

**Minutes of the 326<sup>th</sup> meeting of Expert Appraisal Committee held on 10<sup>th</sup>-11<sup>th</sup> May, 2023 through Video Conference 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 Highways 7(f)**

The 326<sup>th</sup> Meeting of Expert Appraisal Committee (EAC) of Infra-1 (IA-III) was held through Video Conference during **10<sup>th</sup>-11<sup>th</sup> May, 2023** 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 324<sup>th</sup> EAC Meeting held on 19<sup>th</sup> – 21<sup>st</sup> April, 2023 with the following corrections.

1. In the MoM of 324<sup>th</sup> meeting held during 19<sup>th</sup>-21<sup>st</sup> April, 2023 at agenda no.3.14 at para no. 3.14.20 an inadvertent error occurred the same may be read as following:

S. No	Para mentioned in MoM of 324 <sup>th</sup> meeting of EAC	Corrected Para
1.	3.14.20 The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 324 <sup>th</sup> meeting during 19 <sup>th</sup> -21 <sup>st</sup> April, 2023 and <b>recommended</b> the proposal for grant of Terms of References with exemption of conduct of Public Hearing with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:	3.14.20 The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 324 <sup>th</sup> meeting during 19 <sup>th</sup> -21 <sup>st</sup> April, 2023 and <b>recommended</b> the proposal for grant of Terms of References with Public Hearing with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

2. At agenda no.3.6 Specific condition no.1 River Ganga is meandering from Km. 58+000 to 63+000, therefore elevated bridge shall be constructed so that the course of river is not interrupted by construction of bunds. May be read as “The recommendations prescribed in the Hydraulic Modelling Report for effect of NH-31 Ch. 58.0 to 63.0 km Highway Embankment on Ganga River Reach at Ballia may kindly be complied with”
3. 324<sup>th</sup> meeting during 19<sup>th</sup>-21<sup>st</sup> April, 2023 the revised list of members were present placed as Annexure-B

### **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 Industrial City over an area of 93.85 ha (231.9084 acres) at Shendra, MIDC, Aurangabad, Maharashtra by M/s Inspira Infra (Aurangabad) Ltd Environmental Clearance.**

**Proposal No. IA/MH/INFRA1/424710/2023 and File No. 10/16/2022-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 report. 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.”*

3.1.1 The project proponent along with EIA consultant M/s Ardra Consulting Services Pvt. Ltd., Bhubaneswar, Odisha made a presentation through Video Conferencing and submitted the following information.-

3.1.2 The proposed project is intended to develop and set up a world class Industrial City on the possessed property of plot/land admeasuring about 93.85 Ha (231.8943 Acres) in five-star Industrial area, Shendra MIDC, Aurangabad, Maharashtra State. The project is located in between latitude 19° 54' 20.95" N & 19°53'39.64"N and Longitude between 75° 28' 51.74" E & 75°29'42.34"E.

3.1.3 The Terms of References (ToR) proposal was considered in 293<sup>rd</sup> meeting on 24<sup>th</sup>-25<sup>th</sup> March, 2022 and the ToR was granted by EAC vide letter no. 10/16/2022-IA.III, dated 25<sup>th</sup> April, 2022.

3.1.4 The proposed project falls under 7(f), Category-A, Highway as per EIA notification 2006. Total investment/cost of the project is Rs 420.28 Crores.

3.1.5 Public Hearing was conducted in Aurangabad, Maharashtra, the details are as following:

S.no	Date	Location	Chaired by
1	09 <sup>th</sup> November, 2022	M/s Inspira Infra (Aurangabad) Ltd., Plot no.C-21,C23/1&C-23/2, Five Star Industrial Area Shendra, Aurangabad, Maharashtra.	Additional District Magistrate.

3.1.6 Land use/Land cover of project site is as following.

Facility	Plot Area in Ha
<b>Industrial Area</b>	
Industrial Use	56.3
Utility-Common Infra	12.9
Open Green	8.7
<b>SUB TOTAL</b>	<b>77.9</b>
<b>Residential Area</b>	
Residential /Other Use	8.83
Utility-Common Infra	2.02
Open Green	1.36
<b>SUB TOTAL</b>	<b>12.2</b>
<b>Commercial Area</b>	
Commercial Use	2.68
Utility-Common Infra	0.61
Open Green	0.45
<b>SUB TOTAL</b>	<b>3.75</b>
<b>TOTAL LAND AREA</b>	<b>93.85</b>

3.1.7 List to industries to be housed with the proposed project site:

Sl. No.	Industry Types
1	Metal forging
2	Food processing including boiling
3	Paint industry
4	Plastic processing and assembly
5	Cosmetic formulation
6	Pharmaceutical formulation
7	Food packaging
8	Manufacturing of detergents
9	Chemical formulation

10	Rubber industry
11	Engineering Industries
12	Manufacturing of silica gel
13	Jute processing without dyeing
14	Detergents and Soaps
15	Fermentation industry
16	Coated electrode manufacturing
17	Dairy and dairy products
18	Cattle feed processing
19	House hold chemicals

3.1.8 Details of water bodies, impact on drainage: No water bodies present in the project site, no natural drainage is getting disturbed. Only 3 small water patches like Lahuki Reservoir – 5.0 km in E, Sukna Reservoir – 7.90 km in S, Ohar Reservoir – 15.03 km in NW available surrounding the project side. To prevent degradation and to maintain the quality of the water source, adequate control measures have been proposed to check the surface run-off, as well as uncontrolled flow of water into any water body. However, rainwater harvesting structures are developed in the project site. Although there is no major river in the study area surrounding 10 km radius, the local drainage pattern is controlled by the topography of the area. Therefore, the drainage is dendritic in nature due to undulating topography and hilly terrain surrounding the project area. For local water usage, several small and medium scale dams are located to tap the rainwater and conserve it for usage.

Sangvi Reservoir – 12.75 km in NW	Ohar Reservoir – 15.03 km in NW
Sukna Reservoir – 7.90 km in S	Lahuki Reservoir – 5.0 km in E

3.1.9 Water requirements: The total water requirements for the project during construction and operation phases is 15 MLD through the MIDC MBR (Master boosting reservoir) and the total fresh water demand for the industrial city is estimated at 5.62 MLD which can be supplied through ESR, located at the south-east corner adjacent to the site.

3.1.10 Tree cutting: No long trees are present in the proposed area, only small bushes like plants are present in the park premises, no tree cutting is involved in the instant proposal.

3.1.11 Forest Diversion: No forest land involved in the proposed industrial estate. The project does not involve diversion of forest land. There are no Protected Areas, National Parks, Sanctuaries and Tiger Reserves within 15 km radius of the project area. There is no eco sensitive areas within 15 km radius of the project area.

3.1.12 Waste management: For all industrial effluents, after primary treatment at individual units shall be secondarily treated in the CETP (7 MLD approx.) and redistributed to the industries proportionately. Two (2) MLD sewerage water will be processed in two separate STPs each of 1 MLD capacity and the treated water shall be reused in greenbelt development, Flushing (After Bacterial & Pathogenic Treatment). The STP is based on the Soil Bio Technology system. About 54 MT per day of solid waste is estimated to be generated daily during the operation phase. The solid waste would be segregated into biodegradable waste and recyclable waste and handed over to NGOs for proper management.

3.1.13 CETP details: During operation phase, the Wastewater collection & conveyance system, treatment & disposal arrangement will be maintained by respective units. Treated waste water will be used for landscaping and flushing purposes. The sludge generated would be sent for composting after drying. After preliminary treatment effluent from each industrial unit will be sent to Common Effluent Treatment Plant (CETP) for secondary and tertiary treatment as and when required. The ETP of the required capacity will be installed to treat the industrial waste water from the processing area. The effluent from the industry will be passed through bar screen and grid chamber to remove solid and unwanted material. Then it will be transferred to neutralization or equalization tank to maintain the flow and adjusting PH. **STP details:** The average domestic water requirements would be about 50 lpcd. Thus total water requirement works out to be 50,000 liters/day (max.) It is assumed that about 80% of water required will be generated as sewage. Thus, total quantum of sewage generated in peak situation is expected to be about 40,000 litres/ day. The generated sewage would pass through a portable septic tank and its discharge would be connected to the existing municipal sewage network of the area.

3.1.14 Two numbers of STP of 1 MLD capacity will be constructed. The waste water generated will be treated up to tertiary level. The waste water will be collected through a network of drainage system to be designed accordingly keeping in view the location of the STP. Similar type STPs are proposed during operation phase at different strategic locations within the Industrial Park. The treated effluent will be mostly reused for flushing of toilets and for gardening. Dual plumbing system will be provided for utilizing treated water for flushing of toilets. Reuse of treated effluent within the complex will reduce the overall requirement of fresh water as well as put fewer loads on the existing sewerage network, also supports in achieving towards zero liquid discharge.

