Environmental Impact Assessment
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Lecture - 60
EIA Case Study – Development of Water Aerodrome, Andaman and Nicobar (Part II)

Welcome to the course Environmental Impact Assessments and today is the last lecture of this particular course.

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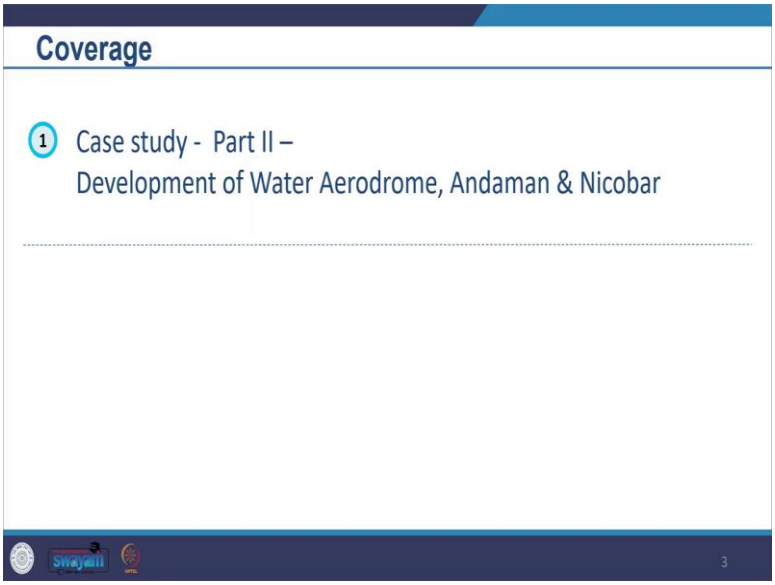

We are going to take part 2 of the case study which we are already doing, we are looking at the Water Aerodrome of Andaman and Nicobar. So, we are looking at that particular case. In this particular session, while you are looking at this case, you review all the aspects, culminate all the aspects that you have learned in this particular course beginning from the environmental status to how we evolved in the understanding of EIA, and then what different legislations standards are involved, and different methods which are involved in the process and about the public participation, and what kind of issues we are still facing.

So, while we are looking at this EIA, you also see red as the CIA stands, and then you try to see how advanced or what are the areas where improvements can be made with this particular case. So, this case also had certain kinds of observations and obstructions that were there related to its adequacy and inadequacy. So, you can also reflect on it and think with the wider exposure which you have now.

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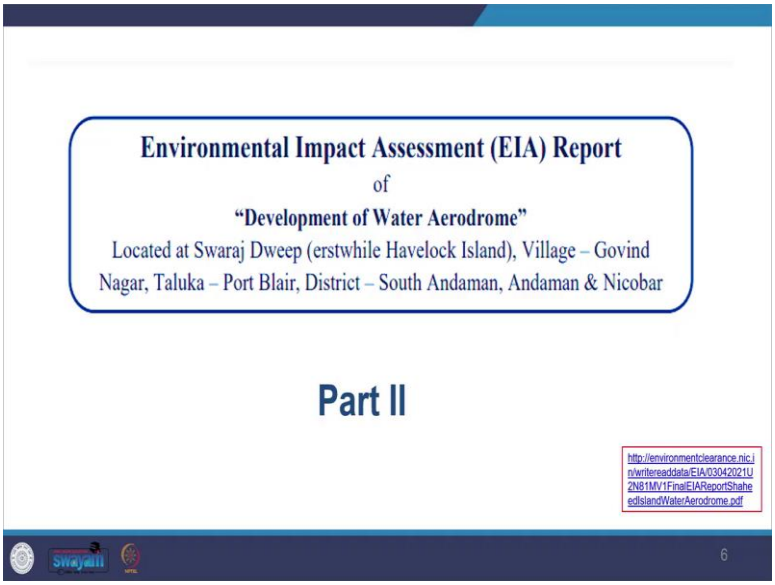

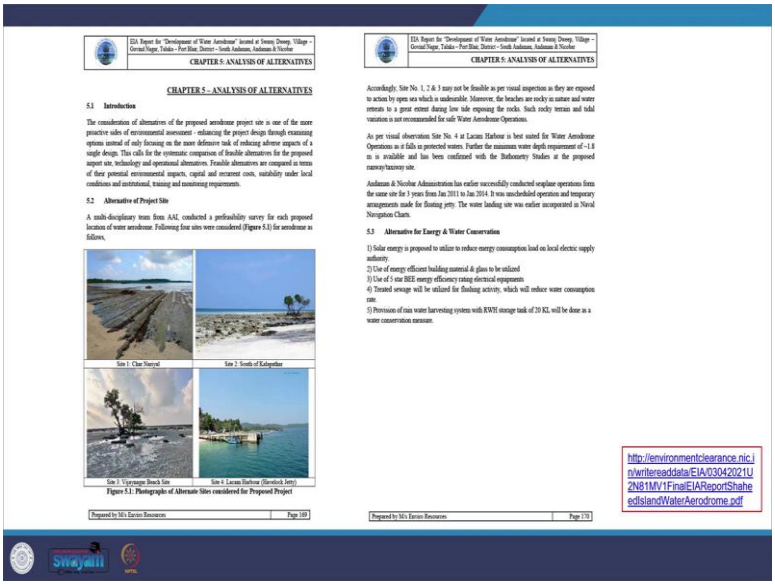

So, in this part 2, we are going to continue with where we had stopped. So, we are going to look at chapter 5 from the CIA report, where we are looking at the analysis of alternatives, so, how different alternatives were looked into for this particular project. So, while looking at the alternatives, in this particular case, the team looked into alternative project sites.

So, you see, different project sites, which they looked into, they have identified those projects site, site 1, site 2, site 3 and site 4, and then they evaluated for its feasibility, and what kind of impact it would have. So, you see that in the narrative, the right side numbers 1, 2, and 3 may not be feasible as per visual inspection, as they are exposed to action by the open sea which is undesirable.

Moreover, the beaches are rocky in nature and water retreats to a great extent during low tide acts causing the rocks, such rocky terrain and tidal variation are not recommended for safe water aerodrome operations. So, the alternatives that were taken here were not considered safer options for the purpose for which the project had to be undertaken. So, think about what kind of alternatives are being evaluated here for comparison purposes.

So, looking at the next alternative, which they looked into was alternative for energy and water conservation. So, for this, they looked into the solar energy option for supplying electricity, and then also the use of energy-efficient, building materials and then also looking at what kind of rating they would have in their functioning and how they would also recycle salvage for production of, like what kind of sewage treatment they would undertake to reduce the consumption of water and then also how they would harvest rainwater for protection or conservation of water.

So, that was about the alternative. So, you can discuss things on how the alternatives have to be dealt with to what intensity, and what choices should be covered.

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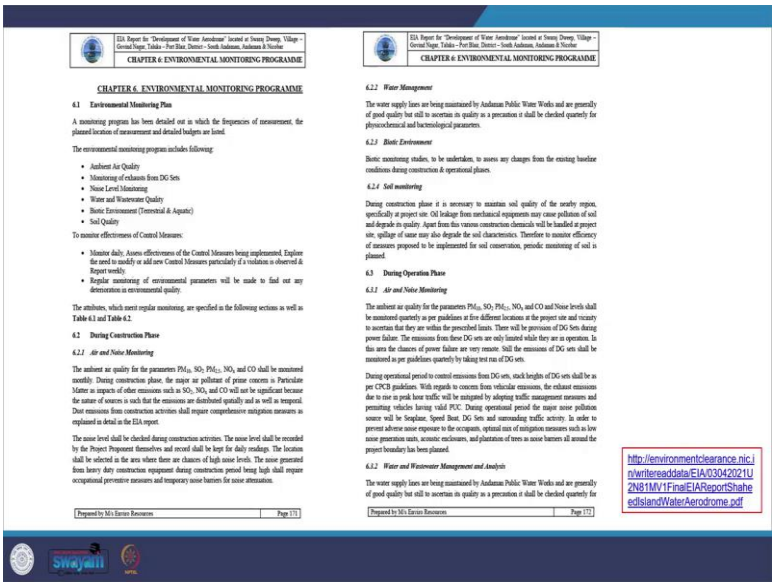

Further, they present the environmental monitoring program here. So, how are they going to monitor the performance environmental performance of the project? So with that, phase-wise, they are giving a proposal where they look into the construction phase, so during the construction phase, how they would look at the air and noise monitoring, how they are going to look at the water management, how they are going to look at the biotic environment, and how they are going to undertake soil monitoring.

So, they have mentioned during the construction period, they are going to monitor all that to avoid impact on the environment here. Then during the operation phase again they would be monitoring all these air and noise, water, wastewater, and then biotic environment soil monitoring and then also they have allocated funds for environmental monitoring plan. So, they have allocated funding for that. So, you can see what range of funding it has.

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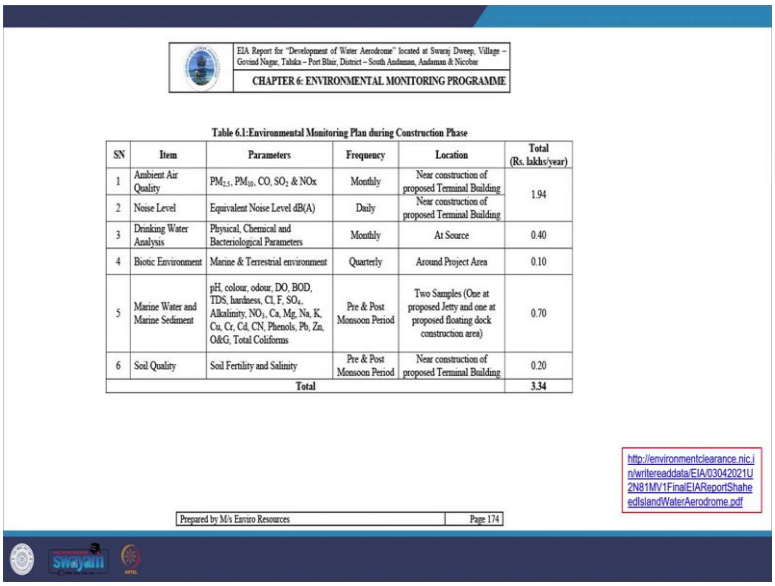

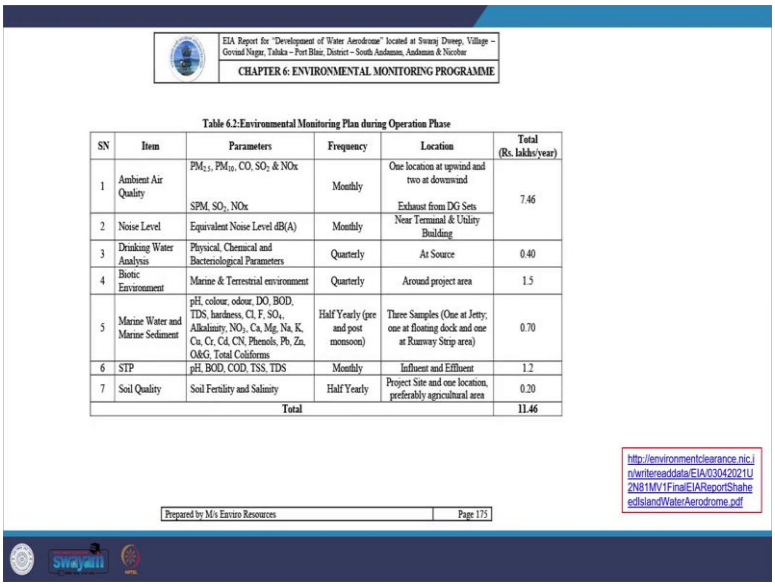

So, you can see the total funding you can see 3.34 lakhs per annum year they would spend somewhere around 3 lakhs every year for all kinds of air quality checks, noise level checks, drinking water boiling, check marine water, checks during the construction phase, and then likewise, they have the monitoring plan for operation phase so which has like 11 lakh 11 plus lakh for every year they would be spending on monitoring all these environment.

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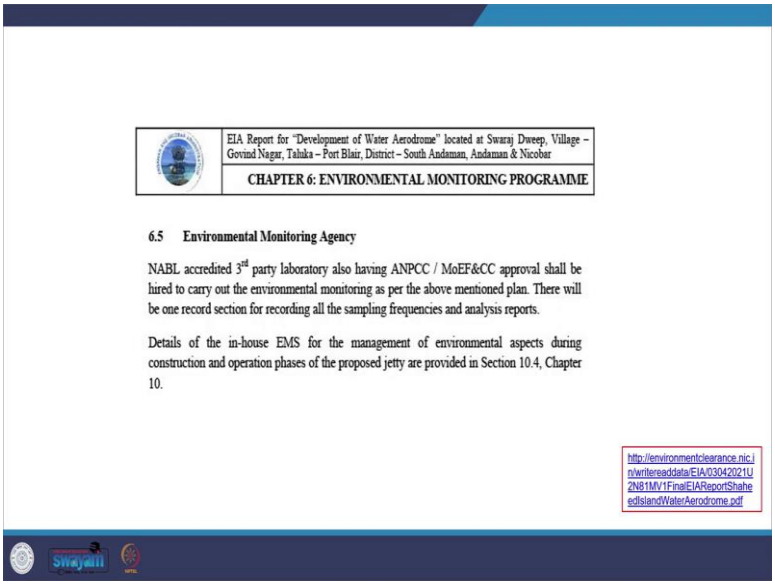

The environmental monitoring agency that will be involved has mentioned that they would be using a certified laboratory which will be approved by MoEF&CC. So, approved by them, they would be pointing them to monitor the environmental parameters in and around the project site as per their proposal.

