F. No. 10-38/2018-IA-III
Government of India
Ministry of Environment, Forest and Climate Change
(IA.III Section)

Indira Paryavaran Bhawan,
Jor Bagh Road, New Delhi - 3

Date: 29th August, 2018

To,

M/s SAIO INFRA
246, B-2, Nagala Park, Geetanjali Niwas, Opp. Vivekanand College,
Kolhapur - 416003, Maharashtra
E-mail: saioinfrastructure@gmail.com

Subject: Mahapratap Cable Car project from Village Javali to Pratapgarh Fort & Village Javali to Lodwick Point at Mahabaleshwar, Tehsil Javali, District Satara, Maharashtra by M/s SAIO INFRA - Terms of Reference reg.

Sir,

This has reference to your proposal No. IA/MH/MIS/74644/2018 dated 18th April 2018, submitted to this Ministry for seeking Terms of Reference (ToR) in terms of the provisions of the Environment Impact Assessment (EIA) Notification, 2006 under the Environment (Protection) Act, 1986.

2. The proposal for grant of Terms of Reference (ToR) to the project 'Mahapratap Cable Car project from Village Javali to Pratapgarh Fort & Village Javali to Lodwick Point at Mahabaleshwar, Tehsil Javali, District Satara, Maharashtra promoted by M/s SAIO INFRA was considered by the Expert Appraisal Committee (Infra-2) in its 32nd meeting held on 2-4 July, 2018.

3. The details of the project, as per the documents submitted by the project proponent, and also as informed during the above said meeting, are as under:-

(i) The proposed Mahapratap Cable Car project shall be developed at from Village Javali to Pratapgarh Fort & Village Javali to Lodwick Point at Mahabaleshwar, District Satara, Maharashtra by M/s Saio Infra. Saio Infra in a Partnership reg. company incorporated under the Companies Act, 2013 for implementation and operation of proposed project at Mahabaleshwar, Maharashtra in order to promote tourism & modal shift to transit and reduction in traffic congestion in the region. The proposed system to be installed will be Monocable Detachable Gandola system. The Project is a 5600-m long ropeway, covering an area of 2,38,101 sqm (including three Terminal Stations, ropeway corridor & additional pillar area). The proposed ropeway shall be developed in two Phases. Phase-I consist of ITS i.e. Village Javali to UTS i.e. Lodwick Point & Phase-II consist of ITS i.e. Village Javali to LTS i.e. Pratapgarh Fort. There will be a continuous ropeway line from ITS to UTS and another continuous ropeway line from ITS to LTS.

(ii) The project being an Aerial Ropeway falls under the item 7 (g) of the EIA notification, 2006 and is a designated Project as per Schedule and falls under category A, as the UTS is at an elevation of 1197 m above MSL and also the project falls within the ESZ of Western Ghats, hence, general condition apply.

(iii) The alignment falls partly within the Forest land for development of terminal stations & line towers. About 36625 sqm (3.6625 ha) of area of forest land will

be diverted. 133 no. of trees will be cut. This activity will be carried out as per the guidelines of the Forest (Conservation) Act, 1980.

(iv) The Latitude & longitude of the site are given below:

Station	Elevation	Latitude	Longitude
UTS	1197 m	17°56'0.23"N	73°34'51.46"E
ITS	793 m	17°56'12.10"N	73°36'29.92"E
LTS	972 m	17°56'24.44"N	73°37'59.08"E

(v) Other activities proposed along with ropeway are Butterfly Park, Museum, Auditorium (Shiv Shrushti Amusement park), Parking Facility, Loading & Unloading Platform, Office, Store Room, Ticket Counter, waiting rooms, Toilet Block, staff quarters & spare Gondola provision shall be there for material transportation if required.To meet the terrain, length and capacity requirement a Monocable Detachable system is appropriate in this Alignment. Maximum of 100 numbers of labourers will be deployed during peak construction phase. Ropeway will have carrying capacity of 900 persons per hour. Operation of 9hrs of ropeway is envisaged. Population of 8100 persons/day will use the ropeway. Staff for operation & maintenance to be deployed at project will be about 50 persons. Proper arrangement of water supply and sewage disposal will be made at site. Power Load Requirement will be 400 KW. DG set of capacity 1 X 320 KVA (Main back-up power) & 2 X 25 KVA (Auxiliary back-up power) at ITS shall be proposed for backup power supply. These D.G. Sets will be provided with proper stack height as per the CPCB norms & will be bought acoustically enclosed.

(vi) There shall be a provision of Bio-Toilets at each Terminal for the visitors & staff. The total water requirement has been estimated as 42 KLD and the source will be Municipal Supply, open well at village Javali & Koyana river, which shall be used mainly for domestic, flushing & hand washing, drinking, Gardening & misc. purposes. The generation of total waste water will be 29 KLD, which shall be treated in Bio-Toilets provided at each Terminal. The treated water of 28 KLD obtained from Bio-toilets shall be disposed off in soak pits via Septic tanks provided at each Terminal. The location for the water storage tank will be Terminal ITS. For drinking water, water cooler/water Dispenser shall be provided at each Terminal LTS, ITS & UTS.

