

**Minutes of the 166<sup>th</sup> meeting of Expert Appraisal Committee for Projects related to Infrastructure Development, Industrial Estate and Miscellaneous projects held on 22<sup>nd</sup> February, 2017 at Indira Paryavaran Bhawan, Ministry of Environment, Forest and Climate Change, New Delhi**

1. Opening remarks by the Chairman
2. Confirmation of the minutes of the 165<sup>th</sup> meeting held on 16-17 January, 2017 at New Delhi.

The EAC, having taken note that no comments were offered on the minutes of its 165<sup>th</sup> meeting held on 16-17 January, 2017 at New Delhi, confirmed the same.

3. Consideration of Proposals

<b>3.1</b>	<b>4/6 laning of Kerala/Tamil Nadu Border to Kanyakumari Section of NH-47 and Nagercoil to Kavalkinaru Section of NH-47B in Tamil Nadu by NHAI - Further consideration for Environmental Clearance - [No.5-59/2007-IA-III]</b>
<b>3.1.1</b>	<p>The project involves 4/6 laning of Kerala/Tamil Nadu Border (km 43.000) to Kanyakumari (km 96.714) Section of NH-47 and Nagercoil (km 0.000) to Kavalkinaru (km 16.376) Section of NH-47 B, promoted by NHAI. After the ToR issued for the project in the year 2007 and the public hearing on 21<sup>st</sup> August, 2010 at Nagecoil, the environmental clearance for the project was granted by this Ministry vide letter dated 9<sup>th</sup> September, 2010 for a total length of 70.36 km as new alignment passing through 25 villages in Kanyakumari District.</p> <p>During land acquisition process, Writ Petitions were filed in Madurai Bench of Hon'ble High Court of Madras during 2010-12, challenging the environment clearance granted by MoEF&amp;CC, which were subsequently transferred to the National Green Tribunal (South Zone) at Chennai.</p> <p>The NGT vide order dated 7<sup>th</sup> March, 2016, directed that the project proponent not to proceed further with the project. Subsequently after hearing the contentions of the applicant, the Tribunal passed an order dated 16<sup>th</sup> March, 2016 permitting the respondent to proceed with the project activities subject to the condition that the same shall not affect any ponds which are situated in the course of the execution of the project and no trees on the way to be cut.</p> <p>NGT vide order dated 14<sup>th</sup> September, 2016 directed ordered as under:-</p> <p><i>'Application No. 104,111, and 112 of 2013 are partly allowed with a direction that the EC granted by MoEF&amp;CC to the project proponent dated 9.9.2010 shall be kept in abeyance for a period of six months within which time the MOEF&amp;CC shall refer the entire matter back to the EAC for reappraisal, which shall, after taking into consideration of the above said facts particularly the objections raised at the public consultation processes and referring to revenue records, as stated in the RTI information elicited above and, if necessary, to depute a team of its members to visit the place before making appropriate recommendations and pass appropriate orders and thereafter the regulatory authority viz. MOE&amp;CC to pass appropriate orders. The entire process shall be completed within six months.'</i></p>

**3.1.2** The project was last considered by the EAC in its meeting held on 1<sup>st</sup> December, 2016. During the meeting, the project proponent informed that :-

(i) There are total 43 water bodies (system tanks and ponds) and 207 canal and drain crossings along the project alignment.

(ii) In compliance of the observations and directions of the NGT, the proposal has since been revised with more major/minor bridges and cross drainage structures proposed with the details as under:-

S. No	Structure type	Quantity of structures proposed at the time of EC dated 9 <sup>th</sup> Sept, 2010	Quantity of structures proposed in compliance to Hon'ble NGT order dated 14 <sup>th</sup> Sept, 2016
1.	Major Bridge	1	34
2.	Minor Bridge	25	43
3.	Box Culvert	141	82
4.	Hume Pipe Culvert		91
	<b>Total</b>	<b>167</b>	<b>250</b>

(iii) No tree has so far been cut for project development in compliance of the earlier order of the NGT dated 16<sup>th</sup> March, 2016.

In view of the observations of the NGT, the EAC opined for a site visit to be undertaken shortly to assess the ground situation, especially in respect of ensuring protection of water bodies, feasibility of the structures proposed, and minimizing the trees to be cut along the project alignment.

The EAC decided that the site visit may be conducted by a team consisting of one of its members Shri K. Gowarappan and one member from the Regional Office of MoEF&CC of Chennai. It is only after receipt of their report suitably addressing the concerns of the NGT, the proposal would be placed before the Committee for re-appraisal.

**3.1.3** The EAC was informed that the site visit was conducted during 17-18 January, 2017 by the team comprising of Shri K. Gowarappan and Dr. C. Kaliyaperumal, Director at Regional Office of MoEF&CC, Chennai. The site inspection report was forwarded by the Regional Office of MoEF&CC, Chennai vide letter dated 7<sup>th</sup> February, 2017.

