

**IN THE HON'BLE NATIONAL GREEN TRIBUNAL, SOUTHERN
ZONE, CHENNAI BENCH**

IN
APPEAL NO. 38 OF 2022

IN THE MATTER OF:

Ganapati Dixit & Ors. ...Appellant (S)
Vs.
Union of India & Ors. ...Respondent (S)

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Shanmugam Rajasekar, Advocate

MOEFCC

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Ganapati Dixit & Ors.

...Appellant (S)

Vs.

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...Respondents(S)

**Counter Affidavit on Behalf of Ministry of Environment, Forest and Climate
Change (Respondent No.1)**

IT IS MOST RESPECTFULLY SHOWETH:

I Tarun Kathula S/o Shyamal Rao, aged 45 years, resident of Hyderabad, do hereby solemnly affirm and state as under: -

1. That I am working as Scientist 'F' in Ministry of Environment, Forest and Climate Change.
2. That I am fully conversant with the facts and circumstances of the case from records maintained in the office. I have read and understood the contents of the petition thereof and as such authorized and competent to swear the present affidavit.
3. I further submit that I deny all the allegations/averments mentioned in the Appeal filed by the Petitioner except those that are specially admitted in the counter affidavit filed.
4. That the Appellants herein have challenged the Environment Clearance dated 29.04.2022 granted by the Ministry of Environment, Forest and Climate Change (hereinafter referred to as the "answering Respondent") to Telangana State Industrial Infrastructure Corporation Limited for setting up Zaheerabad National Investment and Manufacturing Zone (NIMZ) in Sangareddy District, Telangana.
5. The Appellants have alleged that the Expert Appraisal Committee (EAC), in its 293rd meeting held on 24th-24th March, 2022, cleared the project without going into

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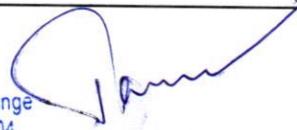
actual environmental issues and objections raised by itself. The Appellants have further stated that no justification or explanation was provided by the EAC with regard to how the issues raised in the earlier meetings were addressed by the Project Proponent.

6. That in this regard, the answering Respondent respectfully submits that under clause (v) of sub-section (2) of Section 3 of the Environment (Protection) Act, 1986, the Central Government has the power to make rules for carrying out the purposes of the said Act. While exercising the powers conferred by the Environment (Protection) Act, 1986, the Ministry had issued the Environment Impact Assessment (EIA) Notification vide S.O.60 (E) dated 27th January, 1994 mandating 32 categories of projects listed in Schedule- I to obtain prior environmental clearance based on the investment criteria (originally it was Rs 50 crores, which was enhanced to Rs 100 crores). It is further submitted that the Environmental Impact Assessment (EIA) was made a statutory requirement for certain category of construction and development activities through amendment dated 07.07.2004 in the EIA Notification, 1994.
7. It is humbly submitted that under the Environment (Protection) Act, 1986 read with Environment (Protection) Rules, 1986, the Ministry has issued a notification number S.O. 1533(E) dated 14.09.2006 (hereinafter referred to as the "EIA Notification, 2006"), in suppression of the notification number S.O.60(E) dated 27th January, 1994.
8. It is further submitted that under the provisions of the EIA Notification, 2006, all new projects or activities listed in the Schedule to the EIA Notification, 2006 or the expansion or modernization of existing projects or activities listed in the said Schedule with addition of capacity beyond the limits specified for the concerned sector, that is, projects or activities which cross the threshold limits given in the Schedule, after expansion or modernization or any change in product –mix in an existing manufacturing unit included in Schedule beyond the specified range, shall

be undertaken in any part of India, as applicable, only after receipt of the prior environment clearance from the Central Government or by the State Level Environment Impact Assessment Authority ("SEIAA"), as the case may be. It is submitted that the Central Government under sub-section (3) of Section 3 of the Environment Protection Act, 1986 in accordance with the procedure specified in the EIA Notification, 2006, duly constitutes SEIAA in the States.

9. It is humbly submitted by the answering Respondent that under the Schedule to the EIA Notification, 2006 relating to the list of activities requiring prior Environmental Clearance under Clause 7, the establishment of Industrial estates/ parks/ complexes/ areas, export processing Zones (EPZs), Special Economic Zones (SEZs), Biotech Parks, Leather Complexes are included in Clause 7(c), the relevant portion of which is reproduced below: -

	Project or Activity	Category with threshold limit		Conditions if any
		A	B	
(1)	(2)	(3)	(4)	(5)
7(e)	Industrial estates/parks/ complexes/areas, export processing Zones (EPZs), Special Economic Zones (SEZs), Biotech Parks, Leather Complexes.	If at least one industry in the proposed industrial estate falls under the Category A, entire industrial area shall be treated as Category A, irrespective of the area. Industrial estates with area greater than 500 ha. and housing at least one Category B industry.	Industrial estates housing at least one Category B industry and area <500 ha. Industrial estates of area > 500 ha. and not housing any industry belonging to Category A or B.	General as well as specific conditions shall apply Note: 1. Industrial Estate of area below 500 ha. and not housing any industry of category 'A' or 'B' does not require clearance. 2. If the area is less than 500 ha. but contains building and construction projects > 20,000 sq. mtr. and or development area


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			more than 50 ha it will be treated as activity listed at serial no. 8(a) or 8(b) in the Schedule, as the case may be.
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10. Therefore, with regard to the provisions of EIA Notification, 2006, the proposal for setting up of the NIMZ was received by the answering Respondent and the Terms of Reference was issued vide letter dated 01.03.2018. The application for grant of Environment Clearance was received by the answering Respondent on 26.02.2021. Further, in the 258th EAC meeting held on 17th -18th March, 2021, the proposal for the project in question was placed before the Committee; however, the same was deferred for want of the requisite information, which is as follows:

- i. *The planning of Industrial Estate should be based on the criteria mentioned in the Ministry's Technical EIA Guidance Manual for Industrial Estate (2009) as well as CPCB's Zoning Atlas Guidelines for positioning of industries. Phase wise industrial planning be submitted.*
- ii. *Automobile industry will be engaging in painting activity, which comes under Red category, hence industries can be clearly demarcated.*
- iii. *Several representations were received by the Ministry on the issues related to land acquisition and compensation paid to the land owners. The EAC suggested Ministry to forward representations to the PP so that a detailed response in a tabular form be submitted on the issues raised by the stakeholders.*
- iv. *The Proponent should submit a detailed report about direct and indirect type of employment opportunities during construction and operation phase.*

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- v. *An elaborate report presiding land acquired, compensatory details and the period for settlement has to be sorted according to the State Government Policy.*
- vi. *As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfil these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report.*
- vii. *Detailed Risk Assessment and Management of the project shall be prepared and submitted.*
- viii. *Hamlets proposed in the industrial area would lead to a negative impact hence settlements have to be planned in a safe zone and a modified plan be submitted.*
- ix. *The proponent should develop a Greenery and Conservation management plan to sustain existing greenery.*
- x. *All tall and old and heritage native trees should be enumerated, GPS tagged and detailed in EIA EMP and plotting design should be such that all such trees are protected.*

Copy of the Minutes of 258th EAC meeting held on 17th-18th March, 2021 is herewith attached and marked as **Annexure- I**.

11. Thereafter, the proponent submitted the information sought by the EAC dated 17th - 18th March, 2021 and the project proposal was again considered in the 278th EAC meeting held on 27th- 28th October, 2021. With regard to the queries made by the Expert Appraisal Committee during its 258th meeting, certain submissions were made by the Project Proponent during the meeting and after taking into account of the said submissions, the EAC again deferred the proposal for want of following

information:

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- i. *The Proponent should submit a detailed report about direct and indirect type of employment opportunities during construction and operation phase including those are compatible with the existing skills of an agrarian community that is residing near the project area. Skill development programme should detail out with other supplementary skills that may be necessary (No specific details submitted as per the earlier query).*
- ii. *An elaborate report on land acquired so far, pending land acquisition, R&R details if any and the period for settlement has to be sorted according in line with the State Government Policy. (no specific information submitted)*
- iii. *Proposed industrial estate would negatively impact on the life, livelihood and health of people staying in the few existing hamlets within the boundary of the proposed industrial area. PP need to address this issue and submit detailed plan regarding the same. If R&R is involved, then PP has to submit evidence showing that local population at select sites are in agreement for voluntary relocation. (No specific information submitted)*
- iv. *PP has to submit the details of land acquisition including (project affected families) how much land is acquired from the individuals/families. R&R & Livelihood of the affected families should be clearly mentioned.*
- v. *Several complaints are received in relation to land acquisition, public hearing, R&R, bio-diversity and employment for the local population, however, no proper justification has been provided in the document submitted by the PP. A detailed reply to the queries raised shall be submitted.*

Copy of the minutes of the 278th EAC meeting held on 27th- 28th October, 2021 is herewith attached and marked as **Annexure- II**.

12. It is further submitted that the said proposal was again taken up in the 293rd EAC meeting held on 24th-25th March, 2022. With regard to the clarifications sought by the EAC during 278th meeting, the responses submitted by the Project Proponent during 293rd meeting are briefly described below: -

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Information sought during 278th EAC Meeting	Reply given by Project Proponent during 293rd meeting during 24th – 25th March 2022
<p>i. The Proponent should submit a detailed report about direct and indirect type of employment opportunities during construction and operation phase including those are compatible with the existing skills of an agrarian community that is residing near the project area. Skill development programme should detailed out with other supplementary skills that may be necessary (No specific details submitted as per the earlier query)</p>	<p>i. About 2845 (direct) members can be absorbed/ utilized in construction period/phase and others will be given skill development training in a suitable area for employing them during operational phase.</p> <p>ii. Available workers estimated by 2025 is 11508, out of which Agrarian community represent around 10442. From the total available, 7262 can get absorbed in Food Processing, Non-Metallic Minerals, Metals, Transport Equipment sectors whereas remaining persons can be absorbed in others sectors.</p> <p>iii. In the coming years, employment opportunities would increase further, thereby providing sufficient opportunities for complete absorption of Agrarian Community.</p> <p>iv. Skill Development Program shall be carried out for Project Affected Families through Telangana Academy of Skill and Knowledge, MOU's & Training arrangement with various Institutional agencies like NSDC, ASDC, etc. Government of Telangana is committed to providing Employment Opportunities to local people.</p>
<p>ii. An elaborate report on land acquired so far, pending land acquisition, R&R details if any and the period for settlement has to be sorted according in line with the State</p>	<p>The PP has submitted that Land Alienation/ Acquisition Process shall be initiated as per provisions of Right to Fair Compensation and Transparency in Land Acquisition and Rehabilitation and Resettlement, 2013. As</p>

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<p>Government Policy. (no specific information submitted)</p>	<p>on date, total 3,100.07-acre land has been acquired for Parcel 1. For Parcel II land, notification has been published & Government of Telangana is expediting the efforts for procuring the balance land.</p>
<p>iii. Proposed industrial estate would negatively impact on the life, livelihood and health of people staying in the few existing hamlets within the boundary of the proposed industrial area. PP need to address this issue and submit detailed plan regarding the same. If R&R is involved, then PP has to submit evidence showing that local population at select sites are in agreement for voluntary relocation. (no specific information submitted)</p>	<p>The PP has submitted that as per EAC Suggestion in 258th Meeting, TSIIC prepared an Option for Relocation of these settlements. Mitigation Measures during Construction Phase around these Hamlets will be implemented. Land allotment will be as per Zoning plan. Disaster Management with Onsite and Offsite Emergency will be implemented. Hamlets will be considered under CSR Initiatives (under SPV). R&R shall be as per the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (Telangana Amendment) Act, 2016</p>
<p>iv. PP has to submit the details of land acquisition including (project affected families) how much land is acquired from the individuals/families. R&R and Livelihood of the affected families should be clearly mentioned.</p>	<p>The proponent has submitted detailed information/documents regarding the query raised. Mitigation measures to compensate impact livelihood has been provided in detail.</p>
<p>v. Several complaints are received in relation to land acquisition, public hearing, R&R, bio-diversity and employment for the local population, however, no proper justification has been provided in the document submitted by the PP.</p>	<p>The PP has submitted that Government of Telangana/TSIIC is committed to Implement the commitments made during Public Hearing.</p>

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13. It is respectfully submitted that it was noted in the 293rd EAC meeting that several complaints against the proposal were received from the public by the answering Respondent, which were forwarded to the Project Proponent to adopt adequate measures to address and resolve them and the reply of the Project Proponent against the complaints was also brought to the notice of the Committee during the meeting. Copy of the minutes of the 293rd EAC meeting held on 24th- 25th March, 2022 is herewith attached and marked as **Annexure- III**.
14. It is respectfully submitted that after the above-stated responses submitted by the Project Proponent and the deliberations held during the 258th, 278th and 293rd meetings and subject to certain specific and general conditions, the Environment Clearance was granted by the answering Respondent vide letter dated 29.04.2022 on the basis of the recommendation received from the EAC in its 293rd meeting, which is annexed hereto and marked as **Annexure- IV**.
15. It is respectfully submitted by the answering Respondent that with regard to the contention raised by the Appellant that the answering Respondent granted EC without the recommendations of the EAC, is false and is vehemently denied. The EAC in its 293rd meeting observed and noted at point (v) as follows:

“Acquisition of Agricultural/fertile lands should be avoided, since agriculture ensures a critical number of ecosystem services and is vital for food security and supports the Sustainable Development Goal. Agricultural land is lifeline for those poor people/farmers whose livelihoods are completely dependent of their land and crops they grow.”

16. That the said observation was made by the EAC during the deliberation in the meeting but it was not made part of the recommendations of the Committee. The recommendations of the Committee were duly incorporated in the Specific Conditions by the answering Respondent at the time of grant of the EC vide letter

dated 29.04.2022.

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17. It is further contended by the answering Respondent that the proceedings for acquisition of land includes all the types of land including agricultural land. Further, in order to provide fair and mandatory compensation to the affected persons, the land acquisition proceedings and rehabilitation and resettlement of such persons is to be done by the State Government in accordance with the provisions of Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013.
18. It is further respectfully submitted that the said project was granted Environment Clearance by the answering Respondent taking into account the overall benefit of the project to the Nation, State and the region which includes infrastructural development of the surrounded area, employment generation and opportunities to the local people, better education and medical facilities, technological development, improved socio-economic conditions in the locality, etc.
19. Therefore, it is submitted that the contention of the Appellants that the Environmental Clearance granted by the answering Respondent for development of (NIMZ) was granted without going into the actual environmental issues and objections raised, is devoid of any substance and hence, the present petition is liable to be dismissed.
20. In view of the above, it is prayed that this Hon'ble Tribunal may take on record and consider above submissions and dismiss the present appeal or pass any other appropriate order, which the answering respondent shall duly comply with and thus render justice.
21. The answering Respondent craves liberty to file additional information, if any, till pendente lite.



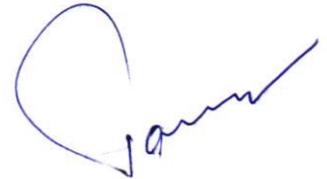
DEPONENT

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VERIFICATION

I, the aforementioned Deponent do hereby declare on this 10th day of October 2022 at Hyderabad that the contents of the affidavit are true to my knowledge and belief and nothing material has been concealed therefrom.



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Minutes of the 258th meeting of Expert Appraisal Committee held on 17th -18th March, 2021 through Video Conferencing for the projects related to Infrastructure Development, all Ship breaking yards including ship breaking units 7(b); Industrial Estate/Parks/Complexes/Areas, Export Processing Zones, Special Economic Zones, Biotech Parks, Leather Complexes 7(c); Ports, harbours, break waters, dredging 7(e) and National Highways 7(f)

The 258th Meeting of Expert Appraisal Committee (EAC) of Infra-1 (IA-III) was held through Video Conferencing at the Ministry of Environment, Forest & Climate Change (MoEF&CC), Indira Paryavaran Bhavan, New Delhi on 17th – 18th March, 2021 under the Chairmanship of Dr. Deepak Arun Apte. A list of participants is annexed as **Annexure-A**.

1. OPENING REMARKS OF THE CHAIRMAN

At the outset, Dr. Deepak Arun Apte, Chairman, EAC welcomed the Members of the EAC and requested Shri Amardeep Raju, the Member Secretary of the EAC to initiate the proceedings of the meeting with a brief account of the activities undertaken by the Ministry under Infra-1 Division.

2. CONFIRMATION OF THE MINUTES OF THE LAST MEETING

The Committee confirmed the Minutes of 256th EAC meeting held on 3rd – 4th March, 2021.

3. AGENDA WISE CONSIDERATION OF PROPOSALS:

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

Agenda No. 3.1

Development of Litibeda-Ranchi 4-lane access-controlled Greenfield Highway from Litibeda (Junction of SH-10 in Odisha) to Ranchi (Sithiyu) in the State of Jharkhand under Bharatmala Pariyojana (Ch 0+000) to Ch 147+500) [total length - 147.500 km) by M/s National Highways Authority of India - Further consideration for Terms of Reference (Proposal No IA/JH/NCP/186689/2020 File No 10-69/2020-IA.III)

“The EAC noted that the Project Proponent has given undertaking that the data and information given in the application and enclosures are true to the best of his knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.1.1 The abovementioned proposal was earlier placed before the EAC during its 249th meeting on 14th December 2020. The proposal was deferred for the want of a) Details of the proposed alignment and its alternatives to be verified by the Project Elephant of the MoEF&CC to ascertain if the proposed alignment will be passing through the elephant corridor and if yes will it cause major fragmentation of the elephant corridor in the region,

and b) Details of the road alignment and existing and known elephant corridor to be provided to the Committee in KML file.

3.1.2 At this instance, the aforementioned proposal was further placed before the EAC during 258th meeting on 17th -18th March, 2021. The project proponent along with the EIA consultant M/s URS in Association with AECOM India Pvt. Ltd. & C. E. Testing Company Pvt. Ltd has made a presentation through Video Conferencing and provided the following information-

3.1.3 The proposed project is for Development of Litibeda-Ranchi 4-Lane access-controlled Greenfield Highway from Litibeda (Junction of SH-10 (Odisha)) to Ranchi (Sithiyu) in the State of Jharkhand under Bharatmala Pariyojana. The proposed alignment starts at Litibeda (Design Km 0+000) from Intersection of SH 10 and ends at Ch. 147+500 on Ranchi Ring Road. The proposed project includes 9 major bridges, 100 minor bridges, 136 culverts, 3 Interchanges, 51 VUP/LVUP/SVUP, 2 Vehicular Overpass, 2 Way side Amenities, 3 Toll Plaza, Truck Parking at four locations and 74.50 km length of embankment with average height of > 2.5 m.

3.1.4 Total Length of the Proposed Project is 147.500 Km. About 880.11 ha land (Govt./Pvt. Land 853.49 Ha + Forest Land 26.62 Ha) acquisition will be required for project implementation as per Land Acquisition Act, 1956. The width of proposed Right of way (PROW) is 60 m. At location of interchanges, highway amenities, toll plaza and truck parking, extra land has been proposed as per the actual design requirement.

3.1.5 The proposed project falls under 7(f), Category-A as per EIA notification 2006. Total investment/cost of the project is Rs 3015.06 Crore.

3.1.6 The terrain of the proposed alignment is plain (flat) land and is predominantly an agricultural land (91.2%) followed by built-up area (3.14%), Govt land (1.51%) and Forest/tree cover (4.15%).

3.1.7 The proposed Greenfield highway does not cross over Main Canal network at any locations. It is crossings over minor canals and natural drains. Construction of bridges and culverts has been proposed to prevent diversion of these minor canal and natural drains. Seven main water bodies will be impacted due to the proposed highway.

3.1.8 Total water demand for the project is 4532176 KL. No ground water will be extracted. If required, ground water extraction will be done after obtaining NoC from the CGWA/ State Ground Water Department.

3.1.9 Fly ash will be utilized for construction of embankment as per IRC Guidelines (IRC: SP: 58-2001). Quantity of fly ash to be utilized for the project is 2,340,000cum.

3.1.10 The Proposed project will involve diversion of about 26.62 ha of forest land. About 21498 trees are proposed to be felled in the forest and non-forest area. Prior permission would be taken from the concern authority before tree felling/cutting. There is no protected area within 10 km boundary of the PROW. The proposed project is 3.150 km away from the boundary of ESZ of Palkot Wildlife Sanctuary.

3.1.11 The socioeconomic survey will be undertaken on sample representative of the project influence area and population. The sample households would be selected from various socio-economic groups of the clusters/ settlements.

3.1.12 Benefits of the project: This Proposed Road will not only improve the mobility in between Jharkhand and Odisha, it will also improve the connectivity among other states like Chhattisgarh, Bihar, Uttar Pradesh and West Bengal. The mobility between industries in Jharkhand (Jamshedpur, Patratu, Bokaro, Dhanbad) and Odisha (Rourkela, Jharsuguda, Sambalpur, Angul) will increase. The proposed alignment will reduce travel length by 98 km (40%) and travel time by 4.5 hr. i.e. 70% (From 6.5 hr. to 2 hr.) from Ranchi (Jharkhand) to Litibeda (In Odisha) and thus will serve as life line between Jharkhand & Odisha. Besides above, about 1000 people during construction phase and about 100 people during operation phase at toll plaza and for road surveillance and maintenance work will be employed.

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

3.1.14 PP mentioned that a communication has been sent to Chief Wild Life Warden, Jharkhand for the information. Further, Member Secretary apprised the Committee that based on the Minutes of the Meeting, an internal communication has been sent to Project Elephant Division for vetting of proposed alignment. The Project Elephant Division will revert back with inputs/comments after seeking information from concerned CWLW, analysing the details and DSS analysis of road alignment vis-a-vis effect on elephant conservation issues.

3.1.15 The EAC, taking into account the submission made by the project proponent and the status provided by the Member Secretary for the aforementioned proposal had a detailed deliberation during its 258th meeting on 17th -18th March, 2021 and recommended the proposal for granting the Terms of Reference with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects.

- i. Approval of road alignment for the purpose of TOR is subject to approval of alignment by State CWLW and PE divn of MoEFCC. Any modification in alignment or any alternate alignment suggested by CWLW and approved by the PE division of MoEFCC will be considered final for the purpose of EIA study.
- ii. Provisions in the EMP shall be made as per the wildlife conservation plan approved by the CWLW and also as per the conditions stipulated by CWLW in approval of the alignment / modified alignment/ alternate alignment. Patrolling team and watch tower for the movement of animals to avoid human animal conflict should be provided alongwith the financial allocation in the mitigation plan.

- iii. Provisions shall also be made in Wildlife conservation plan and EMP for erection of watch towers and engagement of patrolling team for patrolling along the road stretches passing through forest area for monitoring the crossing of animals through these roads, initially for first 5 years at the project cost.
- iv. Details of animal crossing points/Corridors identified across the road alignment in forest area and the animal crossing structures proposed therein shall be given in the EIA study
- v. The proponent shall carry out a detailed traffic flow study to assess inflow of traffic from adjoining areas like airport/habitation such as urban cities. The detailed traffic planning studies shall include complete design, drawings and traffic circulation plans (taking into consideration integration with proposed alignment and other state roads etc.). Wherever required adequate connectivity in terms of VUP (vehicle underpass)/PUP (Pedestrian underpass) needs to be included.
- vi. Cumulative impact assessment study to be carried out along the entire stretch including the other packages in the current stretch under consideration.
- vii. The alignment of road should be such that the cutting of trees is kept at bare minimum and for this the proponent shall obtain permission from the competent authorities. List of all tall and old trees made chainage wise and alignment be made in a way to avoid cutting such trees.
- viii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfil these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the Ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.
- ix. In pursuance of Ministry's OM no stated above the project proponent shall add one annexure in the EIA Report indicating all the commitments made by the PP to the public during public hearing and submit it to the Ministry and the EAC.
- x. The proponent shall carry out a comprehensive socio-economic assessment and also impact on biodiversity with emphasis on impact of ongoing land acquisition on the local people living around the proposed alignment. The Social Impact Assessment should have social indicators which can reflect on impact of acquisition on fertile land. The Social Impact Assessment shall take into consideration of key parameters like people's dependency on fertile agricultural land, socio-economic spectrum, impact of the project at local and regional levels.
- xi. The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M), dated 25th October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.

Agenda No. 3.2

Development of 6 Lane National Highway from the Junction of Eastern Peripheral Expressway at Khekra to Saharanpur bypass at Latifpur Village from Km 0.000 to Km 119.790 of Delhi to Dehradun Economic Corridor under Bharatmala Pariyojana by M/s National Highways Authority of India - Environmental Clearance (Proposal No. IA/UP/NCP/162955/2020 and File No. 10-44/2020-IA.III)

“The EAC noted that the Project Proponent has given undertaking that the data and information given in the application and enclosures are true to the best of his knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.2.1 The project proponent along with EIA Consultant M/s PDCOR Limited Jaipur, has made a presentation through Video Conferencing and provided the following information:

3.2.2 The proposed project is a Greenfield Alignment project under the Bharatmala Pariyojna, which starts from the junction of Eastern Peripheral Expressway at Khekra village at Ch. 0+000 (28°53'4.09"N 77°14'45.19"E) passing through major districts such as Baghpat, Muzaffarnagar, shamli and terminated at Saharanpur bypass at Latifpur Village at Ch. 119+790 (29°53'13.67"N 77°35'15.08"E in the state of Uttar Pradesh. The proposed project includes 1 RoB, 7 Interchanges, 2 Major Bridges, 20 Minor Bridges, 5 Minor Bride cum LVUP, 13 nos. VUP, 49 nos. LVUP, 271 nos. Culvert (Box -184, Pipe – 87) along the project stretch for free passage to villagers & domesticated animals and to avoid any impact on local hydrology.

3.2.3 The proposed project falls under 7 (f) Category A, Highways. Terms of Reference (ToR) was issued vide File No. 10-44/2020-IA.III dated 24th August 2020. Total Investment/Cost of the project is Rs. 5524.46 crores (including R&R, LA and utility).

3.2.4 Total length of proposed alignment is 119.790 Km with proposed Right of Way (ROW) 70 m having 6 lane carriageway all through the project road other than the area of Toll Plaza, and way side amenities.

3.2.5 About 959.36 ha of land shall be acquired for the project as per NH Act, 1956 and RFCTLARR, 2013. About 4.328 ha forest land is proposed for diversion. The joint survey is under progress with Forest Department. The terrain of the proposed alignment is plain (flat) land and is predominantly an agricultural land.

3.2.6 Public hearing was conducted on the following date and place.

S. No	Date	Venue	Districts	State
1.	18.02.2021	Zilla Panchayat, Sabhagar, Muzaffarnagar, U.P.	Muzaffarnagar	Uttar Pradesh
2.	22.02.2021	Collectorate Sabhagar, Shamli, U.P.	Shamli	Uttar Pradesh
3.	23.02.2021	Public Forum Auditorium, Saharanpur, U.P.	Saharanpur	Uttar Pradesh
4.	03.03.2021	Magistrate Office, Baghpat, U.P.	Baghpat	Uttar Pradesh

3.2.7 The proposed project alignment is crossing 4 small private ponds, 1 major canal (Eastern Yamuna Canal) intersecting the alignment at few locations and 2 rivers (namely Hindon and Dhamola) intersecting the proposed alignment at 4 locations. Appropriate numbers of bridges and culverts have been proposed to maintain the natural flow of water bodies.

3.2.8 Total water requirement for the proposed project is approx. 8,79,302 KL (2409 KLD) during construction stage, which will be sourced from existing surface as well as from ground water. NOC for the same will be obtained from the concerned authority by the Concessionaire/ Contractor prior to start of construction work under supervision of Proponent/ supervision consultant.

3.2.9 Rainwater harvesting structures will be provided at the locations where the first aquifer of ground water table is more than 8-10 m. The provision of rain water harvesting will be executed as per IR: -SP:50-2013 guidelines. In general at 500 meter interval, rain water recharge pits are provisioned depending on site suitability.

3.2.10 Minimum debris/waste material will be generated and it will be re-utilized in project work, like in raising of embankment, making approach/haul road and will as in construction yard. Approx. 300 Kg/day domestic waste will be generated during construction phase of road, which will be disposed off in nearby approved landfill or with the construction yard in disposal pit. Mobile toilet will be provided at major construction site. Toilet with septic tank will be provided in worker camp/ construction yard.

3.2.11 Cross roadside and canal side trees to be felled for contraction of road, which are notified as protected forest. Other than this, majority of trees are private trees located in the agricultural field and commercial garden. Total 11,840 nos. of trees are proposed to be felled. Approx. 50,000 nos. of avenue trees are proposed to plant on available RoW in both side of project as per IRC:SP:21-2009.

3.2.12 During the socio-economic survey, it has been found that total 309 nos. of structures (includes tubewells, borewells, brick kiln, boundary wall, temples, House etc.), 1438 nos. of families (PAFs) are getting affected. The R&R plan has been prepared based on Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 and National Highway Act, 1956. The R&R cost is INR 2182.6 Cr.

3.2.13 Safety measures will be provided as per NHA Safety Manual and IRC: SP 88 and Expressway Manual IRC: SP 99. Safety Measures, as provided in NHA Safety Manual i.e. Unit-3 (pertaining to Traffic Safety, such as traffic control zone, advance warning zones, traffic control devices, regulatory & warning signs cylindrical cones, drums, flagman, Barricades, Pedestrian Safety, Speed control, etc.) and other safety guidelines and measures suggested in Unit-4 (Construction Zone Safety), Unit-5 (Temporary Structures Safety), Unit-6 (Workers & Work Zone Safety), Unit-7

(Electrical & Mechanical Safety) will be strictly implemented. All required illustrative plans for safety at construction sites keeping in view all situations highlighted in IRC:SP 55 and NHA Safety Manual will be prepared and strictly implemented.

3.2.14 Benefits of the Project: The entire region will be benefitted from the proposed project, as it provides connectivity to important districts of Uttar Pradesh such as Baghpat, Shamli, and Saharanpur further given connectivity to Meerut and Muzaffarnagar and at the end point of Saharanpur bypass and provides spur connectivity to Dehradun. It also gives connectivity to important tourist place/places of Uttarakhand through Dehradun. Project corridor is a shorter route for freight from Delhi to Saharanpur bypass and also to Dehradun. Approx. 1000 people during construction and approx. 100 people will be employed during the operation phase.

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

3.2.16 The EAC, taking into account the submission made by the project proponent had a detailed deliberation during its 258th meeting on 17th -18th March, 2021 and **recommended the proposal for grant of Environment Clearance** with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. Project alignment should be managed in such a way to save the Heritage/old trees supposed to be affected by the proposed alignment.
- ii. Faunal bio-diversity study has to be conducted and a report shall be submitted along with 6 monthly compliance report.
- iii. The proponent shall obtain Forest Clearance for diversion of forest land as per Forest (Conservation) Act, 1980. Proponent shall submit an undertaking that work on non-forestry land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.
- iv. EMP be revised to the extent that provisions are made in EMP for erection of watch towers (at intervals suggested by concern DFO) and engagement of patrolling team for patrolling along the road stretches passing through forest area for monitoring the crossing of animals through these roads, initially for first 5 years at the project cost.
- v. Commencement of work in non-forest land will not confer any right to NHA for granting approval under the Forest (Conservation) Act, 1980.
- vi. In borrow pits, the depth of the pit shall be regulated such that the sides of the excavation will have a slope not steeper than 1:2, from the edge of the final section of bank. Soil erosion checking measures shall be carried out. A general guideline for Borrow area operation and rehabilitation given in Annexure 5.3 of the EIA report shall be followed.

- vii. Quarry areas shall be barricaded during mining operations. The abandoned quarry shall be developed as water reservoirs with proper fencing around quarry area. Guidelines for Quarry area operation and rehabilitation given in Annexure 5.3 of the EIA report shall be followed.
- viii. In all the construction sites within 150m of the nearest habitation, noisy construction work such as crushing, concrete mixing will be stopped during the night time between 10.00 pm to 6.00 am. No noisy construction activities will be permitted around educational institutions/health centres (silence zones) up to a distance of 100 m from the sensitive receptors. All plants and equipments used in construction shall strictly conform to the CPCB/SPCB noise standards.
- ix. Traffic Control Devices/Road Safety Devices/ Roadside Furniture including various types of cautionary, informatory, regulatory as mandatory signboards, road markers, studs, etc. shall be provided at appropriate locations all along the project stretch in accordance with the specifications laid down in Manual of Specifications and Standards for Expressways (IRC: SP:99-2013) and IRC:8, IRC:25, IRC:26, IRC:35, IRC:67, IRC:79, IRC:103 and Section 800 of MORTH Specifications.
- x. All the major, minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/ drainage systems are not to be disturbed.
- xi. About 24700 nos. of trees and 5500 saplings (size less than 30 cm) are likely to be felled. Afforestation using compensatory plantation in the ratio of 1:10 shall be carried out. Native tree species shall be provided as per the IRC Guidelines on Landscaping and Tree Plantation (IRC:SP:21-2009). Effort should be made to plant native trees and Ficus species on both sides of the alignment. Special attention shall be given for protecting giant trees, and locally important trees (having cultural importance) and should be identified chainage wise.
- xii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory afforestation etc., either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also be implemented and become part of EMP.
- xiii. Proponent shall keep the finish road level sufficiently elevated from ground level with provision of railing on both sides to restrict animal crossing in order to avoid the possibility of wildlife injury/death. Major water bodies have been observed in the vicinity of the proposed road alignment & may be potential human elephant conflict points, appropriate nos of animal safe passages as per the guideline framed by the Wildlife Institute of India and in consultation with Chief Wildlife Warden.
- xiv. Prepare the traffic prediction report for complete project (including all packages of this project) considering the cumulative impact of the traffic on the environment and submit

- to the Ministry and concerned Regional Office within 3 months.
- xv. No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources.
 - xvi. The proponent shall obtain permission from the competent authorities for tree felling along the proposed alignment.
 - xvii. Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table.

