

**Minutes of the 254<sup>th</sup> meeting of Expert Appraisal Committee held on 11<sup>th</sup> February, 2021 through Video Conferencing for the projects related to Infrastructure Development, all Ship breaking yards including ship breaking units 7(b); Industrial Estate/Parks/Complexes/Areas, Export Processing Zones, Special Economic Zones, Biotech Parks, Leather Complexes 7(c); Ports, harbours, break waters, dredging 7(e) and National Highways 7(f)**

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The 254<sup>th</sup> Meeting of Expert Appraisal Committee (EAC) of Infra-1 (IA-III) was held through Video Conferencing at the Ministry of Environment, Forest & Climate Change (MoEF&CC), Indira Paryavaran Bhavan, New Delhi on **11th February, 2021** 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 253<sup>rd</sup> EAC meeting held on 18<sup>th</sup> – 19<sup>th</sup> January, 2021.

**3. AGENDA WISE CONSIDERATION OF PROPOSALS:**

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

**Agenda No. 3.1**

**Development of Punjab Section from Km 135+056 to Km 396+863 of Delhi-Amritsar-Katra Expressway by M/s National Highways Authority of India - Environmental Clearance. (Proposal No. IA/PB/NCP/141510/2020 and File No 10-18/2020-IA.III)**

The project proponent along with the EIA consultant M/s Feedback Infra Pvt. Ltd., Gurugram made a presentation through Video Conferencing and submitted the following information.

1. The proposed project is for the Development of Punjab Section from km 135+056 to km 397+712 of Delhi-Katra Expressway (262.656 Km) and additional Greenfield connectivity to Amritsar (starts at km 306+000 of Delhi-Katra Expressway and ends at Amritsar Ajnala Road NH-354 for a total length of 99km) with a total length of 361.656 km. The Punjab section of Delhi - Katra Expressway starts at Ch. 135+056 (29°49'51.50"N, 76°11'00.25"E) near Galoli Village in Patiala district and ends at Ch. 397+712 (32°01'04.13"N, 75°24'05.50"E) at Gurdaspur Bypass in Gurdaspur district. Total length is 262.656 Km. The proposed Amritsar greenfield connectivity starts near Nakodar at

intersection of Expressway with NH 703 (old NH 71) (Expressway Ch. 306) (31°12'8.52"N, 75°30'20.72"E ) and ends on Amritsar-Ajnala Road NH 354 (near Canal) without crossing the same (31°44'32.35"N, 74°47'27.32"E). Total length is 99 Km. The entire expressway follows green field alignment and traverses Sangrur, Patiala, Ludhiana, Jalandhar, Kapurthala, Gurdaspur, Tarn Taran and Amritsar districts of Punjab State.

2. The proposed project falls under Category A, 7 (f) Highways. Terms of Reference (ToR) was issued vide File No.10-18/2020-IA.III dated 17th March, 2020 and further amended vide letter dated 23rd September, 2020. Total length of the proposed project is 361.656 km (262.656 Km for Punjab Section of Delhi-Katra Expressway + 99 km for Greenfield Amritsar Connectivity). Total Investment/Cost of the project is Rs. 11097 Crores. The proposed ROW is 90 m, however, construction shall be restricted to 70m except for junction improvement at intersection locations.

3. The proposed alignment mostly follows 'plain' and 'rolling' terrain. The elevation along Punjab section varies from ~191 m to ~266 m above msl at different locations. Average elevation of the project stretch is ~241 m above msl, whereas, elevation along the greenfield Amritsar connectivity varies from ~205 m to ~238 m above msl with average elevation of 225 m above msl.

4. The proposed alignment is crossing 55 canals, 20 drains, 4 rivers, 5 nallah and 3 ponds in Punjab Section of Delhi-Katra Expressway, whereas, 20 Canals, 14 Drains, 3 River and 1 pond are being crossed by the proposed alignment of Amritsar Connectivity.

5. About 2,85,88,317 KL water shall be required for construction phase. Water shall be sourced from surface water bodies through Tankers after necessary approval. No groundwater extraction is proposed. However, if potable water is required same shall be extracted after necessary permission from appropriate authority.

6. PH was conducted on December 2020 at all eight districts of Punjab (Sangrur, Patiala, Ludhiana, Jalandhar, Kapurthala, Gurdaspur, Tarn Taran and Amritsar) by Punjab State Pollution Control Board with the following main issues-

S. No.	Category of Issue raised by Public	Response / Commitment by Proponent	Remarks, if any
1	Land Acquisition	To be undertaken as per regulatory process	As per NH Act, 1956
2	Compensation	To be undertaken as per regulatory process	As per RFCTLARR Act, 2013

7. The project involves diversion of forest land. About 76 ha of Protected Forest (roadside and canal side plantations declared as Forest) shall be affected by the crossing of the proposed expressway. Application for Forest Clearance is yet to be submitted.

8. Project alignment is crossing the Beas River and Kali Bein Conservation Reserve. Application for permission for Wildlife Authority has already been submitted. Joint

Inspection with respective Wildlife Wardens is under process.

9. Waste management-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.

10. About 24700 trees are to be felled. About 1166 trees / Km on either side of proposed expressway and 666 nos. of shrubs / Km at median shall be planted in accordance to IRC SP21:2009 and Green Highway Policy 2015.

11. Solar lights shall be placed near interchanges for saving of the energy load. Rainwater harvesting structure is proposed at every 500m interval of the project corridor

12. Land acquisition and R&R issues involved: About 3949.7 ha of land shall be acquired from 3199 landholders (Including 1716 nos. of Private Titleholders) for the project as per NH Act, 1956 and compensation and R&R shall be as per the RFCTLARR Act, 2013.

13. Benefits of the project: Project shall provide multifold benefits, Travel Time and Cost Savings, Faster access and better reach to the nearby major market for perishable products, Direct and Indirect Employment, Easy movement of Industrial traffic, Tourism in the area will be benefitted from improved access and connectivity, Improved road safety as a result of access-control Expressway and reduced crossings. Project shall provide direct employment opportunities for about 9000 persons (including permanent and temporary) based on Ministry of Road Transport & Highways Press Disclosure.

