeting held on 24th-25th May, 2022. The project proponent along with the EIA Consultant M/s Vimta Labs and M/s AECOM India Pvt Ltd made a presentation in a hybrid (Physical-Video Conferencing) mode of meeting and provided the following information: -

3.1.3. The proposal is part of interlinked projects with Deep Berth Port (International Container Trans-shipment terminal -ICTT) as primary component and 3 interlinked projects i.e., Greenfield International Airport (4000 Peak Hour Passengers-PHP), Township & Area development; 450 MVA Gas, Diesel and Solar based power plant. There is no oil spill envisioned as the storage facility for DG sets is proposed within the Power plant site on land.

3.1.4. Water Bodies & impact on Drainage: Magar Nala is near Govind Nagar and Matai Nala Near Gandhi Nagar. No major drainage channels/ water bodies are being blocked/ impacted by proposed development. All major water channels/ nalas/ drains are being conserved and are part of green land use within the proposed land use plan.

3.1.5. Water requirements:

Activity	Water Demand in KLD*
ICTT	2,100
Airport	1,000
Power Plant	1,500
Township	80,000
TOTAL	86,600
This demand includes recycled and reuse water. Total fresh water demand is 45 MLD which will be met through 2 reservoirs (rain fed) proposed within the project area. **The above figure represents the potable and recycled water demand. No groundwater extraction is proposed.	

3.1.6. Waste water Management: There will be 3 STPs, one with the capacity of 34 MLD, and other two with the capacity of 16 MLD proposed as part of integrated development.

Type of solid waste	Quantities in TPD	Centralised solid waste management facility
Biomedical waste	3	As per Bio-Medical Waste (BMW) Management Rules, 2016 and subsequent amendments
Municipal waste	200	As per SWM rules 2016 and subsequent amendments

Industrial waste	8	Waste will be transferred to the integrated solid waste facility at township for treatment and disposal
STP sludge	15-18	Used as manure for greenbelt development

3.1.7. Tree cutting and Green Belt Development: Total estimated tree cutting is 8,52,245 numbers.

3.1.8. Diversion of forest land: The holistic development of GNI requires diversion of 130.75 sq.km of forest land and application has been submitted to MoEFCC vide letter No: PCCF/FCA/325/VOL.II/249 dated 7th October 2020. Application for diversion of forest is under process.

3.1.9. The project site is within 10 kms radius of Galathea Bay National Park and Campbell Bay National Park. The project site is outside the Ecologically Sensitivity Zone (ESZ) notified around these 2 National Parks. Also UT Administration has intention notification for 3 Wildlife Sanctuaries namely Leatherback Turtles at Little Nicobar Island with an extent of 13.75 Sq. Km, Magapode at Menchal Island with an extent of 1.29 Sq.m, Corals at Meroe Island with an extent of 2.73 Sq.km for Leatherback Turtles, Magapodes and Corals, as part of the conservation of these species.

3.1.10. A leatherback turtle conservation Plan will be prepared as part of the Biodiversity Management Plan for the Nicobar Group of Islands and implemented to conserve and protect the leatherback turtles with a budget of 100 Crores and 12 Crores which has been earmarked for studies for leatherback conservation. Implementation of the “National Marine Turtle Action Plan of the Govt. of India 2021- 26” and Potential turtle nesting areas in Nicobar group of islands are protected and conserved.

3.1.11. Great Nicobar has a wider habitat for saltwater crocodiles. During construction phase the same shall be handled as per provisions of wildlife Act through Department of Forest and as per the action plan prepared by WII. Further, an action plan is also prepared as “Action plan of mitigation of human-crocodile conflicts in the Andaman and Nicobar Islands”

3.1.12. Apart from the above, ZSI has suggested for restoration of coral Reef/translocation. This is proposed on the basis of experience gained by ZSI in Gulf of Kutch, Gujrat. ZSI carried out Ecological Restoration in coral reef areas of Gulf of Kachchh with support of the Marine National Park Authority of Gujarat Forest Department. ZSI restored a total of about 2000 sq.m. degraded coral reef area in Gulf of Kutch and 2320 native coral were restored in Pirotan site, 1170 native coral were restored in Narara site, 1050 native coral were restored in Mithapur site. These projects were executed between 2012-18. The survival rate of the same at Pirotan site - 97.20%, Narara site - 96.50%, Mithapur site - 96.57%. Further, 9000 corals from 49,000 m² area will be translocation and restoration is being done in Narare Reef area of Kalubar Island, Gulf of Kutch which is 40 times bigger than the previous one with the approx budget of INR 10 Crores / ha.

3.1.13. Mangroves: 12-20ha of mangrove cover loss has been envisaged for the proposed port project and is mentioned in table 10.1 of Chapter 10 of the EIA report. The extent of loss of mangroves may be compensated in GNI by re-densification of existing mangroves or planting

of mangroves to non-forest area as per the principals of compensatory afforestation.

3.1.14. Shoreline change: The observed trend of the shoreline at the proposed project location reveals that the shoreline remains with not noticeable change over a period of 5 years from 2015 to 2020. The shoreline analysis shows that the project site at port is surrounded with elevated hill promontories and rocky shores.

3.1.15. Dredging and Reclamation: The total quantity of capital dredging for the development of port is about 17.7 million cum MIKE 21-PA (Particle Analysis) module was used to identify a suitable location for dumping the dredge spoil and to understand the dispersion pattern of disposed material after dumping. The maximum increase in seabed level over the disposal area is about 0.03 m at the proposed dumping location. Due to availability of deeper water depth of 600m the change in bed level at the proposed disposal location due to dumping is insignificant. The plume of suspended sediment after dumping tends to spread towards northeast to an extent of 1 km with an increase in seabed level of <0.008 m. Therefore, the proposed disposal location is found to be more ideal and it will not cause any adverse impact on the proposed port development facilities and the marine environment.

3.1.16. Reclamation: About 298 Ha area to be reclaimed. It is estimated that around 33.35 million m³ material will be required for reclamation. Suitable dredged material shall be used for reclamation, remaining of reclamation shall be achieved by borrowed fill.

3.1.17. Cargo handling with dust control measures: Since the proposed port is International Container Transshipment Terminal (ICTT), there will be no dusty cargo, dry bulk cargo such as coal, iron ore or hazardous cargo, etc. will be handled at port. All the vehicles engaged for construction should have valid pollution check certificate as per the motor vehicle act. Further, any regulations related to vehicle emission issued by local government should also be adhered to. Generators and machineries are to be serviced and maintained regularly to avoid generation of dust and other air pollutants. Oil Spill Contingent Management Plan includes Boom containment, Spray of dispersant and Skimmers. No hazardous industries are envisaged at GNI however the containers may contain hazardous cargo, Hazardous cargo shall be handled in accordance with The Manufacture, Storage and Import of Hazardous Chemicals Rules, ACT 1989. Containers carrying hazardous cargo are labelled as Hazardous Cargos and stored at separate locations in the yard designated for the storage of hazardous cargo and a dedicated Nodal officer will be appointed who will be responsible to check the compliance of the regulations from time to time. Hazardous waste like used oil, insecticide/ herbicides, paints, solvents, lubricants etc. would be generated from the project, the same hazardous substances will be securely stored at site before transportation, Double chamber Incinerator has been proposed to treat the possible hazardous waste generated from Port, Airport, Power plant and the Township.

3.1.18. No marine disposal is involved in the proposed project.

3.1.19. Energy conservation: List of materials to be used for construction will be decided at the details design stage. However, the design will follow Energy conservation building code (ECBC 2017), Indian Green Building Council (IGBC) guidelines and Code of green buildings by Council of Architecture (COA).

3.1.20. Land acquisition and R&R issues: Total land acquisition required for project is

approximately 421.57 ha. Total families affected is 379 and total affected population is 1761.

3.1.21. While considering the proposal of sustainable development of Great Nicobar Island, the administration has consented in principal that (a) The project will not disturb or displace any Shompen/ Nicobari tribal or their habitation, (b) There will be a clear demarcation of land so that there is no scope of conflict that would arise in future, (c) Habitat rights of the tribal will be taken care of as per the Forest rights Act. These has also been considered while making Environmental Impact Assessment (EIA). The Shompens will be eligible under the FRA, 2006 and the RFCTLARR, 2013 for compensation for the loss of their habitat (if any). A fair compensation will be devised and compensatory package would be developed exclusively and in addition to the resources already available, for the welfare and development of Shompen, while ensuring that their survival as a community, unique identity, culture and heritage.

3.1.22. Rain Water Harvesting: Rainwater harvesting shall be mandated as part of development control regulations to be formulated at the stage of finalization of master plan post EIA and CRZ approval. Buildings/ Development within the proposed project area shall have appropriate provision for rainwater harvesting techniques in confirmation with approved development control regulations. This shall be regulated during building plan approval stage.

3.1.23. Employment Potential:

Item	2025	2040	2052
Direct Employment	6,939	24,734	51,423
Indirect Employment	10,408	37,101	77,135
Total Employment	17,347	61,835	128,558
Total Population	52,550	164,730	332,596

3.1.24. EAC Observations: The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 297th meeting during 24th – 25th May 2022 and made following observations.

