



DEENDAYAL PORT AUTHORITY (Erstwhile: DEENDAYAL PORT TRUST)

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EG/WK/4716(EC)/Part III/323

Dated: 19/06/2023

To,
The Director (Environment) & Member Secretary,
GCZMA,
Forest & Environment Department,
Block No.14, 8th floor, Sachivalaya,
Gandhinagar – 382 010.
Email: gcзма.crz@gmail.com,
direnv@gujarat.gov.in.

Sub: Development of Plots for Construction of Warehouses/Godowns (Stage II) at Kandla, Gujarat by Deendayal Port Authority (Erstwhile: Deendayal Port Trust) – **Point wise Compliance to the stipulations in CRZ Recommendation (Period up to November, 2022) reg.**

Ref.:

1. Letter No. ENV-10-2010-1209 -E dated 20/7/2011 of Director (Environment), F & E Department, GoG.
2. Kandla Port letter no. EG/WK/4716/Part I/211 dated 7/6/2013
3. Kandla Port letter no. EG/WK/4716/Part I/1163 dated 4/1/2014.
4. Kandla Port letter no. EG/WK/4716/Part I dated 15/5/2014.
5. Kandla Port letter no. EG/WK/4716/Part I/126 dated 15/10/2014.
6. Kandla Port letter no. EG/WK/4716/Part I dated 11/5/2015.
7. Kandla Port letter no. EG/WK/4716/Part III/373 dated 3/2/2016.
8. Kandla Port letter no. EG/WK/4716/Part III dated 4/2/2017.
9. Deendayal Port letter no. EG/WK/4716 (EC) / Part III dated 29/04/2019

Sir,

It is requested to kindly refer above cited references for the said subject.

In this connection, it is to state that, MoEF&CC, GoI has accorded Environmental & CRZ Clearance for the subject proposal vide above referred letter dated 27/11/2012. Further, MoEF&CC, New Delhi vide letter no. F. No.SEIAA/GUJ/EC/8(a)/472/2020 dated 05.06.2020 had extended validity for EC & CRZ clearance up to 26/11/2022.

Now, please find enclosed herewith compliance report (for the period up to November, 2022) of the stipulated conditions mentioned in CRZ Recommendation letter dated 20/07/2011 along with necessary annexure, for kind information and record please (**Annexure 1**).

Further, as per the MoEF&CC, GoI Notification S.O.5845 (E) dated 26/11/2018, stated that **"In the said notification, in paragraph 10, in sub-paragraph (ii), for the words "hard and soft copies" the words "soft copy" shall be substituted"**. Accordingly, we are submitting herewith soft copy of the same via email ID gczma.crz@gmail.com & direnv@gujarat.gov.in.

This has the approval of Chief Engineer, Deendayal Port Authority.

Yours faithfully,


Manager (Environment)
Deendayal Port Authority

Copy to:

Shri Amardeep Raju,
Scientist E, Ministry of Environment, Forest and Climate Change,
& Member Secretary (EAC-Infra.1),
Indira Paryavaran Bhawan,
3rd Floor, Vayu Wing, Jor Bagh Road, Aliganj,
New Delhi- 110 003;
E-mail: ad.raju@nic.in

Annexure -1

SUBJECT: CRZ Recommendation for the proposed development of Plots for Construction of Warehouse/Godown-Stage-II at Kandla Dist: Kachchh by M/S Deendayal Port Authority Reg. (Period Upto Nov 2022).

Statement Showing Allotment of Plots for the construction warehouse /Godown (Stage-II) At Deendayal Port Authority, Kandla.

Out of a total of 49 plots, 14 plots have already been allotted. The remaining plots will be allotted as per the demand of port users following the due e -tendering cum e-auction process.