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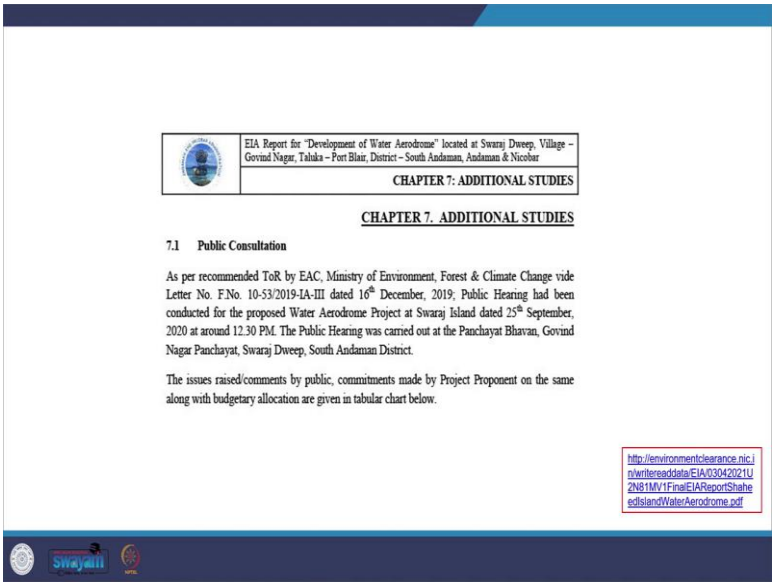

So, in this project, you will see that they had also undertaken additional studies because you understand the unique nature of the project here. So, in the public consultation part, you see that as per the ToR, they had to undertake a public hearing to be conducted for the proposed project. And when and where they did it they documented that and public hearing was carried out in the following places Panchayat Bhavan, Govind Nagar Panchayats, Swaraj Dweep, South Andaman district.

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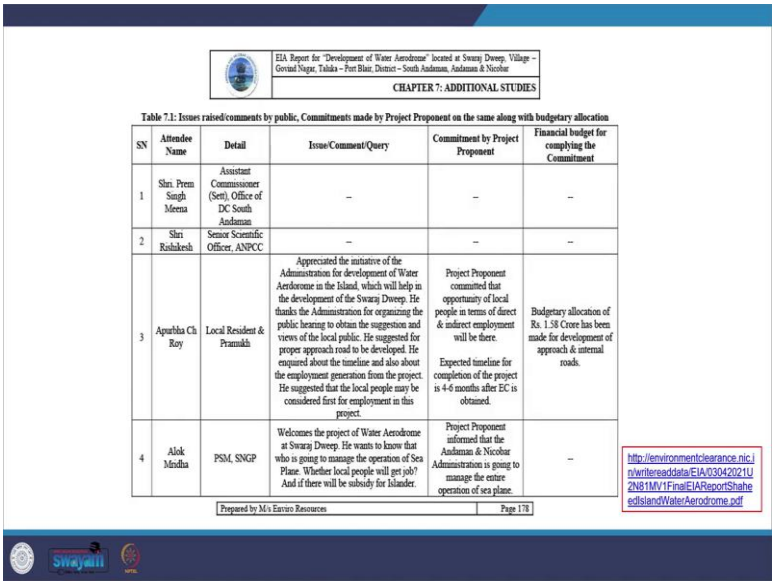

So, all the issues that were raised and the comments raised by the public, the commitments by the project proponents on the same have been aligned with the budgetary allocation. So, whatever input came, they incorporated and also made budgetary allocations for that. So, you can see the list of issues that are raised, and the comments of the project proponent here. So, given the demographic profile, it is, you can see who all are the attendees.

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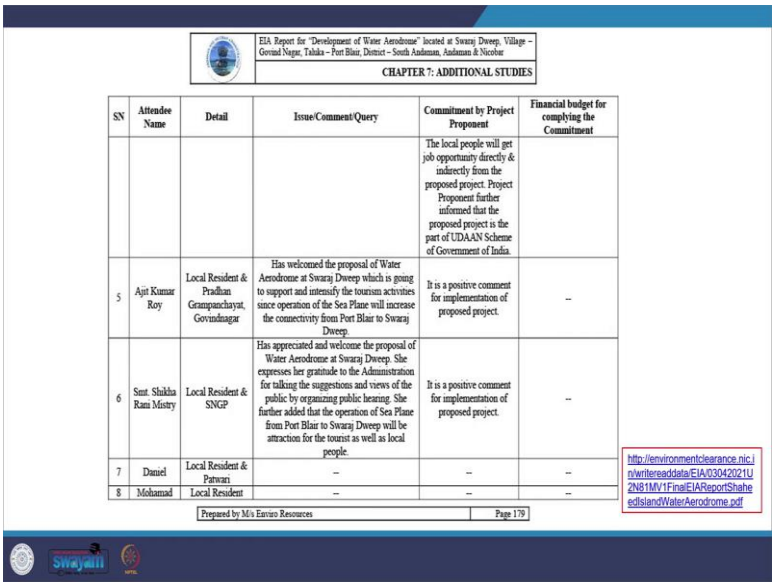

So, we do not get to see the male and female participants here as well as indigenous peoples' participation here, but then that is given here. So, you can think about it, when you look at the demographic profile, how the participants could be but prior there are a lot of practical limitations which come in but you can always review how the participation has been undertaken.

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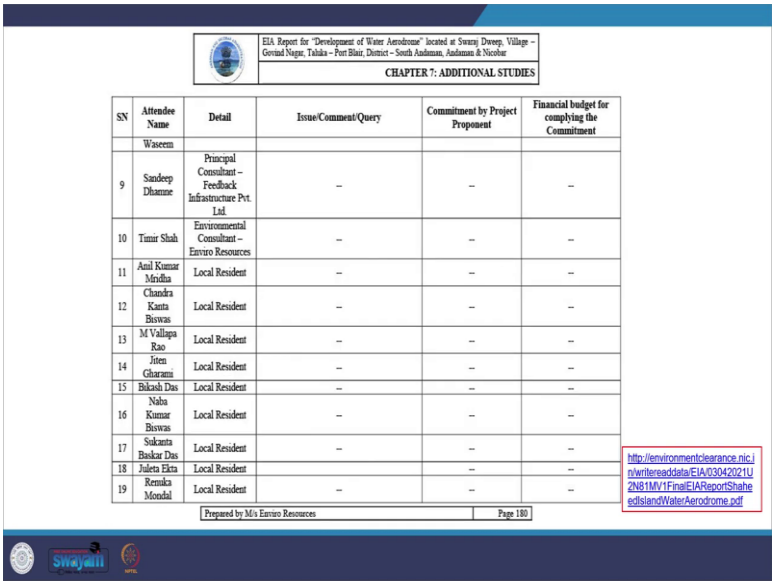

EIA Report for "Development of Water Aerodrome" located at Swaraj Dweep, Village – Govind Nagar, Tehsil – Port Blair, District – South Andaman, Andaman & Nicobar

CHAPTER 7: ADDITIONAL STUDIES

SN	Attendee Name	Detail	Issue/Comment/Query	Commitment by Project Proponent	Financial budget for complying the Commitment
	Waseem				
9	Sandeep Dhamne	Principal Consultant – Feedback Infrastructure Pvt. Ltd.	–	–	–
10	Tamir Shah	Environmental Consultant – Enviro Resources	–	–	–
11	Anil Kumar Mridha	Local Resident	–	–	–
12	Chandra Kanta Biswas	Local Resident	–	–	–
13	M Vallapa Rao	Local Resident	–	–	–
14	Jiten Gharami	Local Resident	–	–	–
15	Bikash Das	Local Resident	–	–	–
16	Naba Kumar Biswas	Local Resident	–	–	–
17	Sukanta Baskar Das	Local Resident	–	–	–
18	Juleta Ekta	Local Resident		–	–
19	Remika Mondal	Local Resident	–	–	–

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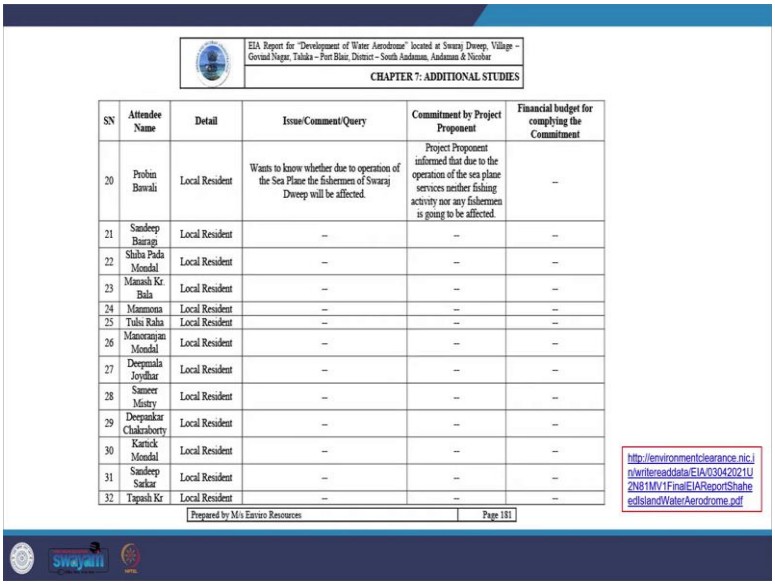
http://environmentclearance.nic.in/writereaddata/EIA/03042021U2N81MV1FinalEIAReportShaheedIslandWaterAerodrome.pdf



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20	Probin Bawali	Local Resident	Wants to know whether due to operation of the Sea Plane the fishermen of Swaraj Dweep will be affected.	Project Proponent informed that due to the operation of the sea plane services neither fishing activity nor any fishermen is going to be affected.	–
21	Sandeep Bairagi	Local Resident	–	–	–
22	Shibu Pada Mondal	Local Resident	–	–	–
23	Manash Kr. Bala	Local Resident	–	–	–
24	Mammona	Local Resident	–	–	–
25	Tulsi Raha	Local Resident	–	–	–
26	Manoranjan Mondal	Local Resident	–	–	–
27	Deepmala Joydhar	Local Resident	–	–	–
28	Sameer Mistry	Local Resident	–	–	–
29	Deepankar Chakraborty	Local Resident	–	–	–
30	Kartick Mondal	Local Resident	–	–	–
31	Sandeep Sarkar	Local Resident	–	–	–
32	Tapash Kr	Local Resident	–	–	–

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http://environmentclearance.nic.in/writereaddata/EIA/03042021U2N81MV1FinalEIAReportShaheedIslandWaterAerodrome.pdf

So, you can see different attendees who have attended here and then what kind of inputs they have got. So, mostly, you see that there are a lot of positive reviews which they have got.

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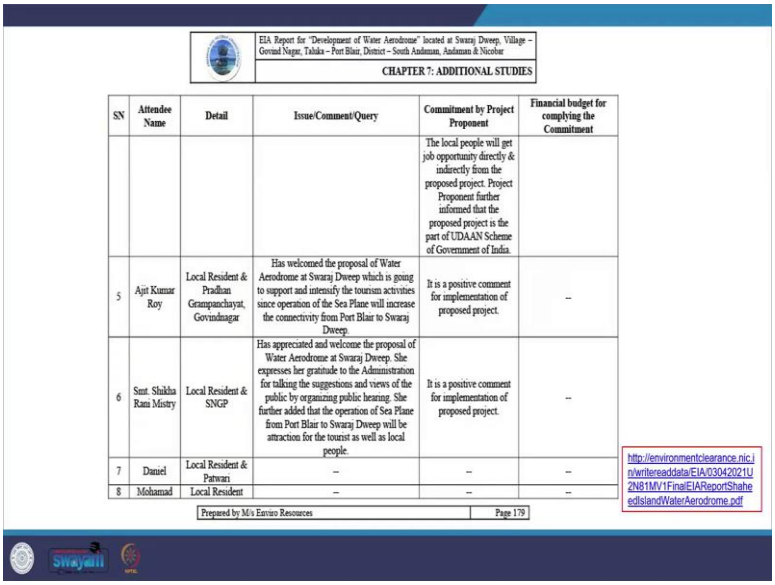

As you can see Ajit Kumar Roy, a resident, and Pradhan, so, he has welcomed the proposal for the Water Aerodrome it is going to support and intensify tourism activity, and the operation of seaplane will increase the connectivity of Port Blair to Swaraj Dweep, so it was a positive comment which has been documented here. So, we can see here one of the comments from Praveen Baba Ali.

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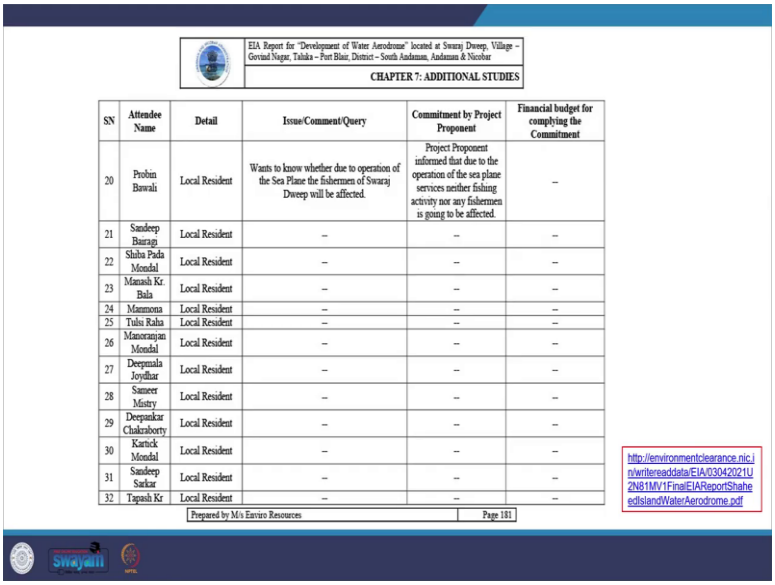

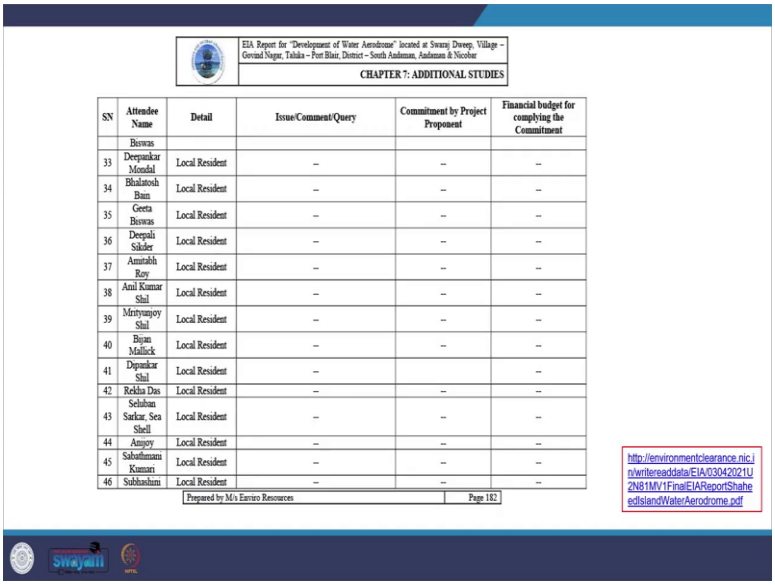

Baba Ali, here resident wants to know whether due to the operation of the seaplane, the fisherman of Swaraj Dweep will be affected. So, the project proponent informed us that due to the operation of the seaplane service, neither fishing activity nor any fisherman is going to be affected. So, that was the comment of the project proponents. Though, we are not aware of the details of it, that is what the concerns of the local people came to and how that has been responded to. Those details are not here at this moment, what we can see from here so that not many comments have been raised by the Look Will residents.