Township

- i) Some of the township clusters seems to have several defense installations abutted by commercial and tourism infrastructure. It is not advisable considering strategic and safety requirements. Revised layout in this regard shall be submitted.
- ii) Golf course will not be permitted considering extremely water intensive activity and also considering very high number of endemic species that inhibit GNI. It is misfit in the holistic vision for the island.
- iii) Many parts of the proposed road are falling with in the CRZ IA, CRZ I B yet no details have been given about the location and design of the road in such areas. Location of such parts of the road should be clearly spelt with undertaking that roads will be on stilt in such stretches. RoW of 55 meters has been proposed for the road which appears to be very wide even as per the standards fixed for National Highways and Expressways as per IRC guidelines of MoRTH. The Committee suggested that the width of RoW shall be revised in the master plan keeping the ROW not more than 30 m. Revised lay out of master plan should be submitted after excluding such excess width of 25 meter

which instead be kept and shown as green belt/ shelter belt without cutting existing trees on both side of road in revised layout.

- iv) Over 50 Km of low-lying coastal area of the eastern side of the GNI is now being developed in the form of township and port as well as power plants which will obstruct the forest-sea shore- forest movement of several animals like Robber or Coconut Crab and birds, especially coastal birds like megapod. However, no provision for forest- sea shore wildlife corridors have been kept in the Master Plan Therefore, there is a need to revise the master plan layout keeping natural forest corridor between Campbell Bay / Galathea NPs and sea shore of at least 300-500 meter width generally at every 3 km interval. Such corridors shall be excluded from project area. Location of such corridors shall be identified in consultation with ANFD. Roads crossing such wildlife/ animal corridors shall have animal underpasses in the form of elevated roads or animal over bridges depending upon the terrain. No provision for canopy bridges for road crossing by Nicobar Long-tailed Macaque, Nicobar tree shrew and other arboreal animal as well as passages for like crocodiles, crabs, frogs, snakes and other amphibians/reptiles are made. Same need to be made in road design. Such provision shall be made in road design and revised layout of the masterplan generally at every 2 Km interval between green belt on both sides of roads as per WII guidelines and in consultation with SFD. Provide chainage wise details of canopy crossings and underpasses as mentioned above.
- v) It is observed by the Committee that the building components do not have detailed information like waste management plan, its size and management, built-up area, amenities, water requirement, waste-water treatment etc. The Committee therefore suggested that a detailed plan for Phase-I may be submitted at this stage which shall have all details specifically for Phase-I. Broad plan for the other phases of the building component may also be submitted along with the detailed Phase-I plan.
- vi) Considering above observations, revised plan for township be submitted

ICTT

- vii) Considering the fact that due to ICTT construction in Galathea Bay, township development and other development activities as part of integrated development of Great Nicobar Islands the movement of Leatherback turtles as well as Nicobar Megapods and their nesting is likely to be disturbed and therefore the turtles and Nicobar Megapod birds are likely to shift their nesting sites in nearby western coast of the GNI and other areas. Though Andaman and Nicobar administration has declared some of the islands as WLS in little Andaman and other places for Leatherback turtles and Nicobar Megapods yet considering the Pemayya Bay, Casuarina Bay and Alexandria Bay as established sites for Leatherback and Nicobar Megapod nesting are potential site for developing them as Wildlife Sanctuaries/ Conservation Reserve in to additional legal protection for these species. All the areas except the area proposed for defense purpose in western coast of GNI including Pemayya and Casuarina Bay shall be excluded from the master plan as stated in the previous meeting observations as well.
- viii) PP shall clearly demarcate the proposed dredging area, avoiding the dredging activity in Rocky areas to avoid any type of Disaster risk. The same shall be submitted to the Ministry.

- ix) Though attempt have been made to mitigate the impact of ship movement on the movement of turtles to and from nesting sites in western flank of the Galatea Bay by way of providing isolated breakwater yet it may not be very useful because ship movement inside the port boundary beyond breakwaters may discourage the turtles to enter in the bay for nesting in western flank. However, if an undisturbed channel is created for turtle movements by way of extending the western breakwater between port area and western flank there may be some possibility of turtles approaching the western flank of the Bay. The same shall be explored and submitted to the Ministry
- x) Though many parts of the proposed master plan for port falling within CRZ IA and CRZ IB (Viz area B, C, D etc) are proposed to be eliminated from masterplan yet the revised layout map of the project after excluding such areas have not been submitted.
- xi) Wildlife Institute of India (who have done sea turtle monitoring and satellite tracking across parts of India for several decades) should submit detail road map with financial requirement for monitoring Leatherback Turtle movement through satellite tracking in GNI and habitat restoration & nest protection measures at all other nesting sites in A & N for minimum 10 years.
- xii) SACON is requested to submit Nicobar Megapod monitoring and conservation plan for minimum 10 years.

Gas-based power plant

- xiii) The clarity on power demand for phase 1 to be estimated and based on that gas/solar based power generation to be proposed. The numbers are to be quantified.
- xiv) Oil spills are not modelled. Diesel/LNG is required for Power Plant. Impacts of accidental oil spill etc shall be submitted.
- xv) Regarding the proposed Power Plant, the Committee proposed that Gas-Based power plant may take time to commission, therefore an alternate plan for the power supply and the location of such temporary plant may be submitted.
- xvi) PP should carry out load carrying capacity in addition the location of FSRU (LNG) as to why it needs to be on the western bay. Committee asked to explore having Gas-based power plants on the eastern part of GNI instead of at Galathea Bay.
- xvii) No details are available on what will be the alternate source of fuel for power till such time LNG facilities are commissioned. A detailed “plan of action” on how they plan to meet the power demands for the construction phase of ICTT, Airport etc to be provided. Committee felt that ideally they should use the existing HSD storage facility (may be with enhanced storage) instead of creating a new one.
- xviii) with regards to Solar power the land requirement for installation of solar panels needs to be highlighted

Other Comments

- xix) Measures taken for the notified sanctuaries shall be incorporate in the EIA/EMP report.
- xx) Water balance and Power consumption for all components has to be detailed in EIA / EMP report.

- xxi) PP shall submit the number of mounts of Nicobar Megapod are located over the proposed area and its impact on mounts shall be mapped, it is also requested to submit the measures taken for its protection and sustainability for Migratory birds.
- xxii) Any alternate site proposed for inactive and active mounts shall be prepared along with the location maps showing in KML.
- xxiii) Project proponents were asked to furnish the details of loss of mangrove cover with mitigation/conservation plan for the loss of mangrove. PP has not submitted any Mangrove conservation Plan/coral conservation plan which normally forms the part of EIA/EMP for CRZ purposes. No justification has been given for not including mangrove conservation plan including the plan for compensatory planting in lieu of loss of mangrove cover.
- xxiv) Similarly coral conservation plan has not been included in the EIA/EMP without giving any justification for non-inclusion in EIA/EMP.
- xxv) In response to EACs request for Saltwater Crocodile management plan, no plan have been submitted except the assurance of following Action plan for mitigation of Human crocodile conflict in A&N Islands along with the SOP. These areas of GNI being good nesting sites of Saltwater Crocodile are likely to fall in category of Crocodile Conservation Zones (CCZ) and therefore as per prescriptions of Action plan no human activities including tourism is permitted unless it is prescribed in wildlife management plan/working plan. Prescriptions for mitigation of conflict as per Action plan will be applicable only if areas within project site fall in human-crocodile co-existence zone or crocodile free zone. Therefore there is a need to submit the actual status of the Saltwater Crocodile habitat/nesting sites falling within the project area as per Action plan for mitigation of human crocodile conflict areas along with a Saltwater Crocodile conservation plan in case areas inside project fall in Crocodile conservation Zone category.
- xxvi) Evacuation plans for natural disaster needs to spelt out clearly and in detail since this area is prone to Tsunami, frequent earthquakes and Cyclone etc

3.1.27 Conclusion and Recommendations: Accordingly, the EAC concluded and **recommended that PP shall submit following information** besides above observations to enable the EAC to take well informed decision regarding Environmental and CRZ Clearance

- A. Exclusion of areas from Total Project areas: - Following areas should be excluded from the total project area for the reasons explained under observations as above
 - i. Areas proposed for any activity other than defense in the western coast of the GNI especially the areas of Pemayya Bay, Casuarina Bay and Alexandria Bay which can be used by Leatherback and other sea turtles and Nicobar Megapods and even by crocodiles as alternative nesting sites.
 - ii. RoW for the roads should be not more than 30 meters and remaining 25-meter width shall be excluded from the total project area and shall be kept as natural green belt on both sides of road without cutting any trees. Accordingly revised tree enumeration be submitted.