Agenda No. 3.3

Development of Economic Corridors, Inter-Corridors, feeder routes and Coastal Road primarily to improve the efficiency of freight movement in India (Lot-3Odisha & Jharkhand/Package-2) Raipur-Vishakhapatnam (Ch.124.661 - Ch. 365.033 km) (Length 240.372 km) in the State of Odisha by M/s National Highways Authority of India under Bharatmala Pariyojana - Further consideration for Environmental Clearance (Proposal No. IA/OR/NCP/131730/2019 and File No 10-4/2020-IA.III)

“The EAC noted that the Project Proponent has given undertaking that the data and information given in the application and enclosures are true to the best of his knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.3.1 The abovementioned proposal was earlier placed before the EAC during its 256th meeting on 4th March, 2021. The proposal was deferred for the want of some requisite information/documents.

3.3.2 At this instance, the aforementioned proposal was further placed before the EAC during 258th meeting on 17th -18th March, 2021. The project proponent alongwith EIA consultant M/s Enviro Infra Solutions Pvt. Ltd., Ghaziabad in association with CEMC Pvt. Ltd., made a presentation through Video conferencing and provided the following information-

3.3.3 The Ministry of Road Transport and Highways (MoRTH) through National Highways Authority of India (NHAI) has decided the assignment of Development of Economic Corridors, Inter-corridors and feeder routes and Coastal road primarily to improve the efficiency of freight movement in India under Bharatmala Pariyojana Lot-3/Odisha & Jharkhand/Package-2 having length of proposed alignment 464.662 km (which is totally green field) which starts from near Abhanpur (ch. 0.000) and ends at Sabbavaram village in Vishakhapatnam district.

3.3.4 The proposed NH is a Green field alignment project and proposed for 6 lane carriageway. The project highway starts from Dhanara village in Nabarangpur district to Tumbigura village in Koraput district in the state of Odisha from CH: 124+661

(20°01'44.59"N 81°51'58.13"E) to 365+033 (18°25'42.52"N 83°02'29.23"E) having a total length of 240.372 Kms.

3.3.5 The proposed project falls under 7 (f) Category A, Highways. Terms of Reference (ToR) was issued vide File No. 10-4/2020-IA.III dated 02nd March 2020. Total Investment/Cost of the project is Rs. 723800 Lakhs (Rs. 7238 Cr.).

3.3.6 Public Hearing was conducted on different dates and places as below-

S. No.	Date	Location
1.	07.12.2020	Police Ground Nabarangpur (Near Police Station, Nabarangpur), Nabarangpur district
2.	21.01.2021	Govt. Boys High School Play Ground (Near R.T.O Koraput), Koraput District

3.3.7 The existing land use pattern around the proposed National Highway is primarily comprises of predominantly agricultural land, followed by Reserve & Protected forest land, land for cattle grazing, village settlements and village ponds/nallah. The proposed alignment passes mostly through uninhabited area avoiding village establishments. The agriculture practiced is mostly multicrops due to the network of canals/rivers and main crops grown in the area are Wheat, maize, soybean etc. The proposed highway lies generally in plain terrain. However certain length of highway lies in rolling & hilly terrain.

3.3.8 The land acquisition for the proposed highway is 1308.024 ha (Private land 702.520Ha + Government land 244.360 ha + Forest land 361.144 ha). The compensation towards the acquisition of land will be made as per the provisions of the NH Act 1956 and applicable clauses and procedures as laid down in the RFCT LARR Act, 2013. The estimated cost for Rehabilitation & Resettlement including land cost has been worked out to Rs. 149.70 Crores.

3.3.9 The stage-1 forest clearance for diversion of 361.144 ha forest land is under process at DFO level. The proposed RoW of the project is 60 m in General & 45 m in Forest area. The alignment will involve cutting of approx. 67,050 nos. of trees.

3.3.10 The natural drainage of the project impacted area shall be maintained through improvement of 295 nos. of culverts, 16 nos. of major bridges and 76 nos. minor of bridges. The proposed alignment does not pass through any flood prone area.

3.3.11 The water requirement is 7046473 KL during construction stage and will be extracted from local surface water resources i.e. from nearby canals/rivers after getting necessary permission from concerned authority by the appointed contractor. No ground water shall be extracted.

3.3.12 About 1000 kg/day Municipal solid waste shall be generated during construction phase and 50 kg/day (approx.) during operation phase at tolls and wayside amenities area within PROW. Bio-degradable waste shall be disposed through bio composting and other waste through landfill site.

3.3.13 Energy conservation: Provision for solar power plant has been recommended in the nearby villages and its budget has been incorporated in EMP budget.

3.3.14 Rainwater harvesting structures shall be provided at the interval of 500 m on either sides of carriageway as per availability of RoW and depending on the water table of first aquifer. The cost for construction of 180 rainwater harvesting structures is Rs 9.00 Crores including its maintenance.

3.3.15 The proposed alignment does not pass through Wildlife Sanctuary/National Park and its eco sensitive zone. The proposed project does not passes through any CRZ locations.

3.3.16 The site specific Wildlife Conservation Plan (including construction of 25 nos. of animal underpasses of adequate length) and 20 nos. of canopy bridges with appropriate mitigation measures in consultation with the Chief Wildlife Warden of the state along with implementation schedule and appropriate monitoring mechanism have been prepared. Two tunnels have been proposed at Ch. 339.240 and at Ch. 346.560 having total length of 3.030 km and 1.930 km, respectively.

3.3.17 Benefits of the project: The proposed project would act as the prime artery for the economic flow to this region. It will enhanced connectivity between rural & urban population which will benefit the all sections of the society like general population, small-medium-large scale industries, farmers, businessmen etc. The project will improve access to higher education facilities & modern health facilities and will strengthen both rural & urban economies which in turn will improve economic scenario of the state and country. Faster transportation will strengthen tourist development in the area. During the construction of the road project around 3000 persons would be employed temporarily. However due to construction of toll plazas approx. 100 persons will be employed on permanent basis.

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

3.3.19 The EAC, taking into account the submission made by the project proponent had a detailed deliberation during its 258th meeting on 17th -18th March, 2021 and **recommended the proposal for grant of Environment Clearance** with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. Apart from land compensation, the loss for crop has also to be compensated.
- ii. There shall be no activity of wall construction in the forest zone.
- iii. EMP be revised to the extent that provisions are made in EMP for erection of watch towers (at intervals suggested by concern DFO) and engagement of patrolling teams

- for patrolling along the road stretches passing through forest area for monitoring the crossing of animals through these roads, initially for first 5 years at the project cost.
- iv. The proponent shall obtain Forest Clearance for diversion of forest land as per Forest (Conservation) Act, 1980. Proponent shall submit an undertaking that work on non-forestry land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.
 - v. Commencement of work in non-forest land will not confer any right to NHAI for granting approval under the Forest (Conservation) Act, 1980.
 - vi. In borrow pits, the depth of the pit shall be regulated such that the sides of the excavation will have a slope not steeper than 1:2, from the edge of the final section of bank. Soil erosion checking measures shall be carried out. A general guideline for Borrow area operation and rehabilitation given in Annexure 5.3 of the EIA report shall be followed.
 - vii. Quarry areas shall be barricaded during mining operations. The abandoned quarry shall be developed as water reservoirs with proper fencing around quarry area. Guidelines for Quarry area operation and rehabilitation given in Annexure 5.3 of the EIA report shall be followed.
 - viii. In all the construction sites within 150m of the nearest habitation, noisy construction work such as crushing, concrete mixing will be stopped during the night time between 10.00 pm to 6.00 am. No noisy construction activities will be permitted around educational institutions/health centres (silence zones) up to a distance of 100 m from the sensitive receptors. All plants and equipments used in construction shall strictly conform to the CPCB/SPCB noise standards.
 - ix. Traffic Control Devices/Road Safety Devices/ Roadside Furniture including various types of cautionary, informatory, regulatory as mandatory signboards, road markers, studs, etc. shall be provided at appropriate locations all along the project stretch in accordance with the specifications laid down in Manual of Specifications and Standards for Expressways (IRC: SP:99-2013) and IRC:8, IRC:25, IRC:26, IRC:35, IRC:67, IRC:79, IRC:103 and Section 800 of MORTH Specifications.
 - x. All the major, minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/ drainage systems are not to be disturbed.
 - xi. About 67,050 nos. of trees are likely to be felled. Afforestation using compensatory plantation in the ratio of 1:10 shall be carried out. Native tree species shall be provided as per the IRC Guidelines on Landscaping and Tree Plantation (IRC:SP:21-2009). Effort should be made to plant native trees significant number of Ficus species on both sides of the alignment. Special attention shall be given for protecting giant and old trees and locally important trees (having cultural importance) and should be identified chainage wise.

- xii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory afforestation etc., either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also be implemented and become part of EMP.
- xiii. Proponent shall keep the finish road level sufficiently elevated from ground level with provision of railing on both sides to restrict animal crossing in order to avoid the possibility of wildlife injury/death. Major water bodies have been observed in the vicinity of the proposed road alignment & may be potential human elephant conflict points, appropriate nos of animal safe passages as per the guideline framed by the Wildlife Institute of India and in consultation with Chief Wildlife Warden.
- xiv. Prepare the traffic prediction report for complete project (including all packages of this project) considering the cumulative impact of the traffic on the environment and submit to the Ministry and concerned Regional Office within 3 months.
- xv. No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources.
- xvi. The proponent shall obtain permission from the competent authorities for tree felling along the proposed alignment.
- xvii. Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table.

Agenda No. 3.4 (This will be moved to any other item during compilataion)

Development of Urban Extension Road-II (NH-344M) from Design chainage Km 0.000 to Km 38.111. Development of link road (new NH344P) (Km 0.000 to Km 29.600) between Bawana Industrial Area Delhi (from Km 7.750 of UER II) till bypass of NH-352A at village Barwasni, Sonipat in Haryana as spur of Urban Extension Road-II (NH-344M) in the state of Delhi/Haryana. Development of link road (new NH-344N) (Km 0.000 to Km 7.500) between Dichaon Kalan till Bahadurgarh Bypass/NH10 in the state of NCT of Delhi/Haryana. (Total Length of Project: 75.211 Km) by M/s National Highways Authority of India (NHAI) - Reconsideration for Environmental Clearance (Proposal No. IA/DL/MIS/104396/2019 and File No 10-30/2019-IA.III)

“The EAC noted that the Project Proponent has given undertaking that the data and information given in the application and enclosures are true to the best of his knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.4.1 The Terms of Reference (ToR) for the aforementioned project was accorded in 217th EAC meeting on 27th June 2019 *vide* F. No. 10-30/2019-IA.III dated 19th July 2019. Based on the recommendation of EAC in its 225th meeting held on 22nd October, 2019, the Ministry amended the ToR dated 19th July 2019 by removing the following specific condition no. 4(ii) at page no. 7.

"Study to be carried out on Acoustic and Light Proofing measures considering the Wildlife Institute of India manual and other studies by the reputed institutes on the matter. The study shall be carried by the qualified professionals, scientists from any national institute having requisite experience to conduct such study."

3.4.2 Subsequently, the proposal was submitted to the Ministry for the want of Environmental clearance. The EAC had a detailed deliberation during its 247th meeting during 23rd –24th November, 2020 and recommended the proposal for grant of Environmental Clearance with specific conditions which also includes condition no. (iii) that "A revised biodiversity survey to be undertaken with the help of institute of repute or a team of experts of national repute and submitted to the Committee that is duly endorsed by Chief Wildlife Warden of the state" as mentioned in the MoM of 247th EAC meeting under Agenda item No. 3.1.

3.4.3 The PP *vide* e-mail dated 30th December 2020 requested the Ministry to amend the above mentioned Para (iii) of recommendation in 247th EAC MoM, since, the said condition was already removed from the ToR dated 19th July 2019 as amended on 22nd October, 2019.

3.4.4 It is further informed to the Committee that the EC letter has not yet been issued for the project for the want of declaration letter from the PP for forest clearance.

3.4.5 After detailed deliberation it has been decided by the EAC that since, the specific condition Para no. (iii) has already been removed from the ToR, the same shall be omitted from the 247th EAC MoM and EC conditions, as well.

Agenda No. 3.5

Establishment of Devakothikoppa Industrial Area at by M/s Karnataka Industrial Areas Development Board - Extension of validity of Terms of Reference (Proposal No IA/KA/NCP/201623/2021 and File No 21-55/2017-IA.III)

"The EAC noted that the Project Proponent has given undertaking that the data and information given in the application and enclosures are true to the best of his knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent."

3.5.1 The project proponent along with EIA consultant M/s Hubert Enviro Cares Systems Pvt Ltd has made a presentation through Video Conferencing before the EAC and requested for extension of validity of Terms of Reference for the period of one year as per MoEF&CC Notification dated 14th September, 2016. Terms of Reference for the aforementioned project

was granted vide letter No. 21-55/2017-IA-III dated 20th March, 2017, which is valid up to 19th March, 2021.

3.5.2 The PP *vide* on-line application dated 4th March 2021 alongwith a letter no. KIADB/EE/DVG/2020-21, dated 10th March 2021 has submitted that the EIA/EMP documents have been submitted to KSPCB for conducting the Public Hearing (PH) with required fees. However, due to pandemic situation, there is delay in getting date for PH.

3.5.3 In view of the above reason, the PP has requested to extend the validity period of ToR for one more year, so that they will upload the final EIA/EMP report for appraisal after conducting the PH.

3.5.4 It has been appraised to the Committee that as per Govt. notification, dated 18th January, 2021 *“the period from the 1st April, 2020 to the 31st March, 2021 shall not be considered for the purpose of calculation of the period of validity of Terms of Reference granted under the provisions of this notification in view of outbreak of Corona Virus (COVID-19) and subsequent lockdowns (total or partial) declared for its control, however, all activities undertaken during this period in respect of the said Terms of Reference shall be treated as valid.”*

3.5.5 The EAC, taking into account the submissions made by the project proponent and the Notification issued by the Ministry dated 18th January, 2021 stated that there is no need for the project proponent to extend the validity of ToR letter; in view of the Notification issued by the Ministry the ToR is valid upto 19th March, 2022. Project proponent will notify the Ministry in case of any changes in the proposed land area.

Agenda No. 3.6

Development of Integrated Manufacturing Cluster (IMC) under Amritsar Kolkata Industrial Corridor (AKIC) Project at Raghunathpur, Purulia, West Bengal by M/s West Bengal Industrial Development Corporation Ltd. - Terms of Reference (Proposal No. IA/WB/NCP/147335/2020 F. No. 21-32/2020-IA.III)

“The EAC noted that the Project Proponent has given undertaking that the data and information given in the application and enclosures are true to the best of his knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.6.1 The aforementioned proposal was earlier placed before the EAC during its 234th meeting on 27th April, 2020. After detailed deliberations by the EAC, the proposal was returned in its present form.

3.6.2 At this instance, the aforementioned proposal was further placed before the EAC during 258th meeting on 17th -18th March, 2021. The project proponent alongwith EIA Consultant M/s EQMS India Pvt. Ltd., Delhi has made a presentation through Video Conferencing and provided the following information to the committee:

3.6.3 The proposed project is for development of Amritsar Kolkata Industrial Corridor Project (AKIC) in the States of Northern and Eastern region of India. The State of West Bengal has identified a site in Raghunathpur area of Purulia district for development of “Integrated Manufacturing Cluster” as RIMC under AKIC region after assessing feasibility and potential of proposed location. Land is in possession of West Bengal Industrial Development Corporation (WBIDC) which is also the nodal agency to coordinate and supervise project development activities related to RIMC Project. The project site is well connected to the Highway, airways, rail and waterways.

3.6.4 The proposed project falls under 7(c), Category A. Total project cost is Rs. 114877 Lakh (1,148.77 crore).

3.6.5 The total land area of the project is 952.0755 ha. The identified land is an industrial land under possession of WBIDC. Presently, majority of this Industrial land is barren and under developed. A small portion of this industrial land is under cultivation. The topography/terrain of this site is slightly undulated and required cutting and filling for development towards flat topography. The proposed development of this Industrial land is in the form of an Industrial township with Industrial Manufacturing cluster.

3.6.6 The identified land is under possession of WBIDC. There is no habitation present within the project area. The local people do not dependent on the identified land. Since, no population is living in the allocated land; hence, no R&R issue is involved with this project.

3.6.7 List of industries to be housed with the proposed project site is as following:

Sl. No.	Industry Proposed	Schedule as per EIA Notification-2006	Category with threshold limit	Category as per CPCB
1	Non - toxic secondary metallurgical processing Industries, each of capacity > 5000 metric tons/ annum.	3 (a)	Category B (ii)	Red
2	Standalone cement clinker grinding units, each of capacity <1.0 million metric tons/ annum.	3 (b)	Category B	Red
3	Engineering & manufacturing	Not applicable	Not applicable	Orange
4	Auto component and automobile	Not applicable	Not applicable	Orange
5	Refractory & ceramics	Not applicable	Not applicable	Orange
6	Machinery & equipment	Not applicable	Not applicable	Orange/Green
7	Ancillary & MSME cluster	Not applicable	Not applicable	Orange
8	Fabricated metal products	Not applicable	Not applicable	Orange
9	Electronics and electrical equipment	Not applicable	Not applicable	Orange

3.6.8 Details of water bodies, impact on drainage: Uttala river is flowing along the north-western boundary of the RIMC-I. Besides that, few ponds are also available within the project area. Storm water management approach in RIMC is envisaged to utilize existing water bodies as Flood Retention ponds to store runoff and reduce peak discharge.

3.6.9 Total water requirement during the construction phase is 3.750 MLD, which will be sourced from the surface water through tankers. Total water requirement during the operation phase is 20 MLD, which will be sourced from the Panchet Dam. Water will be arranged by WBIDC from Panchet dam operated by Damodar Valley Corporation (DVC). Panchet dam is a perennial water storage reservoir to be used as a source of water for RIMC as Distance from RIMC to Panchet dam is approximately 9 km (from intake point). The WBIDCL already approached for confirmation on availability of water vide letter WBIDC/AKIC/2016-17/2413 dated 25/03/2019. No ground water abstraction shall be done for the proposed project.

3.6.10 No major tree vegetation is present on the identified land. However, some tree species like Mahua (*Madhuca longifolia*), Imlí (*Tamarindus indica*), Arjun (*Terminalia arjuna*), Jamun (*Syzygium cumini*), Bargad (*Ficus benghalensis*), Neem (*Azadirachta indica*), Palash (*Butea monosperma*), Chatim (*Alstonia scholaris*), Tal (*Borassus flabellifer*), Khajur (*Phoenix dactylifera*), Simul (*Bombax ceiba*), Koroi (*Albizia procera*), Karanj (*Millettia pinnata*), Gulmohar (*Delonix regia*), Kadam (*Neolamarckia cadamba*), Shisam (*Dalbergia sissoo*) etc. are present on the site. Eucalyptus (*Eucalyptus globulus*) plantation also exists in the project area. Details of tree inventory shall be done in later stage during the baseline Environment Study. Forest clearance is not applicable as no diversion of forest land is involved in the proposed project.

3.6.11 There is no Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves etc. within 10 km of the project site. The project area is also not located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC. The project area is not located within CRZ area.

3.6.12 About 29.3 MLD waste water/ effluent/ Sewage will be generated during the operation phase. Total sewage generated from the residential area is about 13.3 MLD. Gravity sewage collection network has been proposed to collect and convey domestic sewage to the proposed Sewage Treatment Plant (STP). The STP will be built in phases in modular and scalable approach. The sewage shall be treated to applicable standards and shall be utilized for non-potable uses, including horticulture, flushing and water bodies recharge etc.

3.6.13 Total wastewater generated in RIMC (Industrial area) is about 15.75 MLD. The treatment of this wastewater shall be done in centralized CETP which shall be built in phases in modular and scalable approach. The treatment of this wastewater shall be done in CETP of 7.5 MLD and remaining 8.8 MLD shall be treated by the individual industry operators. Individual industries shall pre-treat the effluent prior to discharge in effluent collection network. Gravity effluent collection network with intermediate pumping stations has been proposed for collection of pre-treated effluent. Pre-treated effluent shall be collected and treated up to desired level prior to recycling for non-potable requirements of industries for

process and non-process requirement i.e. flushing, horticulture etc. The proposed project will comply zero discharge plan.

3.6.14 Benefits of the Project: Macro policy level changes coupled with development and availability of ready to use Manufacturing Zones like Raghunathpur will be an impetus towards higher Gross State Domestic Product (GSDP) including higher job creation in the state. Financial benefits anticipated due to savings in taxes along with higher lease rates for developed Raghunathpur Industrial zone is expected to deliver an overall financial gain to the industrial units. Proposed Skill Development Framework suggests conducting skill mapping of region, organizing skill gap studies, assessment of employability, preparing delivery mechanism for enhancing the employability, quality assurance and certification. Total Working Population projected for RIMC is 71125. IMC at Raghunathpur Industrial Park aims to generate and transfer socio-economic benefit to local and regional population in terms of offering immense employment opportunities, skill development, and improvement in livelihood. Proposed Industry sectors are highly manpower intensive and have huge potential for indirect job creation in the region. According to National Manufacturing Policy 2011, every job created in the manufacturing sector creates two-three additional jobs in related activities resulting in up to approximately 1.7 Lakh indirect Job due to RIMC (considering multiplier factor of 2.5). A vocational Training (Skill development) Institute has also been proposed as part of RIP Master Plan.

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

3.6.16 The EAC, taking into account the submission made by the project proponent had a detailed deliberation during its 258th meeting on 17th -18th March, 2021 and **recommended the proposal for grant of Terms of Reference** with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. The proponent shall submit a detailed physical and fiscal targets and means of achieving as a part of the EMP in the EIA Report.
- ii. Both red and green category projects should be set aside in separate areas.
- iii. The planning of Industrial Estate should be based on the criteria mentioned in this Ministry's Technical EIA Guidance Manual for Industrial Estate (2009) as well as CPCB's Zoning Atlas Guidelines for siting industries.
- iv. No ground water shall be used in any case. Proponent is required to obtain permission from competent authority to use water from river or other surface water sources. Consent to Operate shall not be issued without obtaining permission competent authority for use of surface water.
- v. Provide detailed water balance statement a scheme to achieve ZLD by each industrial unit as well as for utilization of treated sewage.
- vi. Since, natural drainage pattern is seen in/around the proposed project site, it is important to have a detailed hydrogeological study on the catchment area of the drainage system within core zone of the project area
- vii. Detailed biodiversity study of the project area.
- viii. All tall and old and heritage native trees should be enumerated, GPS tagged and detailed in EIA EMP and plotting design should be such that all such trees are protected
- ix. The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M) dated 25th October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report

- x. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfill these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.
- xi. In pursuance of Ministry's OM No stated above the project proponent shall add one annexure in the EIA Report indicating all the commitments made by the PP to the public during public hearing and submit it to the Ministry and the EAC.
- xii. As proposed by PP themselves the cement clinker industry should be dropped from the list of industries in IMC.
- xiii. Extent of the green area and green belt should be increased. The width of green belt along the river bank/waterbodies shall be increase to at least 50 meters.

Agenda No. 3.7

Development of Zaheerabad National Investment and Manufacturing Zone (NIMZ) in Sangareddy District of Telangana by M/s Telangana State Industrial Infrastructure Corporation Limited - Environmental Clearance (Proposal No. IA/TG/NCP/71421/2017 and File No. 21-237/2017-IA.III)

“The EAC noted that the Project Proponent has given undertaking that the data and information given in the application and enclosures are true to the best of his knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.7.1 The project proponent along with EIA Consultant M/s L&T Infrastructure Engineering Limited, Hyderabad has made a presentation through Video Conferencing and provided the following information.

3.7.2 The proposed project is for Development of Zaheerabad National Investment and Manufacturing Zone (NIMZ) in Sangareddy District of Telangana State. Telangana State Industrial Infrastructure Corporation Limited (TSIIC) has proposed to establish NIMZ at Nyalkal and Jharasangam Mandal's near Zaheerabad in Sangareddy District of Telangana in an area of ~12,635 acres (Acres 12,635.14 guntas, 5,113 ha) and will house both Category A and Category B Industries listed in the EIA notification, in pursuit of NMP of Department of Industry and Policy Promotion (DIPP) of Government of India.

3.7.3 The project land falls in 17 revenue villages i.e., Ganeshpur, Husselli, Ganjoti, Mungi, Rukmapur, Hadnur, Namtabad, Mamidgi, Kalbemal, Basanthpur, Metalkunta, Gangwar, Rejinthal and Malkanpahad villages of Nyalkal Mandal and Chilepalle, Yelgoi and Bardipur villages of Jharasangam Mandal, Sangareddy District. The infrastructure development being proposed includes water supply, water distribution, internal roads, storm water drains, electrical distribution network, internal street lighting, wastewater and waste management facilities, technical and support buildings, housing along with allied facilities, logistic zone with its necessary utilities, amenities and services.

3.7.4 The proposed project falls under 7(C), Category A. Total project cost is Rs. 3,095 Crore. The Terms of Reference was accorded vide letter no. F.No.21-237/2017-IA.III dated 01st March, 2018.

3.7.5 The topography of the site is almost flat terrain with levels varying from 605 m to 660 m. Project site falls in seismic zone II (Least Active Zone). Nearest Road Connectivity is SH-14 and SH-16 -passes through site and NH-65 (Pune – Machilipatnam Road) - 10km south. Nearest Rail Connectivity is Metalkunta (1.4 km)- railway station and Zaheerabad (10 km) railway station. Nearest Seaport is JNPT (600 km) on west coast and Krishnapatnam Port (465 km) on east coast. Nearest Airport is Rajiv Gandhi International Airport (RGIA) at Shamshabad, Hyderabad. It is located to the southeast of the site at a distance of 125 km by road (105 km aerial distance) and Bidar Airport is located at 17 km by road from the NIMZ site and is currently under Indian Air Force Station.

3.7.6 The project site is mostly comprised of barren and vacant lands. Few pockets of farmlands are also located within the site Land Use Type in project site are Scrub Land (44.6%), Agriculture Crop Land (27.65%), Fallow (26.21%), Plantation (0.8%), Rocky Area (0.43%), Built-up (Rural (0.31%)), Waterbodies (Tanks/pond/lakes; 0.02%).

3.7.7 Following industries are proposed to be housed with the project site-

Proposed Sector	Anticipated Types of industries/activities	Category as per EIA notification, 2006	Category as per CPCB
Electrical equipment	Manufacture of electric motors, generators, transformers and electricity distribution and control apparatus (includes electric motors, generators and motor generator sets, switchgear and switchboard apparatus etc.)	Not Applicable	Orange
	Manufacture of batteries and accumulators (includes batteries, rechargeable batteries, etc.)		Red and Orange
	Manufacture of wiring and wiring devices (includes wires for live transmission, optical cables)		Orange
Metals	Manufacture of basic iron and steel (Ferro alloys, wire of steel by cold drawing, tube and tube fittings etc.)	Category A and B	Red and Orange
	Manufacture of basic precious and other non-ferrous metals (includes manufacture of copper from ore, lead etc.)		
	Casting of metals (includes manufacture of tubes, pipes and hollow profiles, casting of non-ferrous metals)		
Food and Agro Processing	Processing and preserving of meat (includes production, processing and preserving of meat and meat) products, aqua food related processing (fish and prawns etc.)	Not Applicable	Red
	Manufacture of dairy products (includes manufacturing of milk, milk powder, ice cream etc.)		Red
	Manufacture of grain mill products, starches and starch products (includes flour milling, rice		Orange and Green

	milling, milling of other grains)		
	Manufacture of other food products (includes manufacture of bakery products, noodles, Processing of edible nuts etc.)		Orange
	Manufacture of prepared animal feeds (manufacture of cattle feed, poultry feed, feed for pets etc.)		Orange
Non-metallic minerals (except Glass)	Manufacture of non-metallic mineral products etc. (Includes manufacture of refractory products, clay building materials-bricks, tiles, ceramic products, AAC blocks, kerb stones, etc.)	Not Applicable	Orange and Green
Automobile	Manufacture of motor vehicles (such as manufacturing of Tractors, Buses etc.)	Not Applicable	Red
	Manufacture of parts and accessories for motor vehicles (includes parts such as brakes, gearboxes, axles, seats, tyres, rubber products etc.)		Orange and Green
Machinery	Manufacture of general-purpose machinery (includes manufacture of hydraulic and pneumatic components, pumps, compressors, taps, valves, lifts, etc.), construction machinery, power machinery.	Not Applicable	Red, Orange and White
	Manufacture of special-purpose machinery (includes manufacture of agriculture implants, machine tools for drilling, milling, industrial machinery etc.)		
Transport equipment	Manufacture of Railway locomotives and rolling stock	Category A and B	Red
	Manufacture of Military fighting vehicles		

3.7.8 The nearest water bodies from the proposed development is Madhura Nadi at 0.2 km, S and Narinja Reservoir at 1.5 km, S. The existing streams/drains within the project site will be retained as per the ToR requirement from MoEF&CC. The drains passing through the area shall be routed as per the proposed drain routing plan. Due care will be taken during construction to avoid spillage of construction materials. An adequate drainage system will be provided at the site with separate collection streams to segregate the storm run-off from roads, open areas, material storage areas, vehicle wash water and other wastewater streams. Drainage system will be provided at construction yard. Measures will be taken to prevent silting of natural drainage due to runoff from construction areas. Proper drainage by providing surface drainage system from the development parcels and connecting to storm water network. Natural drainage wherever retained will be strengthened to receive the newly channelled drainage to withstand the increased flow rates. Storm water drainage network is to be designed wherever diversion of the drains is proposed. At all drains located near the discharge points into natural drains a desilting and filter chambers shall be provided at suitable intervals which shall be preferably located right below the manhole covers provided on top of the drain to enable periodic cleaning and de-silting of these wells.

3.7.9 Total water (one time) requirement for the proposed development is estimated as 119.34 MLD and 2.5 ML of fire water demand. After treatment of sewage in proposed STP of 43.64 MLD and effluent in CETPs of 27.3 MLD capacity, it is proposed to reuse the treated wastewater into the system which will be in the order of 61.64 MLD. Thus, the net water demand for the proposed NIMZ is 57.71 MLD and 2.5 ML of fire water demand. The

fresh water will be sourced from the Singur reservoir located at about 25 km from the project site. Water allocation consent letter has been obtained from Irrigation and CAD Department. The proposed development will not draw groundwater.

3.7.10 The public hearing was conducted on 20th January, 2021, by TSPCB. The meeting was conducted by the panel consisting of Collector, Joint Collector, Sangareddy District, and Environmental Engineer, Regional office Sangareddy, Telangana State Pollution Control Board. The budgetary estimate (Capital Cost) for Environmental Management is Rs. 300 Crores and the annual recurring cost is Rs. 29.7 Crores.

3.7.11 There is no Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves etc. within 10 km of the project site. The project area is also not located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC. The project area is not located within CRZ area. No forest diversion is involved in the proposed project.

3.7.12 About 27.299 MLD Wastewater and 43.64 MLD Sewage will be generated. Member industry shall carry out primary treatment and shall discharge to CETP after meeting the inlet characteristics of CETP. Multiple CETPs will be developed and overall capacity of CETP will be in the order of 27.3 MLD. Sewage generated at site and at construction workers camp will be collected in holding tank and periodically transferred to temporary Sewage Treatment Plant (STP). In case of non-availability of nearby STP, mobile STP and septic tank with soak pits will be also be explored. No wastewater shall be disposed directly on land or on existing surface water resources without appropriate treatment. An STP of ~ 44 MLD capacities to handle sewage waste from overall site development is proposed and the treated wastewater is stored in an underground retention tank for 24hrs before conveyance for non-potable usage. The treated wastewater from CETP & STP shall be reused to reduce the usage of freshwater resources.

3.7.13 Municipal Solid waste of 154.37 TPD at 100% occupancy is estimated to be generated. Out of this, biodegradable waste constitutes to 123.5 TPD and the non-biodegradable waste constitutes to 30.87 TPD. Integrated solid waste management facility is proposed for handling of MSW generated. Industrial solid waste is estimated as 423 TPD which includes 85 TPD of hazardous waste and 338 TPD of non-hazardous waste. It has been estimated that about 13.2 tonnes of sludge will be generated daily (@300kg/ MLD) from the proposed STPs and about 8.2 tonnes/ day of sludge from the CETPs. Hazardous waste will be sent to nearest Hazardous waste management facility is located at Dundigal (78km from project site) near Hyderabad ORR. Non-hazardous waste will be given to TSPCB approved recyclers/vendors for further treatment and disposal.

3.7.14 The overall power requirement for the proposed NIMZ is 678.63 mVA. The nearest 220 kV supply tapping point is Sadhashivpet 220/132 kV substation, which will be utilised initially. Solar Power Harnessing would be adopted within NIMZ built up areas particularly at available roof tops. Estimated Installation Capacity and Cost for Solar Power Harness 26.55 MW.

3.7.15 Rainwater Harvesting shall be implemented at NIMZ to conserve rainwater. Roof top area, greenbelt/green area, road/paved area, and open areas proposed in the NIMZ are considered for estimating the rainwater which can be harvested. Estimated Volume of run-off that can be harvested is 1930631.34 m³.

3.7.16 Approximately 2300 tree are envisaged to be cut. The total Green area planned in the layout is 1974.4 acres (15.6%) under layout periphery green belt, traffic rotaries, green buffer areas and open green spaces. In addition, each industrial plot will maintain 33% area of its area under Green areas around their industrial plot as per TSPCB guidelines. Approximately, 8,87,000 no. of trees are proposed to be planted in entire NIMZ at park level. The survival of the plantation shall be monitored frequently and survival rate of the plantation during operational phase shall not be less than 80%. A capital cost of INR 135 million (13.5 Crores) shall be earmarked for this purpose and INR of 6.75 million (0.675 Crores) shall be allocated for recurring expenses towards green belt development and maintenance. In addition to this, all other industrial units shall develop green areas within their premises as per the prevailing TSPCB provisions.