<u>Plot No</u>	<u>Name of Plot Allottee</u>	<u>Allotment Date</u>	<u>Present Status</u>
17	M/s Shreeji Exports	22/11/2013	Work completed and Commercial operation started.
18	M/S Gokul Refoils & solvent Ltd	22/11/2013	Work completed and Commercial operation started.
19	M/S Gokul Refoils & solvent Ltd	22/11/2013	Work completed and Commercial operation started.
26	M/s Gokul Agro Resource Ltd	22/11/2013	Work completed and Commercial operation started.
31	M/s Friends Salt Works and Allied Industries	10/10/2022	Open Plot
33	M/s Friends Salt Works and Allied Industries	10/10/2022	Open Plot
34	M/s Friends Salt Works and Allied Industries	10/10/2022	Open Plot
35	M/s Friends Salt Works and Allied Industries	10/10/2022	Open Plot
39	M/s Friends Salt Works and Allied Industries	10/10/2022	Open Plot
38	M/s Shreeji Exports	28/09/2022	Open Plot
49	M/S ACT Infraport Ltd	05/01/2015	Work completed and Commercial operation started.
52	M/s Shiv Shipping Services	03/09/2022	Open Plot
53	M/s Siddhivinayak Warehousing	03/09/2022	Open Plot
65	M/S A&I Hospitality Pvt Ltd	22/11/2013	Work completed and Commercial operation started.

Further, the Six-Monthly compliance report of the stipulated Condition Mentioned in Environment & CRZ Clearance submitted by the plot allottees is placed in **Annexure A**.

Sr. No	Condition	Status
SPECIFIC CONDITIONS		
1.	The provisions of the CRZ Notification of 2011 shall be strictly adhered to by the KPT. No activity in contradiction to the provisions of the CRZ Notification shall be carried out by the KPT.	Out of a total of 49 plots, DPA allotted fourteen plots (Plot no. 17, 18, 19, 26, 31, 33, 34, 35, 38, 39, 49, 52, 53 & 65). The allottees have submitted that, they have strictly followed the provisions of CRZ Notification, 2011 and only those activities which are permissible as per CRZ Notification, 2011 as amended from time to time, are being carried out.
2	The KPT shall participate financially for installing and operating the Vessel Traffic Management System in the Gulf of Kachchh and shall also take lead in the preparing and operationalizing the regional oil spill contingency plan in the Gulf of Kachchh.	Noted. Deendayal Port Authority contributed an amount of Rs 41.25 crores, i.e. 25% of the total project cost of 165 crores for installing and operating the VTMS in the Gulf of Kachchh. DPA is already having Oil Spill Contingency Plan (Annexure B)
3	The KPT shall strictly ensure that no creeks or rivers are blocked due to any activity at Kandla.	Out of a total of 49 plots, DPA allotted fourteen plots (Plot no. 17, 18, 19, 26, 31, 33, 34, 35, 38, 39, 49, 52, 53 & 65). The allottees have submitted that no creeks or rivers have been blocked due to construction activities carried out by the respective plot allottee.
4	Mangroves plantation in an area of 200 ha. shall be carried out by the KPT within 2 years in a time bound manner on Gujarat coastline either within or outside the Kandla Port Trust area and six monthly compliance report along with the satellite images and GPS readings with Latitude and Longitude shall be submitted to the Ministry of Environment and Forests as well as to this Department without fail.	<p>DPA has undertaken mangrove plantations in an area of 1400 ha. since 2005-06 through various agencies.</p> <p>Further, DPA is carrying out an additional mangrove plantation of 100 ha. with the consultation of the Gujarat Ecology Commission.</p> <p>Further, the Study on the present Status, Conservation, and Management Plan for Mangroves of Kandla Port region submitted by M/s GUIDE, Bhuj, had already been communicated to the GCZMA & to the MoEF&CC, GoI.</p> <p>–In addition to the above, DPA appointed M/s GUIDE, Bhuj for “Regular Monitoring of Mangrove Plantation carried out by DPA” (period 15/9/2017 to 14/9/2018 vide work order dated 1/9/2017 and 24/5/2021 to 23/5/2022 vide work order dated 3/5/2021).</p> <p>The report submitted by GUIDE for 2021</p>

