


APPENDIX I

(See Paragraph-6)

FORM 1

Note : If space provided against any parameter is inadequate, Kindly upload supporting document under 'Additional Attachments if any' at the last part of the Form1. Please note that all such Annexures must be part of single pdf document.

(I) Basic Information

S.No.	Item	Details
	Is your project Comes under Notified Industrial Area	No
	Whether proposal involved violation of EIA notification	No
	Weather Consent to Establishment Obtained	N/A
	Upload copy of CTE	N/A
1.	Name of the Project/s Brief summary of project Proposal Number Project Cost	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 and Solar based power plant in 16610 ha. <u>Annexure-Brief summary of project</u> IA/AN/NCP/201159/2021 75000 cr
2.	S. No. in the schedule Project Sector	7(e) Ports, Harbours INFRA-1
3.	Proposed capacity/area/length/tonnage to be handled/command area/lease area/number or wells to be drilled	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. ha.
4.	New/Expansion/Modernization	New
5.	Existing Capacity/Area etc.	16610 ha.
6.	Category of project i.e. 'A' or 'B'	A
7.	Does it attract the general condition? If yes, please specify a)	Yes Protected areas notified under the wildlife (Protection) Act, 1972
8.	Does it attract the specific condition? If yes, please specify	No
9.	Location of the project Shape of the project land Uploaded GPS file	Great Nicobar Islands Block (Polygon) <u>Annexure-GPS file</u> 

Uploaded copy of survey of India Toposheet	Annexure-Survey of india toposheet		
Plot/Survey/Khasra No.	The proposed Integrated development project consisting of International Container Transshipment Terminal (ICTT), International Airport, Ecotourism & Area Development and Power Plant will be developed in an area of 16610 ha. of revenue and forest land in Great Nicobar Island		
Town / Village	Campbell Bay, Govind Nagar, Joginder Nagar, Vijay Nagar, Laxmi Nagar, Gandhi Nagar and Shastri Nagar.		
State of the project	Andaman and Nicobar		
Details of State of the project			
S.no	State Name	District Name	Tehsil Name
NIL			
10.	Nearest railway station along with distance in kms	No railway station, 0 km	
	Nearest airport along with distance in kms	Port Blair, 523 km	
11.	Nearest Town/City/District Headquarters along with distance in kms	Campbell Bay , 0 km	
12.	Village Panchayats, Zila Parishad, Municipal Corporation, Local body (Complete postal address with telephone nos. to be given)	Campbell Bay, Govind Nagar, Joginder Nagar, Vijay Nagar, Laxmi Nagar, Gandhi Nagar and Shastri Nagar. Campbell Bay Tehsil Nicobar district Andaman & Nicobar Islands (UT)	
13.	Name of the Applicant	Mohammed	
14.	Registered Address	ANIIDCO Ltd Vikas Bhawan Port Blair	
15.	<u>Address for correspondence:</u> Name of the Company Name of the Applicant Designation (Owner/ Partner/ CEO) Pin code E-mail Telephone No. Fax No. Copy of documents in support of the competence/authority of the person making this application to make application on behalf of the User Agency .		
	ANDAMAN AND NICOBAR ISLANDS INTEGRATED DEVELOPMENT CORPOARTION Mohammed GeneralManager 744101 aniidco@gmail.com 03192-232098 03192-232501 Annexure-Uploaded Copy of documents in support of the competence/authority.		
16.	Details of Alternative Sites examined, if any. Location of these sites should be shown on a toposheet	Yes	
	Uploaded details	Annexure-Uploaded details	
17.	Whether part of Interlinked projects?	Yes	
18.	Whether separate application of Interlinked project has been submitted?	N/A	
19.	If Yes, MoEF file number	N/A	
	Date of submission	N/A	
20.	If No, Reason	N/A	
21.	Whether the proposal involves Approval/ Clearance under: if yes, details of the same and their status to be given		