3.7.17 Benefits of the project: The development of the NIMZ is being envisaged by TSIIC taking into consideration the overall development of Industries in the state. The Nation, State and the region will have impetuous benefits from such development, such as Skill development and Training to the local population, technology transfer, shifting of manpower resources from low productivity to high productive activities, better quality of educational and medical facilities to the local people, improved local infrastructure, improved socio-economic conditions, employment opportunities, etc. NIMZ is envisaged to generate direct and indirect employment of 2,66,000 peoples. During operational phase, the NIMZ and associated facilities is likely to generate direct employment of 1,33,233 people. This project may generate indirect employment of around 1,33,233 people.

3.7.18 Details of Court cases: No Court case is pending against the proposed project. Land related cases are being dealt separately

3.7.19 The EAC, taking into account the submission made by the project proponent had a detailed deliberation during its 258th meeting on 17th -18th March, 2021 and **deferred** the proposal for want of following documents/ information:

- i. The planning of Industrial Estate should be based on the criteria mentioned in the Ministry's Technical EIA Guidance Manual for Industrial Estate (2009) as well as CPCB's Zoning Atlas Guidelines for positioning of industries. Phase wise industrial planning be submitted.
- ii. Automobile industry will be engaging in painting activity, which comes under **Red category**, hence industries can be clearly demarcated.
- iii. Several representations were received by the Ministry on the issues related to land acquisition and compensation paid to the land owners. The EAC suggested Ministry to forward representations to the PP so that a detailed response in a tabular form be submitted on the issues raised by the stakeholders.
- iv. The Proponent should submit a detailed report about direct and indirect type of employment opportunities during construction and operation phase.
- v. An elaborate report presiding land acquired, compensatory details and the period for settlement has to be sorted according to the State Government Policy.
- vi. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfill these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report.

- vii. Detailed Risk Assessment and Management of the project shall be prepared and submitted.
- viii. Hamlets proposed in the industrial area would lead to a negative impact hence settlements have to be planned in a safe zone and a modified plan be submitted.
- ix. The proponent should develop a Greenery and Conservation management plan to sustain existing greenery.
- x. All tall and old and heritage native trees should be enumerated, GPS tagged and detailed in EIA EMP and plotting design should be such that all such trees are protected

Agenda No. 3.8

Integrated development of International Container Transshipment Terminal (ICTT)-14.2 Million TEU along with Greenfield International Airport (4000 Peak Hour Passengers-PHP), Township & Area development and 450 MVA Gas and Solar based power plant in 16610 ha. Great Nicobar Islands, Nicobar District by M/s Andaman and Nicobar Islands Integrated Development Corporation Ltd. - Terms of Reference (Proposal No. IA/AN/NCP/201159/2021 and File No 10/17/2021-IA.III)

“The EAC noted that the Project Proponent has given undertaking that the data and information given in the application and enclosures are true to the best of his knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

[Note: *The required documents of the proposed project were not submitted by the proponent on time for its appraisal by the committee.*]

3.8.1 The project proponent along with EIA Consultant M/s AECOM India Private Ltd. Gurgaon made a presentation through Video Conferencing and provided the following information:

3.8.2 Andaman and Nicobar Islands Integrated Development Corporation Limited (ANIIDCO) propose Holistic Development of Great Nicobar Island in Andaman and Nicobar Islands. Integrated development of International Container Transshipment Terminal (ICTT) - 14.2 Million TEU along with Greenfield International Airport (4000 Peak Hour Passengers-PHP), Township & Area development and 450 MVA Gas, Diesel and Solar based power plant in Eastern and Southern parts of Great Nicobar Islands.

3.8.3 As a part of Holistic Development of Great Nicobar Islands, Deep Berth Port (with ancillary areas for International Trans-shipment terminal) as primary component is planned along with International airport (with ancillary area), power generation and distribution network and township are planned which are interlinked projects to ICTT.

3.8.4 The total area required for the proposed project is 16610 ha (Port (ICTT) - 766 ha + Airport - 845 ha + Township & Area Development- 14960 ha + Power Plant – 39 ha). This area excludes the reclamation areas for port and airport which are 227 ha and 194 ha of

reclamation area, respectively. The proposed Project site is in not connected through any road. Currently, the access is through sea and air route only. Approach roads shall be developed within the Islands.

3.8.5 The proposed project fall under 7 (e) Ports, harbours; 7 (a) Airport Project; 1 (d) Power Plant; and 8 (b) Township & Area Development project, Category A, Scheduled to the EIA Notification, 2006. The ICTT can be developed at a cost of Rs. 35,95,900 lakhs. The international airport can be developed over a 5-year period, including one year for procurement. The cost of the Airport is estimated at Rs. 10,35,900 lakhs. will requires development of simultaneous primary and secondary urban infrastructure networks such as roads, public transport, energy and electrical power, as well as water, wastewater, and storm water facilities and services, which will form the skeleton of the proposed township master plan. Therefore the PP has submitted the proposal to the EAC (Infra-1) in order to facilitate a comprehensive appraisal.

3.8.6 Land use has been worked out to get the most out of the planned Transshipment terminal. As per the estimated traffic of 14.2 Million TEU's during Final Phase, the total reclaimed land (227 Ha) has been redistributed between berths (13%), container storage (70%), building & utilities (1%), road & pavements (9%) & Green areas (6%). Green zone has been assigned keeping in view of the diverse flora & fauna of the Nicobar region.

3.8.7 There will be change in Terrain/topography due to the proposed project development, which will be covered with the integrated project and road network in the site. There will be optimum use of the undulating topography in landscaping and site planning for enhancing the image ability of the place.

3.8.8 Water bodies & impact on drainage: Adjacent to Andaman Sea some water bodies exist such as Matait Anla Near Gandhi Nagar, South Bay (Galathea), Mata Taruwa Bay, Pemayya Bay near Pulobaha, Nanjappa Bay near Pulo Bekka, Galathea River or Dak Kea, Dak Aleh, Dak Ubho, Dak Tolai Near Pulabaha, Dak Air, and Dak Thena. Impact on drainage is being studied.

3.8.9 Total Water Demand during Operational Phase shall be 160 MLD. 90 MLD shall be Potable/Fresh Water Demand. Source of Fresh/Potable Water will be River Water/ Sea Water. NOC shall be worked in during EIA study. No water ground water extraction/usage proposed.

3.8.10. Tree cutting: No details are available

3.8.11 Diversion of about 13,075 ha of forest land is involved in the proposed project.

3.8.12 Within 10 km of the proposed project sites includes some protected areas such as Galathea National Park (107.103 sq. km), Campbell Bay National Park (391.751 sq. km) and Biosphere reserve (732.798 sq. km). The proposed integrated developments are planned away from ESA/ESZ of these protected areas. The proposed project sites fall under CRZ area. The CRZ studies and mapping is being carried out by National Centre for Sustainable Coastal Management, MoEF&CC, Chennai

3.8.13 STP/CETP: The combined STP capacity shall be 110 MLD and design is being carried out. The Treated Wastewater/Sewage shall be used for non-potable purpose such as flushing, irrigation, washing etc

3.8.14 Owing to the naturally available water depths, relatively lower quantity of dredging is required. Backup area will be mainly created by way of reclamation. Part of material for reclamation shall be obtained from the dredged material and the balance requirement shall be met through the borrowed fill, either through back up land grading site or brought from distant locations through the barges/ships. Unsuitable dredged material shall be disposed at an identified offshore location in about 40 m contour. The location shall be duly selected after mathematical model studies of dredged plume dispersion.

3.8.15 Terminal yards for storage of cargo/containers and during construction temporary facilities will be provided to store construction materials. Open Storage Yard will be provided for container stacking, temporary storage for construction materials. Storage of HSD from DG sets and other equipment / Machinery.

3.8.16 Emissions from ships, vehicles during transportation and operational phase shall be controlled basis MARPOL convention protocol. Adequate pollution control measures will be taken during storage and handling of material. There shall be regular inspection, barriers at the perimeter of storage materials, proper maintenance of vehicles etc. The details of the emissions and control measures will be provided in EIA report.

3.8.17 Fugitive emissions are envisaged from material handling and transportation areas during the construction stage. These will be controlled by good housekeeping, sprinkling water in the dust prone areas, providing paved roads and proper fencing.

3.8.18 Spills are unlikely to occur during normal operations, as the primary in ICTT would be containers which would be handled using specialised equipment. In the event of accidental spills of cargo during transfer from / to the ships, Soil and groundwater remediation activity will be undertaken as per the requirement. Emission control norms and spill contingency shall be adhered to in all the cases.

3.8.19 The coastal stretches on the western coast are used both by Shompens and Nicobarese for fishing purposes. In terms of fisheries, the site has huge potential for oceanic tuna, which is virtually unexploited, and offers ample scope for deep sea fishing.

3.8.20 The area is inhabited by settlers from the mainland and aboriginal tribes Shompen and Nicobarese. No project activities are envisaged in the areas where the aboriginal tribes reside and therefore no impacts on the social and economic conditions are expected. However, due to the proposed development the likely change in the livelihood patterns, socio economic conditions, social behaviours, disease patterns, dependency on natural resource etc., for the settler community will be improved. The proposed development will generate significant number of jobs over the next two decades and catalyse the socio-economic growth of the local population in addition to improving connectivity and developing eco-tourism of the region.

3.8.21 Land acquisition and R&R issues are involved in 2 out of 7 revenue villages.

3.8.22 Benefits of the project: The proposed ICTT will allow India to participate in the regional and global maritime economy by becoming a major player in cargo transshipment. The proposed airport will support both the maritime sector and the tourism sector, which will attract international and national tourists to Great Nicobar to experience the outstanding natural environment and participate in sustainable tourism activities. A Mixed-use urban development in the vicinity of these major infrastructure works will also be necessary to support quality of life for the residents that will generate and enable growth in the various economic sectors over time. This will require the development of simultaneous primary and secondary urban infrastructure networks such as roads, public transport, energy and electrical power, as well as water, wastewater, and storm water facilities and services, which will form the skeleton of the proposed township master plan. It is estimated that after the project is fully implemented, it has the potential to generate around 2.6 Lakh jobs opportunity.

3.8.23 Details of Court cases: No Court case is pending against the proposed project. Land related cases are being dealt separately.

3.8.24 The EAC at the outset noted that this project encompasses development of simultaneous primary and secondary urban infrastructure networks such as roads, public transport, energy and electrical power, as well as water, wastewater, and storm water facilities and services, which will form the skeleton of the proposed township master plan. Therefore the PP has submitted the proposal to the EAC (Infra-1) in order to facilitate a comprehensive appraisal. The EAC taking into account the submissions made by the project proponent had a detailed deliberation during its 258th meeting on 17th -18th March, 2021 and **deferred** the proposal due to non-submission of the proper documents and for the want of following documents/ information:

- i. Details of Township & Area Development project for which 14960 ha of land will be require out of 16610 ha, however, no details have been provided. Details regarding component of Township & Area Development project along with proposed land use, site grading shall be submitted. A note on feasibility of habitation in light of hazards such as seismic, Tsunami etc to be included.
- ii. Detailed requirement of the freshwater along with the source of water for various component of the project detailing water budget shall be calculated and submitted.
- iii. The site proposed for Port be re-analysed in terms of impact on Leatherback Turtle and other geo-seismological view. Alternate site should also be explored as a precautionary principal.
- iv. Geographical Meteorological study report be obtained from Indian Meteorological Department and National Centre for Seismology and submit assessment with regard to the proposed activities.
- v. Conformity of proposed integrated development in relation to latest CZMP at 1: 4000 scale and Island Development plan for Great Nicobar should be provided.
- vi. Area statement indicating total area of great Nicobar, components of proposed activities, ecologically sensitives areas and non-development areas, forest area etc., to be provided.

Agenda 3.11

Any other item with the permission of Chair.

No other items were discussed by the Committee

Annexure-A

Following members were present during the 258th EAC (Infra-1) meeting held on 17th – 18th March, 2021:

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

Minutes of the 278th meeting of Expert Appraisal Committee held on 27th - 28th October, 2021 through Video Conferencing for the projects related to Infrastructure Development, all Ship breaking yards including ship breaking units 7(b); Industrial Estate/Parks/Complexes/Areas, Export Processing Zones, Special Economic Zones, Biotech Parks, Leather Complexes 7(c); Ports, harbors, breakwaters, dredging 7(e) and National Highways 7(f)

The 278th Meeting of Expert Appraisal Committee (EAC) of Infra-1 (IA-III) was held through Video Conferencing at the Ministry of Environment, Forest & Climate Change (MoEF&CC), Indira Paryavaran Bhavan, New Delhi during 27th - 28th October, 2021 under the Chairmanship of Dr. Deepak Arun Apte. A list of participants is annexed as **Annexure-A**.

1. OPENING REMARKS OF THE CHAIRMAN

At the outset, Dr. Deepak Arun Apte, Chairman, EAC welcomed the Members of the EAC and requested Shri Amardeep Raju, the Member Secretary of the EAC to initiate the proceedings of the meeting with a brief account of the activities undertaken by the Ministry under Infra-1 Division.

2. CONFIRMATION OF THE MINUTES OF THE LAST MEETING

The Committee confirmed the Minutes of 275th EAC meeting held on 29th September, 2021.

3. AGENDA WISE CONSIDERATION OF PROPOSALS:

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

Agenda No.3.1

Development of Greenfield Non-Major Port at Ramayapatnam in Prakasam District of Andhra Pradesh State by M/s Government of Andhra Pradesh – Environmental and CRZ Clearance.

[Proposal No. IA/AP/NCP/228803/2020; File No. 10-8/2020-IA.III]

“The EAC noted that the Project Proponent and the consultant have given undertaking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in /EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.1.1. The project proponent along with the EIA Consultant M/s Indomer Coastal Hydraulics (P) LTD, Chennai made a presentation through Video Conferencing and provided the following information: -

3.1.2. The proposed project is for the development of Greenfield Non-Major Port at Ramayapatnam in Prakasam District of Andhra Pradesh. It will be an all-weather port with

state of art terminal facilities to meet the present and future needs of trade. The port has been planned in two phases viz. Phase I handling 24.91 MTPA and Phase II handling additional cargo of 113.63 MTPA. On completion of Phase II, it will handle the total cargo of 138.54 MTPA.

3.1.3. TOR was granted on 19th February 2020 during the 48th EAC meeting held on 28th to 29th January, 2020. Amended TOR was granted on 19th February 2021 by the 253rd EAC meeting held on 18th to 19th January 2021.

3.1.4. The location of proposed Ramayapatnam port spreads centering around Latitude: 15°01'09" N and Longitude 80°03'09" E. Total land (ha): 1390.95 comprising of 324.85 ha in Phase I and another 1066.10 ha in Phase II.

3.1.5. The proposed project falls under 7 (e) Ports, Harbour, Cat –A (≥ 5 million TPA of cargo handling capacity, excluding fishing harbours) as per EIA notification 2006, and its subsequent amendments. Total Project Cost: ₹ 10640.00 Cr comprising of 3736.00 Cr for Phase I and 6904.00 Cr for Phase II.

3.1.6. Land use /Land cover of project site

Sl. No.	LU/LC	Area (in ha)	%	Remarks
1	Aquaculture	170.42	12.25	-
2	Bay of Bengal	123.10	8.85	-
3	Crop Land	721.23	51.85	-
4	Plantation	125.13	9.00	-
5	Rural Built-Up	56.64	4.07	-
6	Sandy Area	102.36	7.36	-
7	Scrubland	71.32	5.13	-
8	Tank/Pond/Lake	20.75	1.49	-
Total		1390.95	100.00	-

3.1.7. Landuse/Landcover around 10 km radius of project site (1 km in case of Highway projects)

Sl. No.	LU/LC	Area (in ha)	%	Remarks
1	Rural Built-Up	524.42	1.67	-
2	Crop Land	6815.77	21.70	-
3	Plantation	1543.93	4.91	-
4	Forest	4182.49	13.31	-
5	Scrubland	630.48	2.01	-
6	Barren land	24.67	0.08	-
7	Gullied Land	126.94	0.40	-
8	Sandy Area	349.58	1.11	-
9	River/Creek/Canal	152.05	0.48	-
10	Tank/Pond/Lake	1595.67	5.08	-
11	Aquaculture	335.02	1.07	-
12	Bay of Bengal	15134.89	48.18	-
Total		31415.92	100.00	-

3.1.8. Detailed topographic survey was carried out in the project site. Most of the

construction activities are proposed over the barren land. Shorefront facilities needed for the port will also be constructed. The R&R plan for the proposed project is approved and undertaken by Government of Andhra Pradesh. Greenbelt is proposed in such a way that the existing trees are covered and thus protected.

3.1.9. Water Bodies & impact on Drainage: Seasonal water bodies like Ravuru and Chevuru ponds are located close to the project site. The only water body falling in the project site is Buckingham Canal. Detailed management plan has been provided in the EIA report to protect the Buckingham Canal. No obstruction on the Buckingham Canal is envisaged due to the proposed port.

3.1.10. Water supply to the proposed Ramayapatnam port has to be provided by Government of Andhra Pradesh. The source for water supply is met from Rallapadu reservoir. No Ground water will be extracted during both construction and operative phase. The estimated water requirement for Ramayapatnam port during operation period is computed and provided in table below.

Sl. No.	Description	Unit	Phase I	Phase II
1	Port personnel and port			
	Requirement	lpd/person	148	148
	No. of persons	Nos.	1,056	3,651
	Water Requirement per Day	litres	1,56,288	5,40,348
2	Fire water			
	Fire Water Storage Tank Proposed	m ³	275	1,105
	Fire water Requirement Per Day considering utilization every 6 months	litres	1,833	7,366
3	Ship supply			
	Average Requirement	litres per ship	40,000	50,000
	No. of Ships per annum	Nos.	484	1,513
	Water Requirement per annum (assume only 25% of ships take water)	litres	48,40,000	1,89,12,500
	Water Requirement per Day (assuming 350 days)	litres	13,829	54,036
4	Land scaping			
	Requirement	litre/m ² /day	2.5	2.5
	Area for Landscaping	m ²	40,000	2,62,500
	Water Requirement per Day	litres	1,00,000	6,56,250
5	Dust suppression			
	Coal Throughput	MTPA	10	34
	Water Requirement for Dust Sup. (@1%)	m ³ /annum	1,00,000	3,40,000
	Water Requirement per Day (assuming 350 days)	litres	2,85,714	9,71,429
	Water requirement incremental	litres	5,57,664	22,29,428
	Total water requirement	MLD	0.56	2.25

3.1.11. In principle, the A.P. Government has agreed to provide present required capacity of water from Rallapadu Reservoir. The Rallapadu reservoir is located at Kandukur constituency, in Linguara Mandal, Rallapadu. With an area of 2202 km², 31.30 million m³ of

storage capacity is under construction. The new spillway has been built with 5 gates in the 12.19×7.62 m evolution with 12 gates in the evolution of 12.19×4.57 m. Drinking water and irrigation is done by Kondapur in Nellore district, as a felicitation centre for Goodlaru and Gender Sea zones in Prakasam district. The water is suitable for agriculture and drinking. The Rallapadu reservoir is about 36 km from the proposed port location. From the Somasila Project, through GKN Canal, water will be released to Rallapadu Reservoir. From Rallapadu reservoir, a dedicated pipeline will be provided up to the Port premises. In the proposed port premises, a water storage reservoir of 168000 KL capacity is proposed to meet one year Phase I water demand of the Port. Similarly, it is also proposed to construct 6,75,000 KL additional storage reservoir to meet the water demand for Phase II.

3.1.12. The public hearing was conducted on 26.06.2021 at Cyclone Shelter Building, Salipet Panchayat, Ravur Revenue Village, Gudluru Mandal, Prakasam District, Andhra Pradesh. A count of 164 people attended the public hearing meeting.

3.1.13. Diversion of forest: The proposed rail and roadway corridor passes through small part of Reserve Forest land. Forest clearance is taken up separately.

<i>Reserve Forest</i>	<i>Forest area (acres)</i>
Ravuru	33.73
Chevuru	11.37
Total	45.10

3.1.14. Waste Management:

Type of waste	Quantity	Applicable Rule	Management method at site	Mode of disposal to be followed
Domestic and operational waste	65 kg/day	Solid Waste Management Rules, 2016	Source segregation of waste and storage at site using waste bins	Disposed to SWPC at S.No. 37 of Salipeta Gram Panchayat. NoC from Panchayat is obtained.
Hazardous waste	Negligible	Hazardous Waste Management Rules, 2016	Shall be stored in HDPE drums in isolated place	Through authorized vendors
Discarded containers/ barrels	1000 nos./Annum	Hazardous Waste Management Rules, 2016	Shall be kept at isolated place under covered shed	Through authorized vendors

3.1.15. CETP details-

Sl. No.	Equipment	No. of equipment	
		Phase I	Phase II
1	Crawler cranes	1	3
2	Dumpers	30	50
3	Front End loaders	6	10

Total no. of equipment	37	63
Effluent Generated from washing and cleaning of equipment @ 250 lpd/equipment (KLD)	9.25	15.75
Capacity of ETP provided	10	20

3.1.16. STP Details- The treated water in STP will be used for non-potable purposes such as flushing, washing, greenbelt development/plantation.

Sl. No.	Berth Type	Manpower	
		Phase I	Phase II
1	Bulk Terminal	60	180
2	Multipurpose Terminal	246	492
3	Containers	0	545
4	Common infrastructure	46	46
Total Manpower for Manning the Terminal		352	1263
Sewage Generated @ 120 lpd/person (KLD)		42.24	151.56
Capacity of STP provided (KLD)		35	105.0
Capacity of Septic Tank & soak Pit (KLD)		7.24	46.56

3.1.17. Tree Cutting and Green belt development- No tree cutting is involved for the proposed project. Total Area of Green Belt (in ha): 480.83 i.e., 107.24 ha. in Phase I and 373.59 ha. in Phase II, Percentage of Total Project Area: 34.57, No. of Plants to be Planted: 2500/ha.

3.1.18. There is no National Parks, Sanctuaries and Tiger Reserves, Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC within 10 km of proposed project site.

3.1.19. 150 nos. of solar panel with 0.5 KWH per day and 20 nos. of small wind energy plant has been proposed.

3.1.20. Rain water Harvesting- No of storage- 401, capacity- 1500 m³, no of recharge pits- 400, capacity-4.5 m³

3.1.21. Coastal Regulation Zone: Based on CRZ Notification 2011, the following facilities fall under CRZ areas

CRZ	Facilities Proposed
CRZ I A	No facilities
CRZ I B	Groynes, Greenbelt, Open Storage Yard and Container Yard
CRZ III A	Internal Roads, Covered Storage Sheds, Greenbelt, Truck Parking and Water Storage Reservoir for Phase-I
CRZ III B	Internal Roads, Covered Storage Sheds, Greenbelt, Truck Parking and Water Storage Reservoir for Phase-I
CRZ IV A	Berths, Groynes, Breakwaters, Substations, Open Storage Yard and Container Yard
CRZ IV B	Culvert/Bridge and Railway Bridge

3.1.22. The quantity of cargo to be handled is 138.54 MTPA through 19 berths. A conveyor system covered with steel sheeting and water sprinkling system is used as dust controlling

measure. The oil spill contingent management plan is given detailed in Section 7.4 of EIA Report and the dredging and disposal of dredged details is as follows.

Phase	Total Volume	
	Capital dredging (x 10 ⁶ m ³)	Maintenance dredging (x 10 ⁶ m ³ /year)
Phase I	16	1.77
Phase II	32	3.30

3.1.23. The dredged material will be used for reclamation of port area during the construction of port. The quantity of dredged materials used for reclamation is given in the table below.

Phase	Volume (x 10 ⁶ m ³)	Total volume (x 10 ⁶ m ³)
Phase I	5.5	11.5
Phase II	6	

Part of the remaining dredged materials, if found suitable will be used for raising the backup areas. Rest and unsuitable dredged materials will be disposed offshore at the designated location as identified by APMB.

3.1.24. Zero Liquid Discharge will be followed. The treated water from STP and ETP will be used for non-potable purposes such as flushing, washing, greenbelt development/plantation.

3.1.25. Land acquisition and R&R issues: As per the socio-economic survey conducted, there are 563 houses in the four habitations. But only 483 houses with 675 Project Displaced Families (PDFs) need to be shifted. About 60 acres of land required for construction of houses and other Infrastructure to these people. The abstract of R&R plan is given below

Sl. No.	Description	Cost in lakhs (Rs)
1	Cost of Land Acquisition for R&R colony	1220
2	R&R Cash benefits to the PDFs	6307
3	Provision for infrastructure facilities in Layout –I	2604
4	Provision for infrastructure facilities in Layout-II	1633
Total		11764

R&R plan has been prepared as per G.O.Ms.No.68, Irrig. & CAD Dept. dt. 08.04.2005 and third schedule of RCTLARR Act 2013, No. 30 of 2013 and submitted vide letter no Rc.LA.RMP/21/2021 dt. 16.09.2021.

3.1.26. Employment Potential- Total employment to be generated out of the project is 25000. Moreover 75% of semiskilled and unskilled jobs will be provided to the local/affected people.

3.1.27. Project Benefits: Based on project particulars and the existing environmental conditions, potential positive impacts likely to result from the proposed port development, such as Better Sea transport facilities, Revenue Generation and Employment Opportunities,

Improvement in Physical Infrastructure like project infrastructure and ancillary industries, Improvement in social infrastructure like roads, railways, townships, housing, water supply, electrical power, drainage, educational institutions, hospitals, improved environmental conditions etc.

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

3.1.29. *During deliberation, EAC observed that several key areas are under-represented in the EIA or completely lacking and noted the following:*

- i. According to EIA report on pg no 69, Turtle Nesting site includes Turtles Hatchery was observed in the project site during the Field survey, however there are no details of sea turtle nesting sites*
- ii. Beach Nourishment as proposed will certainly change the sand profile and will affect the Sea Turtle Nesting sites. However, EIA is lacking in detailing beach nourishment plan that is suitable to sea turtle nesting areas.*
- iii. EAC noted the capital cost of EMP is 31.90 Crore.*
- iv. EAC noted that the Green Belt development plans include exotic species and not the native species and thus require revision.*
- v. Marine Biodiversity data is not up to the mark and lacking various key components as listed in 3.1.30 i, ii and iii. It doesn't not provide any information on the impacts of port development and operations on marine species particularly sea turtles, whale sharks and marine mammals such as ship traffic, underwater noise, oil pollution, shore erosion/accretion, ballast etc.*

3.1.30. The EAC, taking into account the revised submission made by the project proponent had a detailed deliberation in its 278th meeting during 27th - 28th October, 2021 and **deferred** the proposal for want of following documents/ information:

- i. PP has to submit the data of Sea turtle movement and nesting sites with the help of Andhra Pradesh forest department and Wildlife institute of India. The data should be not only for the sea turtle nesting sites but also its movement in near shore areas including impact of proposed ship traffic on sea turtle movement.
- ii. Similarly, occurrence, movement and known locations of Whale Sharks and marine mammals should be marked on the map. The impact on these species due to ship traffic, underwater noise needs to be evaluated along with mitigation plans.
- iii. Greenbelt Development Plan needs to be developed in coordination with Forest Department of Andhra Pradesh. The plan must include only native species. Plan should also detail out sand dune protection and restoration measures.
- iv. PP has to submit the details and proper plan of use of renewable energy and energy conservation plan for port operations.
- v. PP has to revise the capital cost of EMP and submit the revised cost of EMP based on above observations.
- vi. PP should elaborate the details of the shoreline protection measures and

superimposed those details on the map. The impact of shoreline protection measures shall also be analyzed and submitted.

- vii. It was also decided that EAC sub-committee will make a site visit and evaluate cumulative impacts of several non-major ports proposed in the State along the coastal area including the proposed port at Ramayapatnam.

Agenda No. 3.2

Development of Zaheerabad National Investment and Manufacturing Zone (NIMZ) in Sangareddy District of Telangana by M/s Telangana State Industrial Infrastructure Corporation Limited – Further consideration for Environmental and CRZ Clearance.

[Proposal No. IA/TG/NCP/71421/2017; File No. 21-237/2017-IA.III]

“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in PFR/DPR/Form-1/Annexure-III. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.

3.2.1. The abovementioned proposal was considered in the earlier 258th meeting of Expert Appraisal Committee held on 17th -18th March, 2021. The proposal was deferred for the want of some requisite information/documents.

3.2.2. At this instance, the aforementioned proposal was further placed before the EAC in its 278th meeting during 27th - 28th October, 2021. The project proponent along with EIA Consultant M/s L&T Infrastructure Engineering Limited; Hyderabad has made a presentation through Video Conferencing and provided the information with respect to the queries raised in the earlier meeting however, during deliberation, EAC observed the following:

- i. EAC noted that the planning of socio-economic profile generated by the project activity including employment is very poorly presented in the EIA report and during the submission of reply to ADS.*
- ii. Planning of R&R issues involved and Land Acquisition details are also not presented in a holistic manner.*
- iii. Most of the queries raised by the Committee in the earlier EAC meeting were not replied in a conclusive way.*

3.2.3. The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 278th meeting on 27th – 28th October, 2021 and **deferred** the proposal for grant of Environmental and CRZ Clearance for the want of following information:

- i. The Proponent should submit a detailed report about direct and indirect type of employment opportunities during construction and operation phase including those are compatible with the existing skills of an agrarian community that is residing near the project area. Skill development programme should detailed out with other

supplementary skills that may be necessary (No specific details submitted as per the earlier query)

- ii. An elaborate report on land acquired so far, pending land acquisition, R&R details if any and the period for settlement has to be sorted according in line with the State Government Policy. (no specific information submitted)
- iii. Proposed industrial estate would negatively impact on the life, livelihood and health of people staying in the few existing hamlets within the boundary of the proposed industrial area. PP need to address this issue and submit detailed plan regarding the same. If R&R is involved, then PP has to submit evidence showing that local population at select sites are in agreement for voluntary relocation. (no specific information submitted)
- iv. PP has to submit the details of land acquisition including (project affected families) how much land is acquired from the individuals/families. R&R & Livelihood of the affected families should be clearly mentioned.
- v. Several complaints are received in relation to land acquisition, public hearing, R&R, bio-diversity and employment for the local population, however, no proper justification has been provided in the document submitted by the PP. A detailed reply to the queries raised shall be submitted.

Agenda No. 3.3

Proposed Kanagalla Industrial Area Development at Kanagala Village, Hukeri Taluk, Belagavi District (Karnataka) by M/s Karnataka Industrial Area Development Board – Further consideration for Environmental Clearance.

[Proposal No. IA/KA/NCP/177810/2017; File No. 21-141/2017-IA.III]

“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in PFR/DPR/Form-1/Annexure-III. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.3.1 The aforementioned proposal was earlier considered in 247th EAC meeting held during 23rd – 24th November, 2020 and 262nd meeting during 25th and 27th May, 2021 and it was deferred for the want of additional information/documents.

3.3.2 At this instance, the aforementioned proposal was further placed before the EAC during 278th meeting on 27th - 28th October, 2021. The project proponent along with the EIA consultant M/s MECON Limited, Bengaluru has made a presentation through Video Conferencing and provided the following information-

Query raised during 262nd meeting during 25th and 27th May, 2021
--

i	The red category industries should be avoided/reduced and re-categorized due to the presence of several villages around the project site. Wind direction diagram should be used to analyze the probable impact of air from Red category industries on the villages and accordingly the location is finalized.	Response submitted and presented during 278 th EAC meeting. EAC observed that <i>red category project has not been avoided as suggested during 262nd EAC meeting</i>
ii	Distance of Red category industries from the human settlement should be provided	Information submitted and presented during 278 th EAC meeting.
iii	Disposal of waste at long distance should be avoided, instead explore the planning of waste management facility along the project site or in a short distance	PP responded as below-“ “Waste generated during development of industrial area will be reused for back filling/filling the low lying areas. Other category of waste viz. hazardous, solid waste generated during the operational of the individual industries, industries will be appraised to obtain and comply with the authorization issued by SPCB for different categories of waste in respective rules”. The same was presented during 278 th EAC meeting.
iv	The 33% of Green Belt should be implemented and the layout plan shall be prepared on the criteria of 33% green belt	Information submitted and presented during 278 th EAC meeting.
v	Every category of industry should be separated by green belt, especially Red Category industries	PP responded as below-“ “As stated earlier, a buffer of about 6m will be kept between red and other category of industries. However, 15m buffer will be kept all along the boundary of the industrial area. The same is shown in general layout drawing”. The same was presented during 278 th EAC meeting
vi	Health care facilities for the villagers is not found in the Annexure of EIA & EMP	PP responded as below-“ “The health care facilities for the villagers have been covered in Chapter-8, Clause no. 08.06.01, Page 184”. The same was presented during 278 th EAC meeting

3.3.3 During deliberation, EAC observed the following:

- i. *The suggestion made by EAC in Earlier meeting has not been compiled and nothing has been changed.*
- ii. *In red category project has not been avoided as suggested by EAC.*

3.3.4 The EAC had a detailed deliberation in its 278th meeting during 27th – 28th October, 2021 and noted with concern that projects proponent even after getting almost 6 months to address the concern raised by the EAC in its last meeting in May 2021 has not responded to the advices given by the EAC. Therefore the proposal is **deferred** for grant of Environmental Clearance for the want of following information

- i. PP should mark the point/periphery at particular distances (500m, 1km, 1.5km, 2km etc) of the settlements from the core and buffer area of the proposed project site and mention the population in a particular marked periphery.
- ii. PP should forecast and detailed out pollution foot print due to proposed red category projects on the health of the villagers of nearby areas.
- iii. Avoid some red category projects and relocate some red category projects far from the populated area and villages as was advised in earlier EAC meeting.
- iv. Green belt should be replanned properly by ensuring that greenbelt between habitation and industries and around waterbodies are wide enough.
- v. Health care facilities for the villages should be proposed in unambiguous terms
- vi. EMP provisions should be revised based on the above observations

Agenda No. 3.4

Development of LNG storage and re-gasification terminal at village Chhara, Taluka Kodinar, District Gir Somnath, Gujarat by M/s HPCL Shapoorji Energy Ltd. – Amendment in Environmental and CRZ Clearance.