3.1.15 There is no land acquisition and R&R issues: No R&R involved in the project. This is an industrial land provided by MIDC and has been in their possession.

3.1.16 Employment potential: Total numbers of employment potential for this project will be nearly 20,000 persons. During construction Phase for this project manpower is required – 200-300 numbers. During operation Phase skilled workers are engaged- 15-20 numbers.

3.1.17 Benefits of the project: The project will provide employment to a large number of local people. Skilled, semi-skilled and unskilled man power will be utilized during construction and operation phase. This will positively impact the economic condition

of the study area. Due to increase/enhancement of the forests and greenery, the project area will possess an enriched ecological profile with significant improvement in micro-climate. The development of planned residential and industrial growth shall necessitate the erection of education and health infrastructure. The project will undertake their creation with quality. After implementation of the Project, a host and variety of industries will be established in the area. This will give rise to employment to the local people. The industrial development will also promote allied businesses and facilities in the area. This will result in considerable improvement in the economic condition of the study area.

3.1.18 Details of Court cases: No court case is pending against the proposal.

3.1.19 The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 326<sup>th</sup> meeting during 10<sup>th</sup>-11<sup>th</sup> May, 2023 and deferred the proposal for want of following information.:

- i. Justification for considering the instant proposal as a Category A project as per the EIA Notification, 2006 as Amended time to time.
- ii. Zoning of the area in terms of 'type of industries' coming-up in the industrial area based on the resource requirement along with likely pollutants with quantity from the various industries.
- iii. List of Industries coming-up in the industrial area with the schedule covered under EIA Notification, 2006 and as per the CPCB categories.
- iv. NABET Accreditation Letter of the EIA consultant for the extension period.

### **Agenda No. 3.2**

**Development of 4/6 Lane North-East side Gorakhpur Bypass starting from NH-29E (chainage 83+308) and end at NH-28 (chainage 285+100) under NHDP Phase-VII in the state of Uttar Pradesh -Terms of Reference.**

**Proposal No. IA/UP/INFRA1/422284/2023. File No. 10/23/2023-IA.III.**

3.2.1. The aforementioned proposal was considered in the 324<sup>th</sup> EAC meeting held on 19<sup>th</sup> -21<sup>st</sup> April, 2023, however, due to technical fault the proposal is listed in the current agenda. The same is excluded from this agenda item and shall be processed as per the earlier recommendations of the 324<sup>th</sup> EAC meeting held on 19<sup>th</sup>-21<sup>st</sup> April, 2023.

### **Agenda No. 3.3**

**Extension of validity of Environmental Clearance and CRZ clearance vide letter no. 10-91/2009-IA.III. Dated 5th June, 2012 granted for Expansion & Modernization of Pipavav Port, Taluka Rajula, District, Amreli by M/s Gujarat Pipava Port Ltd-Environmental Clearance and CRZ clearance.**

**Proposal No. IA/GJ/INFRA1/427769/2023, F.No.11-91/2009-IA-III(Pt.)**

The members of the EAC observed that PP did not circulate the documents before the meeting. Since no documents were received by the members of the EAC, it was decided that the proposal shall be only considered once the documents are received. EAC advised PP to circulate the documents as mentioned in the agenda before the EAC meeting as per the instruction given in the agenda for further consideration of the proposal.

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

**Development of 4 lane Ring Road for Jabalpur city starting from village Manegaon, Design Ch. 19+100 and ends near Barela, Design Ch. 117+000 in Jabalpur district in the state of Madhya Pradesh (Total length = 97.900km)- Terms of Reference.**

**Proposal No. IA/MP/INFRA1/423024/2023, File No. 10/24/2023-IA.III.**

The aforementioned proposal was considered in the 324<sup>th</sup> EAC meeting held on 19<sup>th</sup>-21<sup>st</sup> April, 2023, however, due to technical fault the proposal is listed in the current agenda. The same is excluded from this agenda item and shall be processed as per the earlier recommendations of the 324<sup>th</sup> EAC meeting held on 19<sup>th</sup>-21<sup>st</sup> April, 2023.

#### **Agenda No. 3.5**

**Four laning of Sagar Bypass from Design Km 0+000 near village Lahdara to Km 23+400 end at Dhana town including 2 lane spur connectivity to Sagar town of length 2.6 Kms in the state of Madhya Pradesh by M/s National Highways Authority of India- Terms of Reference.**

**Proposal No. IA/MP/INFRA1/421269/2023, File No. 10/25/2023-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 report. 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.”*

3.5.2. The project proponent and EIA consultant LEA Associates South Asia Pvt Ltd. made a presentation through Video Conferencing and provided the following information-

3.5.3. The proposal is for Four laning of Sagar Bypass from Design Km 0+000 near village Lahdara to Km 23+400 end at Dhana town including 2 lane spur connectivity to Sagar town of length 2.6 Kms. The Project Corridor starts Four laning of Sagar Bypass from Design Km 0+000(Start Location: 23°45'30.67"N, 78°41'03.11"E near village Lahdara to Km 23+400(23°45'03.11"N, 78°51'11.74"E) end at Dhana town

including 2 lane spur connectivity to Sagar town of length 2.6 Kms (Sagar Spur Alignment start at 0+000 and ends at 2+600).

3.5.4. The proposed project falls under Schedule 7(f), Highway, Category “A” of EIA Notification 2006. Total estimated civil cost of the project is about Rs. 771.14 Cr.

3.5.5. Land use/ Land cover (approx. area) of the project site:

S.No.	Land use / Land cover	Area (ha)	Percentage %	Remarks if any
1.	Private land	165.35	75.33	Agriculture Land
2.	Government land	23.179	10.56	Barren / other Land
3.	Forest land	30.961	14.11	Reserve Forest land
Total		219.49	100	-

3.5.6. Right of Way (RoW): The proposed RoW is 60m for the proposed alignment.

3.5.7. Terrain and topographical features: The terrain of the alignment is basically plain and rolling.

3.5.8. Details of water bodies, impact on drainage: The proposed alignment is crossing through 1 river- Betwa. The balancing culverts shall be provided to ensure no water logging in the area and all storm water shall be channelized systematically to the nearest natural stream.

3.5.9. Water requirements: Approx. 1000KLD Water will be extracted from suitable surface sources (river/canals) or ground water after obtaining necessary permissions from the competent authority. Ground water proposed to be used only for camp site for transient period after obtaining the permissions from appropriate authority.

3.5.10. Tree cutting: About 8760 trees are likely to be affected due to proposed Project. The actual no. of trees proposed to be cut will be provided in the EIA after joint enumeration with appropriate authorities of respective State Government. Efforts will be made to minimize the trees loss by restricting trees cutting within formation width/toe lane. Avenue plantation shall be carried out as IRC: SP: 21:2009 “Guidelines on Landscaping and Tree Plantation” on available RoW apart from statutory requirements.

3.5.11. Diversion of forest land: The proposed project highway will require diversion of 30.961 ha. of Protected Forest land in district Sagar in the state of Madhya Pradesh. The forest proposal shall be prepared after consultation with concerned forest officer.

3.5.12. The proposed project not located within 10 km of Protected Area (PA) including National Parks, Sanctuaries and tiger Reserves etc. The proposed project is not passing through any notified Eco-sensitive zone boundary or Eco-Sensitive Area (ESA) notified by the MoEF&CC.



3.5.13. Waste management: Construction and Demolition wastes will be managed as per Construction and Demolition Wastes Management Rules, 2016 and other Solid Wastes will be managed as per the Solid Waste Management Rules, 2016 by Concessionaire/Contractor.

3.5.14. Land acquisition and R&R issues involved: The Project requires approx. 219.49 ha of land and 30.961ha Forest land. About 45 nos. of structures (Pucca Building, temporary sheds, huts etc.) will be affected due to proposed highway. Compensation shall be paid as per NH Act, 1956 and RFCTLARR Act, 2013.

3.5.15. Employment potential: During the construction of the road project around 120 persons/day would be employed temporarily for a period of 2.5 years. However due to construction of toll plazas approx. 10 persons will be employed on permanent basis and 50 nos. of employees on temporary basis. The Preference will be given to local people for employment.

3.5.16. Benefits of the project: The basic necessity of the Green field Alignment to connect the major Highways passing through Sagar city in the State to provide a congestion free road network and inter State through traffic as well as to enhance city mobility. The alignment intended to run across agricultural and barren land keeping the existing road network uninterrupted by providing grade separated structure. This proposed road will eventually facilitate a congestion free movement avoiding city traffic. Greenfield corridor has been envisaged to connect NH 146 near lahdara village in the west direction of Sagar to NH 44, SH 15A, SH 15 in the southern part of the city covering a length 25 km (approximate) for various alignment.