While deliberations in the above background and perusal of the site inspection report, the Committee noted the following:-

(a) Abstract of the objections raised during the public consultation process, which included the following:-

- Effect on water bodies between km 62.000 and km 68.000 numbering 6/7 and subsequently affecting agricultural activities,
- To expand the existing NH-47 and NH-47B adequately on both the sides to minimize the demolition/acquisition of structure and agricultural lands,
- To avoid routing through the present market area around 40 no. of water bodies besides water structures,

(b) Salient points put up before NGT, which have been taken cognizance of:-

(i) The deviated curved alignment in between km 62/000 and km 66/000 stretch affecting seven system tanks forming part of Kothaiyar Irrigation System, and three temple tanks. Some of the water bodies cater to the needs of nearby hamlets and villages partially for drinking water needs apart from indirectly influencing the water table and aquifers of the nearby areas besides alleviating the flooding during heavy rainfall. Moreover agriculture being the stay of the habitants, the preservation of ponds and other waters structures are essential for their livelihood and ecological sustains and further refers to 22 canals existing in this area

(ii) This district need not have another highway and the existing NH could be widened instead of present routing and further this would affect large no. of ponds partially and few numbers with full destruction apart from other water structures like canals/streams, etc. Two nos. big ponds will be destroyed apart from destruction structure and felling of larger no. of trees.

(c) The proposal was revised after the orders of the NGT and the public consultations. The same was examined by the inspecting team vis-à-vis the ground situation, mainly considering protection of water bodies along the alignment. The salient features of the revised proposal along with the status of clearances required, were noted as under:-

#### **NH-47**

(i) The proposed alignment of 53.714 km on NH-47 involves a total area of 332.49 ha, mostly passing through agricultural fields (Government land - 41.90 ha, Agricultural land - 280.59 ha, Existing road - 10 ha).

(ii) The alignment is preferred over the other options due to minimal effect on bio-diversity, away from the coastal area and minimum damage to the existing structures.

(iii) The section encounters 33 no. of ponds formed due to drainage from streams, and one formed due to localized precipitation.

(iv) For protection of these water bodies, 11 minor and 22 major bridges have been proposed against 2 no. minor bridges, earthen fillings/embankments on 18 no. of ponds and 14 no. of box/pipe culverts planned earlier.

(v) The WRO Division of the Public Works Department of the State Government is the administrative authority for the water bodies, and the required permission is under process.

(vi) No forest clearance is required. However, wildlife clearance would be required since part of the stretch falls within 10 km from the sanctuary.

(vi) Tree cutting permission for 11209 nos. have been obtained.

(vii) Out of total 460 no. of structures to be removed, 90 have been demolished so far and the compensation paid. For the remaining, action is under progress.

#### **NH-47B**

(i) The proposed alignment of 16.376 km on NH-47B involves a total area of 108.56 ha (Government land - 16.57 ha, Agricultural land - 58.99 ha, land utilized for windmill - 33 ha).

(ii) The alignment is preferred over the other options due to being away from major habitations, minimal effect on bio-diversity and agricultural activities, , away from the

coastal area and minimum damage to the existing structures.

(iii) The section encounters 5 no. of ponds formed due to drainage from streams, and one formed due to localized precipitation. All these ponds shall now have major bridges against box and pipe culverts proposed earlier.

(iv) The WRO Division of the Public Works Department of the State Government is the administrative authority for the water bodies, and the required permission is under process.

(v) For diversion of 0.88 ha of forest land, the proposal is in final stages.

Wildlife clearance would be required since part of the stretch falls within 10 km from the sanctuary.

(vi) Tree cutting permission for 3064 nos. have been obtained.

(vii) Out of total 108 no. of structures to be removed, 7 have been demolished so far. For the remaining, action is under progress.

(d) With the proposal so revised, the details in respect of major/minor bridges and cross drainage structures would be as under:-

S. No	Structure	Structures proposed at the time of EC dated 9 <sup>th</sup> Sept, 2010	Structures proposed in compliance to Hon'ble NGT order dated 14 <sup>th</sup> Sept, 2016
1.	Major/Minor Bridge	26	66 (42 no. of additional structures proposed)
2.	Box/pipe culvert	130	177 (69 no. of additional structures proposed)
	<b>Total</b>	<b>156</b>	<b>243</b>

(e) Summary and recommendations by the inspecting team

(i) Towards compliance of NGT orders and public consultation objections, NHAI will provide 42 Nos. of major and minor bridges with modifications as suggested by during the site visit, with elevated structures as per the drawing.

(ii) Expanding the existing road

This is not prudent one since the present road is heavily built on both the sides leading to large scale demolition of residential commercial, religious and educational institutions apart from disturbing a host of water bodies and well grown trees.

(iii) Formation of this bye-pass road with four lane divided road would ease out the present heavily congested traffic of about 70 km taking a minimum of 3 hours for travel.

(iv) The requirement of Environmental Clearance for project less than 100 km is now deleted vide S.O.2559 (E) dated 22<sup>nd</sup> August, 2013. However since the projects has been dealt by Hon'ble NGT and in order to abide by their orders and in the interest of complying with public grievances raised in the hearing and to minimize/nullify ecological impacts on water regime, the reappraisal has been undertaken.