Sr. No	Condition	Status
		and 2022 is submitted as Annexure C
5	No ground water shall be tapped for any purpose during the proposed expansion/modernization activities.	Out of a total of 49 plots, DPA allotted fourteen plots (Plot no. 17, 18, 19, 26, 31, 33, 34, 35, 38, 39, 49, 52, 53 & 65). The allottees have submitted that, they have not tapped Ground water for any purpose and appointed local water Supplier for their water requirement during construction phase and also submitted assurance that, they will not tap ground water during operation also.
6	All necessary permission from different Government Departments/agencies shall be obtained by the KPT before commencing the expansion activities.	Out of a total of 49 plots, DPA allotted fourteen plots (Plot no. 17, 18, 19, 26, 31, 33, 34, 35, 38, 39, 49, 52, 53 & 65). The allottees have submitted that, they have started activities only after obtaining requisite permission from DPA. However, as per the provision of lease deed regarding obtaining statutory clearance, if any, in future, by the respective plot allottee, they will obtain all the necessary permissions as applicable.
7	No effluent or sewage shall be discharged into the sea/creek or in the CRZ area and it shall be treated to conform to the norms prescribed by the Gujarat Pollution Control Board and would be reused/recycled within the premises.	Out of a total of 49 plots, DPA allotted fourteen plots (Plot no. 17, 18, 19, 26, 31, 33, 34, 35, 38, 39, 49, 52, 53 & 65). The allottees have submitted that, they have already provided the necessary septic tank/soak pit for the treatment of sewage.
8	All the recommendations and suggestions given by NIOT in their Environment Impact Assessment Report for conservation, protection and betterment of environment shall be implemented strictly by the KPT	Out of a total of 49 plots, DPA allotted fourteen plots (Plot no. 17, 18, 19, 26, 31, 33, 34, 35, 38, 39, 49, 52, 53 & 65). The allottees have submitted that they agreed to the conditions of NIOT on protection & betterment of the environment.
9	The construction and operational activities shall be carried out in such a way that there are no negative impacts on mangroves and other coastal/marine habitats. The construction and reclamation activities shall be carried out only under the constant supervision and guidelines of the NIOT.	Out of a total of 49 plots, DPA allotted fourteen plots (Plot no. 17, 18, 19, 26, 31, 33, 34, 35, 38, 39, 49, 52, 53 & 65). The allottees have submitted that, they had carried out construction activities in compliance with this stipulated condition.
10	KPT shall contribute financially for any common study or project that may be	DPA/plot allottee will contribute for the common study for projects that may

Sr. No	Condition	Status
	proposed by the Forests & Environment Department (F&ED) for environmental Management / conservation / improvement for the Gulf of Kutch.	have proposed by MoEF&CC for Environmental Management / Conservation / Improvement for the Gulf of Kutch.
11	The construction debris and /or any other type of waste shall not be disposed of into the sea, creek or in the CRZ areas. The Debris shall be relocated outside the CRZ area.	Out of a total of 49 plots, DPA allotted fourteen plots (Plot no. 17, 18, 19, 26, 31, 33, 34, 35, 38, 39, 49, 52, 53 & 65). The allottees (Plot no. 17, 49) have submitted that they have not disposed of the construction debris or any other type of waste into the sea, creek, or in CRZ areas. Plot allottees (Plot no. 18, 19, 26, 65) submitted Construction debris will be removed immediately after construction activities are completed and the same will be disposed of as per the GPCB norms / Construction and Demolition Rule, 2016.
12	The construction camps shall be located outside the CRZ area and the construction labour shall be provided with the necessary amenities, including sanitation, water supply and fuel and it shall be ensured that the environmental conditions are not deteriorated by the construction labours.	Out of a total of 49 plots, DPA allotted fourteen plots (Plot no. 17, 18, 19, 26, 31, 33, 34, 35, 38, 39, 49, 52, 53 & 65). Plot allottees (Plot no. 17, 49) have submitted that construction is already completed. Plot allottees (Plot no. 18, 19, 26, 65) submitted that no construction camps are required at the project site as local laborers are involved during construction activity.
13	KPT shall bear the cost of the external agency that may be appointed by this department for supervision/monitoring of proposed activities and the environmental impacts of the proposed activities.	Point Noted.
14	KPT shall take up massive greenbelt development activities in and around Kandla and also within the KPT limit	<p>DPA has planted about one lakh trees in roadside dividers, colony areas at Kandla and Gopalpuri, in the greenbelt area of Gandhidham & Adipur Township, Sewage Treatment Plants at Gopalpuri & Kandla and extensive green belt development plans initiated at different locations in Township areas.</p> <p>DPA entrusted work of greenbelt development in and around the Port area to the Forest Department, Gujarat, at the cost of Rs. 352lakhs (Area 32 hectares), and the work is completed.</p>