3.5.17. Details of Court cases: NO court cases is involved

3.5.18. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 326<sup>th</sup> meeting during 10<sup>th</sup>- 11<sup>th</sup> May 2023 and **recommended** the proposal for grant of Terms of Reference (ToR) with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. The proposed alignment is crossing through Betwa river. NHAI shall explore the design of the alignment avoiding any piers in the river bed.
- ii. NHAI will design the alignment as per the suggestions of the concerned Forest Department of Govt. of Madhya Pradesh with necessary structural provisions for safe passage of wildlife and re-alignment for saving of forest patch.
- iii. 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.

- iv. Road safety audit (along with accident/black spots analysis) by any third-party competent organization need to be carried out at all stages namely at detailed design stage, construction stage and pre-opening stage to ensure that the project road has been constructed considering all the elements of road safety.
- v. Provide compilation of road kill data on the wildlife on the existing roads (national and state highways) in the vicinity of the proposed project. Provide measures to avoid road kills of wildlife by the way of road kill management plan.
- vi. 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. Alignment also should be such that it will avoid cutting old and large and heritage trees if any. All such trees should be geo-tagged, photographed and details be submitted in the EIA –EMP report.
- vii. 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.
- viii. 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, 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.
- ix. 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.
- x. 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.
- xi. Passage for animal movement has to be detailed in the report
- xii. A comprehensive plan for plantation of three rows of native species, as per IRC guidelines, shall be provided. Such plantation alongside of forest stretch

will be over and above the compensatory afforestation. Tree species should be same as per the forest type.

### **Agenda No. 3.6**

**Construction of 4-lane Greenfield Highway from Maliya to Pipaliya (missing link of Amritsar-Jamnagar Economic Corridor) and Morbi to Navlakhi Port (connectivity for Navlakhi Port) under NH(O) in the State of Gujarat by M/s National Highways Authority of India - Terms of Reference.**

**Proposal No. IA/GJ/INFRA1/427477/2023, File No. 10/26/2023-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 report. 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.”*

3.6.1. The project proponent and EIA consultant M/s Intercontinental Consultants and Technocrats Pvt.Ltd, New Delhi made a presentation through Video Conferencing and provided the following information-

3.6.2. The National Highways Authority of India (NHAI) has decided to develop two Greenfield Highways from a) Malia to Pipaliya, which is a missing link of Amritsar-Jamnagar Economic Corridor and b) Morbi to Navlakhi (connectivity for Navlakhi port). Both the highways are passing through 2 talukas (Maliya & Morbi) of Morbi District in the State of Gujarat. Total length of both the highways is 65.127 km.

3.6.3. Malia to Pipaliya is a 4 lane green field alignment which starts from NH-27 near Malia and terminates with under construction Dhrol-Pipaliya road near Pipaliya village. Total length of the proposed project road is 23.308 km. This is a missing link of Amritsar-Jamnagar Economic Corridor. The alignment is passing through 8 villages, 2 talukas (Maliya & Morbi) of Morbi District in Gujarat. Malia to Pipaliya Starting point of project road (Km. 0+000) –23°03'43.12"N70°48'12.17"E End point of project road (Km. 23+308) –22°54'35.63"N 70°39'48.46"E.

3.6.4. Morbi to Navlakhi is a 4 lane green field alignment which starts from Morbi bypass near Amreli village and terminates at Navlakhi Port Total length of the proposed project road is 41.819 km. The alignment is passing through 13 villages, 2 talukas (Maliya&Morbi) of Morbi District in Gujarat. This will provide connectivity to the Navlakhi Port through National Highway. Morbi to Navlakhi Port Starting point of project road (Km. 0+000) – 22°51'02.74"N 70°49'04.43"E End point of project road (Km. 41+819)-22°57'16.03"N 70°27'34.56"E.

3.6.5. The proposed project falls under Schedule 7(f), Highway, Category “A” of EIA Notification 2006. Total estimated civil cost of the project is about Rs.1803.62 Crores.

3.6.6. Land-use / Land-cover of project site: Agriculture land occupied major part (83.16%) of the total area, followed by open land (8.75%), bare ground (4.65%), forest land (2.03%), water body and settlement (0.44%).

3.6.7. Right of Way (RoW): At Grade Separated locations having 6-Lane structure, additional ROW beyond 60m is to be acquired to accommodate all cross-sectional elements like 6-Lane structure, slip/service roads, unlined drain, utility etc. The Proposed ROW in such location varies from 60-70m.

3.6.8. Terrain and Topographic Features: The alignments passing through plain terrain with elevation ranging from 3 m to 40 m above MSL.

3.6.9. Details of water bodies, impact on drainage: Alignment of the proposed Maliya to Pipaliya highway crosses Machchhu River at Ch. 4+690 and streams & local Nalas at several locations. To minimize the impact drainage & hydrological flow, 1 major bridge, 8 minor bridges and 39 culverts are proposed to be constructed along the project road

3.6.10. Alignment of the proposed Morbi to Navlakhi Port highway crosses Machchhu River at Ch. 1+670, Phulku River at Ch. 27+930, creek at Ch. 30+400 and streams & local Nalas at several locations. To minimize the impact drainage & hydrological flow, 3 major bridges, 7 minor bridges and 72 culverts are proposed to be constructed along the project road

3.6.11. Water requirements: Construction Phase: Water demand of the project is approx. 7034 KL per day. In compliance to the Sub-Clause 111.8.3 of MoRTH Specifications, the contractor will identify the nearest source of water body at plant and camp site and shall source the water preferably from surface water bodies, rivers, canals and tanks in the project area. Only at locations where surface water sources are not available, the Contractor shall contemplate extraction of ground water, after intimation and consent from the CGWB.

3.6.12. Operation Phase: During the operations phase the water would be required primarily for domestic use at the toll plaza and landscaping which is approx. 100 KL per day.

3.6.13. No ground water is proposed to extract.

3.6.14. Tree cutting:

Proposed Highway	Girth Size (cm)				Total No. of Trees
	30 – 60	60 - 90	90 - 180	>180	
Maliya to Pipaliya	196	156	74	39	465

Morbi to Navlakhi Port	683	451	152	57	1,343
Total	879	607	226	96	1,808

3.6.15. Diversion of forest land: The proposed project involves diversion of approx.9.4 ha forest land, out of which 4.81 ha in Maliya to Pipaliya and 4.59 ha in Morbi to Navlakhi Port highway. Forest proposal is under preparation.

3.6.16. The proposed project is falling within 10 km radius of the Protected Areas (PA) the details are as following:

Protected Area	Distance of Proposed Highway from PA	
	Maliya to Pipaliya	Morbi to Navlakhi Port
WildAss Sanctuary& Notified ESZ (ESZ at this location is 0 km)	4.8 km	6.5 km
Marine National Park	12.8 km	0.6 km

3.6.17. CRZ: The proposed alignment approx. 10.419 km stretch of Morbi to Navlakhi Port highway (Chainage 31+400 to 41+819) is passing through CRZ area. Therefore, CRZ Clearance will be required. Preparation of CRZ Map through MoEFCC approved agency is under progress and will be submitted at the time EC.

3.6.18. Land Acquisition and R&R issues involved: Tentatively, 462.546ha land is to be acquired for the project and total number of affected structures are 40. Socio-economic and census survey of the affected population is under progress. The compensation amount for the acquisition of land and structures will be determined by the CALA (Competent Authority for Land Acquisition) in accordance with the provisions of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RFCTLARR) Act, 2013 under the National Highways Act, 1956.

3.6.19. Employment potential: The proposed project will generate total 725 persons employment during construction about 100 persons will get employment permanently and 400 persons will get employment temporarily and during operations 25 persons will get permanent employment and 200 persons will get temporarily.

3.6.20. Benefits of the project: The Malia to Pipaliya section (missing link) is eventually forming a bottleneck to the continuity of Amritsar to Jamnagar Economic corridor. Currently the traffic plying through NH-27 from Santalpur to Dhrol and vice versa is taking alternative routes thereby the travel time and distance is increased. Once the project road section is constructed, it will provide a seamless connectivity from Amritsar to Jamnagar and the travel time and distance will also be reduced.

3.6.21. The sole purpose to develop a Greenfield highway from Morbi to Navlakhi port is for the transportation of imported and exported materials in and out from the Navlakhi Port and connectivity of the port with National Highway.