14. Details of Court cases: No court case is pending on the proposed project.

The Public Hearing for Gurdspur District was held on 7<sup>th</sup> December, 2021 at Panchapat Bhawan, Gurdaspur. The stretch of 44.812 Km of expressway is to pass through 45 villages of the district of Gurdaspur. It was observed that the MoM of the PH was only limited to the environmental issue due to the farmer agitation. However, the PH should cover, inter alia, social, economical, cultural and environmental issues. It appears that the PH was incomplete in view of the farmer Kishan agitation. Also it was seen from the MoM that no environment related questions/queries were raised by any attendees. It was also alleged by the villagers that no prior information regarding public hearing was given in their village. The attendees urged to postpone the public hearing till 'Kisaan Aandolan' is concluded. To control the law & order situation, the public hearing was postponed by the Presiding Officer.

**In view of the foregoing observations, the EAC decided to defer the proposal.**

### **Agenda No. 3.2**

**Development of four laning Patthalgaon – Kunkuri – CG/JH Border Greenfield Highway starting from village Tarua Ama near Patthalgaon and terminates near village**

**Sai TengerToli at CG/JH boarder in the state of Chhattisgarh under BharatmalaPariyojana (Lot-5/Package-7) (Length – 100 Km) by M/s National Highways Authority of India -Terms of Reference (Proposal No. IA/CG/NCP/194588/2021 and File No. 10/14/2021-IA.III)**

The project proponent along with DPR Consultants M/s SA Infrastructure Consultants Pvt. Ltd and EIA Consultants M/s P&M Solutionthe has made a presentation through Video Conferencing and provided the following information.

1. The Proposed project is for the development of four laningPatthalgaon – Kunkuri CG/JH Boarder Green field highway starting from village TaruaAma near Patthalgaon and terminates near village Sai TengerToli at CG/JH border in the state of Chhattisgarh under BharatmalaPariyojana (Lot-5/Package-7). The total length of the proposed project highway is approx.100 km.The project alignment passes through 85 villages, the major settlements along the alignment are Pathalgaon, Kansabel, Kunkuri, Duldula, and Jashpur.The starts point of the proposed highway starts near village TuruaAma near Pathalgaon and ends at CG-JH Border near Shankh River in Jashpur district in the state of Chhattisgarh. The proposed alignment is connected with Pathalgaon (5 km away), Kansabel (10 Km away), Kunkuri (10 Km away), Jashpur (5 Km away). The project also connects major other city like Bilaspur, Korba and Jharkhand.
2. The proposed project falls under 7(f), Category “A” as per EIA notification 2006. Total investment/cost of the project is Rs 147300 Lakhs.
3. This is a Greenfield project. The alignment is mainly passing through agriculture land, however Approx. 150 ha of forest land need to be diverted for construction of proposed highway. Proposal for diversion of about 150 ha forest land is under process.The Proposed Right of Way is 60 m in non-Forest land and 45m in forest as per the requirement keeping in view the fully access controlled Highway with 4-lane dual carriage way configuration.
4. The terrain of the alignment is basically flat to undulating in nature. The project area is located in Jashpur district of Chhattisgarh.
5. There are 07 nos. of rivers, 05 Nos. of Canals, 04 Nos. of Ponds, and 20 Nos. of Nalahs falling along the alignment. There shall be no major impact on the drainage system as 275 number of structures (such as culverts, minor bridges, major bridges etc.) will be constructed.
6. The total requirement of water for construction is estimated to 3500 KL/day. Water will be extracted from surface sources. The ground water will be abstracted for camp site after obtaining the permission from competent authority.
7. Tree cutting: The alignment will require cutting of approximately 30000 nos. of trees falls in proposed ROW. However, bare minimum no. of trees to be felled for construction of four lane road. Detailed tree inventories will be provide after joint enumeration with the appropriate authority in EIA.
8. The proposed alignment does not pass through any National Parks, Wildlife Sanctuary, and Tiger Reserve of any other notified eco-sensitive areas and does not fall in 10 Km radius of any protected areas.

9. Land acquisition: About 430 ha land likely to be acquired as per NH Act 1956, compensation will be given as per RFCT LARR Act, 2013.

10. Benefits of the project: The project will enhance economic development in the area through industrial areas (Korba, Raigarh, Raipur, and Dhanbad), Agriculture (Market access), commercial development and consequent employment. The junctions with existing road will be planned in the form of interchanges and flyover to ensure uninterrupted flow of traffic. The proposed road would act as the prime artery for the economic flow to this region. It will enhance opportunities to locals, strengthen tourist development, ensure road safety, and provide better transportation facilities and other facilities such as way side amenities. Vehicle operating cost will also be reduced due to improved road quality. The compensatory plantation and road side plantation shall further improve the air quality of the region. During the construction of the project around 1000 persons would be employed through contractor temporarily for a period of 2 years. During operation phase about 50 persons will be employed through the concerned contractor. Generally, locals are employed by the contractor.

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

The EAC observed that no documents were received by any members. The KML file for the alignment finalized by the project was not also opening. The proponent was not able to show the alignment during the meeting, therefore no deliberation could be held by the EAC.

**In view of the foregoing observations, the EAC decided to defer the proposal. The proposal shall be reconsidered after the above details are made available for appraisal by the EAC.**

### **Agenda No. 3.3**

**Development of Greenfield Highway from KN/TS border near Nandinne village (Ch. 202+900) in the State of Telangana to outskirts of Kurnool (Ch. 280+400) in Andhra Pradesh under Bharatmala Priyojana (Lot-5/Pkg-1) (Length-77.5Km) by M/s National Highways Authority of India - Terms of Reference (Proposal No. IA/TG/NCP/191887/2021 and File No 10/15/2021-IA.III)**

The project proponent M/s National Highways Authority of India made a presentation through Video Conferencing and provided the following information-

1. The proposed project is for development of Greenfield Highway from KN/TS border near Nandinne village (Ch. 202+900) in the State of Telangana to outskirts of Kurnool (Ch. 280+400) in Andhra Pradesh under Bharatmala Priyojana Lot-5/Pkg-1. The proposed project starts at Km 202+900 (16°12'14.73"N, 77°29'55.81"E) near KN/TS border in Telangana and ends at Km 280+400 (15°45'19.21"N, 78° 1'32.37"E) near NH 44 on Outskirts of Kurnool of Andhra Pradesh State.

