PROCEEDINGS OF THE MEETING OF STATE LEVEL EXPERT APPRAISAL COMMITTEE, ODISHA HELD ON 08TH JULY, 2022

The SEAC met on 08th July, 2022 at 10:30 AM in the Conference Hall of Odisha State Pollution Control Board, Bhubaneswar under the Chairmanship of Sri B. P. Singh. The following members were present in the meeting.

1.	Sri B. P. Singh	-	Chairman
2.	Dr. K. Murugesan	-	Secretary
3.	Dr. D. Swain	-	Member
4.	Prof. (Dr.) H.B. Sahu	-	Member
5.	Sri J. K. Mahapatra	-	Member
6.	Sri K. R. Acharya	-	Member
7.	Prof. (Dr.) B.K. Satpathy	-	Member
8.	Prof. (Dr.) P.K. Mohanty	-	Member
9.	Dr. K.C.S Panigrahi	-	Member
10.	Dr. Sailabala Padhi	-	Member

Draft proceeding of the meeting was finalized by the members through e-mail and also final proceeding of the meeting was confirmed by the members through e-mail. The agenda-wise proceedings and recommendations of the committee are detailed below.

ITEM NO. 01

PROPOSAL FOR ENVIRONMENTAL CLEARANCE OF M/S. SAIL - ROURKELA STEEL PLANT, (ODISHA) FOR UP-GRADATION OF ROURKELA AIR PORT (EXPANSION CASE) UNDER RCS-UDAN SCHEME OF GOI, OVER AN AREA 41.2779 HA. LOCATED AT VILLAGE ROURKELA, DISTRICT - SUNDARGARH – TOR.

1. The proposal was considered by the committee to determine the "Terms of Reference (ToR)" for undertaking detailed EIA study for the purpose of obtaining environmental clearance in accordance with the provisions of the EIA Notification, 2006 and amendment thereafter.
2. M/s. SAIL - Rourkela Steel Plant, (Odisha) has applied for "Terms of Reference (ToR)" for Up-gradation of Rourkela Air Port (expansion case) under RCS-UDAN scheme of GoI, over an area 41.2779 ha. located at Village Rourkela, District – Sundargarh.
3. The project requires prior Environmental Clearance under the provisions of EIA Notification, 2006 and subsequent amendment vide Gazette notification S.O. 1886(E) dated 20.04.2022 covered under item 7(a) column (4)"All expansions projects, including airstrips, which are for commercial use" to the schedule of the EIA Notification & classified as B category project &the commercial operations shall begin only after obtaining environmental clearance from SEIAA, Odisha.
4. The Rourkela airstrip developed in Rourkela Steel Township in 1970's for private use by SAIL-RSP is located inside the Notified Industrial Township of SAIL - Rourkela Steel Plant (a public sector undertaking of GOI) by Govt. of Odisha. The airstrip is presently licensed for Code 2B aircraft operations. However, the Code-2B category flights by the selected operators have not yet commenced.
5. Keeping in view of the forth coming Hockey World Cub, to be hosted by the Govt. of Odisha, it was decided in the month of Feb., 2021 to go for up-gradation of Rourkela Airport from Code-2B

to Code-3C for operation of ATR-72/Q-400 type Aircrafts under RCS-UDAN Scheme. The additional area earmarked for the up gradation & allied works of the airport will be in land already in possession of RSP (SAIL). Therefore, no additional land will be acquired and the project doesn't involve any R&R.

6. The proposal involves Extension & strengthening of Runway of dimensions 605m X 45 m having total useable runway of 1810m x 45m suitable for Q-400, construction of ATC Tower, Provision of Taxiway of Length 128m, width 23m, Construction of Apron of dimension 105m x 80m with shoulder of width 5.5m on all sides for parking of two Q-400, Construction of Prefabricated Terminal Building of area 3505 Sq. m. The allied facilities proposed are additional utility building for housekeeping and support staff (200 sq.m.), Construction of a new Toilet Block, Utility vehicle shed (100 sq.m. area) separate utility block, CNS equipment, PAPI, internal roads, landscaping, PHE works etc.

7. Present facilities and proposed facilities are as follows:

Sl. No.	Particulars	Present Facility	Proposed Facility after expansion
i)	Suitability of aerodrome	Air Strip (Private use) License obtained for Code 2B	Code-3C
ii)	Aircraft operations	Non-scheduled	Scheduled/Non-scheduled
iii)	Total airport area (Acres)	102 Acres	250 acres
iv)	Type of traffic permitted	VFR	VFR
v)	**Runway**		
	Runway Length	1760	1810 m
	Runway strip dimension	30	45 m
vi)	**Terminal Building**		
	Capacity	Peak Hour Passenger (PHP) Capacity: 50	Peak Hour Passenger (PHP) Capacity: 200
	Car Parking Area	5 no. of cars.	50 no. of cars
vii)	**Apron Details**		
	Number	1 no.	02 (1 no. existing & 1 no. proposed)
	Capacity	1 no.	2 nos. (Aircraft parking bays)

8. Land use breakup of the existing and proposed project are as follows:

Sl. No.	Description	Existing Project in Sq. mt.	Total After implementation of Proposed Project in Sq. mt.
1.	Total area of terminal building	375	3505
2.	Surface parking area	2000	2000
3.	Service/utility block area (plot area)	50	300

Sl. No.	Description	Existing Project in Sq. mt.	Total After implementation of Proposed Project in Sq. mt.
4.	Total Green Area*	1000	2000
5.	Total Open Area (runway, taxiways & apron area)	60,636	92,794
6.	Other (roads/paved/unpaved/open area)	348,718	911,116
	Total	**4,12,779 Sq.Mtr. (102 Acre)**	**10,11,715 Sq. Mtr. (250 Acre)**

9. **Location and Connectivity** - The geo coordinates of project site ARP is 22° 15' 22.46" N & 84° 48' 52.59" E. The nearest National Highway –143 is at ~2.5 KM and SH – 10 is at ~ 4.7 KM WSW from project site towards West direction. The nearest railway station is Rourkela Junction ~5.7 Km SE direction. Rourkela is the nearest town from the project site located at 3.0 KM towards East direction. Nearest Reserve forest is Durgapur RF at 2km. South Koel river at 1.9km. Nearest village is Bandhaposh located at ~1.0 KM WSW

10. **Water Requirement** - Fresh water demand of 75.6 KLD (Existing: 0.45 KLD, Proposed: 75.15 KLD) will be sourced from Rourkela Steel Township's existing water distribution network.

11. **Power Requirement** - The total power demand is 250 KW (existing: 5 KW & proposed 245 KW) to be sourced from Rourkela Steel Township Power Grid. Power backup is proposed through 2 nos of 125 KVA DG Set (1 no existing & 1 no proposed).

12. **Parking Details** – Total surface area proposed for car parking within airport premises is 2000 Sq. mtr./ 50 nos. of cars.

13. **Green Belt** - Total area proposed for Greenery Development within airport premises is 2000 Sq. mtr. and 3 rows plantation around Air Port Boundary following safety guidelines of Directorate General of Civil Aviation will be done for expansion project.

14. **Waste Generation** - The domestic effluent generated from project operations will be 60.5 KLD and will be treated in proposed STP of 75 KLD and treated water will be recycled for plantation purpose. SAIL-RSP will strictly adhere to DGCA/ICAO guidelines for airport operations & DG set stack height shall be kept as per CPCB guidelines. Municipal Solid Waste: 260 KG/day to be segregated & disposed off as per SWM Rules.

15. The estimated capital project cost is ` 50 Crore.

16. The Environment consultant **M/s Gaurang Environmental Solutions Pvt. Ltd., Jaipur (Rajasthan)** along with the proponent has made a presentation on the proposal before the Committee.

17. The project proponent along with the consultant made the following submission for consideration:

    i) As the Up-gradation of Rourkela Air Strip is to be carried out & made functional on priority to meet the requirements of the forth coming Hockey World Cup, to be hosted by the Govt. of Odisha, SAIL-Rourkela Steel Plant (RSP) has put forth a proposal for obtaining ToR with exemption from Public Hearing since the Rourkela airstrip is located inside the Notified

Industrial Township of SAIL - Rourkela Steel Plant & there is no land acquisition, rehabilitation &/or resettlement issues. Also, SAIL-RSP has successfully gone through Public Consultation process for its expansion proposal of steel plant and Public Hearing was done on 13th September, 2021.

ii) ToR for carrying out EIA studies may be considered using base line studied conducted during December 2019 to March 2020 for expansion project of SAIL- RSP since as per MoEF&CC O.M. no. J-11013/41/2006-IA-II(I)(part) dated 29.08.2017, the baseline monitoring can be carried out prior to issuance of ToR and the monitoring data collected is valid for a period of 3 years i.e., upto March, 2023.

18. The Committee opined the following:

i) The MoEF&CC, Govt. of India OM No. J-11011/321/2016-IA.II(I), dated 27.04.2018 stipulates that the exemption from public consultation, as provided under para 7(i) III Stage (3)(i)(b) of EIA Notification, 2006, to the projects or activities located within the industrial estates or parks, if applicable as under:

   a) Which were notified by the Central Government or the State/UT Governments, prior to the said Notification coming into force on 14th September, 2006

   b) Which obtain prior environmental clearances as mandated under the EIA Notification, 2006 [item 7(c) of the schedule to the said Notification].

ii) Exemption from Public Hearing as per the MoEF&CC, Govt. of India OM No. J-11011/321/2016-IA.II(I), dated 27.04.2018 is applicable for a project located within the industrial estates or parks not inside the Notified Industrial Township.

iii) Para (iii) of the MoEF&CC, Govt. of India OM No. J-11011/321/2016-IA.II(I), dated 27.04.2018 also stipulates that public hearing is mandatory for certain projects even such projects located within approved industrial Estates or Parks.

iv) The MoEF&CC, Govt. of India has exempted public hearing to some of the Airport projects as per para 7 (ii) of the EIA Notification, 2006 for preparation of EIA/EMP report. Copies of such exemption ToRs/ EC copies are enclosed as **Annexure-A**.

v) The MoEF&CC, Govt. of India amended EIA notification vide **S.O. 3194(E)** dated 14-07-2022 which stipulates that **"**And whereas, most of the expansion activities with regard to existing Airports are related to Terminal Building expansion without increase in existing area of the Airport, rather than expansion of runway etc., and therefore involves only incremental environmental impacts which can be catered by providing for environmental safeguards which can be built into the Environmental Management Plan at the time of grant of such clearances at the local level and in this regard, the Central Government deems it necessary to categorise Airport expansions pertaining to only terminal buildings and allied buildings within the existing Airport premises, in line with schedule 8(a) of the said notification, as the expansion covers the building and construction aspect only".

vi) Baseline study conducted during December 2019 to March 2020 for expansion project of SAIL- RSP can be considered for preparation of EIA report for this Airport expansion project since as per MoEF&CC O.M. no. J-11013/41/2006-IA-II(I)(part) dated 29.08.2017, the baseline

monitoring can be carried out prior to issuance of ToR and the monitoring data collected is valid for a period of 3 years i.e., upto March, 2023. Moreover, the monitoring stations of baseline data collected earlier for the expansion project of SAIL-RSP are coming within the study area of the Airport SAIL- RSP.

Considering the information / documents furnished by the proponent and presentation made by the consultant **M/s Gaurang Environmental Solutions Pvt. Ltd., Jaipur (Rajasthan),** the SEAC recommended the following:

A. As the Up-gradation of Rourkela Air Strip is to be carried out & made functional on priority to meet the requirements of the forth coming Hockey World Cup, to be hosted by the Govt. of Odisha, the SEIAA may consider to take decision on exemption from public hearing as requested by the proponent based on the facts as pointed out at para – 18 above.

B. The proponent may be allowed to use base line data collected during December 2019 to March 2020 for expansion project of SAIL- RSP for preparation of EIA report for this Airport expansion project.

C. The following specific ToRs in addition to standard ToRs as per **Annexure-B** shall be prescribed for conducting detailed EIA study.

i) Provision should be kept for transplanting the trees within greenbelt rather than cutting down 545nos. of trees.

ii) Estimation of green gases emission shall be made.

iii) Traffic Study Report to be submitted and vetted from a repute institute.

iv) Land use pattern and Kissam of land duly certified by the concerned Tahasildar.

v) Greenbelt needs to be increase as per norms.

vi) Tabulated form of the heights of the buildings surrounding the project site.

vii) With up gradation of Rourkela Air Port estimated pollution load to be increased and mitigation measures to be suggested to reduce it.

viii) DGPS survey to be conducted for existing Airport area of approximately 100 acres and for proposed area of 250 acres along with demarcation and in a layout plot plan superimposing the existing permanent structures and proposed structures.

ix) Copy of lease deed for 100 and 250 acre land and compliance status of the condition along with sabik and hal Revenue Department record be submitted.

x) Implication of (a) Water (P & CP) Act, 1974, (b) Air (P & CP) Act, 1981 and (c) EP Act, 1986 (C & D rule, SWM rule, HW rule, NOISE POLLUTION rule, DG rule, Battery rule, HAZ.CHEMICAL rule, BMW rule in case of First aid/dispensary etc.) for both existing and proposed expansion be submitted in a tabular form for appraisal.

xi) On site Emergency plan, Disaster Management Plan and Off site Emergency Plan with District Administration for both the phases be submitted.

xii) Energy Conservation efforts for the proposed expansion over and above the existing phase to be provided.

xiii) Biodiversity Conservation register for existing phase be provided for appraisal and commitment for expansion phase and repetition in every 05 years thereafter be committed.

xiv) Provision of solar power in existing and proposed expansion with location in the lay out plan be submitted.

xv) Fire safety Certificate with compliance of condition for the existing operations and Fire safety recommendation for the expansion project from State Fire Safety wing to be submitted.

xvi) Provision of First aid/ Dispensary for all users and occupational health services for Airport employees for existing and proposed expansion to be submitted.

xvii) Potential of Air pollution by various types of Aircrafts likely to land and take up may be provided and considered for modeling to assess the Ambient Air Quality.

xviii) Source of Water and Drainage of waste water along with ETP, WTP, STP for existing and proposed expansion be provided along with Regulatory Authorities approval.

xix) To prevent violation of EIA Notification, 2006 and undertaking be submitted for not taking off any permanent construction activities prior to grant of Environment clearance for the proposed expansion.

xx) A copy of the MoU between SAIL-RSP Airport Authority of India and Odisha State Government along with a detailed project report for the proposed expansion will be submitted for appraisal of the project from Environment & Safety angle.

ITEM NO. 02

PROPOSAL FOR ENVIRONMENTAL CLEARANCE OF M/S. GEETARANI MOHANTY FOR ENHANCEMENT OF PRODUCTION CAPACITY OF IRON ORE FROM 2.99 MTPA TO 4.99 MTPA ALONG WITH 1000 TPH FIXED CRUSHING SCREENING FACILITY OVER AN AREA 67.586HA AT RAILEKA VILLAGE IN SUNDARGARH DISTRICT OF SRI SRINIBASH SAHOO (MANAGING PARTNER) - EC

1. The proposal is for Environmental Clearance of M/s. Geetarani Mohanty for Enhancement of production capacity of Iron Ore from 2.99 MTPA to 4.99 MTPA along with 1000 TPH fixed crushing Screening facility over an area 67.586HA at Raileka village in Sundargarh District of Sri Srinibash Sahoo (Managing Partner).
2. The project falls under category “B” or activity 1 (a) - Mining of Minerals under EIA Notification dated 14th September 2006 as amended from time to time.
3. Raikela iron ore mine over an area of 67.586 Ha was initially executed in favor of Smt. Geetarani Mohanty for a period of 20 years w.e.f. 02.07.1991. Subsequently, the lease was transferred in favour of M/s Geetarani Mohanty, a registered firm bearing Registration No 5/92 (Cuttack) on 13.01.1993 with prior approval of the State Govt.

