

Minutes of the 161st meeting of Expert Appraisal Committee for projects related to Infrastructure Development, Coastal Regulation Zone, Building/Construction, Industrial Estate and Miscellaneous projects held on 26th July, 2016 at Indira Paryavaran Bhawan, Ministry of Environment, Forest and Climate Change, New Delhi

1. Opening Remarks of the Chairman.
2. Confirmation of the Minutes of the 160th Meeting of the EAC held on 28th – 29th June, 2016 at New Delhi.

The EAC, having taken note that no comments were offered on the minutes of its 160th meeting held on 28th – 29th June, 2016 at New Delhi, confirmed the same.

3. Consideration of Proposals

3.1	Delhi-Jaipur Expressway Greenfield Project in Haryana and Rajasthan by National Highways Authority of India - Finalization of ToR - [F.No.10-48/2016-IA-III]
3.1.1	<p>The project proponent made a presentation and provided the following information to the Committee:-</p> <ul style="list-style-type: none"> (i) The project is for Delhi-Jaipur Expressway (Greenfield) Project in Haryana and Rajasthan promoted by National Highways Authority of India. (ii) The proposed Greenfield expressway will start at km 40.10 of NH-8 near Kherki Dhaula Toll Plaza and, it will terminate at km 217.0 of NH- 8 near Chandwaji. Total length of project road is 195.10 km. (iii) Terrain of the project road is 90% plain and 10% hilly/rolling terrain. It traverses through 372 villages, 11 talukas & 7 districts namely: Gurgaon, Jhajjar, Rewari, Mahendergarh, Alwar, Sikar and Jaipur of three states. The proposed RoW will be 90 m for expressway. (iv) Total land covered is 1755.90 ha; Govt. Land is 360.65 ha, Private Land is 1354.98 ha, 1.22 ha Reserve forest area and 8.907 ha protected notified for managerial purpose in Haryana state, 30.821 ha Protected forest area in Rajasthan state are involved. Sultanpur bird sanctuary is situated at a distance of 5.15 km from the main expressway. (v) Construction of ROB (1), ROB cum VUP (3), Flyovers (2), PUP (79), CUP (4) and VUP/Overpasses (12 VUP, 20 VOP), 2 Toll plazas are proposed. An elevated corridor of 11.5 km, Minor Bridges (34) & Major bridges (2) and Culverts (425) are also proposed to maintain the natural drainage pattern of the area. Three Interchanges are proposed at identified locations and Entry / Exit ramps. (vi) Approximately 14650 no. of trees (with girth size of <60 cm – 29%; 60-90 cm – 20%; 90-120 cm – 32%; >120 cm 19%) are proposed to be felled for construction activity. The avenue plantation will be carried out apart from the statutory requirement as per IRC SP: 21, 2009 and NHAI's Guideline for National Green Highway Policy 2015. (vii) The use of the aggregates, soil, sand and bitumen is estimated to be 0.93 million cum, 19.92 million cum, 0.21 million cum, and 0.06 MT respectively. (viii) Around 640 properties/structures are affected due to the construction of the above road. (ix) During the construction phase of the project which is likely to be completed within 36-48 months, local manpower will be needed to take the part in various project

	<p>activities. Skilled, semi-skilled and unskilled labours will likely to get work.</p> <p>(x) 7000 KLD of water will be required during construction stage. It is proposed that surface water is to be used for the project especially from the en-route canal and river subject to availability.</p> <p>(xi) NTPC Badarpur, Delhi; Indira Gandhi Super Thermal Power Plant, Jhajjar; Mahatma Gandhi Thermal Power Plant, Jhajjar and NTPC Dadri Thermal Power Plants are within the project influence area of 100 km. Fly ash of 6.4 million cubic meters is proposed to be utilized for construction, subject to availability.</p> <p>(xii) The total environment budget is Rs.50.60 crores; R&R cost of the project is Rs.5,000 crore; Total civil cost is estimated to be Rs.6,350 crores.</p>
3.1.2	<p>At the very outset, the EAC recollected that a proposal for a green field Delhi-Jaipur Expressway was earlier placed before the Committee. The same was confirmed by the project proponent that the proposal was considered by the Committee in its 128th meeting held on 22-23 November, 2013, wherein ToR was recommended for the said green field project. It was also admitted that ToR was granted for a largely similar project with its alignment modified at a distance of 40 km in the NCR region. This proposal had not yet been withdrawn.</p> <p>The Committee took a serious view of the suppression of the facts by the project proponent and the consultant, and warned them for the same as changes in alignment and keeping parallel proposal can lead to land speculation. The project proponent was requested to resubmit the proposal clearly mentioning about the earlier ToR and a categorical declaration regarding withdrawing the previous proposal or continuing with it, and a clear view on the present one.</p>
3.1.3	<i>The proposal was, therefore, deferred for the needful on the part of the project proponent.</i>
3.2	Improvement of SH-79 from Kollegal to Tamil Nadu Border in the State of Karnataka by Karnataka State Highways Improvement Project (Project Implementation Unit) – Amendment in ToR – [F.No.10-30/2015-IA-III]
3.2.1	<p>The project proponent made a presentation during the meeting and provided the following information to the Committee:-</p> <p>(i) The Terms of Reference was accorded to the project vide letter No.10-30/2015-IA-III dated 1st February, 2016 for 'Improvement of SH-79 from Kollegal to Tamil Nadu Border near Palar and Palar to Hoganakkal Falls' in a total length of 119 km (90 km+29 km) in the State of Karnataka, promoted by Karnataka State Highways Improvement Project - Project Implementation Unit to be executed by the Public Works Department through PPP.</p> <p>(ii) Due to tremendous public pressure for development of existing road from Kollegal to Hannur (total length 24 km), the State Government of Karnataka has decided to take up the said section of the project road (located outside the Forest and Wildlife Sanctuary area) on priority basis, and exclude the portion falling in the forest and wildlife sanctuary from the present scope.</p> <p>(iii) Total length of the project road would now be reduced from 119 km to 95 km, which includes:</p> <p>a) Hannur (Ch. Km 85+815 of SH-79) to Tamil Nadu border near Palar (Ch. Km 151+080 of SH-79) - 66 km</p> <p>b) Palar to Hoganakkal (ODR) -29 km</p>