	<p>(i) Whether the proposal involves approval/clearance under the Forest (Conservation) Act,1980?</p> <p>Status</p> <p>(ii) Whether the proposal involves approval/clearance under the wildlife (Protection) Act,1972?</p> <p>(iii) Whether the proposal involves approval/clearance under the C.R.Z notification, 2011?</p>	<p>Yes</p> <p>Application for Forest Clearance yet to be submitted</p> <p>No</p> <p>Yes</p>
22.	<p>Whether there is any Government Order/Policy relevant/relating to the site?</p> <p>Uploaded Order/Policy</p>	<p>Yes</p> <p><u>Annexure-Uploaded order/policy.</u></p>
23.	<p>Whether any Forest Land Involved?</p> <p>Area of Forest land Involved (hectares)</p>	<p>Yes</p> <p>13075 ha (Forest land and Deemed forest) ha.</p>
24.	<p>Whether there is any litigation pending against the project and/or land in which the project is proposed to be set up?</p> <p>(a) Name of the Court</p> <p>(b) Name of the Sub court</p> <p>(c) Case No.</p> <p>(d) Orders/directions of the court, if any and relevance with the proposed project</p>	<p>No</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p>

(II) Activity

1 Construction, operation or decommissioning of the Project involving actions, which will cause physical changes in the locality (topography, land use, changes in water bodies, etc.)

S.No	Information/Checklist confirmation	Yes/No	Details there of (with approximate quantities/rates, wherever possible) with source of information data
1.1	Permanent or temporary change in land use, land cover or topography including increase in intensity of land use (with respect to local land use plan)	Yes	There will be permanent change in landuse, land cover and topography due to development of ICTT, International Airport, Township & area development and power plant. About 16,610 ha of land will be converted into residential, commercial, institutional, etc. category
1.2	Clearance of existing land, vegetation and buildings?	Yes	Reclamation will be undertaken only for Port and Airport. Total reclamation will be 421 ha.Reclamation for Airport: 194 ha;Reclamation for Port: 227 ha;For construction of international airport site levelling, clearance of trees, shrubs & bushes are envisaged. The proposed airport site is inhabited by two settlements (Gandhinagar & Shastri Nagar), which need to be rehabilitated and resettled. In addition to above, some hills need to be cut and recontoured to curve out the runway for the airport.
1.3	Creation of new land uses?	Yes	As per the requirement of the Integrated Development projects the land use will be converted into commercial/institutional and residential category. For ICTT breakwaters, berths, Onshore storage areas along with utility buildings & support infrastructure will be developed. Similarly, for International Airport terminal

			building, runway, apron, taxi way, cargo and other general aviation facilities will be developed. Area development include construction of ecological centres, welcome centre
1.4	Pre-construction investigations e.g. bore houses, soil testing?	Yes	For ICTT Bathymetry, Seismic survey, Topography, Land and marine boreholes surveys are envisaged. Geotechnical Detailed soil investigation will be carried out for all the projects.
1.5	Construction works?	Yes	For ICTT construction of breakwaters, berths, dredging, reclamation, Onshore storage areas along with utility buildings & support infrastructure will be carried out. . For International Airport construction of terminal building, runway, apron, taxi way, cargo and other general aviation facilities. Topographical survey & Soil testing will be carried out. For township and area development project consists of commercial & residential complexes covering welcome centres, cultural centres, marinas
1.6	Demolition works?	Yes	Demolition works involved will be decided at a later date after the EIA study. However, the number of structures to be demolished will be at it minimum as not many structures exists in this area. Few settlements need to be rehabilitated and resettled. The area needs to be recontoured in order to make the land plain.
1.7	Temporary sites used for construction works or housing of construction workers?	Yes	Temporary sheds will be constructed for laborers during construction phase with all amenities to be provided such as water supply, fuel, sanitation etc., as per requirement.
1.8	Above ground buildings, structures or earthworks including linear structures, cut and fill or excavations and fill or excavations	Yes	For ICTT: Administration building, Operation Building, Canteen, Workshop, utility buildings will be provided apart from the open container yard for storage of containers. Cutting and filling will also be required to create the desired formation levels/ Finished Floor Levels. For International Airport : The proposed construction includes concrete & steel structures of various units. The topography within proposed airport site is having some hills.
1.9	Underground works including mining or tunnelling?	Yes	No tunnelling or mining activities is envisaged at present. However, construction work may involve some piling activities.
1.10	Reclamation works?	Yes	For IICT backup area will be mainly created by way of reclamation. Reclamation works are involved as airport jetty construction is also planned.
1.11	Dredging?	Yes	For development of ICTT dredging to the tune of 17.7 Mcum would be needed in initial phase. Dredging of channel/sea is planned under the proposal for construction of jetty within ICTT area. For Airport , Township and Power plant no dredging works involved.
1.12	Offshore structures?	Yes	As a part of development of ICTT Breakwaters, Berths, Jetty, Container & Multipurpose Cargo terminal. construction of Jetties, breakwater for Port & Harbour/Transshipment Terminal are proposed. For international airport Structures erecting approach lights etc may be required. For township & area development no offshore structures construction involved.
1.13	Production and manufacturing processes?	Yes	Commercial and institutional area is envisaged.