4. The lease was executed on 02.07.1991. Now under section 8A(3) of the MMDR(Amendment) Act, 2015 the state government extended the validity period of the mining lease up to 01.07.2041 i.e. 50 years from the date of original mining lease from 02.07.1991 to 01.07.2041.
5. After obtaining all the statutory clearances, a supplementary lease deed has been executed and registered in favor of lessee vide regd. No. 1721900263 on dated 27.05.2019 which is valid up to 01.07.2041. The state government has allowed to work within the ML area and accordingly, mining operation has been started since 22.08.2019.
6. EC was accorded vide SEIAA File No. 41890/08-MNB 1/09-2019 Ref No. 9672/SEIAA, Dated. 23.11.2020 for production of 2.99 MTPA.
7. Now the mining operation is being carried out @ 2.99 MTPA by open cast Fully Mechanized method, for which EC has already been accorded.
8. Certified EC Compliance Report for 2.99MTPA production, obtained from MOEF & CC, Eastern regional office, Bhubaneswar vide letter no 109-1019/21/EPE Dated. 24.01.2022.
9. Mining Plan with Progressive Mine Closure Plan has been approved by IBM vide letter No: MRMP/A/05-ORI/BHU/2021-22 dt 01.07.2021 for 4.99 MTPA Iron Ore production.
10. Out of the 67.586ha of mining lease area, forest land under DLC category is 66.671ha and 0.915ha is non-forest land. Ministry of environment and forest, Govt. of India has accorded the stage-II (final stage) forest clearance over an area of 66.671ha vide letter no 8-37/2007-FC dated 22.10.2014.
11. The lessee has obtained the consent to establish under section 25/26 of the water (PCP) act 1974 and under section 21 of air (PCP) act 1981 for the production capacity of 2.99 MTPA vide the letter no 9818/IND-II-CTE-6420 dated 18.09.2020.
12. The lessee has obtained the consent to operate under section 25/26 of the water (PCP) act 1974 and under section 21 of air (PCP) act 1981 for the production capacity of 2.99MTPA vide the letter no 4063/IND-I-CON-2572 dated 16.03.2022 and is valid up to 31.03.2023.
13. Authorization for hazardous waste management granted vide no IND-IV-HW-1360/7992 dated 07.05.2022 valid up to 31.03.2023.
14. NOC for ground water withdrawal is obtained vide No CGWA/NOC/MIN/ORIG/2021/10588 dated 31.01.2021 valid upto 30.01.2023.
15. **Location and Connectivity**: The ML area is featured under Toposheet F45N1 and bounded by geo coordinates Lat: 210 51’ 54.47556’’ to 210 52’ 35.39676” N Long: 85010’32.27952”to 85011’05.16660” E. The mining lease area is approachable from Koira town (8 km) by Bhadrasahi – Rourkela NH–215. And from Tensa town ship which is on NH – 215 at a distance of 2 km. Nearest Rail is Barsuan Railway station located at 17 km. District Headquarters is at Sundargarh – 110 km from lease area. The nearest water bodies are Sarkunda Nala- 4.2 km, Kuradhi Nadi- 8km and Karo Nala -3km respectively.There is no reserve forest in the core zone. However, the reserve forests found in the buffer zone are as follows - Sarkunda R.F - 2.5 Km (South), Tohra R.F - 3.3km (South), Karo R.F - 9.5km (North-east), Kathmal R.F - 8.2km (East).

16. **Topography** - The topography of mining lease area is hilly terrain with maximum elevation of the area is 840m AMSL at NW part of the area whereas the lowest elevation is 630m AMSL at eastern part.

17. The total geological and mineral reserve of iron ore is estimated to be 90.295 MT and 76.316 MT. Proposed production during the plan period is 22950000 MT. The life of mines is 16 years. Open cast fully mechanized method category 'A' (FM) will be used for mining.

18. **Production Details:** The year-wise in-situ tentative excavation for the first five years from the date of opening of the mine is given as follows :-

Year	Quarry Name	Total tentative Excavation (MT)	Top Soil (MT)	OB/SB/IB (MT) (SB+IB)	ROM (MT)		ROM(MT)	ROM Waste / Ratio (MT/MT)
					Ore * (MT)	Mineral Reject (MT		
1	2	3	4	5	6	7	8=6+7	9
2021-22	Top Quarry	1746832	Nil	260660	1145934	340238	1486172	1:0.175
	Middle Quarry	1575628	Nil	71800	877118	626710	1503828	1:0.048
	Total	**3322460**	**Nil**	**332460**	**2023052**	**966948**	**2990000**	**1:0.111**
2022-23	Top Quarry	1295490	Nil	116200	1145189	34101	1179290	1:0.099
	Middle Quarry	3948010	Nil	137300	3266352	544358	3810710	1:0.036
	Total	**5243500**	**Nil**	**253500**	**4411541**	**578459**	**4990000**	**1:0.051**
2023-24	Top Quarry	2784768	Nil	241400	2198505	344863	2543368	1:0.095
	Middle Quarry	2508032	Nil	61400	2400342	46290	2446632	1:0.025
	Total	**5292800**	**Nil**	**302800**	**4598847**	**391153**	**4990000**	**1:0.061**
2024-25	Top Quarry	3818487	Nil	283800	3281527	253160	3534687	1:0.080
	Middle Quarry	1483293	Nil	27980	1398860	56453	1455313	1:0.019
	Total	**5301780**	**Nil**	**311780**	**4680387**	**309613**	**4990000**	**1:0.062**
2025-26	Top Quarry	1408906	Nil	126200	1282706	Nil	1282706	1:0.098
	Middle Quarry	4444694	Nil	737400	3707294	Nil	3707294	1:0.199
	Total	**5853600**	**Nil**	**863600**	**4990000**	**Nil**	**4990000**	**1:0.173**
Grand Total		**25014140**	**Nil**	**2064140**	**20703827**	**2246173**	**22950000**	**1:0.090**

19. The proposal is to increase production capacity from existing 2.99 MTPA to 4.99 MTPA. During plan Period 2020-21, to 2025-26 total excavation will be 2,50,14,140 MT consisting 2,29,50,000 MT ROM and 10,32,070 waste generated will be used for internal road maintenance and be disposed at dumping site.

20. During Plan period it has been planned for plantation over an area of 1.60 Ha with 2560 nos. of saplings consisting Mango, Karanj, Chakunda, Neem etc.

21. **Water Requirement** - Total makeup water requirement for the project is 281.3 KLD out of which 180 KLD from ground source, NOC obtained from CGWA. 88 KLD will be from RWH and 13.3 KLD from recycled water from STP & ETP, during monsoons only 14 KLD will be drawn from ground source and Wheel wash & work shop will run from recycled water.
22. **Power Requirement -** Presently about 240 KW power is used. The Power Requirement is about 1400KW and the source is from WESCO. About 30KW will be sourced from solar power plant and balance 1370KW from State Power Grid.
23. **Manpower -** The existing manpower is 351 nos. Additionally 209 persons will get direct employment. The total direct employment after expansion will be 560 nos. Indirectly about 300 persons will be benefited due to opportunities in allied sectoral service, such as logistics, trading, ancillary units, contractual and casual needs, green belt, etc.
24. **Project Cost** - Estimated project cost for expansion project is Rs.100.00 Crore. A sum of ` 660.10 Lakh will be spent towards capital cost for EMP and a sum of ` 51.30 Lakh will be spent towards annual recurring cost of EMP.
25. The baseline data on micro- meteorology, ambient air quality, Water quality, noise level, soil and flora & fauna are collected during Summer Season (Mar 2021 – May 2021).
26. Public Hearing was conducted on 13.04.2022 at Geetarani Project Upper primary School.
27. The Environment Consultant **M/s Global Tech Enviro Experts Pvt. Ltd. Bhubaneswar** along with the proponent made a detailed presentation on the proposal before the Committee.

Considering the information / documents furnished by the proponent and presentation made by the consultant **M/s Global Tech Enviro Experts Pvt. Ltd. Bhubaneswar**, the SEAC decided to take decision on the proposal after receipt of the following information / documents from the proponent.

i) Production plan of different grades of Fe. Cutoff grade and it's management plan for next five years.

ii) Detailed plan for desiltation of Karo Nalla, garland drains and removal of red soil from nearby agricultural fields.

iii) Remedial measures taken for traffic due to proposed expansion.

iv) Details of Rain water Harvesting system existing and proposed and how it will reduce the dependency on ground water.

v) Layout map showing storage, OB dump and utilization.

vi) Briefing of Impact of biodiversity due to proposed expansion.

vii) Comparative statement of CSR activities done at present and proposed in future.

viii) Details of NEERI suggestions and its implementation programmes.

ix) Comparative statement of salient physical features and salient features with reference to environmental parameters of the existing mines and proposed expansion including water balance shall be submitted.

x) Definite action plan with definite time frame for “partially complied" features against previous EC compliance including de-silting of garland drain and detailed plan for periodic de-silting of garland drains to be submitted.

xi) Action plan to reduce the drawl of ground water from present level of 180 KLD.

xii) Zero discharge management and zero dust suppression with detailed plan to be submitted.

xiii) Detailed plan for conservation of endangered, threatened and nearly threatened species due to this expansion

xiv) To submit modification/ diversion in the existing drainage pattern

xv) Adoption of Occupational Health and Safety Assessment series (OHSAS) .

xvi) Provision of solar power at present and on proposed expansion against the corresponding total power demand.

xvii) Capacity of existing STP and on expansion with basis of calculation.

xviii) Quality of drinking water with test report.

xix) Provision and design of additional RWH Pond with proposed capacity and the basis thereof.

ITEM NO. 03

PROPOSAL FOR ENVIRONMENTAL CLEARANCE OF TATA STEEL BSL LTD. FOR KALAMANG WEST (NORTHERN PART) IRON ORE MINES WITH PRODUCTION CAPACITY OF 2.95 MTPA (ROM) OVER M.L AREA OF 92.875 HA AT VILLAGE- KALAMANG & GHODABUDANI OF DISTRICT SUNDERGARH & VILLAGE GANDALPADA OF DISTRICT KEONJHAR OF SRI VIJAYENDRA DEVASAMUDRA (CHIEF (MINE PLANNING & PROJECTS), OMQ) - EC

1. The proposal is for Environmental Clearance of Tata Steel BSL Ltd. for Kalamang West (Northern Part) Iron Ore Mines with Production Capacity of 2.95 MTPA (ROM) over M.L area of 92.875 Ha at Village- Kalamang & Ghodabudani of District Sundergarh & Village Gandalpada of District Keonjhar of Sri Vijayendra Devasamudra.
2. As per EIA Notification dated 14.09.06 and its subsequent amendments S.O.141 (E) on dated 15.1.2016, the project falls under, Category “B1” under schedule 1(a) – Mining of minerals (Non-coal mining).
3. The Kalamang West (Northern Part) Block Iron Ore Mine of M/s TATA Steel BSL Ltd. is proposed over an area of 92.875 hectares (ha) which involves 42.608 ha of forest land (16.658 ha in Keonjhar Forest Division, District Keonjhar and 25.950 ha in Bonai Forest Division, District Sundargarh) and 50.267 ha of non-forest land. The Mining area is situated in three villages namely, village Kalamang & Ghodabudani of Tahasil – Koira, District Sundargarh & village Gandalpada of Tehsil - Barbil, District Keonjhar State Odisha.
4. TOR was issued by SEIAA vide letter reference No.22/SEIAA dated 15.01.2021.
5. The Government of Odisha had issued Letter of Intent (LoI) vide Govt. letter No. IV(MISC) SM-53/2017/5285/SM dt.24.06.2017 as per Rule 10(2) was again modified by Steel and Mines Department, Government of Odisha vide letter no. IV(MISC) SM-53/2017/6287/SM dt.27.07.2017 revising the earlier mentioned area of 92.0 ha to 92.875 ha for grant of Mining

Lease for Kalamang West (Northern Part) Iron Ore Block in village Kalamang & Ghodabudhani in District Sundargarh and village Gandalpada in District Keonjhar is in the name of M/s Bhushan Steel Ltd. The change of name from Bhushan Steel Limited to TATA STEEL BSL Limited was approved by the Department of Steel and Mines vide letter No. 1409/SM/dated 27.02.2019 for grant of a Mining Lease. Now, M/s Tata Steel BSL Ltd. has requested to 'The Additional Chief Secretary' of Department of Steel and Mines, Govt. of Odisha for extension of validity of LOI vide letter no TSBSL/CS/2020/101 dated 05.03.2020.

6. **Location & Connectivity** : Kalamang West (Northern Part) Block Iron Ore Mine of M/s Tata Steel BSL Limited having lease area 92.875 hectares is situated in three villages namely Kalamang & Ghodabudani of Sundargarh District & village Gandalpada of Keonjhar Districts, of State Odisha. The geo-coordinates is Latitude: 21º 56' 47.757"- 21º 57' 32.347" N Longitude: 85º 17' 06.658" - 85º 17' 57.531" E. The mine is well connected by NH-215, which is about 1.80 km in NW. Nearest Railway Station is Barbil which is about 17.86 Km in NNE direction. Rourkela Airport at 59 Km NW, Jharsuguda Airport 128 km W and Biju Patnaik International Airport, Bhubaneswar is about 196 Km in SSE direction from the project site.
7. **Environmental Sensitivity**: The mine lease area consist of 42.608 ha of forest land (16.658 ha in Keonjhar Forest Division, District Keonjhar and 25.950 ha in Bonai Forest Division, District Sundargarh) and 50.267 Ha. of non-forest land. There is no National Park, wildlife sanctuary, biosphere reserve within 15 km radius of the Mine. However, Karo Karampada Elephant corridor is located at about 8.6 km N of the lease area. There is no perennial surface water body in the applied mine lease area.
8. 42.608 ha. of forest land has been reported to be involved in the project. Approval under Section 2(iii) of the Forest (Conservation) Act, 1980 for diversion of 42.608 ha of forest land for non-forestry purposes has been obtained vide MoEF&CC letter No. 8-32/2021-FC dtd. 31.01.2022. Approval under section 2 (ii) has been recommended by GoO to MoEF&CC vide letter no: FE-DIV-FLD-0048-2022-10644/FE&CC dated 17/06/2022.
9. Site Specific Wildlife conservation plan for schedule-I species has been submitted to the Divisional Forest Officer of Bonai Forest Division & Keonjhar Forest Division vide ref. no. JCO/13/133/118 dtd. 7th June 2022.
10. Public Hearing for this project was conducted in two districts i.e Sundergarh and Keonjhar. In respect of Keonjhar district, PH was conducted on 09.03.2022 at 11.00 A.M at Village Gandalpada (GP-Guali) P.S- Rugudihi, Hata No. 48, Plot No. 194 & for Sundergarh district, PH was conducted on 10.11.2021 at 10:30 A.M at Football Play Ground of Kalamang village under Koira Block in accordance with the provisions of EIA Notification 2006 under the Chairmanship of Additional District Magistrate & Regional Officer, SPCB. The major issues raised in the public hearing were provision of employment to local people, education, medical facilities, infrastructural development and welfare activities, road maintenance, tree plantation etc. Action plan for fulfilling the PH commitments has been made.
11. Baseline monitoring studies has been carried out for the period December 2019 to February 2020 (Winter Season).
12. **Reserves** - Total geological reserves reported in the mine lease area is 929,73,749 T (92.97 MT) with 718,86,002 T (71.88 MT) mineable reserve. The mine capacity will be 2.95 MTPA Iron Ore (ROM) corresponding to the production of 2.84 MTPA Saleable Iron Ore with a total

Max excavation of 4.54 MTPA.