2. Total length of the project is 77.500 Km, out of which 52.250 km in the district of JogulambaGadwal in Telangana and 25.250 km in Kurnool district of Andhra Pradesh with 60 m Right of Way (RoW).The project is 6 lanes highway with paved shoulders configuration.
3. The proposed project falls under 7(f), Category “A” as per EIA notification 2006.The overall cost of the project is Rs. 317700 Lakhs.
4. The terrain and topographical features of the project area has greenfield alignment of KN/TS border to outskirts of Kurnool mostly follows ‘plain’ and ‘rolling’ terrain. The elevation varies from ~283 m to ~441 m above MSL at different locations. Average elevation of the project stretch is ~325 m AMSL.
5. About 6050560 KL of water shall be required for construction of the proposed section. Water shall be sourced from surface water bodies through tanker after necessary approval.No groundwater extraction is proposed. However, if potable water is required same shall be extracted after necessary permission from appropriate authority.
6. The tree enumeration for affected trees shall be undertaken during detailed EIA Study. The inventory will include tree species, girth and height.The proposed project is mainly passing through the agriculture land affecting approximately 31 villages. The detailed Socio-economic profile will be provided in EIA report.
7. Land acquisition and R&R issues: Approx. 481.14 ha land shall be required for the proposed project. The land acquisition shall be done as per NH Act, 1956 and LARR Act, 2013.The R&R issues shall be resolved as per LARR Act, 2013. The detailed report will be provided along with EIA report.
8. Benefits of the project: Project shall provide multi-fold benefits; Travel Time and Cost Savings, Faster access and better reach to the nearby major market for perishable products, Direct and indirect employment, easy movement of industrial traffic, tourism in the area will be benefitted from improved access and connectivity, improved road safety as a result of access-control expressway and reduced crossings. Project shall provide employment opportunities for ~1600 population (including permanent and temporary)
9. Details of Court cases: No court cases are pending against the proposed project.

The EAC, taking into account the submission made by the project proponent had a detailed deliberation during its 254th meeting on 11th February, 2021 and **recommended the proposal for granting Terms of Reference** with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. The proponent shall carry out a detailed traffic flow study to assess inflow of traffic from adjoining areas like airport/urban cities. The detailed traffic planning studies shall include complete design, drawings and traffic circulation plans (taking into consideration integration with proposed alignment and other state roads etc.). Wherever required adequate connectivity in terms of VUP (vehicle underpass)/ PUP (Pedestrian underpass) needs to be included.

- ii. Cumulative impact assessment study to be carried out along the entire stretch including the other packages in the current stretch under consideration.
- iii. The alignment of road should be such that the cutting of trees is kept at bare minimum and for this the proponent shall obtain permission from the competent authorities.
- iv. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30<sup>th</sup> September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfil these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.
- v. In pursuance of Ministry's OM no stated above the project proponent shall add one annexure in the EIA Report indicating all the commitments made by the PP to the public during public hearing and submit it to the Ministry and the EAC.
- vi. The proponent shall carry out a comprehensive socio-economic assessment and also impact on biodiversity with emphasis on impact of ongoing land acquisition on the local people living around the proposed alignment. The Social Impact Assessment should have social indicators which can reflect on impact of acquisition on fertile land. The Social Impact Assessment shall take into consideration of key parameters like people's dependency on fertile agricultural land, socio-economic spectrum, impact of the project at local and regional levels.
- vii. The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M), dated 25th October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.

#### **Agenda No. 3.4**

##### **Development of Industrial Estate "Foundry Park" at Hauli Bagan, Ranihati, Amta Road, Howrah, West Bengal by M/s Foundry Cluster Development Association – Further consideration for Terms of Reference (Proposal No. IA/WB/NCP/96144/2019 and File No. 21-28/2019-IA)**

The aforementioned project was earlier granted Environment Clearance (EC) by MoEFCC vide Letter no. 21-1149/2007-IA.III dated 24th Mar., 2008. The development of the proposed project could not be completed within validity period of earlier EC and the same expired on 23rd Mar., 2013 and fresh TOR was needed. At the time of expiry of earlier granted EC, the FCDA had completely developed almost 100 Plots and allotted the same to individual Industries for their establishment as per Govt. Rules.

The proposal was placed before 215<sup>th</sup> meeting of Expert Appraisal Committee held on 20<sup>th</sup> May, 2019. The proposal was deferred for want of additional details sought by the Committee.

At this instance, the aforementioned proposal was further placed before the EAC-Infra-1 during its 254th meeting on 11th February, 2021. The project proponent along with

EIA consultant M/s Grass Roots Research & Creation India (P) Ltd, Noida, U.P has made a presentation through Video Conferencing and provided the following information-

1. The proposed project is for development of Foundry Park (SEZ) to produce 1.0 million ton Foundry product. The park will have 150 Foundry Units (with a total production capacity of 1.0 Million Ton/yr Foundry products and 1,80,000 Million Ton/yr Pig Iron), Pig Iron Plant, Pig Casting Units and 40 Ancillary Units along with the common infrastructure and other relevant facilities. The project is located at Samanti- Dag No. 279-384, JalaBiswanathpur-Dag No. 1-189/ 709-723, Suvararah - Dag No. 1144-1274, Laskarpur - Dag No. 3000-4255 at Hauli Bagan, Ranihati, Amta Road, P.S. Jagatballavpur, Howrah West Bengal. The project site well connected through AmtaRanihati Road. The site is only 5 KM away from National Highway (NH-6). Jalalsi Railway Station; 4.0 Km and Netaji Subhas Chandra Bose International Airport- 35 Km (Approx.) from project site.

2. The project falls under 7(c), Category A. Total cost of the project is Rs. 20,000 Lakh. The required for the project is 924 Acre (373.93 Ha.). The park will have 150 Foundry Units, Pig Iron Plant, Pig Casting Units and 40 Ancillary Units.