Sr. No	Condition	Status
		Further, DPA has appointed the Gujarat Institute of Desert Ecology (GUIDE) for "Green belt development in Deendayal Port Authority and its Surrounding Areas, Charcoal site' (Phase-I)" vide Work Order No.EG/WK/4757/Part [Greenbelt GUIDE, dated 31 st May 2022 (Annexure D).
15	KPT shall have to contribute financially for taking up the socioeconomic Up liftman activities in this region in consultation with the Forests and Environment Department and the District Collector / District Development Officer.	DPA had undertaken CSR activities since the year 2011-12. The details of CSR Activities undertaken & planned are attached herewith as Annexure E.
16	<p>A separate budget shall be earmarked for environmental management and socio-economic activities including the greenbelt /</p> <p>Mangrove plantation and details thereof shall be furnished to F&ED, SEIAA as well as MoEF, GoI. The details with respect to the Expenditure from this budget head shall also be furnished along with the compliance report.</p>	<p>Out of a total of 49 plots, DPA allotted fourteen plots (Plot no. 17, 18, 19, 26, 31, 33, 34, 35, 38, 39, 49, 52, 53 & 65). The plot allottees have submitted that they have already earmarked a separate budget for environmental management, and socio-economic activity including the greenbelt.</p> <p>DPA has undertaken mangrove plantations in an area of 1500 ha. since 2005-06 through various agencies. Plantation details are attached herewith as Annexure F.</p> <p>Further, DPA is carrying out an additional 100 ha. mangrove plantation vide Work Order No. DD/WK/3050/Pt-I/GIM/PC-44 dated 02/06/2022 with the consultation of the Gujarat Ecology Commission (Annexure G).</p> <p>Further, the Study on the present Status, Conservation, and Management Plan for Mangroves of Kandla Port region submitted by M/s GUIDE, Bhuj, had already been communicated to the GCZMA & to the MoEF&CC, GoI.</p> <p>In addition to the above, DPA appointed M/s GUIDE, Bhuj for "Regular Monitoring of Mangrove Plantation carried out by DPA" (period 15/9/2017</p>

Sr. No	Condition	Status
		<p>to 14/9/2018 vide work order dated 1/9/2017 and 24/5/2021 to 23/5/2022 vide work order dated 3/5/2021).</p> <p>The report submitted by GUIDE for 2021 and 2022 is submitted as Annexure C</p>
17	<p>A separate environmental management cell with qualified personnel shall be created for Environmental monitoring and management during construction and operational phases of the project.</p>	<p>DPA is already having an Environment Management cell. Further, DPA has also appointed an expert agency for providing Environmental Experts from time to time. DPA appointed M/s Precitech Laboratories, Vapi for providing Environmental Experts vide work order dated 5/2/2021 (Copy of work order & scope of work attached as Annexure H.</p> <p>In addition, it is relevant to submit here that, DPA has appointed Manager (Environment) on contractual basis for the period of 3 years and further extendable to 2 years. A copy of office order is attached herewith as Annexure I.</p>
18	<p>An Environmental Audit Report indicating the changes, if any, with respect to the baseline environmental quality in the coastal and marine environment shall be submitted every year by the KPT to F&ED, SEIAA as well as MoEF, GOI.</p>	<p>DPA regularly carried out Environment auditing from the year 2010 to upto 2015 through schedule I Auditor of GPCB. Subsequently, as per GPCB direction, for the year 2015-16 (April 2015 to May 2016) GPCB assigned auditing to M/s Marwadi Education Foundation. However, after that GPCB has not assigned Environmental auditing of DPA to any agency.</p>
19	<p>KPT shall have to contribute financially to support the National Green Corps Scheme being implemented in Gujarat by the GEER Foundation, Gandhinagar, in consultation with Forests and Environment Department</p>	<p>Point noted for Compliance.</p>
20	<p>A six monthly report on compliance of the stipulated conditions shall have to be furnished by the KPT on regular basis to the Department /MOEF,GOI</p>	<p>Based on the compliance reports received from the plot allottees, DPA regularly submitted six monthly compliance reports to the concerned authority.</p>
21	<p>Any other condition that may be stipulated by this Department from time to time for the environment</p>	<p>Point Noted.</p>