1.14	Facilities for storage of goods or materials?	Yes	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.
1.15	Facilities for treatment or disposal of solid waste or liquid effluents?	Yes	Liquid Effluents treatment facilities such as ETP & STP will be constructed. Solid waste: • Non-Hazardous Waste: Metal/steel scrap, Wooden chips etc. • Municipal solid waste: Collection, segregation and management of solid waste as per Municipal solid waste management rules 2010 (as amended) • Hazardous waste: Lubricants, waste oil, paints, compressed gases, and varnishes etc. The Hazardous wastes will be handled as per Hazardous Management Rules 1989 (as amended).
1.16	Facilities for long term housing of operational workers?	Yes	Housing facilities shall be provided for the permanent workers with all amenities like internal roads, water supply, power supply, educational facilities, medical facilities & green areas/ green belts as per the development plan of the Island. Staff quarters will be constructed for the operational workers. Residential areas proposed under the development shall have dedicated housing for workers.
1.17	New road, rail or sea traffic during construction or operation?	Yes	New roads will be required to developed to connect the construction site to the labour camps & existing habitation areas. BRT/LRT is envisaged. The construction material will be sourced mainly transported through sea route. For airport an approach road shall be developed connecting the main road and settlements. Further, a connecting road shall be developed for jetty terminal which is located in 10 km. There will be likely increase in sea traffic during the construction phase.
1.18	New road, rail, air water borne or other transport infrastructure including new or altered routes and stations, ports, airports etc?	Yes	ICTT along with associate infrastructure & access roads to power plant will be developed. Presently, the area is connected by helicopters & sea route only. New air route will be proposed to connect the Airport with other cities. As part of proposed development all transportation infrastructure required for operations of a township will be planned. Apart for roads, bridges, MRT, bus depots there will be a dedicated international airport, port, marina/jetty also part of the project.
1.19	Closure or diversion of existing transport routes or infrastructure leading to changes in traffic movements?	Yes	Not envisaged for ICTT. However, for airport project the existing road leading to Shastri Nagar may require major diversions.
1.20	New or diverted transmission lines or pipelines?	Yes	Laying of new power transmission lines will be required. There are no major transmission lines to be impacted by proposed development
1.21	Impoundment, damming, culverting, realignment or other changes to the hydrology of watercourses or aquifers?	Yes	For ICTT breakwaters will be constructed but it is unlikely to affect any changes in the existing water courses. Detailed hydrodynamic modelling studies and marine dispersion modelling studies will be carried out. Though all efforts shall be to ensure conservation of natural water channels, streams etc but if required for development of critical infrastructure, few channels may be realigned/ diverted or engineered.
1.22	Stream crossings?	No	Stream and drains will be conserved but wherever there will be a need to cross the stream, suitable measures

