

PROJECT MANAGEMENT, MB206 MBA, semester II, Topic Technical Feasibility-4

8. Infrastructural Facilities: Availability and characteristics of roads, bridges, railway facilities (like station, yards), air transportation, waterways, ports, etc. depending upon their relevance to the assessed requirements of the project at both implementation and operation stages need to be studied. After studying the appropriateness of the infrastructure existing around the project location, the infrastructural requirements at the project site itself. A large part of the land area is normally required to be reserved for service roads, storm water mains, railways, over-ground or overhead gas, steam, and air pipelines, water reservoirs, and even harbours for certain large-scale industrial projects. A detailed study of all such requirements, and of their implications in terms of time, resources, and approximate costs is necessary to avoid surprises later on

9. Manpower: The availability in needed numbers, of manpower of requisite skills where and when required, has to be studied. This covers both the project implementation and the operation (& maintenance) phases. In case imparting of training is also involved, timely availability, and costs, of the training facilities have also to be assessed.

10. Environment Impact Assessment (EIA); This study –

- a) identifies the environment in which a project is to be implemented,
- b) assesses the short -- and long-term impacts the former is likely to be subjected to as result of the project activities during construction as well as operation phases, and
- c) generates preferred alternative courses of action, if possible

Its inclusion at the feasibility study stage is necessary for certain projects since, under the Environmental Impact Assessment Notification, 1994, issued by the Ministry of Environment & Forests, Government of India, any expansion or modernisation of an existing activity which is likely to increase the pollution load, or setting up of a new project listed in Schedule I, *ibid.*, is not permissible unless cleared by the Central Government. The Schedule covers about two and a half dozen projects including petroleum refineries, chemical fertilisers, bulk drugs, asbestos, thermal power plants, paper, cement, and even highway projects.

The EIA process can prove to be of immense benefit to the project promoter, if sincerely carried out, by ensuring that the natural resources are conserved or

used efficiently and serious problems likely to arise out of any adverse effects on community or natural systems are duly anticipated and provided for at the planning stage itself. For identification of impacts, a list of parameters relevant to the project is drawn up, covering natural physical resources, natural biological/resources, and quality-of-life values including aesthetic and cultural values. For instance, for rail/road/highway project the following parameters have been identified:

- surface water quality
- air quality
- seismology/geology
- erosion
- land quality
- fisheries
- forests
- terrestrial wildlife
- noise
- aesthetics
- industries 1) resettlement
- archaeological/historical significance
- public health
- socio-economic factors

For each of these, the resulting impacts, whether beneficial or otherwise, are then identified and a detailed Environmental Management Plan (EMP) prepared for such mitigation, protection and/or enhancement measures, as are considered necessary.

Dr. Faiyaz Hussain

Visiting Faculty

Department of Management

MMHA&P University, Patna