- iii. Parts of proposed master plan for Ports which are falling within CRZ IA and IB areas (viz areas B C D etc shown in presentation) shall be excluded from the revised layout of master plan.
- iv. Some of the township clusters seems to have several defense installations abutted by commercial and tourism infrastructure. It is not advisable considering strategic nature and safety requirements.
- v. Golf course will not be permitted considering extremely water intensive activity and also considering very high number of endemic species that inhibit GNI. It is misfit in the holistic vision for the island.
- vi. Patches of wildlife corridors as explained under (b)(ii) below shall also be excluded from the project area

B. Amendment in Port, Township and Road designs:

- vii. Possibility of extending the western isolated breakwater up to base of the Galathea bay parallel to the eastern flank shall be explored so that an independent channel can be created between the port and the western flank of the bay for the possible unhindered movement of the turtles to and fro nesting grounds in western flank.
- viii. 300 to 500 Mtr wide natural forest corridor should be kept as animal corridor at every 3 Km interval all along project area for facilitating movement of wildlife between forest and the sea shore so that development plants at GNI does not stop the access of several endemic and endangered wild animals like Nicobar Long-tailed Macaque, Nicobar tree shrew, Robber or Coconut crabs, Saltwater Crocodiles Nicobar Megapod, Nicobar Crane etc. to the sea which is actually the part of their habitat. This shall be done in consultation of A&NFD and wildlife experts. Chainage wise details to be provided in the road alignment
- ix. Stretches of road crossing these above-mentioned wildlife corridors shall be elevated to facilitate the movement of wildlife under these elevated road stretches or alternatively wildlife over bridges can be constructed if terrain demands. Chainage wise details to be provided in the road alignment
- x. Provision shall be made in road design for canopy walks/bridges for crossing the arboreal animals as well as for passage of snakes, crabs crocodiles etc and other amphibians/ reptiles. Chainage wise details to be provided in the road alignment
- xi. The stretches of the road falling in CRZ IA and IB area shall be on stilts as per the prescriptions in CRZ notification. Revised lay out of plan shall clearly indicate such stretches along with geo coordinates and the mention of road on stilts shall also be made in the master plan as per this revised lay out. Chainage wise details to be provided in the road alignment

C. Submission of revised project area and layout of the masterplan: -

- xii. After exclusion of the areas as mentioned in para A above and doing necessary amendment in master plan as mentioned in Para B above a revised project area and

revised layout /master plan shall be submitted.

D. Declaration of Protected Areas for conservation of the Turtles, Megapode bird and crocodiles: -

- xiii. A&N FD in consultation with WII shall identify the areas in Pemayya Bay, Casuarina Bay and Alexandria Bay suitable for habitat and nesting ground of Leatherback turtles, Nicobar Megapode and Saltwater Crocodiles. Additional legal protection to these areas by way of declaring these areas as WLS or Conservation Reserves as per provisions of Wildlife Protection Act. This may help in ensuring the continued nesting of these animal/birds in Great Nicobar Islands. These will be in addition to the PAs already in the process of notification.
- xiv. Wildlife corridors as proposed in above paras can also be declared as Conservation Reserves/ Community Reserves under WLPA.

E. Conservation/Mitigation Plans:

- xv. Mangrove Conservation Plan: Mangrove areas falling inside the project areas should be clearly demarcated and area calculated. Total loss of Mangrove cover shall be intimated which shall form the basis for Mangrove Conservation Plan. Detailed Mangrove Conservation Plan should be prepared by PP in consultation with A&NFD which shall include compensatory planting of Mangrove as well as re-densification of the degraded mangrove areas in Great Nicobar, and other islands of Nicobar group and Andaman group of Islands. This plan shall form the part of EIA/EMP reports. PP shall also indicate the time frame for preparation of the plan and its inclusion in the EIA/EMP report.
- xvi. Coral Conservation Plan: A detailed Coral Conservation/Translocation Plan shall be prepared by the PP in consultation with A&NFD and ZSI following IUCN sp translocation protocols and the same shall be made the part of EIA/EMP report. PP shall also indicate the time frame for preparation of the plan and its inclusion in the EIA/EMP report.
- xvii. Crocodile Conservation and Management Plan: PP shall indicate the crocodile habitats and nesting grounds inside the project area along with the geo coordinates and intimate the status of such crocodile habitat and nesting grounds as per the Action Plan for Mitigation of Human-Crocodile Conflict in Andaman & Nicobar Islands. In case these identified crocodile habitats/nesting grounds are categorized as Crocodile Conservation Zone attempts shall be made to exclude these crocodile habitats/nesting grounds from the project area and in case it is unavoidable to exclude such areas then a crocodile Conservation Plan shall be made by PP in consultation with A&NFD and WII and same shall be part of EIA/EMP reports. PP shall also indicate the time frame for preparation of the plan and its inclusion in the EIA/EMP report.
- xviii. Wildlife Institute of India should submit detail road map with financial requirement for monitoring Leatherback Turtle movement in GNI and habitat restoration & nest protection measures at all other nesting sites in A & N for minimum 10 years.

- xix. SACON/ Wildlife Institute of India is requested to submit Nicobar Megapod monitoring and conservation plan for minimum 10 years.
- xx. The PP has to submit revised ICRZ recommendation letter issued on 22/03/2022 by Andaman & Nicobar Islands Coastal Zone Management Authority (ANCZMA) especially regarding effective ICRZ area involved in various activities has been revised and part of holistic project now declared for Defence, Strategic, National Security, and Public Purpose.

Agenda No. 3.2

Development of 4 lane access controlled New Greenfield Highway from Warangal (Ch: 112+240) to Khammam (Ch: 220+480) section (total length 108.24 km) in the state of Telangana – Environmental Clearance.

[Proposal No. IA/TG/NCP/217090/2021 and File No. 10/32/2021-IA.III].

“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in PFR/DPR/Form-1/Annexure-III. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.

3.2.1. The above mentioned proposal was placed before the Expert Appraisal Committee (EAC) for Infrastructure, CRZ and other miscellaneous projects in its 297th meeting on 24th – 25th May 2022. The project proponent along with the EIA Consultant M/s Mantras Green Resources Ltd. (formerly known as Mantras Resources) made a presentation and presented at the Ministry in Physical mode and provided the following information:–

3.2.2. The proposed project is for “Development of 4 lane access controlled New Greenfield Highway from Warangal (Ch: 112+240) to Khammam (Ch: 220+480) section (total length 108.24 km) in the state of Telangana” The proposed project starts near Agrampahad village (Ch: 112+240) in Warangal district and ends at the outskirts of Khammam (Ch: 220+480) in the state of Telangana. The RoW for the proposed highway is 45 meters. Geographical location of the proposed alignment is Start from 18°02'37.12"N, 79°41'08.16"E to 17°15'12.13"N, 80°12'42.87"E.

3.2.3. The Terms of Reference (ToR) proposal was considered by the Expert Appraisal Committee(EAC) for infrastructure, CRZ and other miscellaneous projects in its 268th meeting during 26th-27th July 2021 and the committee recommended for grant of ToR, Ministry granted the ToR vide File No. 10/32/2021-IA.III on dated 16th August 2021.

3.2.4. The Proposed project is a green field Highways. As per the EIA Notification, 2006 and its subsequent amendments, it is a category "A" project and will fall under the category-7(f) Highways of the EIA notification 2006, thus Environmental Clearance is required from the EAC of MoEF&CC. Total cost of the Project is for the proposed development is estimated to be Rs. 2899.21Cr.

3.2.5. The total land acquisition for the proposed highway is 567.74 ha out of which 50.159 ha is Govt land. The proposed alignment is not passing through any forest area in the State.

3.2.6. Land Use and Land Cover of 500 m buffer radius of project site:

Sl. No.	Category	Area (ha.)	Percentage (%)
1	Water body	549.22	4.69
2	Vegetation	1693.67	14.43
3	Built-up Area	754.41	6.43
4	Barren land	3577.23	30.50
5	Open scrub	2782.88	23.72
6	Agriculture land	2373.82	20.23
	Total	11731.23	100

3.2.7. Right of Way: The Proposed Right of Way is 45 m as per the requirement keeping in view the fully access controlled Highway with 4-lane dual carriage way configuration.

3.2.8. Public Hearing: The details are as following-

S. No.	Date	Location	Name of District	Presided by
1.	23.03.2022	Zilla Parishad High School, Gatlakaniparthi Village, Shayampet Mandal,	Hanumakonda	Additional District Collector
2.	2.02.2022	Grain Market Yard, Nekkonda (V&M),	Warangal	Collector and District Magistrate
3.	11.02.2022	The Gramapanchayat Office, Ayyagaripalle(V), Kuravi(M)	Mahabubabad	Additional District Collector
4.	26.03.2022	Open Land, Mandal Parishad Development Office, Raghunadhapalem (V&M)	Khammam	Additional Collector and Addl. District Magistrate
Major issues raised		<ul style="list-style-type: none"> • Service road along the side of proposed highway affected people demanded for vehicular underpass for day activities • Providing the quality drinking water and irrigation facilities. • Air and Noise Pollution was not a big concern. However, dust pollution in dry season and noise due to traffic movement sometimes disturbs immediate roadside dwellers. • Green Belt development along the highway. 		
Compliance by the PP		<ul style="list-style-type: none"> • Adequate Provision of underpasses to cross the highway are made in the project in the form of Interchanges/VUP*s-9 Nos, LVUPs-47 Nos, and also utility duct is provided for crossing of water pipelines & other cables if any at every 		

	<p>500m for facility of public and as per the request of Public, Cart tract/Utility corridors of 3.5 mts on both sides are provided for entire length of alignment.</p> <ul style="list-style-type: none"> ● Hydrology study has been conducted as the part of the DPR study and the alignment will be constructed in such a way that there shall not be impact on the ground water sources and total 435 Numbers of Cross drainage structures are proposed. Major bridge -1 No, Minor Bridge – 44 Nos. Culverts – 390 nos. ● Baseline studies were conducted within 10 km radius as per the guidance manual from MoEF&CC. Upon summing up the emissions during construction and operation phase, The emissions shall fall within limits prescribed. Further to mitigate any abnormalities, EMP is in place to monitor. A budget of Rs.41,93,18,016.00 has been kept for Environmental Monitoring of air, water, soil, noise and Soil. In addition to it, Dense linear vegetation along the NH trees will be planted which may reduce the air & noise pollution. ● Plantation of native species shall be made and control of it vests with the forest department. The plantations shall be taken as per Green Highway Policy 2015. ● Adequate Provision of underpasses to cross the highway are made in the project in the form of Interchanges/VUP's-9 Nos, LVUPs-47 Nos, and also utility duct is provided for crossing of water pipelines & other cables if any at every 500m for facility of public and as per the request of Public, Cart tract/Utility corridors of 3.5 mts on both sides are provided for entire length of alignment.
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3.2.9. Land Use/Land Cover: The Land use pattern on 10 km on either side of the proposed National Highway primarily comprises of agricultural land, forest area, land for cattle grazing, village settlements and village ponds/nallah. The proposed alignment passes mostly through uninhabited area avoiding village establishments. The agriculture practiced is mostly multi crop due to the network of canals/rivers and main crops grown in the area are Wheat, rice, maize, sugarcane, cotton etc. The proposed highway lies generally in plain terrain. However certain length of highway lies in rolling terrain.