3.6.22. Details of Court cases: No court case is involved.

3.6.23. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 326<sup>th</sup> meeting during 10<sup>th</sup>- 11<sup>th</sup> May 2023 and **recommended** the proposal for grant of Terms of Reference (ToR) with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. The proposed alignment approx. 10.419 km stretch of Morbi to Navlakhi Port highway (Chainage 31+400 to 41+819) is passing through CRZ area. PP shall design the port highway as per the regulatory provisions of CRZ Notification, 2011.
- ii. The categorization CRZ areas for the proposed facilities should be detailed out. The ecologically fragile area including CRZ IA area etc. shall be demarcated and superimposed on the layout plan and submitted.
- iii. RoW in the CRZ area to be restricted to 35 m to avoid damage to saltpans.
- iv. The road in the CRZ areas will only be on stilt and accordingly design be developed
- v. Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scales as per latest approved CZMP.
- vi. Recommendation of the Gujarat CZMA shall be obtained and submitted. Submit a complete set of documents required as per para 4.2 (i) of CRZ Notification, 2011.
- vii. Public hearing shall be conducted as per the EIA notification, 2006 after including the CRZ component and recommendations.
- viii. NHAI will design the alignment as per the suggestions of the concerned Forest Department of Govt. of Gujarat with necessary structural provisions for avoiding damage to the saltpans.
- ix. Cumulative impact assessment study should be carried out along the entire stretch including the other packages and the current stretch under consideration.
- x. 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.
- xi. Road safety audit (along with accident/black spots analysis) by any third-party competent organization need to be carried out at all stages namely at detailed

design stage, construction stage and pre-opening stage to ensure that the project road has been constructed considering all the elements of road safety.

- xii. Provide compilation of road kill data on the wildlife on the existing roads (national and state highways) in the vicinity of the proposed project. Provide measures to avoid road kills of wildlife by the way of road kill management plan.
- xiii. 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. Alignment also should be such that it will avoid cutting old and large and heritage trees if any. All such trees should be geo-tagged, photographed and details be submitted in the EIA –EMP report.
- xiv. 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.
- xv. Biodiversity studies and conservation plan will be carried out by GUIDE, or Zoological Survey of India or any organization or University of national repute having familiarity with the site.
- xvi. 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, 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.
- xvii. 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.
- xviii. 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.
- xix. Passage for animal movement has to be detailed in the report
- xx. A comprehensive plan for plantation of three rows of native species, as per IRC guidelines, shall be provided. Such plantation alongside of forest stretch

will be over and above the compensatory afforestation. Tree species should be same as per the forest type.

### **Agenda No. 3.7**

**Proposed Development of Talegaon Industrial Area – Phase-IV as an Electronics and Engineering City Expansion on about 2404 Ha of land adjacent to existing Talegaon Industrial Area (Ph-I), Pune, Maharashtra-Terms of References.**

**Proposal No. IA/MH/NCP/258294/2022, File No. 10/27/2023-IA.III.**

The PP withdrawn the proposal hence the Committee deferred the same and inform the Ministry that the proposal shall be considered once official request is received from PP.

### **Agenda No. 3.8**

**Development of Kuduthini Industrial Area (Phase-1) Over an extent of 261Ha (645.18 acres) At Kuduthini Village Bellary Taluk, Bellary District Karnataka State Terms of References.**

**Proposal No. IA/KA/INFRA1/420345/2023, File No. 10/28/2023-IA.III.**

The aforementioned proposal is duplicate proposal and due to technical glitch it was listed in the instant agenda. The same may be delisted from the PARIVESH.

### **Agenda No. 3.9**

**Development of Kuduthini Industrial Area (Phase-I) Over an extent of 261Ha (645.18 acres) at Kuduthini Village Bellary Taluk, Bellary District Karnataka State M/s Karnataka Industrial Areas Development Board-Environmental Clearance.**

**Proposal no. IA/KA/INFRA1/420997/2023, File No. 10/37/2021-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 the 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.

3.9.1. The project proponent along with the EIA consultant M/s Hubert Enviro Care Systems provided the following information.

3.9.2. The proposal is for Development of Kuduthini Industrial Area (Phase-1) in area of 261 ha (645.18 acres) at Kuduthini village, Bellary Taluk, Bellary District, Karnataka by M/s Karnataka Industrial Areas Development Board.



3.9.3. The proposed project falls under 7(c)-Industrial Park, Category A and appraisal in MoEF&CC (since Karnataka- Andhra Pradesh State Boundary is within 10 Km radius). Total investment/cost of the project is Rs 23300 Lacks.

3.9.4. ToR details: The Terms of Reference (ToR) was considered in 291st EAC meeting during 10th March, 2022, in the Ministry of Environment, Forest and Climate Change, New Delhi. TOR was granted on 12th April, 2022 under violation category.

3.13.1. The aforementioned proposal was considered earlier in the 322<sup>nd</sup> meeting during 21<sup>st</sup> -22<sup>nd</sup> March, 2023, wherein the EAC advised that the instant proposal is a violation proposal opined that an expert member who dealt with the violation cases may be co-opted to appraise the instant proposal. At this instance, the aforementioned proposal was further placed before the EAC in its 326<sup>th</sup> meeting during 10<sup>th</sup> – 11<sup>th</sup> May, 2023, however, the expert member could not able to attend the EAC due to some other engagement. EAC requested to the Ministry that the same proposal may be relist in the upcoming EAC meeting.

#### **Agenda No. 3.10**

**Amendment in existing CRZ and Environmental Clearance for Change in the Product Mix (Removal of Caping for Individual Cargo) and increase in transportation of Multi Cargo through road from 2.5 MMTPA to 5.0 MMTPA without increase in total handling capacity of Multi Cargo Import-Export Terminal (10.18 MMTPA) at General- Cum-Bulk Cargo Berth in the Outer Harbour of Visakhapatnam Port Authority at Visakhapatnam, Andhra Pradesh- Amendment in Environmental Clearance.**

**Proposal No: IA/AP/NCP/295920/2022, File No. File No : 10-9/2009-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 the 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.

3.10.1. The project proponent along with the EIA consultant M/s JM EnviroNet Pvt. Ltd. provided the following information.

3.10.2. This proposal is for Amendment in existing Environmental and CRZ Clearance for Change in the Product Mix (Removal of Caping for Individual Cargo) and increase in transportation of Multi Cargo through road from 2.5 MMTPA to 5.0 MMTPA without increase in total handling capacity of Multi Cargo Import-Export Terminal (10.18 MMTPA) at General – Cum – Bulk Cargo Berth in the Outer Harbour of Visakhapatnam Port Authority at Visakhapatnam, Andhra Pradesh.

3.10.3. The proposed project activity is listed at schedule no. 7(e) (Port, Harbours) under Category “A” of the schedule of the EIA Notification, 2006 is therefore, appraised at Central Level.

3.10.4. The Environmental Clearance and CRZ clearance vide letter no 10-9/2009-IA.III dated 01.09.2009 was obtained from MOEFCC, further M/s Visakhapatnam Port Trust was obtained the amended in EC no. 10-9/2009-IA.III dated 17.12.2021 for transportation of Coal/Cargo through roads up to 2.5 MMTPA of terminal capacity (10.18 MMTPA) from eastern stack yard. Subsequently, another amendment was obtained vide letter No: 10-9/2009-IA.III dated 25.04.2022 for “Installation of Mechanised Handling facilities at General-cum-Bulk Cargo Berth in the outer Harbour of Visakhapatnam Port Trust, Andhra Pradesh by M/s Visakhapatnam Port Trust”.

3.10.5. The Ministry of Port Shipping and Waterways has approved the change of name from “Visakhapatnam Port Trust” to “Visakhapatnam Port Authority” w.e.f. 3rd November, 2021 and in view of this change, abbreviation will be changed from “VPT” to “VPA” and “The Board of Trustees of the Port of Visakhapatnam” will be changed to “The Board of Visakhapatnam Port Authority” Vide Gazette Notification NO: S.O. 4504 (E) Notification Extraordinary – Part II – Section 3 – Sub-section (ii) No. CG-DL-E-30102021- 230842 dated 29th October 2021. In connection with this VPA has applied for the name change application from VPT to VPA. The proposal no. of the application is IA/AP/NCP/295630/2022.

3.10.6. As per the ESZ boundaries of Kambalakonda Wildlife Sanctuary defined by MOEFCC, New Delhi as per Notification S.O. 1366 (E) dated 28th April, 2017, the project site does not fall within the ESZ of the Sanctuary.

