

FORM 1

for

**MODIFICATION OF PORT FACILITIES AT
SHALUK KHALI, HALDIA DOCK-II BY SETTING
UP OF ONE LIQUID CARGO JETTY IN
REPLACEMENT OF ONE MULTIPURPOSE DRY
BULK CARGO JETTY**

at

**Mouza: Shalukkhali & Rupnarayanchak,
PS Sutahata, Haldia, Purba Medinipore, West Bengal**

SUBMITTED TO
MINISTRY OF ENVIRONMENT, FOREST &
CLIMATE CHANGE, GOVT. OF INDIA

project Proponent



**KOLKATA PORT TRUST
HALDIA DOCK COMPLEX**

15, Strand Road, Kolkata-700 001

FORM 1

(I) BASIC INFORMATION

S. No.	Item	Detail																																																
1.	Name of the projects/s	Modification of Port Facilities at Haldia Dock-II by Setting up of one liquid cargo Jetty in replacement of one multipurpose dry bulk cargo jetty.																																																
2.	S. No. in the schedule	Sl. No. - 7(e) of the Category A of the Schedule of the EIA Notification 2006. (Ports / Harbours \geq 5 million TPA of Cargo handling capacity).																																																
3.	Proposed capacity/ area /length/tonnage/ to/be handled/ command area/ lease area/ number of wells to be drilled	<p>Project scenario as per EC granted by MoEFCC as well as the revised scenario are tabulated</p> <table border="1"> <thead> <tr> <th>Attributes</th> <th>Project as per EC</th> <th>Revised Project</th> <th>Remarks</th> </tr> </thead> <tbody> <tr> <td>Capacity</td> <td>23.4 MMTPA</td> <td>20.89 MMTPA</td> <td>Reduction of capacity</td> </tr> <tr> <td>Cargo Profile</td> <td>Dry Bulk 23.4 MMTPA</td> <td> <ul style="list-style-type: none"> Dry Bulk 19.05 MMTPA Liquid Bulk 1.84 MMTPA </td> <td>Reduction of capacity</td> </tr> <tr> <td>No. of Jetty</td> <td>4 (all for dry bulk cargo)</td> <td>4 (3 for dry bulk cargo & 1 for liquid bulk cargo)</td> <td>Replacement of one dry bulk cargo jetty by one liquid bulk cargo jetty.</td> </tr> <tr> <td>Jetty location & Length</td> <td>Same</td> <td>Same</td> <td>No change</td> </tr> <tr> <td>Project Area</td> <td>160 acres</td> <td>160 acres</td> <td>No change</td> </tr> <tr> <td>Project Cost</td> <td>1707.5 Crores</td> <td>1474.0 Crores</td> <td>Reduction in project cost</td> </tr> </tbody> </table> <p>List of chemicals to be handled at liquid cargo jetty:</p> <table border="1"> <thead> <tr> <th>Chemicals</th> <th>Quantity (in lakh tonnes)</th> </tr> </thead> <tbody> <tr> <td>Paraxylene</td> <td>10.00</td> </tr> <tr> <td>Phosphoric Acid</td> <td>1.67</td> </tr> <tr> <td>Benzene</td> <td>1.44</td> </tr> <tr> <td>PY Gas</td> <td>1.34</td> </tr> <tr> <td>CBFS</td> <td>1.19</td> </tr> <tr> <td>Butadiene</td> <td>0.96</td> </tr> <tr> <td>MEG</td> <td>0.72</td> </tr> <tr> <td>Ammonia</td> <td>0.58</td> </tr> <tr> <td>Acetic Acid</td> <td>0.28</td> </tr> </tbody> </table>	Attributes	Project as per EC	Revised Project	Remarks	Capacity	23.4 MMTPA	20.89 MMTPA	Reduction of capacity	Cargo Profile	Dry Bulk 23.4 MMTPA	<ul style="list-style-type: none"> Dry Bulk 19.05 MMTPA Liquid Bulk 1.84 MMTPA 	Reduction of capacity	No. of Jetty	4 (all for dry bulk cargo)	4 (3 for dry bulk cargo & 1 for liquid bulk cargo)	Replacement of one dry bulk cargo jetty by one liquid bulk cargo jetty.	Jetty location & Length	Same	Same	No change	Project Area	160 acres	160 acres	No change	Project Cost	1707.5 Crores	1474.0 Crores	Reduction in project cost	Chemicals	Quantity (in lakh tonnes)	Paraxylene	10.00	Phosphoric Acid	1.67	Benzene	1.44	PY Gas	1.34	CBFS	1.19	Butadiene	0.96	MEG	0.72	Ammonia	0.58	Acetic Acid	0.28
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		<p>Note: Environmental Clearance is already granted (F. No. 11-140/2010-IA.III dated 30th July, 2015) by MoEFCC, Govt. of India for development of Port facilities at Haldia Dock-II, comprising of four jetties (two mechanised and two multipurpose jetties) with associate infrastructure for handling coal & other dry bulk cargo. Now, KoPT has decided to install one liquid cargo Jetty as replacement of one multipurpose dry bulk cargo jetty to make project viable. Project is yet to be implemented.</p>				
4.	New / Expansion / Modernization	New (The project not yet implemented)				
5.	Existing Capacity / Area etc.	-				
6.	Category of Projects i.e. 'A' or 'B'	A				
7.	Does it attract the general condition? If yes, please specify.	No				
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9.	Location	Latitude – 22°06'02.82" N, Longitude – 88°11'30.35" E & Latitude – 22°06'54.30" N, Longitude – 88°11'35.50" E (No change in project location as well as jetty location)				
	Plot / survey / Khasra No.	As per existing EC obtained.				
	Village	-				
	Tehsil	Mouza: Shalukkhali (45 acres) & Rupnarayanachak (115 acres) (no change)				
	District	Purba Medinipore				
	State	West Bengal				
10.	Nearest railway Station / airport along with distance in kms.	Railway Stations - Haldia near Hatiberia (15 kms), Bandar Railway Station (12.2), Durgachak Town Rly. Station (7.4 kms), Durgachak Railway Station (4.7 kms), Airport - Kolkata Airport at Dumdum (66 kms).				
11.	Nearest Town, city, District Headquarters along with distance in kms.	Nearest Town – Haldia (within 7 kms) District Headquarters – Tamluk (34 kms)				
12.	Village Panchayats, Zilla Parishad, Municipal Corporation, Local body (complete postal addresses with telephone nos. to be given)	Haldia Municipality Dr. B. R. Ambedkar Bhawan Administrative Building, City Centre P.O.- Debhog, Haldia Purba Medinipore, West Bengal. Tele: (03224) 252996 / 253410				
13.	Name of the applicant	Kolkata Port Trust Haldia Dock Complex				
14.	Registered Address	15 Strand Road, Kolkata-700 001				
15.	Address for correspondence :					
	Name	A K Jain				
	Designation (Owner/Partner/CEO)	Chief Engineer				