(vii) Total 417 Kg/day of waste will be generated due to the proposed development. The Organic Waste will be treated in 1 no. Organic Waste Convertor proposed at Terminal ITS and converted into compost. The Recyclable Waste Collected and given to approved recycler. Plastic will be minimum used in the area.

(viii) There will be no displacement or immigration of the human population due to the proposed project. Risk assessment shall be done and proper safety and security measures shall be undertaken. Proper prevention and timely maintenance of ropes, machines etc will be scheduled to prevent any accident. Maintenance team will be trained to handle any type of contingency in time of emergency. All safety guidelines shall be adhered to and followed during construction and operation phases. First aid facilities will be provided at site.

(ix) Total cost of the ropeway project is Rs. 195.5 Crores.

4. The project/activity is covered under category B of item 7(g) 'Aerial Ropeways' of the Schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at State level. However due to applicability of general condition i.e. UTS at an elevation of 1197 m above MSL and also the project falls within the ESZ of Western Ghats, the proposal becomes category A and is appraised at Central Level.

5. The EAC, in its meeting held on 2-4 July, 2018, after detailed deliberations, recommended the project for grant of ToR. As per the recommendation of the EAC, the Ministry of Environment, Forest and Climate Change hereby accords ToR to the project 'Mahapratap Cable Car project from Village Javali to Pratapgarh Fort & Village Javali to Lodwick Point at Mahabaleshwar, Tehsil Javali, District Satara, Maharashtra promoted by M/s SAIO INFRA for preparation of the Environment Impact Assessment (EIA) Report and Environment Management Plan (EMP) with the following specific and general conditions in addition to Standard ToR provided at **Annexure -1**:

(i) Importance and benefits of the project.

(ii) A toposheet of the study area of radius of 10 km and site location on 1:50,000/1:25,000 scale on an A3/A2 sheet (including all eco-sensitive areas and environmentally sensitive places).

(iii) Stage – I forest clearance to be submitted.

(iv) Permission for felling/cutting of trees shall be submitted.

(v) Status of clearance from National Board for Wild Life (NBWL).

(vi) Toposheet map of 10 km distance indicating eco-sensitive areas dully authenticated by the Wildlife warden.

(vii) Route map of proposed ropeway project.

(viii) Layout maps of proposed project indicating location of upper station and lower station, building, food court, parking, greenbelt area, utilities etc.

(ix) Numbers of persons/projections of tourist.

(x) Cost of project and time of completion.

(xi) Details of air emission, effluents, solid waste and hazardous waste generation and their management.

(xii) Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract).

(xiii) The E.I.A. should specifically address to vehicular traffic management and parking facilities.

(xiv) Examine the ground water / water body contamination from septic tank/Soak pit.

(xv) The impact of odors from the bio-toilets and its management.

(xvi) The increment in foot falls as a result of implementation of the project along with a justification on the adequacy of the existing and proposed infrastructure including toilets.

(xvii) An assessment of the impact of all activities being carried out or proposed to be carried out by the project shall be made for traffic densities and parking capabilities in a 2 kms radius from the site. A detailed traffic management and

a traffic decongestion plan drawn up through an organization of repute and specializing in Transport Planning shall be submitted with the EIA.

(xviii) An onsite disaster management plan shall be drawn up to account for risks and accidents. This onsite plan shall be dovetailed with the onsite management plan for the district.

(xix) The E.I.A. would study the safety risks associated with the construction and operation of the Ropeway and draw up a detailed safety management plan.

(xx) The impact of the ropeway on traffic movement, both at the L.T. and the U.T. will be examined and a plan submitted along with the E.I.A.

(xxi) The E.I.A. would also submit a plan ensuring the segregation of passenger cars with luggage cars in the ropeway and work out the minimum size of baggage to be allowed on the passenger cabin cars.

(xxii) Any litigation pending against the project and/or any direction/order passed by any Court of Law against the project, if so, details thereof shall also be included.

(xxiii) Public hearing to be conducted and issues raised and commitments made by the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made.

(xxiv) The project proponents shall satisfactorily address to all the complaints/suggestions that have been received against the project till the date of submission of proposals for Appraisal.

(xxv) Plan for Corporate Environment Responsibility (CER) as specified under Ministry's Office Memorandum vide F.No. 22-65/2017-IA.III dated 1st May 2018 shall be prepared and submitted along with EIA Report.

(xxvi) A tabular chart with index for point wise compliance of above ToR.

General Guidelines

(i) The EIA document shall be printed on both sides, as for as possible.

(ii) All documents should be properly indexed, page numbered.

(iii) Period/date of data collection should be clearly indicated.

(iv) Authenticated English translation of all material provided in Regional languages.

(v) The letter/application for EC should quote the MoEF&CC File No. and also attach a copy of the letter prescribing the ToR.

(vi) The copy of the letter received from the Ministry on the ToR prescribed for the project should be attached as an annexure to the final EIA-EMP Report.