- (iv) The proposed road is located in Kollegal Taluka of Chamrajnagar district, in the State of Karnataka.
- (v) PIU-KSHIP has planned to:
- Upgrade / strengthen Hannur to Tamil Nadu Border section of SH-79 (66 km) to strengthen the carriageway without widening & geometric improvement in wildlife sanctuary areas
 - Improve the connectivity to Hoganakkal Falls (Palar to Hoganakkal), which includes improvement of riding quality by rehabilitation of the existing deteriorated pavement surface and adding Parapet / Railing to all Bridge structures which is currently missing.
- (vi) Mysore (Chamarajapura Railway Station) is the nearest railway station, located at a distance of 62.0 km and Bangalore (Kempegowda International Airport) is the nearest airport, located at a distance of 185.0 km.
- (vii) **80.86 km** out of 95 km of the proposed road is passing through two Wildlife Sanctuaries namely Malai Mahadeshwara Wildlife Sanctuary and Cauvery Wild Life Sanctuary. 49.46 km stretch of the project road traverse through Malai Mahadeshwara Wildlife Sanctuary and 31.4 km stretch of the project road traverse through Cauvery Wildlife Sanctuary.

Existing Ch. Km		Length (Km)	Side	Name of the Forest
Start	End			
89+020	91+780	2.76	Both sides	Malai Mahadeshwara Wildlife Sanctuary
94+950	97+350	2.40	Both sides	Cauvery Wildlife Sanctuary
104+080	150+777	46.70	Both sides	Malai Mahadeshwara Wildlife Sanctuary
150+400	Near Hoganakkal	29.0	Both sides	Cauvery Wildlife Sanctuary
Total Length		80.86		

3.2.2

During deliberations, the EAC noted the following:-

- The proposal is for amendment in the ToR dated 1st February, 2016 granted for the project 'Improvement of SH-79 from Kollegal to Tamil Nadu Border (near Palar) and Palar to Hoganakkal Falls' in the State of Karnataka.
- It is proposed to exclude 24 km long stretch from Kollegal to Hannur due to utmost urgency for its improvement, and to be taken up by the State Government on priority.
- The revised scope of the project (95 km) now involves
 - Improvement of road from Hannur to Tamil Nadu Border near Palar (66km),
 - Connectivity to Hoganakkal Falls (29 km) mainly focussed on improving riding quality by rehabilitation of existing deteriorated pavement and some minor repairs,
- Out of the total 95 km proposed road, 80.86 km is passing through two Wildlife Sanctuaries namely, Malai Mahadeshwara Wildlife Sanctuary (49.46 km) and Cauvery Wildlife Sanctuary (31.40 km).
- The project proponent has not submitted the revised Form-I to consider the present proposal, as per the requirement contained in the EIA Notification, 2006.

3.2.3

The proposal was, therefore, deferred for want of the statutory requirement.

3.3	Setting up of industrial Area Kunjbiharipura in Tehsil Phagi, Jaipur (Rajasthan) by Rajasthan State Industrial Development & Investment Corporation Ltd – Further consideration for finalization of ToR – [F.No.21-15/2013-IA-III]
3.3.1	The project was earlier considered by the EAC in its meeting held on 20–23 November, 2013, wherein the Committee noted that the site is in the River bed of ‘Dandi’ and flood plain and the Project Proponent were advised to consider other alternatives.
3.3.2	<p>The project proponent made a presentation during the meeting and provided the following information to the Committee:-</p> <ul style="list-style-type: none"> (i) The project involves setting up of industrial Area Kunjbiharipura in Tehsil Phagi, Jaipur (Rajasthan) by Rajasthan State Industrial Development & Investment Corporation Ltd. (ii) The proposed project comes under Jaipur (Rural) Unit of RIICO, the office of which is situated at Industrial Area 22 Godam, Jaipur. The current Site Development for the Industrial Activity is for a very large scale site development meant for mainly “B” Category Industries as per the EIA Notification 2006 and its amendments made till date. (iii) The main Industries that can be developed in the proposed Industrial Area are: Steel Industries, Rolling Mills, Stone based industries, chemical industries & other general industries. The Saleable area will be about approximately 60% of the total area. Infrastructure Development includes Roads, Storm-water Drainage System, Water supply for drinking purposes, Power supply, Green Area development etc. (iv) Land Area: 522.362 Hectares. (v) It is expected that, during construction phase the requirement of labour will be 1000-3500 persons per day as per work activity proposed. Local labours will be employed from the surrounding villages. During Operational phase, there will be both Direct and Indirect employment generation. About 30 persons will get employment through direct arrangement by RIICO itself for maintenance of the industrial area, out of which 5 persons will be skilled labour. (vi) The water requirement for the proposed project is approximately 50 KLD including domestic water requirements for workers (45 lpcd per worker) during the construction phase based on construction activity requirement. (vii) Electricity will be arranged by RIICO during construction and operation phase through Jaipur Vidyut Vitaran Nigam Limited. During Operational Phase sub-station of Suitable load will be established to meet the total Industrial Load. Power back-up facility will not be provided by RIICO. Individual Industries will arrange for their own Power Back-up. Power lines will also be laid by RIICO. During construction phase, power requirement will be minimal. A 132/33/11 kV Grid sub-station of suitable capacity will be planned to ensure continuous power supply to the Industrial Area. (viii) During the operation phase of the project, water pollution will be in the form of industrial effluent as well as domestic effluent from industrial units in the industrial area. Mitigation of water pollution will be the responsibility of each individual industrial unit. Polluting industrial units will have to install Effluent Treatment Plant (ETP) and/or Sewage Treatment Plant (STP) as per their requirement in compliance with the RSPCB norms. RIICO is proposing to install a CETP/STP for Treatment of Effluent/Sewerage generated and ensuring a zero liquid discharge Facility. Approximately 45 to 50 kg/day of municipal solid waste will be generated from the construction camp and construction site. This will be collected and disposed off in a fenced pit at dugout the site for making compost.
3.3.3	During deliberations, the EAC was informed in response to its earlier observations that

