

File No.: 10-14/2015-IA-III
Government of India
Ministry of Environment, Forest and Climate Change
(Impact Assessment Division)

Indira Paryavaran Bhawan,
Jor Bagh Road, Ali Ganj
New Delhi – 110 003

Dated: 20th November, 2020

To

The Deputy General Manager (Env.)
M/s Gujarat Maritime Board,
Sagar Bhawan, Sector 10A, Opp. Air Force Station
Sachivalaya, Gandhinagar-380 010, Gujarat.

Subject: Modernization of Navlakhi Port by way of 1) Mechanization of the existing facilities & 2) Construction of new mechanized jetty by M/s Gujarat Maritime Board – Environmental and CRZ Clearance

Sir,

This has reference to your online proposal to this Ministry on 11th September 2017 in favour of Environmental and CRZ Clearance for Modernization of Navlakhi Port by way of 1) Mechanization of the existing facilities & 2) Construction of new mechanized jetty by M/s Gujarat Maritime Board.

2. The proposal is for Modernization of Navlakhi Port by way of 1) Mechanization of the existing facilities & 2) Construction of new mechanized jetty at Navlakhi Village, Maliya Taluka, Morbi District, Gujarat. Gujarat Maritime Board (GMB) intends to mechanize and expand the Navlakhi Port which has been in operation since 1939. The port is located in the Navlakhi Village, Maliya Taluka, Morbi District, Gujarat. The current proposal is to mechanize the cargo handling within the port, which is currently being operated manually. Besides the port's cargo handling capacity has been proposed to increase from its existing 4 MMTPA to 20 MMTPA. To cater to the proposed cargo handling capacity of the port, 5 jetties of length 1284.8 m has been proposed, under the Sagarmala project along with a back-up storage area of 5.76 ha, which would be reclaimed. The port having been located towards the end of the Gulf of Kachchh encounters sedimentation and to facilitate the movement of barges that conveys cargo to the port a capital dredging to a tune of 4,07,592 m³ is proposed to provide a depth of (-)4m. To sustain the required depth an annual maintenance dredging of 41,350 m³ is proposed. The Port handles only dry bulk cargo and no liquid cargo is being handled. The total cost of the project is INR 321.58 Crore (32158 Lakh).

The following are proposed developments at Navlakhi Port:

- i. Mechanization of the existing port facility
- ii. Increase in cargo handling capacity of Navlakhi Port from 4 MMTPA to 20 MMTPA
- iii. Construction of 5 new mechanized jetties of length 1284.8m (Sagarmala project Jetty 870 mts)
- iv. Capital Dredging of 4,07,592 m³, and an annual maintenance dredging of 41,350 m³ to maintain a depth of (-) 4m.



- v. Reclamation of 5.76 ha, using the dredge spoil, as back-up area for cargo storage.

Details of the proposed jetties to be developed-

S. No	Names of the jetties	Proposed Size
1	New GMB Jetty	770.00m x 25.00m
2	Right of USL Jetty	100.00m x 25.00m
3	Left of USL Jetty	181.05m x 25.00m
4	Left of M/s. Shreeji Wharf	146.00m x 10.00m
5	Right of M/s Shreeji Wharf	87.75m x 10.00m

The dredge spoil from capital dredging will also be utilized for reclamation of 5.76 ha for back up area and to elevate and pave the flooring of the coal stock yard. The dredge spoil from the maintenance dredging will be disposed in an identified location in Hansthal Creek (22°56'54.97" N & 70°23'38.63" E) located at a distance of 7.5 km from Navlakhi Port. Based on the dredge disposal study the sediments would not reach the shore indicating no impact to shoreline.