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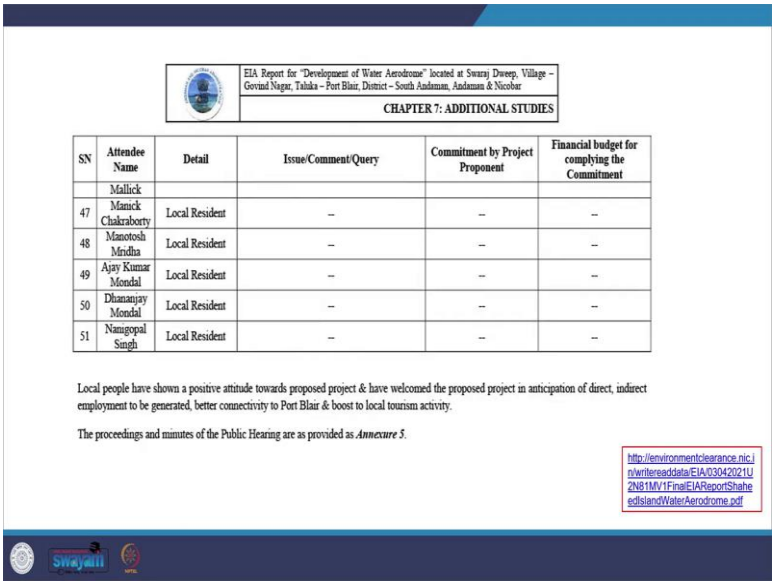

So, you also see where the public participation is happening, how mature the people are to raise those concerns and arguments or concerns of their people. So, that also you as a learner of this course need to understand that. So, public participation is what we have seen here.

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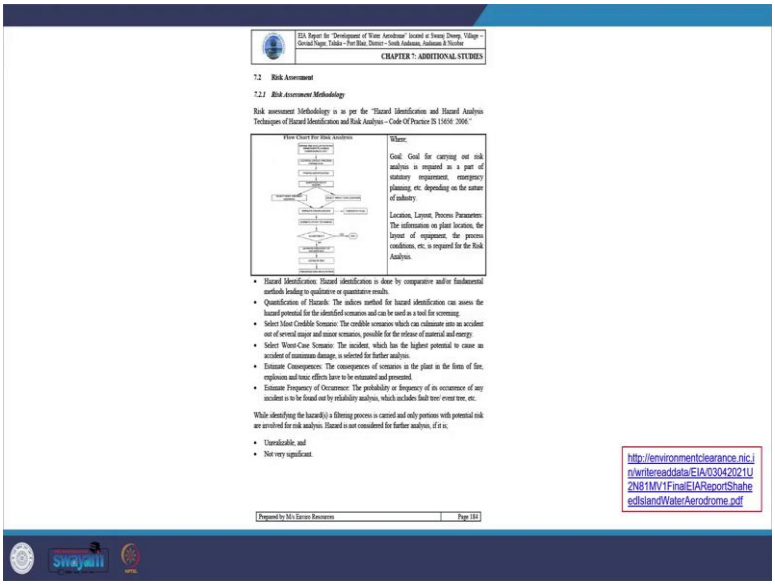

So, next we see is the risk assessment, so, risk assessment methodology, what they have adopted here. So, we have also studied the risk assessment methodology. So, you can see the flowchart here, for risk analysis, how they are identifying the hazard, what is how they are doing the quantification of the hazard, and what is the credible scenario, worst scenario, and estimation of consequences and frequency of occurrence, so, all that has been done here.

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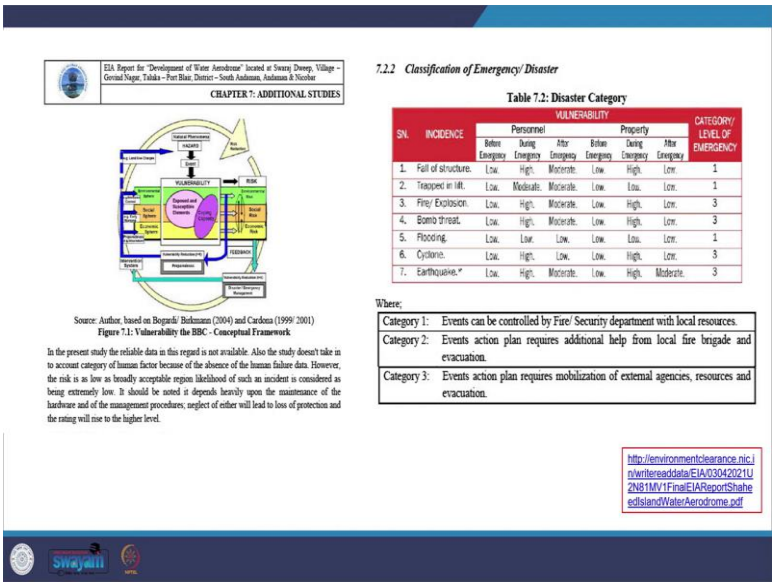

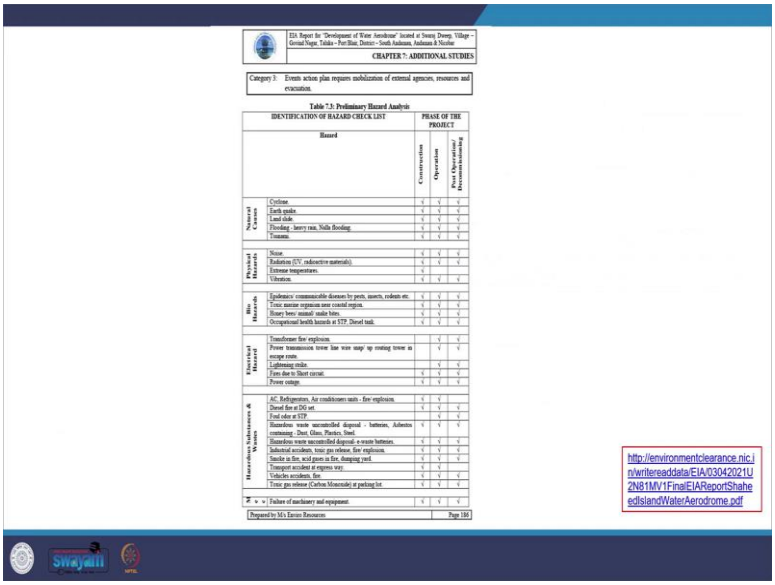

So, you can see the disaster category they have created the table here and they have also identified the vulnerability here. So, you see here the primly hazard analysis that they have done here, so, which has also been presented here. So, natural causes, physical hazards, biohazards, electrical hazards, hazardous substances, and waste. So, the phase of the project in which that is likely to happen, so, that all has been ticked here. So, that's very relevant here for this particular case. So, that study has been undertaken here.

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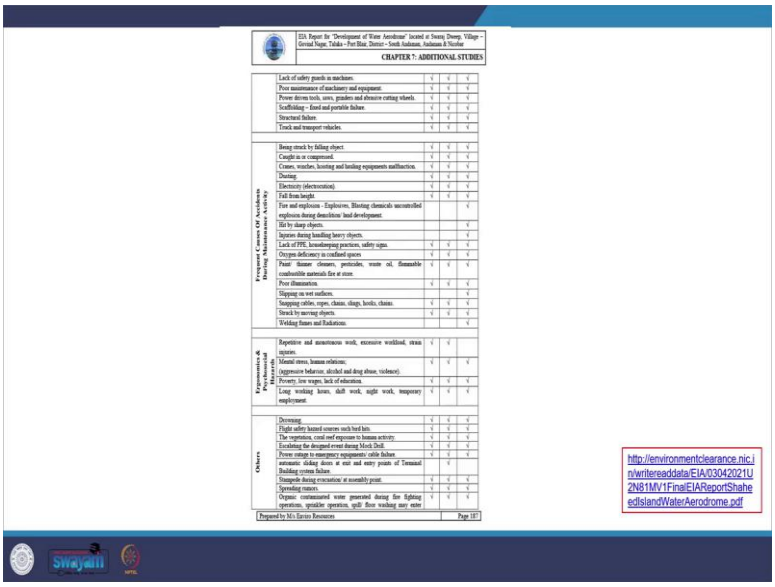

So, you see how they are looking at all the aspects of what possibilities are there of his risk, what risks are there in this particular case. So, you can see all that during the operation construction and post-operation phase.

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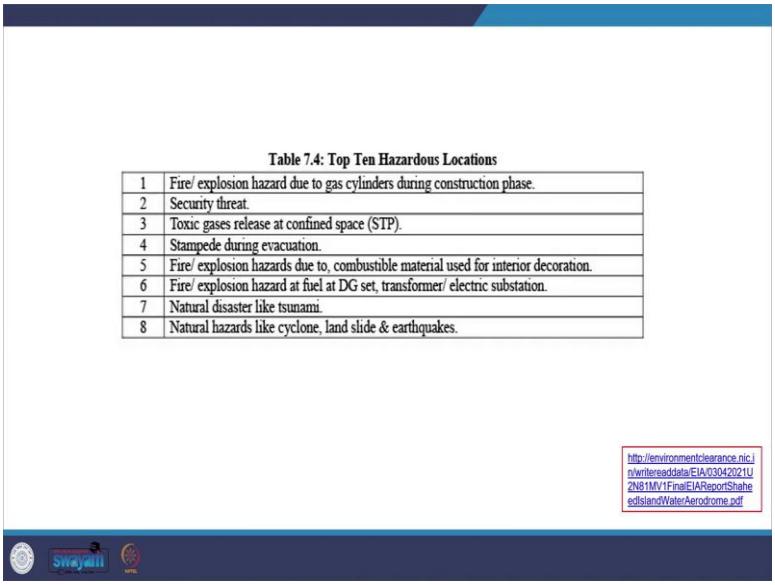

So, they have identified the top 10 hazardous locations. So, you can see fire explosion hazards due to gas cylinders during the construction phase. The security threat is toxic gases, then you can see stampedes during evacuation and fire explosion hazards, fire explosions have added fuel at DG sets natural disasters like tsunamis, and natural hazards like cyclones, landslides, and earthquakes.

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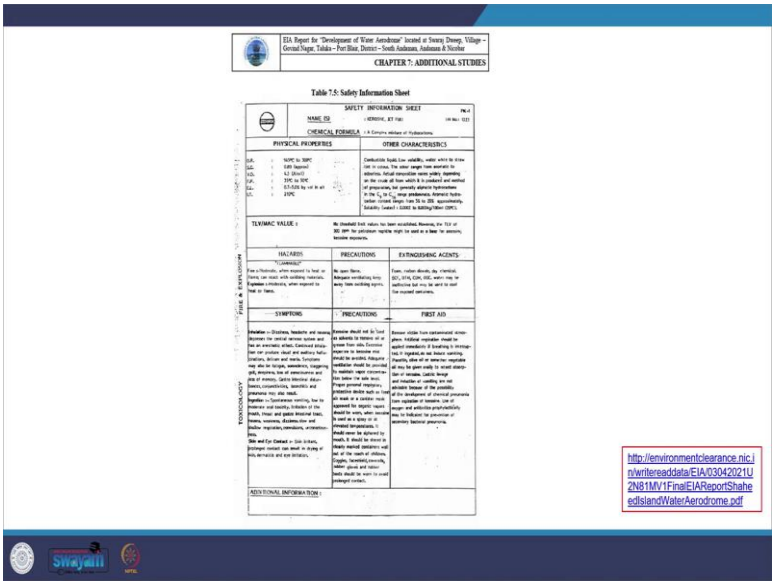

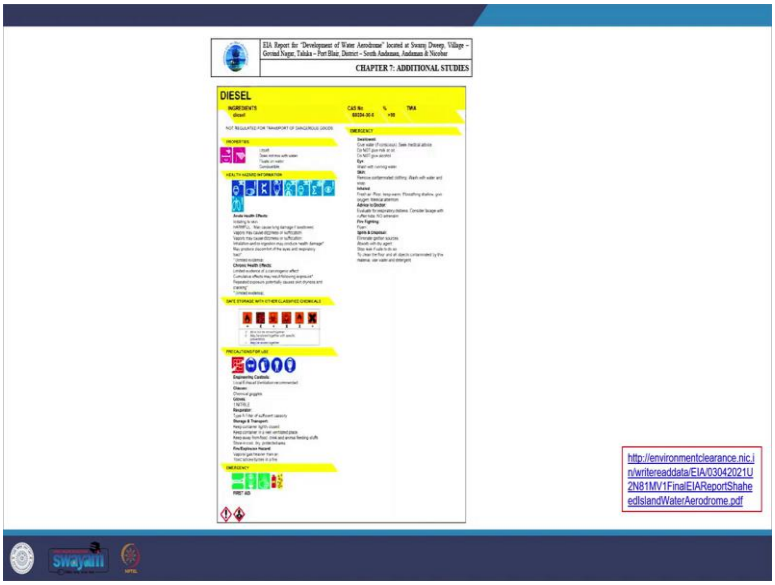

So, they also created a safety information sheet and how they are going to keep a record of that. So, further, you see they have also created all kinds of information about what diesel they are using ingredients and diesel and so on.