[Proposal No. IA/GJ/NCP/230102/2021; File No. 11-1/2014-IA.III]

3.4.1 The proposal was deferred, since, the project consultant vide e-mail dated 20th October, 2021 requested for deferring the project appraisal due to non-availability of Director and Project Representative on the scheduled dates

Agenda No. 3.5

Transport of coal/cargo through road movement for 50% of terminal capacity through Mechanised Handling facilities at General-cum-Bulk cargo berth in the Outer Harbour of Viksakhapatnam Port Trust by M/s Visakhapatnam Port Trust – Further consideration for Amendment in Environmental and CRZ Clearance.

[Proposal No. IA/AP/NCP/220069/2021 File No. 10-9/2009-IA.III]

3.5.1. The proposal was deferred as the project proponent and the consultant could not able to connect for the meeting due to failure in the audio/video system.

Agenda No. 3.6

Development of deep water jetty facility at existing Inland Water Jetty facilities on Kondalika River at village Korlai, District Raigad, Maharashtra by M/s Indo Energy International Ltd. – Amendment in Environmental and CRZ clearance-

[Proposal No. IA/PB/NCP/233342/2021 and File No. 10-34/2015-IA.III]

“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in PFR/DPR/Form-1/Annexure-III. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent. ”

3.6.1. The aforementioned proposal was placed before the EAC during 278th meeting on 27th - 28th October, 2021. The project proponent along with the EIA consultant M/s Terracon Ecotech PVT LTD (TEPL), Mumbai has made a presentation through Video Conferencing and provided the following information-

3.6.2. The proposed project falls under 7(e) Ports, Harbours Category: A. Environmental and CRZ clearance of the above project was issued vide EC letter No. 10-34/2015-IA.III dated 31st August, 2021.

3.6.3. The environmental and CRZ clearance was granted by the Ministry for the project of “Development of deep water jetty facility on Kundalika river at village Korlai, District Raigad, Maharashtra and augmenting existing Sanegaon facility by upgrading of equipment's, mechanization of storage and stacking, loading, unloading arrangements, for handling of barges up to 4500 MT by M/s Indo Energy International Ltd”, however, in Para 21 of the EC/CRZ letter dated 31st August, 2021, “augmenting existing Sanegaon facility” had not been mentioned.

3.6.4. Further, the component of dredging and maintenance dredging was discussed in the EIA report chapter 2 at section 2.8 and sub point 2.8.2. However, the component of maintenance dredging of approach channel to deep water facility to the tune of about 1.5 million cubic meters annually, was missing in the minutes of the meeting and the EC/CRZ clearance letter.

3.6.5. The proponent *vide* a letter dated 04th October 2021 and online application No. IA/PB/NCP/233342/2021 dated 08th Oct 2021 has requested for the following amendment in the EC No. 10-34/2015-IA.III dated 31st August, 2021:

Reference of Approved EC	Description as per Approved EC	Amendment/corrigendum required	Remarks if Any

File No: 10-34/2015-IA.III Para 21	“Development of Deep Water Jetty Facility at existing Inland Water Jetty facilities on Kondalika River at Village Korlai, District Raigad, Maharashtra by M/s Indo Energy International Ltd.”	“Development of deep water jetty facility on Kundalika river at village Korlai, District Raigad, Maharashtra and augmenting existing Sanegaon facility by upgrading of equipment's, mechanization of storage and stacking, loading, unloading arrangements, for handling of barges up to 4500 MT by M/s Indo Energy International Ltd”	Addition of “augmenting existing Sanegaon facility by upgrading of equipment's, mechanization of storage and stacking, loading, unloading arrangements, for handling of barges up to 4500 MT”
File No: 10-34/2015-IA.III	-	To carry out maintenance dredging of Approach channel to deep water facility to the tune of about 1.5 million cubic meters annually.	Reference: Presentation - Project Details. Item 3 - Capital Dredging Form 2, page 20, Section IV, Sl. No. 2h EIA report chapter 2 section 2.8 Dredging sub point 2.8.2 maintenance dredging

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

3.6.7. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 278th meeting during 27th - 28th October, 2021 and **recommended** the proposal for the Amendment/corrigendum in Environmental and CRZ Clearance as mentioned in para 3.6.5, in addition to all standard conditions applicable for such projects.

Agenda No. 3.7

Construction of '8-lane of Bangalore-Chennai Expressway Phase-III from km 156.000 near 190 Village Ramapuram, Mandai Gudipal, District Chittoor (Andhra Pradesh) and ends at km 262.569 near Village Irungattukottai, Taluk Sriperambudur, District Kanchipuram (Tamil Nadu) by M/s National Highways Authority of India (Length of 106.100 km) - Environmental Clearance.

[Proposal No. IA/AP/MIS/73485/2018; File No 10-13/2018-IA.III]

“The EAC noted that the Project Proponent/consultant has given undertaking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information n has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.7.1 The project proponent along with the EIA consultant M/s Egis Consulting Engineers

Pvt. Ltd. in Association with M/s Vardan Environet, Gurugram has made a presentation through Video Conferencing and provided the following information-

3.7.2 The proposed project is for Construction of '8-lane of Bangalore-Chennai Expressway Phase-III from km 156.000 near 190 Village Ramapuram, Mandai Gudipal, District Chittoor (Andhra Pradesh) and ends at km 262.569 near Village Irungattukottai, Taluk Sriperambudur, District Kanchipuram (Tamil Nadu) by M/s National Highways Authority of India.

3.7.3 The project passes through the Chittoor district in the state of Andhra Pradesh (Km 156.000 to Km. 168.000) and Vellore, Ranipet, Kanchipuram and Tiruvallur districts of Tamil Nadu (Km. 168.000 to Km. 262.100). The total length of is 106.100 Km. The project stretch falls in the states of Andhra Pradesh and Tamil Nadu.

3.7.4 Bangalore-Chennai Expressway Phase-III is having 4-lane dual carriageway configuration with 21 m depressed median expandable to 8-lane. The Paved Dual Carriageway for main expressway shall be 22.50 meters for four lane sections and 21 m wide depressed median including the edge strips. The proposed right of way for the Greenfield alignment is considered as 90m.

3.7.5 The project alignment is in close vicinity to ASI site located at proposed Km 250.600 in Vadamangalam village, Sriperumbudur Taluk, Kanchipuram district. A detailed assessment was carried out and due NOC was obtained from National Monument Authority (ASI), Ministry of Culture, Government of India.

3.7.6 The Geo-coordinates of project site are Start Point: 13°7'15.65" N 79°6'13.35" E End Point: 12°59'32.01 N "79°59'8.30" E

3.7.7 The proposed project falls under 7(f), Highway, Category A. Total project cost is Rs.3,47,2.03 Crore. ToR was accorded vide letter No. 10-13/2018-IA.III dated 14th May, 2018.

3.7.8 Land use/Land cover of project site: Total area of 1085.152 ha has been proposed. Out of which Forest Land 5.42 ha, Private Land 833.913 ha, Surface Water Bodies 107.424 ha and Other Government Land 138.396 ha have been proposed.

3.7.9 Land use/ Land cover around 10 km radius of project site (1 km in case of Highway projects):

S.No	LULC (within 1Km)	% age of Total Area
1.	Urban	0.45
2.	Rural	3.66
3.	Industrial	1.28
4.	Agriculture Land	51.67
5.	Agriculture Plantation	5.18
6.	Forest	2.08
7.	River/Stream	1.25
8.	Lakes/Ponds/Reservoirs	11.08
9.	Waste Land	2.56
10.	Scrub Land	19.24

11.	Barren/Uncultivable land	1.54
12.	Grand Total	100

3.7.10 The proposed land acquisition for the alignment is approx. 1085.152 ha (Private- 833.913 ha and Government- 245.819 ha). A total of 147 PAH, 144 PAF and 564 PAH are involved under project.

3.7.11 The project alignment is passing through Mahimandalam Reserved Forest Area, Arcot Range, Vellore Forest Division. The RF land under diversion for expressway is 5.42 Ha. Stage-I (In principle) clearance for the project has been obtained vide RO/Ministry File Number 4-TNC043/2019-CHN.

3.7.12 The proposed road will have 31 nos. of Major Bridges, 25 nos. of Minor Bridges, 137 nos. of Culverts, 13 nos. VUP, 5nos. VOP, 3 LVUP, 50 PUP, 7 nos. of Interchanges, 3 no. of ROB and 6 Toll Plaza. 1 no. Animal underpass bases on recommendation of forest department's assessment have been proposed. In addition, there is a provision of 3 nos. of truck lay byes, 4 nos. of rest areas and high mast light along the project.

3.7.13 The project is not passing through/located within the notified ecologically sensitive zone (ESZ) or around a notified National Park/Wildlife Sanctuary.

3.7.14 Safety measures shall be provided as per NHA Safety Manual and IRC: SP:99-2013, IRC: SP: 87, IRC: SP: 93-2017 and MoRTH guidelines in this regard.

3.7.15 The Ponnai River is crossing BCE alignment at Km 179.500 in Vellore district and Kusas Thalai River is crossing the alignment at Km 215.650 in Ranipet district of Tamil Nadu. Apart from it, the proposed alignment passes across 26 no. (AP (6), TN (20)) of irrigation tank.

3.7.16 As per assessment, there are 16,954 numbers of Non-Forest trees and 2058 number of Forest trees located within proposed right of way of project road. Predominant species are Eucalyptus (*Eucalyptus* sps.), Teak (*Tectona grandis*), Neem (*Azadirachta indica*), Mango (*Mangifera indica*), Coconut (*Cocos nucifera*), etc. About 1,69,540 tree will be planted within the available space in ROW as per the tree plantation strategy. The balance will be planted in consultation with the forest department.

3.7.17 The public hearing was conducted in five district i.e Chittor, Vellore, Ranipet, Kanchipuram, Tiruvallur on 22.04.21, 10.08.21, 11.08.21, 28.07.21, 18.08.21, respectively.

3.7.18 PP committed that efforts will be made to minimize the trees loss by restricting tree cutting within formation width. A total no. of 1,69,540 trees shall be planted along road side avenue as per IRC SP: 21:2009 and Green Highway Policy, 2015 on available ROW apart from statutory requirements.

3.7.19 Fly ash will be used in the project depending upon its availability as per existing fly ash notification.

3.7.20 Water requirements: During Construction- 21,000 KLD and during Operation- 27 KLD water has been proposed. The source will be a mixture of surface water and ground

water and prior permission for its extraction shall be obtained from competent authorities.

3.7.21 The excavated material (C&D Waste) quantity is 10740 tonne and it will be reused in project for ground levelling within ROW.

3.7.22 Employment potential: Employment Potential: Permanent (approx.): 440 person
Temporary (Approx.): 15,75,750 man days.

3.7.23 Benefits of the Project- **Environmental:** The proposed BCE project will ensure the smooth flow of traffic, which reduces the emissions. Apart from it, plantation will be done throughout the project road, which will increase the aesthetic, improve environment in the region, **Economic:** Provide better connectivity between Bangalore and Chennai and will act as a link between major commercial, industrial centres of Karnataka, Andhra Pradesh and Tamil Nadu. Lowering transportation cost for users and improving access to goods and services enables new and increased economic and social activities. Expressway would work through the dynamic developmental externalities generated through the forward and backward linkages, **Social:** Expressway project requires large number of local people during construction stage from nearby village. Thus there will be increase in employment opportunity for the project both directly and indirectly

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

3.7.25 *During deliberation, EAC observed the following:*

- i. *Status update for tree cutting/ Plantation audit has not been initiated/ submitted. Local project monitoring committee may be constituted to monitor the work and progress of EMP.*

3.7.26 The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 278th meeting on 27th – 28th October, 2021 and **recommended** the proposal for grant of Environment Clearance with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. Green belt development (tree plantation) in lieu of the trees being felled in non forest land should be carried out by the State forest department as deposit work and not by the private contractor. No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources.
- ii. The proponent shall obtain permission from the competent authorities for tree felling along the proposed alignment.
- iii. Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table.
- iv. In borrow pits, the depth of the pit shall be regulated such that the sides of the excavation will have a slope not steeper than 1:2, from the edge of the final section of bank. Soil erosion checking measures shall be carried out. Details for Borrow area operation and rehabilitation given in EIA report shall be followed.
- v. Quarry areas shall be barricaded during mining operations. The abandoned quarry shall

be developed as water reservoirs with proper fencing around quarry area. Details for Quarry area operation and rehabilitation given the EIA report shall be followed.

- vi. In all the construction sites within 150 m of the nearest habitation, noisy construction work such as crushing, concrete mixing will be stopped during the night time between 10.00 pm to 6.00 am. No noisy construction activities will be permitted around educational institutions/health centres (silence zones) up to a distance of 100 m from the sensitive receptors. All plants and equipment used in construction shall strictly conform to the CPCB/SPCB noise standards.
- vii. Traffic Control Devices/Road Safety Devices/ Roadside Furniture including various types of cautionary, informatory, regulatory as mandatory signboards, road markers, studs, etc. shall be provided at appropriate locations all along the project stretch in accordance with the specifications laid down in Manual of Specifications and Standards for Expressways (IRC: SP:99-2013) and IRC:8, IRC:25, IRC:26, IRC:35, IRC:67, IRC:79, IRC:103 and Section 800 of MORTH Specifications.
- viii. Prepare the traffic prediction report for complete project (including all packages of this project) considering the cumulative impact of the traffic on the environment and submit to the Ministry and concerned Regional Office within 3 months.
- ix. All the major, minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/ drainage systems are not to be disturbed.
- x. Afforestation using compensatory plantation in the ratio of 1:10 shall be carried out. Native tree species shall be provided as per the IRC Guidelines on Landscaping and Tree Plantation (IRC:SP:21-2009). Effort should be made to plant native trees and Ficus species on both sides of the alignment. Special attention shall be given for protecting giant trees, and locally important trees (having cultural importance) and should be identified chainage wise.
- xi. Project alignment should be managed in such a way to save the Heritage/old trees supposed to be affected by the proposed alignment.
- xii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory afforestation etc., either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also become part of EMP and shall be implemented.
- xiii. Proponent shall keep the finish road level sufficiently elevated from ground level with provision of railing on both sides to restrict animal crossing in order to avoid the

possibility of wildlife injury/death. Animal underpasses, watch tower, water holes and other mitigation measures proposed shall be constructed in supervision of forest department.

- xiv. While constructing the over bridges as proposed over major water bodies efforts should be made to avoid construction of pillars in beds of water bodies.

Agenda No. 3.8

Development of 8-lane SPUR Starting from Km 26.582 of Vadodara - Mumbai Expressway Main Alignment (Design Chainage 0+000) and terminating at proposed Junction with the Multi-Modal Corridor of MMRDA (Design Chainage 79+783) in the state of Maharashtra (Length 79.783) by M/s National Highways Authority of India – Environmental Clearance

[Proposal No. IA/MH/MIS/1107654/2019; File No 10-29/2019-IA.III]

“The EAC noted that the Project Proponent/consultant has given undertaking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.8.1 The project proponent along with the EIA consultant Intercontinental Consultants and Technocrats Pvt. Ltd. New Delhi has made a presentation through Video Conferencing and provided the following information-

3.8.2 The proposed Vadodara Mumbai Expressway (VME) – SPUR is a Greenfield alignment, which starts at km 26.582 of main alignment of the Vadodara Mumbai Expressway at Koshimb village of Palghar district at Ch. 0+000 and terminate at the proposed junction with the Multi-Modal Corridor of Mumbai Metropolitan Region Development Authority (MMRDA) in Morbe village of Raigad district at Ch. 79+783. Total length of the VME-SPUR alignment is 79.783 km; out of which 18.900 km lies in Palghar district, 55.260 km lies in Thane district and remaining 5.623 km lies in Raigad district of Maharashtra.

3.8.3 The proposed alignment is passing through 68 villages and 6 Talukas (Vasai, Wada, Bhiwandi, Kalyan, Ambarnath and Panvel) in the State of Maharashtra.

3.8.4 The proposal was considered by the Expert Appraisal Committee (EAC) in its 220th meeting held on 26 July, 2019 and 232nd meeting held on 27th February, 2020 for the ToR. ToR was issued vide F. No. 10-29/2019-IA.III dated 16th March 2020.

3.8.5 The geocoordinates of project site are starting point 19°29'19.44"N, 72°52'58.86"E, 19°3'59.65"N, 73°10'49.57"E. Length of the proposed expressway is 79.783 km. Virar Railway Station is located at a distance of approx.11.5 km from the start point of the expressway and

Pavel Junction Railway Station is located at a distance of approx.12.6 km from the end point of the expressway. Chatrapati Shivaji International Airport / Mumbai Airport is approx. 30 km from the start point of the proposed expressway.

3.8.6 About 7 major bridges, 6 major bridge cum viaduct, 23 minor bridges, 7 interchange, 3 flyover, 2 RoB, 4.160 km tunnel, 5 vehicular underpasses, 8 vehicular overpass, 29 light vehicular / pedestrian underpasses, 2 animal overpass, 53 dedicated animal crossing (box culvert), 33 small vehicular / animal underpasses, 185 culverts, toll plaza at 7 locations, truck parking at 2 locations, wayside amenity at 1 location, smaller parking with toilet facilities at 2 locations and connecting roads at the identified locations for a length of 2.389 km on left side and 5.170 km on right side have been proposed along the expressway.

3.8.7 The proposed project falls under 7(f), Category-A, Highway as per EIA notification 2006. Total Project Cost including Centage & Pre-construction Cost is Rs, 10,510 Cr.

3.8.8 The proposed Right of Way (RoW) in general is 100 m in non-forest area and 70 m forest area except at interchanges, highway amenities, truck parking, where additional land shall be required as per actual design.

3.8.9 The proposed alignment is passes through plain, rolling and hilly terrain with elevation varies from about 3 m to 639 m above MSL

3.8.10 Details of water bodies: The alignment of the proposed expressway crosses rivers, local streams and nalaat several locations mentioned below-

Sl. No.	Proposed Chainage	Name of River/ Canal	Village
1.	3+400	Tansa River	Chandip
2.	6+300	Local Stream	Bhatane
3.	10+264	Tansa Tributary	Ambode
4.	13+463	MurumlaNadi	Kalambhon
5.	15+150	Local Stream	Gorad
6.	18+000	Local Stream	Kelthan
7.	18+118	Local Stream	Kelthan
8.	18+850	Tansa River	Kelthan
9.	20+955	Local Stream	Mahalunge
10.	21+760	Local Stream	Ghotgaon
11.	22+572	Local Stream	Ghotgaon
12.	24+915	Local Stream	KasbeDugad
13.	26+760	Local Stream	MohiliBudrak
14.	31+080	Local Stream	Nandithane
15.	33+334	Kamvadi River	Nivali
16.	34+235	Local Stream	Pundas
17.	45+400	Bhatsa River	Sange
18.	47+300	Kalu River	Sangode
19.	51+340	Local Stream	Manivali
20.	55+600	Local Stream	VaholiTarfBahe
21.	57+619	Barvi River	AptiTarfBahe

Sl. No.	Proposed Chainage	Name of River/ Canal	Village
22.	58+945	Local Stream	Dapivali
23.	67+300	Ulhas River	Chamtoli
24.	69+985	Local Stream	Bhoj
25.	70+540	Local Stream	Bendshil
26.	71+350	Local Stream	Bendshil

3.8.11 Public Hearing was conducted in three District Raigad on 15th March 2021, Thane on 16th March, 2021 and Palghar on 24th March,2021.

3.8.12 The proposed project involves diversion of approx. 122.6133 ha Forest Land. Proposal has been uploaded on 6th November 2020 (FC Proposal No. FP/MH/ROAD/53857/2020) and it is under examination with the State Government

3.8.13 The proposed SPUR alignment is located at a distance of 0.619 km from the boundary of the Tungreshwar Wildlife Sanctuary and at a distance of 0.275 km from the notified ESZ boundary.

3.8.14 The proposed alignment passes through Matheran Eco-Sensitive Zone from km 71+532 to 75+426(both buffer and eco-sensitive zone) and from km 77+115 to km 77+691 (only buffer zone).

3.8.15 Land use pattern of project site: (within proposed RoW)

S. No.	Land-use / Land-cover	Area (ha)	%	Remarks
1	Agriculture Land	659.57	63.93	-
2	Forest	122.61	11.91	-
3	Mangroves	0.00	0.00	-
4	Mining	2.60	0.25	-
5	Rural Area	9.07	0.88	-
6	Urban Area	13.76	1.33	-
7	Industrial Area	44.51	4.31	-
8	Water Bodies	13.72	1.33	-
9	Barren Land	165.76	16.06	-
	Total	1031.9	100	

3.8.16 Water requirement: The total water demand of the project is 23,75,760 KL. In compliance to the Sub-Clause 111.8.3 of MoRTH Specifications, the Contractor will identify the nearest source of water body at plant and camp site and shall source the water preferably from surface water bodies, rivers, streams in the project area. Only at locations where surface water sources are not available, the Contractor shall contemplate extraction of ground water, after intimation and consent from the CGWB.As per the CGWB classification, all the Talukas, through which the proposed VME-SPUR is passing, fall under “safe” category. During the operations phase the water would be required primarily for domestic use at the toll

plaza and landscaping

3.8.17 Daily water requirement for drinking & domestic purposes in the 4 construction camps are 42,000 liters (10,500 liters in each construction camp) and generation of wastewater is 33,600 liters (8,400 liters in each construction camp). Therefore, Packaged Wastewater Treatment Plant has been recommended for each construction camp.

3.8.18 Refuse Containers will be provided at site for the management of domestic waste generated by the construction laborers and these containers shall be emptied at least once daily and will be disposed of as per SWM Rules, 2016 in consultation with the local authority.

3.8.19 The part of the cut material shall be used in fill and further possibility of using the cut material in other road works shall be examined based on its suitability during the construction phase. The balance cut material, if any, shall be disposed off according to the Construction and Demolition Waste Management Rules, 2016. The hazardous waste generated during construction period will be disposed off as per applicable rule

3.8.20 Tree cutting: Loss of flora will occur due to vegetation clearing within the proposed ROW. There are approximately 55,355 trees within the proposed RoW; out of which 13,839 trees in forest land and 41,516 trees in non-forest land. About 69,680 no. of trees and 40,098 no. of hedges have been proposed to be planted under greenbelt development plan. Preference to native species including fruit species shall be given. These species are valuable from the socio-economic point of view. Plantation will be maintained upto 5 years and protected from cattle, wildlife and illegal felling. Dead saplings will be replaced to maintain the survival percentage of 90%. A capital cost provision of about Rs. 14.46 Crore has been kept for greenbelt development

3.8.21 As per the CGWA classification, all the Talukas (Vasai, Wada, Bhiwandi, Kalyan, Ambarnath and Panvel) through which the proposed expressway is passing fall under safe category. However, as per MoRTH requirement rainwater harvesting structure has been proposed. 75 numbers (1 structure in every km excluding tunnel area) of Rain water harvesting with provision of oil filters and de-silting chambers shall be provided along the expressway as per requirement of IRC SP: 42-2014 and IRC SP: 50-2013

3.8.22 The proposed VME-SPUR alignment crosses tidal influenced parts of a small nala (connected to Tansa River), the Bhatsa River and Kalu River. CRZ map and report has been prepared by the National Centre for Earth Science Studies (NCESS), Thiruvananthapuram. Length of the proposed expressway in CRZ area is 609 m and total area in CRZ is 6.972 ha.

Location	CRZ IA		CRZ IB	CRZ II	CRZ III	CRZ IVA	CRZ IVB
	Mangrove	Mangrove Buffer					
KashidKopar	-	-	141.19	-	1533.8	-	280.47
Sange	-	-	2161.09	-	9093.73	-	4810.18
Konderi	-	-	938.22	-	9355.1	-	1488.8
Sangode	-	-	3889.35	-	16573.49	-	10472.23
Balyani	-	-	0	8978.1	0	-	0

Location	CRZ IA		CRZ IB	CRZ II	CRZ III	CRZ IVA	CRZ IVB
	Mangrove	Mangrove Buffer					
Total (in sq. m.)			7129.85	8978.1	36556.12		17051.68
Total (in ha)			0.713	0.898	3.656		1.705
Grand Total = 69715.75 Sq. m / 6.972 ha							

The CRZ proposal was considered by the Environment and Climate Change Department, Government of Maharashtra on 21st September 2021 and recommended the proposal for grant of CRZ clearance to MoEF&CC, New Delhi vide letter dated 29.09.2021 with certain conditions.

3.8.23 R&R Issues: The land required for construction of proposed expressway is tentatively 1031.91 ha, which includes 122.6133 ha forest land and 909.2967 ha non-forest land. Land will be acquired by the CALA (Competent Authority for Land Acquisition) as per National Highways Act, 1956 and relevant provisions of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RFCTLARR) Act, 2013 & amendment of State Government.

3.8.24 Socio-Economic status: The survey of 2205 sampled households revealed that a total 10,894 persons will be affected due to land acquisition. The average size of household is found 5 and the sex ratio is 909 females per thousand males. Most (around 22%) of the affected person are found matric qualified and engaged in farm activities. Out of which, total sample household 9.25% are schedule tribe (ST). Around 67% households have average income Rs. 1-3 Lakh per annum. The health care facilities are found mostly at Tehsil level. Around 55 people were reported dead due to Covid-19 in project influence area. The households fully dependent on farming for their income are barely fulfil their household expenditure. The private land being acquired for VME – SPUR is mainly (90%) in agriculture use and around 52.06% of total affected households are experiencing loss less than 10% of their total landholdings. A total 222 structures were reported to be affected among sampled households, which include 66% residential structures and 13.5% commercial structures.

3.8.25 Total manpower requirement is 2200 out of which 1400 manpower will be required during construction phase and 800 during operation phase.

3.8.26 Benefits of the project: The spur connects the main expressway to JNPT, Maha Samrudhi Marg (Mumbai-Nagpur Expressway) and Mumbai Pune Expressway. Therefore the traffic bound for JNPT, Nagpur and Pune will ply on SPUR and will not enter the Mumbai city. This will reduce both traffic congestion and pollution in the city. The Vadodara Mumbai Expressway with Spur is linking already existing Ahmedabad- Vadodara Expressway, Delhi-Vadodara Expressway, Mumbai –Nagpur Expressway and Mumbai Pune expressway and thus will provide expressway connectivity between Delhi-Mumbai-Nagpur-Pune. The expressway along with SPUR will provide connectivity to Dahej Port and Jawahar Lal Nehru Port (JNPT) thus facilitating imports and exports from these two ports. The project will be beneficial to Local Trade and Economy and will provide employment opportunity.

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

3.8.28 *During deliberation, EAC observed the following:*

- i. *ESZ clearance letter dated 16th April 2013 from Matheran Monitoring Committee (MMC) has not been received on an authorized letter head and rather on the personal letterhead. The concerned Committee may look in to the same and requested to send official clarification to the Ministry. There appears to be significant difference in 2013 submissions made by NHAI to MMC than 2021 submission which has proposed tunnel. Validity of 2013 approvals thus needs to be clarified by the MMC and state government.*
- ii. *Letter of 16th April 2013 also have four maps showing alignment. However, these are only about few cattle underpass, box culvert, vehicular underpass and a flyover. There is no mention of tunnel in the proposal submitted by NHAI to MMC.*
- iii. *The provision of ESZ recommendation from Matheran Monitoring Committee need to be ascertained by the Ministry.*
- iv. *Culverts and animal crossing in the forest area are not of proper dimensions. Committee suggested to make them 10mx4m in the forest area.*

3.8.29 The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 278th meeting on 27th – 28th October, 2021 and **deferred** the proposal for grant of Environment Clearance for want for following information

- i. There seems to be ambiguities in the proposals submitted to Matheran Monitoring Committee in 2013 and 2021. PP need to clarify whether tunnel under Matheran was part of proposal submitted to MMC in 2013?
- ii. PP has to submit the ESZ clearance from Matheran Monitoring Committee on an authorized letter head.
- iii. In Forest area between chainage 2 to 19 all culverts, animal underpasses shall be as per prescription made in the conservation plan. However, considering good population of wildlife in the area it is advised that width of underpass shall be kept 10 meter uniformly for all underpasses.

Agenda No. 3.9

Development of 4/6 lane of Paniyala-Alwar-Barodameo Economic Corridors, Inter Corridors and feeder routes to improve the efficiency of freight movement in India under Bharatmala Pariyojana (Lot-6/Package-4) by M/s National Highways Authority of India (Length – 86.10 km) – Terms of Reference.

[Proposal No. IA/RJ/NCP/229839/2021; File No. 10/48/2021-IA.III]

“The EAC noted that the Project Proponent and the consultant have given in the application

and enclosures are true to the best of their knowledge and belief and no information has been suppressed in PFR/DPR/Form-1/Annexure-III. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent. ”

3.9.1 The project proponent along with the EIA consultant M/s Chaitanya Projects Consultancy Pvt. Ltd., Uttar Pradesh made a presentation through Video Conferencing and provided the following information: -

3.9.2 The proposed highway starts (Start Location: 27°46'59.28"N76°13'54.38"E) from its junction with NH-48 (Old NH-8) near Paniyala village in Kotputli, Jaipur district Rajasthan and terminates (End Location: 27°29'7.87"N76°50'39.83"E) at its junction with NH-148N (Delhi-Vadodara expressway) near Barodameo village in Alwar district in the State of Rajasthan. The length of the proposed alignment is approx. 86.10 km. The alignment will link two National highways NH-48 and NH-148N. Old Delhi-Mumbai highway and the New Delhi-Mumbai expressway.

3.9.3 The proposed project falls under 7(f), Category-A, Highway as per EIA notification 2006. Total investment/cost of the project is 195397 Lakhs for construction cost and 92245 lakhs for LA cost.

3.9.4 Land use/ Land cover of the project site

S.No.	Land use/Land cover	Area (ha)	Percentage %	Remarks if any
1.	Private land	577.50	91.81	Mostly agriculture
2.	Government land	45.00	7.15	
3.	Forest land	6.50	1.03	
	Total	629.00	100.00	

3.9.5 Land use/Land cover around 10 km radius of project site (1 km in case of Highway projects)

S.No.	Land use / Land cover	Area (ha)	Percentage %	Remarks if any
1.	Private land	15892.00	89.60	
2.	Government land	1171.00	6.60	
3.	Forest land	674.00	3.80	
	Total	17737	100.0	

3.9.6 The terrain of the alignment is basically flat to undulating in nature and some low lying areas.

3.9.7 Water bodies: There are as such no permanent water bodies/ rivers/ tributaries/ rivulets/ Lake crossing the proposed alignment. Only 2-3 rain fed nallah's are encountered. There shall be no major impact on the drainage system, however sufficient numbers of structures (such as culverts, Major and minor bridges etc.) will be constructed.

3.9.8 Water requirements: Total requirement of water for the construction is estimated at 1250 KLD which will be met through surface water sources and ground water proposed to be used only for camp site for transient period after obtaining the necessary from permissions

from competent authority. Ground water proposed to be used only for camp site for transient period after obtaining the permissions from appropriate authority.

3.9.9 Tree cutting: About 4300 trees are likely to be affected due to proposed RoW of 60 m.

3.9.10 Forest area of approx. 6.50 ha is involved, however if any area is identified during detailed survey, clearance from competent authority would be undertaken.

3.9.11 Proposed alignment is not passing through any Wild life sanctuary.

3.9.12 Land acquisition and R&R issues involved: The Project requires approx. 629 ha. approx. land. Total of around 190 no. of structures are coming in the proposed RoW. The land will be acquired as per procedure laid down in RFCTLARR Act, 2013.

3.9.13 Employment potential, No. of people to be employed:-During the construction of the road project around 200 persons would be employed temporarily for a period of 2 years. However due to construction of toll plazas approx. 20 persons will be employed on permanent basis. Preference will be given to local people for employment.

3.9.14 Benefits of the project -The proposed project passes through the districts of Jaipur and Alwar in Rajasthan state. The proposed highway with new alignment has been envisaged through an area which shall have the advantage of simultaneous development as well as shall result in a shorter distance to travel. The junctions with existing road will be planned in the form of interchanges and flyover to ensure uninterrupted flow of traffic.

3.9.15 The proposed road would act as the prime artery for the economic flow to this region. It will enhance economic development, provide employment opportunities to locals, strengthen tourist development, ensure road safety, and provide better transportation facilities and other facilities such as way side amenities. Vehicle operating cost will also be reduced due to improved road quality. The road will also provide connectivity to the two National Highways. The compensatory plantation and road side plantation shall further improve the air quality of the region.

3.9.16 Details of Court cases- No court case is pending against the proposed project.

3.9.17 *During deliberation, EAC observed the following:*

- i. Alignment of the proposed project was not satisfactory; PP has to explore the feasible alternate alignment and resubmit the KML file with revised alignment as discussed in the meeting.*

3.9.18 The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 278th meeting during 27th – 28th October, 2021. Committee noted that the proposed alignment will fragment the Sariska NP and nearby forest areas and thereby obstruct the movement of animal. The **proposal was thus not accepted in the present form** and advised PP to explore an alternate alignment and/or design of the section of highway such that there will be no fragmentation of the forest and resubmit the KML file with revised alignment as discussed in the meeting.