3.10.7. EIA addendum report for amendment in existing CRZ and Environmental Clearance for increase in transportation of multi cargo through road from 2.5MMTPA to 5.0MMTPA without increase in total handling capacity of multi cargo Import-Export terminal(10.18MMTPA) at General - Cum - Bulk Cargo Berth in the Outer Harbour of Visakhapatnam Port Authority at Visakhapatnam, Andhra Pradesh has been prepared on the basis of Summary of analysis of ambient air quality in the study area it is evident that all the parameters at the monitoring locations were found well within the prescribed NAAQ standards except PM10 during 1st Quarter at 1 location i.e. A1 Near VPT Yard Pump House. To mitigate that Mechanized Dust suppression system (MDSS) have been maintained to minimize fugitive dust emission in cargo handling area & at various transfer points and cladded conveyor belts have been maintained for the transfer of cargo to reduce the fugitive emissions. Water sprinkling on internal roads is being done regularly to control the fugitive emissions generated due to vehicular movement. Fugitive dust emissions are mitigated by provision of enclosed cladded conveyor system, adoption of dry fogging systems at transfer points, automated water sprinkling system for stacker and stacking with provision of dust suppression system. Monitoring of air quality is carried out through MoEF & CC accredited third party.

3.10.8. Reason for Amendment: Amendment in the Environmental and CRZ Clearance for Transport of coal/cargo through road movement for 50% of terminal capacity through Mechanized Handling facilities at General-cum-Bulk cargo berth in the outer Harbour of Visakhapatnam Port Trust, Visakhapatnam, Andhra Pradesh” was obtained on 21/12/2021 with certain specific conditions that “The transportation of coal/cargo through road up to 2.5 MMTPA of terminal capacity (10.18 MMTPA) was permitted for one year with a condition no.10(i) and VPA was directed to come up with the proposal of increasing the transportation of cargo through road for 50% of terminal capacity after complying with Condition no. 10(i). In line with this, the instant amendment is applied for increase in transportation of multi cargo from 2.5 MMTPA to 5.0 MMTPA out of total multi cargo handling of 10.18 MMTPA.

3.10.9. The EAC, observed the following;

*Through the instant proposal PP applied for Amendment in existing CRZ and Environmental Clearance for (i) Change in the Product Mix (Removal of Capping for Individual Cargo) and (ii) increase in transportation of Multi Cargo through road from 2.5 MMTPA to 5.0 MMTPA without increase in total handling capacity of Multi Cargo Import-Export Terminal (10.18 MMTPA) at General – Cum – Bulk Cargo Berth in the Outer Harbour of Visakhapatnam Port Authority at Visakhapatnam, Andhra Pradesh.*

*Regarding Removal of Capping for Individual Cargo, the PP is advised to refer to Clause 7(ii)c of the EIA Notification, 2006, as amended and accordingly a separate application can be made.*

*The proposal regarding increase in transportation of multi cargo from 2.5 MMTPA to 5.0 MMTPA out of total multi cargo handling of 10.18 MMTPA, the EAC in-principle recommended the proposal. However, it is noted by the EAC that recommendations from the SCZMA has not be obtained for the amendment proposal.*

3.10.10. The EAC taking into account the submission made by the project proponent had a detailed deliberation in its 326<sup>th</sup> meeting during 10<sup>th</sup>- 11<sup>th</sup> May 2023 **deferred** the proposal for grant of Amendment in EC with following action to be taken by the PP:

- i. APCZMA recommendations for the proposed project.*
- ii. PP shall submit the latest certified compliance report by the IRO of the Ministry.*
- iii. Regarding Removal of Capping for Individual Cargo, the PP is advised to refer to Clause 7(ii)c of the EIA Notification, 2006, as amended and accordingly a separate application can be made*

## **Agenda No. 3.11**

**Augmentation of Liquid Cargo Handling Capacity from 8 MMTPA to 23.8 MMTPA Through Modernisation of Existing Pipeline Network at Oil Jetty Area, Deendayal Port Trust, Kandla-Reconsideration of EC.**

**Proposal No: IA/GJ/NCP/280634/2018, File No: 10-26/2018-IA.III.**

The members of the EAC observed that PP did not circulate the documents before the meeting. Since no documents were received by the members of the EAC, it was decided that the proposal shall be only considered once the documents are received. EAC advised PP to circulate the documents as mentioned in the agenda before the EAC meeting as per the instruction given in the agenda for further consideration of the proposal.

**Agenda No. 3.12**

**Development of Sarathi Kurubarahalli Industrial Area 149.33 Ha (369 Acres) at Sarathi and Kurubarahalli Villages, Harihar Taluk, Davanagere District and Karnataka State by Karnataka Industrial Area Development Board (KIADB).- Reconsideration of EC.**

**Proposal No: IA/KA/INFRA1/409488/2022, File No: 21-88/2020-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.”

3.12.1. The proposed project is for development of Sarathi- Kurubarahalli Industrial Area at Sarathi & Kurubarahalli Villages, Harihar Taluk, Davanagere District, Karnataka State in an area of 149.33 Ha (369 Acres). Proposed Land has already been acquired by Karnataka Industrial Area Development Board(KIADB).

3.12.2. The abovementioned proposal was placed before the EAC in its 318<sup>th</sup> meeting on 12<sup>th</sup> –13<sup>th</sup> January 2023; the EAC deferred the the proposal for want of additional information/documents. At this instance, the aforementioned proposal was further placed before the EAC during 326<sup>th</sup> meeting on 10<sup>th</sup>-11<sup>th</sup> May, 2023. The project proponent along with the EIA Consultant M/s Hubert Enviro Care Systems made a presentation through Video Conferencing and provided the following information:

S.No	Query raised during 318 <sup>th</sup> meeting during 12 <sup>th</sup> -13 <sup>th</sup> January, 2023	Reply submitted by PP during 326 <sup>th</sup> meeting on 10 <sup>th</sup> - 11 <sup>th</sup> May, 2023.
1	List of Flora and Fauna along with the Schedule of the Species	Ranebennur Blackbuck Wildlife Sanctuary boundary is at a distance of 4.67 km in W

	and conservation plan for Schedule-I species shall submit with authentication of the State Forest/Wild life Department	direction from the core area (Project Site). The conservation Plan for Schedule-I species application letter has been submitted to the Principal Chief Conservator of Forest (PCCF) and the acknowledgement copy of the same has been submitted. Copy of Wildlife Conservation Plan (WCP) for Schedule-I Species as approved by PCCF will be obtained before commissioning of the project.
2	EIA report along with List annexure shall upload in the PARIVESH Portal	EIA report along with List of Annexure is submitted.
3	Revised EMP budget considering all the parameters like Greenbelt, rainwater harvesting e.t.c.	Submitted the revised Budget for Environmental monitoring as Capital Cost towards environmental Protection measures will be Rs.4435 Lakhs and recurring cost will be Rs.133.5 Lakhs
4	M/s Hubert Enviro Care Systems Pvt Ltd is having the NABET accreditation is valid till Oct 13, 2022 if any extension is there the same shall be upload in the PARIVESH Portal.	The M/s Hubert Enviro Care Systems Pvt Ltd is submitted the certificate of having the validity of July 27, 2024.

3.12.3. The EAC, observed the following:

*Even though PP has given list of Flora and Fauna the consultant has neglected to indicate the classification in the EIA report as per the terms and reference, therefore the consultant here and after cautioned to comply with the terms and conditions or directions of EAC to furnish the details in fully complied manner.*

3.12.4. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 326<sup>th</sup> meeting during 10<sup>th</sup>- 11<sup>th</sup> May 2023 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:

- i. Wildlife Conservation Plan (WCP) for Schedule-I Species as approved by PCCF will be obtained before commissioning of the project and the wild life conservation plan recommendations made by the state forest department in the conservation plan shall be the complied and the status of the same shall be submit with the six monthly EC compliance report.
- ii. Necessary authorization required under the Hazardous and Other Wastes

(Management and Trans-Boundary Movement) Rules, 2016, Solid Waste Management Rules, 2016 shall be obtained and the provisions contained in the Rules shall be strictly adhered to.