	<p>no alternative sites were available. On a query regarding identification of flood plain of river Dandi through the Water Resources Department, Government of Rajasthan, the project proponent informed that the Water Resources Department has provided high flood level bounds on river Dandi. However, the presentation on the lay out for the industrial area was not clearly indicating the contours of the flood plain within the industrial area. A comparison with the Survey of India map also could not clear the confusion. The Committee asked the project proponent to keep the flood plain of the river Dandi demarcated on the site plan of the proposed industrial area by the Water Resources Department, Government of Rajasthan, as well as in the lay out plan of the industrial area clearly excluding river Dandi and its flood plains from any activity including industrial plots and roads. The only permissible activity would be bridges to cross the flood plain wherever necessary for the connectivity. The project proponent assured that he would bring the necessary documents at the earliest.</p>
3.3.4	<i>The proposal was, therefore, deferred for want of inputs on the above lines.</i>
3.4	Setting up of Kadechuru Industrial Area, Kedechuru Village, Yadgiri Taluka (Karnataka) by Karnataka Industrial Areas Development Board (KIADB) - Further consideration for Environmental Clearance - [F.No.21-8/2014-IA-III]
3.4.1	<p>The project was earlier considered in its 157th meeting held on 28-29 March, 2016, wherein the following observations were made:-</p> <p>(i) In terms of the ToR granted to the project, the proponent were required to submit the details of the tributary along with its flood plain demarcated by the State Irrigation Department. There being no inputs available in this regard, the flood plain demarcation has not been addressed at all.</p> <p>(ii) The project proponent has also not informed about the nature of industries to be housed in the proposed Kadechuru industrial area.</p> <p>The proposal was deferred for want of the desired information.</p> <p>The project was again considered by the EAC in its 159th meeting held on 30 - 31 May, 2016, wherein the EAC noted that the project proponent failed to bring any map of the flood plain as desired by the Committee.</p> <p>This time, an A4 size map indicating High Flood Level (HFL) duly authenticated by the State Irrigation Department and layout of the proposed industrial area were submitted. The EAC observed that there were no industrial plots within the bounds of the HFL, and asked the project proponent to submit a larger map to the Ministry for more clarity.</p> <p>Further, the Committee noted that the proposed industrial estate would be housing a number of bulk drugs and intermediates units, thus essentially requiring an effluent treatment plant to take care of the effluent generated from these units. There is no planning for the ETP and no details are available (including the proposed location) in this regard. The project proponent was requested to furnish the details urgently for a decision on the proposal.</p> <p>The proposal was deferred for want of the desired clarifications/inputs as above.</p>
3.4.2	The project proponent made a presentation during the meeting and provided the

following information to the Committee:-

- (i) The proposal involves development of Kadechuru Industrial Area at Kadechuru Village, Yadgiri District by Karnataka Industrial Areas Development Board (KIADB).
- (ii) The Terms of Reference was accorded to the project by the Ministry vide letter No.21-8/2014-IA-III dated 18th September, 2014.
- (iii) The proposed area to be developed: 1311.18 ha (3240 acres). The details of the areas demarcated as follows:

S.No	Description	Acres	Percentage%
1	Industrial	1426.92	44.04
2	KSSIDC	67.9	2.10
3	Commercial	74.2	2.29
4	Amenities	62.7	1.94
5	Utility	53.4	1.65
6	Greenbelt	413.58	12.76
7	Truck Parking	133.95	4.13
8	Road	172.4	5.32
9	Bulk Land (Coca cola, Railway Bogie, Pet Bottle Plant)	834.95	25.77
Total		3240	100

- (iv) Total water requirement is estimated to be 3.24 MLD proposed to be drawn through Sangam River. The Industries to be proposed are "B" Category industries utilizing minimum water.
- (v) Waste water generated from the industrial units/different zones will be collected and treated at the proposed STP/CETP. The treated water will be recycled and reused for greenbelt development as well as fire water.
- (vi) During construction phase no hazardous waste will be generated. During operation phase hazardous waste management would be the responsibility of individual industries. Prior to the commencement of production, each unit will take authorization for storage, handling and transport of hazardous waste, as per the Hazardous Waste (Management, Handling and Trans-boundary Movement) Rules, 2008 and amendments thereof.
- (vii) **Water bodies:** Kedechuru tank is 0.5 km, E and Bhima river is 5.8 km, WSW from the project site.
- (viii) Storm water drains will be planned along the sides of the roads to collect the surface run-off water from the roads.
- (ix) **RWH:** Based on the runoff calculations 300 rainwater harvesting pits are proposed.
- (x) **Wildlife issues:** There are no Eco sensitive areas in 10km's radius of the Project site.
- (xi) **Greenbelt facilities:** 12.76% of the total project area is allocated for greenbelt development and individual industries will also contribute from the land allotted to them. Green belt (50 m wide) is also proposed along either sides of river tributaries. The treated water will be recycled and reused for greenbelt development as well as fire water.
- (xii) **Investment/Cost:** Estimated project cost of the project is Rs.1134 Crores.