13. **Quality and Quantity of Grade -** High Grade (HLO) (>55% Fe)- 11.77 MT**.** High Grade-Other than HLO (SLO+Powdery Ore + Shale) (>55% Fe) – 54.85 MT and Low Grade (Fragmented ore, Powdery Ore) (45-55% Fe) – 5.23 MT.
14. Life of mine is 25 years**.**
15. **Method of Mining**: Opencast Fully Mechanized Mining method has been proposed. It is proposed to commence mining operation from north eastern part of the lease. In the plan period of about 2.95 MTPA, has been proposed for production. As the mining activities in the lease area is to be commenced, activities connected with development of the mine such as scrapping of weathered zones, cutting of trees/bushes, making of access roads, infrastructure development etc will be given prime preference. After the development of an access road to the targeted area a box cut will be opened and thereafter, it will be expanded both laterally and depth-ward to fulfill the required production target.
16. The aforesaid mine lease area measuring 92.875 ha is for extraction of Iron Ore. The annual excavation is targeted at 2.95 MTPA (RoM) Iron Ore with total maximum excavation of 3.92 MTPA. The ROM will be fed to a mobile crushing/ screening plant of 1000 TPH capacity. The lump ore and fines will be segregated in the Crushing /Screening plant.
17. **Drilling & Blasting**: Drilling will be carried out using 110-150 mm dia. Drill with 3.0-4.0m burden & 3.5-4.5 m spacing based on the geological rock characteristics. Taking into account the disposition of the ore body, it has been estimated that about 80 % (approx.) of planned quantity will require drilling & blasting.
18. **Transportation**: Transportation of iron ore has been proposed through 5 railway sidings such as Barbil Rail siding, Nayagarh Rail siding, Jururi Rail siding, Banspani Rail siding & Barsua Rail siding.
19. **Nature of Waste**: A total volume of 14,58,980 m3 insitu waste is to be generated from the lease area. For the purpose a volume 1,12,241 m3 waste generated in the 1st year from the lease area will be used and rest waste of volume 3,30,412 m3 will be accommodated on the proposed dumps. Dump-A and B have been proposed in the NE side and SE side of the lease area over an area of 0.967 Ha. & 1.826 Ha. respectively. Similarly, the in situ waste to be generated in the 2nd year is 3,87,513 m3, out of which of 1,84.267 m3 will be used for backfilling of the exhausted portion and rest quantity of waste of volume 2,03,246 m3 shall be accommodated over the proposed dump-A and C. Dump C will be located at the northern part of the Dump-B. In the third year a vol of 1,00,524 m3 waste will be utilized for backfilling and the rest of 1,37,257 m3 waste will be dumped on Dump C. The total waste to be generated in the fourth year and fifth year of volume 1,70,254 m3 and 2,20,779 m3 respectively will be used for backfilling of the exhausted areas.
20. **Rehabilitation & Resettlement:** The mine lease area comprises of 20.580 Ha private land. Few habitations of Ghodabudhani village are located in the lease area. The project involves 71 affected families and 54 numbers of displaced families involves. All the affected families shall receive R & R compensation based on their entitlements as prescribed under the Orissa R&R Policy, 2006 and subsequent biennial revisions communicated by Govt. from time to time as well as the best practices recommended by the LARR Act, 2013 . Funds allocated for

R&R Rs. 39.07 crores.

21. **Green Belt**: Plantation will be carried out in 7.5 m wide safety barrier zone, backfilled area, inactive dump slopes, etc. At conceptual stage, almost 4.17ha. will be under plantation.
22. **Rainwater Harvesting Details:** Proposed recharge measures are construction of trenched along the green belt, roads and through recharge pits which accounts to a recharge of around 21700 m3 /year. Total rainwater harvesting potential in the project area is around 302471.1 m3 /year or 0.302471 MCM.
23. **Water Requirement:** The total water requirement is about 235 KLD (For Drinking & Domestic Uses - 65 KLD and for Mining Operations, dust suppression and Plantation - 170 KLD). For Ground water abstraction of 65KLD, application submitted vide no. 21-4/3864/OR/MIN/2022 dtd. 28.06.2022. For Surface water withdrawal of 170 KLD application submitted vide no. 2021012241000218 dtd. 01.03.2021 from Suna River.
24. **Power Requirement**: Power utilization for this project is 1,800 – 2,000 KW. 3 DG sets of 850 KVA will be used for emergency backup. Power permission will be obtained from Odisha State Electricity Board (OSEB) after EC.
25. **Employment Potential**: The project will generate direct to the tune of about 428 persons as well as indirect employment opportunities for the nearby villages.
26. Total cost of the project is Rs. 216.20 crores. Capital EMP cost is Rs. 9.96 Crores & Recurring cost is Rs. 0.865 crores. Budget for PH commitments is Rs. 9.93 crores.
27. The Environment consultant **M/s Visiontek Consultancy Services Pvt. Ltd. Bhubaneswar** along with the proponent made a presentation on the proposal before the Committee.

Considering the information / documents furnished by the proponent and presentation made by the consultant **M/s Visiontek Consultancy Services Pvt. Ltd. Bhubaneswar**, the SEAC decided to take decision on the proposal after receipt of the following information / documents from the proponent.

i) Cut-off grade and it's management plan for next 5 years.

ii) Any flying rocks generation during blasting? it's mitigation plan.

iii) Traffic Study report to be submitted after vetted by repute institute.

iv) Detail layout of ore to be stored.

v) Detailed plan for road maintenance.

vi) Total water requirement for the project to be applied to Water Resource Deptt. And if under denial circumstances, compensate the same with ground water.

vii) Mitigation measures taken for fly rock accidents.

viii) Detailed plan for conservation of threatened, nearly threatened and endangered species.

ix) Blending details of usage of below 55% Fe ore.

x) List of plants to be planted in Dump site.

xi) Topsoil management details to be submitted.

xii) Transplantation of tress should be encouraged rather than cutting.

xiii) Measures to ensure that PM10 & PM 2.5 do not exceed the standard limit.

xiv) To submit report of water quality of Suna River and take up suitably with WR Deptt. for its use with WTP for drinking water purpose instead of ground water.

xv) Design and capacity of STP with basis.

xvi) Provision of solar power and percentage of it with reference to total power demand.

xvii) Adoption of Occupational Health and Safety Assessment series (OHSAS).

ITEM NO. 04

PROPOSAL FOR ENVIRONMENTAL CLEARANCE OF M/S. UTKAL HEALTHCARE PRIVATE LTD. FOR REGULARIZATION OF EXISTING LOWER BASEMENT + UPPER BASEMENT + GROUND+ 5TH STORIED MULTI SPECIALTY HOSPITAL & ONE GROUND + 6TH STORIED DIAGNOSTIC CENTER OVER BUILT-UP AREA OF 30046.75 SQM OF SRI SAILENDRA NARAYAN PANDA (DIRECTOR) – VIOLATION TOR

1. The proposal was considered by the committee to determine the "Terms of Reference (ToR)" for undertaking detailed EIA study for the purpose of obtaining environmental clearance in accordance with the provisions of the EIA Notification, 2006 and amendment thereafter.
2. The project falls under category "B" or activity 8 (a)-Building & Construction projects under EIA Notification dated 14th September 2006 as amended from time to time.
3. M/s. Utkal Healthcare Private Ltd. has applied for "Terms of Reference (ToR)" for Regularization of existing Lower Basement + Upper Basement + Ground+ 5th storied Multi specialty Hospital & one Ground + 6th storied Diagnostic Center over built-up area of 30046.75 sqm of Sri Sailendra Narayan Panda (Director).
4. The proponent has already constructed the total project with built-up area 30046.75 m^2 without obtaining Environmental Clearance. Hence, this is a violation case.
5. **Location and Connectivity** - The proposed site of 2.47 Acres of land is located at Plot No.: Plot No-C/3, Near NH-16 Road, Neeladri Vihar, Bhubaneswar, Khurda. The Geographical co-ordinate of the project site is: latitude 20° 19' 15.88" N and longitude 85° 48' 01.90" E and the area comes under Survey of India Toposheet No- F45T11, F45T12, F45T15, F45T16. The total Plot Area is 10015.104 sqm and Built up area – 30046.75 sqm. The Kisam of Land is Gharabari. The project site is well connected with National Highway-16. The nearest railway station is Mancheswar Railway station at a distance of approx 4.7 Km in East Direction. The nearest airport is Biju Pattnaik International Airport Bhubaneswar at a distance of approx. 7.7 Km in South direction from project site. The site is located adjacent to the local landmarks such as Trident Academy of Technology, Akash Institution Chandrasekharpur, DAV School Campus-II Etc. There is no structure or encroachments on the site. The site is easily accessible from NH-16 Road.
6. The Building Details of The Project:

Particular	Proposed	Permissible
Project Name	Regularization of existing Lower Basement + Upper Basement + Ground+ 5^{th}	--

	storied Multi specialty Hospital & one Ground + 6th storied Diagnostic Center	
Plot Area	10015.104 sqm	--
Ground Coverage	3208.64 sqm	--
Built up Area	30046.75 sqm	--
Road Area	4796.46 sqm	--
Parking Area(% hospital area)	8370.15 sqm	7711.58 sqm (40 % of FAR)
Green Belt Area	2010.00 sqm(20.07 %)	2003.02 sqm (20 %)
Power/Electricity Requirement & Sources	2727 KW	--
No. of DG sets	2 DG sets of 1010 KVA and one 750 KVA	--
Water requirement & Sources	240 KLD (Fresh)	--
Sewage Treatment & Disposal	STP Capacity 300 KLD ETP Capacity= 30 KLD	--
Estimated Population-Residential, Commercial, Floating/visitors	Hospital Beds-350 Floating Population-2050	--

7. **Statutory clearances obtained are -**
    i. BDA Approval vide letter No- 1641/BDA, Bhubaneswar, dated 12/01/2021.
    ii. Fire Safety Clearance Certificate from office of deputy fire officer vide letter no – 108/2017-BBs.CIR
    iii. Ground Water application submitted to CGWA vide application no. 21-4(413)/SER/CGWA/2012-3375, dated 07/05/2012.
    iv. Grant consent to Operate vide letter No- 10554/IND-I-CON-6809 , dated 18.06.2022.
    v. Authorization of Biomedical Waste vide letter No- 14111/SPCB/Authorization(Biomedical Waste) IND-IV-BM-2686 dated 24/10/2017.
8. **Power requirement:** The daily power requirement for the proposed project is preliminarily assessed as 2727 KW source from CESU of Odisha State Electricity Board. In order to meet emergency power requirements during the grid failure, for this purpose diesel generator having 3030 KVA DG Set (3x1010 KVA) capacities for power back up in the proposed Project. Solar energy to be generated by 120 nos. of PV solar panel per day = 165.6 KW.
9. **Water requirement:** Fresh make up of 240 m3/day will be required for the project which will be sourced from Ground water. It is expected that the project will generate 240.33 KLD of wastewater which will be treated in STP of capacity 300 KLD.
10. **Rain Water harvested** through 8 nos. of Rain Water recharging pits. .
11. **Fire fighting Installations:** Fire fighting system will be installed as per recommendation of the Fire fighting Officer, Odisha and as per the guideline of NBC (part-4).

12. **Parking -** Adequate parking space of 8370.15 m^2 is provided for staff and visitors.

13. **Green Belt Development:** Green area of 2010.00 sqm (20.07% of total area) is being provided.

14. **Solid Waste Management:** Solid waste generated from floating population Such as hospital staffs (including doctors, Nurses etc.) and miscellaneous waste will be generated @ 0.45 kg/capita/day, which will be about 247.5 kg/day. The generated solid waste from the Super-Specialty hospital complex will be collected into a garbage bin located at a suitable location inside the complex. Bio-medical waste generation from 390 beds will be 525 Kg/day.

Sl. No.	Category	Counts (heads)	Waste generated (kg/day)
1.	Staff Employee	550 @ 0.45 kg/day/person	247.5 kg/day
2.	Visitors/OPD	1500 @ 0.15 kg/day/person	225 kg/day
3.	STP Sludge	--	120 Kg/day
		Total Waste Generated	**592.5 kg/day**

Sl. No.	Category	Counts (heads)	Waste generated (kg/day)
1.	Patient 350 beds	350 @ 1.5 kg/day/bed	525 kg/day
		Total Waste Generated	**525 kg/day**

15. The estimated project cost is ` 325 Crores.

16. The project proponent along with the consultant **M/s Centre for Envotech & Management Consultancy Pvt. Ltd., Bhubaneswar** made a detailed presentation on the proposal.

17. The SEAC observed the following:

    i) The project was earlier dealt as violation case as they had already constructed the project without obtaining Environmental Clearance as per EIA Notification 14th Sept. 2006 and amendment thereafter.

    ii) Subsequently, they had applied for violation ToRs in violation portal. But they could not follow further for consideration of EC.

    iii) Now, they have applied afresh for grant of EC after issue of SoP for violation project by the MoEF&CC, Govt. of India.

The SEAC, after detailed deliberations on the proposal in terms of the provisions of the MoEF&CC, Govt. of India Notification dated 14th March, 2017, confirmed the case to be of violation of the EIA Notification, 2006 and recommended for the following:

(i) The State Government / SPCB to take action against the project proponent under the provisions of section 19 of the Environment (Protection) Act, 1986, and further no consent to operate or occupancy certificate to be issued till the project is granted Environmental Clearance.

(ii) Grant of Terms of Reference for undertaking EIA and preparation of Environment Management Plan (EMP) as enumerated in **Annexure-C**.

(iii) The project proponent shall be required to submit a bank guarantee equivalent to the amount of remediation plan and natural and community resource augmentation plan with the SPCB prior to the grant of Environmental Clearance. The quantum shall be recommended by the SEAC and finalized by the regulatory authority. The bank guarantee shall be released after successful implementation of the EMP, followed by recommendations of the SEAC and approval of the regulatory authority.

(iv) Separation of STP and ETP with Zero discharge to outside.

(v) Water/ Effluent balance.

(vi) Provision of Incinerator.

(vii) Adequacy of Parking with basis.

