

SITE INSPECTION REPORT

Sr.No	Items	Observations & Remark								
1	Name of the Project & location (Range, Round, Beat)	Proposal for installation of Polypropylene (PP) unit at Rasayani and Interconnecting Pipeline from BPCL, Mumbai Refinery (MR) to Rasayani. <table><tr><td>Range</td><td>Round</td><td>Beat</td><td>Village</td></tr><tr><td>Central Mumbai</td><td>Mankhurd</td><td>Turbhe</td><td>Mahul</td></tr></table>	Range	Round	Beat	Village	Central Mumbai	Mankhurd	Turbhe	Mahul
Range	Round	Beat	Village							
Central Mumbai	Mankhurd	Turbhe	Mahul							
2	Name of the User Agency	Bharat Petroleum Corporation Limited								
3	Date of site inspection	23/08/2019.								
4	Extent (ha) & legal status of forest land proposed for diversion	Reserve Forest u/s 4 of IFA 1927 - 2.4812 ha Mangrove Forest (unmodified) - 5.3200 ha ----- 7.8012 ha								
5	a) Detailed of forest land proposed for diversion & activity-wise break-up of forest land	As per Area Statement attached on page no.								
	b) Density & Eco-value class	Density- 0 to 0.4 Below Eco-value Class II								
6	Whether the requirement of forest land as proposed by the User Agency in col.2 part-1 is unavoidable & barest minimum for the project. If no, recommended area item wise with details of alternative examined.	Yes								
7	Whether the proposal involves any construction of building (including residential) or not? If yes, details thereof	No.								
8	a) Whether forest area proposed for diversion is important from wildlife point of view or not	No.								
	b) Details of any rare or endangered or unique species of flora & fauna found in proposed forest land. IF so, the details thereof	No. The Proposed Project alignment is outside the Proposed ESZ area of Thane Creek Flamingo Sanctuary. Therefore the project does not have any adverse effect on any species of Flora and Fauna within the area.								
	c) Aerial distance from the nearest boundary of any Protected Area (km)	No. The Proposed alignment of Project is within Deem Eco- sensitive zone of Thane Creek Flamingo Sanctuary.								