3. Total water required for proposed unit will be 5.25 MLD supplied by deep water tube well. Water distribution system shall include: Water for Industrial purposes - 3.15 MLD Domestic - 1.75 MLD Other uses- 0.35 MLD. There are ponds that lie within the project premises and also a drain passing nearby the project site which will be used as source of surface water. To explore the possibility of use of surface water from Hoogly River which is at a distance of 10.5 Km from Project Site. The existing 3 acres of water bodies will further be enhanced to 6 acres for using as ground water recharging/ recreational focal points as well as rain water harvesting points. Proper drainage system will be developed to avoid any impact. The estimated power demand of Foundry Park is 90MW which will be sourced from West Bengal State Electricity Board.

4. Waste water generated (1.7215 MLD) from the industries, Residential Complex & from the commercial area will be treated in CETP (1.75 MLD) and treated water will be used for the horticulture purpose etc.

5. Benefits of the project: The project aims at development of growth centre, which would help in creation state-of-the-art industrial infrastructure in the district. The project will facilitate in creation of employment opportunities both direct & indirect for local population. The project will help in the urban development by creating all essential amenities and hence the projects will hence immense benefits for social upliftment. The project also aims at development of better landscaping in the vicinity as well as creation of green belt in the area which would eventually help in the improvement of visual and aesthetic quality of the area. With the implementation of the project, other utilities would also be created like development of road network, sewerage network, augmentation of water supply system & waste water treatment, solid waste collection facility, educational and health facilities etc. In nutshell, project aims at amelioration of the socio-economy of the areas as well as providing basic amenities to people.



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

The EAC, taking into account the submission made by the project proponent for the aforementioned proposal had a detailed deliberation during its 254<sup>th</sup> meeting on 11th February, 2021 and **recommended the proposal for granting Terms of Reference** with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects. Based on RO report, it was observed by the EAC that no construction work was carried out at project site since the expiry of earlier granted Environmental Clearance i.e.,23<sup>rd</sup> March., 2013 for rest of undeveloped plots and hence, it is not a case of violation.

- i. A detailed report from the regional office of the Ministry shall be submitted certifying that no construction work in the undeveloped area started after expire of the EC on 23<sup>rd</sup> March, 2013.
- ii. The planning of Industrial Estate should be based on the criteria mentioned in this Ministry's Technical EIA Guidance Manual for Industrial Estate (2009) as well as CPCB's Zoning Atlas Guidelines for siting industries.
- iii. Cumulative impact of the existing as well as the proposed industries shall be conducted and incorporated in the EIA report.
- iv. Detailed air quality study for each point source to be conducted alongwith the Micro metallurgical data.
- v. Wherever possible, plantations around the periphery of the industrial area/SEZ/park, in the downwind direction and along the road sides shall be provided for containment of pollution and for formation of a screen between the industrial area and the outer civil area. The choice of plants should include native species of shrubs of height 1 to 1.5 m and tree of 3 to 5 m height. The intermixing of trees and shrubs should be such that the foliage area density in vertical is almost uniform. The layout plan shall be submitted accordingly.
- vi. Provide detailed water balance statement a scheme to achieve ZLD by each industrial unit as well as for utilization of treated sewage.
- vii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30<sup>th</sup> September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfil these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.

### **Agenda No. 3.5**

**Proposed Construction of Training Walls for Permanent Stability of BarMouth at Village Pulicat, Taluk Ponneri, District Thiruvallur, Tamil Naduby M/s Department of Fisheries - Further consideration for EnvironmentalClearance (Proposal No IA/TN/NCP/186694/2019 and File No 10-39/2019-IA.III)**

The above mentioned proposal was earlier considered by Expert Appraisal Committee (EAC) in its 44<sup>th</sup> EAC meeting held on 23<sup>rd</sup>-25<sup>th</sup> September, 2019. TOR was accorded *vide* letter No. 10-39/2019-IA-III, dated 16<sup>th</sup> October, 2019.

Subsequently, the aforementioned proposal was placed before the EAC during its 249<sup>th</sup> meeting on 14<sup>th</sup> December 2020 for the want of **Environmental Clearance**. It was noted that there is a lack of scientific data/evidence over fisheries and the proposed project may affect the migratory bird, since Pulicat Bird Sanctuary which is located within 10 km of the project site. In view of the above, the EAC has **deferred the proposal** and requested the PP to submit a brief report over fisheries and their impacts on fish population, based on scientific data/evidences.

The aforementioned proposal was further placed before the EAC-Infra-1 during its 254<sup>th</sup> meeting on 11<sup>th</sup> February, 2021. It was observed that the PP has submitted partial information for the queries raised in the 249<sup>th</sup> meeting on 14<sup>th</sup> December 2020. The PP has submitted the abstract of the report suggested in the last meeting in place of the full report. The abstract does not highlight the finding of the report and the mitigative measures suggested for the area. Further, there is no detailed information available on the outcome of the meeting of the Southern Council. There are 3 States involved in the above project; whether Andhra Pradesh, Puducherry and Tamil Nadu have given “go-ahead” for the project. Chronology on the decision taken in the meeting be submitted. Further, as mentioned in the earlier meeting that a sub-Committee shall visit the site and submit the report. However, no site visit has been conducted yet due to COVID. In absence of the site-visit report, the proposal cannot be appraised. It was informed by the Member Secretary that an OM for the site visit has been issued by the Ministry on 12<sup>th</sup> February, 2021.

**In view of the foregoing observations, the EAC decided to defer the proposal. The proposal shall be reconsidered after the above details are made available for appraisal by the EAC and EAC site visit.**

### **Agenda No. 3.6**

**Proposed expansion of Port facilities by M/s Essar Bulk Terminal (Salaya) Limited at Village Salaya, Taluka Khambhaliya, District Jamnagar, Gujarat- Terms of Reference (Proposal No IA/GJ/NCP/194891/2021 and File No 10/16/2021-IA.III)**

The aforementioned proposal was placed before the EAC-Infra-1 during its 254<sup>th</sup> meeting on 11<sup>th</sup> February, 2021. The project proponent along with EIA consultant M/s Kadam Environmental Consultants made a presentation through Video Conferencing and provided the following information-

1. The proposed project is for expansion of Port facilities at Salaya, Jamnagar, Gujarat. The Geo-coordinates of project site is 22°23'38.87" N, 69°36'18.98" E & 22°23'11.05" N, 69°37'5.17" E. The proposed project falls under scheduled 7(e), Category A (As project throughput is more than 5 MMTPA). Total area of the proposed project is 593 Ha. The proposed expansion of port facility will be developed mainly in water and utilities on

reclaimed land and existing EBTSL land ~350 Ha of land reclamation envisaged. Total cost of the project is Rs. ~978500 Lakh.