ITEM NO. 05

PROPOSAL FOR ENVIRONMENTAL CLEARANCE OF M/S K R ENTERPRISES FOR ADDITIONAL 2.4 MTPA OF COAL WASHERY UNIT IN THE EXISTING COAL CRUSHING AND SCREENING PLANT OF CAPACITY 2.4 MTPA AT VILLAGE - REMUAN, TEHSIL – TALCHER, DISTRICT – ANGUL, ODISHA OF SRI JAYABARDHAN MISHRA (PARTNER) - TOR

1. The proposal was considered by the committee to determine the "Terms of Reference (ToR)" for undertaking detailed EIA study for the purpose of obtaining environmental clearance in accordance with the provisions of the EIA Notification, 2006 and amendment thereafter.
2. M/s K R Enterprises has applied for "Terms of Reference (ToR)" for Additional 2.4 MTPA of Coal Washery unit in the existing Coal Crushing and Screening Plant of capacity 2.4 MTPA at Village - Remuan, Tehsil – Talcher, District – Angul, Odisha.
3. The category of the project is 2(a) Coal Washeries under Category "B" as per EIA Notification, 2006 & its amendments.
4. **Location and Connectivity** - The project is of total area 11.938ha. and located at Village – Remuan, Tehsil – Talcher, Dist – Angul, Odisha. The Geographical co-ordinates of the project site is: Latitude - 20° 57' 25.542" N to 20° 57' 53.315" N & Longitude - 85° 13' 5.650" E to 85° 13' 19.605" E and finds place in Toposheet no - F45T1, F45T5, F45N4, F45N8. The nearest NH is NH 149 adjacent to the site. The nearest railway station is Talcher Railway Station (3.46 km, SW). The nearest airport is Bhubaneswar International Airport (99.62 km, SE) from project site. Nearest Habitation is Remuan (0.25 km, SW) and Talcher (0.76 km, S). Nearest Canal is Right Bank Canal (Adjacent to the Project Site) and nearest river is Brahmani River (1.54 km, E). Nearest Reserve forest is Gengutia RF (0.68 km, W). Elevation of the project site is 84 to 93 m above mean sea level. No forest Land is involved.
5. The existing project was accorded 1st CTE from OSPCB vide letter no. 3058, Dated 25/08/2016, Current CTO from OSPCB vide Ref. No. 804/MB/ROSPCB/AGL/17/2013-14, dated 30/03/2020 is valid for the period from 01.04.2020 to 31.03.2025 by the State Pollution Control Board.
6. Details of Existing Production Capacity

Name of the Units	Production Capacity	CTE from OSPCB	CTO from OSPCB & Validity	Operational Unit as per valid CTO
Coal Grinding & Screening	2,00,000 MT/month	vide letter no. 3058, Dated 25/08/2016	vide Ref. No. 804/MB/ROSPCB/AGL/17/2013-14, dated 30/03/2020	2,00,000 MT/month

7. The unit configuration and capacity of Expansion project is given below:

Sl. No	Plant Facilities	Plant Existing Configuration	Proposed Configuration	Total Capacity (TPA)
1	**Crushing & Screening Plant**			
	Crushing & Screening Plant	2.4 MTPA	-	**2.4 MTPA**
2	**Coal Washery**			
	Coal Washery	-	2.4 MTPA (throughput)	**2.4 MTPA (throughput)**

8. The details of the raw material requirement for the Expansion project along with its source and mode of transportation is given as below:

Raw Material Required	Quantity in Tons per Annum	Source	Distance from site (Kms)	Mode of Transportation
ROM Coal	2,400,000 TPA	MCL	10 km	Road

9. **Water Requirement** - The total water required is 430 KLD (make-up), Existing 56 KLD & Proposed 374 KLD. Which will be obtained from RWH 80 KLD & remaining water 350 KLD from Surface Water (Brahmani River, Permission for the same will be obtained). Waste water generated is 9KLD which will be treated in STP of capacity 15KLD and the treated water will be used in greenbelt.
10. **Power Requirement** - The total power requirement for plant is 0.70 MW per hour. Existing power requirement is 0.3 MW. The remaining power requirement for the project is estimated as 0.4 MW, which will be obtained from TPCODL.
11. **Green Belt** - The total green belt area is 3.971 Ha. (33.26% of total plot area).
12. **Solid Waste Generation** – The total solid waste generated from the project is 14270 TPA which will be dewatered and stored in slime/tailing storage area & the collected water will be recycled in process. The tailings will be disposed to construction contractors for road & construction filings.
13. **Employment Potential**: The project will generate direct to the tune of about 250 persons as well as indirect employment opportunities for the nearby villages.
14. **Project Cost** - The capital cost of the project is Rs. 16.68 Crores rupees (Existing Rs. 4.54 Crores & Proposed Rs. 12.14 Crores) and capital cost for Environmental Protection Measures is proposed as Rs. 1.334 Crores (Existing Rs. 0.125 Crores & Proposed Rs. 1.209 Crores). Employment generation from the expansion is 362 (Existing 47, Proposed 65 & Indirect 250).
15. There is no court case pending or violation under EIA notification 2006, to the project or related activity.

16. The project proponent along with the consultant **M/s Visiontek Consultancy Services Pvt. Ltd., Bhubaneswar** made a detailed presentation on the proposal.

Considering the information / documents furnished by the proponent and presentation made by the consultant **M/s Visiontek Consultancy Services Pvt. Ltd. Bhubaneswar**, the SEAC decided to take decision on the proposal after receipt of the following information / documents from the proponent followed by site visit of Sub-Committee of SEAC to verify the present status.

i) Management of wash liquor and it's composition, uses to be worked out in details.

ii) The proponent has to clarify why it is an additional 2.4 MTPA capacity Coal Washery? is there any coal washery do exists within the premises? if so, details of such coal washery to be submitted.

iii) Detailed raw material linkage along with supporting documents.

iv) Detailed land documents with kisam of land.

v) CTE, CTO status of existing units within the premises.

vi) Provision of RWH.

vii) Design and capacity of STP with basis.

viii) Water balance both during monsoon and non-monsoon.

ix) Traffic study at important intersecting points like nearest habitation, Talcher College etc.

ITEM NO. 06

PROPOSAL FOR ENVIRONMENTAL CLEARANCE OF M/S FERRO ALLOY CORPORATION LTD. (FACOR) FOR INSTALLATION OF CHROME ORE BENEFICATION PLANT OF CAPACITY 4,95,000 TPA THROUGHPUT VILLAGE-TOMKA, TEHSIL - DANAGADI, DISTRICT - JAJPUR, ODISHA OF - TOR

1. The proposal was considered by the committee to determine the “Terms of Reference (ToR)” for undertaking detailed EIA study for the purpose of obtaining environmental clearance in accordance with the provisions of the EIA Notification, 2006 and amendment thereafter.
2. M/s Ferro Alloys Corporation Ltd (FACOR) has applied for “Terms of Reference (ToR)” for Installation of Chrome Ore Benefication Plant of capacity 4,95,000 TPA throughput Village-Tomka, Tehsil - Danagadi, District - Jajpur, Odisha.
3. The category of the project is 2(b) Mineral benificiation under Category “B” as per EIA Notification, 2006 & its amendments.
4. M/s Ferro Alloys Corporation Ltd (FACOR) owns a Chromite Ore Beneficiation (COB) plant with an output capacity of 20 TPH at Ostopal chromite Mine, village- Gurujanga, PO-Kaliapani of Jajpur district in Odisha. Due to the recent expansion in mine production and proposed expansion of Charge Chrome Plant, the company has proposed to establish a new stand-alone Chromite Ore Beneficiation plant with a production capacity of 4,95,000 TPA at Village-Tomka, Tehsil-Danagadi, District-Jajpur, Odisha over an area of 23.88 acres (out of which 21.95 acres will be utilized for the plant establishment).
5. **Location and Connectivity** - The project is of total area 23.88Ac. and located at Village –

Tomka, Tahasil-Danagadi, District - Jajpur, Odisha. The Geographical co-ordinates of the project site is: Latitude - 21° 5'23.28"N to 21° 5'37.59"N & Longitude - 85°58'0.36"E to 85°58'6.30"E and under the Survey of India Toposheet No. F45N-16 & F45O-4. The nearest NH is NH 5 is about 12-15km. Nearest approachable roads are Keonjhar-Paradeep Expressway is at 0.1 km and nearest State Highway (Naranpur-Duburi Road) is at 2 km. The nearest railway station is Tomka Railway Station (1.78 km). The nearest airport is Bhubaneswar International Airport (119 km) from project site. Nearest Habitation is Arasahi (0.085km, E) and Tomka (1.4 km, SSW). A perennial Nala is at 0.1km and nearest river is Brahmani Tributary (4.2 km, N). Nearest Reserve forest is Tomka RF (0.120 km, SW).

6. **Manufacturing Process** - This COB plant will follow the wet method and will be operated through an integrated plant comprised of Reflux TM Classifier and Spiral Concentrate followed by clarifier & Filter Press for getting the concentrate as desired. Though this process of Chrome Beneficiation, the company aims to upgrade the locally available 40% Cr concentrated ore (obtained from its own chromite mines or other mines residing over the Sukinda Valley) into 52% Cr concentrate, which will be used as the feedstock in its own Charge Chrome Plant at Randia, Bhadrak. The annual feed chrome ore to be processed 4,95,000 tons (0.495 million TPA throughput) of below 40% Cr grade ore and will be processed in this plant to fetch 2,97,000 TPA Chrome Concentrate.
7. **Water Requirement** - Total water requirement will be 250 KLD (Domestic - 10KLD & For beneficiation plant - 240 KLD). Water is will be sourced from either ground water/borewell or surface water. Industrial liquid waste will be treated in the Effluent Treatment Plant (ETP – 250KLD) whereas the domestic liquid waste will be recycled by the Sewage Treatment Plant (STP – 10 KLD) and will be used for the greenbelt.
8. **Power Requirement** - The total power requirement for the project will be 3.5 MW. Power is will be sourced from local grid which will provide the electricity by using 33 KV high-tension Power Line and 33KV/0.440 KV distribution Transformers.
9. **Employment Potential** - Around 92 employees will be employed in running the COB plant, while another 250 people will be either directly or indirectly employed for the various operations.
10. **Greenbelt** - Greenbelt / plantation will be done in about 33% (i.e., 4.25 acres) of the total project area.
11. **Solid Waste Generation** - The solid waste will be generated as the tailing (1,98,000 TPA), which will be stacked and utilized for the backfilling in the mines after the 3rd year of the project. Similarly, the hazardous waste (0.5 TPA spent oil) will be stored in the designated drums and sold to the authorized recyclers.
12. **Project Cost** - The total capital cost of the project is ` 55.4 Crores.
13. The project proponent along with the consultant **M/s Ardra Consulting Services Pvt. Ltd. Bhubaneswar** made a detailed presentation on the proposal.

Considering the information furnished and the presentation made by the consultant, **M/s Ardra Consulting Services Pvt. Ltd. Bhubaneswar** along with the project proponent, the

SEAC decided to take decision on the proposal after receipt of the following information / documents from the proponent:

i) Generation and processing of hexavalent Cr to be included along with mitigation plan.

ii) Due to the recent expansion in mine production and proposed expansion of Charge Chrome Plant, a new 4,95,000 TPA Stand Alone Chromite Ore Beneficiation Plant is proposed, brief justification of its establishment along with permission status from concerned authority.

iii) Since there is a perennial Nala flowing at distance of 840 meters, surface water can be utilised for plant than depending on ground water.

iv) Detail Land schedule with kissam of land in tabulated form duly certified by concerned Tahasildar.

v) Agricultural land need to be converted to Industrial use and necessary documents to be submitted.

vi) Design and capacity of Tailing Pond with basis including detailed plan for disposal of tailings and sludge from ETP be submitted.

vii) Mass/ Material balance.

viii) Water quality of perennial Nala with test report and start& end of the Nala.

ix) RWH Management with recharging without contamination of ground water by Hexavalent Chromium to be submitted.

x) Source of Chrome Ore and the arrangement for the same.

ITEM NO. 07

PROPOSAL FOR ENVIRONMENTAL CLEARANCE OF PARSURAMPUR DECORATIVE STONE DEPOSIT OVER AN AREA OF 10.513 HA. /25.978 AC. LOCATED IN VILLAGE PARSURAMPUR, TAHASIL- PARALAKHEMUNDI, DISTRICT - GAJAPATI, ODISHA OF SRI K. SAPTAGIRI - TOR

1. The proposal was considered by the committee to determine the "Terms of Reference (ToR)" for undertaking detailed EIA study for the purpose of obtaining environmental clearance in accordance with the provisions of the EIA Notification, 2006 and amendment thereafter.
2. Parsurampur Decorative Stone Deposit over an area of 10.513 ha. /25.978 ac. located in village Parsurampur, Tahasil- Paralakhemundi, District - Gajapati, Odisha of Sri K. Saptagiri.
3. The proposed project as per EIA Notification dated 14th Sept., 2006 and subsequent amendments, falls under Category "B", Project or Activity 1(a).
4. The lease was granted in favour and executed for PL on 25.07.2008 in favour of K. Saptagiri. After the prospecting operation, in response to grant the ML for a period of 20years, the lease terms & condition letter was issued by the Department of Steel & Mines, Govt. of Odisha, on 16.11.2016, vide letter no. 9389/SM.
5. The mining plan is approved by the Joint Director of Mines, Odisha, Bhubaneswar vide letter no, MXXII-(a)-7/2017-2096M, dt. 23.03.2018.
6. **Location and Connectivity -** The Parsurampur Decorative Stone Deposit lease area falls in Toposheet No 74 B/1(E45 G1) bounded by latitude 18^0 48' 01.7" N to 18^0 48'

16.4" N and longitude 84^0 05' 59.4" E to 84^0 06' 17.8" E. The Lease area comprises of entirely of Govt. land i.e. Anabadi Parbat type land. The DFO, Paralakhemundi Division, vide letter no. 1379/4F, dated 1st March, 2008 has certified that the lease area is non forest land. Parsurampur Decorative Stone mining project is situated about 2.5km north east of Paralakhemundi town, the dist. headquarter of Gajapati dist. connected through all weather road. Nearest national highway NH – 326A which connects Mohana in Odisha with Narasannapeta of Andhra Pradesh is at a distance of 1.5km; NH-5 (renamed as NH-16), Kolkata to Chennai is at the distance of 46 km in the south direction. Nearest state highway SH- 4, which connects Mandasa- Paralakhemundi - Kasinagar- Gunupur is 2km away in the SW direction. The nearest railway station is at Paralakhemundi on Naupada - Gunupur line is 2.5km away in SW whereas Palasa rly. station of East Coast Railway is 46km away in S direction. Nearest airport is at Visakhapatnam, 150km away from the project site.

7. The major drainage system of the area is Mahendra Tanaya river, which flows at a distance of 4km from the ML area in east to south. The highest altitude point in the leasehold is 185m AMSL in the SE of the hill and lowest altitude point is at 100m AMSL in NW side.
8. **Total Reserves -** As per the estimation, the geological reserve is found to be total rock mass is 37,00,990.0 m3 and recoverable decorative stone is 9,25,247.0 m3 & Mineable reserve is found to be total rock mass is 20,06,430.0 m3 and volume of recoverable decorative stone is 5,01,607.5 m3.
9. **Method Of Mining -** Opencast semi-mechanized mining method in single shift involving drilling, cutting & transportation. The mining process shall not include blasting, crushing, beneficiation etc. The mine shall be developed to produce 24,992 cum /annum of Rock, out of which 6,248 cum (25% of the extract) will be marketable rock & 18,744 cum will be waste. The stone blocks excavated will be sized and shaped using chisels & hammer as per need and the transported to nearby cutting & polishing units.
10. The Life of mine is 81 years.

12. **Waste generation and utilization -** The mine shall reject 18,744 cum of waste rock mass. About 40% of the total waste proposed to be utilized for construction & maintenance of road within & outside the lease area. By the end of the life of the mines, the reclamation & rehabilitation programme has been proposed by means of backfilling. At the conceptual period, 8.95 ha. area will be utilize for mining; out of this an area of 3.9 ha. will be back filed upto 118m AMSL. Since the ultimate pit constitute of rocky mass, plantation on dead benches will not be possible. Therefore the remaining mined out land will be fenced with barbed wire. It has been proposed to develop a green belt in and around the lease area, where soil alluvium is present during the scheme period.
13. **Green Belt** - There will be green belt development over an area of 1.025 Ha in and along the periphery of the quarry lease area of during the plan period and 1645 nos. of saplings will be planted.
14. **Water Requirement** - The total water requirement shall be 3 m3 /day which will be purchased from the market and later ground water will be used with due permission.
15. **Power Requirement** - Power Requirement will be met through DG sets.

17. The project cost is ₹ 3.12 crores.

18. The Environment consultant **M/s Centre for Envotech & Management Consultancy Pvt. Ltd., Bhubaneswar** along with the proponent has made a presentation on the proposal before the Committee.

Considering the information / documents furnished by the proponent and presentation made by the consultant **M/s Centre for Envotech & Management Consultancy Pvt. Ltd., Bhubaneswar**, the SEAC prescribed the following specific ToRs in addition to standard ToRs as per **Annexure-D** for mining project for conducting detailed EIA study.