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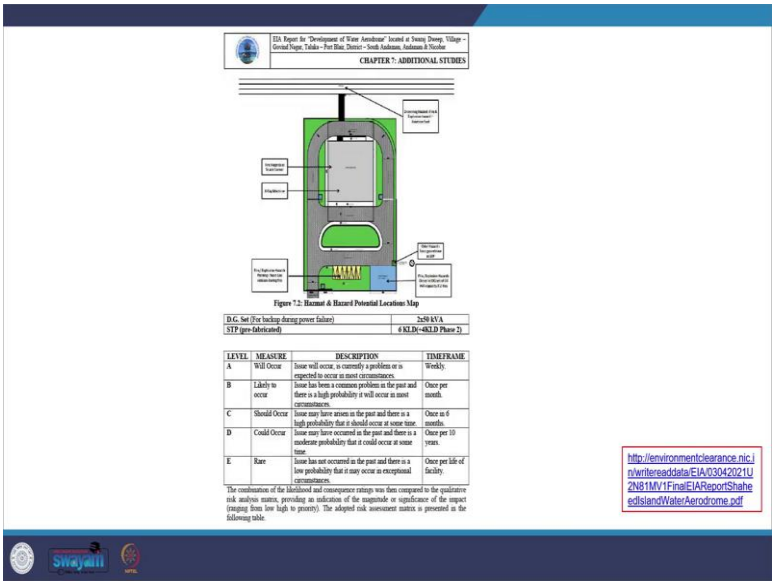

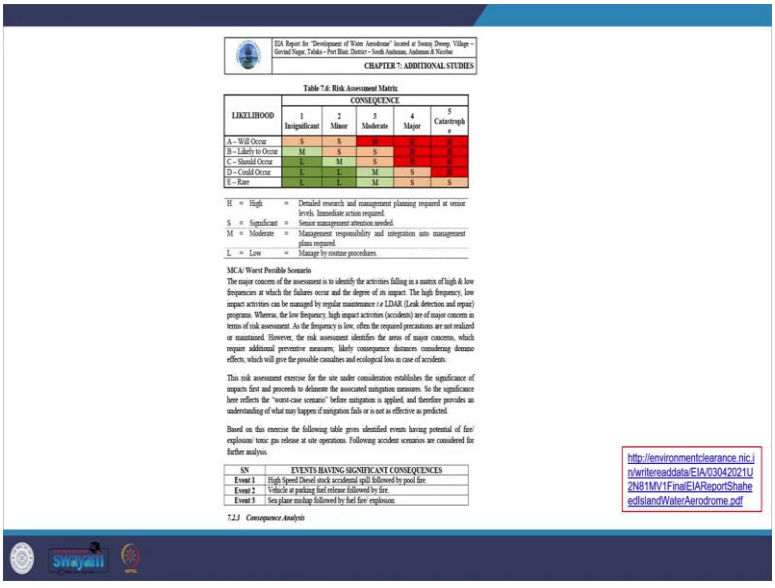

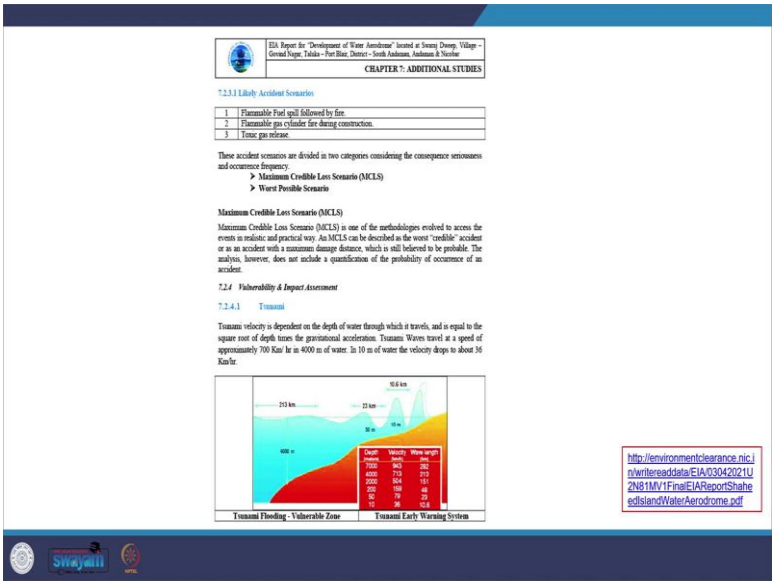

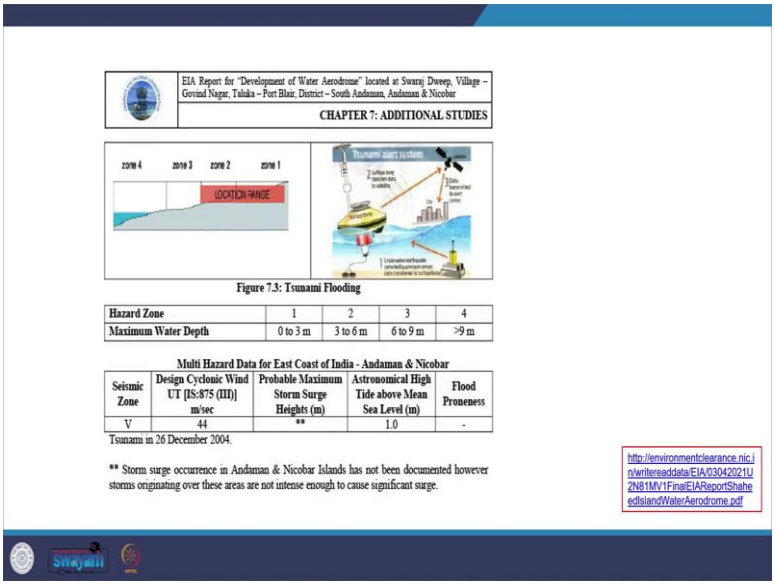

And then they have done all kinds of hazard potential location mapping, so, which we had seen, so, they have undertaken that kind of mapping here, you can also see risk assessment matrix here. So, you see the likelihood of any kind of risk happening. So, A to E, you can see will occur likely to occur, should occur, could occur, the likely consequences, insignificant minor moderate major catastrophic.

So, you see how they have analyzed it here and then all likely accident scenarios and then also they have analyzed the vulnerability and impact assessments are related with tsunami and all kinds of flooding which can happen. So, that has been seen.

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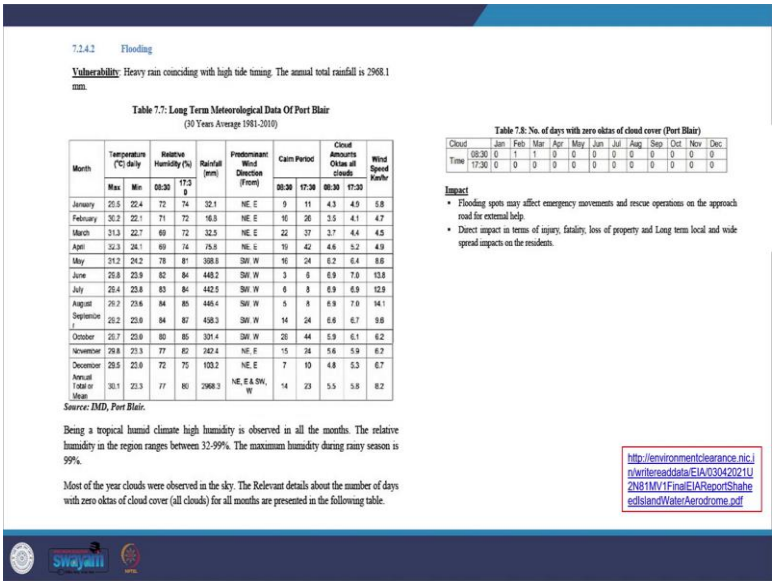

7.2.4.2 Flooding

Vulnerability: Heavy rain coinciding with high tide timing. The annual total rainfall is 2968.1 mm.

Table 7.7: Long Term Meteorological Data Of Port Blair
(30 Years Average 1981-2010)

Month	Temperature (°C) daily		Relative Humidity (%)		Rainfall (mm)	Predominant Wind Direction (From)	Calm Period		Cloud Amounts Oktas all clouds		Wind Speed Km/hr
	Max	Min	08:30	17:30			08:30	17:30	08:30	17:30	
January	30.5	22.4	72	74	32.1	NE, E	9	11	4.3	4.9	5.8
February	30.2	22.1	71	72	16.8	NE, E	10	26	3.5	4.1	4.7
March	31.3	22.7	69	72	32.5	NE, E	22	37	3.7	4.4	4.5
April	32.3	24.1	69	74	75.8	NE, E	19	42	4.6	5.2	4.9
May	31.2	24.2	78	81	398.8	SW, W	16	24	6.2	6.4	8.6
June	28.8	23.9	82	84	448.2	SW, W	3	6	6.9	7.0	13.8
July	28.4	23.8	83	84	442.5	SW, W	6	8	6.9	6.9	12.9
August	29.2	23.6	84	85	446.4	SW, W	5	8	6.9	7.0	14.1
September	29.2	23.6	84	87	458.3	SW, W	14	24	6.6	6.7	9.6
October	29.7	23.6	80	85	301.4	SW, W	28	44	5.9	6.1	6.2
November	29.8	23.3	77	82	242.4	NE, E	15	24	5.6	5.9	6.2
December	29.5	23.6	72	75	103.2	NE, E	7	10	4.8	5.3	6.7
Annual Total or Mean	30.1	23.3	77	80	2968.3	NE, E & SW, W	14	23	5.5	5.8	8.2

Source: IMD, Port Blair.

Being a tropical humid climate high humidity is observed in all the months. The relative humidity in the region ranges between 32-99%. The maximum humidity during rainy season is 99%.

Most of the year clouds were observed in the sky. The Relevant details about the number of days with zero oktas of cloud cover (all clouds) for all months are presented in the following table.

Table 7.8: No. of days with zero oktas of cloud cover (Port Blair)

Cloud		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Time	08:30	0	1	1	0	0	0	0	0	0	0	0	0
	17:30	0	0	0	0	0	0	0	0	0	0	0	0

Impact

- Flooding spots may affect emergency movements and rescue operations on the approach road for external help.
- Direct impact in terms of injury, fatality, loss of property and Long term local and wide spread impacts on the residents.

http://environmentclearance.nic.in/writereaddata/EIA/03042021U2N81MV1FinalEIAReportShahedIslandWaterAerodrome.pdf

Then, you also see that they have looked into the time series data concerning Port Blair. So, they have looked into 30 years of average 1981 to 2010 data to understand how the flooding vulnerabilities there concerning heavy rain coinciding with high tide timing.

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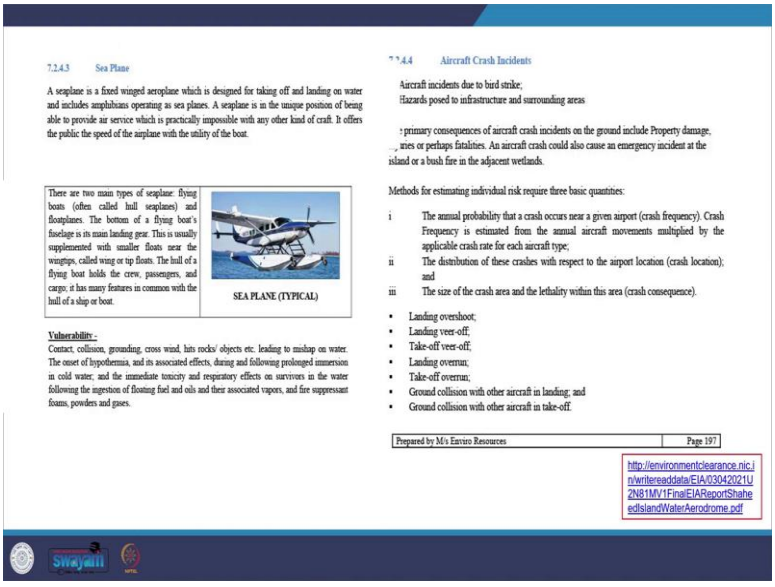

7.2.4.3 Sea Plane

A seaplane is a fixed winged aeroplane which is designed for taking off and landing on water and includes amphibians operating as sea planes. A seaplane is in the unique position of being able to provide air service which is practically impossible with any other kind of craft. It offers the public the speed of the airplane with the utility of the boat.

There are two main types of seaplane: flying boats (often called hull seaplanes) and floatplanes. The bottom of a flying boat's fuselage is its main landing gear. This is usually supplemented with smaller floats near the wingtips, called wing or tip floats. The hull of a flying boat holds the crew, passengers, and cargo; it has many features in common with the hull of a ship or boat.

SEA PLANE (TYPICAL)

Vulnerability :-
Contact, collision, grounding, cross wind, hits rocks/ objects etc. leading to mishap on water. The onset of hypothermia, and its associated effects, during and following prolonged immersion in cold water; and the immediate toxicity and respiratory effects on survivors in the water following the ingestion of floating fuel and oils and their associated vapors, and fire suppressant foams, powders and gases.

7.2.4.4 Aircraft Crash Incidents

Aircraft incidents due to bird strike;
Hazards posed to infrastructure and surrounding areas

e primary consequences of aircraft crash incidents on the ground include Property damage, ...uries or perhaps fatalities. An aircraft crash could also cause an emergency incident at the island or a bush fire in the adjacent wetlands.

Methods for estimating individual risk require three basic quantities:

i The annual probability that a crash occurs near a given airport (crash frequency). Crash Frequency is estimated from the annual aircraft movements multiplied by the applicable crash rate for each aircraft type;
ii The distribution of these crashes with respect to the airport location (crash location); and
iii The size of the crash area and the lethality within this area (crash consequence).

- Landing overshoot;
- Landing veer-off;
- Take-off veer-off;
- Landing overrun;
- Take-off overrun;
- Ground collision with other aircraft in landing; and
- Ground collision with other aircraft in take-off.