3. The other parameters of the project, as per the documents submitted by the project proponent, and also as informed during the above said EAC meeting, are reported to be as under:-
- i. There are no freshwater bodies near Lavanpur Village located at about 8.8 km (aerial distance) from Navlakhi Port. Therefore, there would be no impact on the freshwater due to the proposed project. The proposed project location lies on the inter-tidal area of the Sui Creek that borders the southern boundary of the port. The proposed jetty construction alongside Sui Creek would not affect the drainage pattern of the area.
 - ii. As the Navlakhi Port's capacity is proposed to be increased from 4 MTPA to 20 MTPA, the water requirement will be increased from 50m³/day to 300m³/day and the water will be sourced from GWSSB. It is proposed that 240 m³/day volume of water will be utilized for industrial purpose and 60m³/day of water will be utilized for domestic purposes. Of the 240 m³/day volume of water 213m³/day of water will be utilized for dust suppression system, and the remaining 27 m³/day will be utilized for purposes such as firefighting, wheel washing and road wetting purposes. No groundwater abstraction is proposed as part of the current proposal. The proposed project does not involve diversion of forest land.
 - iii. The proposed project is located at a distance of 2105 m away from the nearest point of Marine Sanctuary of Sui Jungle. The letter from the Chief Conservator of Forest Marine National Park, Jamnagar has been submitted vide letter No. C/LND/Survey311-312/2015-16 dated 12.10.2015. The project site is not located within any Eco-Sensitive Zone or Eco-Sensitive Area notified by MoEF&CC.
 - iv. As part of the reclamation for the development of the storage area and jetty construction, mangroves of about 1.55 ha, whose height range between 1 to 1.18 m, will be disturbed. The mangrove loss will be compensated by plantation of mangrove that is 3 folds to the area of mangroves to be disturbed. The compensatory plantation will be undertaken in consultation with the forest department.

- v. The CRZ mapping for the proposed forest land diversion was undertaken by the National Centre for Sustainable Coastal Management, Chennai. It was found that the proposed project spreads across four CRZ areas, namely CRZ I(A), CRZ-I(B), CRZ-III, and CRZ-IV(B). The spread of the proposed forest land across the CRZ are as found below.

Project Component	CRZ Area	Area (Ha)
Proposed Jetty	CRZ IB	0.3519
Proposed Jetty	CRZ-IB	1.9261
Proposed Jetty	CRZ III	0.0551
Proposed Jetty	CRZ-IVB	1.1913
Total Area within CRZ		3.5244

- vi. The proposal was appraised by the Gujarat Coastal Zone Management Authority (GCZMA) in its 36th meeting held on 19th July 2017, and was issued with recommendations issued in letter no. ENV-10-2017-62-E (T Cell) dated 18th August 2017.
- vii. Dust control measures for cargo handling includes mechanization of port and utilization of closed conveyor system, hopper loading with hatch and automated water sprinkler in cargo storage yard, Dry Fog Dust Suppression (DFDS) system, truck mounted water sprinkler and fog system, wind barriers in storage yard, covering of cargo during transportation, truck mounted vacuum for road dust removal, wetting of roads with water trucks, proposed paved roads, dedicated wheel washing facility and development of 3-tier greenbelt.
- viii. The proposed project site is located in the district of Morbi in the state of Gujarat, with Morbi city as the administrative headquarters of this district. Cumulative population in the study area is 815 with 413 males and 402 females. The Sex Ratio was found at 973 females per thousand males in the study area, with that of District's and state's ratio of 919. The major source of economic activity in the study area is agriculture, with about 75.8% engaged in agricultural activity. About 32.2% of the workers are Cultivators, 43.6% are agriculture labors. 81.6% of the total populations are literates, which is more than the national literacy rate of 74.04% and state's literacy rate of 78.03%. A total of 500 people will be employed for the current project, inclusive of temporary and permanent employees.
- ix. Development of facilities will have improvement in physical infrastructure which will lead to economic growth in the region and will lead to Industrializations in the form of port associated industries. The Social Infrastructure will be improved through Livelihood Development Programs through CSR Activities, Drinking water facility for neighboring villages etc. The Proposed Development will create employment Potential which will lead to creation of both direct and indirect job opportunities
4. Public Hearing (PH) for the project was conducted on 25th April 2017. The salient outcome of the PH includes; (i) no objection with enhancing coal cargo handling at Navlakhi port but requested GMB to give priority to salt handling through proposed jetty; (ii) some on behalf of Lavanpur villages, conveyed support to the project development; etc. The GMB assured that as per proposed project salt is also considered as a commodity to be handled.

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5. The project/activity is covered under category 'A' of item 7 (e) i.e. 'Ports, harbours, break waters, dredging' of the schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level by sectoral EAC.