(i) Certificate from the concerned Tahasildar about the geo coordinates and other mines located within 500 meter from the periphery of the lease boundary.

(ii) Distance of the nearest habitation / village (s) etc. from the lease boundary duly certified by the concerned Tahasildar.

(iii) Details of waste management i.e., quantity to be used, stored and the waste composition.

(iv) NOC from concerned competent authority for usage of road for transportation of minerals.

(v) Plantation on both sides of approach road and its maintenance.

(vi) Zero discharge from lease area to be maintained.

(vii) In case village / any habitation is very nearby, plan to ensure safety of human life and livestock from accidents be submitted.

(viii) Number and type of vehicles to be engaged per day and their frequency of plying.

(ix) Certificate from the concerned DFO / Tahasildar that there is no DLC land involved in lease area. Distance of the mines from the boundary of the Notified Eco-Sensitive Zone / Wildlife Sanctuary if any.

(x) Certificate from the concerned mining officer that the mine has not operated earlier and this is a new mine.

(xi) NOC of BDO of Panchayat for usage of haulage road/Panchayat Road.

(xii) In view of the likely revision of DSR for Gajapati District in future the details of this Minor Mineral reserve to be ensured in the revised DSR.

Secretary, SEAC

F. No. 10-54/2017-IA-III
Government of India
Ministry of Environment, Forest and Climate Change
(IA.III Section)

Indira Paryavaran Bhawan,
Jor Bagh Road, New Delhi - 3

Date: 21st September, 2017

To,

M/s Airports Authority of India,
Goa Airport, Dabolim, Goa- 403801
Email: apdgoa@aai.aero

Subject: Construction of Parallel Taxi Track at Dabolim Airport, Goa by M/s Airports Authority of India - Terms of Reference - reg.

Sir,

This has reference to your proposal No. IA/GA/MIS/67735/2017 dated 28th August, 2017, submitted to this Ministry for seeking Terms of Reference (ToR) in terms of the provisions of the Environment Impact Assessment (EIA) Notification, 2006 under the Environment (Protection) Act, 1986.

2. The proposal for grant of Terms of Reference (ToR) to the project 'Construction of Parallel Taxi Track at Dabolim Airport, Goa by M/s Airports Authority of India was considered by the Expert Appraisal Committee (Infra-2) in its meeting held on 11-13 September, 2017.

3. The details of the project, as per the documents submitted by the project proponent, and also as informed during the above said meeting, are under:-

(i) In order to meet the growing Air Traffic in Goa AAI, has constructed and commissioned New Integrated Terminal Building in March 2014 with peak hour capacity of 2750 Pax. (2000 Domestic and 750 International) having 5 Nos. Aerobridges. Presently, the parking of Aircraft capacity is 2 Nos. B category and 8 Nos. C category or 2 Nos. B category plus 5 Nos. C category and 2 Nos. D/E category. Dabolim Airport is a Naval Airport wherein the ATC is handled by Indian Navy. CNS facilities are also handled by Indian Navy. Airport Authority of India (AAI) handles Aircraft on Civil Apron, Terminal Building and City side facilities.

(ii) Due to the absence of Parallel Taxi Track on the northern side of Runway 08 - 26, landed Aircraft has to backtrack on the runway to reach the Civil Apron using the Taxiways N1/N2, N4, N5 or using curtailed Parallel Taxi Track on the southern side involving crossing of runway. This process limits the runway capacity of handling Aircraft.

(iii) With the present arrangement/procedure of Aircraft movement during takeoff and landing, due to the absence of Parallel Taxi Track on the northern side of the Runway, it has negative effect on the turnaround time of the Aircraft. The runway efficiency is also getting limited due to backtracking of Aircraft after landing using either Taxiway N4 & N5 or using southern side part Taxi Track involving crossing of runway. In order to reduce the runway occupancy time by Civil Flights, a full length parallel taxi track suitable for B747 type of Aircraft

is required to be constructed. AAI and Indian Navy entered into a MOU for the same as AAI and Indian Navy to share the cost of construction 50:50.

(iv) Total project cost for construction of parallel taxi track is Rs. 183.35 Crore. The period of execution for Parallel Taxi Track and associated works shall be 30 months.

(v) The proposed project involves development of parallel taxi track along with associated facilities which is a modification to the existing layout, which includes civil and mechanical works. The following works to be carried out for the proposed project.

a. Construction of Parallel Taxi Track of dimension approx. 3710 X 23 mts. and shoulders of 10.5mts.
b. Widening and strengthening of Link Taxiways N5, N6 and N7 to width 23 mts. and provision of shoulders of 10.5mts. in addition to N3, N4, N2 & N1.
c. Development of filets of Taxiways N1 & N2.
d. Replacement of air washer unit
e. Relocation of bore well and associated works
f. Construction of a perimeter road around Dumbell 08 for runway crossing and diversion of road around Dumbell 26.
g. Diversion/Rerouting of Cables/Drain etc.
h. Relocation of boundary wall for widening of Perimeter Road, relocation of Bomb cooling pit & GTC hut falling in the alignment of PTT.
i. Installation of 5 Nos. CCR in the existing substation of Indian Navy with remote control panel and installation of DG set of 325 KVA.
j. Replacement of CAT-I ILS with New CAT-I ILS.

(vi) There will be no additional water required for the proposed project.

(vii) Additional 25 KW power is required for the proposed project and the same will be sourced from Navy Grid.

(viii) As the proposed project (modification project to accommodate taxi way) is coming up within the airport boundary, no additional land is required. Hence, no rehabilitation and resettlement issue is envisaged.

(ix) There will be no waste generation due to the proposed project.

(x) **Benefits of Project:** Due to the absence of Parallel Taxi Track on the northern side of Runway 08 - 26, landed Aircraft has to backtrack on the runway to reach the Civil Apron using the Taxiways N1/N2, N4, N5 or using curtailed Parallel Taxi Track on the southern side involving crossing of runway. This process limits the runway capacity of handling Aircraft. With the present arrangement/procedure of Aircraft movement during takeoff and landing, due to the absence of Parallel Taxi Track on the northern side of the Runway, it has negative effect on the turnaround time of the Aircraft. The runway efficiency is also getting limited due to backtracking of Aircraft after landing using either Taxiway N4 & N5 or using southern side part Taxi Track involving crossing of runway. Thus the proposed project will improve the runway capacity and comfort of passengers.

(xi) There will be no change in the baseline environmental levels of various parameters before and after the implementation of proposed project. There

will be no change in the land use as the proposed development is within the existing Airport premises. Being the proposed project is for improving the operability of runway capacity and comfort for passengers, there will be no change in socio-economic status after development of proposed facilities.

4. The EAC, in its meeting held on 11-13 September, 2017, after detailed deliberations, recommended the project for grant of ToR as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity and the following TOR in addition to Standard ToR for preparation of EIA-EMP report. As per the recommendation of the EAC, the Ministry of Environment, Forest and Climate Change hereby accords ToR to the project 'Construction of Parallel Taxi Track at Dabolim Airport, Goa by M/s Airports Authority of India for preparation of the Environmental Impact Assessment (EIA) Report and Environmental Management Plan (EMP) with the following specific and general conditions in addition to Standard ToR provided at **Annexure -1**:

(i) Importance and benefits of the project.

(ii) Copy of consent to establish and consent to operate for the existing airport facilities.

(iii) A toposheet of the study area of radius of 10km and site location on 1:50,000/1:25,000 scale on an A3/A2 sheet (including all eco-sensitive areas and environmentally sensitive places).

(iv) Layout maps of proposed project indicating runway, airport building, parking, greenbelt area, utilities etc.

(v) Cost of project and time of completion.

(vi) A note on appropriate process and materials to be used to encourage reduction in carbon foot print. Optimize use of energy systems in buildings that should maintain a specified indoor environment conducive to the functional requirements of the building by following mandatory compliance measures (for all applicable buildings) as recommended in the Energy conservation building code (ECBC) 2007 of the Bureau of Energy Efficiency, Government of India. The energy system includes air conditioning systems, indoor lighting systems, water heaters, air heaters and air circulation devices. Use.

(vii) Details of emission, effluents, solid waste and hazardous waste generation and their management. Air quality modelling and noise modelling shall be carried out for the emissions from various types of aircraft.

(viii) Classify all Cargo handled as perishable, explosive, solid, petroleum products, Hazardous Waste, Hazardous Chemical, Potential Air Pollutant, Potential Water Pollutant etc. and put up a handling and disposal management plan.

(ix) Noise monitoring shall be carried out in the funnel area of flight path.

(x) Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract)

(xi) The E.I.A. should specifically address to vehicular traffic management as well as estimation of vehicular parking area. A detailed traffic management and a traffic decongestion plan (based on the cumulative impact of all development

and increased inhabitation being carried out or proposed to be carried out by the project or other agencies in a 05 kms radius from the site under different scenarios of space and time) shall be drawn up through an organisation of repute and specialising in Transport Planning. The Plan to be implemented to the satisfaction of the State Urban Development and Transport Departments shall also include the consent of all the concerned implementing agencies.

(xii) Details of fuel tank farm and its risk assessment.

(xiii) Any litigation pending against the project and/or any direction/order passed by any Court of Law against the project, if so, details thereof shall also be included. Has the unit received any notice under the Section 5 of Environment (Protection) Act, 1986 or relevant Sections of Air and Water Acts? If so, details thereof and compliance/ATR to the notice(s) and present status of the case.

(xiv) A tabular chart with index for point wise compliance of above TORs.

General Guidelines

(i) The EIA document shall be printed on both sides, as for as possible.

(ii) All documents should be properly indexed, page numbered.

(iii) Period/date of data collection should be clearly indicated.

(iv) Authenticated English translation of all material provided in Regional languages.

(v) The letter/application for EC should quote the MoEF&CC File No. and also attach a copy of the letter prescribing the ToR.

(vi) The copy of the letter received from the Ministry on the ToR prescribed for the project should be attached as an annexure to the final EIA-EMP Report.

(vii) The final EIA-EMP report submitted to the Ministry must incorporate the issues mentioned in ToR. The index of the final EIA-EMP report, must indicate the specific chapter and page no. of the EIA-EMP Report where the specific ToR prescribed by the Ministry. Questionnaire related to the project (posted on MoEF&CC website) with all sections duly filled in shall also be submitted at the time of applying for EC.

(viii) Grant of ToR does not mean grant of EC.

(ix) The status of accreditation of the EIA consultant with NABET/QCI shall be specifically mentioned. The consultant shall certify that his accreditation is for the sector for which this EIA is prepared.

(x) On the front page of EIA/EMP reports, the name of the consultant/consultancy firm along with their complete details including their accreditation, if any shall be indicated. The consultant while submitting the EIA/EMP report shall give an undertaking to the effect that the prescribed ToRs (ToR proposed by the project proponent and additional ToR given by the MoEF&CC) have been complied with and the data submitted is factually correct (Refer MoEF&CC Office memorandum dated 4th August, 2009).

(xi) While submitting the EIA/EMP reports, the name of the experts associated with/involved in the preparation of these reports and the laboratories through

which the samples have been got analysed should be stated in the report. It shall clearly be indicated whether these laboratories are approved under the Environment (Protection) Act, 1986 and the rules made there under (Please refer MoEF&CC Office Memorandum dated 4th August, 2009). The project leader of the EIA study shall also be mentioned.

(xii) All the ToR points as presented before the Expert Appraisal Committee (EAC) shall be covered.

5. The above ToR should be considered for the project 'Construction of Parallel Taxi Track at Dabolim Airport, Goa by M/s Airports Authority of India, in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The Committee exempted Public hearing as per para 7(ii) of the EIA Notification, 2006 for preparation of EIA/EMP Report.

6. The project proponent shall submit the detailed final EIA/EMP prepared as per ToRs to the Ministry for considering the proposal for environmental clearance within 3 years as per the MoEF&CC O.M. No.J-11013/41/2006-IA-II(I) (P) dated 08.10.2014.

7. The consultants involved in preparation of EIA/EMP report after accreditation with Quality Council of India/National Accreditation Board of Education and Training (QCI/NABET) would need to include a certificate in this regard in the EIA/EMP reports prepared by them and data provided by other Organization(s)/ Laboratories including their status of approvals etc. vide Notification of the MoEF&CC dated 19.07.2013.

8. The prescribed ToR would be valid for a period of three years for submission of the EIA/EMP Reports.

(Kushal Vashist)
Director

Copy to:

The Member Secretary, Goa State Pollution Control Board, 1st Floor, Dempo Tower, Patto Plaza, Patto Centre, Panjim, Goa 403001.

Annexure - I

7(a): STANDARD TERMS OF REFERENCE FOR CONDUCTING ENVIRONMENT IMPACT ASSESSMENT STUDY FOR AIRPORTS AND INFORMATION TO BE INCLUDED IN EIA/EMP REPORT

(i) Reasons for selecting the site with details of alternate sites examined/rejected/selected on merit with comparative statement and reason/basis for selection. The examination should justify site suitability in terms of environmental angle, resources sustainability associated with selected site as compared to rejected sites. The analysis should include parameters considered along with weightage criteria for short-listing selected site.

(ii) Details of the land use break-up for the proposed project. Details of land use around 10 km radius of the project site. Examine and submit detail of land use around 10 km radius of the project site and map of the project area and 10 km area from boundary of the proposed/existing project area, delineating project areas notified under the wild life (Protection) Act, 1972/critically polluted areas as identified by the CPCB from time to time/notified eco-sensitive areas/inter state boundaries and international boundaries.. Analysis should be made based on latest satellite imagery for land use with raw images.

(iii) Submit the present land use and permission required for any conversion such as forest, agriculture etc. land acquisition status, rehabilitation of communities/ villages and present status of such activities. Check on flood plain of any river.

(iv) Examine and submit the water bodies including the seasonal ones within the corridor of impacts along with their status, volumetric capacity, quality likely impacts on them due to the project.

(v) Submit a copy of the contour plan with slopes, drainage pattern of the site and surrounding area, any obstruction of the same by the airport.

(vi) Submit details of environmentally sensitive places, land acquisition status, rehabilitation of communities/ villages and present status of such activities.

(vii) Examine the impact of proposed project on the nearest settlements.

(viii) Examine baseline environmental quality along with projected incremental load due to the proposed project/activities

(ix) Examine and submit details of levels, quantity required for filling, source of filling material and transportation details etc. Submit details of a comprehensive Risk Assessment and Disaster Management Plan including emergency evacuation during natural and man-made disaster integrating with existing airport

(x) Examine road/rail connectivity to the project site and impact on the existing traffic network due to the proposed project/activities. A detailed traffic and transportation study should be made for existing and projected passenger and cargo traffic.

(xi) Submit details regarding R&R involved in the project

(xii) Examine the details of water requirement, use of treated waste water and prepare a water balance chart. Source of water vis-à-vis waste water to be generated along with treatment facilities to be proposed.

(xiii) Rain water harvesting proposals should be made with due safeguards for ground water quality. Maximize recycling of water and utilization of rain water.

(xiv) Examine details of Solid waste generation treatment and its disposal.

(xv) Submit the present land use and permission required for any conversion such as forest, agriculture etc.

(xvi) Examine separately the details for construction and operation phases both for Environmental Management Plan and Environmental Monitoring Plan with cost and parameters.

(xvii) Submit details of a comprehensive Disaster Management Plan including emergency evacuation during natural and man-made disaster.

(xviii) Examine baseline environmental quality along with projected incremental load due to the proposed project/activities.

(xix) The air quality monitoring should be carried out as per the notification issued on 16th November, 2009.