	Address	15, Strand Road, Kolkata-700 001
	Pin Code	700 001
	E-mail	ce@kopt.in ak.jain@kopt.in
	Telephone No.	033-2230 0413, 9836277661 (M)
	Fax No.	033-2230 0413
16.	Details of Alternative Sites examined, if any. Location of these sites should be shown on a topo sheet.	There is no change in project site as per existing EC.
17.	Interlinked Projects	None
18.	Whether separate application of interlinked project has been submitted?	NA
19.	If yes, date of submission	NA
20.	If no, reason	NA
21.	Whether the proposal involves approval/clearance under: if yes, details of the same and their status to be given. (a) The Forest (conservation) Act, 1980? (b) The Wildlife (Protection) Act, 1972? (c) The C.R.Z Notification, 1991?	No
22.	Whether there is any Government Order/Policy relevant/ relating to the site?	None
23.	Forest land involved (hectares)	Nil
24.	Whether there is any litigation pending against the project and/or land in which the projects is purpose to be set up? (a) Name of the Court (b) Case No. (c) Orders/ directions of the court, if any and its relevance with the proposed project.	None

* Capacity corresponding to sectoral activity (such as production capacity for manufacturing, mining lease area and production capacity for mineral production, area for mineral exploration, length for linear transport infrastructure, generation capacity for power generation etc.)

(II) ACTIVITY

1. Construction, operation or decommissioning of the Project involving actions, which will cause physical changes in the locality (topography, land use, changes in water bodies etc.)