6. The project proponent along with the EIA consultant M/s Cholamandalam MS Risk Services Limited, Chennai, Tamil Nadu, made a presentation through Video Conferencing during 243rd meeting of Expert Appraisal Committee (EAC) on 28-30th September, 2020. The EAC based on the information submitted and clarifications provided by the project proponent and detailed discussions held on all the issues, recommended the project for grant of environmental and CRZ clearance with stipulated specific conditions along with other Standard EC Conditions as specified by the Ministry vide OM dated 4th January, 2019 for the said project/activity

7. The Ministry of Environment, Forest and Climate Change has considered the proposal based on the recommendations of the Expert Appraisal Committee (Infrastructure, CRZ and other Miscellaneous projects) and hereby decided to grant Environmental and CRZ Clearance for the "Modernization of Navlakhi Port by way of 1) Mechanization of the existing facilities & 2) Construction of new mechanized jetty at Navlakhi Village, Maliya Taluka, Morbi District, Gujarat" under the EIA Notification, 2006 as amended and CRZ Notification 2011, subject to strict compliance of the following specific conditions, in addition to all standard conditions applicable for such projects.

A. SPECIFIC CONDITIONS

- (i) The Environmental and CRZ Clearance to the project is primarily under provisions of EIA Notification, 2006 and CRZ Notification, 2011. It does not tantamount to approvals/consent/permissions etc required to be obtained under any other Act/Rule/regulation. The Project Proponent is under obligation to obtain approvals /clearances under any other Acts/ Regulations or Statutes as applicable to the project.
- (ii) The project proponent shall abide by all the commitments and recommendations made in the Form-II, EIA and EMP report, submissions made during Public Hearing and also that have been made during their presentation to EAC.
- (iii) Construction activity shall be carried out strictly according to the provisions of the CRZ Notification, 2011. No construction works other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area.
- (iv) All the recommendations and conditions specified by the Gujarat Coastal Zone Management Authority (GCZMA) vide letter No. ENV-10-2017-62-E (T cell) dated 18th August, 2017 shall be complied with.
- (v) Necessary approvals be taken during implementation and commissioning from statutory bodies concerned.
- (vi) The Project proponent shall ensure that no creeks or rivers are blocked due to any activities at the project site and free flow of water is maintained. Creek water monitoring program shall be implemented during the construction phase.
- (vii) Dredging shall not be carried out during the fish breeding season. Dredging, etc. shall be carried out in confined manner to reduce the impacts on marine environment. Silt curtains

shall be used to minimize spreading of silt plume during dredging using online monitoring system. Turbidity should be monitored during the dredging. No removal of silt curtain unless baseline values are achieved.

- (viii) The dredged spoil from the capital dredging will be used for reclamation of 5.76 Ha to attain the maximum elevation of +5m (which will require 2,88,000 m³ and the remaining 1,19,592 m³ of dredged spoil will be used for elevating and paved flooring for the coal stack yard. The impact of dredging on the marine environment should be monitored and necessary measures shall be taken on priority basis if any adverse impact is observed.
- (ix) Marine ecological monitoring and its mitigation measures for protection of phytoplankton, zooplanktons, macrobenthos, estuaries, sea-grass, algae, sea weeds, Crustaceans, Fishes, coral reefs and mangroves etc. as given in the EIA-EMP Report shall be complied with in letter and spirit.
- (x) Continuous online monitoring of air and water covering the total area shall be carried out and the compliance report of the same shall be submitted along with the 6 monthly compliance report to the regional office of MoEF&CC.
- (xi) The actions shall be in accordance with proposed landscape planning concepts to minimise major landscape changes. The change in land use pattern shall be limited to the proposed port limits and be carried out in such a way as to ensure proper drainage by providing surface drainage systems including storm water network.
- (xii) Suitable preventive measures be taken to trap spillage of fuel / engine oil and lubricants from the construction site. Measures should be taken to contain, control and recover the accidental spills of fuel during cargo handling.
- (xiii) All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to the RO, MoEF&CC along with half yearly compliance report.
- (xiv) The company shall draw up and implement Corporate Social Responsibility Plan as per the Company's Act of 2013.
- (xv) As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory Aforestation etc, either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also be implemented and become part of EMP.



B. STANDARD CONDITIONS:

I. Statutory compliance:

- (i) Construction activity shall be carried out strictly according to the provisions of CRZ Notification, 2011 and the State Coastal Zone Management Plan as drawn up by the State Government. No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area.
- (ii) A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project should be obtained.
- (iii) All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Coast Guard, Civil Aviation Department shall be obtained, as applicable by project proponents from the respective competent authorities.