	<p>(xiii) Public Hearing: Public Hearing was conducted on 14th September, 2015 in Kadachur village, Taluka, District Yadgir (Karnataka).</p> <p>(xiv) Employment potential: About 300 to 500 number of people for direct and another 4500 to 5000 number of people for indirect.</p> <p>(xv) Benefits of the project:</p> <ul style="list-style-type: none"> • Improvement on standard of living • Education system will improve by having Schools, Colleges, Vocational training institutes etc., • Existing approach roads will be strengthened with Black Top Roads • Economic growth of nearby surrounding area • Community halls will be constructed to nearby villages. • Medical Assistance with Ambulance facility to nearby Hospitals. • Potable drinking water facilities will improve.
3.4.3	<p>During deliberations, the EAC noted the following:-</p> <p>(i) As asked by the EAC, the project proponent submitted the large flood plain map duly authenticated by the Irrigation Department of the State Government of Tamil Nadu. A perusal of the map shows that flood plain has been clearly demarcated therein, generally of 40 m & 70 m width.</p> <p>(ii) The project proponent was also asked to ensure that no industrial plot is allotted in the flood plain. They have given an undertaking that the flood plain shall not be allotted to any individual and developed by KIADB. The plot areas would also be modified accordingly. The Committee insisted that no civil structures other than bridges and culverts are constructed on the flood plain. The project proponent agreed to the same.</p> <p>(iii) The ETP is of 5 MLD capacity in an area of 27.60 acres of land allocated at plot No.162. Based on extended aeration, RO will be provided as tertiary treatment for reutilisation of treated effluent and resource conservation.</p> <p>(iv) On query, the project proponent informed that the nearest abadi would be at a distance of about 1 km from the waste disposal site and 2 km from the ETP. The Committee was also informed that the waste water shall be treated to the discharge standards which would be recycled to use after reverse osmosis process.</p>
3.4.4	<p>The EAC, <i>on being satisfied with the compliance by the project proponent, recommended the project for grant of environmental clearance, subject to all generic conditions applicable for building and construction projects.</i></p>
3.5	<p>Star Hotel Project at Survey Nos. 6, 6/2-3, 6/2-2, 6/2, Alappuzha West Village, District Alappuzha (Kerala) by M/s East Venice Hotels and Resorts Pvt. Ltd – Further consideration for CRZ Clearance – [F.No.11-19/2016-IA-III]</p>
3.5.1	<p>The project was earlier considered by the EAC in its 159th meeting held on 30 - 31 May, 2016, wherein the EAC, desired that the project proponent shall revisit the parking area, energy conservation and resubmit a site plan on scale. The proposal was, therefore, deferred for want of the desired clarifications/inputs.</p>
3.5.2	<p>The project proponent made a presentation during the meeting and provided the following information to the Committee:-</p>

	<ul style="list-style-type: none"> (i) The project involves construction of Star Hotel Project at Survey Nos. 6, 6/2-3, 6/2-2, 6/2, Alappuzha West Village, District Alappuzha (Kerala) by M/s East Venice Hotels and Resorts Pvt. Ltd. (ii) The project is located at 09°29'39; 24.85"N Latitude and 76°19'13.91"E Longitude. (iii) Earlier Clearance details, Constructions status, if any: New project of Star Hotel Project. Currently, no construction work at site. (iv) The total plot area is 1,944 sq. m. The project will comprise of 42 guest rooms in Hotel building with supporting infrastructure facilities. FSI area is @1.85 and total construction area of 4,231.10 sq. m. Total 42 Guest Rooms in Hotel shall be developed. Maximum height of the building is 20.6 m. (v) During construction phase, total water demand of the project is expected to be 17 KLD which will be met by Public supply & Stored rain water. During the construction phase, portable toilets with mobile STP for disposal of waste water. Temporary sanitary toilets will be provided during peak labor force. (vi) During operational phase, total water demand of the project is expected to be 20 KLD and the same will be met by the Public supply & Stored rain water. Wastewater generated (16 KLD) will be treated in STP of total 25 KLD capacity. 15 KLD of treated wastewater will be recycled (6 KLD for flushing, 5 KLD for gardening and excess to use as make-up water for cooling purposes). About Nil KLD will be disposed in to municipal drain. (vii) About 60 Kg/day solid waste will be generated in the project. The biodegradable waste (36 Kg/day [60%]) will be processed Bio-bin system and the non-biodegradable waste generated (24 Kg/day [40%]) will be handed over to authorized local vendor. (viii) The total power requirement during construction phase is 20 KW and will be met from Kerala State Electricity Board & 62.5 KVA D.G. Set and total power requirement during operation phase is 200 KW and will be met from Kerala State Electricity Board & D.G. Set (200 kVA X 1 No.). (ix) Rooftop rainwater of buildings will be collected in RCC RWH tank of total 72 KL capacity for harvesting after filtration. (x) Parking facility for 52 Cars and 35 two wheelers & 1 bus is proposed to be provided against the requirement of 35 Cars respectively (according to local norms). (xi) Proposed energy saving measures would save about 31.33% of power. (xii) The project would not involve any ground water withdrawal. Only rain water is to be utilized. (xiii) SCZMA Approval: The project site is entirely beyond 200 m from the HTL, and thus located in CRZ area. The Kerala Coastal Zone Management Authority has recommended the project vide their letter No.2515/A3/16/KCZMA/S&TD dated 30th April, 2016. (xiv) Wildlife issues: It is not located within 10 km of Eco Sensitive areas. (xv) There is no court case pending against the project. (xvi) Investment/ Cost of the project is about Rs.11 Crores. (xvii) Employment potential: About 100 jobs (50 direct + 50 indirect) (xviii) Benefits of the project: Star Hotel project will provide direct and indirect jobs to the locals with improvement in infrastructure with other ancillary developments near site.
3.5.3	<p>During deliberations, the project proponent were asked to confirm the compliance of its earlier observations and fulfilment of the requirements in respect of parking, energy conservation and site plan.</p> <p>The EAC agreed to modify the bus parking area to the front portion of the hotel where</p>