S. No.	Information / Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates, wherever possible) with source of information data
1.1	Permanent or temporary change in land use, land cover or topography including increase in intensity of land use (with respect to local land use plan)	Yes	Construction of 4 new Jetties along with associated infrastructure in the river front as per the existing EC. Only jetty no. 4 (multipurpose jetty) will be replaced by one liquid bulk cargo handling jetty. There will be no change of the location.
1.2	Clearance of existing land, vegetation and buildings?	No	The proposed land area is vacant and barren without any vegetation or habitation and hence no clearance is required
1.3	Creation of new land uses?	Yes	The project site which is presently lying vacant will be converted into a Port comprising of three dry bulk cargo handling jetty & one liquid bulk cargo handling jetty; hardstand stack yards; cargo handling equipments including ship loading and unloading cranes, stackers & reclaimers, mechanized wagon loaders, conveyor systems; railway sidings; fire fighting facilities; marine unloading arm; oil containment system; internal roads; different facilities & utilities etc.
1.4	Pre-construction investigations e.g. bore houses, soil testing?	Yes	The geo-technical investigation of the site has been carried out by M/s ENGICON INDIA PVT LTD. Copy of the same is enclosed in the Prefeasibility Report : - no change from the existing EC.
1.5	Construction works?	Yes	The construction works will involve construction of 3 bulk dry cargo handling jetty & 1

			liquid cargo handling jetty, rail and road net work, cargo storage and handling facilities, utility and office buildings, etc.
1.6	Demolition works?	No	The proposed land area is vacant and barren without any vegetation or habitation and hence no demolition is required
1.7	Temporary sites used for construction works or housing of construction workers?	Yes	Temporary sheds with all amenities such as water supply, fuel, sanitation, etc. will be provided for construction workers and field staff.
1.8	Above ground buildings, structures or earthworks including linear structures, cut and fill or excavations	Yes	Utility and operational infrastructure shall be developed involving earthworks and reclamation as per necessity.
1.9	Underground works including mining or tunneling?	No	Not Applicable
1.10	Reclamation works ?	No	-
1.11	Dredging?	No	-
1.12	Offshore structures?	Yes	Riverine jetties with approach trestles connecting each of the jetty from the shore.
1.13	Production and manufacturing processes?	No	-
1.14	Facilities for storage of goods or materials?	Yes	Stack yards for storage of dry bulk cargo separately for each of the 3 dry bulk cargo handling jetty for storage of dry bulk cargo will be developed. For liquid bulk cargo jetty there will be separate storage facility. The cargo will be directly discharge & will be transported through pipeline to the end user's storage facilities.
1.15	Facilities for treatment or disposal of solid waste or liquid effluents?	Yes	Ship related waste management facilities as available in the existing dock system (Dock-I) of Haldia will be utilized for the purpose. Solid waste (of domestic and commercial nature) will be disposed of in consultation with the concerned civic authority.

			Wastewater from domestic and other areas will be treated in a Wastewater treatment plant based on extended aeration system. Treated effluent meeting the relevant standard will be used in greening and other non critical purposes within the Port area.
1.16	Facilities for long term housing of operational workers?	No	-
1.17	New road, rail or sea traffic during construction or operation?	Yes	About 8 kms. of rail link for aggregation and evacuation of cargo will be needed. Road link already exists which requires to be widened.
1.18	New road, rail, air waterborne or other transport infrastructure including new or altered routes and stations, ports, airports etc?	Yes	New rail road connectivity is proposed.
1.19	Closure or diversion of existing transport routes or infrastructure leading to changes in traffic movements?	No	-
1.20	New or diverted transmission lines or pipelines?	Yes	No transmission lines will be diverted.
1.21	Impoundment, damming, culverting, realignment or other changes to the hydrology of watercourses or aquifers?	No	No water course exists in the site and hence no change to hydrology of water course or aquifers is expected.
1.22	Stream crossings?	No	No stream exists in the proposed site.
1.23	Abstraction or transfers of water from ground or surface waters?	Yes (Surface Water)	Water demand of the proposed dock complex is expected to be around 540 kld. Such water will be sourced from piped water supply of Haldia Development Authority.
1.24	Changes in water bodies or the land surface affecting drainage or run-off?	Yes	The rail-road embankment, reclamation of port site will affect surface run-off for which appropriate drainage plan has been prepared and will be implemented.
1.25	Transport of personnel or materials for construction, operation or decommissioning?	Yes	The plant location has proper road, rail and river linkages. These systems will be used for transportation of materials, equipment and personnel during construction and

			operation phases.
1.26	Long-term dismantling or decommissioning or restoration works?	No	There will be no dismantling or decommissioning work.
1.27	Ongoing activity during decommissioning which could have an impact on the environment?	No	No decommissioning activity will be carried out.
1.28	Influx of people to an area in either temporarily or permanently?	Yes	Construction engineers, operators and skilled workers will be deployed during construction and operational stages. Expected manpower during construction and operation phases will be around 1500 & 1000 respectively.
1.29	Introduction of alien species?	No	There will be no chance of introduction of alien species.
1.30	Loss of native species or genetic diversity?	No	The proposed site being a barren mud flat, there will be no occasion of loss of native species or genetic diversity. Rather native species will be propagated in green belt and landscape gardening
1.31	Any other actions?	No	No other activities are envisaged.