- iii. During construction phase, air pollution and the solid waste management aspects need to be properly addressed ensuring compliance of the Construction and Demolition Waste Management Rules, 2016.
- iv. This environmental clearance is only for the said Industrial Area. Any other activity within the Industrial Area would require separate environmental clearance, as applicable under EIA Notification, 2006 as amended from time to time. For all the individual units, environmental clearances, as applicable, shall be obtained from the respective regulatory authorities.
- v. All the recommendation of the EMP shall be complied with letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to RO, MoEF&CC along with half yearly compliance report.
- vi. To achieve the Zero Liquid Discharge, waste water generated from different industrial operations shall be properly collected, treated to the prescribed standards and then recycled or reused for the identified uses.
- vii. The member units shall provide storage tanks for storage of effluent for monitoring the characteristics of effluent and to treat the same to meet the prescribed inlet norms before taking into the CETP for further treatment.
- viii. Proper meters with recording facilities shall be provided to monitor the effluent quality and quantity from member industries to CETP and from CETP to the final disposal/re-use on a continuous basis.
- ix. Soil and ground water samples will be tested to ascertain that there is no threat to ground water quality by leaching of heavy metals and other toxic contaminants.
- x. The quantity of fresh water usage, water recycling and rainwater harvesting shall be measured/recorded to ensure the water balance as projected by the project proponent. The record shall be submitted to the Regional Office, MoEF&CC along with six Monthly Monitoring reports.
- xi. The member units shall provide storage tanks for storage of effluent for monitoring the characteristics of effluent before taking into the CETP for further treatment.
- xii. Proper meters with recording facilities shall be provided to monitor the effluent quality and quantity sent from member industries to CETP and from CETP to the final disposal/re-use on a continuous basis.
- xiii. Ambient noise levels shall conform to the prescribed standards both during day and night. Incremental pollution loads on the ambient air and noise quality should be closely monitored during development/ construction phase. Adequate measures shall be made to reduce ambient air and noise level during construction phase, so as to conform to the stipulated standards by CPCB/SPCB.

- xiv. Fly ash should be used as building material in the construction as per the provisions of Fly Ash Notification of September, 1999 and amended as on 27<sup>th</sup> August, 2003 and 25<sup>th</sup> January, 2016.
- xv. Rain water harvesting for roof run-off and surface run-off, as plan submitted shall be implemented. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease. The bore well for rainwater recharging shall be kept at least 4 mts above the highest ground water table.
- xvi. 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, and incorporate in the Environmental Management Plan and submit to the Ministry. 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 be implemented and become part of EMP.

#### **Agenda No. 3.13**

##### **Development of Water Aerodrome" At Swaraj Dweep, Village – Govind Nagar, Taluka – Port Blair, District – South Andaman, Andaman & Nicobar- Environmental Clearance**

**Proposal No: IA/AN/INFRA2/426421/2023, File No. 10-53/2019-IA-III**

The aforementioned proposal was submitted in the Infra-II sector by the PP. Therefore, as of now there is no mechanism in online to transfer the proposal from infra-II division to infra-I division. The aforementioned proposal will be considered in the upcoming EAC meeting (Infra-II) with the co-opted members from the EAC infra-I sector.

#### **Agenda No. 3.14**

##### **Development of Water Aerodrome at Shaheed Island, Andaman& Nicobar by M/s Andaman and Nicobar Administration - Reconsideration of Environmental Clearance**

**Proposal No: IA/AN/MIS/124311/2019; F. No. 21-37/2021-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.”*

3.14.1. The proposed project is for Development of Water Aerodrome at Shaheed Island, Andaman & Nicobar by M/s. Andaman and Nicobar Administration. The project is located at Shaheed Dweep (erstwhile Neil Island), Village – Bharatpur, Taluka – Port Blair, District - South Andaman, Andaman & Nicobar with coordinates 11°50'11.40"N Latitude and 93° 2'17.05"E Longitude

3.14.2. The EAC had a deliberation in its 304<sup>th</sup> meeting on 21<sup>st</sup>-22<sup>nd</sup> July, 2022. It was noted that the proposal was placed for consideration and appraisal by the Expert Appraisal Committee (Infra-2) in its 65<sup>th</sup> meeting held during 27<sup>th</sup> -28<sup>th</sup> May 2021. In the meeting the EAC recommended the proposal for grant of EC clearance. However, Ministry has requested for certain additional information from the PP, while examining the proposal in the Ministry.

3.14.3. The EAC noted that, the project proposal was placed before the Andaman Nicobar Island Coastal Zone Management Authority (ANCZMA) on 17.02.2021 for consideration. The recommendation letter of ANCZMA dated 22<sup>nd</sup> October, 2021 mentions that the proposed terminal building is falling in CRZ-IV, CRZ-1A and CRZ-III (NDZ) areas.

3.14.4. ANCZMA in their letter dated 22<sup>nd</sup> October, 2021 requested to place the project proposal before the National Coastal Zone Management Authority (ANCZMA) for its approval/clearance.

3.14.5. Based on the observations of CRZ sector, Ministry requested to PP to submit the following:

- i.* “to realign their layout to avoid the areas where some of the activities like terminal building, roads, etc. are not permissible as per IPZ Notification 2011”.
- ii.* It was also requested to the PP to submit Form-1 for seeking clearance for projects attracting CRZ Notification, 2011/IPZ Notification, 2011 (Annexure - IV of the CRZ Notification, 2011)

3.14.6. In reply of the Ministry's ADS PP has submitted the following information:

- II) Design basis report on Neil Island Aerodrome Structure
- II) Structural Drawings of Shaheed Island approved by IITM on 16.06.2022.

3.14.7. In view of the above, the EAC noted that due diligence from CRZ point of view has not been completed in all respects for the project and PP need to submit the requisite information as directed by the Ministry. EAC further advised PP to explore shifting embarkation/disembarkation to the proposed new ferry terminal that



is under construction. This will avoid new construction in the CRZ areas.

3.14.8. EAC further suggested the Ministry to take necessary action in this regard as appropriate. At this instance, the aforementioned proposal was further placed before the EAC during 326<sup>th</sup> meeting on 10<sup>th</sup>-11<sup>th</sup> May, 2023. The project proponent along with the EIA Consultant M/s Enviro Resources made a presentation through Video Conferencing and provided the following information:

S.no	Information sought in the 304 <sup>th</sup> EAC meeting on 21 <sup>st</sup> -22 <sup>nd</sup> July, 2022	Reply submitted EAC during 326 <sup>th</sup> meeting on 10 <sup>th</sup> -11 <sup>th</sup> May, 2023.
1	“to realign their layout to avoid the areas where some of the activities like terminal building, roads, etc. are not permissible as per IPZ Notification 2011”	<p>A&amp;N Administration explored the possibilities to shifting embarkation/ disembarkation to the proposed new ferry terminal and as per the suggestions from the EAC, the existing shelter available at Shaheed jetty will be used as a passenger facilitation centre, passengers will be transferred via Solar operated boat transfers to the floating docking pad of seaplane and then to the Sea Planes</p> <p>In this revised proposal, A&amp;N Administration are not going to develop any ancillary facilities like terminal building and floating walkway which was proposed in CRZ III and CRZ IB respectively in earlier proposal, hence our proposal consists of runway and precasting of floating dock only and which is falling in CRZ IV and which are regulated activities as per IPZ notification 2011 (clause III D 4). The proposed project will utilize existing infrastructure available at Shaheed Jetty for sea plane operation</p>
2	It was also requested to the PP to submit Form-1 for seeking clearance for projects attracting CRZ Notification, 2011/IPZ Notification, 2011 (Annexure - IV of the CRZ Notification, 2011)	<p>Form I as per IPZ Notification 2011 is given as Annexure 5 of EIA Report.</p> <p>PP obtained the fresh recommendation from ANZMA vide letter dated 23<sup>rd</sup> March, 2023 ANZMA recommended the proposal to Ministry stating that proponent has revised both the proposals by omitting onshore facilities such as</p>

		<p>Passenger Terminal Building, Utility Building, Parking Area, Waterway towards Floating Jetty, etc. and submitted the revised application (Form-I) for seeking fresh CRZ Clearance from ANZMA. Both the revised proposals were placed before ANZMA in their meeting held on 03.03.2023 for consideration and recommendation. The ANZMA under the provisions of IPZ Notification, 2011 and in accordance with relevant ICRZ plan of the concerned island recommended both the revised proposals for approval of the Ministry.</p> <p>PP also submitted the revised CRZ Map on 1:4000 scale with the project activities superimposed on the map</p>
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3.15.1. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 326<sup>th</sup> meeting during 10<sup>th</sup>- 11<sup>th</sup> May 2023 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:

- i. Zoological Survey of India will oversee implementation of marine biodiversity monitoring and management plan including monitoring of Dugong, other cetaceans and sea turtle movement in and around water aerodrome impact zone through use of drone and other modern technology. A dedicated budget for the same to be provided to ZSI within three months of grant of EC. ZSI is advised to prepare the proposal for funding and submit to PP.
- ii. Zoological Survey of India will undertake pilot project for restoration of sea grass in nearby areas using mats made from coconut husk/coir as nature-based solution. A dedicated budget for the same to be provided to ZSI within three months of grant of EC. ZSI is advised to prepare the proposal for funding and submit to PP.
- iii. Zoological Survey of India will monitor corals adjoining the aerodrome project as provided in the conservation plan. A dedicated budget for the same to be provided to ZSI within three months of grant of EC. ZSI is advised to prepare the proposal for funding and submit to PP
- iv. The project proponent shall ensure that water traffic does not impact the aquatic wildlife. PP will need to deploy modern surveillance mechanism to monitor movement of marine mammals to avoid flight risks.