3.2.10. Rainwater harvesting: The proposed alignment is crossed One River, 38 Nala/Canal/Village pond and the natural drainage of the project impacted area shall be maintained through improvement of 390 nos. of culverts, 435 nos. of cross drainage structures and 01 major bridge and 44 nos minor of bridges. The proposed alignment does not pass through any flood prone area. Rainwater harvesting structures shall be provided at the interval

of 500 m on either side of carriageway as per availability of RoW and depending on the water table of first aquifer (Approx. 216 nos. of structures shall be constructed).

3.2.11. Water requirement: The peak water requirement is 2668323 KL during construction stage and will be extracted from local surface water resources i.e. from local surface water after getting necessary permission from concerned authority by the appointed contractor. No Groundwater extraction is proposed.

3.2.12. Diversion of Forest Land: The Proposed Project does not involve any Forest land. The proposed alignment does not pass through Wildlife Sanctuary/National Park and its eco sensitive zone within 10 km radius from the proposed project. The proposed project does not pass through any CRZ locations.

3.2.13. Tree cutting: About 4022 trees are to be felled. About 666trees/km on either side of proposed highway and median shall be planted in accordance to IRC SP21:2009 and Green Highway Policy 2015.

3.2.14. Waste Management: The total waste generation shall be 270 TPA. 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.

3.2.15. Parking requirement: As per the detailed field surveys and reconnaissance, truck lay byes and bus stop have been proposed. The rest area will provide common facilities like petrol pump, first aid medical facilities, restaurant and vehicle parking etc. For petrol pump, the guidelines issued by OISD of Ministry of Petroleum shall be followed. The facilities shall be planned at approximately 50 km interval.

3.2.16. R&R Issues: Total length of the project is 108.24 Km, passing through 4.86 km lies in Hanamakonda district, 36.1km in the Warangal district, 50.6km in Mahabubabad district and 16.68km in Khammam district and the Total 48 No.of villages area affected (4 Hanamkonda, 18 villages in Warangal, 18 villages in Mahbubabad and 8 villages in Khammam district) in state of Telangana. Adequate compensation would be paid as per the measurement and prevailing state government norms. Further the compensation towards the acquisition of land will be made as per the provisions of the NH Act 1956 and applicable clauses and procedures as laid down in the RFCT LARR Act, 2013.

3.2.17. Employment Potential: Project shall provide direct employment opportunities for about 1400 persons(including permanent and temporary) based on Ministry of Road Transport & Highways.

3.2.18. Benefits of the Project: In addition to the direct benefits, there are number of indirect benefit attributed to Highway project. Lowering transportation cost for users and improving access to goods and services enables new and increased economic and social activity. After the development of state highway, the land prices may increase and there would be changes in development of business in order to take advantage of improved speed and reliability in the

transportation system. Hence these benefits will lead to increase property values, increased productivity, employment and economic growth. The indirect benefit of the proposed highway would work through the dynamic developmental externalities generated through the forward and backward linkages. A better connectivity will increase the business, which will reflect in the changes in the pattern of economic activities, income generation, price evolution, and employment condition. There will be also increase in greater accessibility to market, health and educational facilities.

3.2.19. The comprehensive socio-economic assessment for the proposed project has been carried out by the independent expert of Punjabi University, Patiala. The traffic study has been done at 9 homogenous sections all along the highway and with the help of the traffic study various numbers of Underpasses, VUP (vehicle underpasses), PUP (Pedestrian underpass, Culverts, Minor and major bridges, major and minor junctions, flyovers/interchanges etc have been designed and proposed on the National highway.

3.2.20. Details of Court Cases: No court cases are pending on this Project

3.2.21. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 296th meeting during 24th – 25th May 2022 and observe that regarding the above proposal several representations by local people regarding Public Hearing and bad effect of proposed project on environment and agriculture land were received. A DO letter from Hon'ble Minister for Panchayat Raj written to Hon'ble Ministry for Road Transport and Highways is also forwarded to the EAC and the Ministry. In this regards, the Committee is of the view that a detailed enquiry need to conduct by the District Collector and reply has to submit to the Ministry.

3.2.22. In view of the above, The EAC **deferred** the proposal. The Proposal may be placed before the EAC after receipt of enquiry report from the Concern District Collector.

Agenda No. 3.3

Subject: Construction of 4 lane access controlled New Greenfield Highway section of Khammam - Vijayawada of length 89.429 km from V. Venkatayapalem village to Jakkampudi village (on NH-16) (Design Chainage 220+480 to 309+909) under Other Economic Corridor in the states of Telangana & Andhra Pradesh by M/s National Highways Authority of India(NHAI)– Environmental Clearance.

[Proposal No. IA/TG/NCP/215098/2021 and File No. 10/30/2021-IA.III]

“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in EIA/EMP. If any part of data/information submitted is found to be false/misleading at any stage, the project will be rejected and ToR/Environmental Clearance/validity Extension given, if any, will be revoked at the risk and cost of the project proponent.

3.3.1. The above mentioned proposal was placed before the Expert Appraisal Committee (EAC) for Infrastructure, CRZ and other miscellaneous projects in its 297th meeting on 24th – 25th May 2022. The project proponent along with the EIA Consultant M/s Enviro Infra Solution Pvt.Ltd. made a presentation and presented at the Ministry in Physical mode and provided the

following information:–

3.3.2. The proposed proposal of “Construction of 4 lane Access Controlled New Greenfield Highway Section of Khammam to Vijayawada of length 89.429 km from V.Venkatayapalem village to Jakkampudi village (on NH-16) (Design Chainage 220+480 to 309+909) under other Economic Corridor in the states of Telangana & Andhra Pradesh by M/s National Highways Authority of India (NHAI)” The proposed project highway starts from V. Venkatayapalem village in Khammam district of Telangana state and terminates at Jakkampudi village in Krishna district of Andhra Pradesh state. The proposed Row is 45 m and the total Length of the Project is 89.429 km.

3.3.3. The proposed project falls under 7(f) - Category-A, Highway as per EIA notification 2006 and its subsequent amendments. Total cost of the project is Rs. 3091.76 crores.

3.3.4. The Proposed project scoped for Terms of Reference (ToR) was considered in 266th Meeting on 12th July 2021 wherein the committee recommended for grant of ToR and Ministry granted the ToR vide letter no. F. No. 10/30/2021-IA.III, dated 26th July, 2021.

3.3.5. The total land acquisition for the proposed highway is 433.02 ha out of which 22.75 ha is Government land and 410.27 ha is Private Land. The proposed RoW of the project is 45 m.

3.3.6. Public Hearing: The Public Hearing for the project was conducted by the Telanaga Pollution Control Board on 15.03.2022 at Khammam, which was presided by Additional District Collector & Additional District Magistrate, Khammam in the presence of Environmental Engineer, Regional office, Kothagudem and the Public Hearing in Andhra Pradesh was conducted by the Andhra Pollution Control Board on 03.03.2022. at Z.P.High School, G.Konduru(V&M), Krishna District, A.P which was presided by Additional District Magistrate, Krishna District in the presence of Environmental Engineer, Regional office, Vijayawada, APPCB.

Details of advertisement given	
Date of Public Consultation	15.03.2022 at Khammam, Telangana and 03.03.2022 Krishna District, Andhra Pradesh
Venue	Govt. Junior College & High School, Siripuram (V), Madhira (M), Khammam Dist, Telangana and Z.P.High School, G. Konduru(V&M), Krishna District, A.P
Presiding Officer	Additional District Magistrate
Major issues raised	Improvement of Road efficiency with economic growth. With the above approach to design, Construction and operation the project will be socially feasible. Reduction of the air and noise pollution in the vicinity of the highway. Provision of truck lay bays, bus bays, underpasses and Pedestrian underpasses in some villages. Villagers have also demanded

	service roads and Vehicular Underpass at every 500m in the built up areas and adequate compensation to the Project affected persons.
Compliances	<p>The concerns raised by the villagers have been addressed in the project design.</p> <p>Baseline studies were conducted within 10 km radius as per the guidance manual from MoEF&CC. Upon summing up the emissions during construction and operation phase, The emissions shall fall within limits prescribed. Further to mitigate any abnormalities, EMP is in place to monitor</p> <p>The Compensation to project affected persons will be paid as per Right to Fair Compensation and Transparency in Land Acquisition, Resettlement and Rehabilitation Act, 2013, National Highways Act (NH Act), 1956.</p>

3.3.7. The land use pattern on 10 km either side of the project highway is predominately agriculture followed by habitation, forest and waste land. The proposed project does not involve any diversion of forest land. The alignment does not pass through any wild life sanctuary, protected area and its eco sensitive zone. The proposed alignment passes mostly through uninhabited area avoiding village establishments. The agriculture practiced is mostly multicrop due to the network of canals/rivers and main crops grown in the area are Wheat, rice, maize, sugarcane, cotton etc.