			shall be adopted conserving the natural course of the stream.
1.23	Abstraction or transfers of water from ground or surface waters?	Yes	Surface and sea water will be tapped. Desalination plant will be built for sea water. A reservoir will be built to supply drinking water to all the projects.
1.24	Changes in water bodies or the land surface affecting drainage or run-off?	No	There may be some alterations in the natural drainage pattern due to the proposed development and proposed land use changes. But all efforts shall be to ensure maximum conservation of all existing natural water channels. No water channel shall be blocked. For ICTT reclamation and grading of the project site will be carried out in such a way that the natural drainage and runoff will not be affected. The design will take into consideration any such requirements.
1.25	Transport of personnel or materials for construction, operation or decommissioning?	Yes	During construction phase personnel and material will be transported through sea route. It will be difficult to find labours from the Island. Hence it may require transporting personnel and material from the mainland. The new approach road leading to the site will be utilized for the transportation of material and personal in addition to the sea routes and helicopter routes.
1.26	Long-term dismantling or decommissioning or restoration works?	No	Not Applicable
1.27	Ongoing activity during decommissioning which could have an impact on the environment?	No	Not Applicable
1.28	Influx of people to an area in either temporarily or permanently?	Yes	During construction stage, stay of construction labourer's (expected to be about 2000 no.) are expected on a temporary basis during initial phase. During operation stage, port employees (about 4200 nos. in ultimate stage along with their families) are expected to stay on a permanent basis. Local people will be given opportunity, if local labour is available. However, it is unlikely to have enough workforce from the island. Hence, skilled and unskilled workforce shall be utilized.
1.29	Introduction of alien species?	No	Only local plant species will be used for Greenbelt development/ plantation/ landscaping.
1.30	Loss of native species or genetic diversity?	No	The core forest areas are conserved and not in the project area. any additional loss of native species or genetic diversity due to the activities envisaged in the project can only be ascertained through EIA study and the nature of non-forestry activity which is otherwise part of FC proposal.
1.31	Any other actions?	Yes	All native species within the island protected areas shall be conserved

2 Use of Natural resources for construction or operation of the Project (such as land, water, materials or energy, especially any resources which are non-renewable or in short supply):

S.No	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities/rates, wherever possible) with source of information data

2.1	Land especially undeveloped or agricultural land (ha)	Yes	The proposed ICTT will be constructed in undeveloped vacant land. No agricultural land involved. For the airport project, the total land required for the project including land area for the project affected families will be about 1039 Ha, out of which approximately 556 Ha will be required for the proposed airport in present phase. Land identified for the proposed airport is partly vacant and single crop agricultural land. Township and power plant will be developed in eastern and southern side
2.2	Water (expected source & competing users) unit: KLD	Yes	For ICTT - 1.7 MLD water during operation stage will be sourced from the surface water and seawater. For Airport - 1 MLD will be met from Galathea river, other surface sources and desalination if required. Necessary permission needs to be obtained. For the overall integrated development, including the Port, Airport, Power plant and Township, the total water demand is 160MLD. For Power Plant a Desalination plant may be constructed at a later stage.
2.3	Minerals (MT)	No	Not Applicable
2.4	Construction material – stone, aggregates, sand / soil (expected source – MT)	Yes	The construction material such as Stone Aggregate, sand, cement, structural steel, brick and bitumen will be brought through ships from east coast of India or from neighbouring countries.
2.5	Forests and timber (source – MT)	No	No timber from the forest will be utilized for construction. However, to promote sustainable materials for construction of tourism facilities like huts, boardwalk, viewing points use of timber from outside island may be considered.
2.6	Energy including electricity and fuels (source, competing users) Unit: fuel (MT), energy (MW)	Yes	For the overall integrated development, including the Port (ICTT), Airport, Power plant and Township, the total power demand is 450MVA.
2.7	Any other natural resources (use appropriate standard units)	No	Not Applicable

3 Use, storage, transport, handling or production of substances or materials, which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health

S.No	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities/rates, wherever possible) with source of information data
3.1	Use of substances or materials, which are hazardous (as per MSIHC rules) to human health or the environment (flora, fauna, and water supplies)	Yes	For ICTT, storage & handling of hazardous wastes will be handled with sufficient inventory shall be maintained at all times as per norms for fuel storage. Measures will be adopted to ensure that hazardous substances are identified and stored & used only as per safety regulations. Requirements as listed in the Risk assessment report part of the EIA studies shall be strictly complied For Airport, used oil from the DG sets will be given to authorized recyclers. HSD about 1800 KL 10 for days
3.2	Changes in occurrence of disease or affect disease vectors (e.g. insect or water borne diseases)	No	Not envisaged

3.3	Affect the welfare of people e.g. by changing living conditions?	Yes	The proposed integrated development Project will create employment during construction stage and, during operation direct and indirect jobs are anticipated. The project will create direct and indirect employment opportunities for the local population and overall development of the area. There will be a positive change with regard to the welfare of the people. Tourism and national security will also get big boost.
3.4	Vulnerable groups of people who could be affected by the project e.g. hospital patients, children, the elderly etc.	No	The proposed holistic integrated project development activities near the habitation of Shompen and Nicobaries Tribes will be avoided.
3.5	Any other causes	No	Not Applicable