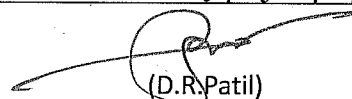
		<p>The Distance from Thane Creek Flamingo Sanctuary is 5.5 Km and Sanjay Gandhi National Park is 11.2 Km.</p> <p>The Proposed alignment is not within proposed eco sensitive zone of Thane Creek Flamingo Sanctuary but in ESZ of Thane Flamingo Sanctuary which is yet to be finalized therefore by default ESZ of 10 km radius from TCFS is applicable.</p>												
	d) Remarks about sensitivity of the forest area likely to be affected due to project	<p>No.</p> <p>The Proposed Project alignment is outside the Proposed ESZ area of Thane Creek Flamingo Sanctuary. Therefore the project does not have any adverse effect on any species of Flora and Fauna within the area.</p>												
	e) Whether wildlife mitigation plan is required? If yes, reasons thereof	No.												
9.	Derailed of Vegetation	No cutting of mangrove trees is required but some Mangroves bushes of average maximum height 0.7 meter with girth 0.01 to 0.05 meter shall be affected.												
	a) Total number of trees to be felled	Nil												
	b) Number of trees to be felled of girth below 60 cm.	Nil												
	c) Number of trees to be felled of girth above 60 cm.	Nil												
	d) Effect of removal of trees on the general ecosystem in the area	NA												
10.	Background note on the proposal (Short summary)	<p>Bharat Petroleum Corporation Limited owns and operates a 12 MMTPA Refinery at Mahul village, Mumbai. This compact Refinery is the only Refinery in the country without evacuation of products by Rail. In order to debottleneck, expand / add value added products, BPCL is in the process of acquiring about 700 Acres of land at Rasayani, Raigad District, and Maharashtra which is about 45 Kms from the Mumbai Refinery. The expansion of refinery centric facilities envisaged at Rasayani includes Petrochemical facilities, White Oil Rail loading facilities & Lube oil Blending plants. The Petrochemical facilities envisaged requires raw materials like Propylene, Ethylene, Unconverted Oil (UCO) and Naphtha. The proposed Lube Oil Blending plant will receive Lube Oil Base Stock (LOBS) through pipeline. The proposed Naphtha pipeline is also proposed to be used for other white oil product for having a Railway wagon loading facility at Rasayani, thereby developing this important mode of evacuation for BPCL's Mumbai Refinery. The proposed pipelines from BPCL Mumbai Refinery to Rasayani with the capacity proposed is given below</p> <table border="1"> <thead> <tr> <th>Sr.No.</th><th>Product</th><th>Pipeline Size</th><th>Capacity in MMTPA</th><th>Purpose</th></tr> </thead> <tbody> <tr> <td>1.</td><td>Propylene</td><td>8"</td><td>0.45</td><td>Feed Stock to Polypropylene</td></tr> </tbody> </table>			Sr.No.	Product	Pipeline Size	Capacity in MMTPA	Purpose	1.	Propylene	8"	0.45	Feed Stock to Polypropylene
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11.	Whether the proposal involves any violation of Forest (Conservation) Act 1980? If yes, a details report on violation including action taken against the concerned officials to be attached.	No																				
12	Whether the proposal involved rehabilitation plan has been approved by the State Government?	The proposal doesn't involve any rehabilitation hence no rehabilitation plan required.																				
13	Derailed on catchment & culturable common area under the project (if applicable)	NA																				
14	Utility of the project	ADVANTAGES OVER OTHERS MODES OF TRANSPORTATION: i. Pipeline transportation requires the least energy as compared to other modes, including rail movement. Conservation of energy is a priority activity identified by the Govt. of India. ii. Pipeline transportation is environment friendly vis-à-vis rail / road movement. The environmental impact of the pipeline during construction, operation and maintenance phases is negligible. The environmental impact during construction is mostly reversible since, after laying the pipeline, the land is restored to normal use. During operation and maintenance of the pipeline, only a small quantity of effluent is generated at pumping stations and at terminals for which oil water separators are provided. These separators also take care of any oil and petroleum product spillage in the installation in a safe manner. iii. Pipeline transportation results in enhanced safety as there is minimum handling of product. The subterranean nature of the pipelines also makes them intrinsically safer than other modes of transportation. iv. Petroleum products being volatile in nature, certain losses during loading / unloading operations and during transportation																				

		<p>are unavoidable. However, it is observed that these losses can be minimized in the pipeline mode. Experience shows that whilst pipeline transportation losses range between 0.1% to 0.15% the losses in the rail / road transportation are as high as 0.32% to 0.5% especially in lighter products, which are high value products.</p> <p>v. Natural calamities like floods, breaches, etc, disturb surface transport systems. As major part of the pipeline system traverses below the ground, the pipelines are normally less affected by natural calamities.</p> <p>vi. Transportation by modes other than pipelines, especially road, has an adverse effect on the environment through exhaust emissions apart from the wear and tear caused to the infrastructure like roads, leading to high maintenance cost for the economy.</p> <p>vii. Further, in case of pipelines, the land is restored back to its normal use after construction work is completed. In case of rail transportation, the land use pattern is permanently changed. In the pipeline option, it is possible to traverse even through very difficult terrain.</p>
15	Whether land being diverted has any socio-cultural/religious values? Whether any scared grove or very old growth trees/forest exist in the areas proposed for diversion?	No
16	Any other important information related to the project (Separate note may be attached, if req.)	Attached on page.....
17	Details of documents & photographs enclosed.	Documents enclosed on page no.
18	Recommendations of the Inspecting Officer (CCF/DCF/CF)	The project is recommended as the pipeline is safe mode of transportation, reduce road congestion, lower energy consumption and environmental friendly by minimizing gaseous emission in transit. The proposed pipeline is for public utility and supply of aviation fuel to proposed Navi Mumbai International Airport and after completion of project, the diverted land is restored back to its normal condition by project proponent.

Date : / / 2019

Place : Mumbai



(D.R. Patil)

Divisional Forest Officer
Mumbai Mangrove Conservation Unit

Divisional Forest Officer
Mumbai Mangrove Conservation Unit

Official Seal :

