

File No.: 10-41/2017-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,

Deputy General Manager (Env),
M/s Gujarat Maritime Board,
"Sagar Bhavan", Sector 10/A,
Opp: Air force Station, Sachivalaya,
Gandhinagar - 382 010, Gujarat.

Subject: Expansion of Port Infrastructure by construction of cargo berth, extension of coast guard jetty, construction of cargo Godown, widening of existing port road connectivity, construction of southern breakwater etc within existing Porbandar Port at Porbandar, Gujarat by M/s Gujarat Maritime Board, Survey No- 141, Porbandar Village, Porbandar Tehsil, Porbandar District, Gujarat – Environmental and CRZ Clearance

Sir,

This has reference to your online proposal to this Ministry on 13th July 2020 regarding Environmental and CRZ Clearance for expansion of port infrastructure by construction of cargo berth, extension of coast guard jetty, construction of cargo Godown, widening of existing port road connectivity, construction of southern breakwater etc within existing Porbandar Port at Survey No- 141, Porbandar Village, Porbandar Tehsil, Porbandar District, Gujarat.

2. Porbandar port is located at Porbandar village, Porbandar Tehsil, Porbandar District, Gujarat, along the coast of Saurashtra. Gujarat Maritime Board (GMB), which operates the intermediate and minor port of Gujarat, has proposed to enhance the cargo handling capacity of existing Porbandar Port along with the development of jetty for Indian Coast Guard (ICG), new berthing facilities for passenger and cargo handlings, with allied facilities. The project developments proposed in the Porbandar port premises are as following:

- i. Construction of passenger coastal cargo berth of size 100x67m,
- ii. Extension of existing coast guard jetty to the size of size 100x13.5m,
- iii. Extension of finger jetty of size 100x51m, towards Deep Water Berth (DWB), for coastal shipping,
- iv. Extension of finger jetty of size 40x55m for marine police boat berthing,
- v. Construction of cargo godown of size 89x26m,
- vi. Widening of existing port road connectivity from 2 lane to 4 lane, for about 2.85km long.
- vii. Capital dredging of 6,21,550 m³ and maintenance dredging of 62155m³.
- viii. A new backyard of 4 Ha will be developed in the existing land area within port boundary.
- ix. Earthwork and construction of civil structures in the existing back up area.
- x. Increase in cargo handling capacity of Porbandar Port from 10.17MTPA to 12MTPA.



- xi. Construction of southern breakwater of length 2325 m with top width of 15m at suitable location within Porbandar port limit.
- xii. Construction of jetty of size 1900 m x 30 m on the proposed southern breakwater which will be utilised for naval purpose. This jetty will be dedicated for berthing of naval vessels which will safeguard the Saurashtra coastline.

3. The Porbandar port will be mechanized to increase the efficiency of port's cargo handling operations and enhanced environmental management practices. Port mechanization includes installation of closed conveyor system, DFDS system, hopper and automated water sprinkler system, etc. As part of the proposed EMP, a STP is recommended to be developed to treat the domestic waste water generated from the existing and proposed port facilities and the treated waste water will be utilized for greenbelt development, dust suppression, etc. Dredge spoil from capital dredging will be utilized for level raising the maintenance dredging will be disposed -off into the offshore location identified based on the dredge spoil disposal study at depth beyond 20m w.r.t msl where none of the sediments reach the shore. The total area of the project is 9.29 Ha. The overall cost of the project is 13,700 Lakhs (Rs. 137 Crore). Proposed project does not involve diversion of Forest land and will be developed within the existing port facility.

4. 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. Porbandar Port is well connected with both road and rail connectivity. NH8E is available at 4.82km and SH6 is available at 2.6km from the port boundary and Porbandar Railway station is available at 2.5km East-Northeast of port boundary. Porbandar Airport is located at 6km East-Northeast of port facility.
- ii. The main rivers in the district are Bhadar, Ojat, Minsor, Ojat and Vartu. Porbandar has an elevation of 1 m from the Mean Sea Level. The elevation of the project area ranges between 1 to 5m. The region which lies on the north-east side is high and records a maximum elevation of 35m to 40m due to close proximity of Barda. Gulf of Kutch at 0 Km, Porbandar backwater at 0 Km. No impacts on the drainage is imposed due to proposed project as the project components will be developed within the existing port facility.
- iii. The existing port facility has a water supply of 33 KLD from the Porbandar Municipal Corporation through tankers. Additional water demand of about 40KLD due to proposed expansion will be met through the tankers provided by Municipal Corporation. Consent for the same will be applied after obtaining the Environmental Clearance. No groundwater will be extracted/utilized for the proposed project.
- iv. Porbandar port was commissioned on 13th July 1963, which is prior to implementation of Environmental Protection Act (EPA) 1986 and Environmental Impact Assessment Notification (EIA) 2006. Hence the port facility does not have prior EC as on date. However, the port facility has obtained CC&A (Consolidated Consent Authorization) from GPCB and timely renewal of the same is being done, currently valid upto 29th October 2020.
- v. The proposed project is located within 10km radius of Porbandar Bird Sanctuary. No project activities are proposed in the protected areas and the distance from the project boundary to the nearest boundary of the protected area is 1.028km. No impact or disturbance to the protected area due to proposed project is envisaged.