4 Production of solid wastes during construction or operation or decommissioning (MT/month)

S.No	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities/rates, wherever possible) with source of information data
4.1	Spoil, overburden or mine wastes	Yes	For ICTT 50% of dredge spoil (about 8.85 Million cum) will be used for reclamation. In addition, about 23.4 Million cum of site grading material would also be utilised for reclamation in initial phase. For International Airport, the earth work and other waste will be used for leveling within the project boundary only. Rest of the material will be used for leveling of low lying areas and Construction purposes and for green cover /landscaping purposes.
4.2	Municipal waste (domestic and or commercial wastes)	Yes	During the construction and operational phase of the project, collection and handling of domestic solid waste would be done in line with the provisions of the Municipal Solid Waste Rules 2016 (as amended). This will be handled as per guidelines The wastes generated like Kitchen waste, Metal scrap and empty metal drums of Non-hazardous materials Paper and wood scrap, Empty plastic containers of non-hazardous materials etc. will be handled as per the MSW rules.
4.3	Hazardous wastes (as per Hazardous Waste Management Rules)	Yes	Used oil and other wastes will be stored in closed drums and be transferred to authorised re-processors. Measures will be adopted to ensure that hazardous wastes (Like fuel, lube, grease etc.) are identified and stored and used only as per safety regulations. requirements as listed in the Risk assessment report part of the EIA studies shall be complied. They will also be handled only by authorized waste handlers.
4.4	Other industrial process wastes	No	Not Applicable
4.5	Surplus product	No	Not Applicable
4.6	Sewage sludge or other sludge from effluent treatment	Yes	3 STPs of as per the requirement of the initial phase and development phase will be constructed. The sludge generated from the Sewage Treatment Plant will be used as manure for greenbelt development. ETP effluents will be recycled and reused . Sludge to given Authorised recyclers

4.7	Construction or demolition wastes	Yes	Construction wastes to the extent possible will be utilised within the respective project premises. Construction waste would be segregated and whatever is saleable would be sold to authorized buyers and rest would be either used for filling up of low lying areas and development of internal road or would be disposed off using suitable measures. In addition, unsuitable dredge material will be disposed in suitable offshore location identified through dredge disposal model studies.
4.8	Redundant machinery or equipment	No	All the Redundant machinery or equipment will be taken out of the site after construction
4.9	Contaminated soils or other materials	No	Soil contamination if happens accidentally will be remediated.
4.10	Agricultural wastes	No	The agriculture wastes such as horticulture waste, such as dried leaves, flowers etc. shall be utilized as manure
4.11	Other solid wastes	No	Not Applicable

5 Release of pollutants or any hazardous, toxic or noxious substances to air(Kg/hr)

S.No	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities/rates, wherever possible) with source of information data
5.1	Emissions from combustion of fossil fuels from stationary or mobile sources	Yes	During construction phase of integrated development projects emission from diesel operated machines, transport vehicles are envisaged. DG sets will be operated only during emergency, which generate gaseous emissions of SO ₂ and NO _x . Typical SO ₂ and NO _x emissions would be about 45-50 mg/Nm ³ and 15-20 mg/Nm ³ respectively. Vehicles having valid PUC will be used. Appropriate measures for reducing emissions will be followed. During operational phase emissions from ships, fugitive emissions
5.2	Emissions from production processes	No	Commercial and Institutional entities will be set up
5.3	Emissions from materials handling including storage or transport	Yes	Emissions from ships, vehicles during transportation and operational phase is envisaged. MARPOL convention protocol will be used. Adequate pollution control measures will be taken during storage and handling of material. 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. Fugitive emissions are envisaged from material handling and transportation areas
5.4	Emissions from construction activities including plant and equipment	Yes	During construction of Integrated development projects, particulate matter will be emitted during construction activities which are mostly confined to project areas. The gaseous emissions like oxides of nitrogen and CO will be emitted during transportation
5.5	Dust or odours from handling of materials including construction materials, sewage and waste	Yes	Dust due to handling of Construction material during construction phase Dust due to cargo handling Odour from Sewage Treatment Plant (STP) Dust suppression measures will be proposed, and the details will be provided in the EIA report