2. Forest land of 4.6 Ha is involved, for which Forest Clearance is already obtained vide No. 6-GJB-45/2009-BHO/1068 dated 23.05.2014. However, no additional requirement of Forest Land.

3. The existing as well as the proposed site lies partly in marine areas and partly in terrestrial area. Landuse of the entire site is industrial. Landcover includes different features such as built up area, green areas, area for material transfer, admin and office area, area for material storage, water storage and treatment areas, utilities and roads amongst others. Details will be provided in EIA Report.

4. Though the project area is very close to the Marine National Park & Marine Sanctuary, but entire project area is out of Eco sensitive Zone as per the ESZ Notification dated 22.08.2013. Project site is in CRZ area i.e., CRZ III, CRZ IA, CRZ IB, CRZ IVA, CRZ IVB.

5. The total water demand is estimated at 4016 KLD (Fresh water 3883 KLD + 133 KLD recycled) [Fire & Dust suppression – 2400 KLD + Domestic usage – 150 KLD + Greenbelt – 1296 KLD (1163 KLD Fresh water + 133 KLD recycled) + Washing & Cleaning – 70 KLD (40 KLD FSU + 30 KLD Liquid Tank Farm) + Miscellaneous – 100 KLD]. Required water will be sourced from Existing Essar Gujarat Power Plant, where adequate quantity of cooling tower blow down water is already available. In future, water will be also sourced (if needed) from Gujarat Water Infrastructure Limited – GWIL (i.e. Government of Gujarat Utility). Water required for LNG Regasification is 432000 KLD; Required water will be sourced from the existing 1.4 Million m<sup>3</sup> /day seawater intake facility OR Alternatively, LNG Regasification will be done using air cooled system. Details of STP will be provided in EIA Report.

6. Project site has been identified as stable coast. Total estimated dredging 30Million CBM, Reclamation land ~350 ha. Nearest Fishing Harbour, Salaya ~3.70km.

7. Benefits of the project: EBTSL, operating with one berth is the only deep draft port in this region. Considering the demand of nearby industries, the full scale utilization of existing infrastructure and addition of new facilities will help the socio-economic improvement of the area. There is a requirement of container handling infrastructure, LNG import terminal, liquid terminal and additional capacity for bulk handling. In absence of container terminal, industries in Saurashtra region uses Mundra and Pipava ports. Setting a container terminal at Salaya will reduce the logistics cost for industries and enhance their competitiveness. Government of India's focus on increase of the gas contribution in the energy basket from 6% to 15% will increase demand of LNG import terminal. Also LNG as auto fuel is a huge opportunity. India has imported approx. 25.6 MMT of LNG in FY20 which is 58% of its total gas consumption. Jamnagar is refinery and petrochemical hub and there is a demand for additional liquid handling facilities. India has imported approx. 15 MMT of LPG in FY2020 which is 57% of its LPG requirement. Jamnagar is connected by LPG pipeline to Northern India. EBTSL is being approached by the End Receivers/Customers in the vicinity of the port as well as in the hinterland to handle their commodities viz. Bauxite, Coal, Pet-coke, Met-Coke, Limestone, Clinkers at this port due to acute shortage of similar infrastructure in the region. The proposed project will generate employment to 2500 Person.

8. Details of Court cases: Supreme Court: SLP(C) No. 007594 / 2015; Registered on 10-03-2015. There is a stay of the operation of the judgment by supreme Court of India on the order dated 12.02.2015 passed by the High Court of Gujarat at Ahmedabad until further orders..

The EAC, taking into account the submission made by the project proponent for the aforementioned proposal had a detailed deliberation during its 254<sup>th</sup> meeting on 11th February, 2021 and **recommended the proposal for granting Terms of Reference** with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects.

- i. A huge quantity of reclamation of the land will be done for the project including construction of bunds. A detailed study on erosion and accretion at the site shall be conducted involving National Center for Coastal Research (NCCR), Chennai and a detailed report shall be submitted along with the EIA/EPM studies.
- ii. The ecologically fragile area including CRZ 1A area etc shall be demarcated and superimposed on the layout plan and submitted.
- iii. Latest compliance monitoring report from RO, MoEFCC shall be submitted.
- iv. Risk analysis for handling different types of liquid cargos shall be conducted and submitted.
- v. Submission of clarification, whether the selected site can withstand the cyclone
- vi. Carrying capacity of the site and Cumulative Environment Impact assessment be provided along with the EIA/EMP report.
- vii. Erosion and accretion study at the mouth of the creek which is adjacent to the proposed site be carried out by NIOT and submitted.
- viii. Importance and benefits of the project.
- ix. Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale.
- x. Recommendation of the Gujarat CZMA shall be obtained and submitted.
- xi. Submit superimposing of latest CZMP as per CRZ (2011) on the CRZ map.
- xii. Submit a complete set of documents required as per para 4.2 (i) of CRZ Notification, 2011.
- xiii. Hydrodynamics study on impact of dredging on flow characteristics shall be carried out.
- xiv. Study the impact of dredging and dumping and port operations on marine ecology and marine biodiversity with specific focus on corals, mangroves and mud flat sand draw up a management and mitigation plan through NCCR.
- xv. A specific study to be undertaken to ascertain the impact of proposed development on the mudflats and migratory birds of Central Asian Flyway from a reputed institute or Universities having technical knowledge on the subject covering both inward and return migration period. The studies should specially focus on migratory bird species composition, impact due to habitat destruction, impact due to oil spillage and risk of all the hazards that has potential to damage mudflats. A comprehensive mitigation plan also to be developed.

