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पर्यावरण एवं वन मंत्रालय

GOVERNMENT OF INDIA

MINISTRY OF ENVIRONMENT & FORESTS

पर्यावरण भवन, सी. जी. ओ. कॉम्प्लेक्स

PARYAVARAN BHAVAN, C.G.O. COMPLEX

लोदी रोड, नई दिल्ली-110003

LODHI ROAD, NEW DELHI-110003

F.No.11-41/2013-IA.III

Dated: 14th November, 2013

To

**Chief Operating Officer,
M/s Karaikal Port Private Ltd.,
Keezavanjore Village, T.R. Pattinam,
Karaikal, Puducherry.**

Subject: Finalization of ToR for development of Bulk Liquid Berth for handling LNG at Karaikal Port, Puducherry by M/s Karaikal Port Private Ltd. - Reg.

Dear Sir,

Kindly refer to your above proposal submitted to this Ministry. The project involves development of Bulk Liquid Berth for handling LNG at Karaikal Port, Puducherry. Karaikal Port is proposed to be an all weather port. As a part of a seamless future expansion plan, Karaikal Port proposes to set up a separate Bulk Liquid Berth as envisaged in the Master Plan with slight modification in the location of the berth within the port. It involves to develop a Bulk Liquid Berth primarily with LNG as the major cargo on this berth within the port along the southern breakwater using FSU (Floating Storage Unit/FSRU mode (Floating Storage Re-gasification Unit). The proposed Bulk Liquid Berth would provide a flexible option towards future growth of port for other liquid/gaseous petroleum cargoes too. The site location is latitude 10°50'8.95"N, longitude 79°50'50.05"E, village Khezhavanjoor, District Karaikal, Puducherry. The facilities will consist of Berthing Dolphins, Mooring Dolphins connected by an Approach Trestle from the South Break Water, ship size upto 230,000m³ LNG vessel and a draft of around 13.5m and dredged to (-) 15.0m. The dredging involves widening of the turning basin and the proposed berth area. About 4.0 Million Cubic Metre of dredged sand is expected of which about 3.0 Million cum is proposed to be dumped in the sea in the designated dumping area at 10°50.4'N; 080°0.5'E. Balance 1 Million cum will be used for reclamation/shore nourishment. The sea water will be used for converting LNG into gas.

- LNG Handling capacity – 5 MMTPA
- Draft at proposed Berth – 13.5 mtrs

The port has already a Desalination plant of 240 KLD capacity which will be enhanced over a period in stages to 2 MLD to cater the port's need. The rough estimated requirement of power is about 20MW. The port is in

operation since 2009 and has handled over 20 Million Tonnes of various cargo including liquid petrolcum.

The above proposal was considered in the 127th EAC meeting held on 28th – 30th October, 2013. The details as presented by the project proponents and after discussions, the following “Terms of Reference” were finalized to be suitably added to those furnished by the project proponent.

- (i) Submit compliance status of EC/Consent in respect of the existing activities.
- (ii) Submit HTL/LTL map prepared by an authorized agency on 1:4000 scale superimposed with project layout. Submit recommendation of SCZMA.
- (iii) Submit the details of safety regulations applicable and its compliance.
- (iv) Submit details of Risk Assessment, Disaster Management Plan including emergency evacuation during natural and man-made disaster like floods, cyclone, tsunami and earth quakes etc.
- (v) Submit details of safety aspects associated with handling of LNG vis a vis other cargo in other facilities within the port.
- (vi) Submit details of storage and regasification, distribution network etc and vulnerability of human habitation vis a vis LNG associated risks.
- (vii) Type of LNG carriers proposed taking into account the future growth in vessel sizes beyond the present day market trend and the handling aspects of such vessels from environmental considerations.
- (viii) Submit the details of shore line changes along with the shore protection if nay required.
- (ix) Submit details of Environment Management Plan and Environment Monitoring Plan with parameters and costs.
- (x) Submit the details of the fishing activity and likely impact due to the activity.
- (xi) Details of land breakup along with land use plan and details of green belt development.
- (xii) Details of solid/liquid wastes generation and their management.
- (xiii) Water requirement, source, impact on competitive users.

- (xiv) Submit the details of Oil Spill Contingency Management Plan.
- (xv) Submit details of Environment Management Plan and Environment Monitoring Plan with parameters and costs. Comprehensive common environmental monitoring by Port Trust and other PPPs located within the port shall be prepared in a scientific way
- (xvi) Submit the Details of Hazardous Wastes generated, and precautions planned during handling as well as compliance with Hazardous Waste Rules.

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 model TORs have been complied with and the data submitted is factually correct (Refer MoEF Office Memorandum No. J-11013/41/2006-IA.II(I) dated 4th 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 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 No. J-11013/41/2006-IA.II(I) dated 4th August, 2009). The project leader of the EIA study shall also be mentioned.
- (v) Environmental Management Plan presented before the EAC as a part of EIA report, shall be made part of Concessionaire Agreement/ other relevant documents. Proponent shall submit an undertaking in this regard.
- (vi) Since most of the environmental issues are related to design parameters, following additional information should also be provided by PP apart from the information required as per

Chapter – 12 of the EIA Guideline manual for Highways
(Disclosure of Consultant)

- a) Name of the Design Consultant.
 - b) Name of the EIA consultant, EIA Coordinator, Functional Area Expert and details of accreditation.
- (vii) The EIA report shall be prepared as per the EIA Notification, 2006, as amended from time to time.

Public Hearing should be conducted for the project in accordance with provisions of the Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environment Management Plan.

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

The prescribed ToRs would be valid for a period of two years for submission of the EIA/EMP Reports, after public consultation.

Yours faithfully,



(Lalit Kapur)
Director (IA-III)

Copy to:

The Member Secretary, Puducherry Pollution Control Committee, 3rd floor,
Housing Board Complex, Anna Nagar, Puducherry-5.

Shelkar

Recd on 26/Nov/2013

Shelkar