2. Use of Natural resources for construction or operation of the Project (such as land, water, materials or energy, especially any resources which are non-renewable or in short supply)

S. No.	Information/checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates, wherever possible) with source of information data
2.1	Land especially undeveloped or agricultural land (ha)	Yes	The proposed project area covers undeveloped Govt. land around 160 acres.
2.2	Water (expected source & competing users) unit: KLD	Yes	Water will be sourced from Haldia Development Authority. Water demand during construction stage is about 150 KLD and during operational stage 540 KLD.
2.3	Minerals (MT)	No	Not applicable
2.4	Construction material – stone, aggregates, sand / soil (expected source – MT)	Yes	Sand and coarse aggregates shall be needed which will in general be sourced locally.

2.5	Forests and timber (source – MT)	No	-
2.6	Energy including electricity and fuels (source, competing users) Unit: fuel (MT), energy (MW)	Yes	About 100 KVA of electricity will be required during construction stage and 12 MVA during operational stage. Such power will be made available from the supply of WBSEDCL. There will be no competing user from this source.
2.7	Any other natural resources (use appropriate standard units)	No	-

3. Use, storage, transport, handling or production of substances or materials, which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health

S.No.	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates, wherever possible) with source of information data
3.1	Use of substances or materials, which are hazardous (as per MSIHC rules) to human health or the environment (flora, fauna, and water supplies)	Yes	This is due to introduction of liquid bulk cargo handling Jetty as replacement of one multipurpose dry bulk cargo jetty under compliance of safety requirement for handling hazardous chemicals (as per OISD-standard 113).
3.2	Changes in occurrence of disease or affect disease vectors (e.g. insect or water borne diseases)	No	-
3.3	Affect the welfare of people e.g. by changing living conditions?	Yes	The project will generate job opportunity for the local people both during construction and operational stage which will have positive impact on the socio-economic environment of the locality.
3.4	Vulnerable groups of people who could be affected by the project e.g. hospital patients, children, the elderly etc.,	No	-
3.5	Any other causes	No	There will not be any other cause for adverse impact on human health or the environment.

4. Production of solid wastes during construction or operation or decommissioning (MT/month)

S.No.	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates, wherever possible) with source of information data
4.1	Spoil, overburden or mine wastes	No	No mining activity is involved in this project.
4.2	Municipal waste (domestic and or commercial wastes)	Yes	Solid waste of domestic/commercial origin that would be generated in the proposed dock complex will be disposed of suitably in consultation with the concerned Civic body.
4.3	Hazardous wastes (as per Hazardous Waste Management Rules)	No	-
4.4	Other industrial process wastes	Yes	Wastes generated from material handling like coal/iron ore will be reused.
4.5	Surplus product	No	There will be no surplus products.
4.6	Sewage sludge or other sludge from effluent treatment	Yes	Sewage sludge or other sludge will be used in plantation. Arrangements will also be made for off-site disposal of such wastes in consultation with the concerned local authority.
4.7	Construction or demolition wastes	Yes	Very less quantity of construction waste will be generated which will be disposed off suitably in consultation with concerned local body without causing any public nuisance and environmental contamination.
4.8	Redundant machinery or equipment	No	-
4.9	Contaminated soils or other materials	No	There will be no soil contamination as the entire cargo stack yard will be of hard stand. No storage facility for liquid cargo. The cargo will be directly transported to the end user storage facilities.

4.10	Agricultural wastes	No	No agricultural waste will be generated
4.11	Other solid wastes	Yes	Dust generated during dry bulk handling will be stacked separately for further disposal/rehandling.