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http://environmentclearance.nic.in/writereaddata/EIA/03042021U2N81MV1FinalEIAReportShahedIslandWaterAerodrome.pdf

So, you also see that they have looked at the seaplane because of that what kind of vulnerability is there, contact, collision, grounding, crosswind hits, hits rocks, what can happen, then you also see aircraft crash incidents also can happen, aircraft incidents due to bird strike as opposed to infrastructure and surrounding areas. So, landing overshoot, landing veers off, taking the year off and all that analysis has been undertaken.

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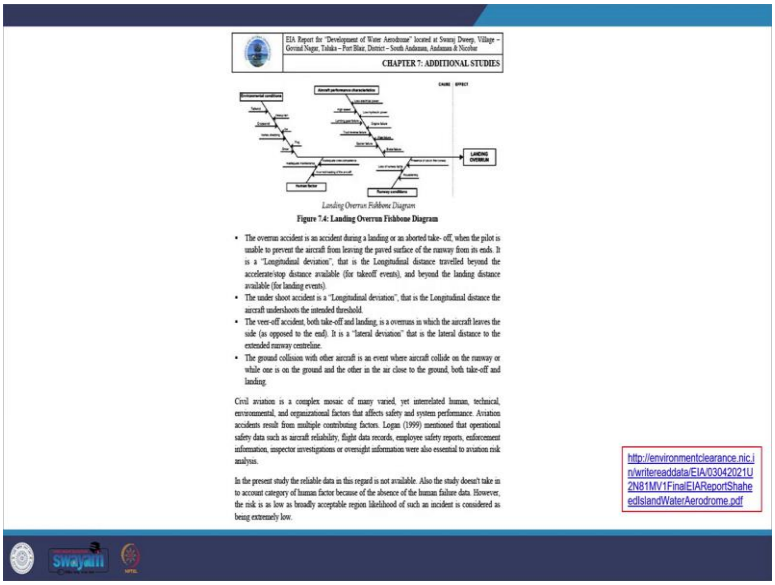

So, concerning landing, you can see that they have done a fishbone diagram of what possible scenarios can happen.

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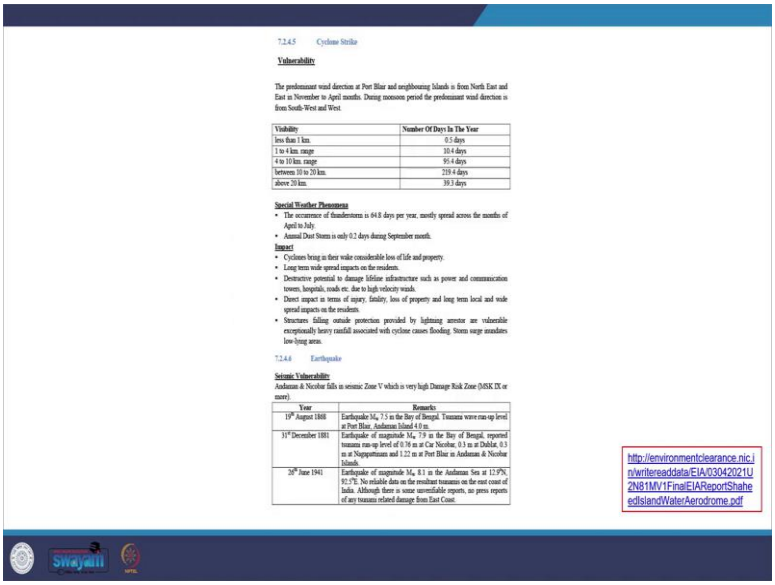

And then also, you see in the report they have also done the study of cyclone strike and then they have looked into the vulnerability. So, here you see the visibility and the number of days in the year, what would be the visibility range? So, they have also looked into the vulnerability aspect and what kind of impact it would have concerning cyclone strikes. And then likewise you can see with the earthquake, they have looked into the historical data and tried to understand that as well.

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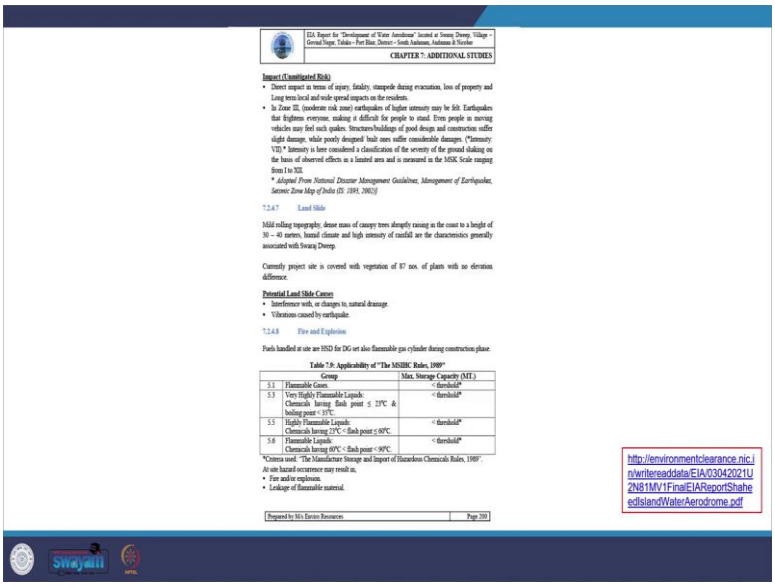

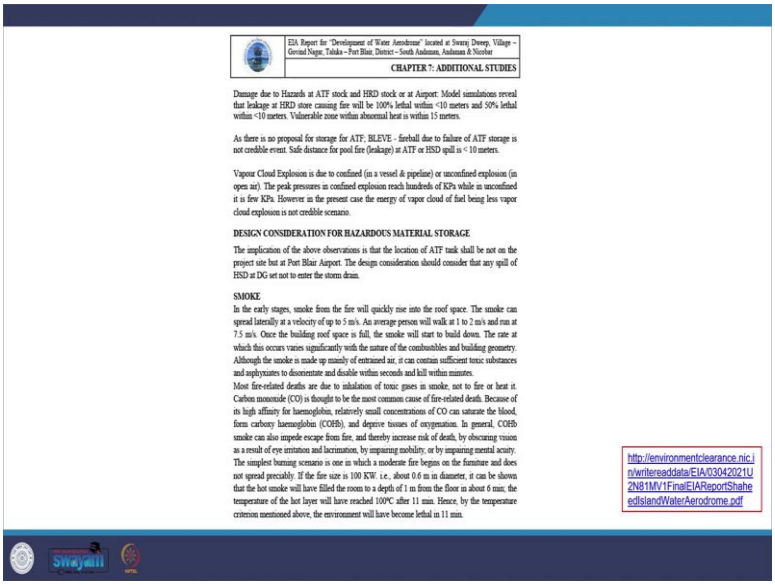

And then you can see here a landslide, the same way you can see a firing explosion. So, what are the rules that they have to abide by, that have been studied here?

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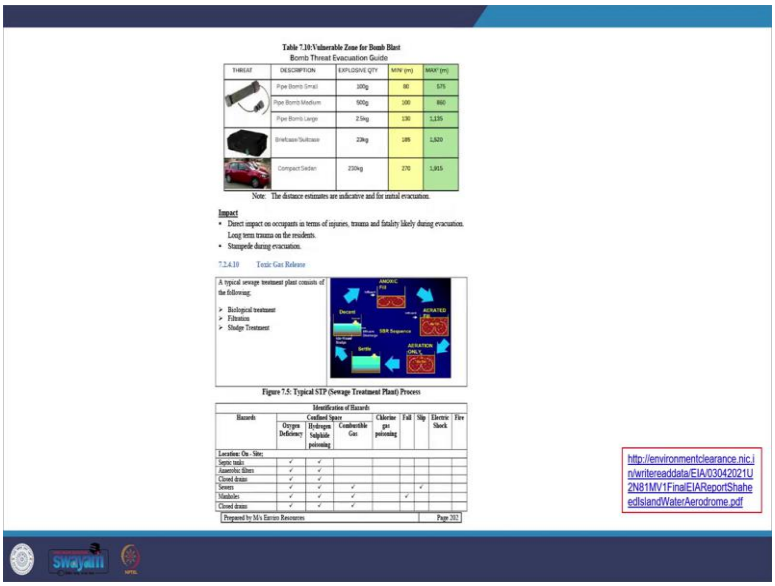

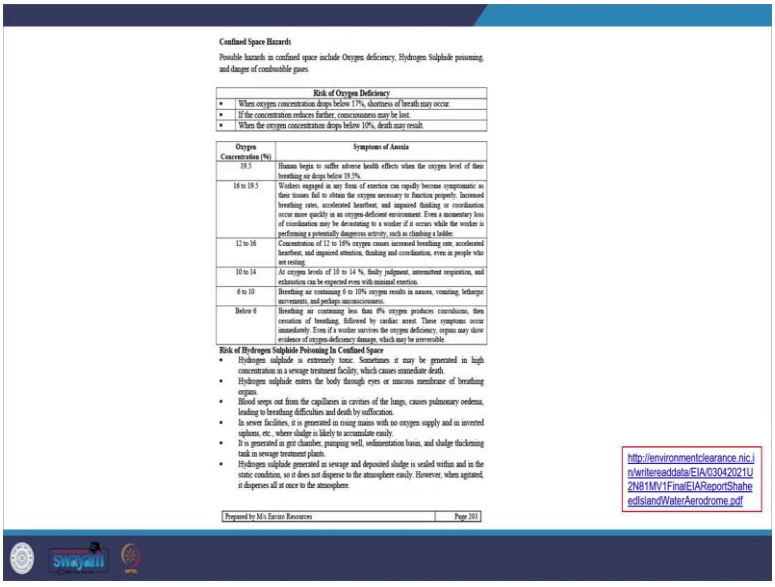

So, you also see any kind of vulnerable zone for bomb blasts, which is which can also likely happen in a place like this. So, what kind of threat are there? And what is what are the possibilities and what will be their impact? Likewise, you can see toxic gas releases which can happen they have studied that as well, and what are the risks of oxygen deficiency?

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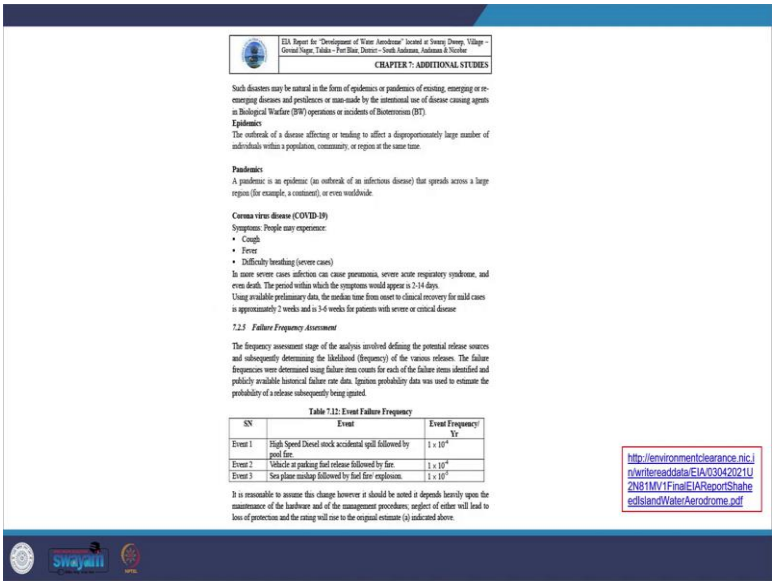

Further, you can see the new subject here coming it is related to the epidemics pandemic and then COVID-19. So, what can happen in this given it is a very sensitive area and what is the failure frequency assessment? So, even failure frequency, what events can happen, you can see in the table high-speed diesel stock accidental spill, followed by pool fire.

So, event frequencies you see it is very, very less likely to happen in a year than an event to the vehicle at parking fuel release followed by fire even three seaplane mishaps followed by fuel fire and explosion.

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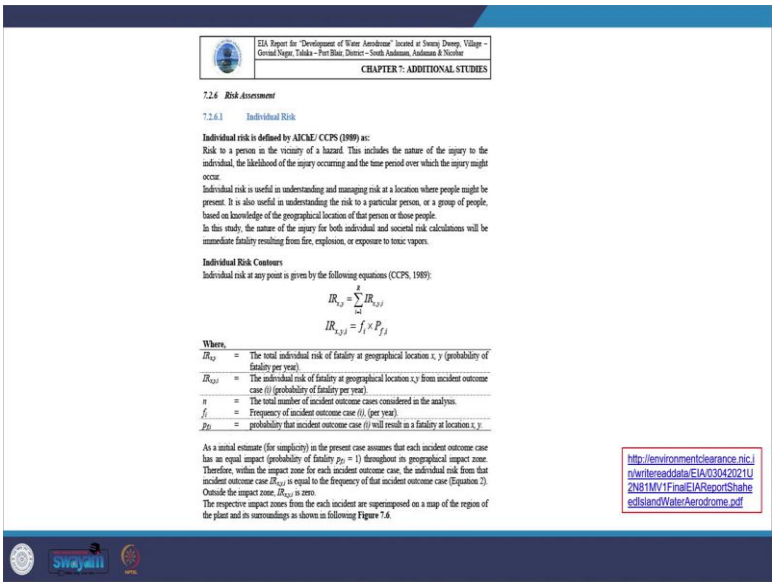

Further, they have studied risk assessment related to individual risk and what they mean by individual risk, risk to a person in the vicinity of a hazard. This includes the nature of the injury to the individual the

likelihood of injury occurring and the period over which the injury might occur. So, they have given the formula here, and they have calculated it what is the possibility of that and how the population is distributed in and around the facility which can lead to individual risk.

