

## **Minutes**

The Minutes of the 101<sup>st</sup> Meeting of the Expert Appraisal Committee for Building/ Construction Projects/ Township and Area Development Projects, Coastal Regulation Zone, Infrastructure Development and Miscellaneous projects held on 31<sup>st</sup> May, 2011 in Fazal Chamber, Scope Complex, New Delhi.

1. **Opening Remarks of the Chairman.**

Shri Naresh Dayal, Chairman, could not attend the meeting due to illness; hence Shri M.L.Sharma Vice-Chairman of EAC chaired the meeting in his absence. Shri Sharma welcomed the members to the 101<sup>st</sup> meeting of the EAC. Member Secretary informed about the action taken on the decisions of the 100<sup>th</sup> meeting held on 11<sup>th</sup> & 12<sup>th</sup> May, 2011 in New Delhi.

2. **Confirmation of the Minutes of the previous meeting**

3. **Reconsideration of Old Projects**

4. **Consideration of New Projects**

**Extra item**

**4.12 Finalization of ToR for Vizhinjam International Container Transshipment Terminal at Trivandrum Kerala, by M/s Vizhinjam International Seaport Ltd. [F. No. 11-122/2010-IA.III].**

As presented by the project proponent, the proposal is for development of International Container Transshipment Terminal at Trivandrum Kerala. Government of Kerala (GoK) has appointed the Vizhinjam International Seaport Limited (VISL) as the Nodal Agency to develop a greenfield port at Vizhinjam in Thiruvananthapuram (Trivandrum) district. Three alternative sites were studied for the project. The selected project site falls between Latitude 8° 22' N and Longitude 77°E. Area to be developed in Phase I: 42.2 ha; Phase II: 68.6 ha; Phase III: 105.6 ha. Container Terminal Capacity will be 820,000 TEU in Phase I, 1,700,000 TEU in Phase II, 2,800,000 TEU in Phase III. Multi purpose Terminal Capacity will be 107,000 tons in Phase I, 359,000 tons in Phase II, 777,000 tons on Phase III. The Liquid Terminal Capacity will be 518,000 tons in Phase II and 1051,000 tons in Phase III.

Design vessel sizes will be Length-350 m, Beam- 46 m and Draught-14.5m in Phase I and Length-397 m, Beam- 56 m and Draught-16m in Phase-II. Berth length will be 650 m in Phase I, 1250 m in Phase II and 2000 m in Phase III. The Approach channel will be 1850m length, depth: (-) 20.2 m and the turning circle will be 700 m diameter, depth (-) 17.5 m CD. The estimated

dredging quantity will be 2.4 Million Cu.m in Phase I and 3.9 MCM in Phase II & III. Reclamation proposed is 3.3 MCM in Phase I and 3.3 MCM in Phase II & III.

The proposal was considered in the 95th EAC meeting held on 18th & 20th January, 2011. The Committee observed that the proposal was still at the conceptual stage and that the proponent must submit a concretized, firm and implementable proposal for further consideration in respect of issue of additional TOR.

In response to the comments and observations of the EAC, the Project Proponent submitted the Form 1 & ToR, Technical Feasibility Report March, 2011, Market study November, 2010, Preliminary Project Plan, Strategic Option Study and CRZ Report.

The Committee again examined the proposal in its meeting held on 11<sup>th</sup> & 12<sup>th</sup> May, 2011 and considering the location of existing fishing harbor adjacent to the site and likely impacts to the harbor due to the project, suggested to examine the suitability of other locations away from the present locations and revert back. Also suggested to i) consider the effect of commissioning of Vallarpadam International Container Transshipment Terminal at Kochi which is designed and equipped for handling 14.5 meter draft vessels with potential for further deepening, ii) to revise the Techno-economic Feasibility Study keeping in view the global scenario on container traffic and develop a Cargo Distribution Model for the apportionment of traffic to various competing Indian ports/ neighborhood ports to avoid haphazard/ piecemeal growth of container terminals all along the coast -resulting in not only environmental degradation, slowly but steadily, but also unhealthy competition.

The details submitted by the proponent were examined by the Committee. During the discussions, the Committee finalized the following additional TOR for further study:

- i) The Committee wanted to know the reasons for selecting the site with details of alternative sites examined earlier and rejected/selected on merits with a comparative statement. The committee asked to reexamine in detail all the identified sites with equal weightage/criteria on 0 to 100 scale including the financial implications for dredging/filling of the area and impact on surrounding development including fishing harbour/fishing habitations with scientific studies with a check list for selection or rejection and asked to submit a map of all the short listed sites on the latest satellite imagery.
- ii) Submit the justification of the sampling location