- v. Solar power installation of at-least 60 KW capacity shall be achieved as proposed.
- vi. Seaplane operations shall not be carried out during night time as committed.
- vii. There is no refuelling proposed at the water aerodrome
- viii. Hazard Identification and Risk Assessment for the project shall be carried out and adequate mitigation measures shall be adopted to ensure that all safety issues are addressed. The documentation shall be reviewed periodically and shall be submitted to the regional office along with six-monthly compliance report.
- ix. A detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 05 kms radius of the project is maintained and improved upon after the implementation of the project. This plan should be based on cumulative impact of all development and increased habitation being carried out or proposed to be carried out by the project or other agencies in this 05 Kms radius of the site in different scenarios of space and time and the traffic management plan shall be duly validated and certified by the State Urban Development department and the P.W.D./competent authority for road augmentation and shall also have their consent to the implementation of components of the plan which involve the participation of these departments.
- x. A certificate from the competent authority/agency handling municipal solid wastes should be obtained, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project.
- xi. Fresh water requirement from local authority shall not exceed 11.7 KLD during operational phase. As committed, no groundwater abstraction shall be done during construction as well as operation phase of the project.
- xii. The PP shall also provide electric charging points in the parking areas for e-vehicles as committed.
- xiii. The Environmental Clearance to the project is primarily under provisions of EIA Notification, 2006. The Project Proponent is under obligation to obtain approvals /clearances under any other Acts/ Regulations or Statutes as applicable to the project.

### **Agenda No. 3.15**

#### **Development of Water Aerodrome at Long Island, Andaman & Nicobar by M/s Andaman and Nicobar Administration – Reconsideration of Environmental Clearance**

**Proposal No:IA/AN/MIS/124487/2019; F. No. 10-52/2019-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.”*

3.15.2. The proposed project is for Development of Water Aerodrome at Long Island, Andaman & Nicobar by M/s Andaman and Nicobar Administration. The project is located at Long Island, Taluka – Rangat, District – North and Middle Andaman, Andaman & Nicobar Islands with coordinates 12°22'6.84"N Latitude and 92°55'5.89"E Longitude.

3.15.3. The EAC had a deliberation in its 304<sup>th</sup> meeting on 21<sup>st</sup> -22<sup>nd</sup> July, 2022. It was noted that the proposal was placed for consideration and appraisal by the Expert Appraisal Committee (Infra-2) in its 69<sup>th</sup> meeting held during 30<sup>th</sup> July, 2022. In the meeting the EAC deferred the proposal for requisite information. At this instance, the aforementioned proposal was further placed before the EAC during 326<sup>th</sup> meeting on 10<sup>th</sup>-11<sup>th</sup> May, 2023. The project proponent along with the EIA Consultant M/s Enviro Resources made a presentation through Video Conferencing and provided the following information:

S.no	Information sought in 69 <sup>th</sup> meeting held during 30 <sup>th</sup> July, 2022.	Information submitted during 326 <sup>th</sup> meeting on 10 <sup>th</sup> -11 <sup>th</sup> May, 2023.
1	ANCZMA recommendation is subject to condition that terminal building will be shifted a little bit landward side to avoid 501.7 sqm of CRZ-IB. However, CRZ details in EIA report do not reflect the changes made as per ANCZMA recommendation	As per the suggestions from ANCZMA, terminal building has been shifted landward side. There will not be any permanent structures planned in CRZ-IB area.  Revised CRZ Map in 1:4000 scale is submitted
2	Clarification on water and waste water calculations and water balance diagram. Sewage generation is calculated as 8.7 KLD. However, STP proposed is only of 6 KLD capacity for Phase I. It is mentioned that	STP capacity has been revised and the Water budget is as follows:  Fresh Water for Domestic Purpose inclusive of Toilet Flushing- 6.2 KLD Sewage generation: 5.62 KLD Proposed STP capacity: 10 KLD Recycled water: 5.06 KLD

	<p>7.8 KLD treated water would be recycled for only gardening purpose. As the area receives heavy rainfall, what happens to the treated water during monsoon season. Also, why use freshwater for fire water make up and not use treated water for other secondary uses.</p>	<p>Treated will be used for Gardening, : 5.06.  Fresh Water for Fire Water Make up and floor wash: 0.7 KLD.  Total fresh water requirement: 9.24 kld.  During monsoon the treated water will be used for fire water makeup and the excess water will be discharged in sewer line</p>												
3	<p>Readymade Sintex plant is proposed for waste water treatment. Clarify whether it meets the standards of achieving BOD/COD/SS criteria and removal of Oil &amp; Grease.</p>	<p>SINTEX PSTP is India's first kind of sewage treatment plant housed in FRP tank. SINTEX PSTP treats the sewage of domestic and commercial and industrial places by anaerobic and aerobic digestion successively.</p> <p>Due to its underground installation, temperature fluctuation will not affect the anaerobic bacterial activity.</p> <p>Hence its treatment efficiency remains same throughout the year.</p> <p>SINTEX PSTP does the treatment of dissolved solids and the solids which do not settle, besides treatment through sedimentation and sludge digestion.</p> <p>Aerobic filters, which are made of plastic (polypropylene) media provides intensive contact between the wastewater and the bacterial biomass through which organic matter is digested very fast with short retention times.</p> <p>It gives more than 90% of the incoming BOD removal.</p>												
4	<p>Details of C&amp;D waste management and availability of agency for disposal of C&amp;D waste in Andaman &amp; Nicobar.</p>	<p>Details of C&amp;D waste is as follows:</p> <table border="1" data-bbox="755 1654 1302 1885"> <tr> <td>PCC Dismantling</td> <td>Cum</td> <td>100</td> </tr> <tr> <td>RCC Dismantling</td> <td>Cum</td> <td>124</td> </tr> <tr> <td>Brick Work Dismantling</td> <td>Cum</td> <td>60</td> </tr> <tr> <td>Stone Rubble Masonry Dismantling</td> <td>Cum</td> <td>80</td> </tr> </table>	PCC Dismantling	Cum	100	RCC Dismantling	Cum	124	Brick Work Dismantling	Cum	60	Stone Rubble Masonry Dismantling	Cum	80
PCC Dismantling	Cum	100												
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Stone Rubble Masonry Dismantling	Cum	80												

		<table border="1"> <tr> <td>Dismantling doors, windows and clerestory windows (steel or wood) shutter including chowkhats, architrave, holdfasts etc</td> <td>Each</td> <td>48</td> </tr> <tr> <td>Dismantling woodwork in frames, trusses, purlins and rafters</td> <td>Cum</td> <td>254</td> </tr> <tr> <td>Dismantling Steel Work</td> <td>Kg</td> <td>876</td> </tr> </table> <p>The waste such as e-waste, plastic waste and construction demolition waste will be managed as per the regulatory framework respectively in accordance to the E-waste (Management) Rules, 2016 &amp; The Construction and Demolition Waste Management Rules, 2016 and wastes generated will be given to authorized agency. Waste/used batteries will be managed as per the Batteries (Management and Handling) Rules, 2010. C&amp;D waste will be handed over to PWD or Panchayati Raj.</p>	Dismantling doors, windows and clerestory windows (steel or wood) shutter including chowkhats, architrave, holdfasts etc	Each	48	Dismantling woodwork in frames, trusses, purlins and rafters	Cum	254	Dismantling Steel Work	Kg	876
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Dismantling woodwork in frames, trusses, purlins and rafters	Cum	254									
Dismantling Steel Work	Kg	876									
5	Provide site specific wind rose diagram for annual meteorological data	Predominant annual wind direction as per wind rose diagram is blowing from South-West and North-East. The wind rose diagram for annual meteorological data from 2019 to 2022									
6	Provide references for secondary data on biological environment.	<p>Secondary data collected from various research paper/articles published in the study area.</p> <p>The details of secondary data are as follows</p> <p>1.Checklist of the birds of south Andaman, Avibase - Bird Checklists of the World Country or region: South Andaman, website-checklist.pdf (bsc-eoc.org)</p> <p>2.Tamal Mondal, C. Raghunathan &amp; K. Venkataraman reported 168 species of scleractinian corals from Andaman &amp; Nicobar Islands. Source Research paper ' Scleractinian Diversity of Ritchie's Archipelago, Andaman &amp; Nicobar Islands, Global Journal Of Science</p>									