5. Release of pollutants or any hazardous, toxic or noxious substances to air (Kg/hr)

S.No.	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates, wherever possible) with source of information data
5.1	Emissions from combustion of fossil fuels from stationary or mobile sources	Yes	Due to fuel combustion of transport vehicles, berthed ships and DG sets. Appropriate pollution control measures as per standard guideline, will be implemented to mitigate such eventualities.
5.2	Emissions from production processes	No	No production process is involved.
5.3	Emissions from materials handling including storage or transport	Yes	Dust generated during dry bulk handling will be stacked separately for further disposal/rehandling. There will be no emission from handling of liquid cargo at Jetty no. 4.
5.4	Emissions from construction activities including plant and equipment	Yes	Necessary control measures will be incorporated to control fugitive emissions due to such activities.
5.5	Dust or odours from handling of materials including construction materials, sewage and waste	Yes	Fugitive dust emission from unloading / loading and stacking. Dust suppression system will be installed.
5.6	Emissions from incineration of waste	No	-
5.7	Emissions from burning of waste in open air (e.g. slash materials, construction debris)	No	Open air burning of debris within port premises shall be strictly prohibited.
5.8	Emissions from any other sources	No	-

6. Generation of Noise and Vibration, and Emissions of Light and Heat

S. No.	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities/ rates, wherever possible) with source of information data with source of information data
6.1	From operation of equipment e.g. engines, ventilation plant, crushers	Yes	From Stackers, Re-claimers & Conveyor system. All the machinery will be of highest standard of reputed make and will comply with national / international standards that take care of air and noise pollution control / vibration control.
6.2	From industrial or similar processes	No	-
6.3	From construction or demolition	Yes	From construction equipments such as excavators, dumpers, compressors, trucks etc. Best practices will be followed during all construction and installation activities to maintain noise level within permissible limit.
6.4	From blasting or piling	No	-
6.5	From construction or operational traffic	Yes	From rail wagons and trucks
6.6	From lighting or cooling systems	No	Effective measures will be undertaken.
6.7	From any other sources	No	-

7. Risks of contamination of land or water from releases of pollutants into the ground or into sewers, surface waters, groundwater, coastal waters or the sea:

S. No.	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates, wherever possible) with source of information data
7.1	From handling, storage, use or spillage of hazardous materials	No	-
7.2	From discharge of sewage or other effluents to water or the land (expected mode and place of discharge)	No	Sewage or other effluents will be properly treated and will be used in non critical purposes. Arrangements will however be made to dispose of such treated wastewater (meeting relevant discharge standards) into the

			river to meet any exigency.
7.3	By deposition of pollutants emitted to air into the land or into water	No	Dust will be generated during construction phase from earthworks, movement of vehicles and by wind erosion of areas cleared of vegetation. Appropriate fugitive dust control measures, including watering, water sprinkling of exposed areas and dust covers for trucks, would be employed to minimize any impact. No significant air quality impacts from fugitive dust emissions are anticipated during construction and during operation phases of the proposed dock complex.
7.4	From any other sources	No	-
7.5	Is there a risk of long term build up of pollutants in the environment from these sources?	No	-

8. Risk of accidents during construction or operation of the Project, which could affect human health or the environment

S.No.	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates, wherever possible) with source of information data
8.1	From explosions, spillages, fires etc from storage, handling, use or production of hazardous substances	Yes	This is due to introduction of liquid bulk cargo handling Jetty as replacement of one multipurpose dry bulk cargo jetty under compliance of safety requirement for handling hazardous chemicals (as per OISD-standard 113).
8.2	From any other causes	No	-
8.3	Could the project be affected by natural disasters causing environmental damage (e.g. Floods, earthquakes, landslides, cloudburst etc)?	No	Effective design will be adopted to counter such calamities.

9. Factors which should be considered (such as consequential development) which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality

S. No.	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates, wherever possible) with source of information data
9.1	Lead to development of supporting utilities, ancillary development or development stimulated by the project which could have impact on the environment e.g.: <ul style="list-style-type: none"> Supporting infrastructure (roads, power supply, waste or waste water treatment, etc.) housing development extractive industries supply industries other 	No	All supporting infrastructure such as rail, power supply ETP etc will be developed. No other industries will come up in the dock area.
9.2	Lead to after-use of the site, which could have an impact on the environment	No	No after use of the site is envisaged.
9.3	Set a precedent for later developments	No	-
9.4	Have cumulative effects due to proximity to other existing or planned projects with similar effects	No	No other projects are in close proximity of the proposed port.