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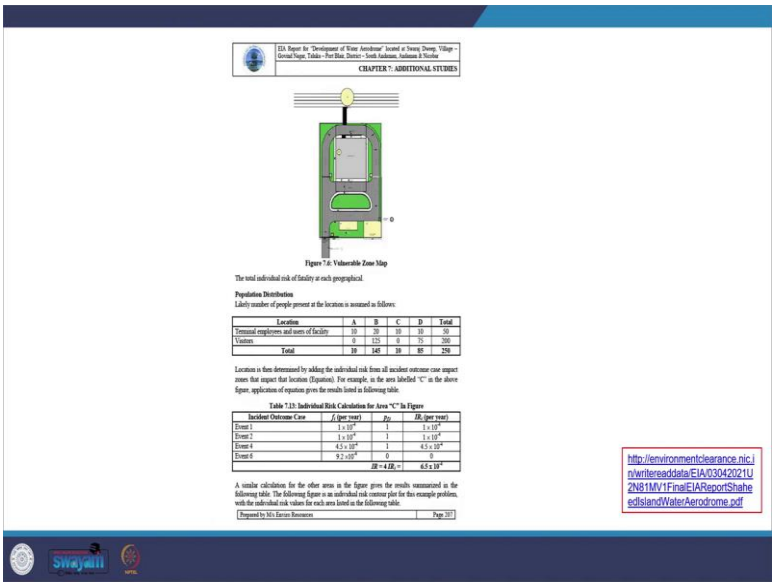

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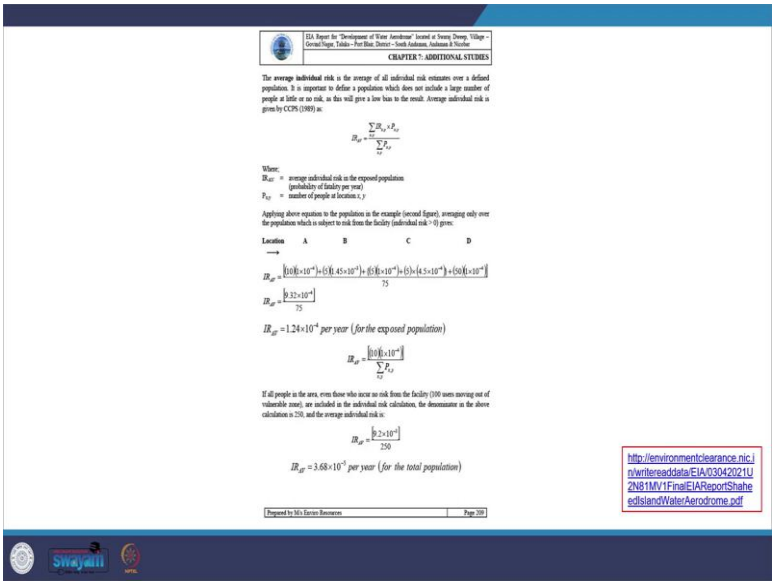

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So, what are the risks of fatalities in these particular fatalities, you can see at events 3, 5, 7, and all those what the individual risks of fatalities, which can happen every year. So, you see that the calculation, so, very, very less possibility of that happening.

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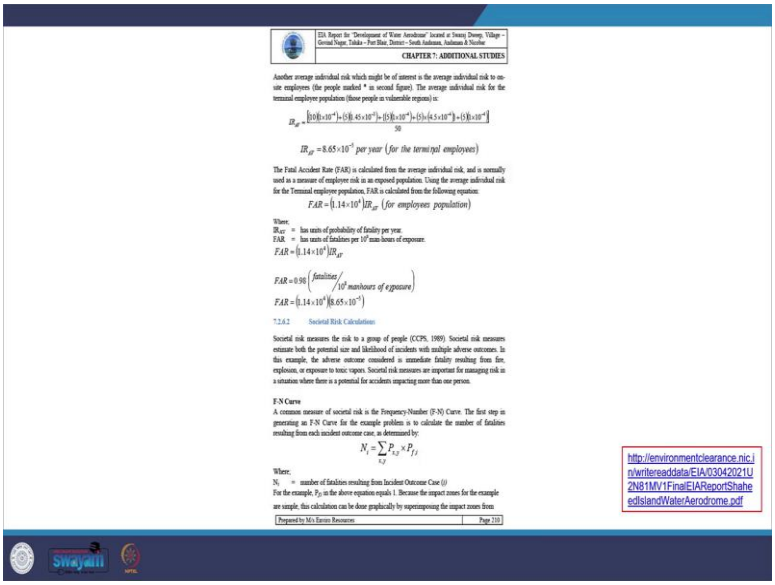

So, they have also calculated societal risk calculations, you remember individual risk calculation and societal risk calculation. So, here also the frequency number curve FN curve, that you have studied about. So, they have done that calculation here as well.

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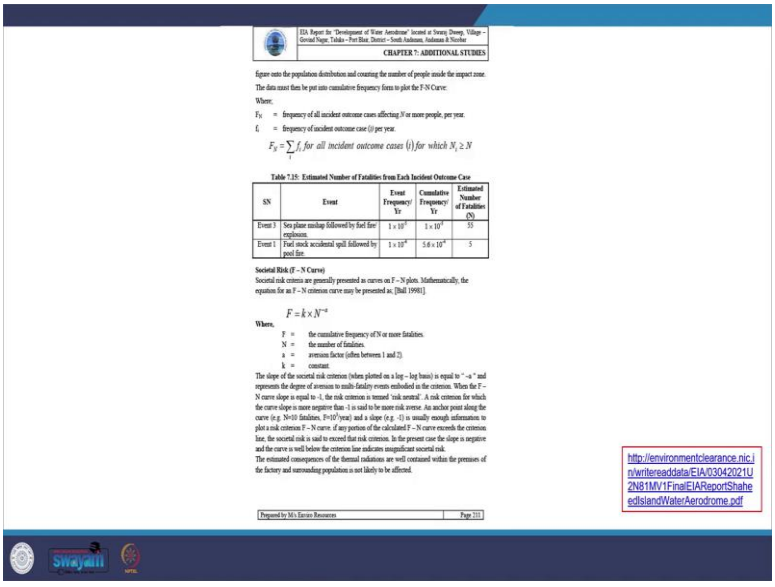

So, the estimated number of fatalities for each incident outcome case, so, what kind of event can happen, you can see in the table here, seaplane mishap followed by fuel fire or explosion. So, what is the possibility of frequency, what is the cumulative frequency, and estimated number of fatalities that can happen?

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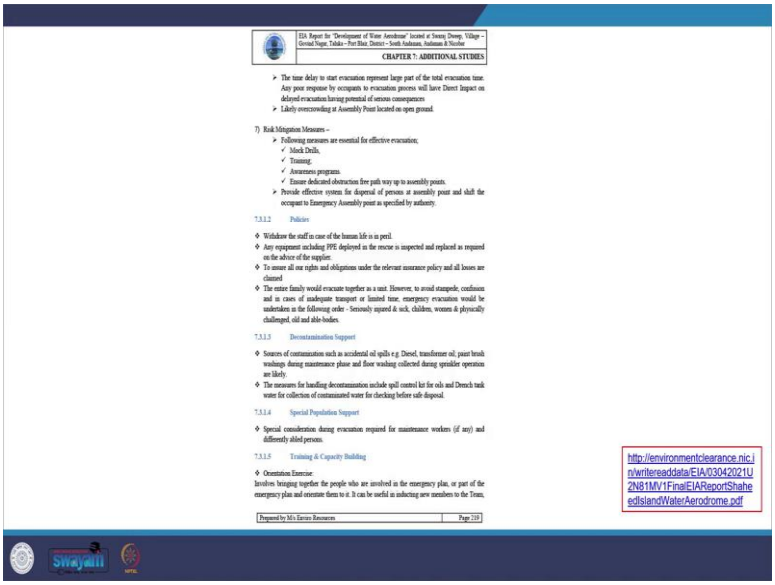

So, aligned with that, what are the risk mitigation measures with which they are taking, so, for that, they have mock drills training, awareness programs, and ensure dedicated obstruction-free pathways at the assembly point, so all that is as taken as a mitigation measure. And then they are also looking at the policies here and then the contamination support, special population support training, and capacity building. So, all that would be taken care of.

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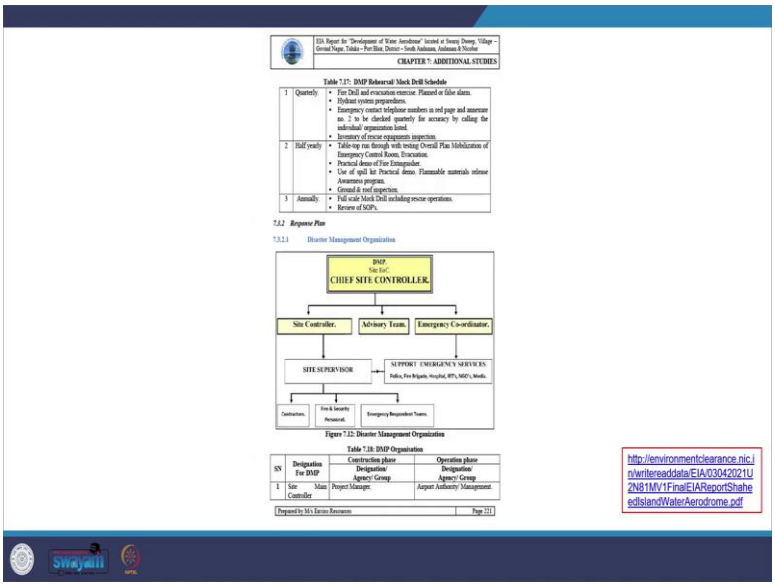

So, they have also created a response plan. So, if anything mishap happens, what will be the response plan, so you see the disaster management organization?

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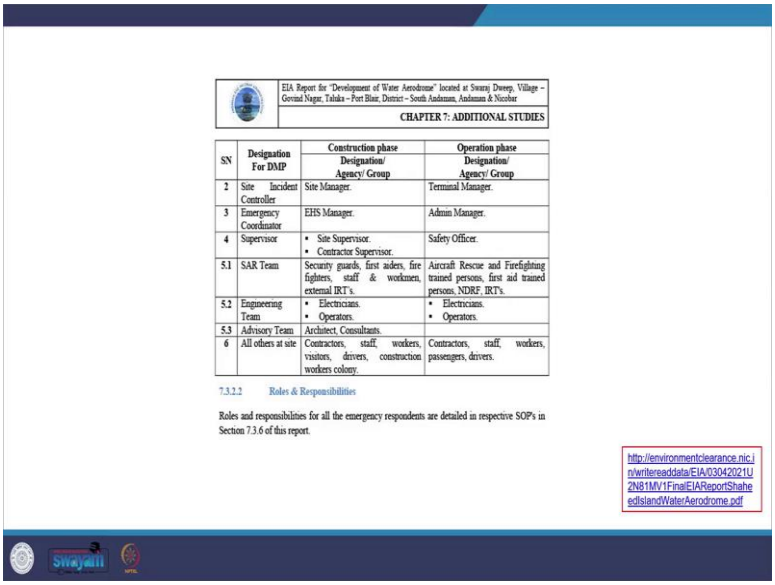

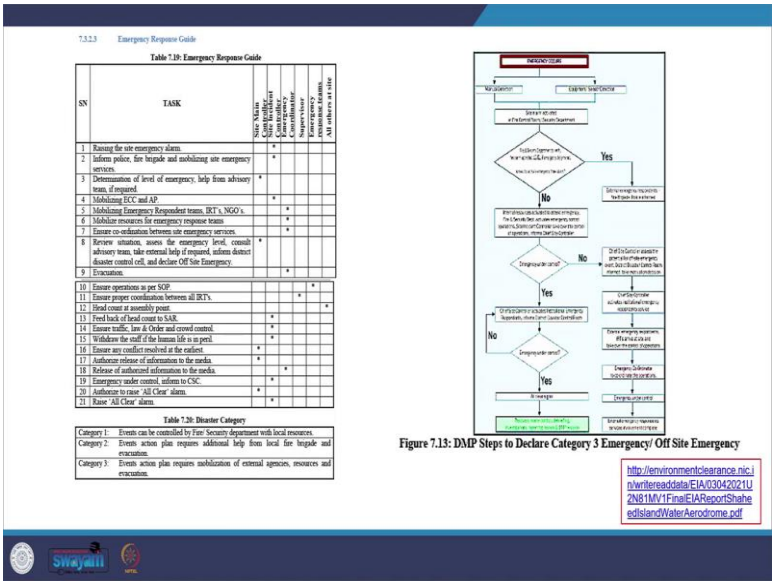

So, there, how it works and what kind of response plan they have. So, how each one would be responsible for what kind of responding and taking care of the activity? So, the emergency response guide they have prepared will help them to take action when any kind of mishap happens. So, you can see the stable emergency response guide as well as you can see steps to declare a category three emergency of a site emergency. So, how they would be doing that, so, that these will be the procedural aspects.

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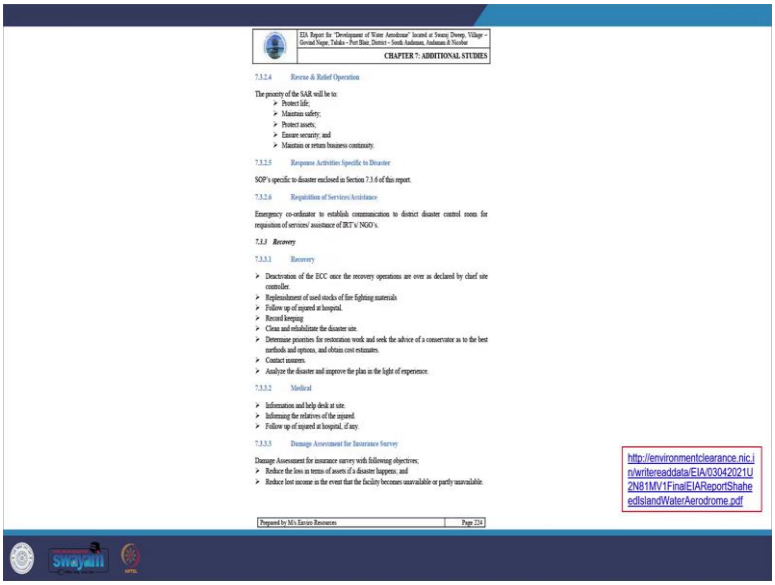

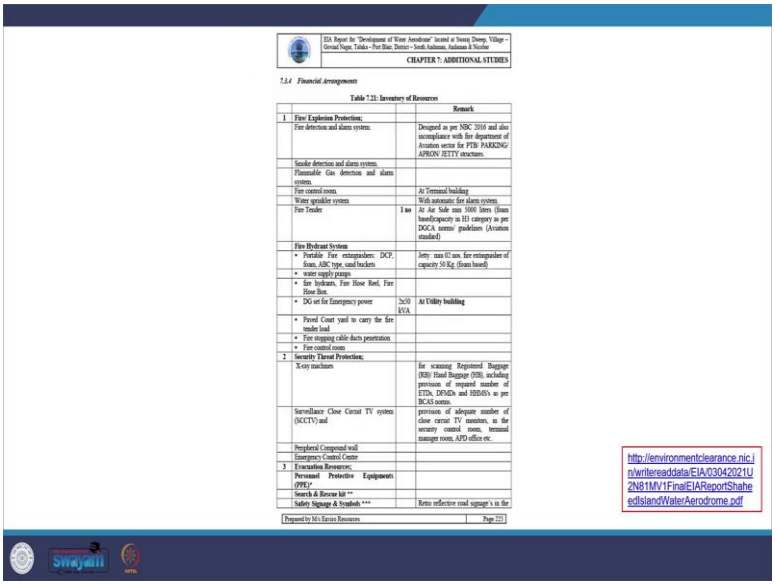

And then you also see what kind of rescue and relief operation will be taking place response activities specific to the disaster what kind of services and support they are going to offer what kind of recovery plan they would have, what kind of medical assistance, and what kind of insurance they would offer. So, all the inventory of the resources, what kind of financial arrangements are made for all that has been given in detail here. So, you can see that here.