(v) There have been persistent representations by the public to speed up this road work.

<p><b>3.1.4</b></p>	<p><i>The EAC, after deliberations, and duly taking note of the recommendations of the visiting team, recommended the proposal for grant of environmental clearance to the project, subject to commitments and satisfactory clarification in respect of the following:-</i></p> <ul style="list-style-type: none"> <li>• <i>The revised scope of work entailing additional major/minor bridges and other cross drainage structures along the NH alignment shall be easily implementable without any land acquisition and/or encroachment of water bodies (including the hydraulic characteristics).</i></li> <li>• <i>Additional cost of Rs.380 crores to be incurred due to the said revision shall be precisely earmarked for the project for timely completion.</i></li> </ul> <p><i>The environmental clearance to the project in terms of the EIA Notification, 2006 under the Environment (Protection) Act, 1986, shall be further subject to the following additional conditions:-</i></p> <ul style="list-style-type: none"> <li>• <i>The user agency shall submit the undertaking that execution of work on non-forest land shall not be cited as a reason for grant of approval under the Act and in case approval under the Act for diversion of forest land is declined, width of the portion of road falling in the forest land will be maintained at its existing level.</i></li> <li>• <i>The environmental clearance is subject to obtaining prior clearance from wildlife angle including clearance from the Standing Committee of the National Board for Wildlife as applicable. Grant of environmental clearance does not necessarily implies that Wildlife, Clearance shall be granted to the project and that their proposals for Wildlife Clearance considered by the respective authorities on their merits and decision taken. The investment made in the project, if any, based on environmental clearance so granted, in anticipation of the clearance from wildlife angle shall be entirely at the cost and risk of the project proponent and Ministry of Environment, Forest and Climate Change shall not be responsible in this regard in any manner.</i></li> <li>• <i>The project proponent shall obtain necessary permission from the owning agencies of water bodies/temple tanks before execution of works as per the revised scope of the project.</i></li> <li>• <i>There shall not be any encroachment and/or downsizing the water bodies and no disturbance to their hydraulic regime and hydraulic structures that cater to the existing needs of drinking, agricultural etc.</i></li> <li>• <i>The project proponent shall deposit 1% of project cost for conservation of wetlands in the State of Tamil Nadu. Also, the State Government of Tamil Nadu should establish an independent Wetland Foundation where 1% contribution to be deposited as a corpus fund and its interest will be used to undertake wetland conservation and restoration activities. Guidelines to establishment of the Wetland Foundation can be followed based on the guidelines of Mangrove Foundation of Maharashtra.</i></li> </ul>
---------------------	---

3.2	<b>Rehabilitation and upgradation of existing carriageway to 4/6 lane Ring Road/Bypass road to Jammu City in the State of Jammu and Kashmir by NHAI - Environmental Clearance - [F.No.10-13/2013-IA-III]</b>
3.2.1	<p>During the meeting, the project proponent made a presentation and provided following information to the Committee:-</p> <ul style="list-style-type: none"> <li>(i) The project is for rehabilitation and upgradation of existing carriageway to 4/6 lane Ring Road/Bypass road to Jammu City in the State of Jammu and Kashmir promoted by NHAI.</li> <li>(ii) The project road starts from km 86+00 (Raya Morah) of NH-1A &amp; ends at km 14+70 of Nagrota bypass on NH-1A. The proposed length of the project road is 57.160 km.</li> <li>(iii) The project road passes through 2 districts Sambha and Jammu and 4 tehsils Sambha, Jammu, R S Pura and Bishna.</li> <li>(iv) The proposed ROW width is 60 m in plain and 45 m to 120 m in hill section. The project alignment traverses through the plain terrain in between km 00.000 to Km 47.850 and the proposed ROW is 60 m. From km 47.850 to km 56.389 hill section, ROW varies from 45 to 120 m. In entire project length, the construction zone is remain within 45 m but due to provision of drains, utility corridor and slope protection works it increase from 45 to 90 m; around 1 km length between km 53-55, ROW went up to 120 m due to hill.</li> <li>(v) Around 5933 trees are likely to be affected by the project alignment within the forest land, out of this 785 trees will be saved by the proposed tunnels. Likely affected species of trees on forest land are Khair, Chir, Cambala, Sisham, Farlae, Luceniya, Beri etc. 4179 trees are likely to be affected on non-forest land. Likely affected species of trees on non-forest land are Eucalyptus, Mango, Siris, Guava, Farlae, Palas, Neem etc.</li> <li>(vi) <b>ESZ/Wildlife issues:</b> Two Wildlife Sanctuaries (Nandani and Ram Nagar Wildlife Sanctuary) and one Wildlife Conservation Reserve (Kukrian Wet Reserve /Wildlife Conservation Reserve) exist within the 10 km radius of the proposed alignment. The location of Nandani Sanctuary is around 5.80 kms, Ram Nagar Sanctuary is around 2.1 kms and Kukrian Wet Reserve around 3.00 kms away from the proposed alignment. However, as per the latest notification project is outside from the proposed ESZ of the Sanctuaries</li> <li>(vii) There will be 8 major bridges, 27 minor bridges, &amp; 219 culverts on the main carriageway in the project road. Flyovers have been proposed both at start and end of the project alignment meeting with NH-1A. In addition, 8 flyovers, 1 vehicular underpasses and 8 light vehicular/ cattle underpasses have been proposed in the 4 laning of the project road. 2 tunnels in between km 50.700 to 51.470 and km 53.770 to 54.410 have been proposed in the hill section of length 770m and 640m length to avoid huge cutting. 4 viaducts have been proposed in the stretches where fill required is more than 12 m. Length of service road/slip road will be 14.936 km at VUP/Flyover locations. 1 major and 26 minor at-grade junctions have been proposed. One Toll plaza is proposed at chainage km 21+400. Bus Bays will be provided 20 locations (4LHS + 4RHS +12 Both side) and truck lay byes will be provided at 3 locations (both side).</li> <li>(viii) Approximately 330 ha land will be acquired for the bypass. Out which agricultural is approx. 284 ha, barren &amp; waste land approx. 20 ha and forest land approx. 19.62 ha. Forest land diversion proposal has been submitted and joint verification is completed.</li> <li>(ix) The project road is crossing two rivers Nikki Tawi at (km 20.500) and WadiTawi</li> </ul>