5.6	Emissions from incineration of waste	No	Not Applicable
5.7	Emissions from burning of waste in open air (e.g. slash materials, construction debris)	No	Not Applicable
5.8	Emissions from any other sources	No	Not Applicable

6 Generation of Noise and Vibration, and Emissions of Light and Heat:

S.No	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities/rates, wherever possible) with source of information data
6.1	From operation of equipment e.g. engines, ventilation plant, crushers	Yes	During construction phase operation HEMM, Cranes, Heavy vehicles movement, erection and welding activities will be the main source of noise. Minor welding activities involved at site would generate some noise. Some emission of light due to welding activities and noise generation due to construction activities may be there during construction phase. However, these noise levels will be confined to work zone levels. During Operational phase in ICTT noise from the vessels will be the main source
6.2	From industrial or similar processes	No	Not Applicable
6.3	From construction or demolition	Yes	During construction plant machinery and vehicles bringing man and material will be main source of noise. Noise will occur from operation of construction equipment like loaders, tippers, bull dozers etc. and demolition activities. Sophisticated equipment will be used. Noise enclosure will be provided. Personnel Protection Equipment will be provided to workers during construction activities. Maximum cumulative noise shall be varying from 85 – 90 dB (A). No demolition works involved
6.4	From blasting or piling	Yes	Piling of berths will be carried out under controlled manner. Efficient and latest piling technique will be used for keeping the noise level low. Workers would be provided with Personnel Protection Equipment (PPE). In case of blasting, anticipated noise level shall be above 100 dB(A). However controlled blasting will be adopted.
6.5	From construction or operational traffic	Yes	Movement of construction equipment such as Excavators, Dumpers, Compressors and trucks will result in high noise levels during construction phase. Care will be taken to control the noise levels within the standards and necessary mitigation measures will be followed.
6.6	From lighting or cooling systems	No	Not Applicable
6.7	From any other sources	No	Not Applicable

7 Risks of contamination of land or water from releases of pollutants into the ground or into sewers, surface waters, groundwater, coastal waters or the sea:

S.No	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities/rates, wherever possible) with source of information data
7.1	From handling, storage, use or spillage of hazardous materials	Yes	Spills are unlikely to occur during normal operations, as the cargo in ICTT will be handled using mechanised cargo handling systems. 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. The potential risks on land include accidental spillage of diesel, surface & sub-surface contamination due to spillage of diesel, lube oil and other hazardous material.
7.2	From discharge of sewage or other effluents to water or the land (expected mode and place of discharge)	Yes	All waste will be appropriately treated. Treated water will be recycled and used in green area development or treated waste to the stipulated standards will be discharged to the sea. Sewerage water generated will be treated in STP and treated effluent will be used for non potable purposes such as flushing, washing, greenbelt development/ plantation etc. No wastewater/ effluent will be discharged outside the premises.
7.3	By deposition of pollutants emitted to air into the land or into water	Yes	Fugitive emissions due to cargo handling can build up the air pollutant concentrations. Oil spills, ship wastes can impact the marine waters if not controlled. Emission control norms and spill contingency shall be adhered to in all the cases. The EIA study will address the impacts and mitigation measures.
7.4	From any other sources	No	Not Applicable
7.5	Is there a risk of long term build up of pollutants in the environment from these sources?	No	Construction activities would be a short term activity & risk of long term build-up of pollutants in the environment is not envisaged There will not be any process emissions. The emissions are envisaged from air traffic, vehicular traffic and from DG sets which will be operated only during emergency. The facility will be developed with adequate open spaces & green belt/cover. Thus, long term build-up of pollutants is not envisaged. All will be well within the standards stipulated by SPCB/CPCB.

8 Risk of accidents during construction or operation of the Project, which could affect human health or the environment

S.No	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities/rates, wherever possible) with source of information data
8.1	From explosions, spillages, fires etc from storage, handling, use or production of hazardous substances	Yes	The exact quantity of storage will be identified during the EIA study. All regulatory permissions will be taken for fuel storage. All risks will be identified, and appropriate mitigations will be implemented by the contractor during construction and operation. Oil spill contingency plan will be prepared and implemented Coordination with local disaster management teams will be established. The fuel oil will be stored and will be handled in a safe manner as prescribed by statutory authorities.