(vii) The final EIA-EMP report submitted to the Ministry must incorporate the issues mentioned in ToR and that raised in Public Hearing. The index of the final EIA-EMP report, must indicate the specific chapter and page no. of the EIA-EMP Report where the specific ToR prescribed by the Ministry and the issue raised in the Public Hearing have been incorporated. Questionnaire related to the project (posted on MoEF&CC website) with all sections duly filled in shall also be submitted at the time of applying for EC.

(viii) Grant of ToR does not mean grant of EC.

(ix) 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.

(x) 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&CC) have been complied with and the data submitted is factually correct (Refer MoEF&CC Office memorandum dated 4th August, 2009).

(xi) 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&CC Office Memorandum dated 4th August, 2009). The project leader of the EIA study shall also be mentioned.

(xii) All the ToR points as presented before the Expert Appraisal Committee (EAC) shall be covered.

6. The above ToR should be considered for the project 'Mahapratap Cable Car project from Village Javali to Pratapgarh Fort & Village Javali to Lodwick Point at Mahabaleshwar, Tehsil Javali, District Satara, Maharashtra promoted by M/s SAIO INFRA, in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006.

7. The project proponent shall submit the detailed final EIA/EMP prepared as per ToR along with public hearing to the Ministry for considering the proposal for environmental clearance within 3 years as per the MoEF&CC O.M. No.J-11013/41/2006-IA-II(I) (P) dated 08.10.2014.

8. The consultants involved in preparation of EIA/EMP report after accreditation with Quality Council of India/National Accreditation Board of Education and Training (QCI/NABET) would need to include a certificate in this regard in the EIA/EMP reports prepared by them and data provided by other Organization(s)/ Laboratories including their status of approvals etc. vide Notification of the MoEF&CC dated 19.07.2013.

9. The prescribed ToR would be valid for a period of three years for submission of the EIA/EMP Reports.

10. This issues with the approval of Competent Authority.

(Kushal Vashist)
Director

Copy to:

The Member Secretary, Maharashtra Pollution Control Board, Kalpataru Point, 3rd and 4th Floor, Opp. Cine Planet, Sion Circle, Mumbai - 400 022.

Annexure

7(g): STANDARD TERMS OF REFERENCE FOR CONDUCTING ENVIRONMENT IMPACT ASSESSMENT STUDY FOR AERIAL ROPEWAYS AND INFORMATION TO BE INCLUDED IN EIA/EMP REPORT

(i) Examine and submit a brief description of the project-name, project site, geology, topography, nature, size, location of the project, project coverage, master plan, length of the proposed aerial rope way, details of ROW, height from MSL and its importance to the region/ State.

(ii) Any adverse impact of the works already carried out.

(iii) Submit the details of facilities viz. administration building, restaurant, toilets, waste collection and disposal etc at Lower terminal and upper terminal including parking area.

(iv) Submit the details of trees required to be cut for the project, including the type, girth size etc. Necessary permission from competent authority shall be obtained for tree cutting. Compensatory tree plantation shall be carried out and cost provision should be made for regular maintenance. Details to be submitted.

(v) Examine and submit the likely impact due to influx of people and associated developments

(vi) Submit maps of the project area and 10 km surrounding area from boundary of the proposed/existing project area, thereby delineating project areas wild life sanctuaries notified under the Wild Life (Protection) Act, 1972/critically polluted areas as identified by the CPCB from time to time/notified eco-sensitive areas/inter state boundaries and international boundaries. Any bio- diversity park or any protected site.

(vii) Submit baseline data and description of existing situation of the land at the proposed project site including description of terrain, hill slopes, inland topography, slope and elevation, rock types, regional tectonic setting (reported fractures/faulting/folding, warping), and history of any volcanic activity, seismicity and associated hazards.

(viii) Submit details of power requirement and source. Energy efficiency measures in the activity should be drawn up. PP should also submit details of D.G. Sets along with noise control measures.

(ix) Details of anticipated impact during construction stage and operation stage w.r.t. landslides, surface drainage etc., should be predicted. The existing surrounding features up to 1 km and impact on them should be addressed separately.

(x) PP should examine and submit activities associated with aerial ropeway construction and operations and likely associated hazards and accidents. It is therefore desirable that based on the categories of hazards prevailing at the project site, risk assessment may be carried out by specialists in the field and recommendations may be implemented. Risk assessment should be carried out for seismicity, slope stability, soil erosion, and flood hazard.

(xi) Any litigation pending against the proposed project and/or any direction/order passed by any court of law against the project, if so, details thereof should be provided.

(xii) Submit Certificate from the competent authorities for safety of ropeway and its monitoring.

(xiii) Public hearing to be conducted for the project in accordance with provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan. The Public Hearing should be conducted based on the ToR letter issued by the Ministry and not on the basis of Minutes of the Meeting available on the web-site.

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

(xv) Details of litigation pending against the project, if any, with direction /order passed by any Court of Law against the Project should be given.

(xvi) The cost of the Project (capital cost and recurring cost) as well as the cost towards implementation of EMP should be clearly spelt out.

(xvii) Any further clarification on carrying out the above studies including anticipated impacts due to the project and mitigative measure, project proponent can refer to the model ToR available on Ministry website "http://moef.nic.in/Manual/Aerial Ropeway".

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