(xx) Examine separately the details for construction and operation phases both for Environmental Management Plan and Environmental Monitoring Plan with cost and parameters.

(xxi) Submit details of corporate social responsibilities (CSR)

(xxii) Submit details of the trees to be cut including their species and whether it also involves any protected or endangered species. Measures taken to reduce the number of the trees to be removed should be explained in detail. Submit the details of compensatory plantation. Explore the possibilities of relocating the existing trees.

(xxiii) Examine the details of afforestation measures indicating land and financial outlay. Landscape plan, green belts and open spaces may be described. A thick green belt should be planned all around the nearest settlement to mitigate noise and vibrations. The identification of species/ plants should be made based on the botanical studies.

(xxiv) Public hearing to be conducted for the project in accordance with provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan. The Public Hearing should be conducted based on the ToR letter issued by the Ministry and not on the basis of Minutes of the Meeting available on the web-site.

(xxv) A detailed draft EIA/EMP report should be prepared in accordance with the above additional TOR and should be submitted to the Ministry in accordance with the Notification.

(xxvi) Details of litigation pending against the project, if any, with direction /order passed by any Court of Law against the Project should be given.

(xxvii) The cost of the Project (capital cost and recurring cost) as well as the cost towards implementation of EMP should be clearly spelt out.

(xxviii) Any further clarification on carrying out the above studies including anticipated impacts due to the project and mitigative measure, project proponent can refer to the model ToR available on Ministry website "http://moef.nic.in/Manual/Airport".

*****

F. No. 10-54/2017-IA-III
Government of India
Ministry of Environment, Forestand Climate Change
(IA.III Section)

Indira Paryavaran Bhawan,
Jor Bagh Road, New Delhi - 3

Date: 30 January, 2018

To,

M/s Airports Authority of India
Goa Airport, Dabolim,
Goa - 403801,

Email: apdgoa@aai.aero
Telephone No.: 0832-2540806; Fax No.: 0832-2541610

Subject: Construction of Parallel Taxi Track at Dabolim Airport, Goa by M/s Airports Authority of India - Environmental Clearance- reg.

Sir,

This has reference to your online proposal IA/GA/MIS/67735/1910 dated 06.10.2017, submitted to this Ministry for grant of Environmental Clearance (EC) in terms of the provisions of the Environment Impact Assessment (EIA) Notification, 2006 under the Environment (Protection) Act, 1986. The project/activity is covered under category 'A' of item 7(a) i.e. Airports of the schedule to the EIA Notification, 2006 and requires appraisal at Central level.

2. The proposal was considered by the Expert Appraisal Committee (Infra-2) in its 24th meeting held on 30-31 October, 2017. The details of the project, as per the documents submitted by the project proponent, and also as informed during the above meeting, are under:-

(i) In order to meet the growing Air Traffic in Goa Airport Authority of India (AAI), has constructed and commissioned New Integrated Terminal Building in March 2014 with peak hour capacity of 3400 Passengers having 5 Nos. Aerobridges. Presently, the parking of Aircraft capacity is 2 Nos. B category and 8 Nos. C category or 2 Nos. B category plus 5 Nos. C category and 2 Nos. D/E category. Dabolim Airport is a Naval Airport wherein the ATC is handled by Indian Navy. CNS facilities are also handled by Indian Navy. AAI handles Aircraft on Civil Apron, Terminal Building and City side facilities.

(ii) Due to the absence of Parallel Taxi Track on the northern side of Runway 08 - 26, landed Aircraft has to backtrack on the runway to reach the Civil Apron using the Taxiways N1/N2, N4, N5 or using curtailed Parallel Taxi Track on the southern side involving crossing of runway. This process limits the runway capacity of handling Aircraft.

(iii) With the present arrangement/procedure of Aircraft movement during takeoff and landing, due to the absence of Parallel Taxi Track on the northern side of the Runway, it has negative effect on the turnaround time of the Aircraft. The runway efficiency is also getting limited due to backtracking of Aircraft after landing using either Taxiway N4 & N5 or using southern side part Taxi Track involving crossing of runway. In order to reduce the runway occupancy time by Civil Flights, a full length parallel taxi track suitable for B747 type of Aircraft

is required to be constructed. AAI and Indian Navy entered into a MOU for the same as AAI and Indian Navy to share the cost of construction 50:50.

(iv) The proposed project involves development of parallel taxi track along with associated facilities which is a modification to the existing layout, which includes civil and mechanical works. The following works to be carried out for the proposed project.

a. Construction of Parallel Taxi Track of dimension approx. 3710 X 23 mts. and shoulders of 10.5mts.

b. Widening and strengthening of Link Taxiways N5, N6 and N7 to width 23 mts. and provision of shoulders of 10.5mts in addition to N3, N4, N2 & N1.

c. Development of filets of Taxiways N1 & N2.

d. Replacement of air washer unit

e. Relocation of bore well and associated works

f. Construction of a perimeter road around Dumbell 08 for runway crossing and diversion of road around Dumbell 26.

g. Diversion/Rerouting of Cables/Drain etc.

h. Relocation of boundary wall for widening of Perimeter Road, relocation of Bomb cooling pit & GTC hut falling in the alignment of PTT.

i. Installation of 5 Nos. CCR in the existing substation of Indian Navy with remote control panel and installation of DG set of 325 KVA.

j. Replacement of CAT-I ILS with New CAT-I ILS.

(v) There will be no additional water required for the proposed project.

(vi) There will be no change in the baseline environmental levels of various parameters before and after the implementation of proposed project. There will be no change in the land use as the proposed development is within the existing Airport premises. Being the proposed project is for improving the operability of runway capacity and comfort for passengers, there will be no change in socio-economic status after development of proposed facilities.

(vii) Additional 25 KW power is required for the proposed project and the same will be sourced from Navy Grid.

(viii) As the proposed project (modification project to accommodate taxi way) is coming up within the airport boundary, no additional land is required. Hence, no rehabilitation and resettlement issue is envisaged.

(ix) There will be no waste generation due to the proposed project.

(x) **Cost of the project:** Total project cost for construction of parallel taxi track is 183.35 Crores. The period of execution for Parallel Taxi Track and associated works shall be 30 months.

(xi) **Benefits of Project:** Due to the absence of Parallel Taxi Track on the northern side of Runway 08 - 26, landed Aircraft has to backtrack on the runway to reach the Civil Apron using the Taxiways N1/N2, N4, N5 or using curtailed Parallel Taxi Track on the southern side involving crossing of runway. This process limits the runway capacity of handling Aircraft.

Thus the proposed project will improve the runway capacity and comfort of passengers.

(xii) TOR was issued by MoEFCC vide letter No. F.No: 10-54/2017-IA-III dated 21.09.2017.

(xiii) Public Hearing was exempted by MoEFCC vide ToR letter No. F.No: 10-54/2017-IA-III dated 21.09.2017.

3. The Expert Appraisal Committee, after detailed deliberations on the project, has recommended for grant of Environmental Clearance to the project. As per recommendations of the EAC, the Ministry of Environment, Forest and Climate Change hereby accords Environmental Clearance to the project 'Construction of Parallel Taxi Track at Dabolim Airport, Goa by M/s Airports Authority of India', under the provisions of the EIA Notification, 2006 and amendments/circulars issued thereon, and subject to the specific and general conditions as under:-

PART A – SPECIFIC CONDITIONS:

(i) As proposed, environmental clearance is for Construction of Parallel Taxi Track at Dabolim Airport, Goa.

(ii) Project Proponent shall obtain clearance from Directorate General of Civil Aviation (DGCA) and Airports Authority of India (AAI) for safety and project facilities.

(iii) Construction site should be adequately barricaded before the construction begins.

(iv) Soil and other construction materials should be sprayed with water prior to any loading, unloading or transfer operation so as to maintain the dusty material wet.

(v) The soil/construction materials carried by the vehicle should be covered by impervious sheeting to ensure that the dusty materials do not leak from the vehicle.

(vi) The excavation working area should be sprayed with water after operation so as to maintain the entire surface wet.

(vii) Soil stockpile shall be managed in such a manner that dust emission and sediment runoff are minimized. Ensure that soil stockpiles are designed with no slope greater than 2:1 (horizontal/vertical). Top soil shall be separately stored and used in the development of green belt.

(viii) Noise from vehicles and power machinery and equipment on-site should not exceed the prescribed limit. Equipment should be regularly serviced. Attention should also be given to muffler maintenance and enclosure of noisy equipments.

(ix) Where construction activity is likely to cause noise nuisance to nearby residents, restrict operation hours between 7 am to 6 pm.

(x) Airport Noise Management could be as proposed under the draft rules on Airport Noise notified by the MoEF&CC, Govt. Of India.

(xi) During airport operation period, noise should be controlled to ensure that it does not exceed the prescribed standards. During night time the noise levels measured at the boundary of the building shall be restricted to the permissible

levels to comply with the prevalent regulations. A monitoring station for ambient air and noise levels shall be provided in the village nearest to the airport.

(xii) Aircraft maintenance, sensitivity of the location where activities are undertaken, and control of runoff of potential contaminants, chemicals etc shall be properly implemented and reported.

(xiii) Acoustic enclosures for DG sets, noise barriers for ground-run bays, ear plugs for operating personnel shall be implemented as mitigation measures for noise impact due to ground sources.

(xiv) A detailed drainage plan for rain water shall be drawn up and implemented.

(xv) Ground water abstraction and rain water recharge shall be as prescribed by the CGWA. A prior clearance of the CGWA shall be obtained in this regards.

(xvi) Sewage Treatment Plant (STP) shall be provided to treat the wastewater generated from the airport and the treated wastewater will be reused for irrigation of landscaping and garden areas.

(xvii) Solid inert waste found on construction sites consists of building rubble, demolition material, concrete; bricks, timber, plastic, glass, metals, bitumen etc shall be reused/recycled or disposed off as per Solid Waste Management Rule, 2016 and Construction and Demolition Waste Rules, 2016.

(xviii) Diesel power generating sets proposed as source of backup power for elevators and common area illumination during operation phase should be of enclosed type and conform to rules made under the Environment (Protection) Act, 1986. The height of stack of DG sets should be equal to the height needed for the combined capacity of all proposed DG sets. Use of low sulphur diesel. The location of the DG sets may be decided with in consultation with State Pollution Control Board.

(xix) Proper drainage systems, emergency containment in the event of a major spill during monsoon season etc shall be provided.

(xx) The runoff from paved structures like Runways, Taxiways, can be routed through drains to oil separation tanks and sedimentation basins before being discharged into rainwater harvesting structures.

(xxi) Storm water drains are to be built for discharging storm water from the air-field to avoid flooding/water logging in project area during monsoon season / cloud bursts.

(xxii) The solid wastes shall be segregated as per the norms of the Solid Waste Management Rules, 2016. Recycling of wastes such as paper, glass (produced from terminals and aircraft caterers), metal (at aircraft maintenance site), plastics (from aircrafts, terminals and offices), wood, waste oil and solvents (from maintenance and engineering operations), kitchen wastes and vegetable oils (from caterers) shall be carried out.

(xxiii) Traffic congestion near the entry and exit points from the roads adjoining the Airport shall be avoided. Parking should be fully internalized and no public space should be utilized.

(xxiv) A detailed traffic management and a traffic decongestion plan, to ensure that the current level of service of the roads within a 05 kms radius of the project site is maintained and improved upon, shall be drawn up through an

organisation of repute and specialising in Transport Planning. This should be based on the cumulative impact of all development and increased inhabitation being carried out or proposed to be carried out by the project or other agencies in this 05 kms radius from the site under different scenarios of space and time and shall be implemented to the satisfaction of the State Urban Development and Transport Departments with the consent of all the concerned implementing agencies.

(xxv) Energy conservation measures like installation of LED/CFLs/TFLs for the lighting the areas outside the building should be integral part of the project design and should be in place before project commissioning. Used CFLs and TFLs should be properly collected and disposed off/sent for recycling as per the prevailing guidelines/ rules of the regulatory authority to avoid mercury contamination.

(xxvi) An onsite disaster management plan shall be drawn up to account for risks and accidents. This onsite plan shall be dovetailed with the onsite management plan for the district.

(xxvii) The company shall draw up and implement a corporate social Responsibility plan as per the Company's Act of 2013.

(xxviii) A water security plan to the satisfaction of the CGWA shall be drawn up to include augmenting water supply and sanitation facilities and recharge of ground water in at least two villages and schools, as part of the C.S.R. activities.

PART B - GENERAL CONDITIONS

(i) The project authorities must strictly adhere to the stipulations made by the SPCB, State Government and any other statutory authority.

(ii) No further modification or expansion in the project shall be carried out without prior approval of the Ministry of Environment Forest and Climate Change. In case of deviations or alterations in the project proposal from those submitted to this Ministry for clearance, a fresh reference shall be made to this Ministry to assess the adequacy of conditions imposed and to add additional environmental protection measures required, if any.

(iii) The overall noise levels in and around the airport area shall be kept well within the standards by providing noise control measures including acoustic hoods, silencers, enclosures etc. On all the sources of noise generation. The ambient noise levels shall conform to the standards prescribed under the EPA Rules, 1989 viz. 78 dBA (daytime) and 70 dBA (night-time).

(iv) A separate Environmental Management Cell equipped with full fledged laboratory facilities must be set up to carry out the environmental management and monitoring functions.

(v) Adequate funds shall be earmarked towards capital cost and recurring cost/annum for environment pollution control measures and shall be used to implement to conditions stipulated by the Ministry of Environment, Forest and Climate Change as well as the State Government along with the implementation schedule for all the conditions stipulated herein. The funds so provided shall not be diverted for any other purposes.

4. The Regional Office of this Ministry/Central Pollution Control Board/State Pollution Control Board will monitor the stipulated conditions. A six monthly compliance report and the monitored data along with statistical interpretation shall be submitted to them regularly.

5. A copy of the clearance letter shall be sent by the proponent to concerned Panchayat / ZilaParishad / Municipal Corporation, Urban Local Body and the local NGO, if any, from whom any suggestion/ representation, if any, were received while processing the proposal. The clearance letter shall also be put on the website of the company by the proponent.

6. The project proponent shall also submit six monthly reports on the status of compliance of the stipulated Clearance conditions including results of monitored data (both in hard copies as well as by e-mail) to the respective Regional Office of MoEF&CC, the respective Zonal Office of CPCB and the SPCB.

7. The environmental statement for each financial year ending 31st March in Form-V as is mandated to be submitted by the project proponent to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently, shall also be put on the website of the company along with the status of compliance of Clearance conditions and shall also be sent to the respective Regional Office of MoEF&CC by e-mail.

8. The project proponent shall inform the public that the project has been accorded environmental clearance by the Ministry and copies of the clearance letter are available with SPCB and may also be seen at website of the Ministry of Environment, Forest and Climate Change at http://www.envfor.nic.in. This shall be advertised within Seven days from the date of receipt of the Clearance letter at least two local newspaper that are widely circulated in the region of which one shall be in the vernacular language of the locality concerned and a copy of the same shall be forwarded to the Regional Office of this Ministry.

9. The project authorities shall inform the Regional Office as well as the Ministry, the date of financial closure and final approval of the project by the concerned authorities and the date of commencing of land development work

10. The Ministry may revoke or suspend the clearance, if implementation of any of the above conditions is not satisfactory.

11. The Ministry reserves the right to stipulate additional conditions, if necessary. The company in a time bound manner shall implement these conditions.

12. This clearance is subject to final order of the Hon'ble Supreme Court of India in the matter of Goa Foundation Vs Union of India in Writ Petition (Civil) No.460 of 2004 as may be applicable to this project.