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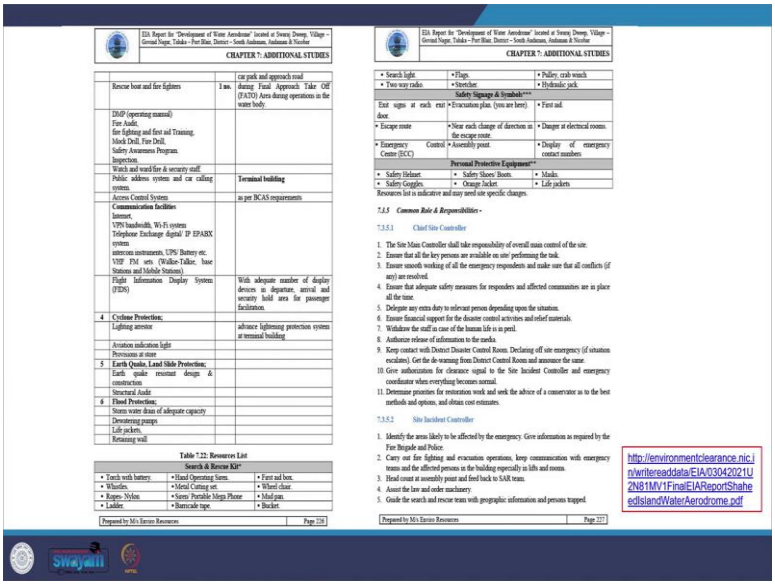

And what kind of common roles and responsibilities they would take, so, all that has been mentioned here is any kind of risk.

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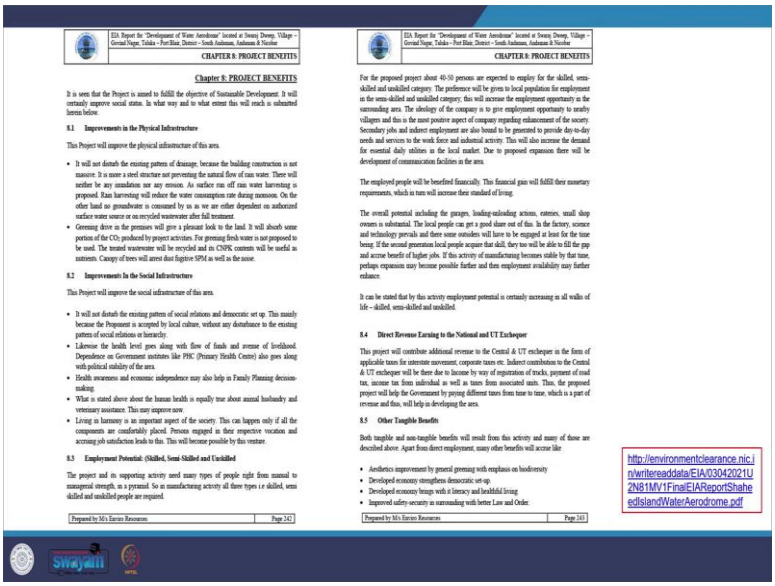

So, now, coming to the next segments, we look at the project benefits. So, here, what the EIA reports suggest, indicates that there will be improvement in the physical infrastructure, and the project will improve the physical infrastructure in this area. And it will not disturb the existing pattern of drainage, because of the way it has been designed, and then it will also improve the social infrastructure in the area.

So, it says that it will not disturb the existing pattern of social relations and the Democratic setup. And likewise, the health level goes along with the flow of funds and avenues of livelihood. And it will also depend on what they write on the public health center primary health center and how that will also respond. So, they assume that there will be improvement in the social infrastructure.

And then they also mentioned there will be employment potential like there is employment potential for skilled, semi-skilled, and unskilled people. So, the project and its supporting activity need many types of people right from the manual to manage real strength. So, they would need people for that. So, for the

proposed project, there will be 40 to 50 percent are expected to be employed for these skilled, semi-skilled, and unskilled categories, so, how they would employ people here?

So, the project predicts that there will be positive benefits from the project. And then there is direct revenue earning to the national agency here. So, you see that here the central government would benefit from this particular project. And then there will be also other tangible benefits. So, like an aesthetic improvement, there will be developed economic strength, there will be economic strengthening in this and then it would also be expected to bring literacy and helpfulness and improve safety and security.

However, we do not see how, how this would be done here. But that has given us a destructive statement here. So, that was part of the project benefits. So, it writes about several positive benefits of the project.

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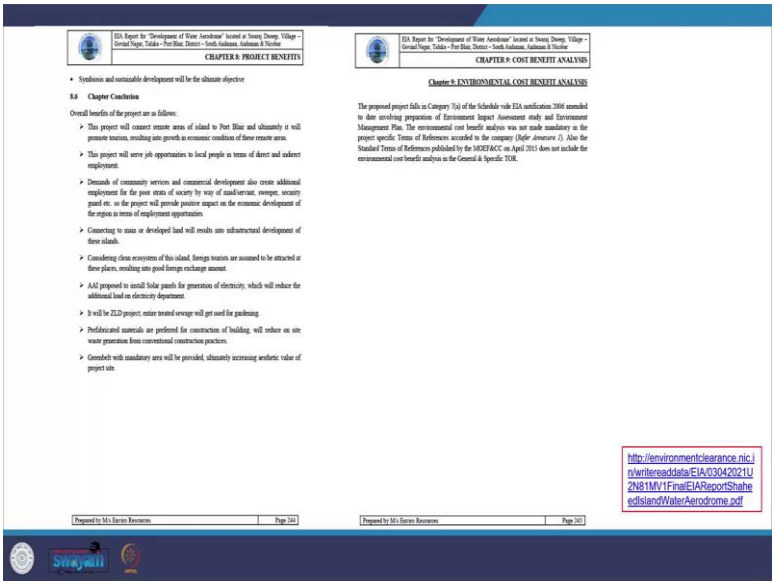

Then you also see the environmental cost-benefit analysis, what they have done. So, as per the standard ToR, they have undertaken a cost-benefit analysis.

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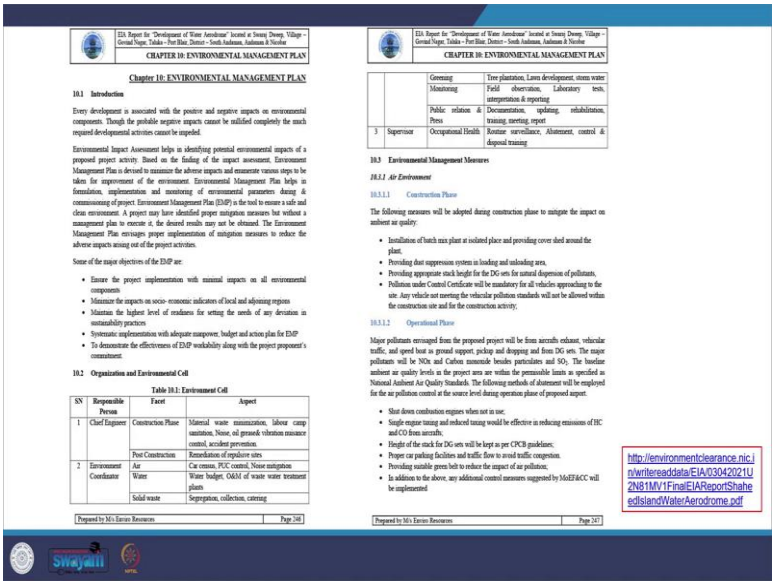

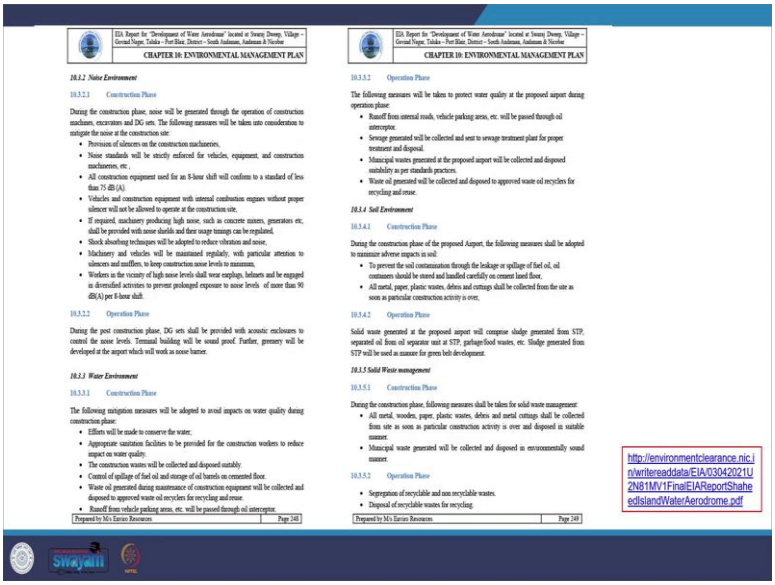

Then you see in chapter 10 they have covered an environmental management plan. So, here you see how, what is the organizational structure, how it is going to take care of things. So, you see the environmental cell, what will be the composition and how it will be taken care of at every phase of the project, and then how they will look after each component air components at every phase, noise problem, then water environments at every phase of the project and how they will take care of solid waste and other things in every case.

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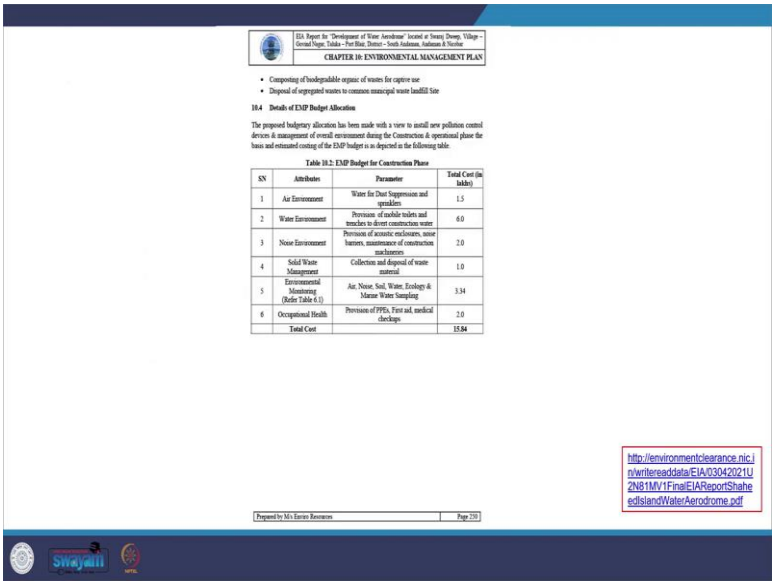

And then you also see how they are allocating the budget for the environmental management plan. So, we do not see the social management plan here. But we do see the environmental management plan. So, like how different physical environments will be taken care of and what kind of budget has been allocated for the purpose.

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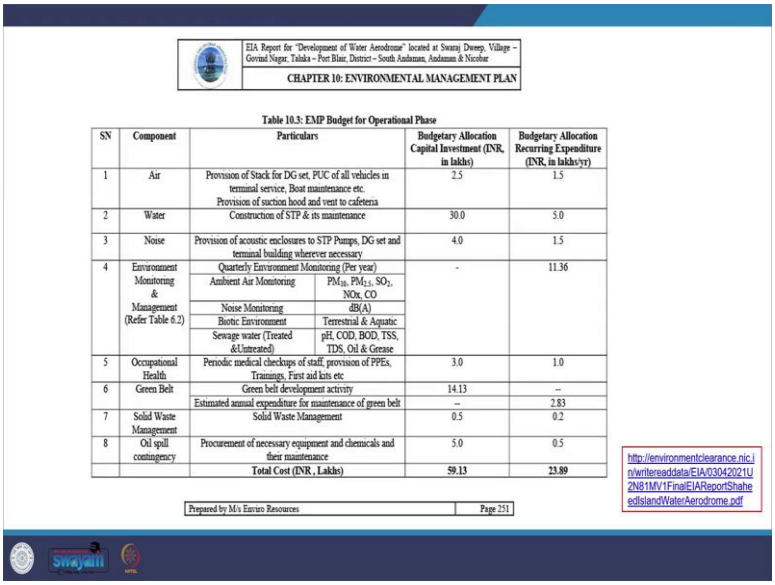

So, how they would undertake that, so, you see all that has been covered here particulars about what will be undertaken, what are the components and what is the budgetary allocation and how much they will spend every year into that.