	<p>at (km 26.300) along with 42 seasonal streams.</p> <p>(x) <b>Water requirement:</b> The total water requirement will be 885 KLD which will be sourced through Tavariver.</p> <p>(xi) <b>Waste water generation:</b> Treatment plant will be installed in camp for treatment of Waste water as per the requirement.</p> <p>(xii) <b>Municipal solid waste:</b> All the Waste generated will be deposited through authorized agency of Municipal corporation.</p> <p>(xiii) <b>Power requirement:</b> Local electricity Generator.</p> <p>(xiv) <b>RWH:</b> Provided at all entry and exit of the major structures</p> <p>(xv) <b>Parking facility:</b> Rest areas have been proposed and parking are provided at Rest area and Toll plaza.</p> <p>(xvi) <b>Investment/Cost:</b> The estimated budget for environment management, monitoring and including compensatory afforestation has been earmarked as approximately Rs 6.31Crore. The estimated cost for Resettlement &amp; Rehabilitation is approximately Rs. 199.45 Crore. The estimated civil cost of the project road is Rs. 1471.75 Crore. The Total project cost is Rs. 2023.87 Crore</p> <p>(xvii) <b>Benefits of the project:</b> Faster connectivity of through traffic, decongestion of Jammu city, reduce travel time and fuel consumption.</p> <p>(xviii) <b>Employment potential:</b> Project will generate a lot of employment during construction and maintenance stage.</p> <p>(xix) <b>Court cases, if any:</b> No.</p> <p>(xx) <b>ToR details:</b> The ToR was accorded to the project by the Ministry vide letter No.10-13/2013-IA-III dated 3<sup>rd</sup> April 2013 including public hearing.</p> <p>(xxi) <b>Public Hearing:</b> Such linear projects have been exempted from public hearing as per the amendment dated 3<sup>rd</sup> February, 2015 in the Principal EIA Notification, 2006.</p>
3.2.2	<p>During deliberations, the EAC noted that there was no clarity on the proposal, especially in respect of the following:-</p> <p>(i) the proposal involves expansion (upgradation/widening) or the green field alignment,</p> <p>(ii) the proposed alignment is categorised NH or SH,</p> <p><i>The Committee opined that the above information is essentially required to arrive at the applicability of the EIA Notification, 2006, requiring prior environment clearance.</i></p> <p>(iii) Public hearing was not conducted, although the same was mandated as per the ToR granted for the project on 3<sup>rd</sup> April, 2013. The Committee was not convinced with the claim made by the project proponent for exemption from public hearing.</p>
3.2.3	<p><i>In view of the above, questioning the admissibility of the proposal, the EAC recommended for rejecting the proposal.</i></p>
3.3	<p><b>Construction of standalone ring road/by pass link road around Srinagar City of NH-1A in the State of Jammu and Kashmir by NHAI - Environmental Clearance - [F.No.10-33/2013-IA-III]</b></p>
3.3.1	<p>The During the meeting, the project proponent made a presentation and provided the following information to the Committee:-</p>