Sr. No	Condition	Status
	protection and Management Purpose shall also have to be complies with by the KPT	

Annexure -A



Shreeji Exports (Warehouse Division)

Plot No. 1/1, Sector - III, Kandla Special Economic Zone, Gandhidham - 370 230. Kutch
Tel.: (02836) 252342, 253717, 253718 Telefax : (02836) 252342
E-mail : shreejiexports@shreeji-group.com

REGD. OFFICE :

Shreeji Group,
Sector-8, Plot No. 63,
Gandhidham (Kutch),
Gujarat, Pin - 370201.
Tel. : +91 - 2836-225210/11
Fax : +91 - 2836-225411

Date : 03-12-2022

To,
The Superintending Engineer (PL) & EMC (I/c),
Deendayal Port Trust
Gandhidham (Kutch) 370201

Sub. : Submission of 6 monthly compliance report for the period from July 2022 to November 2022

Dear Sir,

With reference to above subject pl find enclosed herewith following compliance reports for the period from July 2022 to November 2022

1. Point wise compliance report of EC and CRZ Clearance to DPT for development of plots for construction of warehouse at Kandla.
2. Monitoring Report : Data Sheet
3. CRZ recommendation for proposed development of plots for construction of warehouse / Godowns Stage II at Kandla
4. Compliance Report of NOC for the project entitled.
5. General Conditions.
6. Environmental Testing Report

Kindly acknowledge the receipt of the same.

For Shreeji Exports (Warehouse Division)


(Authorised Signatory)



345
05/12/2022

Mohandas (Env)/ Shri Padolina
EMC

3/12/22

SUBJECT: Point wise compliance report of EC and CRZ Clearance to Kandla Port Trust for development of plots for construction of Warehouses at Kandla, Dist. Kutch for the period from July 2022 to November 2022

SEIAA, Gujarat vide their letter no.SEIAA/GUJ/EC/8(b)/351/2012 dated 27/11/2012 had granted Environment and CRZ Clearance for the subject project at Kandla Port Trust.

<u>SPECIFIC CONDITION</u>	Remarks of M/s Shreeji Exports (Warehouse Division)
1. Kandla Port Trust [KPT] shall prepare a master document of terms and conditions including the provision of environment management plan, pollution mitigation measures, green belt development, safety related aspects etc. and incorporate the same as a part of the agreement deed with the bidders of Warehouses / Godowns. KPT shall be the responsible for non compliance or violation of any of the terms & conditions mentioned in the master document.	This specific condition is applicable to DPT.
2. KPT shall not allow storage of those materials in Warehouses / Godowns, which are not permissible as per the CRZ Notification, 2011, as may be amended from time to time.	Only Those materials which are permissible as per CRZ notification 2011 shall be stored.
3. The provisions of the CRZ Notification of 2011 shall be strictly adhered to by the KPT. No activity in contradiction to the provisions of the CRZ Notification shall be carried out by the KPT. The KPT shall carry out only permissible activities within the CRZ areas.	Only Those activities which are permissible as per CRZ notification 2011 as amended time to time are being carried out
4. Mangroves plantation in an area of 200 ha. shall be carried out by the KPT within 2 years in a time bound manner on Gujarat coastline either	This specific condition is applicable to DPT.



within or outside the Kandla Port Trust area and six monthly compliance report along with the satellite images and GPS readings with Latitude and Longitude shall be submitted to the Ministry of Environment and Forests as well as to this Department without fail.	
5. All necessary permissions from different Government Departments / agencies shall be obtained by the KPT before commencing the expansion activities.	The activities have been started only after obtaining requisite permission from DPT. However, as per the provision of lease deed regarding obtaining statutory clearance, if any, in future, all the necessary permissions applicable will be obtained.
6. No ground water shall be tapped for any purpose during the construction and operation phases.	No Ground water has been tapped for any purpose and appointed local water supplier for water requirement during construction phase, Further no ground water shall be tapped during operation
7. No effluent or sewage shall be discharged into the sea / creek or in the CRZ area and it shall be treated to conform to the norms prescribed by the Gujarat Pollution Control Board and would be reused / recycled within the premises.	Necessary septic tanks/ soak pits have been provided for treatment of sewage and treated water is being used for development of green belt in premises.
8. The construction and operational activities shall be carried out in such a way that there are no negative impacts on mangroves and other coastal/marine habitats. The construction and reclamation activities shall be carried out only under the constant supervision and guidelines of the NIOT.	Construction activities have been carried out in compliance of this stipulated condition.
9. KPT shall take up massive greenbelt development activities in and around Kandla and also within the KPT limits.	Necessary Greenbelt will be developed as per the requirement of the condition.
10. An Environmental Audit Report	This specific condition is applicable to