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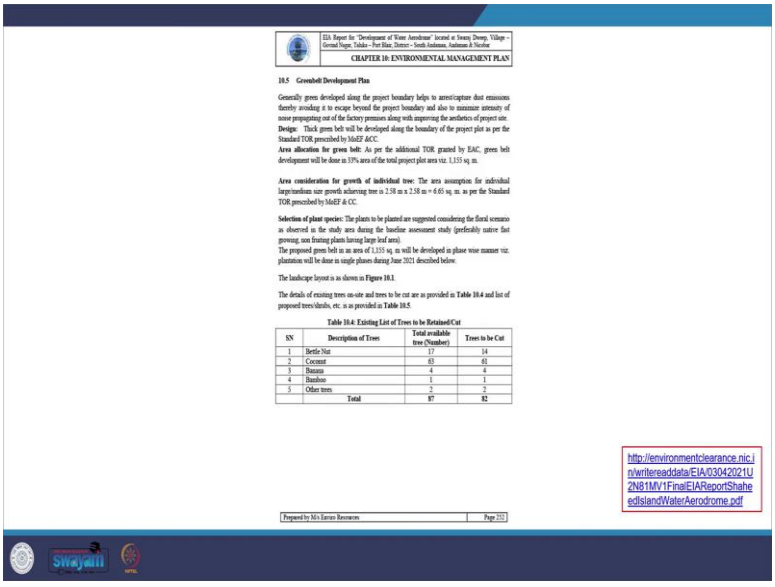

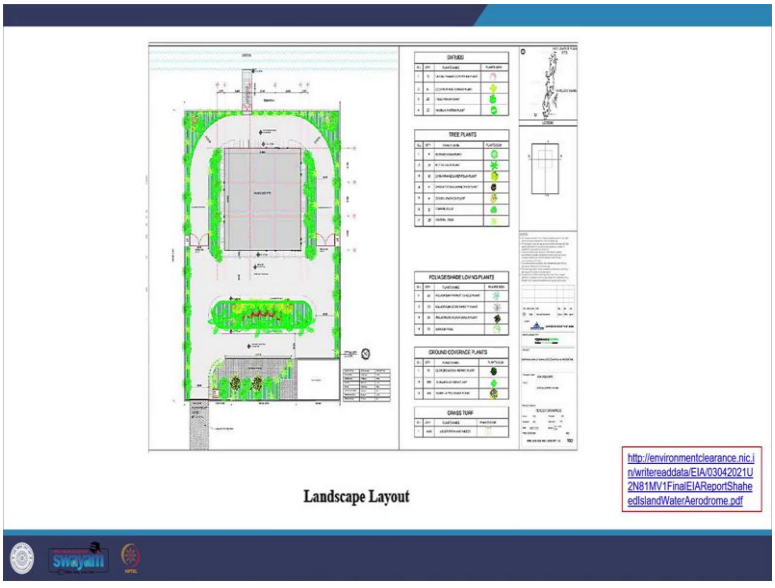

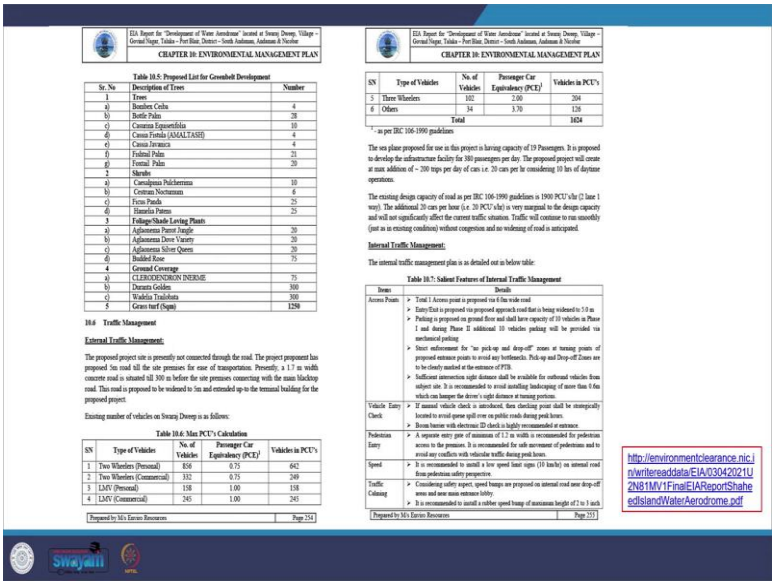

Then they would also develop a green belt what is the plan for that and how what are the trees they want to plant around it? What are the total available trees and trees which they would be cutting, so, there are 87 trees, trees to be cut are 82, and then how they are going to develop the green belt around it?

So, they have prepared the drawings and numbers and the proposed list for the green belt has been also provided. So, likewise, you also see they have worked out on the traffic management, how they are going to manage the traffic, the internal traffic, see how they are going to take care of it.

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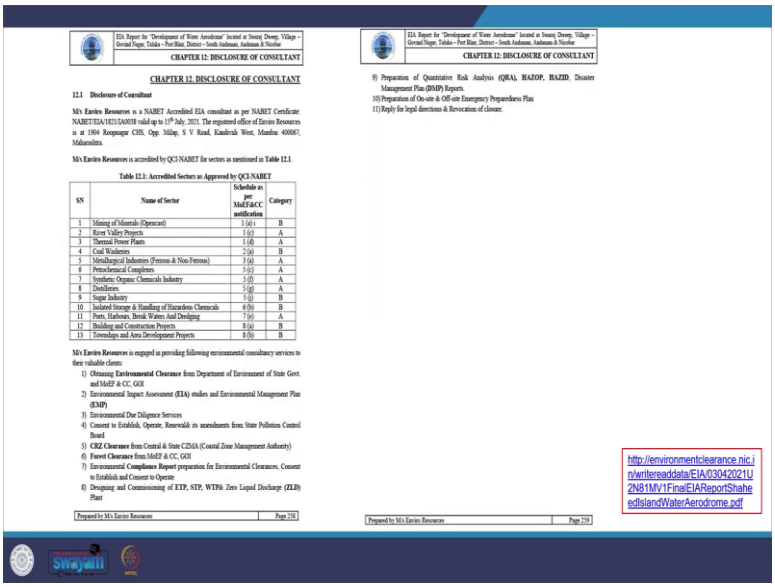

So, now, we see the last part of the report which deals with the disclosure of the consultants. So, you see what all things are disclosed by the consultant. So, you will see that Enviro Resources is the NABET accredited EIA consultant, and what are the areas in which they are accredited sector-wise for this, so, you can see all the domains which they have worked on from 1 to 13 areas you can see and like what kinds of things they are engaged in and providing environmental consultancy.

So, you can see they provide environmental clearance, they provide environmental impact assessments, they prepare environmental management plans and environmental diligence services, and then you also see CRS

at clearance for his clearance compliance report. And then they also are involved in designing and commissioning ETP, STP, WTP, and zero liquid discharge and also preparation of code detailed risk analysis preparation on the on-site site emergency preparedness plan and any kind of legal matter they can handle.

So, we have seen the entire report of EIA for this particular water aerodrome case, and you see what kind of analysis has been done, and what kind of analysis has not been undertaken, so, you can think of ecosystem services that are not yet required as the legislation in our scenario, but what kind of potential it had to understand from this where we have questions like what the fishermen would be impacted or not from coming from the public hearing.

So, all that kind of what other areas and what are the details could have been covered and what are the details which have been covered very well. So, you can review all those aspects and see, what the advantages of the EIA process which was followed here, what the advantages of the entire legislation were followed here, the process of ToR that was followed here, and what was missed out, so, you can look into that.

So, winding up, this is the culminating session of the entire course, we have covered a range of topics which we have seen. So, you see how we end with the series of case studies where we see how the EIA report looks like what is happening in the practice, and how it is addressing the sustainable development aspect.

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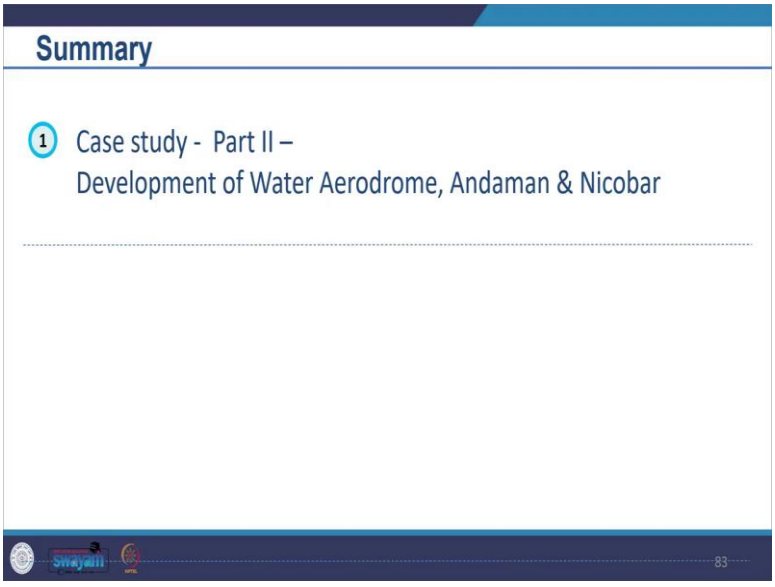

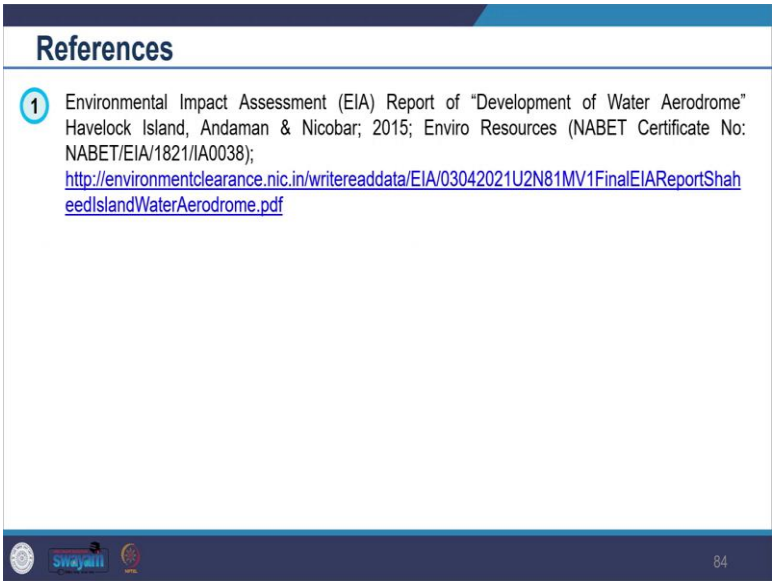

So, today, in particular, we covered part two of the EIA case study. And with this, we end this particular course session. So, the key reference for this particular session was the EIA report of this particular case. And you are already aware of the key textbooks which we have used in this. For these case studies, I would encourage you to talk more in the discussion forum and give your feedback on what you observed while we went through we skim through the entire report here.

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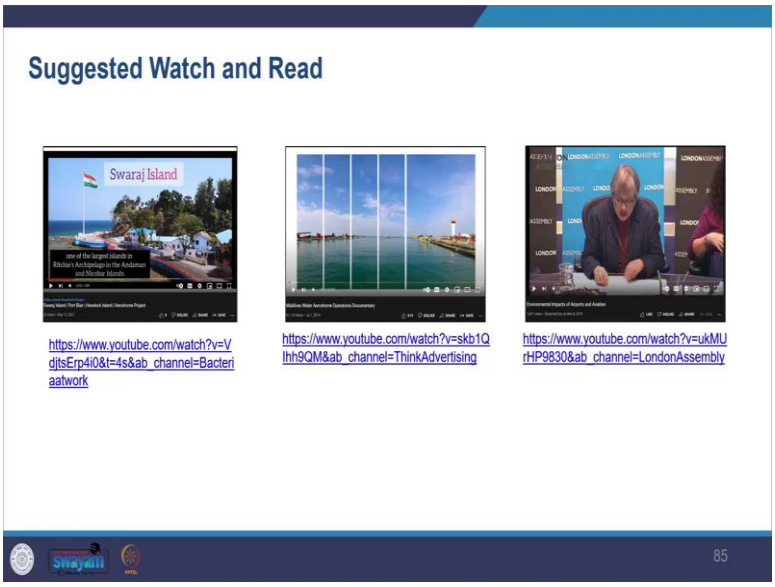

So, these are the suggested watch and read which you can see more, and they were suggestions related to case studies from different parts of the world from where all the learners are coming together. So, I will be sharing all of those in the discussion forum as far as possible.

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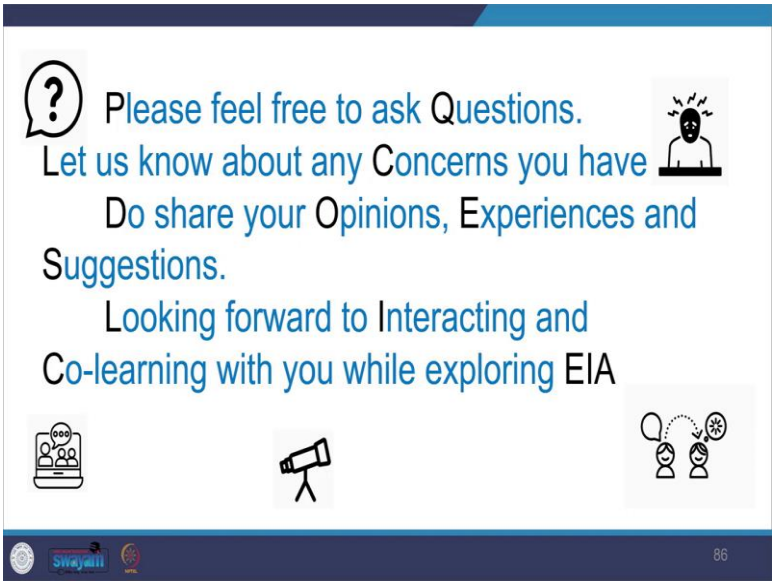

You are free to ask questions and let us know about any concerns you have, you share your opinions, experiences, and suggestions looking forward to interacting and co-learning with you while exploring EIA. So, continue discussing with us, continue posting your questions to us and we will try to answer as much as possible. Thank you so much.