	<p>four car parking slots were provided. This change would clear the entrance to the hotel and also leave ample space for emergency evacuation. Keeping in view the fact that there are 42 rooms in the hotel, parking space for 48 vehicles after reduction of four car parking slots was considered to be adequate.</p> <p>The Committee analyzed the proposed energy conservation measures saving energy to the tune of 31.33%. It was explained that hollow tiles shall be used for external walls, for added energy saving. The project proponent also agreed to include man made material in the nature of PVC instead of aluminium in the fenestration to ensure insulation.</p>
<p>3.5.4</p>	<p><i>The EAC, considering the legal provisions, recommended approving the project from CRZ perspective subject to the following conditions:-</i></p> <ul style="list-style-type: none"> • <i>The construction in CRZ areas shall strictly in accordance with the provisions of CRZ Notification, 2011.</i> • <i>There shall be no dressing or alteration of the sand dunes, natural features including landscape changes for beautification, recreation and other such purpose.</i> • <i>The project proponent shall ensure compliance to all the safety measures, as proposed for the project site, to meet any contingency during Tsunami or any such natural calamity including the construction of restaurant on stilts in the resort project site as assembling place as part of on-site emergency preparedness for all guests and staff within resort in case of any natural calamity.</i> • <i>The development of Resort shall be strictly for occupation of tourist and visitors. There should not be any construction for residential purpose.</i> • <i>All waste (liquid and solid) arising from the proposed development will be disposed off as per the norms prescribed by Kerala State Pollution Control Board. There shall not be any disposal in to the sea/coastal water bodies.</i> • <i>No permanent labour camp, machinery and material storage is allowed in CRZ Area.</i> • <i>Project Proponent will ensure that no untreated wastewater is discharged outside the project premises. It will be ensured that the wastewater generated is treated in STP and is reused for landscaping, flushing and HVAC cooling purposes within the development. The PP should also make alternate arrangement for situation arising due to malfunctioning of STP. There shall be regular monitoring of the effluent from STP under intimation to the SPCB.</i> • <i>The project proponent shall not undertake any construction within 200 m in the landward side of High Tide Line and within the area between Low Tide Line and High Tide Line. The proposed constructions shall be beyond 200 m from the HTL.</i> • <i>Fencing with vegetative cover is allowed around private properties subject to the condition that such fencing shall in no way hamper public access to the beach.</i> • <i>There shall no ground water drawl within CRZ without approval of the competent Ground Water Authority.</i> • <i>The project proponent shall obtain necessary permission/clearances from the concerned authorities as applicable. .</i> • <i>Installation and operation of DG sets shall comply with the guidelines of CPCB. The D.G set shall be at least 6 m away from the boundary.</i>
<p>3.6</p>	<p>Proposed construction of administration building and staff quarters at Okha, Dist Devbhumi Dwarka (Gujarat) by Gujarat Maritime Board - Further Consideration for CRZ Clearance – [F.No.11-27/2015-IA-III]</p>

3.6.1	<p>The project was earlier considered by the EAC in its 157th meeting held on 28-29 March, 2016 wherein EAC noted that no layout plan for the project site had been submitted by the project proponent. Further, there being no prime details available, the proposal was not taken forward and deferred.</p> <p>The project was again considered by the EAC in its 159th meeting held on 30 - 31 May, 2016, wherein the EAC acknowledged submission of the layout plan for the project site. At the same time, it was noted that no provisions were made for green belt around the periphery of the project site in spite of a vast available area. The Committee deferred the proposal for fulfilling this requirement in the layout plan.</p>
3.6.2	<p>The project proponent made a presentation during the meeting and provided the following information to the Committee:-</p> <ul style="list-style-type: none"> (i) The project involves construction of administration building and staff quarters at Okha, Dist- Devbhumi Dwarka (Gujarat) by Gujarat Maritime Board. (ii) The location of the project is Longitude 60° 05' E and Latitude 22° 28 N. (iii) The construction area of the proposed project is 3523.28 m², and comprises demolition of the old quarters (169 nos quarters - Area: 7250 sqm) and construction of administrative buildings and staff quarters (Area: 3523.28 sq. m). The project also involves the construction of new quarters in place of old quarters existing since British regime and not in good condition and required to be demolished for creating new housing facility for the GMB employees working at the Okha Port (about 130 personal). The old quarters are of different type spread in area of 7250 sqm which needs to be demolished. GMB will carry out tendering and as part of the Environment Management, work is to be given to the party with condition for demolition of the old building in such a way to reduce the temporary fugitive emission as well as disposal of the debris generated from demolition to the low laying area of nearby area. This waste debris generated from the demolition of the quarters is @8925 cum. It will be used in the construction activities and rest will be safely disposed off to the location identified by the party in concurrence of GMB to dispose of waste for proper environment management. (iv) During construction Phase: 30 KLD which will be supplied through tankers. During operation Phase: 61.560 KLD which will be supplied through Nagarpalika-Okha. Sewage generation is estimated to be 57.456 KLD which will be treated in Package sewage treatment plant. The sludge will be disposed off through local Nagarpalika-Okha. Treated sewage will be reused. MSW will be disposed off at Local MSW facility of Nagarpalika-Okha. (v) During operational phase 80-90 kVA will be provided from existing PGVCL line. Energy saver equipments for lighting and other facility would be used whenever feasible. (vi) Administrative building is planned to be constructed ground plus first floor and staff quarters are planned to be constructed ground plus two floors. Parking would be provided adjacent to the structure. (vii) SCZMA Approval: The Gujarat Coastal Zone Management Authority (GCZMA) recommended the project vide their letter No.ENV-10-2014-129-E dated 24th February, 2015. (viii) Wildlife issues: There are no wildlife issues involved. Also, there is no court case pending against the project. (ix) Benefits of the project: Administrative building and quarters is the basic needs for employee working at Okha Port since Okha is located at extreme end of the state where the commuting is very difficult for the Port staff for day to day operations.