<ul style="list-style-type: none"> <li>(i)</li> <li>(ii)</li> <li>(iii)</li> <li>(iv)</li> <li>(v)</li> <li>(vi)</li> <li>(vii)</li> <li>(viii)</li> <li>(ix)</li> <li>(x)</li> <li>(xi)</li> <li>(xii)</li> <li>(xiii)</li> <li>(xiv)</li> <li>(xv)</li> <li>(xvi)</li> <li>(xvii)</li> <li>(xviii)</li> <li>(xix)</li> <li>(xx)</li> <li>(xxi)</li> </ul>	<p>The project is for construction of standalone ring road/bypass link road around Srinagar City of NH-1A in the State of Jammu and Kashmir under NHDP Phase VII promoted by National Highways Authority of India.</p> <p>Based on the geographical position of the Srinagar city any development will be possible only on western (LHS) side of the city because on eastern (RHS) side Hills and Lakes are very close to the city. Moreover the city has already spread up to these Hills. Hence all the options are explored in western (LHS) side only.</p> <p>The proposed Srinagar Bypass starts at km 277/800 of existing NH 1A and ends at Wyul junction on Sonmarg road of NH 1D. Total length of the project road is 60.783 km.</p> <p>The project road is planned in two phases as phase-I and phase-II.</p> <p>Phase-I starts from Galander and ends at Narbal junction. Phase-I has been proposed for four lanning and it comprises around 39.00kms of total project road.</p> <p>Phase-II starts form Narbal junction and ends at Wayul junction on existing NH-1D. This section of bypass has been proposed for two lanning with paved shoulder and it comprises 21.8 kms of the total project road. Portion of around 5 kms of the existing (BRO) road will also be utilized in this phase.</p> <p>The terrain of the entire project road is plain except from km 15+600 to km 23+580 is rolling/ mountainous.</p> <p>The project passes through districts of Pulwama, Budgham, Baramulah, Bandipora Srinagar and Gandharbal in the State of J&amp;K.</p> <p>The project road passes through Tehsils of Pampore, Pulwama, Chadora, Budgham, Beerwa, Pattan, Chaterbal, SumbalSonawari and Laar.</p> <p>The proposed ROW is 60 m in plain section and more than 60 m (upto 120m) in some places in rolling section as required for slope protection.</p> <p>Out of 60.8 km 57.14 km road will be constructed within the 60 m RoW and remaining 5.9 km will be constructed on ROW between 60-120m.</p> <p><b>Wildlife issues:</b> No National Park, Wildlife Sanctuary and Critically Polluted Identified Area notified by CPCB are located within the 10kms radius from the proposed project road.</p> <p>Approximately 378 ha land proposed to be acquired for the proposed bypass. The nature of land is 70% agricultural, 20% Barren/Govt. and remaining 10% other lands (Orchard + Built-up area).</p> <p>1.03 ha Revenue Forest land is proposed for diversion and proposal has already submitted</p> <p>Hokerser Wet land is located 215m and Mirgund wet land 195m (approximately) away from the proposed project road, NHA has submitted proposal for both the wetland for NOC and J&amp;K Forest Department has given NOC for Hokerser</p> <p>The project road is crossing 3 rivers (Doodhganga, Shaliganga and Jhelum river), around 32 streams and 64 canals/nallahs.</p> <p>There will be 3 nos. of major bridges, 28 minor bridges and 257 culverts are proposed in the project road.</p> <p>ROB/RUB has been proposed at two locations km 2.3 &amp; km 25.9 on railway crossings of the project road.</p> <p>3 flyovers, 10 vehicular underpasses and 14 pedestrian/cattle underpasses have been proposed in the project road.</p> <p>Tentative length of service road is 13 km proposed at 10 locations.</p> <p>Major and minor junctions shall be improved as per requirement given in IRC codes.</p>
---	---



	<p>(xxii) Toll plaza is proposed at 1 location i.e. at km 31.5 before Narbal junction.</p> <p>(xxiii) Air, water and Noise quality of the area is found within the permissible limits</p> <p>(xxiv) Approximately 479,000MT fine aggregate, 4,400,000MT coarse aggregate, 223,000 MT Cement and 3730000 CM earth work will require during construction of the project road.</p> <p>(xxv) Total requirement of water is estimated about 854.80 KLD and that requirement will be fulfilled from rivers and underground water resources after taking prior approval from concerned authorities</p> <p>(xxvi) <b>Trees cutting:</b> 190 trees in forest area and 17,929 trees in Non Forest will be cut. Plantation will be carried out along the road both side and at the median as well.</p> <p>(xxvii) <b>Waste water generation:</b> Treatment plant will be installed in camp for treatment of Waste water as per the requirement.</p> <p>(xxviii) <b>Municipal solid waste:</b> All the Waste generated will be deposited through authorized agency of Municipal corporation.</p> <p>(xxix) <b>Power requirement:</b> Local electricity Generator.</p> <p>(xxx) <b>RWH:</b> Provided at all entry and exit of the major structures.</p> <p>(xxxi) <b>Whether the project is in Critically Polluted area: No.</b></p> <p>(xxxii) 153 structures are likely to be affected including utilities like hand pumps.</p> <p>(xxxiii) 5 hand pumps and 4 tube wells etc. recorded along the alignment.</p> <p>(xxxiv) <b>Investment/Cost:</b> The estimated budget for environment management, monitoring and including compensatory afforestation has been earmarked as approximately Rs.5.83 Crore. The estimated cost for Resettlement &amp; Rehabilitation is approximately Rs.248.55 Crore. The estimated civil cost of the project road is Rs.1163.68 Crore. The estimated total cost of the project road is Rs.11454 Crore</p> <p>(xxxv) <b>Benefits of the project:</b> Faster connectivity of through traffic, decongestion of Srinagar city, reduce travel time and fuel consumption.</p> <p>(xxxvi) <b>Employment potential:</b> Project will generate lot of employment during construction and maintenance stage.</p> <p>(xxxvii) <b>Court cases, if any:</b> No.</p> <p>(xxxviii) <b>ToR details:</b> The ToR was accorded to the project by the Ministry vide letter No.10-33/2013-IA-III dated 8<sup>th</sup> September, 2014 including public hearing.</p> <p>(xxxix) <b>Public Hearing:</b> Such linear projects have been exempted from public hearing as per the amendment dated 3<sup>rd</sup> February, 2015 in the Principal EIA Notification, 2006.</p>
<p><b>3.3.2</b></p>	<p>During deliberations, the EAC noted that there was no clarity on the proposal, especially in respect of the following:-</p> <p>(i) the proposal involves expansion (upgradation/widening) or the green field alignment,</p> <p>(ii) the proposed alignment is categorised NH or SH,</p> <p><i>The Committee opined that the above information is essentially required to arrive at the applicability of the EIA Notification, 2006, requiring prior environment clearance.</i></p> <p>(iii) Public hearing was not conducted, although the same was mandated as per the ToR granted for the project on 8<sup>th</sup> September, 2014. The Committee was not convinced with the claim made by the project proponent for exemption from public hearing.</p>