13. Any appeal against this clearance shall lie with the National Green Tribunal, if preferred, within a period of 30 days as prescribed under Section 16 of the National Green Tribunal Act, 2010.

14. The above stipulations will be enforced inter-alia under the provisions of the Water (Prevention and Control of Pollution) Act, 1974, the Air (Prevention and Control of Pollution) Act 1981, the Environment (Protection) Act, 1986, Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 and the Public Liability (Insurance) Act, 1991 along with their amendments and rules.

15. This issues with the approval of the Competent Authority.

(Kushal Vashist)
Director

Copy to:

1) The Secretary, Environment Department, Government of Goa, 2nd Floor, IT Hub, Altinho, Panaji, Goa - 403001.
2) The APCCF (C), MoEF&CC, Regional Office (SZ), Kendriya Sadan, 4thFloor, E&F Wings, 17th Main Road, Banglore - 560034.
3) The Chairman, Central Pollution Control Board Parivesh Bhavan, CBD-cum-Office Complex, East Arjun Nagar, New Delhi - 110 032.
4) The Member Secretary, Goa State Pollution Control Board, 1st Floor, Dempo Tower, Patto Plaza, Patto Centre, Panjim, Goa - 403001.
5) Monitoring Cell, MoEF&CC, Indira Paryavaran Bhavan, New Delhi.
6) Guard File/ Record File/ Notice Board.
7) MoEF&CC Website.

(Kushal Vashist)
Director

No.10-146/2007-IA-III
Government of India
Ministry of Environment & Forests
(IA-III Section)

Paryavaran Bhavan
C.G.O. Complex, Lodhi Road,
New Delhi-110003

Dated the 29th July, 2008

Sub: Expansion of Raipur Airport by M/s Airports Authority of India – regarding.

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Reference is invited to the letters dated Nil, and No.Plg/501/Raipur/07, dated 30.11.2007 from Airports Authority of India on the subject mentioned above. Subsequently, letter No.Plg/510/3/08/2013, dated 2.7.2008 from M/s Airports Authority of India has also been taken into consideration.

2. The project pertains to construction of an integrated terminal building at Raipur Airport. The present Raipur Airport caters to the domestic traffic only. The terminal has an area of 7000 m^2 and the area being utilized for commercial activities like car parking, flying club/training club is around 2275.25m^2. The airport has a peak hour capacity of 350 persons. This airport has G + 1 floor. The total built up area of this project is about 18,500m^2. The land use of this project is given below:-

S. No.	Description	Building footprint
1.	Building foot print	14,000 m^2
2.	Approach roads	39,000 m^2
3.	Green belt	15,500 m^2
	TOTAL	**68,500 m^2**

3. The airport project includes, adoption of energy conservation measures and use of eco-friendly construction materials. The project will have a surface car parking of 350 cars, 150 taxis, 10 buses and 10 VIP cars is being proposed at a distance of 100 mts from the terminal in addition to the existing car parking. The municipal water supply is expected to meet partial requirement while the rest of the water requirement would be met from tubewells. For this project 780 KLD of water will be utilized for domestic purpose and for process 220 KLD of water will be used. Waste water from wash basins, sinks and from other waste fixtures shall be collected separately by waste pipes and be discharged through gully traps into the manhole of the external sewerage system. From this project about 1200 kg/day of solid wastes will be produced. These solid wastes will be separated into biodegradable and non-biodegradable and sent to local municipality/authorised vendors. The treatment of sewage will work along the biological system and treated sewage is proposed to be used for horticulture and landscaping. The total water requirement is 1000m^3. The water demand will be reduced by recycling of the water through Effluent Treatment Plant and Sewage Treatment Plant which will provide 650 mt^3. The total project cost for expansion of the Raipur integrated terminal is about Rs.136 crores.

DRAFT

4. The proposal was considered by Expert Committee on its meeting held on 23rd, 24th and 25th January, 2008 and 22nd & 23rd May, 2008 and has recommended. Since, the project is located within the existing airport limits, **the public hearing for the project was waived as per provision 7(ii) of Environment Impact Assessment Notification, 2006. Accordingly, environmental clearance is hereby accorded under the said notification subject to effective implementation of the following conditions and environmental safeguards:-**

DRAFT

A. Specific conditions:

(i) The Airports Authority of India shall implement all the measures and commitments that have been provided by them in the clarification letter dated 2.7.2008 to the Ministry.

(ii) No additional land shall be acquired for the project.

(iii) Appropriate acoustic panels or other measures including installing diffuser in the main run way shall be provided to mitigate the noise levels especially along the interface with surrounding habitations. The monitoring of noise level in and around the airport must be regularly conducted and data furnished to the Authorities including State Pollution Control Board.

(iv) All recommendations listed in the DMP report shall be implemented.

(v) All necessary clearances as applicable for the project shall be obtained from the concerned agencies.

(vi) The terminal building shall be designed taking into account the National Building Code guidelines and local heritage values.

(vii) The treatment facility and the treated effluent shall meet the standards prescribed by Central Pollution Control Board.

(viii) The project proponent shall provide a copy of the approval letter from the local Municipal Authorities for supplying the drinking water. The usage water and municipal water may be furnished to this Ministry within three months from the date of receipt of this letter.

(ix) No additional groundwater shall be tapped to meet the water requirement of the project.

(x) Necessary approvals shall be obtained from the concerned agencies with regard to obtaining water for construction and operation.

(xi) The noise levels due to the proposed project shall not exceed the stipulated standards. Noise control and mitigation measures must be incorporated to ensure that noise pollution is avoided in the immediate vicinity of airport. The monitoring of noise level in and around the airport shall be regularly conducted and data furnished to the Authorities including State Pollution Control Board.

(xii) A detailed plan shall be worked out for proper disposal of solid waste generated in the airport and implemented. The project proponent shall ensure that the solid waste generated from various sources within the airport complex shall be disposed of as per norms laid down by the central and state agency.

(xiii) On-site emergency plan including fire fighting measures shall be fully in place.

(xiv) The project proponent shall ensure that afforestation shall be carried out and twice the number of trees that have been cut shall be planted.

(xv) The project proponent shall install adequate measures to harvest rainwater system to meet atleast partial water requirement of the airport.

(xvi) The quarry material required for construction of the project shall be brought from approved quarries.

(xvii) The funds earmarked for environment protection measures shall maintained in a separate account and there shall be no diversion of these funds for any other purpose. A year-wise expenditure on environmental safeguards shall be reported to this Ministry.

B. General Conditions:

(i) Construction of the proposed structure shall be undertaken meticulously conforming to the existing Central/local rules. All the construction designs/drawings relating to the proposed construction activities must have approvals of the concerned State Government Departments/Agencies.

(ii) A well-equipped laboratory with suitable instruments to monitor the quality of air and water shall be set up. The quality of ambient air and water shall be monitored periodically in all seasons and the results shall be properly maintained for inspection of the concerned pollution control agencies. The periodic monitoring reports at least once in 6 months must be sent to this Ministry (Regional Office at Bhopal) and State Pollution Control Board.

(iii) Adequate provisions for infrastructure facilities such as water supply, fuel for cooking, sanitation etc., must be provided for the laborers during the construction period to avoid damage to the environment. It shall also be ensured that the construction workers do not cut trees including mangroves for fuel wood purpose.

(iv) To prevent discharge of sewage and other liquid wastes into the water bodies, adequate system for collection and treatment of the wastes must be provided.

(v) The project authorities shall take appropriate community development and welfare measures for the villagers in the vicinity of the project site, including drinking water facilities. A separate fund shall be allocated for this purpose.

(vi) The quarrying material required for the construction purpose shall be obtained only from the approval quarries/borrow areas. Adequate safeguard measures shall be taken to ensure that the overburden and rocks at the quarry site do not find their way into water bodies.

(vii) For employing unskilled, semi-skilled and skilled workers for the project, preference shall be given to local people.

(viii) The recommendations made in the Environment Management Plan and Disaster Management Plan, as contained in the Environmental Impact Assessment and Risk Analysis Reports of the project shall be effectively implemented.

(ix) A separate Environment Management Cell with suitably qualified staff to carry out various environment related functions shall be set up under the charge of a Senior Executive who will report directly to the Chief Executive of the Company.

(x) The project affected people, if any shall be properly compensated and rehabilitated.

(xi) The funds earmarked for environment protection measures shall maintained in a separate account and there shall be no diversion of these funds for any other purpose. A year-wise expenditure on environmental safeguards shall be reported to this Ministry.

(xii) Full support shall be extended to the officers of this Ministry's Regional Office at Bhopal and the officers of the Central and State Pollution Control Boards by the project proponents during their inspection of monitoring purposes, by furnishing full details and action plans including the action taken reports in respect of mitigative measures and other environmental protection activities.

(xiii) In case of deviation or alteration in the project including the implementing agency, a fresh reference shall be made to this Ministry for modification on the clearance conditions or imposition of new ones for ensuring environmental protection. The project proponents shall be responsible for implementing the suggested safeguard measures.

(xiv) The Ministry reserves the right to revoke this clearance, if any of the conditions subsequently, if deemed necessary, for environmental protection, which shall be complied with.

(xv) The Ministry or any other competent authority may stipulate any other additional conditions subsequently, if deemed necessary, for environmental protection, which shall be complied with.

(xvi) The project proponent shall advertise at least in two local newspapers widely circulated in the region around the project, one of which shall be in the vernacular language of the locality concerned informing that the project has been accorded environmental clearance and copies of clearance letters are available with the State Pollution Control Committee and may also be seen at Website of the Ministry of Environment & Forests at http://www.envfornic.in. The advertisement shall be made within 7 days from the date of issue of the clearance letter and a copy of the same shall be forwarded to the Regional Office of this Ministry at Bhopal.

(xvii) The Project proponents shall inform the Regional Office at Bhopal as well as the Ministry the date of financial closure and final approval of the project by the concerned authorities and the date of start of Land Development Work.

(xviii) Any appeal against this environmental clearance shall lie with the National Environment Appellate Authority, if preferred, within a period of 30 days as prescribed under Section 11 of the National Environment Appellate Act, 1997.

5. The above-mentioned stipulations will be enforced among others under the Water (Prevention and Control of Pollution) Act, 1974, the Air (Prevention and Control of Pollution) Act, 1981, the Environment (Protection) Act, 1986, the Hazardous Chemicals (Manufacture, Storage and Import) Rules, 1989.

Sd/-
(E. Thirunavukkarsu)
Deputy Director

To

Ms. Kalpana Sethi,
General Manager (Arch.),
Airports Authority of India,
Operational Offices, Gurgaon Road,
New Delhi-110037.

Copy for necessary action to:-

1. The Secretary, Ministry of Road Transport & Highways, Transport Bhavan, 1, Parliament Street, New Delhi –110001.
2. Chief Conservator of Forests, Ministry of Environment & Forests, Regional Office Regional Office, Western Region, "Kendriya Paryavaran Bhavan", Link Road No.3, Ravishankar Nagar, Bhopal –462016 (M.P.).
3. Member Secretary, Chattisgarh State Environment Conservation Board, Nanak Nivas, Civil Lines Raipur – 492001. Chattisgarh
4. The Chairman, Central Pollution Control Board, Parivesh Bhavan, CBD-cum- Office Complex, East Arjun Nagar, Delhi –110032.
5. Director (EI), Ministry of Environment & Forests.
6. The Regional Office Cell, MoEF.
7. Guard File
8. Monitoring File

Sd/-
(E. Thirunavukkarsu)
Deputy Director

ANNEXURE-B

STANDARD TERMS OF REFERENCE FOR CONDUCTING ENVIRONMENT IMPACT ASSESSMENT STUDY FOR AIRPORTS AND INFORMATION TO BE INCLUDED IN EIA/EMP REPORT

i) Reasons for selecting the site with details of alternate sites examined/rejected/selected on merit with comparative statement and reason/basis for selection. The examination should justify site suitability in terms of environmental angle, resources sustainability associated with selected site as compared to rejected sites. The analysis should include parameters considered along with weightage criteria for short-listing selected site.

ii) Details of the land use break-up for the proposed project. Details of land use around 10 km radius of the project site. Examine and submit detail of land use around 10 km radius of the project site and map of the project area and 10 km area from boundary of the proposed/existing project area, delineating project areas notified under the wild life (Protection) Act, 1972/critically polluted areas as identified by the CPCB from time to time/notified eco-sensitive areas/interstate boundaries and international boundaries. Analysis should be made based on latest satellite imagery for land use with raw images.

iii) Submit the present land use and permission required for any conversion such as forest, agriculture etc. land acquisition status, rehabilitation of communities/ villages and present status of such activities. Check on flood plain of any river.

iv) Examine and submit the water bodies including the seasonal ones within the corridor of impacts along with their status, volumetric capacity, quality likely impacts on them due to the project.

v) Submit a copy of the contour plan with slopes, drainage pattern of the site and surrounding area, any obstruction of the same by the airport.

vi) Submit details of environmentally sensitive places, land acquisition status, rehabilitation of communities/ villages and present status of such activities.

vii) Examine the impact of proposed project on the nearest settlements.

viii) Examine baseline environmental quality along with projected incremental load due to the proposed project/activities

ix) Examine and submit details of levels, quantity required for filling, source of filling material and transportation details etc. Submit details of a comprehensive Risk Assessment and Disaster Management Plan including emergency evacuation during natural and man-made disaster integrating with existing airport

x) Examine road/rail connectivity to the project site and impact on the existing traffic network due to the proposed project/activities. A detailed traffic and transportation study should be made for existing and projected passenger and cargo traffic.

xi) Submit details regarding R&R involved in the project

xii) Examine the details of water requirement, use of treated waste water and prepare a water balance chart. Source of water vis-a-vis waste water to be generated along with treatment facilities to be proposed.

xiii) Rain water harvesting proposals should be made with due safeguards for ground water quality. Maximize recycling of water and utilization of rain water.

xiv) Examine details of Solid waste generation treatment and its disposal.

xv) Submit the present land use and permission required for any conversion such as forest, agriculture etc.

xvi) Examine separately the details for construction and operation phases both for Environmental Management Plan and Environmental Monitoring Plan with cost and parameters.

xvii) Submit details of a comprehensive Disaster Management Plan including emergency evacuation during natural and man-made disaster.

xviii) Examine baseline environmental quality along with projected incremental load due to the proposed project/activities.

xix) The air quality monitoring should be carried out as per the notification issued on 16th November, 2009.

xx) Examine separately the details for construction and operation phases both for Environmental Management Plan and Environmental Monitoring Plan with cost and parameters.

xxi) Submit details of Corporate Social Responsibilities [CSR].

xxii) Submit details of the trees to be cut including their species and whether it also involves any protected or endangered species. Measures taken to reduce the number of the trees to be removed should be explained in detail. Submit the details of compensatory plantation. Explore the possibilities of relocating the existing trees.

xxiii) Examine the details of afforestation measures indicating land and financial outlay. Landscape plan, green belts and open spaces may be described. A thick green belt should be planned all around the nearest settlement to mitigate noise and vibrations. The identification of species/ plants should be made based on the botanical studies.

xxiv) A detailed draft EIA/EMP report should be prepared in accordance with the above additional TOR and should be submitted to the Ministry in accordance with the Notification.

xxv) Details of litigation pending against the project, if any, with direction /order passed by any Court of Law against the Project should be given.