Construction of 6 lane Greenfield connectivity from DND-Faridabad-Ballabhgarh bypass (from km 32+600) to Jewar International Airport (Length – 31.060 km) under Bharatmala Pariyojna (Lot-4/Pkg-1) in the State of Haryana and Uttar Pradesh by M/s National Highways Authority of India (NHAI) – Terms of Reference.

[Proposal No. IA/HR/NCP/232701/2021; File No. 10/46/2021-IA.III]

“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in PFR/DPR/Form-1/Annexure-III. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.10.1 The project proponent along with the DPR consultant M/s SA Infrastructure Consultants Pvt. Ltd., Uttar Pradesh made a presentation through Video Conferencing and provided the following information: -

3.10.2 The proposed project is for construction of 6 lane Greenfield connectivity from DND-Faridabad-Ballabhgarh bypass (from km 32+600) to Jewar International Airport under Bharatmala Pariyojna (Lot-4/Pkg-1) in the State of Haryana and Uttar Pradesh. The proposed highway starts from Junction with Ballabhgarh Bypass near village Chandawali (District-Faridabad, Haryana) and terminating at Jewar International Airport near Ballabh Nagar Urf Karol Bangar village (District- Gautam Buddh Nagar, Uttar Pradesh). CH: 0+000 to 31+060.

3.10.3 The length of the proposed alignment is 31.060 km approx. This is a Greenfield project. The alignment is mainly passing through agriculture land.

3.10.4 The proposed highway starts from Junction with Ballabhgarh Bypass near village Chandawali (District-Faridabad, Haryana) and terminating at Jewar International Airport near Ballabh Nagar Urf Karol Bangar village (District- Gautam Buddh Nagar, Uttar Pradesh). This is a green field alignment, access control and is proposed for 6-Lane. The main objective of the proposed project is to provide connectivity between Delhi-Mumbai expressways to proposed Jewar Airport.

3.10.5 The Geo-coordinates of the proposed project are 28°19'2.06"N, 77°20'39.89"E (start location), 28°10'30.02"N, 77°34'31.51"E (end location). The project alignment passes through approx. 20 villages the major settlements along the alignment are Ballabhgarh, Mohna, Palwal and Jewar.

3.10.6 The proposed project falls under 7(f), Category-A, Highway as per EIA notification 2006. Total Project is 1906.00 Crore.

3.10.7 This is a Greenfield project. The alignment is mainly passing through agriculture land

3.10.8 Land use/ Land cover of the project site

S.No.	Land use/Land cover	Area (ha)	%	Remarks if any
1.	Private land	200	89.11	Agriculture/Barren Land

2.	Government land	20.435	9.11	Agriculture/Barren Land
3.	Forest land	4	1.78	-
	Total	224.435	100	-

3.10.9 The Proposed Right of Way is 60 m as per the requirement keeping in view the fully access controlled Highway with 6-lane dual carriage way configuration.

3.10.10 The project area is located in the state of Haryana and Uttar Pradesh. The topography in the proposed project area is mainly plain and rolling area. The areas have an elevation ranging from 182.88 m. to 198.12 m.

3.10.11 There are 01 nos. of rivers, 01 Nos. of canal, Rampur Distributary-01 Nos, Nala-01 no falling along the alignment. There shall be no major impact on the drainage system as 84 no.s numbers of structures (such as culverts, minor bridges, major bridges etc.) will be constructed.

3.10.12 The total requirement of water for construction phase is estimated to 9,717 KL/day. Water will be extracted from surface sources. The ground water will be abstracted for camp site after obtaining the permission from competent authority.

3.10.13 The alignment will require cutting of approximately 3000 nos. of trees falls in proposed ROW. However, bare minimum no. of trees to be felled for construction of six lane road. Detailed tree inventories will be provided after joint enumeration with the appropriate authority in EIA.

3.10.14 There is no reserved and protected forest but there may be notified protected forest areas (Approx. 4 Ha) at some locations. The forest proposal shall be prepared after consultation with concerned forest officer if it attracts FC under section 2, 1980.

3.10.15 The proposed alignment does not pass through any National Parks, Wildlife Sanctuary, and Tiger Reserve of any other notified eco-sensitive areas.

3.10.16 The project alignment (ROW) involves acquisition of 224.435 ha of land which includes 200 ha of private land, 20.435 ha of Government land and 4 Ha of Forest Land.

3.10.17 Land acquisition and R&R issues involved: About 224.435 ha land likely to be acquired as per NH Act 1956; compensation will be given as per RFCT LARR Act, 2013.

3.10.18 Employment potential: During the construction of the project around 1000 persons would be employed through contractor temporarily for a period of 2 years. During operation phase about 100 persons will be employed through the concerned contractor. Generally, locals are employed by the contractor.

3.10.19 Benefits of the project - The proposed access controlled project with new alignment has been envisaged through an area which shall have the advantage of simultaneous development as well as shall result in a shorter distance to travel. The proposed road would act as the connecting highway between Ballabgarh bypass, Delhi-Mumbai Expressway, EPE, Yamuna Expressway and Jewar Airport for the economic flow to this region. It will enhance economic development, provide employment opportunities to locals,

strengthen tourist development, ensure road safety, and provide better transportation facilities and other facilities such as way side amenities. Vehicle operating cost will also be reduced due to improved road quality. The compensatory plantation and road side plantation shall further improve the air quality of the region.

3.10.20 Details of Court cases- No court case is pending against the proposed project.

3.10.21 The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 278th meeting during 27th – 28th October, 2021 and **recommended** the proposal for grant of Terms of Reference with specific ToR conditions, as mentioned below, in addition to all standard ToR conditions applicable for such projects:

- i. Cumulative impact assessment study should be carried out along the entire stretch including the other packages and the current stretch under consideration.
- ii. The proponent shall carry out a detailed traffic flow study to assess inflow of traffic from adjoining areas like airport/urban cities. The detailed traffic planning studies shall include complete design, drawings and traffic circulation plans (taking into consideration integration with proposed alignment and other state roads etc.). Wherever required adequate connectivity in terms of VUP (vehicle underpass)/ PUP (Pedestrian underpass) needs to be included.
- iii. Road safety audit (along with accident/black spots analysis) by any third-party competent organization at all stages namely at detailed design stage, construction stage and pre-opening stage to ensure that the project road has been constructed considering all the elements of road safety.
- iv. Provide compilation of road kill data on the wildlife on the existing roads (national and state highways) in the vicinity of the proposed project. Provide measures to avoid road kills of wildlife by the way of road kill management plan.
- v. The alignment of road should be such that the cutting of trees is kept at bare minimum and for this the proponent shall obtain permission from the competent authorities. Alignment also should be such that it will avoid cutting old and large and heritage trees if any. All such trees should be geo-tagged, photographed and details be submitted in the EIA –EMP report.
- vi. The proponent shall carry out a comprehensive socio-economic assessment and also impact on biodiversity with emphasis on impact of ongoing land acquisition on the local people living around the proposed alignment. The Social Impact Assessment should have social indicators which can reflect on impact of acquisition on fertile land. The Social Impact Assessment shall take into consideration of key parameters like people's dependency on fertile agricultural land, socio-economic spectrum, impact of the project at local and regional levels.
- vii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfil these

commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.

- viii. The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M), dated 25th October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.
- ix. Passage for animal movement has to be detailed in the report (if alignment is passing through Forest area).
- x. A comprehensive plan for plantation of three rows of native species, as per IRC guidelines, shall be provided. Such plantation alongside of forest stretch will be over and above the compensatory afforestation. Tree species should be same as per the forest type.
- xi. Detailed Biodiversity assessment and conservation/mitigation plan be developed by a reputed institute or by a team of expert of national repute.

Agenda No. 3.11

Development of 6 lane Access Controlled Greenfield Highway of Shamli – Ambala Sec. from Km Ch. 0+000 to Km Ch. 120+970 (Total length: 120.970 km) in the States of Uttar Pradesh and Haryana under Bharatmala Pariyojana Phase II (Lot-9/Package-1) by M/s National Highways Authority of India – Amendment in Terms of Reference.

[Proposal No. IA/HR/NCP/231468/2021; File No. 10/33/2021-IA.III]

“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in PFR/DPR/Form-1/Annexure-III. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.11.1 The project proponent along with the DPR consultant M/s. Egis India Consulting Engineers Pvt. Ltd in joint venture with K&J Projects Pvt. Ltd. made a presentation through Video Conferencing and provided the following information: -

3.11.2 The proposed project is for Design of 6-Lane Access Controlled Greenfield Highway of Shamli– Ambala Section from Km Ch. 0+000 to Km Ch. 120+970 in the States of Uttar Pradesh, Haryana and Punjab under Bharatmala Pariyojana Phase II (Lot-9/Package-1)”. The total length of the project alignment is approx. 120.970 km and Row is 60 m.

3.11.3 The proposed highway starts from Village Gogwan Jalalpur near Thanabhawan in district Shamli of Uttar Pradesh State and terminates on Ambala-Chandigarh Highway near

village Sadopurnear Ambala City in State of Haryana. The alignment passing through seven districts namely Shamli and Saharanpur in the State of Uttar Pradesh, Yamunanagar, Karnal, Kurukshetra and Ambala in the State of Haryana and Sahibzada Ajit Singh Nagar district in the state of Punjab.

3.11.4 The proposed project falls under 7(f) - Highway, Category-A, as per EIA notification 2006. Total investment/cost of the project is Rs 3963.80 Cr.

3.11.5 The proposal was earlier considered by EAC in its 271st meeting on 26th August 2021 and ToR was granted vide letter no. 10/33/2021-IA.III dated 22.09.2021 in favour of NHAI.

3.11.6 After detailed land acquisition it has been observed that in between a small patch of the proposed alignment from Ch. 108+450 to Ch. 111+800 (Total Length=3.35 km) falls in Sahibzada Ajit Singh Nagar District in the state of Punjab. Therefore, following amendments in the ToR dated 22.09.2021 has been requested-

Ref. No.	Approved ToR	Required Amendment
Subject	Development of 6 lane access controlled Greenfield Highway of Shamli- Ambala Sec. from Ch. 0+000 to km Ch. 120+970 (Total length: 120.970 km) in the states of Uttar Pradesh and Haryana under Bharatmala Pariyojana Phase II (Lot-9/Package-1).	Development of 6 lane access controlled Greenfield Highway of Shamli - Ambala Sec. from Ch. 0+000 to km Ch. 120+970 (Total length: 120.970 km) in the states of Uttar Pradesh, Haryana and Punjab under Bharatmala Pariyojana Phase II (Lot-9/Package-1).
Point No. 3 sub Point (i)	The proposed project is for development of 6-lane Access Controlled Greenfield Highway of Shamli - Ambala Section from Ch. 0+000 to Ch. 120+970 in the states of Uttar Pradesh and Haryana under Bharatmala Pariyojana Phase II (Lot-9/Package-1).	The proposed project is for development of 6-lane Access Controlled Greenfield Highway of Shamli -Ambala Section from Ch. 0+000 to Ch. 120+970 in the states of Uttar Pradesh, Haryana and Punjab under Bharatmala Pariyojana Phase II (Lot-9/Package-1).
Point No. 3 sub Point (i)	The Alignment passing through six districts namely Shamli and Sharanpur in the state of Uttar Pradesh and Yamunanagar, Karnal, Kurukshetra and Ambala in the state of Haryana.	The Alignment passing through seven districts namely Shamli and Sharanpur in the state of Uttar Pradesh and Yamunanagar, Karnal, Kurukshetra and Ambala in the state of Haryana and Sahibzada Ajit Singh Nagar in the State of Punjab.
Point No. 5	“Development of 6 lane access controlled Greenfield Highway of Shamli- Ambala Sec. from Ch.0+000 to km Ch. 120+970 (Total length: 120.970 km) in the states of Uttar Pradesh and Haryana under Bharatmala Pariyojana Phase II (Lot-9/Package-1)”.	“Development of 6 lane access controlled Greenfield Highway of Shamli- Ambala Sec. from Ch.0+000 to km Ch. 120+970 (Total length: 120.970 km) in the states of Uttar Pradesh, Haryana and Punjab under Bharatmala Pariyojana Phase II (Lot-9/Package-1)”.

3.11.7 Reason for Amendment: It is requested to consider and grant the amendment in title of the project and in relevant points as mentioned above because in between small patch of proposed alignment from Ch. 108+450 to Ch. 111+800 (Total length = 3.35 km) falls in the state of Punjab.

3.11.8 Details of Court cases- No court case is pending against the proposed project.

3.11.9 The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 278th meeting on 27th – 28th October, 2021 noted that it is merely the inclusion of name of state (Punjab) mistakenly not mentioned in the proposal and, therefore, **recommended** the proposal for Amendment in Terms of Reference as mentioned at Para 3.11.6 with previous conditions, as mentioned, in addition to all standard conditions applicable for such projects:

Agenda No. 3.12

Berthing Jetty, Conveyor Corridor with Backup Facilities and approach road for Raigad Cement Bulk Terminal of ACL at Amba River, Village Shahbaj, Taluka Alibag, District Raigad, Maharashtra by M/s Adani Cementation Limited – Amendment in Terms of Reference.

[Proposal No. IA/MH/NCP/227375/2021; File No. 10-77/2018-IA.III]

“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in PFR/DPR/Form-1/Annexure-III. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.12.1 The project proponent along with the EIA consultant M/s. Indomer Coastal Hydraulics (P) Ltd. Chennai made a presentation through Video Conferencing and provided the following information: -

3.12.2 Adani Cementation Limited (ACL) proposes to set up Berthing Jetty, Conveyor Corridor and Approach Road to cater traffic load of 5 Million MTPA capacity proposed along Amba River at village Shahbaj and Shahpur, Taluka Alibag, District Raigad, Maharashtra. The proposed project site is a part of Survey of India Toposheet No. E43H2.

3.12.3 TOR was issued vide File No. 10-77/2018-IA-III, Proposal no. IA/MH/MIS/81470/2018 on 13.12.2018 and further amended on 09.10.2019 for proposed “Berthing Jetty, Conveyor Corridor with Backup Storage Facilities and Approach Road for Cement Bulk Terminal” along Amba River, Village Shahbaj & Shahpur, Taluka- Alibag, District- Raigad (Maharashtra) proposed by Adani Cementation Limited (ACL).

3.12.4 The proposed project falls under 7(e), Category-A, Ports & harbours as per EIA notification 2006. The estimated capital cost of the project is around Rs.172 Crores.

3.12.5 The proposal of linked project outside CRZ area has changed from ‘Cement Bulk Terminal’ to ‘Cement Grinding Plant & Flyash/Slag Processing Unit’.

3.12.6 There is no change in ‘Berthing Jetty, Conveyor Corridor with Backup Storage Facility and Approach Road’, proposed within CRZ area, for which TOR was issued under category ‘A’ of Item 7(E) of schedule.

3.12.7 Maharashtra Coastal Zone Management Authority (MCZMA) has recommended the proposal as per the required Specific Condition No. iii under Para 5 of TOR under Item No. 11 of Minutes of the 145th meeting

3.12.8 Stage-1 Forest Clearance (FC) for diversion of 0.6497Ha Mangrove RF falling under Conveyor Corridor and Approach Road is under process and pending at Regional Office, MOEFCC, Nagpur.

3.12.9 Draft EIA is prepared based on data collected during 2018. Public Hearing scheduled on 26.03.2021 but it was adjourned due to Covid 19.

3.12.10 ACL approached MOEFCC for TOR of ‘Cement Grinding Plant & Flyash/Slag Processing Unit’. MOEFCC issued TOR for Cement Grinding Plant & Flyash/Slag Processing Unit vide F. No. IA-J-11011/261/2021-IA-II(I) dated 25.08.2021 with conduct of Public Hearing.

3.12.11 ACL requested for the following amendment in the project title as “Berthing Jetty, Conveyor Corridor with Backup Storage Facilities and Approach Road” of existing TOR due to change in its interlinked project from ‘Cement Bulk Terminal’ to ‘Cement Grinding Plant & Flyash/Slag Processing Unit’

S.No	Reference as Approved TOR	Description as per approved TOR	Description as per proposal	Remarks
1	Point no. 2: Line 2 and 3	‘for Raigad Cement Bulk Terminal of ACL’	‘of ACL’	Change in Project Title in TOR dated 13.12.2018
2	Subject: Line no. 2	‘for Raigad Cement Bulk Terminal of ACL’	‘of ACL’	Change in Project Title in TOR dated 13.12.2018
3	Point no. 3(i): Line no. 3	‘for Raigad Cement Bulk Terminal (RCBT)’	Remove	Statement not required
4	Point no. 3(i): Line no. 6 to 8	‘shall meet the requirement -----trading purpose’	Remove	Statement not required
5	Point no.6: Line 2 and 3	‘for Raigad Cement Bulk Terminal of ACL’	‘of ACL’	Statement not required
6	Point no. 3(iii): Line no. 2	‘for its proposed Cement Bulk Terminal’	Remove	Statement not required
7	Point no. 5: Line 7	‘for Raigad Cement Bulk Terminal of ACL’	‘of ACL’	Statement not required

3.12.12 Reason for Amendment: The proposal of linked project has changed from ‘Cement Bulk Terminal’ to ‘Cement Grinding Plant with Fly Ash/Slag Processing Unit’ located outside CRZ area. There is no change in the Jetty proposal for which TOR was

issued. The infrastructure and the CRZ involvement remain unchanged. There is no change in scope of the Jetty Project including its infrastructure (dry bulk cargo handling), capacity (5MMTPA) and area (6 ha.). Hence ACL requested for the amendment in the project title as “Berthing Jetty, Conveyor Corridor with Backup Storage Facilities and Approach Road” of existing TOR issued by MoEFCC.

3.12.13 Details of Court cases- No court case is pending against the proposed project.

3.12.14 The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 278th meeting on 27th – 28th October, 2021 and **recommended** the proposal for Amendment in Terms of Reference as mentioned at Para 3.12.12 along with the following specific conditions, in addition to all standard conditions applicable for such projects:

- i) Comprehensive studies of impact of runoff in the mangrove area should be carried out.*
- ii) Mangrove conservation plan to be prepared by a nationally reputed institute and duly endorsed by Mangrove Cell of Maharashtra Government*

Agenda No. 3.13

Development of 1576.81 ha Industrial Park/SEZ at Mundra, Gujarat by Adani Port & Special Economic Zone Limited (APSEZ) – Further consideration for Terms of Reference.

[Proposal No. IA/GJ/NCP/216793/2021; File No. 10-138/2008-IA.III]

“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in PFR/DPR/Form-1/Annexure-III. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.13.1 The aforementioned proposal was earlier considered in 268th meeting of Expert Appraisal Committee (EAC) held during 26th -27th July, 2021. ***EAC, in its meeting deferred the proposal with a view that a sub-committee of the EAC will visit the proposed site and submit its report to the EAC for further deliberation.***

3.13.2 Accordingly, *vide* an Office Order dated 12th August, 2021, a sub-committee of EAC (Infra & CRZ), Ministry of Environment, Forests & Climate Change, was constituted and conducted a site visit at Mundra, Gujarat during 19th - 20th August 2021 to ascertain the interventions and impacts for “Development of 1576.81 ha Industrial Park/SEZ” at Mundra, Gujarat by M/s Adani Port & Special Economic Zone Limited (APSEZ)”. The site visit report is enclosed as ***Annexure-B***. In the course of site visit, the sub-committee observed and recommended the following:

- i. The forest area was barren land in some place and in other it was mainly occupied by *Prosopis* sp and *Acacia* sp.

- ii. There was lack of Master plan for CETP/STP. A clear-cut Master plan should be laid out for proposed CETP/STP.
- iii. Petroleum and coal jetty should be far from each other complying to safety distances / norms and shown accordingly in the Master Plan.
- iv. Industries type (existing and proposed) and its category should be detailed out.
- v. Public Hearing can't be exempted for the proposed expansion of 1576.81 ha Industrial/ SEZ Park considering the earlier PH conducted on October 05, 2010.
- vi. Total 33 % Green belt should be developed in the proposed SEZ area.
- vii. Details should be provided regarding the number, location, and facilities for intake & outfall of cooling water for desalination plants and its associated facilities.
- viii. The Proposed 1576.81 ha area falls over the stretch of ~35 km. Considering the future needs and requirement, water demand of 66 MLD will be met through desalination plant which will be developed on modular basis inline to the business needs, within APSEZ area. Desalination plant will be developed on modular basis within the land allotted for utilities in Master plan layout. Inline to the above, 3 intake locations and 4 outfall locations are being considered (out of which 1 intake and 1 outfall are existing). Since, the locations of the desalination plant are not provided at the ToR stage, PP needs to take CRZ clearance for the desalination plant separately. Also PP need to explore reducing the units otherwise there will be seven pipelines passing through CRZ areas causing more damage.
- ix. Committee also noted that most of the road side plantation is of exotic species such as Eucalyptus and Australian acacia. It is necessary that green belt should be developed exclusively of native species.
- x. At the time of Environmental Clearance, the recommendation of the SCZMA shall be obtained and submitted along with a complete set of documents required as per Para 4.2 (i) of CRZ Notification, 2011.

3.13.3 At this instance, the aforementioned proposal was further placed before the EAC during 278th meeting during 27th – 28th October, 2021. The project proponent along with the EIA consultant M/s L&T Infrastructure Engineering Limited made presentation through Video Conferencing and committed to comply with the observations of the Committee in the site visit report, however made a request for exemption of Public Hearing for the expansion project. EAC however mentioned that Public Hearing cannot be exempted for the proposed expansion of 1576.81 ha Industrial/ SEZ Park on the basis of earlier PH conducted on October 05, 2010.

3.13.4 The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 278th meeting during 27th – 28th October, 2021 and **recommended** the proposal for grant of Terms of Reference with specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. The PP to submit the detailed EIA/EMP report as per the ToR and along with the Public Hearing.
- ii. A clear-cut Master plan should be laid out for proposed CETP/STP.

- iii. Petroleum and coal jetty should be far from each other complying to safety distances / norms and shown accordingly in the Master Plan.
- iv. Industries type (existing and proposed) and its category should be detailed out in the EIA report.
- v. Total 33 % Green belt should be developed in the proposed SEZ area and a layout plan shall be submitted.
- vi. Details should be provided regarding the number, location, and facilities for intake & outfall of cooling water for desalination plants and its associated facilities.
- vii. Since, the locations of the desalination plant are not provided at the ToR stage, PP needs to take CRZ clearance for the desalination plant separately. Also, PP need to explore reducing the units otherwise there will be seven pipelines passing through CRZ areas causing more damage.
- viii. Committee also noted that most of the road side plantation is of exotic species such as Eucalyptus and Australian acacia. It is necessary that green belt should be developed exclusively of native species.
- ix. At the time of Environmental Clearance, the recommendation of the SCZMA shall be obtained and submitted along with a complete set of documents required as per Para 4.2 (i) of CRZ Notification, 2011.
- x. The planning of Industrial Estate should be based on the criteria mentioned in this Ministry's Technical EIA Guidance Manual for Industrial Estate (2009) prepared by IL&FS as well as CPCB's Zoning Atlas Guidelines for siting industries.
- xi. Water balance chart be prepared and submitted along with EIA/EMP report.
- xii. Proponent shall ensure the conservation and development of nearby water bodies in the surrounding areas.
- xiii. Detailed land use breakup of proposed Industrial area with green belt to be submitted.
- xiv. The project area has undulating terrain and it is important to have detailed hydrological study and its impact need to be carried out on the catchment and drainage system in core and buffer zones.
- xv. Proponent shall not do any coal-based operation. Instead, possibilities to be explored for gas/electricity-based operations. Option to utilise solar power and wind energy should also be worked out and submitted.
- xvi. The PP shall not use groundwater without obtaining approval from CGWA/SGWA as the case may be. The project proponent shall obtain necessary permission from Competent Authority to use surface water.
- xvii. Proponent shall establish captive treatment, storage, and disposal facility (TSDF) to ensure the effective Solid Waste Management.
- xviii. The activities and budget earmarked for Corporate Environmental Responsibility (CER) shall be as per ministry's O.M No 22-65/2017-IA.III dated 1st May, 2018 and the action plan on the activities proposed under CER shall be submitted at the time of appraisal of the project included in the EIA/EMP Report.

- xix. The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M) dated 25th October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.
- xx. Biodiversity Conservation Plan shall be prepared by competent agencies like Gujarat Institute of Desert Ecology (GUIDE), Bhuj or SACON in consultation with the State Forest Department.
- xxi. Cumulative Impact studies and conservation plan on the migratory birds and mudflats should be carried out by competent agencies like Gujarat Institute of Desert Ecology (GUIDE), Bhuj or SACON.

Agenda No. 3.14

Development of Payal Industrial Park at Villages Pakhajan, Pipaliya & Vahiya, Taluka Vagra, District Bharuch, Gujarat by M/s Payal Properties Pvt. Ltd. – Further consideration for Terms of Reference.

[Proposal No. IA/GJ/NCP/225979/2021; File No. 10/39/2021-IA.III]

“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in PFR/DPR/Form-1/Annexure-III. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.14.1 The abovementioned proposal was earlier considered in 273rd meeting during 16th-17th September, 2021 and was deferred. It was observed that certain sectors proposed in the industrial estates are not part of EC which is granted to PCPIR and project proponent need to submit revised proposal by removing those industries that are not stated in the EC of PCPIR. For this the PP need to thoroughly scrutinize the EIA/EMP submitted to the project of PCPIR. Further the PP need to provide full scheme of green belt for 33% at the ToR stage.

3.14.2 At this instance, the aforementioned proposal was further placed before the EAC during 278th meeting during 27th – 28th October, 2021. The project proponent along with the EIA consultant M/s Aqua-Air Environmental Engineers P. Ltd. has made a presentation through Video Conferencing and provided the following information-

3.14.3 The proposed project is for Development of Payal Industrial Park at Villages Pakhajan, Pipaliya & Vahiya, Taluka Vagra, District Bharuch, Gujarat in a total area of 3514 Acres (1422.10 Ha). The proposed project falls within PCPIR, Dahej. PCPIR Dahej has already obtained Environment Clearance vide letter No 21-49/2010-IA-III dated 14th September, 2017.

3.14.4 The proposed project falls under 7(c) – Industrial Park, Category-A, as per EIA notification 2006. Total investment/cost of the project is Rs 1044.92 Crore.

3.14.5 Land use/ Land cover (approx. area) of the project site is as following:

S. No.	Particulars	Area (ha)	Area (%)	Remarks
1	Industrial plots area	1001.96	70.46	
2	Common facilities			
	CETP	25.32	1.78	
	Common TSDF	15.18	1.07	
	Common MEE	1.94	0.14	
3	Utility Plots	53.48	3.76	
4	Utility Corridor	25.81	1.81	
5	Roads	169.99	11.95	
6	Day Care Centre	2.40	0.17	
7	Green belt	99.86	7.02	Member industries of proposed park shall develop 33% green belt individually.
8	Others (ONGC Well)	3.16	0.22	
9	Others (Water body)	22.95	1.61	
	Total	1422.06	100.00	

3.14.6 The land use pattern on 10 km either side of the project are as follows:

S. No.	Land use Class	Area (ha)	Area (%)	Remarks, if any
1	Agriculture	27364.69	87.1	
2	Scrubland	2388.44	7.6	
3	Settlements	746.17	2.4	
4	Waterbody	926.77	2.9	
	Total	31426.07	100	

3.14.7 List of industries to be housed with: Types of industries expected to be established in proposed Industrial Park are as following:

S. No.	Nature of Industry	Sector No. as per EIA Notification
1	Chlor-Alkali Industry	4(d)
2	Fertilizer Industry	5(a)
3	Agro-Chemicals & Agro-chemical Intermediates Industry,	5(b)
4	Petrochemicals Industry	5(c) & 5(e)
5	Textile Industry	5(d)
6	Dyes & Dyes Intermediate	5(f)
7	Pigment & Pigment Intermediates	5(f)
8	Synthetic Organic Chemicals Industry	5(f)
9	Speciality Chemical Industry	5(f)
10	Polymer Industry	5(f)
11	Inorganic Chemical Industry	-

12	Other downstream petrochemical industries as per Permissible Industries in Dahej PCPIR.	-
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‘Zoning Atlas for Sitting of Industries’ published by CPCB shall be followed.

3.14.8 Types of industries to be established in Payal Industrial Park with their area break up are as following:

S. No.	Nature of Industry	Sector No. as per EIA Notification	No. of units	Area		
				Acre	m ²	Ha
1	Chlor-Alkali Industry	4(d)	7	141	570627	57
2	Fertilizer Industry	5 (a)	7	141	570627	57
3	Agro-Chemicals & Agro-chemical Intermediates Industry,	5 (b)	11	212	857964	86
4	Petrochemicals Industry	5 (c) & 5(e)	7	141	570627	57
5	Textile Industry	5(d)	18	495	2003265	200
6	Dyes & Dyes Intermediate	5(f)	11	212	857964	86
7	Pigment & Pigment Intermediates	5(f)	7	141	570627	57
8	Synthetic Organic Chemical Industry	5(f)	7	141	570627	57
9	Speciality Chemical Industry	5(f)	29	570	2306790	231
10	Polymer Industry	5(f)	7	141	570627	57
11	Inorganic Chemical	-	7	141	570228	57
	Total		118	2476	10019973	1002

3.14.9 Water bodies: There are 11 natural ponds within proposed industrial park premises. The source of water in the pond is only rain water. Villagers are not using water from these natural ponds. It shall be used as park reservoir and shall be maintained by project proponent. Thick green belt around these natural ponds shall be developed. The source of water supply shall be GIDC Water Supply, Bharuch only. There shall not be any use of surface water and ground water during operation of the park. There shall not be any impact on drainage. *Canal*: Canal is passing through later phases of 4 and 6 in the park, however canal area is not considered in our planning, but 18-meter space shall be kept for thick green belt development on both the sides of canal. This green buffer is over and above 7.02% of the green area earmarked. A cost of INR 14-15 lakhs shall be incurred to develop a thick green belt along both sides of the canal.

3.14.10 For the treatment of industrial effluent from member industries, CETP of 50 MLD capacity shall be provided. The proposed CETP shall be expanded in a phased manner in accordance with the development in the park to treat industrial wastewater. Above ground wastewater collection network for conveyance of wastewater from each individual member industry shall be provided. The treated effluent confirming GPCB discharge norms shall be discharged into Dahej-3 pumping station. From Dahej-3 pumping station the treated effluent shall be further sent to final pumping station through GIDC drainage pipeline and finally disposed to Bay of Cambay through pipeline. Individual member industry shall dispose the sewage in Septic tank/soak pit or STP as per requirement. The treated water from STP shall

be used either in the plant for cooling, washing, etc. or will be used for gardening within premises of member industry.

3.14.11 Water requirements: Approx. 92 MLD raw water shall be required. The water source is GIDC water supply. In future whenever water demand increases, the additional water shall be provided by GIDC (Nodal agency) as and when required. NOC from GIDC, Bharuch is obtained vide letter No. GIDC/SE/CG/BRH/887, dated 07.10.2019.

3.14.12 Tree cutting: There shall not be any tree cutting for the proposed park. However, if any tree to be cut during establishment of member industry, member industry will follow the Forest Dept. procedure for tree cutting.

3.14.13 Green Belt development: The Proponent will develop about 99.86 ha i.e. 7.02 % of the total area as green belt across the boundary of the industrial park and periphery of the road within Industrial park. Project Proponent will spend approximately 2-3% of the project cost in developing green belt in the proposed industrial park. Majority of the vacant land shall be planted with thick trees. In addition to this, the member industries of the proposed industrial park shall develop 26 % green belt within their factory premises and on periphery of the factory. Green belt undertaking from the potential industries coming in the park will be taken. As a park developer along with the Member industries jointly, 33% green belt requirement in each phase of development of the park shall be accomplished. The green belt development plan shall be as under.

Phase No.	Area			Cost, Rs. Cr.	No. of Plantations
	Acres	m ²	Hectare		
1	41.11	166368	16.64	3.5	3000
2	41.11	166368	16.64	3.5	3000
3	41.11	166368	16.64	3.5	3000
4	41.11	166368	16.64	3.5	3000
5	41.11	166368	16.64	3.5	3000
6	41.11	166368	16.64	3.5	3000
Total	246.65	998210	99.86	21	18000

3.14.14 Diversion of forest land: There is no involvement of diversion of forest land. The proposed project is within PCPIR, Dahej. PCPIR Dahej has already obtained Environment Clearance as well as Forest clearance.

3.14.15 There is no National Parks, Sanctuaries and Tiger Reserves, Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC within 10 km of proposed project site.

3.14.16 Land acquisition and R&R issues: PCPIR, Dahej (Total area of 453 sq. km) has allotted 144 sq. km land for Petroleum & Petrochemical industries, 116 sq. km land for GIDC & 126 sq. km land for residence. The proposed Payal Industrial Park (by Payal Properties Pvt. Ltd) falls in industrial earmarked area (144 sq. km) within PCPIR, Dahej. There are no R&R issues.

3.14.17 Employment potential: Approximately 150000 skilled & unskilled man power shall be employed during operation of the proposed project. After fully development of the proposed industrial park, there shall be 32000 no. of people shall be employed in member industries of park. There will be 200-250 manpower for management of park, which shall be mostly hired locally.

3.14.18 Benefits of the project: Socio-economic benefit to the locals as it would provide both indirect employment and direct employment during construction and operation of the Industrial Area. There will be positive impact on social conditions in and around the site due to the proposed project.