8.2	From any other causes	Yes	There is a possibility of construction/ operational accidents. However, all the possible precautions will be taken during construction and operation phases. Regular due-diligence will be undertaken to check the compliance. In order to prevent risks emanating from handling of cargo from the ships, the entire operation is carried out in a controlled manner with STS Cranes.
8.3	Could the project be affected by natural disasters causing environmental damage (e.g. floods, earthquakes, landslides, cloudburst etc)?	Yes	Site falls under seismic Zone V and cyclone and tsunamis prone. All structures will be designed to make them earthquake and cyclone resistant. Flooding: No flooding has been taken place in past decade as per the available secondary data. Landslide: The proposed integrated development project sites are located on a comparatively flat terrain. Hence, no land sliding is envisaged. Cloud burst: As per the available secondary data, cloud burst occurred in 2020 in Andaman and Nicobar Islands.

9 Factors which should be considered (such as consequential development) which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality

S.No	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities/rates, wherever possible) with source of information data
9.1	Lead to development of supporting utilities, ancillary development or development stimulated by the project which could have impact on the environment e.g.: <ul style="list-style-type: none"> Supporting infrastructure (roads, power supply, waste or waste water treatment, etc.) housing development extractive industries supply industries Other 	Yes	Development of ICTT will boost Indian economy as the dependency on other International Transshipment terminals will be reduced. It will also pave way for the economic development & holistic development of the Great Nicobar Island. The construction of international airport will be carried out to fulfil the requirement of project and facilities will be extended to public to public to the possible extent. The township and area development project will enhance the development of the region
9.2	Lead to after-use of the site, which could have an impact on the environment	No	No significant impact envisaged. The air and vehicular traffic is expected to increase.
9.3	Set a precedent for later developments	Yes	Proposed project provides better connectivity with rest of the country. This will enhance tourism and commercial investment, which result in direct and indirect employment.
9.4	Have cumulative effects due to proximity to other existing or planned projects with similar effects	No	Not envisaged beyond the planned sub-project concepts as per approved master plan for the island. The cumulative impacts of all the projects will be addressed in the EIA/EMP report.

(III) Environmental Sensitivity

S.No	Areas	Name/Identity	Aerial distance (within 15km.) Proposed project location boundary
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1	Areas protected under international conventions, national or local legislation for their ecological, landscape, cultural or other related value	Yes	1. Galathea National Park (107.103 sq. km) 2. Campbell Bay National Park (391.751 sq. km) 3. Biosphere reserve (732.798 sq. km) (The notified areas of Galathea National Park, Campbell Bay National Park and Biosphere Reserve is 110 sq. km, 426.23 sq. km and 885 sq. km respectively. However, on account of reconciliation of area of Great Nicobar Island by SoI vide letter dated 01.09.2020, there is revision in the area of Galathea National Park, Campbell Bay National Park and Biosphere reserve.
2	Areas which are important or sensitive for ecological reasons - Wetlands, watercourses or other water bodies, coastal zone, biospheres, mountains, forests	Yes	1.Forest area 2.Great Nicobar Biosphere Reserve 3.CZ area as per ICRZ 2019.4.Galathea Bay and some of the other beaches are turtle nesting ground.5. Occasionally Coral Reefs are present. 6.Mangroves are present in some patches of the island on the coast. 7.Rivers -Alexandria ,Dogmar,Amritkaur,Jubilee,Galathea 8.Water bodies:Andaman Sea, Campbell Bay, Mata Taruwa Bay,Pemayya Bay near Pulobaha, Nanjappa Bay near Pulo Bekka,Galathea River or Dak Kea,Dak Aleh,Dak Ubho,Dak Tolai,Dak Air,Dak Thena
3	Areas used by protected, important or sensitive species of flora or fauna for breeding, nesting, foraging, resting, over wintering, migration	Yes	There are a number of rare and endemic flora and a large number of endemic and endangered species of fauna. Reportedly, 11 species of mammals, 32 species of birds, 7 species of reptiles and 4 species of amphibians. Turtle Nesting sites and Megapode nesting sites may be impacted
4	Inland, coastal, marine or underground waters	Yes	Rivers • Alexandria • Dogmar • Amritkaur • Jubilee • Galathea
5	State, National boundaries	Yes	Nil within the study area
6	Routes or facilities used by the public for access to recreation or other tourist, pilgrim areas	No	Access to the beach, sea, as well as to the tropical forest through facilities like roads, paths etc is available.
7	Defence installations	Yes	Near Galathea Bay and Campbell bay
8	Densely populated or built-up area	No	There are seven revenue villages. Campbell bay (Rajiv Nagar), Govind Nagar, Joginder Nagar, Vijayanagar, Lakshmi Nagar, Gandhi Nagar & Shastri Nagar.
9	Areas occupied by sensitive man-made land uses (hospitals, schools, places of worship, community facilities)	Yes	The project site include 5 primary Schools (Shastri Nagar, Laxmi Nagar, Jetty Bazar, Rajiv Nagar, Govind Nagar), Secondary school, Government senior Secondary School at Campbell bay. 3 Hospitals: 1 PHC at Campbell Bay (G/N), 2 PHC at Gandhi Nagar. 4 Places of worship: Ayyappa temple, Shiv mandir, Hanuman temple & Temple at Aiport site.
10	Areas containing important, high quality or scarce resources.(ground water resources,surface resources,forestry,agriculture,fisheries,tourism,minerals)	No	Availability of fresh water is a scarce resource in the island. Groundwater is saline. All water samples for the project area have been collected as part of EIA baseline monitoring and shall be provided in the EIA report. The area is thickly forested and is a high quality resource
11	Areas already subjected to pollution or environmental damage.(those where existing	No	Nil within the study area