3.3.3	<i>In view of the above, questioning the admissibility of the proposal, the EAC recommended for rejecting the proposal.</i>
3.4	<b>Development of Petroleum, Chemical and Petro-chemical Investment Region (PCPIR) at Dahej, Vagra, Dist. Bharuch, Gujarat by M/s Gujarat Industrial Development Corporation - Further consideration for Environmental and CRZ Clearance - [F.No.21-49/2010-IA-III]</b>
3.4.1	<p>The project proponent made a presentation and provided the following information to the Committee:-</p> <ul style="list-style-type: none"> <li>(i) The proposal involves development of Petroleum, Chemical and Petro-chemical Investment Region (PCPIR) at Dahej, Vagra, District Bharuch (Gujarat) by M/s Gujarat Industrial Development Corporation (GIDC).</li> <li>(ii) The proposed PCPIR spread over 33 villages of Taluka Vagra and 11 villages of Taluka: Bharuch District Bharuch an area of 453 sq km. The total area under development will be 45298.59 ha.</li> <li>(iii) More than 60% of land is under cultivation with crops like millet, wheat, jowar, bajra and paddy etc. Other crops such as sugarcane, groundnut, pulses and cotton are also grown in the study area. The study area is covered with 7% irrigated land whereas forest land is only about 1% of the total land area.</li> <li>(iv) Out of 45298 ha area of PCPIR, 50.79% area i.e. 23005.97 ha area of land shall be developed as processing area which includes GIDC estates, medium and large scale PCP industries, engineering industries, port/ship building, salt pans, warehousing, oil terminals, logistics etc. Further 49.21 % area i.e. 22292.05 ha area of land shall be developed as a non-processing area which includes residential, commercial, institutional, recreational, specific mix zone, Eco-park, Eco-zone, Forest, agriculture, gamtal including gamtal buffer, Roads (30-150 m Row), proposed Kalpasar canal and water bodies like (pond, lake, developing pond, bhukhi khadi, bhukhi khadi nala).</li> <li>(v) <b>Forest land:</b> Total of 853.41 ha area is reserved forest in PCPIR.</li> <li>(vi) <b>Water requirement:</b> Major source of raw water is Intake well at Narmada River and Narmada canal. Present utilization of water in GIDC estates of PCPIR is approximately 28 MGD for which the approval has been taken from State Irrigation department. The said PCPIR will be developed phase wise up to 2040 and a total of 175 MGD water demand has been forecast and will be met by River Narmada and Bhadbhut barrage.</li> <li>(vii) <b>Waste water generation:</b> At present generation of waste water is approximately 24 MLD from different large scale industries in PCPIR. The same shall be treated by individual industries and is being disposed into the deep sea in the Gulf of Cambay in keeping with the GPCB standards into the effluent disposal conveyance laid by GIDC in 2005. The future wastewater generation is forecast at 300 MLD up to 2040 out of which approximately 100 MLD shall be treated in Proposed CETPs in PCPIR from small and medium scale industries and remaining 200 MLD treated effluent (from large scale individual industries) shall be disposed-off by effluent disposal conveyance.</li> <li>(viii) <b>Municipal solid waste:</b> As per the report of final development plan 378 TPD solid waste (neglecting the inert and recyclable waste) has been forecast in PCPIR area which shall be composted and disposed to the nearby Landfill site.</li> <li>(ix) <b>Power requirement:</b> In the industrial utility projection, a total power requirement of around 1800 MW for industrial and around 200 MW for</li> </ul>

residential set up has been envisaged for all phases. The power supply will be made available from Gujarat UrjaVikas Nigam and a 1500 MW gas based power station and a 2640 MW coal based power station are under construction.