(III) Environmental Sensitivity

S.No.	Areas	Name/ Identity	Aerial distance (within 15 km.) Proposed project location boundary
1	Areas protected under international conventions, national or local legislation for their ecological, landscape, cultural or other related value	None	-
2	Areas which are important or sensitive for ecological reasons – Wetlands, watercourses or other water bodies, coastal zone, biospheres, mountains, forests	Yes	River in the vicinity: Hooghly River

S.No.	Areas	Name/ Identity	Aerial distance (within 15 km.) Proposed project location boundary
3	Areas used by protected, important or sensitive species of flora or fauna for breeding, nesting, foraging, resting, over wintering, migration	None	-
4	Inland, coastal, marine or underground waters	Yes	River in the vicinity: Hooghly River
5	State, National boundaries	None	-
6	Routes or facilities used by the public for access to recreation or other tourist, pilgrim areas	None	-
7	Defence installations	None	-
8	Densely populated or built-up area	<ul style="list-style-type: none"> • Haldia Township • Diamond Harbour • Kulpi 	<ul style="list-style-type: none"> • Around 15 kms from project site in SW • Around 9 kms from project site in North • Around 5.5 kms from project site in SE
9	Areas occupied by sensitive man-made land uses (<i>hospitals, schools, places of worship, community facilities</i>)	<ul style="list-style-type: none"> • Haldia Institute of Technology • Global Institute of Science & Technology • Haldia Institute of Maritime Studies & Research • Dr. Meghnad Saha Institute of Technology • Golden Regency Institute of Hospitality Management • Vivekananda School • Haldia Govt. College • Barghasipur High School • Debghoge Shyamacharan Milan Vidyapith • Punar Basan High School • Haldia High School • I.T.I, Haldia • Diamond Harbour Hospital • Fakir Chand College • Diamond Harbour High School • Diamond Harbour Girls' Higher Secondary School • Ram Krishna Mission High School • Ramrampur School 	<ul style="list-style-type: none"> • 13.9 kms from project site, SW • 13.6 kms from project site, SW • 13.7 kms from project site, SW • 13.5 kms from project site, SW • 13.2 kms from project site, SW • 12.5 kms from project site, SW • 12.4 kms from project site, SW • 14.6 kms from project site, SW • 13.6 kms from project site, W • 7.0 kms from project site, SW • 7.0 kms from project site, SW • 6.9 kms from project site, SW • 10.0 kms from project site, N • 9.9 kms from project site, N • 9.6 kms from project site, N • 9.2 kms from project site, N • 10.2 kms from project site, N • 10.3 kms from project site, N

S.No.	Areas	Name/ Identity	Aerial distance (within 15 km.) Proposed project location boundary
		<ul style="list-style-type: none"> • Kulpi Janapriya High School • Kulpi Hospital etc. 	<ul style="list-style-type: none"> • 6.5 kms from project site, SE • 6.4 kms from project site, SE
10	Areas containing important, high quality or scarce resources (ground water resources, surface resources, forestry, agriculture, fisheries, tourism, minerals)	None	-
11	Areas already subjected to pollution or environmental damage. (those where existing legal environmental standards are exceeded)	Haldia	Within 7.5 kms from project site in SW.
12	Areas susceptible to natural hazard which could cause the project to present environmental problems (earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions)	None	-

(IV) Proposed Terms of Reference for EIA studies

Not applicable.

I do hereby give this undertaking that the data and information given in the application and enclosures are true to the best of my knowledge and belief and I am aware that if any part of the data and information submitted is found to be false or misleading at any stage, the project will be rejected and clearance given, if any to the project will be revoked at our risk and cost.

Date: December 31, 2015

Place: Kolkata


P. P. Datta
Manager (Environment)
for Chief Engineer
Kolkata Port Trust

Address: Chief Engineer
Civil Engineering Department
Kolkata Port Trust
15, Strand Road, Kolkata-700001

Note:

1. The projects involving clearance under Coastal Regulation Zone Notification, 1991 shall submit with the application a C.R.Z map duly demarcated by one of the authorized agencies, showing the project activities, w.r.t. C.R.Z. (at the stage of TOR) and the recommendations of the State Coastal Zone Management Authority (at the stage of EC). Simultaneous action shall also be taken to obtain the requisite clearance under the provisions of the C.R.Z. Notification, 1991 for the activities to be located in the CRZ.
2. The projects to be located within 10 km of the National Parks, Sanctuaries, Biosphere Reserves, Migratory Corridors of Wild Animals, the project proponent shall submit the map duly authenticated by Chief Wildlife Warden showing these features vis-à-vis the project location and the recommendations or comments of the Chief Wildlife Warden thereon (at the stage of EC)."
3. All correspondence with the Ministry of Environment & Forests including submission of application for TOR/ Environmental Clearance, subsequent clarifications, as may be required from time to time, participation in the EAC Meeting on behalf of the project proponent shall be made by the authorized signatory only. The authorized signatory should also submit a document in support of his claim of being an authorized signatory for the specific project."