- vi. A detailed waste management plan has been prepared for both construction and operational phase of the proposed project with consideration to the existing Porbandar port facility also. No CETP has been proposed as part of the current proposal hence, Not Applicable.
- vii. As part of the proposed Environmental Management Plan (EMP) a STP of 50KLD capacity is recommended to be installed to treat the sewage and waste water generated from the existing and proposed port facilities (43KLD). The treated waste water will be reused within the port for greenbelt development, sanitation facilities and dust suppression.
- viii. Widening of the feeder road to the port from 2 lanes to 4 lanes will lead to removal of about 2.54 ha of mangroves. Compensatory mangrove afforestation of 10 Ha is proposed for the mangroves that are cleared during road widening activity in consultation with forest department. A 3-Tier greenbelt is proposed to be developed utilizing only native species and in consultation with the forest department. Greenbelt will be developed in a total of 2.97 ha area with 1200 plantations and the fund for greenbelt development is 3 Lakhs.
- ix. As part of energy conservation measures the Porbandar port facility will be installed with LED bulbs and Solar powered lights (200 nos.).
- x. CRZ Area details of Porbandar Port including existing and proposed project components based on the study by National Centre for Sustainable Coastal Management (NCSCM) which is an authorized agency for CRZ map preparation, is presented in below table-

S. No.	Project Activity	Project Activity Area (Sq. Km)	Project Activity falls within CRZ Classification
1	Proposed Turning Circle	11.25	CRZ-IVA
2	Proposed Dredging Area	40.85	CRZ-IVA
3	Proposed Extension of Finger Jetty (for marine police berthing)	0.26	CRZ-IVA
4	Proposed Extension of Finger Jetty (for GMB vessels)	0.35	CRZ-IVA
5	Proposed Extension of ICG Jetty	0.06	CRZ-IVA
6	Proposed Breakwater	3.57	CRZ-IVA, CRZ-IB
7	Proposed Godown	0.23	CRZ-II
8	Proposed Road Widening	5.06	CRZ-IA (Mangrove Buffer Area), CRZ-III
9	Proposed Stack Yard	3.92	CRZ-II
10	Proposed Sagar Mala Jetty	0.67	CRZ-IVA

- xi. The Porbandar Port is located in stable coast as the shoreline status map prepared by NCSCM and Institute of Ocean Management (IOM), Anna University. The proposed breakwater falls in low erosion zone. The proposed project involves Capital dredging to a tune of 6,21,550 m³ for berthing and maintenance dredging to a tune of 62,155 m³. The dredge spoil from capital dredging will be used for reclamation purpose whereas the dredge

spoil from maintenance dredging will be disposed-off into the identified offshore location 21°36'5.00"N latitude and 69°29'11.74"E longitude at depth greater than -20m from msl. Maintenance dredging is proposed to a tune of 62,155 m³ will be undertaken as on when required, the frequency of maintenance dredging is very low (every 3 years only based on requirement) and the dredge spoil will be disposed-off in the above mentioned offshore location. Based on the dredge spoil disposal study none of the disposed sediments reach the shore causing no impact to the shoreline.

- xii. Dust control measures for cargo handling includes mechanization of port and utilization of closed conveyor system, hopper loading with hatch and automated water sprinkler system including cargo storage yard, Dry Fog Dust Suppression (DFDS) system, truck mounted water sprinkler and fog system, wind barriers in storage yard, covering of dusty cargo with tarpaulin sheets, 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. In addition to the above mentioned dust control measures a detailed management plan has been prepared during both construction and operation phase of the project and presented in the EIA Report. A detailed oil spill contingency plan for Tier-1 spill has been carried out by CSIR-National Institute of Oceanography (NIO), Goa for Porbandar Port and the same will be utilized for proposed project also.
- xiii. The proposed project will generate direct and indirect employment in the region for about 45 people during construction phase and about 30 people during operation phase.
- xiv. The layout superimposed on CRZ map of 1:4000 scales. The proposed project was appraised by the Gujarat Coastal Zone Management Authority (GCZMA) in their 47th meeting held on 03.02.2020. GCZMA issued recommendations for the proposed project on 20th May, 2020 ref: No.ENV-10-2019-153-T cell.

5. Public Hearing was conducted on 17th October 2018. The locals appreciated project that construction of breakwater will provide shelter for boats and also aid in decrease in the impact of cyclones to the fishing houses. Impact on the turtle nesting grounds, Loss in fishery due to dredging; number of mangroves lost during the road widening; of waste water within the existing and proposed breakwater. The PP responded that Mangrove area of 2.54 Ha is present along the road widening. This will be removed during construction phase. Compensatory plantation will be done by GMB for 10 Ha; free flow of water will be ensured while designing the breakwater; Temporary impact on the fishery is envisaged during dredging. Once work is completed, environment will return to original state; Entire study area (10 Km radius) is devoid of any turtle nesting or breeding grounds etc.

6. 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.