	(x) Employment potential: Not applicable since project is of Construction of administrative building and staff quarters for Govt. Servant working at the Okha Port.
3.6.3	During deliberations, the EAC noted that the project proponent have carried out the necessary modification in the plan incorporating the green belt as desired by the committee, and found the same in order.
3.6.4	<p><i>The EAC, considering the legal provisions, recommended approving the project from CRZ perspective subject to the following conditions:-</i></p> <ul style="list-style-type: none"> • <i>The construction in CRZ areas shall strictly in accordance with the provisions of CRZ Notification, 2011.</i> • <i>There shall be no dressing or alteration of the sand dunes, natural features including landscape changes for beautification, recreation and other such purpose.</i> • <i>The project proponent shall ensure compliance to all the safety measures, as proposed for the project site, to meet any contingency during Tsunami or any such natural calamity including the construction of restaurant on stilts in the resort project site as assembling place as part of on-site emergency preparedness for all guests and staff within resort in case of any natural calamity.</i> • <i>The development of Resort shall be strictly for occupation of tourist and visitors. There should not be any construction for residential purpose.</i> • <i>All waste (liquid and solid) arising from the proposed development will be disposed off as per the norms prescribed by Gujarat Nadu State Pollution Control Board. There shall not be any disposal in to the sea/coastal water bodies.</i> • <i>No permanent labour camp, machinery and material storage is allowed in CRZ Area.</i> • <i>Project Proponent will ensure that no untreated wastewater is discharged outside the project premises. It will be ensured that the wastewater generated is treated in STP and is reused for landscaping, flushing and HVAC cooling purposes within the development. The PP should also make alternate arrangement for situation arising due to malfunctioning of STP. There shall be regular monitoring of the effluent from STP under intimation to the SPCB.</i> • <i>The project proponent shall not undertake any construction within 200 m in the landward side of High Tide Line and within the area between Low Tide Line and High Tide Line. The proposed constructions shall be beyond 200 m from the HTL.</i> • <i>Fencing with vegetative cover is allowed around private properties subject to the condition that such fencing shall in no way hamper public access to the beach.</i> • <i>There shall no ground water drawl within CRZ without approval of the competent Ground Water Authority.</i> • <i>The project proponent shall obtain necessary permission/clearances from the concerned authorities as applicable.</i> • <i>Installation and operation of DG sets shall comply with the guidelines of CPCB. The D.G set shall be at least 6 m away from the boundary.</i>
3.7	Laying of pipeline for transfer of edible oils from Chennai Port to storage terminal and establishment of storage transit terminal at Old R.S.No.4061, New R.S.No.4061/A,4061/2, Ennore Expressway, Tondiarpet Village, Tondiarpet Taluk, Chennai District (Tamil Nadu) by M/s KTV Health Food Pvt. Ltd - Further Consideration for CRZ Clearance - [11-18/2016-IA-III]