- (x) Concept of energy efficient system using energy saver panel/ (APFC-automatic power factor correction) envisaged in proposed street light and pumping machinery.
- (xi) **Rain water harvesting:** Rain water harvesting has been provided in GDCR of PCPIR for non-processing area in PCPIR.
- (xii) **Parking facility:** Parking regulations have been provided in GDCR of PCPIR.
- (xiii) **Investment/Cost:** The cost of the project is Rs.15,297.02 crores.
- (xiv) **Benefits of the project:** The major benefits of the project are:
- It is expected that additional people will get employment and hence job opportunities for the local people as well as migrants from nearby areas would increase
  - Employment in tertiary sector is expected to be improved in the region
  - There would be increase in the commercial, business and shopping centers due to influx of population in the region to cater to the needs of existing population as well as the migrants
  - There will be development of infrastructural facilities in the region. It would also result in the appreciation of land values around these areas
  - It will fulfil demands for additional manufacture and production, essential for the progress of the nation.
  - Indirect benefit to the local people by providing opportunities for starting small/medium scale business in trade and commerce
  - More opportunity in the field of education
  - Augmentation in the areas of medical facilities
  - Improvement in banking and postal services
  - Overall improvement of the peripheral human habitat
  - Most of the environmental pollution problems will be mitigated through implementation of recommendations given in EMP
  - Increase in infrastructural activities with respect to the development of the region will definitely increase the livelihood of people of the region
- (xv) **Justification for selection of the site:** The State Government has identified Dahej region as the focal point for the development of India's pilot global investment region. The choice for Dahej came naturally due to its numerous locational advantages and its potential for competing at Global levels in infrastructure and industrial production.
- (xvi) **Employment potential:** Actual direct employment is 30,000 and indirect employment is 90,000 as on May, 2016. The Final Development Plan of GPCPSIR envisages 6,08,751 employment up to 2040.
- (xvii) The proposal falls under 7 (c) category: "Industrial estates of area > 500 ha. and not housing any industry belonging to Category A or B."
- (xviii) **Water bodies:** Bhukhi khadi, Lakes/ponds near villages under PCPIR. No impact on drainage is envisaged.
- (xix) **ToR details:** The project was accorded ToR vide letter No.21-49/2010-IA-III dated 03.12.2013.
- (xx) **Public Hearing:** Public Hearing was held on 30<sup>th</sup> July, 2014 in District Bharuch, Gujarat.
- (xxi) The said PCPIR is having around 3477 ha area under CRZ out of total 45298 ha.

	<p>(xxii) The Gujarat Coastal Zone Management Authority has recommended the project vide their letter No.ENV-10-2015-271-E dated 7<sup>th</sup> June, 2016.</p> <p>(xxiii) Remote sensing study was conducted by Bhaskaracharya Institute for Space Applications and Geo-Informatics (BISAG), Dept. of Science and Technology, Govt. of Gujarat, Gandhinagar.</p> <p>(xxiv) M/s. Anna University, Chennai has done HTL, LTL and CRZ mapping (1:4000 scale) in the coastal area of PCPIR.</p> <p>(xxv) <b>Details of Marine disposal:</b> 90 MLD Effluent Disposal Line has been laid from Vilayat Industrial Estate to the Village Luvara into the deep sea for disposal of treated Effluent from different Industries in the PCPIR for the same EC has obtained in 2005 and NOC is valid up to 2018.</p> <p>(xxvi) The rapid marine EIA due to release of GIDC treated effluent in coastal water off Dahej had conducted by NIO, GOA in August 2000 to finalize the location of diffuser to achieve dilution of 100 to 200 times.</p> <p>(xxvii)<b>Location of intake/outfall:</b> 90 MLD capacity pumping station is located at Dahej Industrial estate for treated effluent disposal (from Dahej and Vilayat Industrial estate) through which the treated effluent is being disposed-off in to the deep sea, Gulf of Cambay at village Luwara in Dahej PCPIR.</p>
<p><b>3.4.2</b></p>	<p>(a) The proposal was first considered by the EAC in its meeting held on 28 - 29 June, 2016, wherein the EAC noted that the brief circulated to the members was lacking basic information, especially in respect of the statutory powers of GIDC in developing the proposed PCPIR. The same could not be explained by them during the meeting also. Further, the Committee expressed its concern in respect of water availability/allocation to meet the total projected demand of 175 MGD water for the project, and asked for the necessary authorization in this regard from the designated authority/Department in the State Government. The project proponent was also asked to clarify whether any part of the project area proposed to be allocated for industries or residential purpose is within the flood plain of any river or within the bounds of any water body.</p> <p>In response to the observations of EAC, the clarifications and other inputs provided by the project proponent are as under:-</p> <p>(i) The Gujarat Petroleum, Chemicals &amp; Petrochemicals Special Investment Regional Development Authority (GPCPSIRDA) has been constituted by the Industries and Mines Department, Government of Gujarat, under the GSIR Act, 2009 in pursuance of the PCPIR policy of the Ministry of Chemicals and Fertilizers, Government of India. The said Authority has resolved to designate Gujarat Industrial Development Corporation (GIDC) as the project development agency, and to avail the environmental clearance from this Ministry and implementation of the same for the development of infrastructure and amenities.</p> <p>(ii) To meet the projected water demand of 175 MGD, GIDC has requested the concerned State agencies (SNNL and Narmada Water Resources, Water Supply and Kalpsar Department of the State Government) for necessary authorization to draw 127 mld of water from Miyagam Branch Canal to Dahej through gravity main, and from river Narmada through intake wells and Angreshwar and Nand (already commissioned respectively).</p> <p>(b) During the EAC meeting held on 1<sup>st</sup> December, 2016, the Committee asked about conservation of mud flats (eco-sensitive areas) at the project site and recycling</p>