	legal environmental standards are exceeded)		
12	Areas susceptible to natural hazard which could cause the project to present environmental problems (earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions) similar effects	Yes	Site falls under seismic Zone V and cyclone prone as per BIS IS 1893 Part -I:2002. The project site has highest risk of suffering earthquakes (seismic zone-V), vulnerable to tsunamis and susceptible to Floods. Some of the coastal stretches along the western and eastern end is erosion prone. As per the available secondary data, cloud burst occurred in 2020 in Andaman and Nicobar Islands.

(IV) Proposed Terms of Reference for EIA studies

1	Uploaded Proposed TOR File	Annexure-TOR file
2	Uploaded scanned copy of covering letter	Annexure-scanned copy of covering letter
3	Uploaded Pre-Feasibility report(PFR)	Annexure-PFR
4	Uploaded additional attachments(only single pdf file)	Annexure-Additional attachments

Additional Attachments, if any
Attached File
NITIAayogletter
FCA
ADS Letter
ADS Letter

Essential Detail Sought:

Sno.	EDS Letter	Remarks	Date of EDS
1.	Eds Reply Letter	The correction have been made as per the instruction received	15 Mar 2021
2.	NA	The proposal is examined. Most of the establishments are planned on the eastern side. The western side should also be explored for establishments and submitted. Alternate sites for establishment of container Transshipment port, airport etc may also be explored and submitted. Existing environmental settings of the area shall be presented including the ecologically sensitive areas like turtle nesting grounds, corals, etc. Availability and supply of drinking water and water requirement for the project, construction material availability and supply shall be explored and submitted.	09 Mar 2021

Additional Detail Sought:

Sno.	ADS Letter	Remarks	Date of ADS
1.	ADS Reply Letter	Sir, Please find enclosed the point-wise replies for Integrated development of International Container Transshipment Terminal (ICTT) of ANIDCO.	05 Apr 2021

2.	<u>ADS Reply Letter</u>	Sir, Please find enclosed the point-wise replies for Integrated development of International Container Transshipment Terminal (ICTT) of ANIDCO.	05 Apr 2021
3.	NA	<p>3.8.13 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:</p> <ul style="list-style-type: none"> 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. 	01 Apr 2021

(V) Undertaking

I hereby give undertaking that the data and information given in the application and enclosures are true to be best of my knowledge and belief and I am aware that if any part of the data and information found to be false or misleading at any stage, the project will be rejected and clearance given, if any to the project will be revoked at our risk and cost.

V. (i)	Name of Applicant Designation Name of Company (Applicant Name should not be given here) Address	Mohammed GeneralManager ANDAMAN AND NICOBAR ISLANDS INTEGRATED DEVELOPMENT CORPOARTION ANIIDCO Ltd Vikas Bhawan Port Blair
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