- xvi. Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract).
- xvii. A certificate from the local body supplying water, specifying the total annual water availability with the local authority, the quantity of water already committed the quantity of water allotted to the project under consideration and the balance water available. This should be specified separately for ground water and surface water sources, ensuring that there is no impact on other users.
- xviii. A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project.
- xix. A certificate from the competent authority handling municipal solid wastes, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project.
- xx. An assessment of the cumulative impact of all development and increased inhabitation being carried out or proposed to be carried out by the project or other agencies in the core area, shall be made for traffic densities and parking capabilities in a 05 kms radius from the site. A detailed traffic management and a traffic decongestion plan drawn up through an organization of repute and specializing in Transport Planning shall be submitted with the EIA.
- xxi. Disaster Management Plan for the project shall be prepared and submitted.
- xxii. Details and status of court case pending against the project, if any.
- xxiii. Public hearing to be conducted and issues raised and commitments made by the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made.
- xxiv. A tabular chart with index for point-wise compliance of above ToRs. The specific ToRs as recommended above are in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006.
- xxv. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent, based on the commitments made during the public hearing, specific studies as stated in xiv and xv shall include all the activities required to be taken to fulfill these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.
- xxvi. In pursuance of Ministry's OM No. stated above the project proponent shall add one annexure in the EIA Report indicating all the commitments made by the PP to the public during public hearing and submit it to the Ministry and the EAC.

### **Agenda No. 3.7**

**Development of an offshore LNG Floating Storage and Re-gasification unit(FSRU) at Kakinada Deep Water Port, Kakinada, East Godavari district, Andhra Pradesh by M/s**

**Krishna Godavari LNG Terminal Pvt. Ltd. -Amendment to Environmental and CRZ Clearance (Proposal No IA/AP/MIS/155998/2020 and File No 11-42/2013-IA.III)**

The aforementioned proposal was placed before the EAC-Infra-1 during its 254<sup>th</sup> meeting on 11<sup>th</sup> February, 2021. The project proponent along with EIA consultant M/s L&T Infrastructure Engineering Limited, Hyderabad made a presentation through Video Conferencing and provided the following information-

1. Krishna Godavari LNG Terminal Private Limited (KGLNG) had proposed to develop offshore LNG GBS in with a handling capacity of about 7.2 MTPA in within Kakinada Deep Port Limits (KDWP), Kakinada, East Godavari District, Andhra Pradesh.

2. ToR for the proposed project was accorded *vide* MoEF Letter No: 11-42/2013-IA.III dated December 02, 2013. Environmental and CRZ Clearance was accorded *vide* letter No. 11-42/2013-IA.III, dated 4<sup>th</sup> July, 2016. Now, the PP *vide* online submission of an application on 04<sup>th</sup> February 2021 requested the Ministry for the Amendment in Environmental and CRZ Clearance, which was earlier issued on 4<sup>th</sup> July, 2016.

3. KGLNG applied for the amendment in EC/CRZ clearance proposing the following modifications:

- i. Gravity-Based Structure (GBS), i.e. a concrete structure that will be resting on the seabed and GBS will be hosting all offshore facilities (FSU, FSRU, unloading platforms, mooring system and walkways etc.) required for unloading of LNG and regasification system. GBS is 225 meters along the base cantilever and 200 meters along the upper walls of the structure. It is 84.5 meters across the base and 60 meters across the upper walls. It is 39.5 meters tall.
- ii. LNGC vessel size upto 175000 m<sup>3</sup>
- iii. The facility will have net storage capacity of 210,000 m<sup>3</sup> LNG, by means of two membrane type 105,000 m<sup>3</sup> capacity storage tanks inside GBS
- iv. Intermediate fluid for heat exchanger is glycol water system.

4. The PP has given the following reason for amendment: The GBS system proposed is accommodating all features into single module as against earlier proposed features into different modules such as offshore FSU, FSRU, unloading platforms/jetty etc. This structure will be at the same location at (-) 20 m depth as proposed during the EC/CRZ clearance stage and there is no change in location. The foot print of LNG facility will be reduced considerably with the amendment sought for GBS system instead of earlier system of FSU, FSRU, unloading platforms, no. of mooring dolphins, breasting dolphins, overall construction foot print will be considerably reduced. The location of offshore facility is still under CRZ IV (A) classification as proposed earlier and there will be no change in CRZ area. Gravity-Based Re-Gasification terminal will be located with one long-side against the predominant wind and wave direction. Therefore, the GBS structure will also function as a breakwater and a jetty with docking facilities for the LNG Carriers delivering LNG to the Terminal. This positioning of the structure will reduce the effects of wind and waves when the LNG Carriers approach and deliver LNG to the terminal, hence an element in securing operational conditions 365-days per year.

5. No of Court case is pending against proposed project.

The EAC, taking into account the submission made by the project proponent had a detailed deliberation during its 254<sup>th</sup> meeting on 11<sup>th</sup> February, 2021 and **recommended** the proposal for Amendment in Environmental and CRZ Clearance as mentioned at point 3 above.

### **Agenda No. 3.8**

#### **Construction of 6 lane expressway of length 252.800 km from chainage -0.300 km, in Chautala village, Sirsa district in the state of Haryana to chainage 252.500 km, in Rasiser village, Bikaner district in the state of Rajasthan under BharatmalaPariyojana (Proposal No IA/RJ/NCP/194298/2021 and File No 10-53/2018-IA.III)**

The aforementioned proposal was placed before the EAC-Infra-1 during its 254<sup>th</sup> meeting on 11<sup>th</sup> February, 2021. The project proponent alongwith EIA consultant M/s Enviro Infra Solutions Pvt. Ltd., GZB made a presentation through Video Conferencing and provided the following information-

1. Environmental Clearance for “construction of 6-lane expressway of length 249.195 Km from chainage 3.305 km near 3SBN village, Sangaria, district Hanumangarh, Rajasthan to chainage 252.500 near Rasiser village, Bikaner district, Rajasthan under BharatmalaPariyojana” was granted by the EAC during its 208<sup>th</sup> meeting held on 19<sup>th</sup> to 20<sup>th</sup> February 2019 *vide* EC No. 10-53/2018-IA.III dated 18.04.2019. Further, its corrigendum letter has been issued dated 16<sup>th</sup> May, 2019.
2. The proposed expressway is a green field project and proposed for 4/6 lane from Chautala in Sirsa district in the state of Haryana to Rasiser in Bikaner district in the state of Rajasthan having a total length of 252.800 Km. The Expressway starts from MDR-105 near Chautala village (CH. -0.300) which is in Sirsa district in the state of Haryana and ends on National Highway-62 at Rasisar village of Bikaner district in the state of Rajasthan.
3. The total length of the project expressway is 252.800 km, however the EAC committee have granted Environmental Clearance for 249.195 km since the Public Hearing had not been conducted for the remaining 3.850 km which lies in Sirsa district, Haryana. Now, the Public Hearing of Sirsa district has been successfully conducted at Chautala village on 19.06.2019 for the remaining length of 3.605 km falling in the state of Haryana.
4. Now the Project Proponent requested amendment in EC for (i) Total length, (ii) Total Land Acquisition, (iii) the village name and State of the starting point of the alignment and (iv) total number of canal crossing the proposed expressway.
5. Forest area is identified along the alignment of area 63.92 ha (63.6807 ha in Rajasthan + 0.2394 ha in Haryana). The proposals for forest clearance have been submitted online *vide* Proposal No: FP/RJ/Road/37034/2018 for Rajasthan dated 19.01.19 and Proposal No:

FP/HR/Road/38346/2019 dated 16.01.19 for Haryana. Stage I clearance is received for the Rajasthan state and Stage-II is received for Haryana state.

6. The PP *vide* on-line application dated 22<sup>nd</sup> January 2021 has requested for the following amendment in the Environmental Clearance letter No. 10-53/2018-IA.III dated 18.04.2019:

Reference of approved EC	Description as per approved EC	Description as per proposal	Remarks if any
Subject of the EC letter	Construction of 6-lane expressway of length 249.195 Km from chainage 3.305 km near 3SBN village, district Kota, Rajasthan to chainage 252.500 near Rasiser village, Bikaner district, Rajasthan under BharatmalaPariyojana by M/s National Highways Authority of India.	Construction of 6-lane expressway of length 252.800 Km from chainage - 0.300 km Chautala village, district Sirsa, in Haryana to chainage 252.500 near Rasiser village, Bikaner district, in Rajasthan under BharatmalaPariyojana by M/s National Highways Authority of India	The start point of the expressway has been revised. Length has been increased by 3.605 km.
EC Point No. (i)	The proposed alignment is a 249.195 km stretch which lies in North - West region of Rajasthan. The alignment starts from chainage 3.305 km near 3SBN village, Sangaria, district Hanumangarh, Rajasthan and terminates on National Highway - 62 at chainage 252.500 near Rasiser village, Bikaner district, Rajasthan.	The proposed alignment is a 252.800 km stretch which lies in the state of Haryana and Rajasthan. The alignment starts from (CH. -0+300) km near Chautala village, district Sirsa, Haryana and terminates on National Highway - 62 at chainage 252.500 near Rasiser village, Bikaner district, Rajasthan.	The total length and start point of the proposed expressway has been revised. Length has been increased by 3.605 km.
EC Point No. (iii)	The land acquisition for the proposed alignment is approximately 1716.65 ha.	The land acquisition for the proposed alignment is approximately 1753.885 ha.	The total land acquisition of the proposed expressway has been revised by 37.235 ha.
EC Point No. (iv)	Water bodies, diversion if any: Total 5 canals.	Water bodies, diversion if any: Total 6 canals.	01 number of canal is crossing in the amended alignment.



EC Point No. (vii)	Rehabilitation involved if any: The Project requires approx. 1716.65 ha of land.	Rehabilitation involved if any: The Project requires approx. 1753.885 ha of land.	The total land acquisition has been revised. Increased by 37.23 ha.
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7. No of Court case is pending against proposed project.

The EAC, taking into account the submission made by the project proponent had a detailed deliberation during its 254<sup>th</sup> meeting on 11<sup>th</sup> February, 2021 and **recommended the proposal for above said Amendment in Environmental Clearance**, which was issued *vide* letter No. 10-53/2018-IA.III dated 18.04.2019.

### Agenda No. 3.9

**Development of Economic Corridors, Inter-corridors, feeder routes and Coastal Road to improve the efficiency of freight movement in India(Lot3/Odisha & Jharkhand/Package-2) Raipur-Vishakhapatnam (Ch. 0.000- Ch. 124.661 km) (Length 124.661 km) in the State of Chhattisgarh by M/s National Authority of India (NHAI) under Bharatmala Pariyojana -Amendment to Terms of Reference (Proposal No IA/CG/NCP/196462/2021 and File No 10-3/2020-IA.III).**

The above mentioned proposal was earlier considered by the Expert Appraisal Committee (EAC) in its 230<sup>th</sup>EAC meeting held on 29<sup>th</sup> January, 2020 and the ToR was granted by EAC *vide* letter no. F. No. 10-3/2020-IA.III, dated 02<sup>nd</sup> March 2020.Now, the PP *vide*online submission of an application on 4<sup>th</sup> February 2021 requested the Ministry for the Amendment in Terms of Reference, which was earlier issued on02<sup>nd</sup> March 2020.

The aforementioned proposal was further placed before the EAC-Infra-1 during its 254<sup>th</sup>meeting on 11<sup>th</sup>February, 2021. The project proponent alongwith EIA consultant M/s Centre for Envotech& Management Consultancy Pvt. Ltd. in association with Enviro Infra Solutions Pvt. Ltd has made a presentation through Video Conferencing and provided the following reason for the Amendment in Terms of Reference issued on02<sup>nd</sup> March 2020-

1. While conducting detailed project design based on traffic, safety and other engineering considerations it transpired that a six lane highway would need to be constructed. ROW in National Highways in general is kept as 60m in Plain/rolling terrain and accordingly ROW of 60m has been kept for this Highway (Raipur-Vishakhapatnam) passing through states of Chhattisgarh (124 km. However, keeping in view the restrictions in forest area it is proposed to adopt 45m ROW in plain/rolling terrain as 6 lane highway in 30m ROW is not possible for following reasons:

a) Refer Enclosed TCS wherein top road formation width(road top width) has been kept 30m in reserve forest and contiguous revenue forest (in non-forest section it is 33 m), however,

to accommodate slopes for height difference(difference between ground level and road top level) which varies from 2.5 to 8m (2.5m in general and about 8m at locations of crossing structures including animal underpasses), requires additional land width for accommodating slopes, drains, etc beyond road formation width. For 3-4m ht difference, 45m ROW is sufficient. However, in cases where the ht difference is more than 4m, there is requirement of ROW beyond 45m and in such cases NHAI would restrict the ROW to 45m only, by providing retaining /Toe walls.

b) In Hilly terrain, the ROW width varies as per the cutting and filling envelope as terrain is continuously changing. In hilly terrain ROW is proposed to be kept as 45m in general and limiting to cutting and filling envelope.