II. Air quality monitoring and preservation:

- (i) The project proponent shall install system to carryout Ambient Air Quality monitoring for common/criterion parameters relevant to the main pollutants released (e.g. PM₁₀ and PM_{2.5} in reference to PM emission, and SO₂ and NO_x in reference to SO₂ and NO_x emissions) within and outside the project area at least at four locations (one within and three outside the plant area at an angle of 120° each), covering upwind and downwind directions.
- (ii) Appropriate Air Pollution Control (APC) system shall be provided for all the dust generating points including fugitive dust from all vulnerable sources, so as to comply prescribed emission standards.
- (iii) Shrouding shall be carried out in the work site enclosing the dock/proposed facility area. This will act as dust curtain as well achieving zero dust discharge from the site. These curtain or shroud will be immensely effective in restricting disturbance from wind in affecting the dry dock operations, preventing waste dispersion, improving working conditions through provision of shade for the workers.
- (iv) Dust collectors shall be deployed in all areas where blasting (surface cleaning) and painting operations are to be carried out, supplemented by stacks for effective dispersion.
- (v) The Vessels shall comply the emission norms prescribed from time to time.
- (vi) Diesel power generating sets proposed as source of backup power should be of enclosed type and conform to rules made under the Environment (Protection) Act, 1986. The height of stack of DG sets should be equal to the height needed for the combined capacity of all proposed DG sets. Use of low sulphur diesel. The location of the DG sets may be decided with in consultation with State Pollution Control Board.
- (vii) A detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 05 kms radius of the project is maintained and improved upon after the implementation of the project. This plan should be based on cumulative impact of all development and increased habitation being carried out or proposed to be carried out by the project or other agencies in this 05 Kms radius of the site in different scenarios of space and time and the traffic management plan shall be duly validated and certified by the State Urban Development department and the P.W.D./ competent authority for road augmentation and shall also have their consent to the implementation of components of the plan which involve the participation of these departments.



III. Water quality monitoring and preservation:

- (i) The Project proponent shall ensure that no creeks or rivers are blocked due to any activities at the project site and free flow of water is maintained.
- (ii) Appropriate measures must be taken while undertaking digging activities to avoid any likely degradation of water quality. Silt curtains shall be used to contain the spreading of suspended sediment during dredging within the dredging area.
- (iii) No ships docking at the proposed project site will discharge its on-board waste water untreated in to the estuary/ channel. All such wastewater load will be diverted to the proposed Effluent Treatment Plant of the project site.
- (iv) Measures should be taken to contain, control and recover the accidental spills of fuel and cargo handle.
- (v) The project proponents will draw up and implement a plan for the management of temperature differences between intake waters and discharge waters.
- (vi) Spillage of fuel / engine oil and lubricants from the construction site are a source of organic pollution which impacts marine life. This shall be prevented by suitable precautions and also by providing necessary mechanisms to trap the spillage.
- (vii) Total fresh water use shall not exceed the proposed requirement as provided in the project details. Prior permission from competent authority shall be obtained for use of fresh water.
- (viii) Sewage Treatment Plant shall be provided to treat the wastewater generated from the project. Treated water shall be reused for horticulture, flushing, backwash, HVAC purposes and dust suppression.
- (ix) A certificate from the competent authority for discharging treated effluent/ untreated effluents into the Public sewer/ disposal/drainage systems along with the final disposal point should be obtained.
- (x) No diversion of the natural course of the river shall be made without prior permission from the Ministry of Water resources.
- (xi) All the erosion control measures shall be taken at water front facilities. Earth protection work shall be carried out to avoid erosion of soil from the shoreline/boundary line from the land area into the marine water body.

IV. Noise monitoring and prevention:

- (i) Noise level survey shall be carried as per the prescribed guidelines and report in this regard shall be submitted to Regional Officer of the Ministry as a part of six-monthly compliance report.
- (ii) Noise from vehicles, power machinery and equipment on-site should not exceed the prescribed limit. Equipment should be regularly serviced. Attention should also be given to muffler maintenance and enclosure of noisy equipments.
- (iii) Acoustic enclosures for DG sets, noise barriers for ground-run bays, ear plugs for operating personnel shall be implemented as mitigation measures for noise impact due to ground sources.
- (iv) The ambient noise levels should conform to the standards prescribed under E(P)A Rules, 1986 viz. 75 dB(A) during day time and 70 dB(A) during night time.



V. Energy Conservation measures:

- (i) Provide solar power generation on roof tops of buildings, for solar light system for all common areas, street lights, parking around project area and maintain the same regularly;
- (ii) Provide LED lights in their offices and port areas.