3.3.8. There are 02 no's Rivers, 05 no's of local streams & 14 no's Canals are crossing the proposed alignment. The natural drainage of the project impacted area shall be maintained through improvement of 09 nos. of reconstruction of existing culverts, 01nos. of Widening of existing culverts, 431 no's of Box Culverts and 24 no's of Box Culverts. The proposed alignment does not pass through any flood prone area. The peak water requirement is 19,62,869 KLD during construction stage and will be extracted from local surface water resources i.e. from local surface/ground water after getting necessary permission from concerned authority by the appointed contractor. No Groundwater extraction is proposed.

3.3.9. Rainwater harvesting structures shall be provided at the interval of 500 m on either sides of carriageway as per availability of RoW and depending on the water table of first aquifer (Approx. 179 nos. of structures shall be constructed). The total cost of the rainwater harvesting structures including its maintenance is Rs. 8,95,0000 and this cost has been covered in the EMP cost.

3.3.10. The proposed alignment does not pass through Wildlife Sanctuary/National Park and its eco sensitive zone within 10 km radius from the proposed project. The proposed project does not passes through any CRZ locations.

3.3.11. Tree cutting: The alignment will require cutting of approximately 53,396 no. of trees. Avenue plantation shall be carried out as IRC:SP:21:2009 on available RoW apart from statutory requirements.

3.3.12. Waste Management: Approx. 200 TPA waste during construction phase waste 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.

3.3.13. Parking requirement: As per the detailed field surveys and reconnaissance, truck lay byes and bus stop have been proposed. The rest area will provide common facilities like petrol pump, first aid medical facilities, restaurant and vehicle parking etc. For petrol pump, the guidelines issued by OISD of Ministry of Petroleum shall be followed. The facilities shall be planned at approximately 50 km interval.

3.3.14. R&R Issues: The total land acquisition for the proposed highway is 433.02 ha. The total no of PAFs area 4390 nos, The Project Adequate compensation would be paid as per the measurement and prevailing state government norms. Further the compensation towards the acquisition of land will be made as per the provisions of the NH Act 1956 and applicable clauses and procedures as laid down in the RFCT LARR Act, 2013. The estimated cost for Rehabilitation & Resettlement including land cost has been worked out to Rs. 381Crores.

3.3.15. Benefits of the project: The proposed project would act as the prime artery for the economic flow to this region. The project will enhance 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. It will strengthen 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 will help in better implementation and management of government schemes. The proposal shows a potential of economic growth along the highway & including employment generation. Construction highway is expected to generate around 800 persons would be employed temporarily for a period of 2 years. However due to construction of toll plazas approx. 40 persons will be employed on permanent basis. Preference will be given to local people for employment.

3.3.16. The comprehensive socio-economic assessment for the proposed project has been carried out by the independent expert of Punjabi Universty, Patiala. The traffic study has been done at 9 homogenous sections all along the highway and with the help of the traffic study various numbers of Underpasses, VUP (vehicle underpasses), PUP (Pedestrian underpass, Culverts, Minor and major bridges, major and minor junctions, flyovers/interchanges etc have been designed and proposed on the National highway.

3.3.17. Details of Court cases: No court case is pending against the proposed project.

3.3.18. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 296th meeting during 24th – 25th May 2022 and observe that

regarding the above proposal several representations by local people regarding Public Hearing and bad effect of proposed project on environment and agriculture lands were received. A DO letter from Hon'ble Minister for Panchayat Raj written to Hon'ble Ministry for Road Transport and Highways is also forwarded to the EAC and the Ministry. In this regards, the Committee is of the view that a detailed enquiry need to conduct by the District Collector and reply has to submit to the Ministry.

3.3.19. In view of the above, The EAC **deferred** the proposal. The Proposal may be placed before the EAC after receipt of enquiry report from the Concern District Collector.

Agenda No. 3.4

Subject: Development of 6 lane Access Controlled Greenfield Highway of Shamli – Ambala Sec. from Km Ch. 0+000 to Km Ch. 120+970 (Total length: 120.970 km) in the States of Uttar Pradesh and Haryana under Bharatmala Pariyojana Phase II (Lot-9/Package-1) by M/s National Highways Authority of India – Environmental Clearance.

[Proposal No. IA/HR/NCP/231468/2021 and File No. 10/33/2021-IA.III]

“The EAC noted that the Project Proponent and the consultant have submitted undertaking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.4.1. The proposed proposal is for ‘Development of 6 lane Access Controlled Greenfield Highway of Shamli –Ambala Sec. from Km Ch. 0+000 to Km Ch. 120+970 (Total length: 120.970 km) in the States of Uttar Pradesh and Haryana under Bharatmala Pariyojana Phase II (Lot-9/Package-1) by M/s National Highways Authority of India’

3.4.2. The abovementioned proposal was placed before the EAC in its 297th meeting on 24th–25th May 2022. The project proponent along with the EIA Consultant M/s Mantras Green Resources Limited made a presentation and presented at the Ministry in Physical mode and provided the following information:-

3.4.3. The proposed highway starts near Gogwan Jalalpur village (Ch: 0+000) in Shamli district of Uttar Pradesh and ends at Sadopur village in Ambala district in Haryana. Total length of the proposed section is ~120.970 km. The proposed access-controlled highway is a complete greenfield project falls in Uttar Pradesh (Shamli, Saharanpur district), (Yamuna Nagar, Karnal, Kurukshetra, Ambala district) Haryana & Punjab State (SAS Nagar district). The RoW for the proposed highway is 60 meters. The Geo-coordinates of the proposed projects are in Latitude 29° 32' 57.51" N 77° 26' 33.68" E and Longitude 30° 24' 48.27" N, 76° 47' 1.26" E.

3.4.4. The Terms of Reference (ToR) proposal was considered in 271st EAC Meeting held on 26th -27th August, 2021 and The Terms of Reference (ToR) was granted by Ministry vide File No.10-33/2021-IA.III on dated 22nd Sept 2021 & amended on 6th Dec 2021.

3.4.5. Proposed project will fall under the category-7(f) Highways of the EIA notification 2006 and Total cost of the Project is for the proposed development is estimated to be Rs. 3963.80Cr.

3.4.6. The total land acquisition for the proposed highway is 893.81 ha out of which 5.97 ha is forest land. The Area is presented in the below table. The stage-1 Forest Clearance is under process at DFO level. The proposed RoW of the project is 60 m.

S. No.	Date	Location	Name of District	Presided by
1	15th March, 2022	Community Centre Village- Tepla, Saha, Ambala	Ambala District, Punjab	Additional Deputy Commissioner
2	09 March, 2022	Block Development and Panchayat Office, Near Bus Stand, Indri	Karnal, Haryana	Additional Deputy Commissioner
3	25 March, 2022	Shree Sahid Udham Singh Kamboj Dharamsala, Radaur	Yamunanagar, Haryana	Additional Deputy Commissioner
4	16 March, 2022	Panchayat Bhavan, Village- Ghajlana, District- Kurukshetra	Kurukhetra, Punjab	Additional Deputy Commissioner
5	12 March, 2022	Community Centre, Village Nagla, Dera Bassi	SAS Nagar District, Punjab	Additional Deputy Commissioner
6	22 March, 2022	Conference Hall Collectorate Shamli	Shamli, Uttar Pradesh	Additional District Collector
7	28 March, 2022	Jan Manch, Sabhagar near Gandhi Park, Saharanpur	Saharanpur, Uttar Pradesh	Additional District Collector
Major issues raised		<p>Water logging. water harvesting every 50 meter of the road facility for crossing of pipeline and wires will be provided. Tree cutting issues, Compensation regarding underground water pipeline.</p> <p>Improvement of Road efficiency with economic growth. With the above approach to design, Construction and operation the project will be socially feasible.</p> <p>Reduction of the air and noise pollution in the vicinity of the highway.</p>		

	Provision of truck lay bays, bus bays, underpasses and Pedestrian underpasses in some villages. Villagers have also demanded service roads and Vehicular Underpass at every 500m in the built up areas and adequate compensation to the Project affected persons.
Compliances	<p>Adequate number of bridges and culverts are proposed to maintain the natural flow of storm water.</p> <p>Rain water harvesting system is provided to solve the rain water logging problem.</p> <p>Compensation for the pipeline falling within the proposed ROW shall be made as per evaluation of the concerned department.</p> <p>The average distance of underpass/ flyover/culverts is All existing roads are provided with underpass and adequate Box type culverts will be provided, as per site requirement. approx. 500m</p> <p>Baseline studies were conducted within 10 km radius as per the guidance manual from MoEF&CC. Upon summing up the emissions during construction and operation phase, the emissions shall fall within limits prescribed. Further to mitigate any abnormalities, EMP is in place to monitor.</p> <p>Approx. 19632 trees will be cut & about 120000 trees will be planted for the complete project.</p>

3.4.8. The Land use pattern on 10 km on either side of the proposed National Highway primarily comprises of agricultural land, forest area, land for cattle grazing, village settlements and village ponds/nallah. The proposed alignment passes mostly through uninhabited area avoiding village establishments. The agriculture practiced is mostly multicrop due to the network of canals/rivers and main crops grown in the area are Wheat, rice, maize, sugarcane, cotton etc. The proposed highway lies generally in plain terrain. However certain length of highway lies in rolling terrain.