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xxvi) The cost of the Project (capital cost and recurring cost) as well as the cost towards implementation of EMP should be clearly spelt out.

xxvii) **The prescribed TOR would be valid for a period of four years for submission of the EIA/EMP report.**

Environmental Scientist, SEAC

ANNEXURE-C

TERMS OF REFERENCE FOR CONDUCTING ENVIRONMENT IMPACT ASSESSMENT STUDY AND INFORMATION TO BE INCLUDED IN EIA/EMP REPORT FOR M/S. UTKAL HEALTHCARE PRIVATE LTD. FOR REGULARIZATION OF EXISTING LOWER BASEMENT + UPPER BASEMENT + GROUND+ 5TH STORIED MULTI SPECIALTY HOSPITAL & ONE GROUND + 6TH STORIED DIAGNOSTIC CENTER OVER BUILT-UP AREA OF 30046.75 SQM OF SRI SAILENDRA NARAYAN PANDA (DIRECTOR) – VIOLATION TOR.

1. Project description, its importance and the benefits,
2. Project site details (location, toposheet of the study area of 10 km, coordinates, google map, layout map, land use, geological features and geo-hydrological status of the study area, drainage),
3. Land use as per the approved Master Plan of the area, Permission/approvals required from the land owning agencies, Development Authorities, Local Body, Water Supply & Sewerage Board, etc,
4. Land acquisition status, R&R details,
5. Forest and Wildlife and eco-sensitive zones, if any in the study area of 10 km - Clearances required under the Forest (Conservation) Act, 1980, the Wildlife (Protection) Act, 1972 and/or the Environment (Protection) Act, 1986,
6. Baseline environmental study for ambient air (PM_{10}, $PM_{2.5}$, SO_2, NOx & CO), water (both surface and ground), noise and soil for one month (except monsoon period) as per MoEF&CC/CPCB guidelines at minimum 5 locations in the study area of 10 km,
7. Details on flora and fauna and socio-economic aspects in the study area
8. Likely impact of the project on the environmental parameters (ambient air, surface and ground water, land, flora and fauna and socio-economic, etc),
9. Source of water for different identified purposes with the permissions required from the concerned authorities, both for surface water and the ground water (by CGWA) as the case may be, Rain water harvesting, etc.
10. Waste water management (treatment, reuse and disposal) for the project and also the study area,
11. Management of solid waste and the construction & demolition waste for the project vis-a-vis the Solid Waste Management Rules, 2016 and the Construction & Demolition Rules, 2016,
12. Energy efficient measures (LED lights, solar power, etc.) during construction as well as during operational phase of the project,
13. Assessment of ecological damage with respect to air, water, land and other environmental attributes. The collection and analysis of data shall be done by an environmental laboratory duly notified under the Environment (Protection) Act, 1986, or an environmental laboratory

Environmental Scientist, SEAC

accredited by NABL, or a laboratory of a Council of Scientific and Industrial Research (CSIR) institution working in the field of environment.

14. Preparation of EMP comprising remediation plan and natural and community resource augmentation plan corresponding to the ecological damage assessed and economic benefits derived due to violation.
15. The remediation plan and the natural and community resource augmentation plan to be prepared as an independent chapter in the EIA report by the accredited consultants.
16. **The prescribed TOR would be valid for a period of four years for submission of the EIA/EMP report.**

Environmental Scientist, SEAC

ANNEXURE – D

TERMS OF REFERENCE FOR CONDUCTING ENVIRONMENT IMPACT ASSESSMENT STUDY AND INFORMATION TO BE INCLUDED IN THE EIA/EMP REPORT FOR PARSURAMPUR DECORATIVE STONE DEPOSIT OVER AN AREA OF 10.513 HA. /25.978 AC. LOCATED IN VILLAGE PARSURAMPUR, TAHASIL- PARALAKHEMUNDI, DISTRICT - GAJAPATI, ODISHA OF SRI K. SAPTAGIRI – TOR.

1. Year-wise production details since 1994 should be given, clearly stating the highest production achieved in any one year prior to 1994. It may also be categorically informed whether there had been any increase in production after the EIA Notification 1994 came into force, w.r.t. the highest production achieved prior to 1994.
2. A copy of the document in support of the fact that the Proponent is the rightful lessee of the mine should be given.
3. All documents including approved mine plan, EIA and Public Hearing should be compatible with one another in terms of the mine lease area, production levels, waste generation and its management, mining technology etc. and should be in the name of the lessee.
4. All corner coordinates of the mine lease area, superimposed on a High-Resolution Imagery/Topo sheet, topographic sheet, geomorphology and geology of the area should be provided. Such an Imagery of the proposed area should clearly show the land use and other ecological features of the study area (core and buffer zone).
5. Information should be provided in Survey of India Topo sheet in 1:50,000 scale indicating geological map of the area, geomorphology of land forms of the area, existing minerals and mining history of the area, important water bodies, streams and rivers and soil characteristics.
6. Details about the land proposed for mining activities should be given with information as to whether mining conforms to the land use policy of the State; land diversion for mining should have approval from State land use board or the concerned authority.
7. It should be clearly stated whether the proponent Company has a well laid down Environment Policy approved by its Board of Directors? If so, it may be spelt out in the EIA Report with description of the prescribed operating process/procedures to bring into focus any infringement/deviation/violation of the environmental or forest norms/ conditions? The hierarchical system or administrative order of the Company to deal with the environmental issues and for ensuring compliance with the EC conditions may also be given. The system of reporting of non-compliances / violations of environmental norms to the Board of Directors of the Company and/or shareholders or stakeholders at large, may also be detailed in the EIA Report.
8. Issues relating to Mine Safety, including subsidence study in case of underground mining and slope study in case of open cast mining, blasting study etc. should be detailed. The proposed safeguard measures in each case should also be provided.
9. The study area will comprise of 10 km zone around the mine lease from lease periphery and the data contained in the EIA such as waste generation etc. should be for the life of the mine / lease period.

Environmental Scientist, SEAC

10. Land use of the study area delineating forest area, agricultural land, grazing land, wildlife sanctuary, national park, migratory routes of fauna, water bodies, human settlements and other ecological features should be indicated. Land use plan of the mine lease area should be prepared to encompass preoperational, operational and post operational phases and submitted. Impact, if any, of change of land use should be given.

11. Details of the land for any Over Burden Dumps outside the mine lease, such as extent of land area, distance from mine lease, its land use, R&R issues, if any, should be given.

12. A Certificate from the Competent Authority in the State Forest Department should be provided, confirming the involvement of forest land, if any, in the project area. In the event of any contrary claim by the Project Proponent regarding the status of forests, the site may be inspected by the State Forest Department along with the Regional Office of the Ministry to ascertain the status of forests, based on which, the Certificate in this regard as mentioned above be issued. In all such cases, it would be desirable for representative of the State Forest Department to assist the Expert Appraisal Committees.

13. Status of forestry clearance for the broken-up area and virgin forestland involved in the Project including deposition of net present value (NPV) and compensatory afforestation (CA) should be indicated. A copy of the forestry clearance should also be furnished.

14. Implementation status of recognition of forest rights under the Scheduled Tribes and other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006 should be indicated.

15. The vegetation in the RF / PF areas in the study area, with necessary details, should be given.

16. A study shall be got done to ascertain the impact of the Mining Project on wildlife of the study area and details furnished. Impact of the project on the wildlife in the surrounding and any other protected area and accordingly, detailed mitigative measures required, should be worked out with cost implications and submitted.

17. Location of National Parks, Sanctuaries, Biosphere Reserves, Wildlife Corridors, Ramsar site Tiger/Elephant Reserves/(existing as well as proposed), if any, within 10 km of the mine lease should be clearly indicated, supported by a location map duly authenticated by Chief Wildlife Warden. Necessary clearance, as may be applicable to such projects due to proximity of the ecologically sensitive areas as mentioned above, should be obtained from the Standing Committee of National Board of Wildlife and copy furnished.

18. A detailed biological study of the study area [core zone and buffer zone (10 km radius of the periphery of the mine lease)] shall be carried out. Details of flora and fauna, endangered, endemic and RET Species duly authenticated, separately for core and buffer zone should be furnished based on such primary field survey, clearly indicating the Schedule of the fauna present. In case of any scheduled-I fauna found in the study area, the necessary plan along with budgetary provisions for their conservation should be prepared in consultation with State Forest and Wildlife

Department and details furnished. Necessary allocation of funds for implementing the same should be made as part of the project cost.

19. Proximity to Areas declared as 'Critically Polluted' or the Project areas likely to come under the 'Aravali Range', (attracting court restrictions for mining operations), should also be indicated and where so required, clearance certifications from the prescribed Authorities, such as the SPCB or State Mining Dept. Should be secured and furnished to the effect that the proposed mining activities could be considered.

20. Similarly, for coastal Projects, A CRZ map duly authenticated by one of the authorized agencies demarcating LTL. HTL, CRZ area, location of the mine lease w.r.t CRZ, coastal features such as mangroves, if any, should be furnished. (Note: The Mining Projects falling under CRZ would also need to obtain approval of the concerned Coastal Zone Management Authority).

21. R&R Plan/compensation details for the Project Affected People (PAP) should be furnished. While preparing the R&R Plan, the relevant State/National Rehabilitation & Resettlement Policy should be kept in view. In respect of SCs /STs and other weaker sections of the society in the study area, a need based sample survey, family-wise, should be undertaken to assess their requirements, and action programmes prepared and submitted accordingly, integrating the sectoral programmes of line departments of the State Government. It may be clearly brought out whether the village(s) located in the mine lease area will be shifted or not. The issues relating to shifting of village(s) including their R&R and socio-economic aspects should be discussed in the Report.

22. One season (non-monsoon) [i.e. March - May (Summer Season); October - December (post monsoon season) ; December - February (winter season)] primary baseline data on ambient air quality as per CPCB Notification of 2009, water quality, noise level, soil and flora and fauna shall be collected and the AAQ and other data so compiled presented date-wise in the EIA and EMP Report. Site-specific meteorological data should also be collected. The location of the monitoring stations should be such as to represent whole of the study area and justified keeping in view the pre-dominant downwind direction and location of sensitive receptors. There should be at least one monitoring station within 500 m of the mine lease in the pre-dominant downwind direction. The mineralogical composition of PM10, particularly for free silica, should be given.

23. Air quality modeling should be carried out for prediction of impact of the project on the air quality of the area. It should also take into account the impact of movement of vehicles for transportation of mineral. The details of the model used and input parameters used for modeling should be provided. The air quality contours may be shown on a location map clearly indicating the location of the site, location of sensitive receptors, if any, and the habitation. The wind roses showing pre-dominant wind direction may also be indicated on the map.

24. The water requirement for the Project, its availability and source should be furnished. A detailed water balance should also be provided. Fresh water requirement for the Project should be indicated.

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25. Necessary clearance from the Competent Authority for drawl of requisite quantity of water for the Project should be provided.

26. Description of water conservation measures proposed to be adopted in the Project should be given. Details of rainwater harvesting proposed in the Project, if any, should be provided.

27. Impact of the Project on the water quality, both surface and groundwater, should be assessed and necessary safeguard measures, if any required, should be provided.

28. Based on actual monitored data, it may clearly be shown whether working will intersect groundwater. Necessary data and documentation in this regard may be provided. In case the working will intersect groundwater table, a detailed Hydro Geological Study should be undertaken and Report furnished. The Report inter-alia, shall include details of the aquifers present and impact of mining activities on these aquifers. Necessary permission from Central Ground Water Authority for working below ground water and for pumping of ground water should also be obtained and copy furnished.

29. Details of any stream, seasonal or otherwise, passing through the lease area and modification / diversion proposed, if any, and the impact of the same on the hydrology should be brought out.

30. Information on site elevation, working depth, groundwater table etc. Should be provided both in AMSL and BGL. A schematic diagram may also be provided for the same.

31. A time bound Progressive Greenbelt Development Plan shall be prepared in a tabular form (indicating the linear and quantitative coverage, plant species and time frame) and submitted, keeping in mind, the same will have to be executed up front on commencement of the Project. Phase-wise plan of plantation and compensatory afforestation should be charted clearly indicating the area to be covered under plantation and the species to be planted. The details of plantation already done should be given. The plant species selected for green belt should have greater ecological value and should be of good utility value to the local population with emphasis on local and native species and the species which are tolerant to pollution.

32. Impact on local transport infrastructure due to the Project should be indicated. Projected increase in truck traffic as a result of the Project in the present road network (including those outside the Project area) should be worked out, indicating whether it is capable of handling the incremental load. Arrangement for improving the infrastructure, if contemplated (including action to be taken by other agencies such as State Government) should be covered. Project Proponent shall conduct Impact of Transportation study as per Indian Road Congress Guidelines.

33. Details of the onsite shelter and facilities to be provided to the mine workers should be included in the EIA Report.

34. Conceptual post mining land use and Reclamation and Restoration of mined out areas (with plans and with adequate number of sections) should be given in the EIA report.

35. Occupational Health impacts of the Project should be anticipated and the proposed preventive measures spelt out in detail. Details of pre-placement medical

examination and periodical medical examination schedules should be incorporated in the EMP. The project specific occupational health mitigation measures with required facilities proposed in the mining area may be detailed.

36. Public health implications of the Project and related activities for the population in the impact zone should be systematically evaluated and the proposed remedial measures should be detailed along with budgetary allocations.

37. Measures of socio-economic significance and influence to the local community proposed to be provided by the Project Proponent should be indicated. As far as possible, quantitative dimensions may be given with time frames for implementation.

38. Detailed environmental management plan (EMP) to mitigate the environmental impacts which, should inter-alia include the impacts of change of land use, loss of agricultural and grazing land, if any, occupational health impacts besides other impacts specific to the proposed Project.

39. Public Hearing points raised and commitment of the Project Proponent on the same along with time bound Action Plan with budgetary provisions to implement the same should be provided and also incorporated in the final EIA/EMP Report of the Project.

40. Details of litigation pending against the project, if any, with direction /order passed by any Court of Law against the Project should be given.

41. The cost of the Project (capital cost and recurring cost) as well as the cost towards implementation of EMP should be clearly spelt out.

42. A Disaster management Plan shall be prepared and included in the EIA/EMP Report.

43. Benefits of the Project if the Project is implemented should be spelt out. The benefits of the Project shall clearly indicate environmental, social, economic, employment potential, etc.

44. Besides the above, the below mentioned general points are also to be followed

    a) All documents to be properly referenced with index and continuous page numbering.

    b) Where data are presented in the Report especially in Tables, the period in which the data were collected and the sources should be indicated.

    c) Project Proponent shall enclose all the analysis/testing reports of water, air, soil, noise etc. using the MoEF&CC/NABL accredited laboratories. All the original analysis/testing reports should be available during appraisal of the Project.

    d) Where the documents provided are in a language other than English, an English translation should be provided.

    e) The Questionnaire for environmental appraisal of mining projects as devised earlier by the Ministry shall also be filled and submitted.

    f) While preparing the EIA report, the instructions for the Proponents and instructions for the Consultants issued by MoEF vide O.M. No. J-11013/41/2006-IA.II(I) dated 4th August, 2009, which are available on the website of this Ministry, should be followed.

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g) Changes, if any made in the basic scope and project parameters (as submitted in Form-I and the PFR for securing the TOR) should be brought to the attention of MoEF&CC with reasons for such changes and permission should be sought, as the TOR may also have to be altered. Post Public Hearing changes in structure and content of the draft EIA/EMP (other than modifications arising out of the P.H. process) will entail conducting the PH again with the revised documentation.

h) As per the circular no. J-11011/618/2010-IA.II(I) dated 30.5.2012, certified report of the status of compliance of the conditions stipulated in the environment clearance for the existing operations of the project, should be obtained from the Regional Office of Ministry of Environment, Forest and Climate Change, as may be applicable.

i) The EIA report should also include (i) surface plan of the area indicating contours of main topographic features, drainage and mining area, (ii) geological maps and sections and (iii) sections of the mine pit and external dumps, if any, clearly showing the land features of the adjoining area.

45. **The prescribed TOR would be valid for a period of four years for submission of the EIA/EMP report.**

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