VI. Waste management:

- (i) Dredged material shall be disposed safely in the designated areas.
- (ii) Shoreline should not be disturbed due to dumping. Periodical study on shore line changes shall be conducted and mitigation carried out, if necessary. The details shall be submitted along with the six monthly monitoring reports.
- (iii) Necessary arrangements for the treatment of the effluents and solid wastes must be made and it must be ensured that they conform to the standards laid down by the competent authorities including the Central or State Pollution Control Board and under the Environment (Protection) Act, 1986.
- (iv) The solid wastes shall be managed and disposed as per the norms of the Solid Waste Management Rules, 2016.
- (v) Any wastes from construction and demolition activities related thereto shall be managed so as to strictly conform to the Construction and Demolition Waste Management Rules, 2016.
- (vi) A certificate from the competent authority handling municipal solid wastes should be obtained, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project.
- (vii) Used CFLs and TFLs should be properly collected and disposed off/sent for recycling as per the prevailing guidelines/ rules of the regulatory authority to avoid mercury contamination.
- (viii) Oil spill contingency plan shall be prepared and part of DMP to tackle emergencies. The equipment and recovery of oil from a spill would be assessed. Guidelines given in MARPOL and Shipping Acts for oil spill management would be followed. Mechanism for integration of terminals oil contingency plan with the overall area contingency plan under the co-ordination of Coast should be covered.

VII. Green Belt:

- (i) Green belt shall be developed in area as provided in project details with a native tree species in accordance with CPCB guidelines.
- (ii) Top soil shall be separately stored and used in the development of green belt.

VIII. Marine Ecology:

- (i) The dredging schedule shall be so planned that the turbidity developed is dispersed soon enough to prevent any stress on the fish population.
- (ii) While carrying out dredging, an independent monitoring shall be carried out through a Government Agency/Institute to assess the impact and necessary measures shall be taken on priority basis if any adverse impact is observed.
- (iii) A detailed marine biodiversity management plan shall be prepared through the NIO or any other institute of repute on marine, brackish water and fresh water ecology and biodiversity and submitted to and implemented to the satisfaction of the State Biodiversity Board and

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the CRZ authority. The report shall be based on a study of the impact of the project activities on the intertidal biotopes, corals and coral communities, molluscs, sea grasses, sea weeds, sub-tidal habitats, fishes, other marine and aquatic micro, macro and mega flora and fauna including benthos, plankton, turtles, birds etc. as also the productivity. The data collection and impact assessment shall be as per standards survey methods and include underwater photography.

- (iv) Marine ecology shall be monitored regularly also in terms of sea weeds, sea grasses, mudflats, sand dunes, fisheries, echinoderms, shrimps, turtles, corals, coastal vegetation, mangroves and other marine biodiversity components including all micro, macro and mega floral and faunal components of marine biodiversity.
- (v) The project proponent shall ensure that water traffic does not impact the aquatic wildlife sanctuaries that fall along the stretch of the river.

IX. Public hearing and human health issues:

- (i) The work space shall be maintained as per international standards for occupational health and safety with provision of fresh air respirators, blowers, and fans to prevent any accumulation and inhalation of undesirable levels of pollutants including VOCs.
- (ii) Workers shall be strictly enforced to wear personal protective equipments like dust mask, ear muffs or ear plugs, whenever and wherever necessary/ required. Special visco-elastic gloves will be used by labour exposed to hazards from vibration.
- (iii) Safety training shall be given to all workers specific to their work area and every worker and employee will be engaged in fire hazard awareness training and mock drills which will be conducted regularly. All standard safety and occupational hazard measures shall be implemented and monitored by the concerned officials to prevent the occurrence of untoward incidents/ accidents.
- (iv) Emergency preparedness plan based on the Hazard identification and Risk Assessment (HIRA) and Disaster Management Plan shall be implemented.
- (v) Provision shall be made for the housing of construction labour within the site with all necessary infrastructure and facilities such as fuel for cooking, mobile toilets, mobile STP, safe drinking water, medical health care, crèche etc. The housing may be in the form of temporary structures to be removed after the completion of the project.
- (vi) Occupational health surveillance of the workers shall be done on a regular basis.

X. Environment Responsibility:

- (i) The company shall have a well laid down environmental policy duly approved by the Board of Directors. The environmental policy should prescribe for standard operating procedures to have proper checks and balances and to bring into focus any infringements/deviation/violation of the environmental / forest /wildlife norms/ conditions. The company shall have defined system of reporting infringements / deviation / violation of the environmental / forest / wildlife norms / conditions and / or shareholders / stake holders. The copy of the board resolution in this regard shall be submitted to the MoEF&CC as a part of six-monthly report.
- (ii) A separate Environmental Cell both at the project and company head quarter level, with qualified personnel shall be set up under the control of senior Executive, who will directly report to the head of the organization.