- iii) Conduct the shore line change study to know the erosion status. If site fall in high erosion zone, the project is not permissible as per the CRZ Notification, 2011.
- iv) Submit the details of dredging, quality, method of disposal.
- v) Submit the details of Tide gauge and velocity profile to check the model calculations. Tide and Velocity measurement shall be simultaneous.
- vi) Selection of the sampling location for air shall be based on the wind rose. Submit the details.
- vii) Marine Traffic should not affect others, submit the analysis.
- viii) Examine and submit details of connectivity to the site through rail/road network.
- ix) Submit details of type of cargo expected to be handled in the port.
- x) Submit the recommendations of the SCZMA.
- xi) Study the likely impact on Marine Environment (MEIA) and submit EMP with budgetary provisions and Study the impact on the existing Fisheries Harbour due to the proposed New Harbour with the following details:
  - 1. The total number, size and type of boats (mechanized/motorized /traditional) engaged and fishing gear/ methods (trawlers, gill netters, purse seiners etc.,) practiced in the area surrounding the present fishing harbour.
  - 2. Number /type of fishing vessels engaged deep sea fishing ? its catch composition.
  - 3. Economic activity of fishing harbour.
    - a) Total number and /type of boats using the harbour
    - b) Total fish landings of the harbour for the last five years.
    - c) Total value
  - 4. Total number of people engaging in fishing /other fisheries related activities in the study area.

5. Are the beaches in the proposed area used for landing fish.
  6. What is the Major occupation of people engaged in fishing activities
- xii) Study the present Environmental condition of the Fisheries Harbour
  - xiii) Details of maintenance dredging in Fishery Harbour and origin of the source of material being silted in the Fishery Harbour
  - xiv) Impact on the coastal area on the southern side of the Fishery Harbour (erosion / accretion) after its construction.

The Committee considering the public interest, decided to issue a project specific ToR (non- site specific) and after the narrowing down the site based on the site selection criteria, shall issue additional site specific ToR.

### **General Guidelines**

- (i) The EIA document shall be printed on both sides, as far as possible.
- (ii) The status of accreditation of the EIA consultant with NABET/QCI shall be specifically mentioned. The consultant shall certify that his accreditation is for the sector for which this EIA is prepared.
- (iii) On the front page of EIA/EMP reports, the name of the consultant/ consultancy firm along with their complete details including their accreditation, if any shall be indicated. The consultant while submitting the EIA/EMP report shall give an undertaking to the effect that the prescribed TORs (TOR proposed by the project proponent and additional TOR given by the MoEF) have been complied with and the data submitted is factually correct (Refer MoEF office memorandum dated 4<sup>th</sup> August, 2009).
- (iv) While submitting the EIA/EMP reports, the name of the experts associated with/involved in the preparation of these reports and the laboratories through which the samples have been got analysed should be stated in the report. It shall clearly be indicated whether these laboratories are approved under the Environment (Protection) Act, 1986 and the rules made there under (Please refer MoEF office memorandum dated 4<sup>th</sup> August, 2009). The project leader of the EIA study shall also be mentioned.
- (v) All the TOR points as presented before the Expert Appraisal Committee (EAC) shall be covered.

Public hearing to be conducted for the project as per provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan.

A detailed draft EIA/EMP report should be prepared as per the above additional TOR and should be submitted to the Ministry as per the Notification.

101<sup>st</sup> Meeting of the Expert Appraisal Committee for Infrastructure Development, Coastal Regulation Zone and Miscellaneous projects held on 31<sup>st</sup> May, 2011 at Fazal Chamber, Scope Complex, Lodhi Road, New Delhi.

List of Participants/ Expert Committee

1.	Dr. M.L. Sharma	Vice Chairman
2.	Dr. Apurba Gupta	Member
3.	Shri V.G.Koshy	Member
4.	Dr. S.P. Bansal	Member
5.	Dr. H.S. Ramesh	Member
6.	Dr. Y. Basavaraju	Member
7.	Dr. Suresh Kumar Rohilla	Member
8.	Dr. Niraj Sharma (Rep. of Director, CRRI)	Member
9.	Dr. R.S. Mahawar (Rep. of Chairman, CPCB)	Member
10.	Shri Bharat Bhushan	Member Secretary

Supporting Staff

11. Shri E. Thirunavukkarasu Dy. Director, MoEF

Representative from MKVDC

12. Avinash V. Surve Superintending Engineer

Project Authorities:

Representatives from M/s Lavasa Corporation Ltd  
Representatives from M/s. Chennai Petroleum Corporation Limited  
Representatives from M/s. Ministry of Civil Aviation  
Representatives from M/s. Rajakkamangalm Thurai Fishing Harbour Pvt Ltd.  
Representatives from M/s. NHAI.  
Representatives from M/s. Karanja Terminals & Logistics Private Limited  
Representatives from M/s. Bihar State Road Development Cor. Ltd.  
Representatives from M/s. Panasonic India Ltd.  
Representatives from M/s. Vizhinjam International Seaport Ltd.