		<p>Frontier Research Agriculture &amp; Biology, Volume 12 Issue 4 Version 1.0 April 2012  Type : Double Blind Peer Reviewed  International Research Journal Publisher: Global Journals Inc. (USA) Online ISSN: 2249-4626 &amp; Print ISSN: 0975-5896.</p> <p>3.Sea turtles and their conservation in Andaman and Nicobar Islands, Murugan Annappan by Dr V.O.Chidambaram College, Tuticorin, Source: <a href="https://www.researchgate.net/publication/32148859_Sea_turtles_and_their_conservation_in_Andaman_and_Nicobar_Islands">https://www.researchgate.net/publication/32148859_Sea_turtles_and_their_conservation_in_Andaman_and_Nicobar_Islands</a>.</p> <p>4.D. R. K. SASTRY reported eight species of Crinoidea, four species of Asteroidea, 17 species of Ophiuroidea and five species of Echinoidea from Ritchie's Archipelago. Source: Echinodermata (Other Than Holothuroidea) From The Ritchie's Archipelago, Andaman Islands, Rec. zool. Surv. India : 99 (Part 1-4) : 157-170, 2001.</p> <p>5.S. Kumaralingam, C. Sivaperuman and C. Raghunathan recorded 51 species of brachyuran crabs belonging to 20 genera, 5 families under order decapoda in the class Malacostraca from Ritchie's Archipelago. Source: Diversity and Distribution of Brachyuran Crabs from Ritchie's Archipelago, International Journal of Oceanography and Marine Ecological System 1 (2): 60-66, 2012 ISSN 2224-249x / DOI: 10.3923/ijomes.2012.60.66.</p> <p>6. Status of Sea Cow, Dugong (Dugong dugon) in Andaman and Nicobar Islands by C. Raghunathan, K. Venkataraman* and P. T. Rajan, • Nature Environment and Pollution Technology, Vol. 11, No. 1, 2012.</p> <p>7.Faunal Resources in Ritchie's Archipelago, Andaman and Nicobar Islands by c. SIVAPERUMAN, RECORDS OF THE</p>
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7	Mitigation on the biological environment is very poorly described.	Project activity/component wise anticipated impacts & mitigations measures during project Construction phase on Terrestrial Environment and Aquatic Environment has Been Submitted along with the Corals Management/ Conservation Plan.
8	Exotic Species are listed for Greenbelt. However, it is mentioned that greenery would be done keeping biodiversity in view.	Indigenous plant species is proposed for green belt
9	Inconsistencies in the budgetary provisions of Environmental Monitoring Plan.	Budgetary provisions of Environmental Monitoring Plan have been revised the total EMP Budget of 54 lakhs is allocated for to install new pollution control devices & management of overall environment during the Construction & operational phase out of which of 17.24 Lakhs for Construction Phase and during the operation phase 36.76 lakhs is allocated.
10	Mention on impact on corals due to proposed activity and to suggest mitigation measures.	The proposed project does not involve any construction activities near coral reef area. About 84 m buffer kept between floating dock and coral reef area. Anchor will be placed for floating jetty and floating walkways and the length of the anchor rope is about 20 m while



		<p>minimum distance between coral reef and floating jetty is about 84 m thus, these activities will not induce any negative impact on the existing coral reefs.</p> <p>However Coral Management plan For Development of Water Aerodrome at Long Island, Andaman &amp; Nicobar has been prepared and submitted.</p>
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3.15.4. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 326<sup>th</sup> meeting during 10<sup>th</sup>- 11<sup>th</sup> May 2023 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:

- i. Zoological Survey of India will oversee implementation of marine biodiversity monitoring and management plan including monitoring of Dugong, other cetaceans and sea turtle movement in and around water aerodrome impact zone through use of drone and other modern technology. A dedicated budget for the same to be provided to ZSI within three months of grant of EC. ZSI is advised to prepare the proposal for funding and submit to PP.
- ii. Zoological Survey of India will undertake pilot project for restoration of sea grass in nearby areas using mats made from coconut husk/coir as nature-based solution. A dedicated budget for the same to be provided to ZSI within three months of grant of EC. ZSI is advised to prepare the proposal for funding and submit to PP.
- iii. Zoological Survey of India will monitor corals adjoining the aerodrome project as provided in the conservation plan. A dedicated budget for the same to be provided to ZSI within three months of grant of EC. ZSI is advised to prepare the proposal for funding and submit to PP
- iv. The project proponent shall ensure that water traffic does not impact the aquatic wildlife.
- v. Solar power installation of at-least 60 KW capacity shall be achieved as proposed.
- vi. There is no refuelling proposed at the water aerodrome
- vii. Seaplane operations shall not be carried out during night time as committed.
- viii. Hazard Identification and Risk Assessment for the project shall be carried out and adequate mitigation measures shall be adopted to ensure that all safety issues are addressed. The documentation shall be reviewed periodically and shall be submitted to the regional office along with six-monthly compliance report.

- ix. PP shall explore the use of non-ozone depleting substances in air conditioning systems.
- x. Construction site should be adequately barricaded before the construction begins.
- xi. Where construction activity is likely to cause noise nuisance to nearby residents, restrict operation hours between 7 am to 6 pm.
- xii. A certificate from the competent authority/agency handling municipal solid wastes should be obtained, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project.
- xiii. Area for greenery shall be provided as per the details provided in the project document i.e., area under plantation/greenery will be 1255 sqm. The landscape planning should include plantation of at-least 108 trees of native species as committed. No tree can be felled/transplant unless exigencies demand. Where absolutely necessary, tree felling shall be with prior permission from the concerned regulatory authority. Plantations to be ensured species (cut) to species (planted).
- xiv. The PP shall also provide electric charging points in the parking areas for e-vehicles as committed.
- xv. The Environmental Clearance to the project is primarily under provisions of EIA Notification, 2006. The Project Proponent is under obligation to obtain approvals /clearances under any other Acts/ Regulations or Statutes as applicable to the project.

### **Agenda No. 3.16**

#### **Discussion on Environmental Clearance for development of floating jetties/platforms.**

The above mentioned item was placed before the Committee with the permission of the Chair however, the concern People are not attended the EAC meeting.

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## Annexure-A

Following members were present during the 326<sup>th</sup> EAC (Infra-1) meeting held on 10<sup>th</sup>-11<sup>th</sup> May, 2023.

S.No.	Name	Designation	10 <sup>th</sup> May, 2023	11 <sup>th</sup> May, 2023
1.	Dr. Deepak Arun Apte	Chairman	Present	Present
2.	Shri S. Jeyakrishnan	Member	Present	Present
3.	Shri Manmohan Singh Negi	Member	Present	Present
4.	Shri Sham Wagh	Member	Present	Present
5.	Dr. Mukesh Khare	Member	Present	Present
6.	Dr. Ashok Kumar Pachauri	Member	Present	Present
7.	Dr. V. K Jain	Member	Present	Present
8.	Dr. Manoranjan Hota	Member	Present	Present
9.	Representative of CPCB	Member	Absent	Absent
10.	Representative of CGWA	Member	Absent	Absent
11.	Dr. M. V Ramana Murthy	Member	Present	Present
12.	Dr. Nirmalendu Kumar	Member	Absent	Absent
13.	Dr. Niraj Sharma	Member	Present	Present
14.	Shri Amardeep Raju	Member Secretary	Present	Present
15.	Dr. Ramesh	RO, MoEFCC	Present	Present

**Annexure-B**

Following members were present during the 324<sup>th</sup> EAC (Infra-1) meeting held on 19<sup>th</sup>-21<sup>st</sup> April, 2023.

S.No.	Name	Designation	19 <sup>th</sup> April, 2023	20 <sup>th</sup> April, 2023	21 <sup>th</sup> April, 2023
1.	Dr. Deepak Arun Apte	Chairman	Present	Present	Present
2.	Shri S. Jeyakrishnan	Member	Present	Present	Present
3.	Shri Manmohan Singh Negi	Member	Present	Present	Present
4.	Shri Sham Wagh	Member	Present	Present	Present
5.	Dr. Mukesh Khare	Member	Present	Present	Present
6.	Dr. Ashok Kumar Pachauri	Member	Present	Present	Present
7.	Dr. V. K Jain	Member	Present	Present	Present
8.	Dr. Manoranjan Hota	Member	Present	Present	Present
9.	Representative of CPCB	Member	Absent	Absent	Absent
10.	Representative of CGWA	Member	Absent	Absent	Absent
11.	Dr. M. V Ramana Murthy	Member	Present	Present	Present
12.	Dr. Nirmalendu Kumar	Member	Absent	Absent	Absent
13.	Dr. Niraj Sharma	Member	Absent	Absent	Absent
14.	Shri Amardeep Raju	Member Secretary	Present	Present	Present
15.	Dr. Ramesh	RO	Present	Present	Present