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

3.14.20 *During deliberation in the earlier meeting of EAC and the present meeting, EAC observed the following:*

- i. There is involvement of Exotic species in the Greenbelt development.*
- ii. PCPIR should be followed for industry establishment in proposed industrial park. Those industries which are not in PCPIR will not be considered.*
- iii. The proponent will develop 7.02 % Green belt of the total area and Member industries of the proposed park shall develop remaining green belt individually to make the overall greenbelt of 33%.*
- iv. There is one natural pond/ canal within the proposed industrial park premises. A thick green belt (about 15 m width) may be developed along both side of the canal.*
- v. PP has to follow the 'Zoning Atlas for Siting of Industries published by CPCB.*
- vi. EAC noted that the proposed Payal Industrial Park (by Payal Properties Pvt. Ltd) falls within industrial earmarked area (144 sq. km) within PCPIR, Dahej*
- vii. The Committee noted that as per the existing regulatory provisions, Public Hearing is exempted for "all projects or activities located within industrial estates or parks (item 7(c) of the Schedule) approved by the concerned authorities, and which are not disallowed in such approvals". Therefore, PH is exempted for M/s Payal Properties Pvt. Ltd, however, the PP need to study in detail about the category of projects/activities which are permissible within PCPIR as per the EC granted to PCPIR as whole. Further, Ministry vide OM no. J-11011/321/2016-IA.II(I), dated 27.04.2018 has made it mandatory for certain type of industries to conduct public hearing irrespective of their location within Industrial Area or outside the industrial area.*

3.14.21 The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 273rd meeting during 16th-17th September, 2021 and 278th meeting held during 27th – 28th October, 2021 and **recommended** the proposal for grant of Terms of

Reference (ToR) with exemption of Public Hearing; with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. The planning of Industrial Estate should be based on the criteria mentioned in this Ministry's Technical EIA Guidance Manual for Industrial Estate (2009) prepared by IL&FS as well as CPCB's Zoning Atlas Guidelines for siting industries.
- ii. Water balance chart be prepared and submitted along with EIA/EMP report.
- iii. Proponent shall ensure the conservation and development of nearby water bodies in the surrounding areas.
- iv. Detailed land use breakup of proposed Industrial area with green belt to be submitted.
- v. The project area has undulating terrain and it is important to have detailed hydrological study and its impact need to be carried out on the catchment and drainage system in core and buffer zones.
- vi. The PP shall not use groundwater without obtaining approval from CGWA/SGWA as the case may be.
- vii. Proponent shall establish captive treatment, storage, and disposal facility (TSDF) to ensure the effective Solid Waste Management.
- viii. Submit a certificate from local DFO that no forest land is involved in the proposed Industrial Park (in case of no forest land is claimed).
- ix. Biodiversity Conservation Plan shall be prepared in consultation with the State Forest Department.
- x. The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M) dated 25th October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.
- xi. Greenbelt plantation should be done using only native species in consultation with the Gujarat Institute of Desert Ecology (GUIDE), Bhuj. All exotic plant spp. may be removed.
- xii. PCPIR EC should be followed for industry development in proposed industrial park. Those industry, which are not mentioned/allowed in PCPIR, should not be considered.

Agenda No. 3.15

Proposed Construction of Third Chemical Birth at Pir Pau Jetty by M/s Mumbai Port Trust – Environmental and CRZ Clearance.

[Proposal No. IA/MH/NCP/210987/2006 and File No. 10-50/2019-IA.III]

“The EAC noted that the Project Proponent/consultant have given under taking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any

part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent."

3.15.1 The abovementioned proposal was earlier considered in 262nd EAC meeting during 25th and 27th May, 2021 and 269th EAC meeting on 10th August, 2021.

3.15.2 During the deliberation EAC has observed that "The PP is required to submit a project specific Risk Assessment and Management Plan rather than a generic plan as submitted in the EIA report. However, EAC has recommended the proposal with one of the specific condition that "A comprehensive cumulative Chemical Hazard Management plan through authorized agency/institute covering proposed and existing chemical berths should be made and compliance in accordance with the plan should be submitted to the regional office along with the 6 monthly compliance report."

3.15.3 That matter was examined in the Ministry and it is noted from the above observation of EAC that, the Chemical Hazard Management plan has not been addressed to the satisfaction of EAC. Considering the involvement of cumulative Chemical Hazard, it would be appropriate that PP may submit the desired management plan at the earliest and same is duly considered by EAC before proceeding further.

3.15.4 At this instance, the aforementioned proposal was further placed before the EAC during 278th meeting during 27th - 28th October, 2021. The project proponent along with the EIA consultant M/s Ultra Tech, Environment Consultancy & Laboratory, Maharashtra made a presentation through Video Conferencing and provided the following information: -

Q. no.	Query raised	Response by Proponent
i	A comprehensive cumulative Chemical Hazard Management plan through authorized agency/institute covering proposed and existing chemical berths should be made and compliance in accordance with the plan should be submitted to the regional office along with the 6 monthly compliance report	<p>The proponent has submitted a comprehensive cumulative chemical hazard management plan stating that Hazards were identified and assessed the risk involved in the cumulative operation of First, Second and proposed new Berth. It was observed from the Iso-Risk Contour that the acceptable limit of individual risk of 1.0×10^{-6} per year remains mainly confined around Pirpau Jetty premises.</p> <p>Firefighting facilities including Fire water pumps, ESD system, and Gas Monitoring system have been installed on the FCB and SCB. The same shall be installed on proposed new (Third) Berth. Hence, it was concluded that Pirpau Berth Jetty may be considered safe from environmental risk point of view.</p> <p>The detailed report regarding the same was presented during 278th EAC meeting.</p>

3.15.5 The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 278th meeting during 27th - 28th October, 2021 and recommended the proposal for grant of Environmental Clearance with specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- (i) Construction activity shall be carried out strictly according to the provisions of the CRZ Notification, 2011. No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area.
- (ii) All the recommendations and conditions specified by the Maharashtra State Coastal Zone Management Authority (MCZMA) vide letter No CRZ 2020/CR 65/TC 4 dated 1st December 2020 shall be complied with.
- (iii) Consent to Establish/Operate for the project shall be obtained from the State Pollution Control Board as required under the Air (Prevention and Control of Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.
- (iv) The project proponent shall comply with the air pollution mitigation measures as submitted.
- (v) The Project proponent shall ensure that no creeks or rivers are blocked due to any activities at the project site and free flow of water is maintained.
- (vi) No underwater blasting is permitted.
- (vii) Necessary approvals to be taken during implementation and commissioning from statutory bodies concerned.
- (viii) Shoreline should not be disturbed due to dumping. Periodical study on shore line changes shall be conducted and mitigation carried out, if necessary. The details shall be submitted along with the six monthly monitoring report.
- (ix) A continuous monitoring programme covering all the seasons on various aspects of the coastal and marine environs needs to be undertaken by a competent organization available in the State or by entrusting to the National Institutes/renowned Universities such as SACON or University of Mumbai with rich experiences in marine science aspects. Monitoring should include sea weeds, sea grasses, mudflats, sand dunes, fisheries, mangroves and other marine biodiversity components as part of the management plan.
- (x) Continuous online monitoring of air and water covering the total area shall be carried out and the compliance report of the same shall be submitted along with the 6 monthly compliance reports to the regional office of MoEF&CC.
- (xi) Sediment concentration should be monitored fortnightly at source and disposal location of dredging while dredging.

- (xii) Spillage of fuel / engine oil and lubricants from the construction site are a source of organic pollution which impacts marine life, particularly benthos. This shall be prevented by suitable precautions and also by providing necessary mechanisms to trap the spillage.
- (xiii) Necessary arrangements for the treatment of the effluents and solid wastes/ facilitation of reception facilities under MARPOL must be made and it must be ensured that they conform to the standards laid down by the competent authorities including the Central or State Pollution Control Board and under the Environment (Protection) Act, 1986. The provisions of Solid Waste Management Rules, 2016. E- Waste Management Rules, 2016, and Plastic Waste Management Rules, 2016 shall be complied with.
- (xiv) Dredging, etc will be carried out in the confined manner to reduce the impacts on marine environment. Dredged material shall be disposed safely in the designated areas as per CWPRS recommendations, and in no case shall be disposed in the marine environment,
- (xv) Dredging shall not be carried out during the fish breeding season.
- (xvi) While carrying out dredging, an independent monitoring shall be carried out by Government Agency/Institute to check the impact and necessary measures shall be taken on priority basis if any adverse impact is observed.
- (xvii) Periodical study on shore line changes shall be conducted and mitigation carried out, if necessary. The details shall be submitted along with the six monthly monitoring report.
- (xviii) All the recommendations mentioned in the rapid risk assessment report, disaster management plan and safety guidelines shall be implemented.
- (xix) Necessary arrangement for general safety and occupational health of people should be done in letter and spirit.
- (xx) As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory Afforestation etc, either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also be implemented and become part of EMP.

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Annexure-A

Following members were present during the 278th EAC (Infra-1) meeting held on 27th-28th October 2021

S. No.	Name	Designation	Remarks	
			27 th October 21	28 th October 21
1.	Dr. Deepak Arun Apte	Chairman	Present	Present
2.	Sh. S. Jeyakrishnan	Member	Requested Leave of Absence	Requested Leave of Absence
3.	Sh. Manmohan Singh Negi	Member	Present	Present
4.	Sh. ShamWagh	Member	Present	Present
5.	Dr. Mukesh Khare	Member	Requested Leave of Absence	Requested Leave of Absence
6.	Dr. Ashok Kumar Pachauri	Member	Present	Present
7.	Dr. V. K Jain	Member	Present	Present
8.	Dr. Manoranjan Hota	Member	Present	Present
9.	Sh. R Debroy	Member	Absent	Absent
10.	Dr. Rajesh Chandra	Member	Absent	Absent
11.	Dr. M. V Ramana Murthy	Member	Present	Present
12.	Smt. Bindu Manghat	Member	Absent	Absent
13.	Dr. Niraj Sharma	Member	Requested Leave of Absence	Present
14.	Sh. Amardeep Raju,	Scientist 'E' & MS, MoEF&CC	Present	Present
15.	Dr. Rajesh Prasad Rastogi	Scientist 'C', MoEF&CC	Present	Present
17.	Ms. Harshulika	Consultant	Present	Present

Annexure-B

A Site visit Report of EAC (Infra-1 & CRZ) sub-committee, Ministry of Environment, Forest & Climate Change, New Delhi-India for a proposed project “Development of 1576.81 ha Industrial Park/SEZ” at Mundra, Gujarat by M/s Adani Port & Special Economic Zone Limited (APSEZ)

Adani Port & Special Economic Zone Limited (APSEZ) has conceptualized a Port based Special Economic Zone (SEZ) & developed a master plan over an area of approximately 18000 Ha land near Mundra, Kutch region, to be executed in a phased manner for future expansion of SEZ /Industrial Parks/ Port backup activities. Out of overall area of 18000 Ha, about 8481.2784 ha area has been notified as Port based Multiproduct SEZ vide Ministry of Commerce and Industry (MoCI) gazette notification no. S. O. 3029 (E) dated September 21, 2016. Environment Clearance for 8481.27 Ha was received in 2 parts; first vide F.No.10-138/2008-IA.III dated July 15, 2014 for 6641.2784 Ha., followed by environmental clearance vide F. No. 10-138/2008-IA.III dated 12th February, 2020 adding 1840 Ha notified SEZ with existing approved area of 6641.2784 Ha to make it 8481.2784 Ha.

2. Aligning to the original vision of 18000 Ha, APSEZ now proposes to develop 1576.81 Ha as Industrial Park/SEZ.

3. Application for Terms of Reference (ToR) for the aforementioned proposal was submitted in the Ministry on 12th July, 2021. Proposal was considered in 268th meeting of Expert Appraisal Committee (EAC) held during 26th -27th July, 2021. *EAC, in its meeting deferred the proposal with a view that a sub-committee of the EAC will visit the proposed site and submit its report to the EAC for further deliberation.*

4. Accordingly, vide an Office Order dated 12th August, 2021, a sub-committee of EAC (Infra & CRZ), Ministry of Environment, Forests & Climate Change, was constituted.

5. The EAC (Infra & CRZ) sub-committee conducted a site visit at Mundra, Gujarat during 19th - 20th August 2021 to ascertain the interventions and impacts for “Development of 1576.81 ha Industrial Park/SEZ” at Mundra, Gujarat by M/s Adani Port & Special Economic Zone Limited (APSEZ)”. The list of participants attended during the meeting / site visit is given at *Annexure-I*.

6. M/s Adani Port & Special Economic Zone Limited (PP) has given a power-point presentation before Sub-Committee on 19th August 2021 about the proposed project and inter-alia presented a brief on the project to the sub-Committee as following:

- i. Project Proponent (PP) mentioned that the entire 1576.81 ha (3896.38 acres) of land has been divided in 12 different sizes of parcels and each land parcel is well connected with the exiting road/rail network of the existing SEZ.
- ii. The conceptualized master plan over an area of 18000 ha, which was required to be progressively converted in a phased manner for future expansion of SEZ /Industrial Parks/Port backup activities.
- iii. The proposed forest land of 1576.81 ha for which Stage I Forest Clearance has been received vide F. No. 8-04/2016-FC dated 16th Nov., 2018 and same is proposed as a support and extension of existing industrial units within overall APSEZ area.
- iv. Environment Clearance inline to procedure given in EIA Notification 2006 for Greenfield Copper Refinery Plant (1.0 MTPA) project has been accorded on 08th

May 2020 with 256.58 ha area, out of which 102.39 ha was forest area. The Public Hearing for the project was conducted on 29th April, 2017.

- v. PP explained in detail that M/s Mundra International Airport Ltd. has been accorded Environment Clearance inline to procedure given in EIA Notification 2006 vide F.No.10-22/2016-1A-III dated 17th Sept., 2019 for commercial Airport in total area of 522 ha of land (185 ha of forest land, which is proposed as a part of 1576.81 ha Environment Clearance). The Public Hearing for the project was conducted on 24th July, 2018.
 - vi. APSEZ as a part of master plan shall develop greenbelt/buffer in the order of 33% in a phased wise manner which includes greenbelt/buffer by APSEZ as well as greenbelt/buffer which will be planned as a part of member industries in line to the statutory requirements.
 - vii. The proposed 1576.81 ha falls over the stretch of ~35 km and considering the future needs & requirement, desalination plant and associated facilities including intake & outfall locations have been proposed on modular basis in line to the business needs.
 - viii. The proposed development of 1576.81 ha is located at crucial intermittent parcels which provide interlinking to 8481.28 ha for which EC has been accorded. As on date, as a part of 8481.28 Ha, total land use developed is ~41% which includes Industrial area, Port backup area, Social infra, Utilities, Green/open space & transportation & Utilities corridor.
 - ix. During presentation, APSEZ sought Public Hearing exemption for the proposed expansion of 1576.81 ha Industrial/ SEZ Park considering the earlier PH conducted on October 05, 2010.
7. After detailed presentation on 19th August 2021, EAC-Sub-Committee visited the following areas during site visit on dated 20th August 2021:

Location I: Near Project parcel no. 12, Bhadreshwar village:

- i. Sub-committee observed that Forest area of this location was mainly occupied by *Prosopis* sp and *Acacia* sp. The PP informed that CRZ area falling in this parcel is classified as CRZ IA, in line to draft CZMP as per CRZ Notification 2011, since the land falls under Reserve Forest category. PP represented that with the diversion of forest land for non-forest purpose, the category will be considered as Diverted Forest categorization as per draft CZMP map and accordingly permissible activities under the same category are being proposed in this region.
- ii. EAC sub-committee was of the opinion that since the land use of Reserved Forest, remains Reserved forest, even after the diversion, hence only permissible activities as per CRZ Notification 2011 to be considered for development or this area can be proposed as greenbelt/buffer area to meet up 33% overall greenbelt/buffer requirements. EAC sub-committee, after due consideration, suggested to PP to submit the details of change of CRZ categorization after forest land diversion as approved by CZMP based on the CRZ Notification 2011.

Location II: Near Project parcel no. 10, Gorasama village (East site of Commercial Airport)

- i. This location was a part of expansion of Commercial airport for M/s Mundra International Airport Ltd. The EAC sub-committee was of the opinion that since

Environment Clearance for the commercial airport is already been accorded and Stage 1 forest clearance is received, hence why PP want the EC for the area of 185 ha of forest land of commercial airport which is a part of 1576.81 ha.

Location III: Near Project parcel no. 4, Navinal village:

- i. This location was Parcel 4 of 1576.81 ha with dense vegetation of *Prosopis juliflora*. This Parcel is proposed for coal to poly generation development

Location IV: Near Project parcel no. 1&2, Siracha village:

- ii. It was informed regarding the possibility of expansion of thermal power plant and copper smelter project in this area.

8. In the course of site visit, the sub-committee observed and recommended the following:

- i. The forest area was barren land in some place and in other it was mainly occupied by *Prosopis* sp and *Acacia* sp.
- ii. There was lack of Master plan for CETP/STP. A clear-cut Master plan should be laid out for proposed CETP/STP.
- iii. Petroleum and coal jetty should be far from each other complying to safety distances / norms and shown accordingly in the Master Plan.
- iv. Industries type (existing and proposed) and its category should be detailed out.
- v. Public Hearing can't be exempted for the proposed expansion of 1576.81 ha Industrial/ SEZ Park considering the earlier PH conducted on October 05, 2010.
- vi. Total 33 % Green belt should be developed in the proposed SEZ area.
- vii. Details should be provided regarding the number, location, and facilities for intake & outfall of cooling water for desalination plants and its associated facilities.
- viii. The Proposed 1576.81 ha area falls over the stretch of ~35 km. Considering the future needs and requirement, water demand of 66 MLD will be met through desalination plant which will be developed on modular basis inline to the business needs, within APSEZ area. Desalination plant will be developed on modular basis within the land allotted for utilities in Master plan layout. Inline to the above, 3 intake locations and 4 outfall locations are being considered (out of which 1 intake and 1 outfall are existing). Since, the locations of the desalination plant are not provided at the ToR stage, PP needs to take CRZ clearance for the desalination plant separately. Also PP need to explore reducing the units otherwise there will be seven pipelines passing through CRZ areas causing more damage.
- ix. Committee also noted that most of the road side plantation is of exotic species such as Eucalyptus and Australian acacia. It is necessary that green belt should be developed exclusively of native species.
- x. At the time of Environmental Clearance, the recommendation of the SCZMA shall be obtained and submitted along with a complete set of documents required as per Para 4.2 (i) of CRZ Notification, 2011.

Annexure-I

A sub-committee of the following members participated in the visit of Industrial Park/SEZ at Mundra, Gujarat.

S. No.	Name	Designation
01.	Dr. Deepak Apte	Chairman of the EAC (Infra-1)
02.	Dr. V.K. Jain	EAC (Infra-1) member
03.	Shri Sham Wagh	EAC (Infra-1) member
04.	Shri S Jeyakrishnan	EAC (Infra-1) member
05.	Sh. Manmohan Singh Negi	EAC (Infra-1) member
06.	Dr. M. V Ramana Murthy	EAC (Infra-1) member
07.	Dr. H. Kharkwal	MS (CRZ), MoEFCC
08.	Dr. Rajesh Prasad Rastogi	Sci 'C', MoEFCC (Infra-1)

Following representatives and consultants from PP side were present during the visit

S. No.	Name	Designation
01.	Mr. Rakshit Shah	Executive Director
02.	Mr. Nitin Jaiswal	Associate General Manager, Land & Estate
03.	Dr. Amol Sawale	Vice President Horticulture
04.	Mr. Shalin Shah	Head Sustainability & Environment
05.	Mr. Azharuddin Kazi	Sr. Manager, Environment
06.	Mr. Snehal Jariwala	Sr. Manager Environment
07.	Mr. Bhagwat Swaroop Sharma	Sr. Manager Environment
08.	Mr. Sanjeev Munjal	General Manager, Corporate Affairs
09.	Mr. Vivek Shukla	Associate General Manager, Corporate Affairs
10.	Mr. Anshul Sanduja	Manager, Environment
11.	Mr. Chiragsing Rajput	Dy. Manager Environment
12.	Mr. Mahendra Kumar Ghritlahre	Dy. Manager Environment
L&TIEL (NABET Accredited EIA Consultant):		
13.	Mrs. Susruta Mamidanna,	Project Consultant
14.	Mr. Hanumantha Rao.V,	Senior Engineering Consultant



Discussion of Sub-Committee members with PP during PPT presentation on 19th August, 2021 and proposed Site visit at Mundra

Minutes of the 293rd meeting of Expert Appraisal Committee held on 24th – 25th March, 2022 through Video Conferencing for the projects related to Infrastructure Development, all Ship breaking yards including ship breaking units 7(b); Industrial Estate/Parks/Complexes/Areas, Export Processing Zones, Special Economic Zones, Biotech Parks, Leather Complexes 7(c); Ports, harbors, breakwaters, dredging 7(e) and National Highways 7(f)

The 293rd Meeting of Expert Appraisal Committee (EAC) of Infra-1 (IA-III) was held through Video Conferencing at the Ministry of Environment, Forest & Climate Change (MoEF&CC), Indira Paryavaran Bhavan, New Delhi during 24th – 25th March, 2022 under the Chairmanship of Dr. Deepak Arun Apte. A list of participants is annexed as **Annexure-A**.

1. OPENING REMARKS OF THE CHAIRMAN

At the outset, Dr. Deepak Arun Apte, Chairman, EAC welcomed the Members of the EAC and requested Shri Amardeep Raju, the Member Secretary of the EAC to initiate the proceedings of the meeting with a brief account of the activities undertaken by the Ministry under Infra-1 Division.

2. CONFIRMATION OF THE MINUTES OF THE LAST MEETING

The Committee confirmed the Minutes of 291st EAC meeting held on 10th March, 2022.

AGENDA WISE CONSIDERATION OF PROPOSALS:

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

Agenda No.3.1

Integrated development of International Container Transshipment Terminal (ICTT)-14.2 Million TEU along with Greenfield International Airport (4000 Peak Hour Passengers-PHP), Township & Area development and 450 MVA Gas and Solar based power plant in 16610 ha. Great Nicobar Islands, Nicobar District by M/s Andaman and Nicobar Islands Integrated Development Corporation Ltd – Environmental Clearance

[Proposal No. IA/AN/NCP/260108/2021 and File No. 10/17/2021-IA.III]

“The EAC noted that the Project Proponent and the consultant have submitted undertaking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

The EAC noted that the document submitted by the PP were received only 2 days before the EAC meeting and therefore members have sought some time to study the entire set of documents due to multiple components involved in the project. In view of this, the EAC **deferred** the proposal and informed to submit all relevant studies undertaken for preparation

of EIA-EMP.

Agenda No. 3.2

**Ship breaking of “M.T. Basra Star” grounded at Bhati Mirya Head Bay, due to “Nisarga Cyclone” near the vicinity of Mirya Port Ratnagiri, Taluka & District Ratnagiri, Maharashtra by Shri Praveen Kumar Mishra representative of M/s Shat Al Arab Marine Services LLC, Sharjah, UAE –Terms of Reference
[Proposal No. IA/MH/NCP/260269/2022 and File No. 10/15/2022-IA.III]**

“The EAC noted that the Project Proponent and the consultant have submitted the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in PFR/DPR/Form-1/Annexure-III. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.2.1. The aforementioned proposal was placed before the EAC during 293rd meeting during 24th – 25th March 2022. Shri. Praveen Kumar Mishra, a representative of project proponent M/s Shat Al Arab Marine Services LLC along with the EIA consultant M/s Mahabal Enviro Engineers Pvt. Ltd., Thane West, Maharashtra made a presentation through Video Conferencing and provided the following information.

3.2.2. The proposed project is for Ship breaking of “M.T. Basra Star” grounded at Bhati Mirya Head Bay, due to “Nisarga Cyclone” near the vicinity of Mirya Port Ratnagiri, Taluka & District Ratnagiri, Maharashtra by Shri Praveen Kumar Mishra representative of M/s Shat Al Arab Marine Services LLC, Sharjah, UAE.

3.2.3. M. T. Basra Star is steel built welded construction vessel which was built in the year 1986. The vessel had arrived from U.A.E to Jaigad (Dist. Ratnagiri, MH) for cargo discharge. After the cargo discharge, the voyage of U.A.E started on 29.05.2020. Due to “Nisarga Cyclone” warning, the D. G. Shipping, India had permitted the vessel to stay at inner anchorage of Ratnagiri on dt. 03.06.2020, the “Nisarga Cyclone” hit the Ratnagiri coast and the vessel drifted with her anchor at Bhati Mirya Head Bay, near the vicinity of Port of Ratnagiri, Tal. & Dist. Ratnagiri, Maharashtra.

3.2.4. The “Nisarga Cyclone” hit the Ratnagiri coast and the M. T. Basara vessel drifted with her anchor and the vessel rested on the stone bund of Mirya Bunder. Due to drifting, the hull as well as inner bottom is badly damaged hence cannot be navigated or towed to a ship breaking yard. The vessel doesn’t have sufficient buoyancy to afloat. The bottom way of engine room, pump room and steering compartment has damaged resulting flooding the compartments.

3.2.5. The present damaged vessel is affecting marine and coastal environment at Bhati Mirya Head Bay, Ratnagiri. The project has been designed to recycle M. T. BASRA STAR in the safest and environmentally sustainable manner; otherwise it is posing threat to the marine environment. There is a need of dismantling of wrecked/damaged ship to stop the further damage to the environment and coast of the Ratnagiri. For the conservation of coastal

environment, this one time activity of recycling of M. T. Basara need to be done.

3.2.6. The “MT Basra Star” is grounded/stranded at Latitude 17°0'42.09"N and Longitude 73°16'59.94"E, Bhati Mirya Bay, near the vicinity of Port of Ratnagiri, Tal. & Dist. Ratnagiri, Maharashtra. The Geo-coordinates of project site is as following-

North: 17° 0'43.23"N and 73°16'59.76"E	East: 17° 0'42.03"N and 73°17'0.13"E
South: 17° 0'40.79"N and 73°17'0.02"E	West: 17° 0'42.07"N and 73°16'59.67"E

3.2.7. No alternative has been examined for dismantling of ship as the vessel doesn't have sufficient buoyancy to afloat and unfit for the salvage. The hull as well as inner bottom is badly damaged hence cannot be navigated or towed to any other ship breaking facility. Thus need to be broken on “As is where is basis”.

3.2.8. The proposed activity will be done only for a total period of three to four months, without any permanent establishment. The site will be reinstated once the activity is completed. Maharashtra Maritime Board (MMB) has given permission for cutting of vessel vide letter No. MMB/CEO/Traffic-3/MT Basra Star/2021/4634 dated. 15.11.2021 valid till 25.05.2022. Directorate General of Shipping, Mumbai (Ministry of Port, Shipping and Waterways) has approved our dismantling/salvage plan of wreck vessel vide letter F. No. 25-35012/3/2021-NT-DGS dated. 09.03.2022 valid till 25.05.2022.

3.2.9. Area (ha)/Length (km) of the proposed project: There is no permanent establishment; it is the one time activity of ship breaking of vessel “MT Basra Star”. Temporary land area required is 1,500 m² for working areas, scrap storage, LPG storage room (with Safety equipment), Temporary Hazardous Waste Storage/Intermediate Storage, Oil water tanks and fire water tanks, Sanitation, Restroom cum change room, Oxygen meter & Gas meter, Security Office etc. on the landward side.

Details of the “MT Basara Star” vessel		
S. No.	Length	75 m
1	Breadth	11.5 m
2	Depth	5.4 m
3	Year of built	1986
4	Dead weight	2,113 ton
5	Material	Steel
6	Type	Oil tanker

3.2.10. The site is accessible by 9 m wide Mirya road which is connected to National highway No. 166 (Ratnagiri - Solapur) at a distance of 3 km. The site is located about 1.5 km from Ratnagiri city and 8 km from Ratnagiri railway station. Nearest port is Mirkarwada (Ratnagiri) fishing harbour. The Ratnagiri Airstrip is at 4 km. Sindhudurg (Chipi) Airport and Kolhapur Airport is at 115 km and 110 km respectively.

3.2.11. The proposed project falls under 7(b) of Category ‘A’ (ship breaking yards including ship breaking units) of Schedule to the EIA Notification 2006. Total project cost is Rs. 60 Lakhs.

3.2.12. Land use/Landover of project site: There is no permanent change in the land use. The

project work involves recycling process of MT Basra Star vessel and the activity will be done within 3 to 4 months. The land use will be changed temporarily. Prior to start of works a video and photograph survey of the plot will be undertaken. This survey will form the baseline to which the area will be reinstated once operations are completed.

3.2.13. Landuse/Landcover around 10 km radius of project site: Landuse/Landcover around 10 km radius of project site is as follows:

S. No.	Landuse/ Landcover	Area (Ha)	Area (%)
1	Water body	17373	55.28
2	Vegetation	7448	23.70
3	Scrub	1966	6.26
4	Barren Land/Exposed Rock	3560	11.33
5	Agricultural land	1007	3.20
7	Settlements/Built up area	74	0.23

Based on the classified satellite imagery of the study area, the project area including its 10 km surroundings has good vegetation cover (around 23.70%) while water bodies too contribute substantially (around 55.28%) to the land cover.

The area under agriculture is quite less (3.2%). The area under settlements/ exposed rocks and barren land accounts for about 0.23% and 11.33% of the Study Area respectively.

3.2.14. The terrain of the project site is Coastal Rocky shore.

3.2.15. Water Bodies: The M. T. Basra vessel is stranded at Bhati Mirya Head Bay, near the vicinity of Mirya Port of Ratnagiri, Tal. & Dist. Ratnagiri, Maharashtra. The proposed activity will not impact on nearby water bodies or drainage pattern as no solid or liquid waste will be disposed in Arabian sea/Mirya Bay. Prior to ship breaking, provision of booms at shoreline will be done for positive seal against release, spread or leakage of any material and that will be taken out with the help of skimmers.

3.2.16. Water Requirement: Total water required during dismantling phase is 2 KLD and the same will be met by Grampanchayat supply. Two syntex tanks with 25 KL capacity each will be installed on the site as septic tank. Local septic tank waste collector vehicles operated by local Municipal body will take wastewater once in every 15 days. No ground water will be used for the project.

3.2.17. Tree cutting/Protected area/ESZ: Minor clearance of vegetation is needed to approach the ship grounded location. No forest land is involved in the project. Project site is not located within 10 km radius of any protected area, Eco sensitive zones, National Park, Wild life sanctuary and Tiger Reserves etc. There are no mangroves in the vicinity of the stranded ship i.e. at Mirya Bay. Nearest mangroves are at landward side of existing road and at a distance of 250 m.

3.2.18. CRZ area: the proposed project attracts provisions of CRZ notification 2011 as it is in CRZ I (ii) and CRZ III category.

3.2.19. Waste Management: Two syntex tanks with 25 KL capacity each will be installed on the site as septic tank. Local septic tank waste collector vehicles operated by local Municipal

body will take wastewater once in every 15 days.

3.2.20. Details of shore line change: There will be no change in shoreline as this is one time activity of ship breaking of “M. T. BASRA STAR” which is grounded at Bhati Mirya Head Bay, near the vicinity of Port of Ratnagiri, Tal. & Dist. Ratnagiri, Maharashtra. As per the National Shoreline change assessment report for Maharashtra state, Ratnagiri district, the shoreline at the Bhati Mirya Head Bay is stable and does not undergo changes.

3.2.21. Details of channel, breakwaters, dredging, disposal and reclamation: Channel, breakwaters, dredging and reclamation is not required for the project activity. The recycling activity of “M. T. BASRA STAR” vessel is proposed in the project and there will be

- Steel scrap: 70%
- Machinery: 20%
- Electrical Items: 5%
- Wood/plywood/furniture: 3%
- Others: 2%

Nearly, 100% of the ship will be recycled as ship dismantling removes many recyclable materials and that can be used in a ship’s construction. There will not be any disposal of materials in land or sea. While breaking the ship, boom will be placed around the ship to control the spillage/disposal.

3.2.22. Handling of each cargo, storage, transport along with spillage control, dust preventive measures: M. T. Basra Star is an oil tanker. The oil/fuel is not expected from vessel as the same has been removed as per DG shipping notice 356-J. Hazardous materials (i.e. Used Oil/Oily wastes and other hydrocarbon compounds (fuels, diesel and grease (if any), Asbestos (if any), Paint waste residues, PCBs, CFC, TBT, batteries, glass wool, Thermocol etc. will be collected, stored at designated space and handed over to the CHWTSDF or to the appropriate recycling facility. While breaking the ship, provision of booms at shoreline for positive seal against release, spread or leakage of any material from ship will be done and that will be taken out with the help of skimmers. Adequate measures will be taken while handling asbestos (if any). Asbestos and asbestos containing materials (ACM) will be removed before actual ship cutting starts. Dismantling of ACM will be carried out in special completely enclosed chambers equipped with special air filters. Pressure inside will be kept slightly below the atmospheric pressure. All the asbestos (if any) will be packed in leak proof and labelled containers and the same will be disposed to CHWTSDF. The oil spill contingency plan will be followed and implemented. All the recovered spill oil (if any), contaminated saw dust, sand, soil, used oil and slop oil will be packed in bags and given to CHWTSDF for disposal/or for authorized recyclers.

3.2.23. Land acquisition and R&R issues: No land acquisition and R&R is involved in the project.

3.2.24. Employment potential: The employment potential for dismantling of ship will be 50 Nos. Local transport system/vehicles will be hired.

3.2.25. Benefits of the project: The vessel is grounded at Mirya Bay location due to “Nisarga

Cyclone” and it is proposed to be demolished/recycled in the safest and most environmentally sustainable manner in order to prevent it from further damage to the environment and restoring it to the original status. The proposed ship breaking activity will create temporary economic opportunities for labourers of private sector investment. Nearly 100% of the ship will be recycled. In this perspective, ship breaking can be claimed to be a sound sustainable industrial activity. Nearly 70% of steel, machinery 20%, electrical items 5% and wood/plywood/furniture 3% will be recovered from the proposed activity. This will also reduce Carbon Footprints.