3.7.1	<p>The proposal was earlier considered by the EAC in its 160th meeting held on 28-29 June, 2016, wherein the Committee noted that the layout plan was not indicating the parking facilities, circulation plan for oil tankers which would be used for transporting oil from the tank farm for onward destinations. The vehicle circulation plan should also be indicated for parking and movement of vehicles.</p> <p>The project proponent has submitted the permission for laying 12" edible oil pipeline. It was indicated by the project proponent that the owner of the land is Tamil Nadu Road Development Corporation (TNRDC), and as such, necessary permission from TNRDC is also required for laying the pipeline.</p>
3.7.2	<p>The project proponent made a presentation during the meeting and provided the following information to the Committee:-</p> <ul style="list-style-type: none"> (i) The project involves laying of pipeline for transfer of edible oils from Chennai Port to storage terminal and establishment of storage transit terminal at Old R.S.No.4061, New R.S.No.4061/A,4061/2, Ennore Expressway, Tondiarpet Village, Tondiarpet Taluk, Chennai District (Tamil Nadu) by M/s KTV Health Food Pvt. Ltd. (ii) The proposed site is classified as General Industrial use zone by CMDA. (iii) The total area of the proposed site is 0.24 ha and built-up area is 0.18 ha. (iv) It is proposed to install five number of storage tanks having the capacity of 1720 KL, 1442 KL, 1281KL, 855 KL and 7527 KL for handling and transit of edible oil at the Transit terminal. (v) The pipeline is made up of MS material having a thickness of 9.5mm and diameter of 10 inches in the pipe rack and trench (approved pipeline corridor by the highways department and Chennai port trust) for the transfer Edible oil. The edible oil will be subsequently transferred from the above said Transit terminal to the storage terminals of their edible oil refinery units located at Gummidipoondi having the storage facility of 18500 MT and Kodungaiyur refinery unit having the storage Capacity of 5000 MT. (vi) Total power requirement during operational phase is 63 HP. It is also proposed to install a D.G. Set 62.5 kVA. Necessary acoustic enclosures will be provided for the D.G. Set. (vii) Total quantity of fresh water required for domestic usage is 0.50 KLD. Total quantity of sewage generated will be 0.40 KLD, which is treated through septic tank and disposed into CMWSSB sewer line. No solid waste is expected in our operation. (viii) The proposed site is falling in CRZ – II (vi). The District Coastal Zone Management Authority for CMDA has recommended the project for clearance in the meeting held on 10.07.2015. (ix) Proposed energy saving measures: Proposed to install Roof Top Solar Panel. (x) RWH will be provided. (xi) Parking facility for 5 Nos. of Car will be provided. (xii) Investment/Cost: The estimated project cost, including land is Rs.16.55 crores. (xiii) The Chennai Port Prust, National High ways Authority on India and the Chennai Finishing harbor Management Committee have issued permission for the laying of pipeline at a length of 4.5 km for the transport of Edible oil from the port to the storage terminal. (xiv) SCZMA Approval: The Tamil Nadu Coastal Zone Management Authority has recommended the project vide their letter 24th March, 2016. (xv) Benefits of the project: Reduces the traffic to Chennai port trust and increases

	<p>the turn round time of Vessel by taking higher pumping rate.</p> <p>(xvi) Employment potential: Direct Employment is 10 Nos. Indirect Employment is more than 50 Nos.</p>
3.7.3	<p>During deliberations, the EAC noted that as desired by them, the circulation plan for movement of tankers, having five nozzles loading area, one way bridge and parking for two tankers, has been submitted by the project proponent. The committee was satisfied with the same. The Committee made it categorical that the tankers should be parked in private premises and not on public roads while waiting to be loaded. An assurance was given by the project proponent in this regard, admitting that out of a total additional land measuring 4 acres in their possession, a plot of two acres would be earmarked for parking of idle tankers. The next tanker due for filling at the project site would only be discharged from the parking bay of 2 acres after one tanker leaves the final way bridge after loading. A system would be installed to ensure rostering of tankers depending on availability of the way bridge loading nozzle.</p> <p>On a query, the project proponent clarified that the facility is located in the custom notified area of Chennai Port, and not within the Chennai Port.</p> <p>The EAC asked the project proponent to give a site map of the project facility as well as the idle parking bay of a single plant duly authenticated by the owner of the property.</p>
3.7.4	<p><i>The EAC, after deliberations, desired that the Ministry may provide the necessary clarification in respect of permissibility of the activity in the given circumstances.</i></p>
3.8	<p>Laying 220 kV underground electric cable in Versova, Mumbai (Maharashtra) by M/s Tata Power - CRZ Clearance - [F.No.11-13/2016-IA-III]</p>
3.8.1	<p>The project proponent made a presentation during the meeting and provided the following information to the Committee:-</p> <ul style="list-style-type: none"> (i) The project involves laying 220 kV underground electric cable in Versova, Mumbai (Maharashtra) by M/s Tata Power. (ii) The electricity demand in Versova area is presently served by Tata Power's Versova Receiving Station (R/S) at 33 kV and 11 kV. It is also expected that 33 kV outlets requirement will go up in future. The 33 kV present infrastructures in the vicinity cannot cater to the above immediate as well as future requirement as the requisite capacity is not available in the network of Tata Power in this area. The currently existing 110 kV switchyard in Versova is already planned to be converted to 145 kV GIS. (iii) Also Malad (West), Versova (existing 145 kV) & Andheri (West) are fed from Borivli-Malad-Versova lines catering to R-Infra, Western Railway and Tata Power-Distribution which get frequently shut down due to tripping of these radial lines from Borivli. Hence to ensure reliable supply to this area and Railways, it is essential to establish an alternate source of supply. (iv) It is proposed to augment power supply to the Versova receiving station by upgrading to 220 kV. This 220 kV Receiving Station at Versova will be fed from Reliance Infrastructure Versova R/S and in future will also get feed from Tata Power's 400/220 kV Marve R/S to ensure uninterrupted power supply. This will help to cater to the increased load demand. (v) The project falling CRZ-IA and CRZ-II area. (vi) The Maharashtra Coastal Zone Management Authority has recommended the

