

Minutes

The Minutes of the 100th 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 11th -12th May, 2011 in Fazal Chamber, Scope Complex, New Delhi.

1. Opening Remarks of the Chairman.

The Chairman welcomed the members to the 99th meeting of the EAC. Member Secretary informed about the action taken on the decisions of the 98th meeting held on 3rd & 4th March, 2011 in New Delhi.

Member Secretary informed that Ministry has issued a Press statement on 17th March, 2011 on "Strengthening the Preparedness for Tsunami like Disasters around the Indian Coast." As per the Press statement the Expert Appraisal Committee would deliberate on Tsunami related risks and examine how the same could be included in the Terms of References (TORs) for EIA for future projects. Further, Ministry has issued guidelines on 15th March, 2011 for taking non-forestry activities in Wildlife Habitats prepared by Wildlife Division of the Ministry.

2. Confirmation of the Minutes of the 99th meeting held on 5th & 6th April, 2011 at New Delhi.

3. Reconsideration of Old Projects

4. Consideration of New Projects

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4.7 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.

During the discussion, the committee noted that:

- (i) (i) The proponent has identified three alternative locations, which are very close to one another, and selected one that is close to the 'Fishing harbour' for execution. The existing Fisheries Harbour is on the northern side of the proposed Transshipment Terminal. The lay out is similar in all proposals. The Proponent may examine the suitability of other locations away from the present locations and revert back.
- (ii) (ii) The present proposal may affect the smooth operation of the fishing harbour in the long run due to blocking of entrance by the movement of littoral drift which is predominantly towards south in the west coast. There will be negative impact on the fishing grounds during and after construction. The development may thus cause adverse impact on the fishing activity in and around the fisheries harbor thereby affecting the very livelihood of the fishing community. It is therefore necessary to study the location of near by fishing ground and whether the beach is being used by local fisherman for landing their catch and if so, the number of people affected by the construction of the proposed facility within the close proximity of fishing harbour. (Social Impact Assessment).

- (iii) (iii) The proponent has not taken into consideration 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. The present berth length is 650 m extendable up to 1200 m. The developments, which are being taking place in the neighborhood ports such as Chennai, Tuticorin, Colombo etc will have a great impact on the planned traffic potential of the present proposal and may even adversely impact the very survival of the port in a fierce and competitive business environment. In fact, Colombo has already expanded its container handling facilities and continues to be still on the expansion mode with the Chinese aid coming in a big way. By the time Vizhinjam is completed the Chennai Port will also be ready with their Mega Container Terminal which has been already planned/cleared for handling biggest ever container vessel of 18000 TEUS.
- (iv) (iv) The Committee suggests 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.

In view of the foregoing observations, the proposal for finalisation of TOR is deferred and shall be considered after the above observations are addressed and submitted for reconsideration.

100th Meeting of the Expert Appraisal Committee for Infrastructure Development, Coastal Regulation Zone and Miscellaneous projects held on 11th -12th May, 2011 at Fazal Chamber, Scope Complex, Lodhi Road, New Delhi.

List of Participants/ Expert Committee

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

Supporting Staff

13. Shri E. Thirunavukkarasu Dy. Director, MoEF

Project Authorities:

Representatives from M/s. Master Shipyard Pvt. Ltd.
Representatives from M/s. Metropolitan Commissioner, MMRDA, Mumbai
Representatives from M/s. Green Eco Development Centre Ltd
Representatives from M/s. Bharat Oil & Waste Management Ltd
Representatives from M/s. Gujarat Enviro Protection Infrastructure Ltd.
Representatives from M/s. MARG Swarnabhoomi Port Pvt. Ltd.
Representatives from M/s. Vizhinjam International Seaport Ltd.
Representatives from M/s. Puducherry Municipal Services Pvt Ltd.
Representatives from M/s. Directorate of Transport, Goa
Representatives from M/s. NHAI
Representatives from M/s. SKRE Building Future Ltd.
Representatives from M/s. Lavasa Corporation Ltd.
Representatives from M/s. TRIF Kochi Projects Ltd.
Representatives from M/s. Condor Builders Pvt. Ltd
Representatives from M/s. Drugs & Pharmaceuticals Manufacturers Assn.
Representatives from M/s. Vivimed Labs Limited
Representatives from M/s. DMICDC