3.2.26. Details of Court Cases: No court cases are pending against the project.

3.2.27. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 293rd meeting during 24th – 25th March 2022 and **recommended** the proposal for grant of Terms of Reference (ToR) with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. Engine oil/lubricants should be completely removed from the ship.
- ii. Paints and other debris should not be deposited after dismantling the ship.
- iii. There should not be marine/surface soil contamination.
- iv. Details of the processes for each activity, generation of wastes, types quantity and methodology for collection, storage, treatment and disposal of wastes.
- v. MoU with authorized agency for disposal of hazardous wastes if any.
- vi. Details of the water source, waste generation, treatment system and disposal along with water balance.
- vii. Detailed baseline marine water quality vis-a-vis likely impact due to ship breaking and mitigation proposed.
- viii. Details of personal protective equipment (gas masks, dust masks, hand gloves, safety shoes, safety goggles, etc) for workers engaged for cutting, dismantling, isolation and segregation process.
- ix. Details of Environmental Management Plan and Environmental Monitoring Plan with parameters and costs.
- x. Details of Oil Spill Contingent Management Plan. Details of oil, hazardous materials, asbestos etc handling onshore or offshore.
- xi. Copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale along with the recommendation of the SCZMA.
- xii. The Public Hearing should 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 along with budgetary provisions.
- xiii. The duration of shipbreaking should be indicated clearly.

Agenda No. 3.3

Development of 4/6 lane (green field) access control expressway from Varanasi to Kolkata Package-I from Varanasi ring road Km 00.000 (near Barhuli village) to Km 73.800 (near Rampur village) in the state of Uttar Pradesh and Bihar under Bharatmala Pariyojana Phase-II (lot-9 package-3) (Total Length - 73.800 km) by M/s National Highways Authority of India - Terms of Reference [Proposal No. IA/UP/NCP/253149/2022 and File No. 10/10/2022-IA.III]

“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in EIA/EMP. If any part of data/information submitted is found to be false/misleading at any stage, the project will be rejected and ToR/Environmental Clearance/validity Extension given, if any, will be revoked at the risk and cost of the project proponent.

3.3.1 The aforementioned proposal was considered earlier in 289th EAC meeting during 17th - 18th February 2022 and the proposal was deferred for the want of certain documents/information.

3.3.2 At this instance, the proposal was further placed before the EAC during 293rd meeting during 24th – 25th March 2022. The project proponent along with the DPR consultant M/s SA. Infrastructure Consultants Pvt. Ltd and EIA consultant M/s. P&M Solution has made a presentation through Video Conferencing and provided the following information-

3.3.3 There is no change in the alignment.

3.3.4 The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 293rd meeting during 24th – 25th March 2022 and **recommended** the proposal for grant of Terms of Reference (ToR) with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. NHA will design the alignment as per the suggestions of the concerned Forest Department of Govt. of Jharkhand with necessary structural provisions for safe passage of wildlife and re-alignment for saving of forest patch.
- ii. Cumulative impact assessment study should be carried out along the entire stretch including the other packages and the current stretch under consideration.
- iii. The proponent shall carry out a detailed traffic flow study to assess inflow of traffic from adjoining areas like airport/urban cities. The detailed traffic planning studies shall include complete design, drawings and traffic circulation plans (taking into consideration integration with proposed alignment and other state roads etc.). Wherever required adequate connectivity in terms of VUP (vehicle underpass)/ PUP (Pedestrian underpass) needs to be included.
- iv. Road safety audit (along with accident/black spots analysis), by any third-party

- competent organization need to be carried out at all stages, namely, at detailed design stage, construction stage and pre-opening stage to ensure that the project road is constructed considering all the elements of road safety.
- v. Provide compilation of road kill data on the wildlife on the existing roads (national and state highways) in the vicinity of the proposed project. Provide measures to avoid road kills of wildlife by the way of road kill management plan.
 - vi. The alignment of road should be such that the cutting of trees is kept at bare minimum and for this the proponent shall obtain permission from the competent authorities. Alignment also should be such that it will avoid cutting old and large and heritage trees if any. All such trees should be geo-tagged, photographed and details be submitted in the EIA –EMP report.
 - vii. The proponent shall carry out a comprehensive socio-economic assessment and also impact on biodiversity with emphasis on impact of ongoing land acquisition on the local people living around the proposed alignment. The Social Impact Assessment should have social indicators which can reflect on impact of acquisition on fertile land. The Social Impact Assessment shall take into consideration of key parameters like people's dependency on fertile agricultural land, socio-economic spectrum, impact of the project at local and regional levels.
 - viii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfil these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.
 - ix. In pursuance of Ministry's OM no stated above the project proponent shall add one annexure in the EIA Report indicating all the commitments made by the PP to the public during public hearing and submit it to the Ministry and the EAC.
 - x. The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M), dated 25th October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.
 - xi. Passage for animal movement has to be detailed in the report
 - xii. A comprehensive plan for plantation of three rows of native species, as per IRC guidelines, shall be provided. Such plantation alongside of forest stretch will be over and above the compensatory afforestation. Tree species should be same as per the forest type.

Agenda No. 3.4

Development of 4/6 lane (green field) access control expressway from Varanasi to Kolkata Package-II from Km 73.800 (near Rampur village) to Km 114.000 (near Tetarahar village) in the state of Bihar under Bharatmala Pariyojana Phase-II (lot-9 package-3)(Total Length - 40.200 km) by M/s National Highways Authority of India - Further consideration for Terms of Reference

[Proposal No. IA/BR/NCP/253236/2022 and File No. 10/11/2022-IA.III]

“The EAC noted that the Project Proponent and the consultant submitted the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in PFR/DPR/Form-1/Annexure-III. If any part of data/information submitted is found to be false/misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.5.1. The aforementioned proposal was considered earlier in 289th EAC meeting during 17th - 18th February 2022 and the proposal was deferred for the want of certain documents/information.

3.5.2. At this instance, the proposal was further placed before the EAC during 293rd meeting during 24th – 25th March 2022. The project proponent along with the DPR consultant M/s SA. Infrastructure Consultants Pvt. Ltd and EIA consultant M/s. P&M Solution has made a presentation through Video Conferencing and provided the following information-

3.5.3. There is no change in the alignment.

3.3.5 The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 293rd meeting during 24th – 25th March 2022 and **recommended** the proposal for grant of Terms of Reference (ToR) with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. NHAI will design the alignment as per the suggestions of the concerned Forest Department of Govt. of Jharkhand with necessary structural provisions for safe passage of wildlife and re-alignment for saving of forest patch.
- ii. Cumulative impact assessment study should be carried out along the entire stretch including the other packages and the current stretch under consideration.
- iii. The proponent shall carry out a detailed traffic flow study to assess inflow of traffic from adjoining areas like airport/urban cities. The detailed traffic planning studies shall include complete design, drawings and traffic circulation plans (taking into consideration integration with proposed alignment and other state roads etc.). Wherever required adequate connectivity in terms of VUP (vehicle underpass)/ PUP (Pedestrian underpass) needs to be included.
- iv. Road safety audit (along with accident/black spots analysis) by any third-party competent organization need to be carried out at all stages, namely, at detailed design stage, construction stage and pre-opening stage to ensure that the project road has been constructed considering all the elements of road safety.

- v. Provide compilation of road kill data on the wildlife on the existing roads (national and state highways) in the vicinity of the proposed project. Provide measures to avoid road kills of wildlife by the way of road kill management plan.
- vi. The alignment of road should be such that the cutting of trees is kept at bare minimum and for this the proponent shall obtain permission from the competent authorities. Alignment also should be such that it will avoid cutting old and large and heritage trees if any. All such trees should be geo-tagged, photographed and details be submitted in the EIA –EMP report.
- vii. The proponent shall carry out a comprehensive socio-economic assessment and also impact on biodiversity with emphasis on impact of ongoing land acquisition on the local people living around the proposed alignment. The Social Impact Assessment should have social indicators which can reflect on impact of acquisition on fertile land. The Social Impact Assessment shall take into consideration of key parameters like people's dependency on fertile agricultural land, socio-economic spectrum, impact of the project at local and regional levels.
- viii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfil these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.
- ix. In pursuance of Ministry's OM no stated above the project proponent shall add one annexure in the EIA Report indicating all the commitments made by the PP to the public during public hearing and submit it to the Ministry and the EAC.
- x. The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M), dated 25th October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.
- xi. Passage for animal movement has to be detailed in the report
- xii. A comprehensive plan for plantation of three rows of native species, as per IRC guidelines, shall be provided. Such plantation alongside of forest stretch will be over and above the compensatory afforestation. Tree species should be same as per the forest type.

Agenda No. 3.5

Development of 4/6 lane (green field) access control expressway from Varanasi to Kolkata Package-III from Km 114.000 (near Tetarahar village) to Km 184.400 (near Shahpur village, Bihar/Jharkhand Border) in the state Bihar under Bharatmala Pariyojana Phase-II (lot-9 package-3)(Total Length - 70.40 km) by M/s National

Highways Authority of India - Terms of Reference

[Proposal No. IA/BR/NCP/253270/2022 and File No. 10/12/2022-IA.III]

“The EAC noted that the Project Proponent and the consultant have submitted the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in PFR/DPR/Form-1/Annexure-III. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.5.1. The aforementioned proposal was considered earlier in 289th EAC meeting during 17th - 18th February 2022 and the proposal was deferred for the want of certain documents/information

3.5.2. At this instance, the proposal was further placed before the EAC during 293rd meeting during 24th – 25th March 2022. The project proponent along with the DPR consultant M/s SA. Infrastructure Consultants Pvt. Ltd and EIA consultant M/s. P&M Solution has made a presentation through Video Conferencing and provided the following information-

3.5.3. There is no change in the alignment.

3.5.4. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 293rd meeting during 24th – 25th March 2022 and **recommended** the proposal for grant of Terms of Reference (ToR) with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. NHAI will design the alignment as per the suggestions of the concerned Forest Department of Govt. of Jharkhand with necessary structural provisions for safe passage of wildlife and re-alignment for saving of forest patch.
- ii. Cumulative impact assessment study should be carried out along the entire stretch including the other packages and the current stretch under consideration.
- iii. The proponent shall carry out a detailed traffic flow study to assess inflow of traffic from adjoining areas like airport/urban cities. The detailed traffic planning studies shall include complete design, drawings and traffic circulation plans (taking into consideration integration with proposed alignment and other state roads etc.). Wherever required adequate connectivity in terms of VUP (vehicle underpass)/ PUP (Pedestrian underpass) needs to be included.
- iv. Road safety audit (along with accident/black spots analysis) by any third-party competent organization need to be carried out at all stages, namely, at detailed design stage, construction stage and pre-opening stage to ensure that the project road has been constructed considering all the elements of road safety.
- v. Provide compilation of road kill data on the wildlife on the existing roads (national and state highways) in the vicinity of the proposed project. Provide measures to avoid road kills of wildlife by the way of road kill management plan.

- vi. The alignment of road should be such that the cutting of trees is kept at bare minimum and for this the proponent shall obtain permission from the competent authorities. Alignment also should be such that it will avoid cutting old and large and heritage trees if any. All such trees should be geo-tagged, photographed and details be submitted in the EIA –EMP report.
- vii. The proponent shall carry out a comprehensive socio-economic assessment and also impact on biodiversity with emphasis on impact of ongoing land acquisition on the local people living around the proposed alignment. The Social Impact Assessment should have social indicators which can reflect on impact of acquisition on fertile land. The Social Impact Assessment shall take into consideration of key parameters like people's dependency on fertile agricultural land, socio-economic spectrum, impact of the project at local and regional levels.
- viii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfil these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.
- ix. In pursuance of Ministry's OM no stated above the project proponent shall add one annexure in the EIA Report indicating all the commitments made by the PP to the public during public hearing and submit it to the Ministry and the EAC.
- x. The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M), dated 25th October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.
- xi. Passage for animal movement has to be detailed in the report
- xii. A comprehensive plan for plantation of three rows of native species, as per IRC guidelines, shall be provided. Such plantation alongside of forest stretch will be over and above the compensatory afforestation. Tree species should be same as per the forest type.

Agenda No. 3.6

Development of 4/6 lane (green field) access control expressway from Varanasi to Kolkata Package-IV from Km 184.400 (near Shahpur village, Bihar/Jharkhand Border) to Km 375.600 (near Kamalpur village, Jharkhand/WB Border) in the state Jharkhand under Bharatmala Pariyojana Phase-II (lot-9 package-3)(Total Length - 191.200 km) by M/s National Highways Authority of India - Terms of Reference [Proposal No. IA/JH/NCP/253250/2022 and File No. 10/13/2022-IA.III]

“The EAC noted that the Project Proponent and the consultant have submitted the application

and enclosures are true to the best of their knowledge and belief and no information has been suppressed in PFR/DPR/Form-1/Annexure-III. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.6.1. The aforementioned proposal was considered earlier in 289th EAC meeting during 17th - 18th February 2022 and the proposal was deferred for the want of certain documents/information

3.6.2. At this instance, the proposal was further placed before the EAC during 293rd meeting during 24th – 25th March 2022. The project proponent along with the DPR consultant M/s SA. Infrastructure Consultants Pvt. Ltd and EIA consultant M/s. P&M Solution has made a presentation through Video Conferencing and provided the following information-

3.3.6 As per the direction by MoEF&CC, NHAI made a detailed presentation on the alignment with concerned RCCFs and DFOs and subsequently this was put up before PCCF & CWLW, Govt. of Jharkhand. Considering various suggestions/inputs and as per the suggestions of the concerned DFOs, NHAI has amended the alignment and proposed various elevated structures to cater for the safe passages of wildlife. Further refinement of alignment and structural provisions also incorporated in the proposed project. The revised alignment along with provisions towards structures and re-alignment with bare minimum forest land and also saving of forest patches is having a length of 620 km. as against the previous proposed length of 612 km.

3.6.3. During deliberation, EAC observed and noted the following-

- i. The location of the alignment from chainage 248.800 to 261.800 should be revised to make an over bridge.

3.6.4. Details of court cases: No court cases are pending against the proposed project.

3.6.5. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 293rd meeting during 24th – 25th March 2022 and **recommended** the proposal for grant of Terms of Reference (ToR) with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. NHAI will design the alignment as per the suggestions of the concerned Forest Department of Govt. of Jharkhand with necessary structural provisions for safe passage of wildlife and re-alignment for saving of forest patch.
- ii. Cumulative impact assessment study should be carried out along the entire stretch including the other packages and the current stretch under consideration.
- iii. The proponent shall carry out a detailed traffic flow study to assess inflow of traffic from adjoining areas like airport/urban cities. The detailed traffic planning studies shall include complete design, drawings and traffic circulation plans (taking into consideration integration with proposed alignment and other state roads etc.). Wherever required adequate connectivity in terms of VUP (vehicle underpass)/ PUP (Pedestrian

- underpass) needs to be included.
- iv. Road safety audit (along with accident/black spots analysis) by any third-party competent organization need to be carried out at all stages namely at detailed design stage, construction stage and pre-opening stage to ensure that the project road has been constructed considering all the elements of road safety.
 - v. Provide compilation of road kill data on the wildlife on the existing roads (national and state highways) in the vicinity of the proposed project. Provide measures to avoid road kills of wildlife by the way of road kill management plan.
 - vi. The alignment of road should be such that the cutting of trees is kept at bare minimum and for this the proponent shall obtain permission from the competent authorities. Alignment also should be such that it will avoid cutting old and large and heritage trees if any. All such trees should be geo-tagged, photographed and details be submitted in the EIA –EMP report.
 - vii. The proponent shall carry out a comprehensive socio-economic assessment and also impact on biodiversity with emphasis on impact of ongoing land acquisition on the local people living around the proposed alignment. The Social Impact Assessment should have social indicators which can reflect on impact of acquisition on fertile land. The Social Impact Assessment shall take into consideration of key parameters like people's dependency on fertile agricultural land, socio-economic spectrum, impact of the project at local and regional levels.
 - viii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfil these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.
 - ix. In pursuance of Ministry's OM no stated above the project proponent shall add one annexure in the EIA Report indicating all the commitments made by the PP to the public during public hearing and submit it to the Ministry and the EAC.
 - x. The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M), dated 25th October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.
 - xi. Passage for animal movement has to be detailed in the report
 - xii. A comprehensive plan for plantation of three rows of native species, as per IRC guidelines, shall be provided. Such plantation alongside of forest stretch will be over and above the compensatory afforestation. Tree species should be same as per the forest type.

Agenda No. 3.7

Development of 4/6 lane (Greenfield) access control expressway from Varanasi to Kolkata (Package-5) from Km 375+600 (near Kamalpur village, Jharkhand/West Bengal Border) to Km 612.00, NH-16, near Uluberia, Howrah District, West Bengal under Bharatmala Pariyojana Phase-II (Lot-9 Package-3) (Total length – 236.400 km) by M/s National Highways Authority of India - Terms of Reference.

[Proposal No. IA/WB/NCP/253301/2022 and File No. 10/14/2022-IA.III]

“The EAC noted that the Project Proponent and the consultant have submitted the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in PFR/DPR/Form-1/Annexure-III. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.7.1 The aforementioned proposal was considered earlier in 289th EAC meeting during 17th - 18th February 2022 and the proposal was deferred for the want of certain documents/information.

3.7.2 At this instance, the proposal was further placed before the EAC during 293rd meeting during 24th – 25th March 2022. The project proponent along with the DPR consultant M/s SA. Infrastructure Consultants Pvt. Ltd and EIA consultant M/s. P&M Solution has made a presentation through Video Conferencing and provided the following information-

3.7.3 There is no change in the alignment.

3.7.4 The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 293rd meeting during 24th – 25th March 2022 and recommended the proposal for grant of Terms of Reference (ToR) with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. NHA will design the alignment as per the suggestions of the concerned Forest Department of Govt. of Jharkhand with necessary structural provisions for safe passage of wildlife and re-alignment for saving of forest patch.
- ii. Cumulative impact assessment study should be carried out along the entire stretch including the other packages and the current stretch under consideration.
- iii. The proponent shall carry out a detailed traffic flow study to assess inflow of traffic from adjoining areas like airport/urban cities. The detailed traffic planning studies shall include complete design, drawings and traffic circulation plans (taking into consideration integration with proposed alignment and other state roads etc.). Wherever required adequate connectivity in terms of VUP (vehicle underpass)/ PUP (Pedestrian underpass) needs to be included.
- iv. Road safety audit (along with accident/black spots analysis) by any third-party

- competent organization need to be carried out at all stages, namely, at detailed design stage, construction stage and pre-opening stage to ensure that the project road has been constructed considering all the elements of road safety.
- v. Provide compilation of road kill data on the wildlife on the existing roads (national and state highways) in the vicinity of the proposed project. Provide measures to avoid road kills of wildlife by the way of road kill management plan.
 - vi. The alignment of road should be such that the cutting of trees is kept at bare minimum and for this the proponent shall obtain permission from the competent authorities. Alignment also should be such that it will avoid cutting old and large and heritage trees if any. All such trees should be geo-tagged, photographed and details be submitted in the EIA –EMP report.
 - vii. The proponent shall carry out a comprehensive socio-economic assessment and also impact on biodiversity with emphasis on impact of ongoing land acquisition on the local people living around the proposed alignment. The Social Impact Assessment should have social indicators which can reflect on impact of acquisition on fertile land. The Social Impact Assessment shall take into consideration of key parameters like people's dependency on fertile agricultural land, socio-economic spectrum, impact of the project at local and regional levels.
 - viii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfil these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.
 - ix. In pursuance of Ministry's OM no stated above the project proponent shall add one annexure in the EIA Report indicating all the commitments made by the PP to the public during public hearing and submit it to the Ministry and the EAC.
 - x. The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M), dated 25th October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.
 - xi. Passage for animal movement has to be detailed in the report
 - xii. A comprehensive plan for plantation of three rows of native species, as per IRC guidelines, shall be provided. Such plantation alongside of forest stretch will be over and above the compensatory afforestation. Tree species should be same as per the forest type.

Agenda No. 3.8

Development of Zaheerabad National Investment and Manufacturing Zone (NIMZ) in

Sangareddy District of Telangana by M/s Telangana State Industrial Infrastructure Corporation Limited – Environmental Clearance

[Proposal No. IA/TG/NCP/71421/2017; File No. 21-237/2017-IA.III]

“The EAC noted that the Project Proponent and the consultant have given undertaking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.8.1. The abovementioned proposal was earlier considered in the 258th and 278th meetings of Expert Appraisal Committee held during 17th -18th March, 2021 and 27th - 28th October, 2021, respectively. The proposal was deferred for the want of requisite information/documents.

3.8.2. At this instance, the proposal was further placed before the EAC in its 293rd meeting during 24th – 25th March 2022. The project proponent along with the EIA consultant M/s L&T Infrastructure Engineering Limited, Hyderabad has made a presentation through Video Conferencing.

3.8.3. Brief summary of specialized Studies carried out for the project as per the ToR: Green conservation plan studies were conducted to address the clarifications sought by EAC during the 258th meeting of the Expert Appraisal Committee held on 17-18 March 2021. Proponent Submitted Responses to 278th Meeting EAC Observations on March 13, 2022:

Information sought during 278 th Meeting EAC	Reply given by PP during 293 rd meeting during 24 th – 25 th March 2022
<p>i. The Proponent should submit a detailed report about direct and indirect type of employment opportunities during construction and operation phase including those are compatible with the existing skills of an agrarian community that is residing near the project area. Skill development programme should detailed out with other supplementary skills that may be necessary (No specific details submitted as per the earlier query)</p>	<p>The proponent has submitted detailed information/documents regarding the query raised.</p> <p>Briefly, the PP has submitted that-</p> <p>i. About 2845 (direct) members can be absorbed / utilized in construction period/phase and others will be given skill development training in a suitable area for employing them during the operational phase.</p> <p>ii. Available Workers estimated by 2025 is 11508, out of which Agrarian community represent around 10442. From the total available Agrarian Work force ~7262 can get absorbed in Food Processing, Non Metallic Minerals, Metals, Transport Equipment sectors. Whereas remaining persons can be absorbed in others sectors.</p> <p>iii. In the coming years, the Employment opportunities would increase further,</p>

	<p>thereby providing sufficient opportunities for complete absorption of Agrarian Community.</p> <p>iv. Skill Development Program shall be carried out for Project Affected Families (PAFs) through Telangana Academy of Skill and Knowledge (TASK), MOU's & Training arrangement with various Institutional agencies like NSDC, ASDC, etc. Government of Telangana is committed for providing Employment Opportunities to local people.</p>
<p>ii. An elaborate report on land acquired so far, pending land acquisition, R&R details if any and the period for settlement has to be sorted according in line with the State Government Policy. (no specific information submitted)</p>	<p>The proponent has submitted detailed information/documents regarding the query raised. It has been submitted that Land Alienation/ Acquisition Process shall be initiated as per provisions of Right to Fair Compensation and Transparency in Land Acquisition and Rehabilitation and Resettlement 2013. As on date, total 3,100.07-acre land has been acquired for Parcel 1.</p> <p>For Parcel II land notification has been published and Government of Telangana is expediting the Efforts for procuring the balance land.</p>
<p>iii. Proposed industrial estate would negatively impact on the life, livelihood and health of people staying in the few existing hamlets within the boundary of the proposed industrial area. PP need to address this issue and submit detailed plan regarding the same. If R&R is involved, then PP has to submit evidence showing that local population at select sites are in agreement for voluntary relocation. (no specific information submitted)</p>	<p>The proponent has submitted detailed information/documents regarding the query raised.</p> <p>As per EAC Suggestion in 258th Meeting, TSIIC prepared an Option for Relocation of these settlements.</p> <p>Mitigation Measures during Construction Phase around these Hamlets will be implemented.</p> <p>Land allotment will be as per Zoning plan. Disaster Management with Onsite and Offsite Emergency will be implemented. Hamlets will be considered under CSR Initiatives (under SPV). R&R shall be as per The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (Telangana Amendment) Act, 2016 (Act 21 of 2017)</p>
<p>iv. PP has to submit the details of land acquisition including (project affected families) how much land is acquired from the individuals/families. R&R & Livelihood of the affected families</p>	<p>The proponent has submitted detailed information/documents regarding the query raised. Mitigation measures to compensate impact livelihood has been provided in detail.</p>

should be clearly mentioned.	
v. Several complaints are received in relation to land acquisition, public hearing, R&R, bio-diversity and employment for the local population, however, no proper justification has been provided in the document submitted by the PP. A detailed reply to the queries raised shall be submitted.	The PP has submitted that Government of Telangana / TSIIC are committed to Implement the commitments made during Public Hearing.

3.8.4. Complaints received regarding the proposal: A number of complaints from more than 200 local peoples/farmers have been received against this proposal stating several issues that may directly affect their life/livelihood. The complaints were sent to PP for providing their response to the complaints with measures adopted to address the complaints. Sample of the complaints and response of PP is attached for Reference:

S. No	Public representation	Response of TSIIC
1	Land compensation	Land acquisition and Compensation for land and structure would be as per G.O. 123 issued by GoTS and Telangana State RFCCT LAR&R Act 2016 in line with RFCT LAR&R Central Act. 2013. Revenue department is carrying out land acquisition in transparent manner by duly following the prevailing rules and regulations of the state. Compensation for the lands would be decided by the District Collector and compensation accordingly
2	Employment Opportunities and imparting training to the villagers for employment	NIMZ is envisaged to generate direct and indirect employment of 2,66,000 Local people will be getting a large employment opportunity. TSIIC expressed that minimum one job per project affected family will be given due to loss of land (PAF). In case, more number of eligible personnel are there in the PAF, they too would be given preference for employment based on their skill set. Skill development centre such as ITI will be developed and necessary training will be imparted to meet the requirement of industries coming up in proposed NIMZ so that local people will be benefitted by the employment in the industries coming

		up in NIMZ.
3	Pollution such as air, water, soil and noise	Mitigation measures shall be adhered by TSIIC and upcoming member industries with reference to EIA-EMP report including the total green areas planned in the NIMZ (park level) of 1974.4 acres (15.6%). In addition, each industry will maintain 33% area of its area under green areas in their plot

During deliberation, EAC observed and noted the following-

- i. All red category project should be confined at one place/area.
- ii. All red category project should be at minimum 500-700 m away from the boundary of Hamlet.
- iii. Plantation/green belt should be developed at the boundary of the industrial project/area and hamlet/all nearby villages.
- iv. Two Hamlets i.e., Mungi Thanda and Chilepalle Thanda should be left out side from the project boundary located within Parcel I land.
- v. Acquisition of Agricultural/fertile lands should be avoided, since agriculture ensures a critical number of ecosystem services and is vital for food security and supports the Sustainable Development Goal. Agricultural land is lifeline for those poor people/farmers whose livelihoods are completely dependent of their land and crops they grow.

3.8.5. The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 293rd meeting during 24th – 25th March 2022 and **recommended** the proposal for grant of Environment Clearance with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. All red category projects should be confined at one place/area and a minimum distance of 500-700 m shall be maintained between the Industrial area and the boundary of Hamlet.
- ii. Plantation/green belt should be developed at the boundary of the industrial project/area and hamlet/all nearby villages.
- iii. Two Hamlets i.e., Mungi Thanda and Chilepalle Thanda should be left out side from the project boundary located within Parcel I land.
- iv. All the mitigation measures to reduce pollution as mentioned in EIA-EMP report shall be implemented in toto.
- v. Fly ash should be used as building material in the construction as per the provisions of Fly Ash Notification of September, 1999 and amended as on 27th August, 2003 and 25th January, 2016.

- vi. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory afforestation etc., either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also be implemented and become part of EMP.
- vii. The existing water bodies in the project area shall be conserved and used for effective water management. No ground water shall be used in any case.
- viii. Provision shall be made to recharge the ground water and construct rainwater harvesting structures for augmentation of ground water levels. Rain water harvesting for roof run-off and surface run-off, as plan submitted shall be implemented.
- ix. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease. The bore well for rainwater recharging shall be kept at least 4 meters above the highest ground water table. Piezometer be installed adequately to monitor the ground water level.
- x. The quantity of fresh water usage, water recycling and rainwater harvesting shall be measured/recorded to ensure the water balance is maintained and the record shall be submitted to the Regional Office, MoEF&CC along with six Monthly Monitoring report.
- xi. Grading within the project site shall be planned such that there shall be negligible impacts on the existing natural drainage system/pattern. An adequate drainage system shall be provided at the site with separate collection streams to segregate the storm run-off from roads, open areas, material storage areas, vehicle wash water and other wastewater streams. Suitable measures should be taken to prevent the washing away of construction materials into the drainage system.
- xii. The Industrial area shall maintain Zero Liquid Discharge and to achieve this waste water generated from various industrial operations shall be properly collected, treated to the prescribed standards and then recycled or reused for the identified uses.
- xiii. The member units shall provide storage tanks and provide primary treatment as per the CETP norms before sending into the CETP for further treatment. Flow meters with recording facilities shall be provided to monitor the effluent quality and quantity sent from member industries to CETP and from CETP to the final disposal/re-use on a continuous basis.

- xiv. Ambient noise levels shall be regularly monitored and conform to the prescribed standards both during day and night. Incremental pollution loads on the ambient air and noise quality should be closely monitored during development/ construction phase.
- xv. Continuous monitoring system be installed by all the member industries and adequate measures shall be made to reduce ambient air and noise level during construction phase, so as to conform to the stipulated standards by CPCB/SPCB.
- xvi. A comprehensive plan for disaster management and mitigation be developed taking in to account the products, processes and hazardous waste if any and its disposal. The plan should also include financial provisions for the same and integrate these within EIA/EMP.
- xvii. EMP- Budget allocation for developing adequate infrastructure for healthcare facilities and its operations for the employees and general public be made and implemented. Also adequate financial provisions be made for skill development for local population as provided for in the EIA-EMP
- xviii. Green belt should be developed all around the settlements and water bodies. Minimum 33% of total project area shall be maintained as green belt.

Agenda No. 3.9

Development of Industrial City over an area of 93.85 ha (231.9084 acres) at Shendra, MIDC, Aurangabad, Maharashtra by M/s Inspira Infra (Aurangabad) Ltd. - Terms of Reference

[Proposal No. IA/MH/NCP/259563/2022 and File No. 10/16/2022-IA.III]

“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in PFR/DPR/Form-1/Annexure-III. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.9.1 The aforementioned proposal was placed before the EAC in its 293rd meeting during 24th – 25th March 2022. The project proponent along with the EIA consultant M/s Ardra Consulting Services Pvt. Ltd., Bhubaneswar, Odisha has made a presentation through Video Conferencing and provided the following information-

3.9.2 The proposed project is intended to develop and set up a world class INDUSTRIAL CITY on the possessed property of plot/land admeasuring about 93.85 Ha (231.8943 Acres) in five-star Industrial area, Shendra MIDC, Aurangabad, Maharashtra State. Geo-coordinates of project site are at Latitude 19.54° North & longitude 75.29° east.

3.9.3 The proposed project falls under 7(C), Industrial estates/ parks/ complexes/ areas, export processing Zones (EPZs), Special Economic Zones (SEZs), Category A. Total project

cost is Rs. 420.28 Crore.

3.9.4 Land use/Land cover of project site is as following-

S. No.	Facility	Plot Area in Ha
1	Industrial Area-	
a	Industrial Use	56.3
b	Utility-Common Infra	12.9
c	Open Green	8.7
	SUB TOTAL	77.9
2	Residential Area-	
a	Residential /Other Use	8.83
b	Utility-Common Infra	2.02
c	Open Green	1.36
	SUB TOTAL	12.2
3	Commercial Area-	
a	Commercial Use	2.68
b	Utility-Common Infra	0.61
c	Open Green	0.45
	SUB TOTAL	3.75
TOTAL LAND AREA		93.85

3.9.5 Land use/Land cover around 10 km radius of project site is as following –

Land Use types	Area in Ha
Airport	103.35
Crop Land	19243.20
Embankment	11.86
Industrial Area	1103.79
Industry	254.22
Institutional Area	23.08
Nh	42.05
Open Forest	165.98
Plantation	91.80
Quarry	9.26
Railway	69.61
Reservoir	1087.70
River	256.16
Road	703.68
Scrub Forest	5752.84
Scrub Land	5136.36
Settlement	957.23
Tank	250.62
Urban Area	1817.49
Total	37080.29

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

Sl. No.	Industry Types
1	Metal forging
2	Food processing including boiling
3	Paint industry
4	Plastic processing and assembly
5	Cosmetic formulation
6	Pharmaceutical formulation
7	Food packaging
8	Manufacturing of detergents
9	Chemical formulation
10	Rubber industry
11	Engineering Industries
12	Manufacturing of silica gel
13	Jute processing without dyeing
14	Detergents and Soaps
15	Fermentation industry
16	Coated electrode manufacturing
17	Dairy and dairy products
18	Cattle feed processing
19	House hold chemicals

3.9.7 Details of water bodies, impact on drainage: Although there is no major river in the study area surrounding 10 km radius, the local drainage pattern is controlled by the topography of the area. Therefore, the drainage is dendritic in nature due to undulating topography and hilly terrain surrounding the project area. For local water usage, several small and medium scale dams are located to tap the rainwater and conserve it for usage.

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

3.9.8 Water requirements: The total water supply to Shendra Five Star INDUSTRIAL CITY is 15 MLD through the MIDC MBR (Master boosting reservoir) and ESR, located at the south-east corner adjacent to the site. Groundwater extraction/usage is proposed.

3.9.9 Tree cutting/Forest Diversion/PAs: is not involved. The project does not involve diversion of forest land. There are no Protected Areas, National Parks, Sanctuaries and Tiger Reserves within 15 km radius of the project area. There is no eco sensitive areas within 15 km radius of the project area.