- (iii) Action plan for implementing EMP and environmental conditions along with responsibility matrix of the company shall be prepared and shall be duly approved by competent authority. The year wise funds earmarked for environmental protection measures shall be kept in separate account and not to be diverted for any other purpose. Year wise progress of implementation of action plan shall be reported to the Ministry/Regional Office along with the Six Monthly Compliance Report.
- (iv) Self environmental audit shall be conducted annually. Every three years third party environmental audit shall be carried out.


XI. Miscellaneous:

- (i) The project proponent shall make public the environmental clearance granted for their project along with the environmental conditions and safeguards at their cost by prominently advertising it at least in two local newspapers of the District or State, of which one shall be in the vernacular language within seven days and in addition this shall also be displayed in the project proponent's website permanently.
- (ii) The copies of the environmental clearance shall be submitted by the project proponents to the Heads of local bodies, Panchayats and Municipal Bodies in addition to the relevant offices of the Government who in turn has to display the same for 30 days from the date of receipt.
- (iii) The project proponent shall upload the status of compliance of the stipulated environment clearance conditions, including results of monitored data on their website and update the same on half-yearly basis.
- (iv) The project proponent shall submit six-monthly reports on the status of the compliance of the stipulated environmental conditions on the website of the ministry of Environment, Forest and Climate Change at environment clearance portal.
- (v) The project proponent shall submit the environmental statement for each financial year in Form-V to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently and put on the website of the company.
- (vi) The criteria pollutant levels namely; PM_{2.5}, PM₁₀, SO₂, NO_x (ambient levels) or critical sectoral parameters, indicated for the project shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.
- (vii) The project proponent shall inform the Regional Office as well as the Ministry, the date of financial closure and final approval of the project by the concerned authorities, commencing the land development work and start of production operation by the project.
- (viii) The project authorities must strictly adhere to the stipulations made by the State Pollution Control Board and the State Government.
- (ix) The project proponent shall abide by all the commitments and recommendations made in the EIA/EMP report, commitment made during Public Hearing and also that during their presentation to the Expert Appraisal Committee.
- (x) No further expansion or modifications in the plant shall be carried out without prior approval of the Ministry of Environment, Forests and Climate Change (MoEF&CC).
- (xi) Concealing factual data or submission of false/fabricated data may result in revocation of this environmental clearance and attract action under the provisions of Environment (Protection) Act, 1986.

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- (xii) The Ministry may revoke or suspend the clearance, if implementation of any of the above conditions is not satisfactory.
- (xiii) The Ministry reserves the right to stipulate additional conditions if found necessary. The Company in a time bound manner shall implement these conditions.
- (xiv) The Regional Office of this Ministry shall monitor compliance of the stipulated conditions. The project authorities should extend full cooperation to the officer (s) of the Regional Office by furnishing the requisite data / information/monitoring reports.
- (xv) The above conditions shall be enforced, inter-alia under the provisions of the Water (Prevention & Control of Pollution) Act, 1974, the Air (Prevention & Control of Pollution) Act, 1981, the Environment (Protection) Act, 1986, Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 and the Public Liability Insurance Act, 1991 along with their amendments and Rules and any other orders passed by the Hon'ble Supreme Court of India / High Courts and any other Court of Law relating to the subject matter.
- (xvi) Any appeal against this EC shall lie with the National Green Tribunal, if preferred, within a period of 30 days as prescribed under Section 16 of the National Green Tribunal Act, 2010.

7. This issues with the approval of the Competent Authority.


(Amardeep Raju)
Scientist-E

Copy to:

1. The Principal Secretary, Department of Forests & Environment and Chairman, GCZMA, Govt. of Gujarat, Sachivalaya, Gandhinagar, Gujarat
2. The Chairman, Central Pollution Control Board, Parivesh Bhawan, CBD-cum-Office Complex, East Arjun Nagar, Delhi – 32
3. The Member Secretary, Gujarat Pollution Control Board, Sector 10-A, Gandhi Nagar – 382043, Gujarat.
4. The APCCF (C), MoEF& CC, RO (WZ), E-5, Kendriya Paryavaran Bhawan, Arera Colony, Link Road No.3, Ravishankar Nagar, Bhopal –16
5. Monitoring Cell, MoEF&CC, Indira Paryavaran Bhavan, New Delhi.
6. Guard File/Record File
7. Notice Board.


(Amardeep Raju)
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