3.4.9. The natural drainage of the project impacted area shall be maintained through improvement of 177 nos. of culverts, 8 nos. of major bridges and 21 nos. minor of bridges. Rainwater harvesting structures shall be provided at the interval of 500 m on either sides of carriageway as per availability of RoW and depending on the water table of first aquifer the proposed alignment does not pass through any flood prone area. The peak water requirement is 2,70,91,578 KLD during construction stage and will be extracted from local surface water resources i.e. from local surface/ground water (which is easily available) after getting necessary permission from concerned authority by the appointed contractor. No Groundwater extraction is proposed.

3.4.10. The proposed alignment does not pass through Wildlife Sanctuary/National Park and its eco sensitive zone within 10 km radius from the proposed project. The proposed project does not pass through any CRZ locations.

3.4.11. Tree cutting, types, number, girth size etc.: The alignment will involve cutting of approx. 19632 nos. of trees. The avenue plantation will be carried out as per IRC SP-21 and National Green Highway policy 2015 within the available ROW.

3.4.12. Parking requirement: As per the detailed field surveys and reconnaissance, truck lay byes and bus stop have been proposed. The rest area will provide common facilities like petrol pump, first aid medical facilities, restaurant and vehicle parking etc. For petrol pump, the guidelines issued by OISD of Ministry of Petroleum shall be followed. The facilities shall be planned at approximately 50 km interval.

3.4.13. R&R Issues: About 3719 nos. of Titleholders are likely to be affected due to proposed development. Adequate compensation would be paid as per the measurement and prevailing state government norms. Further the compensation towards the acquisition of land will be made as per the provisions of the NH Act 1956 and applicable clauses and procedures as laid down in the RFCT LARR Act, 2013.

3.4.14. Benefits of the project: The proposed project would act as the prime artery for the economic flow to this region. The project will enhance 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. It will strengthen 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 will help in better implementation and management of government schemes. The proposal shows a potential of economic growth along the highway & including employment generation. Construction highway is expected to generate about 1600 employment of peoples.

3.4.15. The comprehensive socio-economic assessment for the proposed project has been carried out by the independent expert of Punjabi University, Patiala. The traffic study has been done at 9 homogenous sections all along the highway and with the help of the traffic study various numbers of Underpasses, VUP (vehicle underpasses), PUP (Pedestrian underpass, Culverts, Minor and major bridges, major and minor junctions, flyovers/interchanges etc have been designed and proposed on the National highway.

3.4.16. Details of Court cases: No court case is pending against the proposed project.

3.4.17. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 296th meeting during 24th – 25th May 2022 and **recommended** the proposal for grant of Environmental clearance with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

SPECIFIC CONDITIONS

- i. In borrow pits, the depth of the pit shall be regulated such that the sides of the excavation will have a slope not steeper than 1:2, from the edge of the final section of bank. Soil erosion checking measures shall be carried out. Details for Borrow area operation and rehabilitation given in Chapter 4 and Chapter 9 of the EIA report shall be followed.
- ii. Quarry areas shall be barricaded during mining operations. The abandoned quarry shall be developed as water reservoirs with proper fencing around quarry area. Details for Quarry area operation and rehabilitation given in Chapter 4 of the EIA report shall be followed.
- iii. In all the construction sites within 150m of the nearest habitation, noisy construction work such as crushing, concrete mixing will be stopped during the night time between 10.00 pm to 6.00 am. No noisy construction activities will be permitted around educational institutions/health centres (silence zones) up to a distance of 100 m from the sensitive receptors. All plants and equipment used in construction shall strictly conform to the CPCB/SPCB noise standards.
- iv. Traffic Control Devices/Road Safety Devices/ Roadside Furniture including various types of cautionary, informatory, regulatory as mandatory signboards, road markers, studs, etc. shall be provided at appropriate locations all along the project stretch in accordance with the specifications laid down in Manual of Specifications and Standards for Expressways (IRC: SP:99-2013) and IRC:8, IRC:25, IRC:26, IRC:35, IRC:67, IRC:79, IRC:103 and Section 800 of MORTH Specifications.
- v. 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.
- vi. About 15721 nos. of trees are likely to be felled along the proposed alignment after obtaining permission from the competent authorities. Afforestation using compensatory plantation in the ratio of 1:10 shall be carried out. Native tree species shall be provided as per the IRC Guidelines on Landscaping and Tree Plantation (IRC:SP:21-2009). Effort should be made to plant native trees and Ficus species on both sides of the alignment. Special attention shall be given for protecting giant trees, and locally important trees (having cultural importance).
- vii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory afforestation etc., either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also become part of EMP and shall be implemented.
- viii. Proponent shall keep the finish road level sufficiently elevated from ground level with

provision of railing on both sides to restrict animal crossing in order to avoid the possibility of wildlife injury/death. Major water bodies have been observed in the vicinity of the proposed road alignment & may be potential human elephant conflict points, appropriate nos of animal safe passages as per the guideline framed by the Wildlife Institute of India.

- ix. 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.
- x. Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table.

Agenda No. 3.5

Subject: Expansion of Dighi Port at Taluka Murud and Taluka Shrivardhan, District Raigad, Maharashtra by M/s Dighi Port Limited – Terms of Reference Proposal No. IA/MH/NCP/269319/2022 and File No. 10/23/2022-IA.III

“The EAC noted that the Project Proponent and the consultant have submitted undertaking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.5.1. The proposed proposal is for ‘Expansion of Dighi Port at Taluka Murud and Taluka Shrivardhan, District Raigad, Maharashtra by M/s Dighi Port Limited’

3.5.2. The abovementioned proposal was placed before the EAC in its 297th meeting on 24th–25th May 2022. The project proponent along with the EIA Consultant M/s Aditya Environmental Services Pvt. Ltd made a presentation and presented at the Ministry in Physical mode and provided the following information:-

3.5.3. The proposed project is ‘Expansion of Dighi Port located at Taluka Murud and Taluka Shrivardhan, District Raigad, Maharashtra by M/s Dighi Port Limited’ Dighi lies in Raigad District of Maharashtra, at 18°16'29.24"N, 72°58'8.38"E & 18°16'56.67"N, 72°59'11.21"E.

3.5.4. Initially the Environment Clearance was granted by the Ministry of Environment & Forest (MoEF) vide letter no. 10-8/2005-IA-II dated 30th September 2005, thereafter EC Corrigendum was issued on 26th December 2005 for clarification regarding Phase I involving development of 4 new multipurpose berth and strengthening & upgrading of existing (one number) berth Subsequently EC Corrigendum was issued on 25th June 2012 to treat the EC issued on 30th September 2005 as EC and CRZ clearance and also DPL was permitted to handle LPG as per the corrigendum letter. Further corrigendum to EC & CRZ clearance was issued on 7th December 2021 mentioning the berth dimensions.

3.5.5. As per the existing approval DPL has a permission to construct 4 New multipurpose berths and strengthen upgrade existing (one number) berth having total key length 1650meters, to cater to all kinds of dry cargo, project cargo, container cargo, liquid cargo and Cryogenic

Gas upto -1600c. At present DPL is operating two multipurpose berths on south side (Dighi side). Out of the three approved berths on north side two berths are constructed and are in commissioning phase and one berth is yet to be constructed.

3.5.6. Now DPL is proposing construction of 6175 meters quay length berth including 2 SPM having 900mtr quay length as per the master plan along with back up infrastructure facilities for handling of all type of dry cargo, project cargo, ro-ro, container cargo, ship repair & ship building and all type of liquid cargo and cryogenic gas up to -160⁰C.

3.5.7. The total length area of the project is 584.50ha, out of which, DPL envisages to development of 7825 meter (6175 new + 1650 existing approved) berth length for cargo handling capacity of 140 MMTPA (Existing 23.65 and expansion 116.35). The total reclamation area will be 445ha (already reclaimed 141 and expansion 304).

3.5.8. During the Meeting PP submitted the following:

S. No.	Component	As per Existing EC Approval	Constructi on Completed	Constructi on pending	Proposed expansion	Total after expansion
a)	Total quay length of berth	5 berths of 325 meter X 35 meter each	4 berths are constructed : 2 on North side and 2 on South side	1 berth of 325 m is pending for construction	6175 meter (North side: 1925 meter + South side: 4250 meter) + 1 berth of 325 m approved earlier on North side	7825 meter (North side: 2925 meter + South side: 4900 meter)
b)	Single Point Mooring (SPM)	-	-	-	2 SPM's	2 SPM's
c)	Cargo handling	23.65 Million metric ton per Annum	-	-	116.35 MMTPA	140 MMTPA

S. No.	Component	As per Existing EC Approval	Construction Completed	Construction pending	Proposed expansion	Total after expansion
		(MMTPA)				
d)	Total reclamation	141 Ha	114 Ha	-	304 Ha (North side: 160 Ha. + South side: 144 Ha.)	445 Ha
e)	Total land acquisition	139.5 Ha	-	-	Not proposed	139.5
f)	Total area of the project	280.5 Ha	-	-	304 Ha	584.5 Ha
g)	Total capital dredging	-	-	-	114 Million m ³	114 Million m ³
h)	Total water requirement	1.4 Million litres per day (MLD)	-	-	50 MLD	51.4 MLD
i)	Power requirement	240 MWh/day	-	-	700 MWh/day	900 MWh/day
j)	Type of cargo	All kinds of dry cargo (coal, bauxite, Fertilizer and Fertilizer raw material, molasses,	-	-	Handling and storage of multipurpose cargo including coal, iron ore, bulk, break bulk, general cargo, project cargo, dry cargo, container, RO-RO, ship building, ship repair, fertilizers and raw materials, automobiles and other non-hazardous	

S. No.	Component	As per Existing EC Approval	Construction Completed	Construction pending	Proposed expansion	Total after expansion
		cement, clinkers, Iron, Steel, sugar, project cargo, break bulk, container cargo, POL, LPG, all types of chemicals and other miscellaneous cargo			cargo. Liquid/ gas/ cryogenics up to -160°C to liquid cargo including class A, B, C, petroleum product, excluded petroleum products, non-classified chemicals and petroleum products, other hazardous, toxic and non-hazardous chemicals, crude etc.	