3.9.10 Waste management: For all industrial effluents, after primary treatment at individual units shall be secondarily treated in the CETP (7 MLD approx.) and redistributed to the industries proportionately. Two (2) MLD sewerage water will be processed in two separate STPs each of 1 MLD capacity and the treated water shall be reused in greenbelt development, Flushing (After Bacterial & Pathogenic Treatment). The STP is based on the Soil Bio Technology system.

3.9.11 There is no land acquisition and R&R issues.

3.9.12 Employment potential: About 3 Lakhs people will be employed in the proposed project.

3.9.13 Benefits of the project: The project will provide employment to a large number of local people. Skilled, semi-skilled and unskilled man power will be utilized during construction and operation phase. This will positively impact the economic condition of the study area. Due to increase/enhancement of the forests and greenery, the project area will possess an enriched ecological profile with significant improvement in micro-climate. The development of planned residential and industrial growth shall necessitate the erection of education and health infrastructure. The project will undertake their creation with quality. After implementation of the Project, a host and variety of industries will be established in the area. This will give rise to employment to the local people. The industrial development will also promote allied businesses and facilities in the area. This will result in considerable improvement in the economic condition of the study area.

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

3.8.6. During deliberation, EAC observed and noted the following-

- i. Plantation/green belt area up to 33% should be developed.
- ii. Proper wind direction analysis should be carried out during EIA-EMP study.

3.8.7. The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 293rd meeting during 24th – 25th March 2022 and **recommended** the proposal for grant of Terms of Reference (ToR) with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. The planning of Industrial Estate should be based on the criteria mentioned in this Ministry's Technical EIA Guidance Manual for Industrial Estate (2009) prepared by IL&FS as well as CPCB's Zoning Atlas Guidelines for siting industries.
- ii. Water balance chart be prepared and submitted along with EIA/EMP report.
- iii. Proponent shall ensure the conservation and development of nearby water bodies in the surrounding areas.
- iv. Detailed land use breakup of proposed Industrial area with green belt to be submitted.
- v. The project area has undulating terrain and it is important to have detailed hydrological study and its impact need to be carried out on the catchment and drainage system in core and buffer zones.
- vi. The PP shall not use groundwater without obtaining approval from CGWA/SGWA as the case may be. The project proponent shall obtain necessary permission from Competent Authority to use surface water from Almatti reservoir.
- vii. Proponent shall establish captive treatment, storage, and disposal facility (TSDF) to ensure the effective Solid Waste Management.

- viii. The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M) dated 25th October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.

Agenda No. 3.10

Expansion of an operating notified SEZ, with an additional land of 45.86 acre, for Multi-Sectoral Chemical manufacturing facilities located at Plot 5, Vilayat GIDC Estate, Taluka Vagra, Dist Bharuch, Gujarat by M/s Jubilant Infrastructure Limited – Amendment in Environmental Clearance

[Proposal No. IA/GJ/NCP/260879/2022 and File No. 10/24/2021-IA.III]

The project proponent/consultant could not attend the meeting due to technical glitch. The PP has informed the same *vide* letter dated 26.03.2022. The proposal was deferred and shall be considered in the upcoming meeting.

Agenda No. 3.11

Integrated Manufacturing Cluster (IMC) at village Bir, District Hisar, Haryana under Amritsar Kolkata Industrial Corridor (AKIC) Project by M/s Civil Aviation Department, Government of Haryana – Terms of Reference

Proposal No. IA/HR/NCP/251434/2022 and File No. 10/4/2022-IA.III

The project proponent/consultant not attended the meeting. The proposal was deferred and shall be considered as and when a request is made by the proponent.

Annexure-A

Following members were present during the 293rd EAC(Infra-1) meeting held on 24th – 25th March 2022.

S. No.	Name	Designation	Remarks	
			24 th March 2022	25 th March 2022
1.	Dr. Deepak Arun Apte	Chairman	Present	Present
2.	Sh. S. Jeyakrishnan	Member	Requested leave of absence	Present
3.	Sh. Manmohan Singh Negi	Member	Present	Present
4.	Sh. Sham Wagh	Member	Present	Present
5.	Dr. Mukesh Khare	Member	Present	Present
6.	Dr. Ashok Kumar Pachauri	Member	Present	Present
7.	Dr. V. K Jain	Member	Requested leave of absence	Requested leave of absence
8.	Dr. Manoranjan Hota	Member	Present	Present
9.	Sh. R Debroy	Member	Absent	Absent
10.	Dr. Rajesh Chandra	Member	Absent	Absent
11.	Dr. M. V Ramana Murthy	Member	Present	Requested leave of absence
12.	Dr. Nirmalendu Kumar	Member	Absent	Absent
13.	Dr. Niraj Sharma	Member	Present	Present
14.	Prof. Santosh Kumar Hampannavar	Nominee from Thermal Power	Present	-
15.	Dr. Nandni N	Nominee from Thermal Power	Present	-
16.	Dr. H.C. Sharatchandra	Nominee from Infra-II	Present	-
17.	Shri V. Suresh	Nominee from Infra-II	Present	-
15.	Sh. Amardeep Raju	Scientist 'E' & MS, MoEF&CC	Present	Present
16.	Dr. Rajesh Prasad Rastogi	Scientist 'C', MoEF&CC	Present	Present

ENVIRONMENTAL
CLEARANCE

Government of India
Ministry of Environment, Forest and Climate Change
(Impact Assessment Division)

To,

The ce
ZAHEERABAD NIMZ LIMITED

Zaheerabad NIMZ Limited (100% subsidiary of Telanagana Industrial Infrastructure Corporation Limited(TSIIC)), C/O TSIIC, 6th Floor, 5-9-58/B, Parishrama Bhavan, Fateh Maidan road, Basheerbagh, Hyderabad,,Hyderabad,Telangana-500004

Subject: Grant of Environmental Clearance (EC) to the proposed Project Activity under the provision of EIA Notification 2006-regarding

Sir/Madam,

This is in reference to your application for Environmental Clearance (EC) in respect of project submitted to the Ministry vide proposal number IA/TG/NCP/71421/2017 dated 26 Feb 2021. The particulars of the environmental clearance granted to the project are as below.

1. EC Identification No.	EC22A031TG158692
2. File No.	21-370/2017-IA.III
3. Project Type	New
4. Category	A
5. Project/Activity including Schedule No.	7(c) Industrial estates/ parks/ complexes/ areas, export processing Zones
6. Name of Project	Zaheerabad NIMZ
7. Name of Company/Organization	ZAHEERABAD NIMZ LIMITED
8. Location of Project	Telangana
9. TOR Date	01 Mar 2018

The project details along with terms and conditions are appended herewith from page no 2 onwards.

Date: 29/04/2022

(e-signed)
Amardeep Raju
Scientist E
IA - (INFRA-1 sector)

Note: A valid environmental clearance shall be one that has EC identification number & E-Sign generated from PARIVESH. Please quote identification number in all future correspondence.

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PARIVESH

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2. The proposed project is for Development of Zaheerabad National Investment and Manufacturing Zone (NIMZ) in Sangareddy District of Telangana State. Telangana State Industrial Infrastructure Corporation Limited (TSIIC) has proposed to establish NIMZ at Nyalkal and Jharasangam Mandal's near Zaheerabad in Sangareddy District of Telangana in an area of ~12,635 acres (Acres 12,635.14 guntas, 5,113 ha) and will house both Category A and Category B Industries listed in the EIA notification, in pursuit of NMP of Department of Industry and Policy Promotion (DIPP) of Government of India.

3. The project land falls in 17 revenue villages i.e., Ganeshpur, Husselli, Ganjoti, Mungi, Rukmapur, Hadnur, Namtabad, Mamidgi, Kalbemal, Basanthpur, Metalkunta, Gangwar, Rejinthal and Malkanpahad villages of Nyalkal Mandal and Chilepalle, Yelgoi and Bardipur villages of Jharasangam Mandal, Sangareddy District. The infrastructure development being proposed includes water supply, water distribution, internal roads, storm water drains, electrical distribution network, internal street lighting, wastewater and waste management facilities, technical and support buildings, housing along with allied facilities, logistic zone with its necessary utilities, amenities and services.

4. The proposed project falls under 7(c), Industrial estates/ parks/ complexes/ areas, export processing Zones (EPZs), Special Economic Zones (SEZs), Category A. Total project cost is Rs. 3,095 Crore. The Terms of Reference was accorded vide letter no. F.No.21-237/2017-IA.III dated 01st March, 2018.

5. The public hearing was conducted on 20th January, 2021, by TSPCB. The meeting was conducted by the panel consisting of Collector, Joint Collector, Sangareddy District, and Environmental Engineer, Regional office Sangareddy, Telangana State Pollution Control Board.

6. Land use/Land cover of the project site: The project site is mostly comprised of barren and vacant lands. Few pockets of farmlands are also located within the site Land Use Type in project site are Scrub Land (44.6%), Agriculture Crop Land (27.65%), Fallow (26.21%), Plantation (0.8%), Rocky Area (0.43%), Built-up (Rural (0.31%)), Waterbodies (Tanks/pond/lakes; 0.02%).

7. The topography of the site is almost flat terrain with levels varying from 605 m to 660 m. Project site falls in seismic zone II (Least Active Zone). Nearest Road Connectivity is SH-14 and SH-16 -passes through site and NH-65 (Pune – Machilipatnam Road) - 10km south. Nearest Rail Connectivity is Metalkunta (1.4 km)- railway station and Zaheerabad (10 km) railway station. Nearest Seaport is JNPT (600 km) on west coast and Krishnapatnam Port (465 km) on east coast. Nearest Airport is Rajiv Gandhi International Airport (RGIA) at Shamshabad, Hyderabad. It is located to the southeast of the site at a distance of 125 km by road (105 km aerial distance) and Bidar Airport is located at 17 km by road from the NIMZ site and is currently under Indian Air Force Station.

8. Following industries are proposed to be housed with the project site-

Proposed Sector	Anticipated industries/activities	Types of	Category as per EIA notification, 2006	Category as per CPCB
Electrical equipment	Manufacture of electric motors, generators, transformers and electricity distribution and control apparatus (includes electric motors, generators and motor generator sets, switchgear and		Not Applicable	Orange

	switchboard apparatus etc.)		
	Manufacture of batteries and accumulators (includes batteries, rechargeable batteries, etc.)		Red and Orange
	Manufacture of wiring and wiring devices (includes wires for live transmission, optical cables)		Orange
Metals	Manufacture of basic iron and steel (Ferro alloys, wire of steel by cold drawing, tube and tube fittings etc.)	Category A and B	Red and Orange
	Manufacture of basic precious and other non-ferrous metals (includes manufacture of copper from ore, lead etc.)		
	Casting of metals (includes manufacture of tubes, pipes and hollow profiles, casting of non-ferrous metals)		
Food and Agro Processing	Processing and preserving of meat (includes production, processing and preserving of meat and meat) products, aqua food related processing (fish and prawns etc.)	Not Applicable	Red
	Manufacture of dairy products (includes manufacturing of milk, milk powder, ice cream etc.)		Red
	Manufacture of grain mill products, starches and starch products (includes flour milling, rice milling, milling of other grains)		Orange and Green
	Manufacture of other food products (includes manufacture of bakery products, noodles, Processing of edible nuts etc.)		Orange
	Manufacture of prepared animal feeds (manufacture of cattle feed, poultry feed, feed for pets etc.)		Orange
Non-metallic minerals (except Glass)	Manufacture of non-metallic mineral products etc. (Includes manufacture of refractory products, clay building materials-bricks, tiles, ceramic products, AAC blocks, kerb stones, etc.)	Not Applicable	Orange and Green
Automobile	Manufacture of motor vehicles (such as manufacturing of Tractors, Buses etc.)	Not Applicable	Red
	Manufacture of parts and accessories for motor vehicles (includes parts such as brakes, gearboxes, axles, seats, tyres, rubber products etc.)		Orange and Green
Machinery	Manufacture of general-purpose machinery (includes manufacture of hydraulic and pneumatic components, pumps, compressors, taps, valves, lifts,	Not Applicable	Red, Orange and White

	etc.), construction machinery, power machinery.		
	Manufacture of special-purpose machinery (includes manufacture of agriculture implants, machine tools for drilling, milling, industrial machinery etc.)		
Transport equipment	Manufacture of Railway locomotives and rolling stock	Category A and B	Red
	Manufacture of Military fighting vehicles		

9. **Details of water bodies, impact on drainage:** The nearest water bodies from the proposed development is Madhura Nadi at 0.2 km, S and Narinja Reservoir at 1.5 km, S. The existing streams/drains within the project site will be retained as per the ToR requirement from MoEF&CC. The drains passing through the area shall be routed as per the proposed drain routing plan. Due care will be taken during construction to avoid spillage of construction materials. An adequate drainage system will be provided at the site with separate collection streams to segregate the storm run-off from roads, open areas, material storage areas, vehicle wash water and other wastewater streams. Drainage system will be provided at construction yard. Measures will be taken to prevent silting of natural drainage due to runoff from construction areas. Proper drainage by providing surface drainage system from the development parcels and connecting to storm water network. Natural drainage wherever retained will be strengthened to receive the newly channelled drainage to withstand the increased flow rates. Storm water drainage network is to be designed wherever diversion of the drains is proposed. At all drains located near the discharge points into natural drains a desilting and filter chambers shall be provided at suitable intervals which shall be preferably located right below the manhole covers provided on top of the drain to enable periodic cleaning and de-silting of these wells.

10. **Water requirements:** Total water (one time) requirement for the proposed development is estimated as 119.34 MLD and 2.5 ML of fire water demand. After treatment of sewage in proposed STP of 43.64 MLD and effluent in CETPs of 27.3 MLD capacity, it is proposed to reuse the treated wastewater into the system which will be in the order of 61.64 MLD. Thus, the net water demand for the proposed NIMZ is 57.71 MLD and 2.5 ML of fire water demand. The fresh water will be sourced from the Singur reservoir located at about 25 km from the project site. Water allocation consent letter has been obtained from Irrigation and CAD Department. The proposed development will not draw groundwater.

11. There is no Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves etc. within 10 km of the project site. The project area is also not located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC. The project area is not located within CRZ area. No forest diversion is involved in the proposed project.

12. **Waste Management:** About 27.299 MLD Wastewater and 43.64 MLD Sewage will be generated. Member industry shall carry out primary treatment and shall discharge to CETP after meeting the inlet characteristics of CETP. Multiple CETPs will be developed and overall capacity of CETP will be in the order of 27.3 MLD. Sewage generated at site and at construction workers camp will be collected in holding tank and periodically transferred to temporary Sewage Treatment Plant (STP). In case of non-availability of nearby STP, mobile STP and septic tank with soak pits will be also be explored. No wastewater shall be disposed directly on land or on existing surface water resources

without appropriate treatment. An STP of ~ 44 MLD capacities to handle sewage waste from overall site development is proposed and the treated wastewater is stored in an underground retention tank for 24hrs before conveyance for non-potable usage. The treated wastewater from CETP & STP shall be reused to reduce the usage of freshwater resources.

13. Municipal Solid waste of 154.37 TPD at 100% occupancy is estimated to be generated. Out of this, biodegradable waste constitutes to 123.5 TPD and the non-biodegradable waste constitutes to 30.87 TPD. Integrated solid waste management facility is proposed for handling of MSW generated. Industrial solid waste is estimated as 423 TPD which includes 85 TPD of hazardous waste and 338 TPD of non-hazardous waste. It has been estimated that about 13.2 tonnes of sludge will be generated daily (@300kg/MLD) from the proposed STPs and about 8.2 tonnes/ day of sludge from the CETPs. Hazardous waste will be sent to nearest Hazardous waste management facility is located at Dundigal (78km from project site) near Hyderabad ORR. Non-hazardous waste will be given to TSPCB approved recyclers/vendors for further treatment and disposal.

14. The overall power requirement for the proposed NIMZ is 678.63 mVA. The nearest 220 kV supply tapping point is Sadhashivpet 220/132 kV substation, which will be utilised initially. Solar Power Harnessing would be adopted within NIMZ built up areas particularly at available roof tops. Estimated Installation Capacity and Cost for Solar Power Harness 26.55 MW.

15. Rainwater Harvesting shall be implemented at NIMZ to conserve rainwater. Roof top area, greenbelt/green area, road/paved area, and open areas proposed in the NIMZ are considered for estimating the rainwater which can be harvested. Estimated Volume of run-off that can be harvested is 1930631.34 m³.

16. Tree cutting and green belt development: Approximately 2300 tree are envisaged to be cut. The total Green area planned in the layout is 1974.4 acres (15.6%) under layout periphery green belt, traffic rotaries, green buffer areas and open green spaces. In addition, each industrial plot will maintain 33% area of its area under Green areas around their industrial plot as per TSPCB guidelines. Approximately, 8,87,000 no. of trees are proposed to be planted in entire NIMZ at park level. The survival of the plantation shall be monitored frequently and survival rate of the plantation during operational phase shall not be less than 80%. A capital cost of INR 135 million (13.5 Crores) shall be earmarked for this purpose and INR of 6.75 million (0.675 Crores) shall be allocated for recurring expenses towards green belt development and maintenance. In addition to this, all other industrial units shall develop green areas within their premises as per the prevailing TSPCB provisions.

17. Land acquisition and R&R issues: The NIMZ in Zaheerabad is proposed to be developed in an area of about ~12,635 acres. An area of Ac 3100.07 gts. is under the possession of TSIIC, out of which patta/private land is Ac.1484.07 gts of and government land is Ac. 1616. Existing settlements are retained. The conceptual Master Plan is flexible to accommodate any settlement rehabilitation requirement within the NIMZ boundary. Presently the settlements are retained with adequate green around them. Hamlets within the project site are retained back with 50m open/green area and between 50-250m, no red category industries are proposed.

18. Employment potential: NIMZ is envisaged to generate direct and indirect employment of 2,66,000 peoples. During operational phase, the NIMZ and associated facilities is likely to generate direct employment of ~1,18,307 people. This project may generate indirect employment of around 1,47,883 people.

19. Benefits of the project: The development of the NIMZ is being envisaged by TSIIC taking into consideration the overall development of Industries in the state. The Nation, State and the region will have impetuous benefits from such development, such as skill development and training to the local population, technology transfer, shifting of manpower resources from low productivity to high productive activities, better quality of educational and medical facilities to the local people, improved local infrastructure, improved socio-economic conditions, employment opportunities, etc.

20. Details of Court cases: No Court case is pending against the proposed project. Land related cases are being dealt separately.

21. Regarding several representations received, the proponent has submitted detailed information/documents regarding the query raised. It has been submitted that Land Alienation/ Acquisition Process shall be initiated as per provisions of Right to Fair Compensation and Transparency in Land Acquisition and Rehabilitation and Resettlement 2013.

22. The EAC based on the information submitted and clarifications provided by the project proponent and detailed discussions held on all the issues in its 293rd meeting during 24th – 25th March 2022, **recommended** the project for grant of environmental clearance with stipulated specific conditions along with other Standard EC Conditions.

23. The Ministry of Environment, Forest and Climate Change has considered the proposal based on the recommendations of the Expert Appraisal Committee (Infrastructure, CRZ and other Miscellaneous projects) and hereby decided to grant Environmental Clearance for the “*Development of Zaheerabad National Investment and Manufacturing Zone (NIMZ) in Sangareddy District of Telangana by M/s Telangana State Industrial Infrastructure Corporation Limited*” under the EIA Notification, 2006 as amended, subject to strict compliance of the following specific conditions, in addition to all standard conditions applicable for such projects.

SPECIFIC CONDITIONS

Statutory compliance:

- i. All red category projects should be confined at one place/area and a minimum distance of 500-700 m shall be maintained between the Industrial area and the boundary of Hamlet.
- ii. Two Hamlets i.e., Mungi Thanda and Chilepalle Thanda should be left out side from the project boundary located within Parcel I land.
- iii. All the mitigation measures to reduce pollution as mentioned in EIA/EMP report shall be implemented in toto.
- iv. Fly ash should be used as building material in the construction as per the provisions of Fly Ash Notification of September, 1999 and amended as on 27th August, 2003 and 25th January, 2016.
- v. As per the Ministry’s Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project

proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory afforestation etc, either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also be implemented and become part of EMP.

Water Environment

- vi. The existing water bodies in the project area shall be conserved and used for effective water management. No ground water shall be used in any case.
- vii. Provision shall be made to recharge the ground water and construct rainwater harvesting structures for augmentation of ground water levels. Rain water harvesting for roof run-off and surface run-off, as plan submitted shall be implemented.
- viii. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease. The bore well for rainwater recharging shall be kept at least 4 meters above the highest ground water table. Piezometer be installed adequately to monitor the ground water level.
- ix. The quantity of fresh water usage, water recycling and rainwater harvesting shall be measured/recorded to ensure the water balance is maintained and the record shall be submitted to the Regional Office, MoEF&CC along with six Monthly Monitoring report.
- x. The unused water quota allocated to the industrial estate should be surrendered to the water board.
- xi. Grading within the project site shall be planned such that there shall be negligible impacts on the existing natural drainage system/pattern. An adequate drainage system shall be provided at the site with separate collection streams to segregate the storm run-off from roads, open areas, material storage areas, vehicle wash water and other wastewater streams. Suitable measures should be taken to prevent the washing away of construction materials into the drainage system.

Pollution Control/Monitoring

- xii. The Industrial area shall maintain Zero Liquid Discharge and to achieve this waste water generated from various industrial operations shall be properly collected, treated to the prescribed standards and then recycled or reused for the identified uses.
- xiii. The member units shall provide storage tanks for collection of effluent and provide ETP/STP for further treatment as per the prescribed norms and, as per the commitment made by M/s Haryana State Industrial and Infrastructure Development Corporation Ltd. (HSIIDC). Flow meters with recording facilities shall be provided to monitor the effluent quality and quantity discharged by member industries to the final disposal/re-use on a continuous basis.

- xiv. Ambient noise levels shall be regularly monitored and conform to the prescribed standards both during day and night. Incremental pollution loads on the ambient air and noise quality should be closely monitored during development/ construction phase.
- xv. Continuous monitoring system be installed by all the member industries and adequate measures shall be made to reduce ambient air, water and noise level during construction and post construction phase, so as to conform to the stipulated standards by CPCB/SPCB.
- xvi. A comprehensive plan for disaster management and mitigation be developed taking in to account the products, processes and hazardous waste if any and its disposal. The plan should also include financial provisions for the same and integrate these within EIA/EMP.
- xvii. EMP- Budget allocation for developing adequate infrastructure for healthcare facilities and its operations for the employees and general public be made and implemented. Also adequate financial provisions be made for skill development for local population as provided for in the EIA-EMP.

Green Belt

- xviii. Green belt should be developed all around the settlements and water bodies. Minimum 33% of total project area shall be maintained as green belt.
- xix. Plantation/green belt should be developed at the boundary of the industrial project/area and hamlet/all nearby villages.

STANDARD CONDITIONS:

I. Statutory compliance:

- (i) The project proponent shall prepare a Site-Specific Conservation Plan & Wildlife Management Plan and approved by the Chief Wildlife Warden. The recommendations of the approved Site-Specific Conservation Plan / Wildlife Management Plan shall be implemented in consultation with the State Forest Department. The implementation report shall be furnished along with the six-monthly compliance report (in case of the presence of Schedule-I species in the study area).
- (ii) The project proponent shall obtain the necessary permission from the Central Ground Water Authority, in case of drawl of ground water / from the competent authority concerned in case of drawl of surface water required for the project.
- (iii) All excavation related dewatering shall be as duly authorized by the CGWA. A NOC from the CGWA shall be obtained for all dewatering and ground water abstraction
- (iv) A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project should be obtained.
- (v) All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Coast Guard, Civil Aviation Department

shall be obtained, as applicable by project proponents from the respective competent authorities.

II. Air quality monitoring and preservation:

- (i) The project proponent shall install system to carryout Ambient Air Quality monitoring for common/criterion parameters relevant to the main pollutants released (e.g. PM₁₀ and PM_{2.5} in reference to PM emission, and SO₂ and NO_x in reference to SO₂ and NO_x emissions) within and outside the project area at least at four locations (one within and three outside the plant area at an angle of 120° each), covering upwind and downwind directions.
- (ii) Appropriate Air Pollution Control (APC) system shall be provided for all the dust generating points including fugitive dust from all vulnerable sources, so as to comply prescribed emission standards.
- (iii) Dust collectors shall be deployed in all areas where surface cleaning and painting operations are to be carried out, supplemented by stacks for effective dispersion.
- (iv) Diesel power generating sets proposed as source of backup power 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.
- (v) A detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 05 kms radius of the project is maintained and improved upon after the implementation of the project. This plan should be based on cumulative impact of all development and increased habitation being carried out or proposed to be carried out by the project or other agencies in this 05 Kms radius of the site in different scenarios of space and time and the traffic management plan shall be duly validated and certified by the State Urban Development department and the P.W.D./ competent authority for road augmentation and shall also have their consent to the implementation of components of the plan which involve the participation of these departments.

III. Water quality monitoring and preservation:

- (i) Total fresh water use shall not exceed the proposed requirement as provided in the project details. Prior permission from competent authority shall be obtained for use of fresh water.
- (ii) Sewage Treatment Plant shall be provided to treat the wastewater generated from the project. Treated water shall be reused for horticulture, flushing, backwash, HVAC purposes and dust suppression.
- (iii) A certificate from the competent authority for discharging treated effluent/ untreated effluents into the Public sewer/ disposal/drainage systems along with the final disposal point should be obtained.
- (iv) No diversion of the natural course of the river shall be made without prior permission from the Ministry of Water resources.

IV. Noise monitoring and prevention:

- (i) Noise level survey shall be carried as per the prescribed guidelines and report in this regard shall be submitted to Regional Officer of the Ministry as a part of six-monthly compliance report.

- (ii) Noise from vehicles, 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.
- (iii) 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.
- (iv) The ambient noise levels should conform to the standards prescribed under E(P)A Rules, 1986 viz. 75 dB(A) during day time and 70 dB(A) during night time.

V. Energy Conservation measures:

- (i) Provide solar power generation on roof tops of buildings, for solar light system for all common areas, street lights, parking around project area and maintain the same regularly;
- (ii) Provide LED lights in their offices and project areas.

VI. Waste management:

- (i) Necessary arrangements for the treatment of the effluents and solid wastes must be made and it must be ensured that they conform to the standards laid down by the competent authorities including the Central or State Pollution Control Board and under the Environment (Protection) Act, 1986.
- (ii) The solid wastes shall be managed and disposed as per the norms of the Solid Waste Management Rules, 2016.
- (iii) Any wastes from construction and demolition activities related thereto shall be managed so as to strictly conform to the Construction and Demolition Waste Management Rules, 2016.
- (iv) A certificate from the competent authority handling municipal solid wastes should be obtained, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project.
- (v) 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.

VII. Green Belt:

- (i) An overall green area of at-least 33% of the Industrial Area should be developed with native species. The project proponent of the Industrial Area shall comply with the additional commitment made by them in the EIA report regarding the development of green belt.
- (ii) The Industrial Areas are directed to accordingly allocate the area to be developed as green cover to respective individual industrial units so as to achieve the above mentioned condition.
- (iii) The individual industrial unit, at the time of obtaining EC, shall bring a letter from the Industrial Area for the area allocated to them to be developed as green cover as a part of obligation from the Industrial Area.
- (iv) Wherever possible, plantations around the periphery of the Industrial Area, in the downwind direction and along the road sides shall be provided for containment of pollution and for formation of a screen between the industrial area and the outer civil area. The choice of plants should include shrubs of height 1 to 1.5 m and tree of 3 to 5 m height. The intermixing of trees and shrubs should be such that the foliage area density in vertical is almost uniform.

- (v) The parameters like selection of plant species, procedure for plantation, density of tree plantation etc shall be as per the CPCB guidelines.

VIII. Public hearing and human health issues:

- (i) Workers shall be strictly enforced to wear personal protective equipments like dust mask, ear muffs or ear plugs, whenever and wherever necessary/ required. Special visco-elastic gloves will be used by labour exposed to hazards from vibration.
- (ii) Safety training shall be given to all workers specific to their work area and every worker and employee will be engaged in fire hazard awareness training and mock drills which will be conducted regularly. All standard safety and occupational hazard measures shall be implemented and monitored by the concerned officials to prevent the occurrence of untoward incidents/ accidents.
- (iii) Emergency preparedness plan based on the Hazard identification and Risk Assessment (HIRA) and Disaster Management Plan shall be implemented.
- (iv) Provision shall be made for the housing of construction labour within the site with all necessary infrastructure and facilities such as fuel for cooking, mobile toilets, mobile STP, safe drinking water, medical health care, crèche etc. The housing may be in the form of temporary structures to be removed after the completion of the project.
- (v) Occupational health surveillance of the workers shall be done on a regular basis.

X. Environment Responsibility:

- (i) The company shall have a well laid down environmental policy duly approved by the Board of Directors. The environmental policy should prescribe for standard operating procedures to have proper checks and balances and to bring into focus any infringements/deviation/violation of the environmental / forest /wildlife norms/ conditions. The company shall have defined system of reporting infringements / deviation / violation of the environmental / forest / wildlife norms / conditions and / or shareholders / stake holders. The copy of the board resolution in this regard shall be submitted to the MoEF&CC as a part of six-monthly report.
- (ii) A separate Environmental Cell both at the project and company head quarter level, with qualified personnel shall be set up under the control of senior Executive, who will directly report to the head of the organization.
- (iii) Action plan for implementing EMP and environmental conditions along with responsibility matrix of the company shall be prepared and shall be duly approved by competent authority. The year wise funds earmarked for environmental protection measures shall be kept in separate account and not to be diverted for any other purpose. Year wise progress of implementation of action plan shall be reported to the Ministry/Regional Office along with the Six Monthly Compliance Report.
- (iv) Self-environmental audit shall be conducted annually. Every three years third party environmental audit shall be carried out.

XI. Miscellaneous:

- (i) The project proponent shall make public the environmental clearance granted for their project along with the environmental conditions and safeguards at their cost by prominently advertising it at least in two local newspapers of the District or State, of which one shall be in the vernacular language within seven days and in addition this shall also be displayed in the project proponent's website permanently.

- (ii) The copies of the environmental clearance shall be submitted by the project proponents to the Heads of local bodies, Panchayats and Municipal Bodies in addition to the relevant offices of the Government who in turn has to display the same for 30 days from the date of receipt.
- (iii) The project proponent shall upload the status of compliance of the stipulated environment clearance conditions, including results of monitored data on their website and update the same on half-yearly basis.
- (iv) The project proponent shall submit six-monthly reports on the status of the compliance of the stipulated environmental conditions on the website of the ministry of Environment, Forest and Climate Change at environment clearance portal.
- (v) The project proponent shall submit the environmental statement for each financial year in Form-V to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently and put on the website of the company.
- (vi) The criteria pollutant levels namely; PM_{2.5}, PM₁₀, SO₂, NO_x (ambient levels) or critical sectoral parameters, indicated for the project shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.
- (vii) The project proponent 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, commencing the land development work and start of production operation by the project.
- (viii) The project authorities must strictly adhere to the stipulations made by the State Pollution Control Board and the State Government.
- (ix) The project proponent shall abide by all the commitments and recommendations made in the EIA/EMP report, commitment made during Public Hearing and also that during their presentation to the Expert Appraisal Committee.
- (x) No further expansion or modifications in the Industrial Area shall be carried out without prior approval of the Ministry of Environment, Forests and Climate Change (MoEF&CC).
- (xi) Concealing factual data or submission of false/fabricated data may result in revocation of this environmental clearance and attract action under the provisions of Environment (Protection) Act, 1986.
- (xii) The Ministry may revoke or suspend the clearance, if implementation of any of the above conditions is not satisfactory.
- (xiii) The Ministry reserves the right to stipulate additional conditions if found necessary. The Company in a time bound manner shall implement these conditions.
- (xiv) The Regional Office of this Ministry shall monitor compliance of the stipulated conditions. The project authorities should extend full cooperation to the officer (s) of the Regional Office by furnishing the requisite data / information/monitoring reports.
- (xv) The above conditions shall be enforced, inter-alia under the provisions of the Water (Prevention & Control of Pollution) Act, 1974, the Air (Prevention & 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 and any other

orders passed by the Hon'ble Supreme Court of India / High Courts and any other Court of Law relating to the subject matter.

- (xvi) Any appeal against this EC 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.

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



(Amardeep Raju)
Scientist-E

Copy to:

1. The Principal Secretary, Environment, Forests, Science and Technology Department, Telangana Government Secretariat, Room No. 327A, D-Block, 2nd Floor, Khairatabad, Hyderabad (Telangana).
2. The Regional Officer, Ministry of Env., Forest and Climate Change, Integrated Regional Office, Hyderabad, 3rd Floor, Room No. 309, Aranya Bhawan, Opp. RBI, Safiabad – 500004, Hyderabad, Telangana.
3. The Member Secretary, Central Pollution Control Board Parivesh Bhavan, CBD-cum-Office Complex, East Arjun Nagar, Delhi – 32.
4. The Member Secretary, Telangana State Pollution Control Board, Paryavaran Bhawan, A-III, Industrial Estate, Sanath Nagar, Telangana - 500018 Hyderabad.
5. Monitoring Cell, Ministry of Environment, Forest and Climate Change, Indira Paryavaran Bhawan, Jor Bagh Road, New Delhi.
6. District Collector, Sangareddy, Telangana.
7. Guard File/Monitoring File/ Parivesh Portal /Record File.



(Amardeep Raju)
Scientist-E

Signature Not Verified

Digitally signed by Amardeep Raju
Scientist E
Date: 4/29/2022 7:02:25 PM