7. The project proponent along with the EIA consultant M/s Cholamandalam MS Risk Services Limited 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.



8. 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 "Expansion of Port Infrastructure by construction of cargo berth, extension of coast guard jetty, construction of cargo Godown, widening of existing port road connectivity, construction of southern breakwater etc within existing Porbandar Port at Porbandar, Gujarat by M/s Gujarat Maritime Board" 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. Construction activity shall be carried out strictly according to the provisions of the CRZ Notification, 2011. No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area.
- ii. All the recommendations and conditions specified by the Gujarat State Coastal Zone Management Authority (GCZMA) who has recommended the project vide letter No. ENV-10-2019-153-T cell dated 20th May 2020 shall be complied with.
- iii. Consent to Establish/Operate for the project shall be obtained from the State Pollution Control Board as required under the Air (Prevention and Control of Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.
- iv. The project proponent shall comply with the air pollution mitigation measures as submitted.
- v. 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.
- vi. No underwater blasting is permitted. The dredge spoil from capital dredging shall be used for reclamation purpose whereas the dredge spoil from maintenance dredging will be disposed-off into the identified offshore location 21°36'5.00"N latitude and 69°29'11.74"E longitude at depth greater than -20m from msl. With the enhanced quantities, the impact of dumping on the coastal environment should be studied and necessary measures shall be taken on priority basis if any adverse impact is observed.
 - i. 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 report.
 - ii. While carrying out dredging, an independent monitoring shall be carried out by Government Agency/Institute to check the impact and necessary measures shall be taken on priority basis if any adverse impact is observed.
 - iii. The fresh water requirement of 33 KLD will be supplied by the Porandar Municipal Corporation through tankers. Additional water demand of about 40 KLD due to proposed expansion will be met through the tankers provided by Municipal Corporation.
 - iv. A continuous monitoring programme covering all the seasons on various aspects of the coastal environs need to be undertaken by a competent national organization / university

available in the State or by entrusting to the National Institutes/renowned Universities/accredited Consultant with rich experiences in marine science aspects. The monitoring should cover various physico-chemical parameters coupled with biological indices such as microbes, plankton, benthos, inter-tidal fauna and fishes etc. on a periodic basis during construction and operation phase of the project. Any deviations in the parameters shall be given adequate care with suitable measures to conserve the marine environment and its resources.

- v. Continuous online monitoring of for 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 reports to the regional office of MoEF&CC.
- vi. Effective and efficient pollution control measures like covered conveyors/stacks (coal, iron ore and other bulk cargo) with fogging/back filters and water sprinkling commencing from ship unloading to stacking to evacuation shall be undertaken. Coal and iron ore stack yards shall be bounded by thick two tier green belt with proper drains and wind barriers wherever necessary.
- vii. Sediment concentration should be monitored fortnightly at source and disposal location of dredging while dredging.
- viii. 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 as part of the management plan by entrusting to the National Institutes/renowned Universities/accredited Consultant with rich experiences in marine science aspects.
- ix. Spillage of fuel / engine oil and lubricants from the construction site are a source of organic pollution which impacts marine life, particularly benthos. This shall be prevented by suitable precautions and also by providing necessary mechanisms to trap the spillage.
- x. All the recommendations mentioned in the risk assessment report, disaster management plan and safety guidelines shall be implemented.
- xi. Necessary arrangement for general safety and occupational health of people should be done in letter and spirit.
- xii. 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.
- xiii. 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) The project proponent shall prepare a Site-Specific Conservation Plan & Wildlife Management Plan and approved by the Chief Wildlife Warden. The recommendations of the approved Site-Specific Conservation Plan / Wildlife Management Plan shall be implemented in consultation with the State Forest Department. The implementation report shall be furnished along with the six-monthly compliance report (incase of the presence of schedule-I species in the study area).
- (ii) 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.
- (iii) 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.
- (iv) 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, 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) 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.
- (ii) 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.
- (iii) Measures should be taken to contain, control and recover the accidental spills of fuel and cargo handle.
- (iv) The project proponents will draw up and implement a plan for the management of temperature differences between intake waters and discharge waters.
- (v) 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.
- (vi) 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.
- (vii) 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.
- (viii) 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.
- (ix) No diversion of the natural course of the river shall be made without prior permission from the Ministry of Water resources.
- (x) 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 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) Dredging shall not be carried out during the fish breeding and spawning seasons.
- (ii) Dredging, etc shall be carried out in the confined manner to reduce the impacts on marine environment.
- (iii) The dredging schedule shall be so planned that the turbidity developed is dispersed soon enough to prevent any stress on the fish population.



- (iv) 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.
- (v) 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 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.
- (vi) 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.
- (vii) 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) In case of repair of any old vessels, excessive care shall be taken while handling Asbestos & Freon gas. Besides, fully enclosed covering should be provided for the temporary storage of asbestos materials at site before disposal to CTSDF.
- (iv) 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.
- (v) Emergency preparedness plan based on the Hazard identification and Risk Assessment (HIRA) and Disaster Management Plan shall be implemented.
- (vi) 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.
- (vii) 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 project 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.
- (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.


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