3.5.9. The Committee after deliberation noted that the PP has obtained the EC under the provisions of EIA notification 1994 the EC validity expires in 5 years. Therefore, the EC granted in 2005 is construed to the facilities established within the validity period and operation. Through the present application submitted online, PP had applied for the expansion of the port project without considering and mentioning the part of the unit which was not completed in the earlier EC dated 2005. Now therefore the Committee advised the PP to include the incomplete part in the present expansion proposal & resubmit the proposal for consideration by the Ministry.

3.5.10. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 296th meeting during 24th – 25th May 2022 and **return in present form** and asked the PP to submit the revised Form-I and PFR.

Agenda No. 3.6

Subject: Development of 4/6 lane Greenfield Highway starts from Jalbehra (km 00.000) near Ismailabad to Patti Kankra (km 22.850) near Shahbad in the state of Haryana under Bharatmala Pariyojana (Lot-6/package-6) by M/s National Highways Authority of India (Total length – 22.850 km) – Environmental Clearance.

[Proposal No. IA/HR/NCP/242896/2021 and File No. 10/57/2021-IA.III]

“The EAC noted that the Project Proponent and the consultant have submitted undertaking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.6.1. The abovementioned proposal was placed before the EAC in its 297th meeting on 24th – 25th May 2022. The project proponent along with the EIA Consultant M/s P and M Solution made a presentation and presented at the Ministry in Physical mode and provided the following information:

3.6.2. The Proposed project is of Development of 4/6 Lane Greenfield Highway Starts from Jalbehra to Patti Kankara. Connecting NH-152 with NH-44 and passing through important settlements like Ismailabad, Pehowa, and Shahbad of district Kurukshetra in the state of Haryana and the Total length of the Project is 22.850 Km. Project stretch commences from Jalbehra that is about 7 km from Ismailabad and terminates at Patti Kankara which is around 4 km from Shahbad in the state of Haryana. The Geo-Coordinates of the Proposed Project are Start from Location:30°5'28.59"N, 76°40'2.42"E and End at Location: 30°11'35.73"N, 76°51'55.09"E.

3.6.3. The Proposed Project was considered in the 284th meeting during 29th -30thDec, 2021, the Ministry granted the ToR on 28th Jan, 2022.

3.6.4. Proposed project will fall under the category-7(f) Highways of the EIA notification 2006 and Total cost of the Project is for the proposed development is estimated to be Rs 92722 Lakhs.

3.6.5. Landuse/Landcover of project site is as the following:

S.No.	Land use/Landover	Area (ha)	Percentage %	Remarks if any
1.	Private land	108.89	90.93	Agriculture/Barren Land
2.	Government land	3.197	2.67	Agriculture/Barren Land
3.	Forest land	7.663	6.40	-
	Total	119.75	100	-

3.6.6. Public Hearing: The Public Hearing in Haryana was conducted by the Haryana Pollution Control Board on 08th April, 2022 at Village – Jhansa, District Kurukshetra, Haryana, which was presided by Additional Deputy Commissioner, Kurukshetra in the presence of, Regional officer, Kurukshetra Region, HSPCB.

Date of Public Consultation	08th April, 2022
Venue	Village – Jhansa, District Kurukshetra, Haryana
Presiding Officer	Additional Deputy Commissioner
Major issues raised	Prevent the dust during the construction of the road, causing pollution water during construction, Reduction of the air and noise pollution in the vicinity of the highway, Provision of truck lay bays, bus bays, underpasses and Pedestrian underpasses in some villages. Villagers have also demanded

	service roads and Vehicular Underpass at every 500m in the built up areas and adequate compensation to the Project affected persons.
	<p>Frequent water sprinkling will be done on RoW to suppress the dust arising during construction of project.</p> <p>The Proposed project involves Major Bridge(01), Minor Bridge(01) Flyover(01), Interchange(01), ROB(01), Vehicular underpass(01),LVUP(07), SVUP(10), and Box Culverts(23).</p> <p>Baseline studies were conducted within 10 km radius as per the guidance manual from MoEF&CC. Upon summing up the emissions during construction and operation phase, The emissions shall fall within limits prescribed. Further to mitigate any abnormalities, EMP is in place to monitor.</p>

3.6.7. The natural drainage of the project impacted area shall be maintained through improvement of 23 nos. of culverts, 01 nos. of major bridges and 01 nos. minor of bridges. The proposed alignment does not pass through any flood prone area. The peak water requirement is 6833 KLD during construction stage and will be extracted from local surface water resources i.e. from local surface/ground water (which is easily available) after getting necessary permission from concerned authority by the appointed contractor. No Groundwater extraction is proposed.

3.6.8 Rainwater harvesting structures shall be provided at the interval of 500 m on either sides of carriageway as per availability of RoW and depending on the water table of first aquifer (Approx. 46 nos. of structures shall be constructed). The total cost of the rainwater harvesting structures including its maintenance is Rs. 23,00,000 and this cost has been covered in the EMP cost.

3.6.10. The proposed alignment does not pass through Wildlife Sanctuary/National Park and its eco sensitive zone within 10 km radius from the proposed project. The proposed project does not passes through any CRZ locations.

3.6.11. Tree cutting, types, number, girth size etc.: The alignment will involve cutting of approx. 1686 nos. of trees. The avenue plantation will be carried out as per IRC SP-21 and National Green Highway policy 2015 within the available ROW.

3.6.12. Diversion of Forest Land: Approx. 7.663 ha of forest land (Railway line crossing and canal crossing) need to be diverted for construction of proposed highway. Forest Diversion proposal has been prepared and submitted as per the guidelines and consultation with concerned authorities via proposal no. FP/HR/ROAD/151373/2022 dated 31/01/2022.

3.6.13. Waste Management: Waste Management: Approx. 63 TPA waste during construction phase waste 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.

3.6.14. Parking requirement: As per the detailed field surveys and reconnaissance, truck lay byes and bus stop have been proposed. The rest area will provide common facilities like petrol pump, first aid medical facilities, restaurant and vehicle parking etc. For petrol pump, the guidelines issued by OISD of Ministry of Petroleum shall be followed. The facilities shall be planned at approximately 50 km interval.

3.6.15. R&R Issues: Land Acquisition and R&R: About 119.75 ha land likely to be acquired, adequate compensation would be paid as per the measurement and prevailing state government norms. Further the compensation towards the acquisition of land will be made as per the provisions of the NH Act 1956 and applicable clauses and procedures as laid down in the RFCT LARR Act, 2013.

3.6.16. Benefits of the project: The proposed project would act as the prime artery for the economic flow to this region. The project will enhance 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. It will strengthen 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 will help in better implementation and management of government schemes. The proposal shows a potential of economic growth along the highway & including employment generation. Construction highway is expected to generate about 500 employments of peoples during the construction phase and 70 persons during operation phase.

3.6.17. The comprehensive socio-economic assessment for the proposed project has been carried out by the independent expert of Punjabi University, Patiala. The traffic study has been done at 9 homogenous sections all along the highway and with the help of the traffic study various numbers of Underpasses, VUP (vehicle underpasses), PUP (Pedestrian underpass, Culverts, Minor and major bridges, major and minor junctions, flyovers/interchanges etc have been designed and proposed on the National highway.

3.6.18. Details of Court cases: No court case is pending against the proposed project.

3.6.19. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 296th meeting during 24th – 25th May 2022 and **recommended** the proposal for grant of Environmental clearance with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

SPECIFIC CONDITIONS

- i. In borrow pits, the depth of the pit shall be regulated such that the sides of the excavation will have a slope not steeper than 1:2, from the edge of the final section of bank. Soil

erosion checking measures shall be carried out. Details for Borrow area operation and rehabilitation given in Chapter 4 and Chapter 9 of the EIA report shall be followed.