2. In view of above the PP has requested to issue an amendment of TOR granted vide reference no. 10-3/2020-IA dated 02<sup>nd</sup> March 2020 *w.r.t* allowing ROW of 45m in Forest area instead of 30m. The required changes as requested are as following-

S. No.	Plant Facility	As per ToR issued on 02.03.2020	Amendment requested	Final configuration after Amendment
01	ROW (General)	60m	No Change	60m
02	ROW(Forest)	30m	45m	45m*
*RoW change in Forest area				

The EAC, taking into account the submission made by the project proponent had a detailed deliberation during its **254<sup>th</sup> meeting on 11<sup>th</sup> February, 2021** and **recommended the proposal for Amendment in Terms of Reference; allowing ROW of 45m in Forest area instead of 30m**, which was accorded *vide* letter No. 10-3/2020-IA.III, dated 02<sup>nd</sup> March 2020.

### Agenda 3.10

**Development of Economic Corridors, Inter-Corridors, feeder routes and Coastal Road primarily to improve the efficiency of freight movement in India (Lot-3/Odisha & Jharkhand/Package-2) Raipur-Vishakhapatnam(Ch.124.661 - Ch. 365.033 km) (Length 240.371 km) in the State of Odisha by M/s National Highways Authority of India (NHAI) under Bharatmala Pariyojana - Amendment to Terms of Reference (Proposal No IA/OR/NCP/196432/2021 and File No 10-4/2020-IA.III).**

The above mentioned proposal was considered by the Expert Appraisal Committee (EAC) for Industrial Estate/Area, SEZ and Highways projects in its 230<sup>th</sup> meeting on 28-29 January, 2020 in the Ministry of Environment, Forest and Climate Change, New Delhi. TOR was accorded *vide* letter No. 10-4/2020-IA.III, dated 02<sup>nd</sup> March 2020. Now, the PP *vide*

online submission of an application on 4<sup>th</sup> February 2021 requested the Ministry for the Amendment in Terms of Reference, which was earlier issued on 02<sup>nd</sup> March 2020.

The aforementioned proposal was further placed before the EAC-Infra-1 during its 254<sup>th</sup> meeting on 11<sup>th</sup> February, 2021. The project proponent along with EIA consultant M/s Centre for Envotech & Management Consultancy Pvt. Ltd. in association with Enviro Infra Solutions Pvt. Ltd. has made a presentation through Video Conferencing and provided the following reason for the Amendment in Terms of Reference issued on 02<sup>nd</sup> March 2020-

1. While conducting detailed project design based on traffic, safety and other engineering considerations it transpired that a six lane highway would need to be constructed. ROW in National Highways in general is kept as 60m in Plain/rolling terrain and accordingly ROW of 60m has been kept for this Highway (Raipur-Vishakhapatnam) passing through states of Odisha. However, keeping in view the restrictions in forest area it is proposed to adopt 45m ROW in plain/rolling terrain as 6 lane highway in 30m ROW is not possible for following reasons:

- a) Refer Enclosed TCS wherein top road formation width (road top width) has been kept 30m in reserve forest and contiguous revenue forest (in non-forest section it is 33 m), however, to accommodate slopes for height difference (difference between ground level and road top level) which varies from 2.5 to 8m (2.5m in general and about 8m at locations of crossing structures including animal underpasses), requires additional land width for accommodating slopes, drains, etc beyond road formation width. For 3-4m ht difference, 45m ROW is sufficient. However, in cases where the ht difference is more than 4m, there is requirement of ROW beyond 45m and in such cases NHAI would restrict the ROW to 45m only, by providing retaining /Toe walls.
- b) In Hilly terrain the ROW width varies as per the cutting and filling envelope as terrain is continuously changing. In hilly terrain ROW is proposed to be kept as 45m in general and limiting to cutting and filling envelope.

2. In view of above the PP has requested to issue an amendment of TOR granted vide reference no. 10-4/2020-IA.III, dated 02<sup>nd</sup> March 2020 *w.r.t* allowing ROW of 45m in Forest area instead of 30m. The required changes as requested are as following-

TOR Item No.	Plant Facility	Existing Configuration	Amendment requested	Final configuration after Amendment
Point No. (vi) and (vii) of Project specific conditions	ROW(Forest)	30m	45m	45m

The EAC, taking into account the submission made by the project proponent had a detailed deliberation during its **254<sup>th</sup> meeting on 11<sup>th</sup> February, 2021** and **recommended the proposal for Amendment in Terms of Reference; allowing ROW of 45m in Forest area instead of 30m**, which was accorded *vide* letter No. 10-4/2020-IA.III, dated 02<sup>nd</sup> March 2020.

### **Agenda 3.11**

**Any other item with the permission of Chair.**

No other items were discussed by the Committee

**Annexure-A**

**Following members were present during the 254<sup>th</sup> EAC(Infra-1) meeting held on 11<sup>th</sup> February, 2021:**

<b>S. No.</b>	<b>Name</b>	<b>Designation</b>	<b>Remarks</b>
1.	Dr. Deepak ArunApte	Chairman	Present
2.	Sh. S. Jeyakrishnan	Member	Present
3.	Sh. Manmohan Singh Negi	Member	Present
4.	Sh. Sham Wagh	Member	Present
5.	Dr. MukeshKhare	Member	Requested absentia
6.	Dr. Ashok Kumar Pachauri	Member	Present
7.	Dr. V.K Jain	Member	Present
8.	Dr. Manoranjan Hota	Member	Present
9.	Sh. R Debroy	Member	
10.	Dr. Rajesh Chandra	Member	
11.	Dr. M.V Ramana Murthy	Member	Present
12.	Smt.Bindu Manghat	Member	
13.	Dr. Niraj Sharma	Member	Present
14.	Sh. Amardeep Raju,	Scientist 'E' & Member Secretary, MoEF&CC	Present
15.	Dr. Rajesh P Rastogi	Scientist 'C', MoEF&CC	Present

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