	<p>of water to minimise the fresh water requirements.</p> <p>The EAC although agreed in principle for grant of Environmental/CRZ clearance to the project, but desired to seek clarifications/inputs in respect of the following:-</p> <ul style="list-style-type: none"> <li>• The proposal involves development of PCPIR which also includes the industrial estates/projects/activities already in existence and operational. As such, the requirement of prior EC for the PCPIR in terms of the EIA Notification, 2006 needs to be revisited.</li> <li>• Compliance status of EC conditions for the industrial project/activities already covered under the EIA Notification, 2006.</li> <li>• Land acquisition for a total area 45298 ha of PCPIR to be examined vis-a-vis the provisions of the Land Acquisition, rehabilitation and Resettlement Act, 2013.</li> <li>• Proposed activities in different CRZ areas namely, CRZ-I(A), I(B), III &amp; IV, and whether in conformity with the approved CZMP for the State of Gujarat.</li> <li>• Whether the complete set of documents were submitted by the project proponent to GCZMA as per the provisions of the CRZ Notification, 2011.</li> </ul> <p>The EAC decided for reconsideration of the proposal after clarifications on the above lines from the project proponent/GIDC.</p>
3.4.3	<p>During deliberation, the Committee noted the submission of the project proponent in response to its earlier observations, as under:-</p> <p>(i) There are a total of 31 industrial units operating in the proposed PCPIR as per the details submitted. These units have already obtained separate environmental and CRZ clearances.</p> <p>(ii) MoEF has granted EC for 90 MLD effluent disposal pipe line, the compliance is being regularly submitted.</p> <p>(iii) The land acquisition is only for about 11812 ha. Whereas, the area under TP scheme is 12364 ha, and the remaining area of 21122 ha will be developed by the individuals. There is no rehabilitation involved.</p> <p>(iv) The proposed activities in different CRZ areas are as per the Coastal Zone Management Plan, and GCZMA has already recommended the proposal vide letter dated 7<sup>th</sup> June, 2016. Also the complete set of documents was submitted to GCZMA as per the requirements contained in the CRZ Notification, 2011.</p>
3.4.4	<p><i>The Committee desired that the Ministry may take a view on the submissions made by the project proponent stated in 3.4.3 above, especially (i), (ii) &amp; (iii), in response of its observations during the last meeting held on 1<sup>st</sup> December, 2016.</i></p>
3.5	<p><b>Kundli-Manesar-Palwal Expressway (135.65 km) in state of Haryana by M/s Haryana State Industrial and Infrastructure Development Corporation Ltd - Environmental Clearance - [F.No.10-8/2016-IA-III]</b></p>
3.5.1	<p><i>The project proponent did not attend the meeting and requested for deferment. As such, the proposal could not be considered by the EAC.</i></p>

## **List of the Members**

1. Dr. Deepak Arun Apte, Chairman and Director, Bombay Natural History Society (BNHS), S.B. Singh Road, Mumbai (Maharashtra)
2. Dr. E. Vivekanandan, Plot 1, Sarathy Nagar, 5<sup>th</sup> Street, Velachery, Chennai - 42.
3. Dr. S. W. A Naqvi, Former Director, NIO-CSIR, Goa
4. Dr. S.G. Bhave, Associate Dean Forestry, Konkan KrishiVidyapeeth, Dapoli, Maharashtra
5. Dr. Anuradha Shukla, Central Road Research Institute (CRRI), CRRI, Mathura Road, New Delhi-25
6. Shri N.K. Gupta, Scientist E & Incharge (ESS), Central Pollution Control Board, PariveshBhawan, CBD-Cum Office Complex, East Arjun Nagar, Delhi -32
7. Shri J. Chandrasekhar Iyer, Commissioner (FM), Ministry of Water Resources, River Development & Ganga Rejuvenation, CGO Complex, Lodhi Road, New Delhi -3
8. Shri S.K. Srivastava, Scientist E, Ministry of Environment, Forest and Climate Change, Indira Paryavaran Bhawan, 3<sup>rd</sup> Floor, Vayu Wing, Jor Bagh Road, Aliganj, N Delhi-3