	<p>project vide their letter No. CRZ-2015/CR-113/TC4 dated 8th January, 2016.</p> <p>(vii) Cost of the project: Rs. 87.92 Crores</p> <p>(viii) Whether the project is in Critically Polluted area: No</p> <p>(ix) Forest land: Not involved</p> <p>(x) Wildlife issues: As per MoEFCC's latest draft Notification of ESZ of Sanjay Gandhi National Park, project is outside of ESZ and is at distance of 3.4 km.</p> <p>(xi) Temporary employment during laying of underground electric cable.</p> <p>(xii) Benefits of the project: The City life will face less problems due to improved reliability and adequate power supply to the Mumbai island due to enhancement in power supply.</p>
3.8.2	<p>During deliberations, the EAC noted that proposal for laying 220 kV underground electric cable in a total length of 3.378 km in Versova, Mumbai (Maharashtra) by M/s Tata Power, includes a stretch of 1.59 km in the CRZ area. At the outset, the Committee was satisfied with the necessity of the project for Mumbai, though it was felt that the Master Plan for such cabling project should have been prepared well in advance so that the entire work could be completed quickly.</p> <p>During examination of the case it was revealed that the precise route of the cable pathway/underground cabling was yet not firmed up and was not having the clearance from the Municipal Corporation of Greater Mumbai (MCGM). The project proponent were advised to get the desired clearance of the MCGM which would be subject to obtaining CRZ clearance in the required area for CRZ.</p>
3.8.3	<i>The proposal was, therefore, deferred for want of inputs on the above lines.</i>
3.9	Laying intake and outfall pipeline for 1350 MW Natural Gas based power project at Komaragiri Village near Kakinada Andhra Pradesh by M/s Spectrum Power Generation Ltd., Hyderabad – Extension of validity of CRZ Clearance - [F. No. 11-110/2010-IA.III]
3.9.1	<i>The EAC deferred the project as requested by the project proponent vide letter dated 20th July, 2016.</i>
3.10	Integrated Cooum River Eco-restoration project from Cooum River mouth to Chetpet Railway Bridge in Chennai (Tamil Nadu) by M/s Chennai Rivers Restoration Trust - Further Consideration for CRZ Clearance - [F.No.11-15/2016-IA-III]
3.10.1	<p>The proposal was earlier considered by the EAC in its 158th meeting held on 28/29 April, 2016, wherein the Committee observed as under:-</p> <p>(i) The EAC welcomed formulation of such projects intended to clean the health of river Cooum within Chennai or in the vicinity, which would improve the present insanitary condition and help clean the highly polluted river. The EAC has had occasion to handle the related Cooum river project earlier, and reiterated its views that no opening of Cooum river into the Bay of Bengal waters should be allowed till the entire water flowing from the Cooum river into the sea was treated and sanitised from harmful pollutants and effluents.</p> <p>(ii) It was pointed that the Cooum river was earlier taken up under the National River Conservation Plan (NRCP), sponsored by this Ministry. In the process, pollution abatement schemes were sanctioned with the objective of holistic conservation of the</p>

	<p>river, as in the instant case. The Committee apprehended duplication of efforts, and desired evaluating the project comprehensively in the light of the earlier schemes, and utilizing and dovetailing the assets already created under the NRCP to get optimisation of expenditure and benefit.</p> <p>(iii) The Committee, further, suggested that the project proponent must clarify the role of different agencies involved in handling or treatment of effluent generated in the river catchment, which would otherwise, be falling directly into river Cooum or any drains/water bodies connected to the river.</p> <p>(iv) The EAC, after deliberations, desired that the State Government of Tamil Nadu may give a statement that the proposed integrated plan of Cooum River Eco-restoration project had been prepared in consultation with all concerned agencies like the State Government, other stakeholders, and duly integrated/dovetailed with the pollution abatement schemes commissioned under the NRCP. The State Government must ensure that there is no duplication of efforts, and the pollution abatement schemes are suitably dovetailed and the created assets are utilized optimally.</p>
<p>3.10.2</p>	<p>The proposal for restoration for Cooum river was again placed before the Committee in its meeting held on 29th June, 2016. During the meeting, the Committee noted that no documents were circulated to any of the members either before the meeting or during the meeting. Also, no senior officer from the Chennai River Restoration Trust or Administrative Department of the State Government was present. Further, neither any brief of the case nor a power point presentation was available for perusal of the Committee. As such, in absence of any substantive material, the Committee expressed reservations for considering the proposal.</p> <p>While appraising the proposal on merits, the Committee asked the project proponent whether any parameter was fixed for baseline or for final expected levels of water quality. Any river restoration project should state these basic parameters. In the view of the Committee, any unified monitoring agency should keep the attainment of these parameters as its prime objective. Even after examination, the Committee was unable to find any answer and there was no satisfactory response from the project proponent. The Committee advised the project proponent to prepare an appropriate document listing out the overall project objectives in quantitative and qualitative terms. The Committee also requested the project proponent to ensure circulation of the relevant documents and the proposal in accordance with the standing instructions of the Ministry for the EAC meetings. The proposal was, therefore, deferred.</p>
<p>3.10.3</p>	<p>The Committee appreciated the effort of the Tamil Nadu Government in sending a senior functionary of the government to the meeting, and his positive and helpful attitude, in understanding the concerns of the Committee indicated earlier also on June 29, 2016 and the reiteration of the same. The Committee wanted identification of the measurement points for water quality, and a clear enunciation of the qualitative and quantitative benchmark for water quality, marine/riverine flora and fauna, and a progressive summary of the progress achieved through successive schemes, and the end result sought to be achieved through this proposal.</p>
<p>3.10.4</p>	<p><i>The proposal was, therefore, deferred for more clarity on justification of the proposal, especially in view of enough expenditure already incurred on the river conservation project with no perceptible impact on river water quality.</i></p>

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7. Shri S.K. Sinha, TNP&ANI GDC, Survey of India, Block-III, Electronics Complex, Thiru-vi-Ka Industrial Estate, Guindy, Chennai, Tamil Nadu – 600 032
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10. Prof. (Dr.) Gourav Vallabh, Professor of Finance, XLRI Jamshedpur, Xavier School of Management, Jamshedpur – 35
11. Dr. (Ms) Lekhasri Samantsinghar, B-11, Unit-1, Capital Hospital Road, Bhubaneswar (Odisha)
12. Shri S.K. Srivastava, Additional Director (IA-III), Ministry of Environment, Forest and Climate Change, Indira Paryavaran Bhawan, 3rd Floor, Vayu Wing, Jor Bagh Road, Aliganj, New Delhi – Not present