- ii. Quarry areas shall be barricaded during mining operations. The abandoned quarry shall be developed as water reservoirs with proper fencing around quarry area. Details for Quarry area operation and rehabilitation given in Chapter 4 of the EIA report shall be followed.
- iii. In all the construction sites within 150m of the nearest habitation, noisy construction work such as crushing, concrete mixing will be stopped during the night time between 10.00 pm to 6.00 am. No noisy construction activities will be permitted around educational institutions/health centres (silence zones) up to a distance of 100 m from the sensitive receptors. All plants and equipments used in construction shall strictly conform to the CPCB/SPCB noise standards.
- iv. Traffic Control Devices/Road Safety Devices/ Roadside Furniture including various types of cautionary, informatory, regulatory as mandatory signboards, road markers, studs, etc. shall be provided at appropriate locations all along the project stretch in accordance with the specifications laid down in Manual of Specifications and Standards for Expressways (IRC: SP:99-2013) and IRC:8, IRC:25, IRC:26, IRC:35, IRC:67, IRC:79, IRC:103 and Section 800 of MORTH Specifications.
- v. 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.
- vi. About 15721 nos. of trees are likely to be felled along the proposed alignment after obtaining permission from the competent authorities. Afforestation using compensatory plantation in the ratio of 1:10 shall be carried out. Native tree species shall be provided as per the IRC Guidelines on Landscaping and Tree Plantation (IRC:SP:21-2009). Effort should be made to plant native trees and Ficus species on both sides of the alignment. Special attention shall be given for protecting giant trees, and locally important trees (having cultural importance).
- vii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory afforestation etc., either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also become part of EMP and shall be implemented.
- viii. Proponent shall keep the finish road level sufficiently elevated from ground level with provision of railing on both sides to restrict animal crossing in order to avoid the possibility of wildlife injury/death. Major water bodies have been observed in the vicinity of the proposed road alignment & may be potential human elephant conflict points, appropriate nos of animal safe passages as per the guideline framed by the Wildlife

Institute of India.

- ix. 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.
- x. Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table.

Agenda No. 3.7

“Multi Product SEZ” at Mundra, District Kutch, Gujarat by M/s Adani Ports and SEZ Limited – Further consideration for amendment in specific conditions of Environmental and CRZ Clearance [Proposal No. IA/GJ/NCP/261191/2022 and File No. 10-138/2008-IA.III]

3.7.1 The proposal was considered in the 294th meeting of EAC held during 11th – 12th April 2022. The EAC deferred the proposal as the matter was under examination by the Ministry.

3.7.2 It is noted that while granting EC&CRZ clearance by the Ministry, certain conditions were stipulated by the Ministry based on the recommendations of the EAC. The PP has proposed to amend the Specific Condition No. (x) & (xi) regarding restriction of Industrial activity in CRZ area other than port related activities and No Development Zone till mangrove/creek plan finalization.

3.7.3 It has been informed that, as Mangrove Conservation Action Plan is now approved, PP has fully complied with the specific condition no. (xi) under EC & CRZ clearance dated 15th July, 2014 and therefore condition of CRZ area of SEZ as “No Development Zone” needs revision. Moreover, these CRZ area can be used for carrying out permissible activities either by APSEZ or any Industry through specific permissions and therefore the specific condition no. (x) under EC & CRZ clearance dated 15th July, 2014 on “No allotment of plots in CRZ area to Industries” needs revision.

In view of the above, PP has requested for following amendments:

Specific condition no.	Specific condition	Proposed amendment	Remarks
(x)	PP shall demarcate the CRZ area on land with GPS coordinates in consultation with GCZMA the agency which has done the HTL/LTL demarcation for the area. There shall be no allotment of plot/s in CRZ area to industries. No industrial activity within CRZ area except the port and harbor & the foreshore facilities shall be allowed as committed	CRZ area can be used for carrying out permissible activities either by APSEZ or any Industry through specific permissions and therefore the specific condition no. (x) under EC & CRZ clearance dated 15 th July, 2014 on “No allotment of plots in CRZ area to Industries” needs revision.	<ul style="list-style-type: none">APSEZ has set up multiproduct SEZ to facilitate Industrial Development by utilizing its area optimally. APSEZ to carry out permissible activities & allot plots to individual industries to carry out permissible activities within CRZ area of SEZ in line with CRZ Notification, 2011 and its amendment till date.
(xi)	Till the approval of action plan for conservation and protection of	As Mangrove Conservation Action Plan is now approved, so APSEZ has	<ul style="list-style-type: none">Individual

	creeks/mangrove area, the CRZ area within SEZ shall be demarcated as "No Development Zone". PP shall not allow/undertake any development in CRZ area of SEZ.	fully complied with the specific condition no. (xi) under EC & CRZ clearance dated 15th July, 2014 and therefore condition of CRZ area of SEZ as "No Development Zone" needs revision.	industries will obtain CRZ clearance from concerned authorities to carry out permissible activities within CRZ area.
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3.7.4 The EAC, taking into account the clarification provided by the Ministry and submissions made by the PP had a detailed deliberation in its 297th meeting during 24th – 25th May, 2022 and **recommended** the proposal for the amendment in Environmental and CRZ Clearance as mentioned above in the para 3.7.3 issued by the Ministry to M/s Adani Ports and SEZ Limited, vide F. No. 10-138/2008-IA.III and dated 15th July 2014 with following conditions:

- i. CRZ area within the project boundary can be used for carrying out permissible activities either by APSEZ or any Industry through specific permission. However, if activities other than those recommended by the GCZMA earlier is proposed, fresh recommendations need to be obtained.
- ii. Individual industries/APSEZ will obtain CRZ clearance afresh from concerned authorities to carry out permissible activities within CRZ area.
- iii. All the recommendations stipulated in the Mangrove Conservation Plan to be implemented in totality
- iv. All other conditions mentioned in the letter No. 10-138/2008-IA.III and dated 15th July 2014 shall remain unchanged.

Agenda No. 3.7

Expansion of an operating notified SEZ, with an additional land of 45.86 acre, for Multi-Sectoral Chemical manufacturing facilities located at Plot 5, Vilayat GIDC Estate, Taluka Vagra, Dist Bharuch, Gujarat by M/s Jubilant Infrastructure Limited – Amendment in Environmental Clearance [Proposal No. IA/GJ/NCP/260879/2022 and File No. 10/24/2021-IA.III]

3.7.1 The proposal was considered in the 294th meeting of EAC held during 11th – 12th April 2022 and the EAC recommended the proposal for the amendment in Environmental and CRZ Clearance under clause 7(ii) of EIA Notification, 2006, as amended, issued by the Ministry in favor of M/s Jubilant Infrastructure Limited, vide letter no. EC22A031GJ117822 and File No. 10/24/2021-IA.III dated 14.02.2022 for “setting up of SEZ for chemicals in Vilayat GIDC in Taluka Vegra, district Bharuch along with captive power plant common ETP, TSDF”.

3.7.2 The PP vide email requested for amendment in the MOM as para 3.6.9 of 294th meeting mentions “Final configuration after amendment is as following”, however, PP clarified that para 3.6.8 is also part final amendment and that should also reflect in the amendment letter.

3.7.3 The EAC noted the request made by the PP and recommended the Ministry to take necessary action as mentioned above.

Following members were present during the 297th EAC(Infra-1) meeting held on 24th – 25th May, 2022.

297th meeting of Expert Appraisal Committee for appraisals of proposals related to Infra-1 Sector scheduled on 24th May, 2022 & 25th May, 2022

VENUE : Indus Conference Hall, MoEF&CC, IP Bhawan, Jor Bagh Road, New Delhi

ATTENDANCE SHEET

S. No.	Name	Chairman/member	Contact No.	Signature	
				24.05.2022	25.05.2022
1.	Dr. Deepak Arun Apte	Chairman			
2.	Shri Jeyakrishnan S	Member			
3.	Shri Manmohan Singh Negi	Member			
4.	Shri Sham Wagh	Member		online joined	
5.	Prof. Mukesh Khare	Member			
6.	Prof. Ashok Kumar Pachauri	Member		online joined	
7.	Dr. V.K Jain	Member			
8.	Dr. Manoranjan Hota	Member			
9.	Dr. Niraj Sharma	Member			
10.	Dr. M.V. Ramana Murthy	Member			
11.	Shri Nirmaledu Kumar				
12.	Representative of CPCB	Member			
13.	Representative of CGWA	Member			

Appraisals of
May, 2022

n, Jor Bagh

Signature

25.05.2022

[Handwritten signatures and scribbles]

S. No.	Name	Chairman/member	Contact No.	Signature	
				24.05.2022	25.05.2022
14.	Shri V. Suresh	Member (Infra-2) Special Invitee	9818513344	<i>[Signature]</i>	
15.	Dr. H. C. Sharatchandra	Member (Infra-2) Special Invitee		<i>[Signature]</i>	
16.	Dr. Nandini N	Member (Thermal) Special Invitee	9880839109	<i>[Signature]</i>	
17.	Dr. Santosh Kumar	Member (Thermal) Special Invitee	8217201955	<i>[Signature]</i>	
18.	Shri Inderaj Singh	Member (NDS) Special Invitee	9441595891	<i>[Signature]</i>	
19.	Dr. Ajay Sood	Member (NDS) Special Invitee		online joined	
20.	Shri Amardeep Raju	Member Secretary (Infra-1)	8700575187	<i>[Signature]</i>	<i>[Signature]</i>
21.	Dr. Ashish Kumar	Member Secretary (Infra-2)	9560029496	<i>[Signature]</i>	
22.	Shri Y.P. Singh	Member Secretary (Thermal)			
23.	Dr. Shruti Rai Bhardwaj	Member Secretary (NDS)		<i>[Signature]</i>	
24.	Dr. H. Kharkwal	Member Secretary (CRZ)	20819371	<i>[Signature]</i>	

25. *[Handwritten signature]*

26. Dr. Sumanth Undyay Sr-C IA-Terrace 20813401 *[Signature]*

27. A. Nobi. E. P Sr-B (CRZ) 4352 *[Signature]*