indicating the changes, if any, with respect to the baseline environmental quality in the coastal and marine environment shall be submitted every year by the KPT to F&ED, SEIAA as well as MoEF, GOI.	DPT
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A.1 CONSTRUCTION PHASE: We have already completed the construction of our Warehouse. Hence Point No. 11 to 30 is not applicable in our case.

11.KPT shall strictly ensure that no creeks or rivers are blocked due to any activity at Kandla.	Compliance status not applicable
12.Water requirement during the construction phase shall be met by Narmada water supply pipeline through GWSSB. Metering of water shall be done and its records shall be maintained.	Compliance status not applicable
13.All required sanitary and hygienic measures shall be provided before starting the construction activities and to be maintained throughout the construction phase.	Compliance status not applicable
14.The construction site shall be provided with barricades of adequate height on its periphery with adequate signage.	Compliance status not applicable
15.Water sprinkling shall be done in vulnerable areas for controlling fugitive emission.	Compliance status not applicable
16.Material shall be covered during transportation to avoid the fugitive emission.	Compliance status not applicable
17.The roads inside the project area and roads connected to the main road shall be paved or shall be water sprinkled to avoid the fugitive emissions during construction.	Compliance status not applicable
18.Adequate drinking water and sanitation facilities, fuel (kerosene or cooking gas), utensils crèches, canteen, rest rooms, safe disposal system for waste garbage, first aid,	Compliance status not applicable



medical and emergency facilities shall be provided for construction workers to ensure that they do no ruin the existing environmental condition.	
19. Adequate personal protective equipments shall be provided to the construction workers to ensure their safety and the project proponent shall ensure its usage by the labors.	Compliance status not applicable
20. All topsoil excavated during construction activities should be stored separately for use in horticultural / landscape development within the project site.	Compliance status not applicable
21. The construction debris and /or any other type of waste shall not be disposed of into the sea, creek or in the CRZ areas. The debris shall be removed from the construction site immediately after the construction is over and disposed of as may be advised by the GPCB.	Compliance status not applicable
22. The construction camps shall be located outside the CRZ area and the construction labour shall be provided with the necessary amenities, including sanitation, water supply and fuel and it shall be ensured that the environmental conditions are not deteriorated by the construction labors.	Compliance status not applicable
23. Use of diesel generator sets during construction phase should be enclosed type and conforming to the EPA Rules for air and noise emission standards.	Compliance status not applicable
24. Vehicles hired for bringing construction material at site should	Compliance status not applicable



be in good conditions and conform to applicable air and noise emission standards and should be operated only during non-peak hours.	
25. Ambient noise levels should confirm to residential standards both during day and night. Incremental pollution load on the ambient air and noise quality should be closely monitored during construction phase.	Compliance status not applicable
26. Ready made mix concrete should be used so far as possible.	Compliance status not applicable
27. Water demand during construction should be reduced by use of curing agents, plasticizers and other best practices.	Compliance status not applicable
28. Fly ash should be used as building material in the construction as per provisions of Fly Ash Notification under EPA.	Compliance status not applicable
29. Structural design aspects in accordance to the seismic zone shall be strictly adhered to.	Compliance status not applicable
30. The construction materials and debris shall be properly stored and handled to avoid negative impacts such as air pollution and public nuisances by blocking the roads and public passages.	Compliance status not applicable
A-2 OPERATION PHASE:	
31. Water requirement during operation phase shall be met by Narmada pipeline through GWSSB. Metering of water shall be done and its records shall be maintained.	Local water supplier will be appointed for water requirement and also record will be maintained.
32. Sewage to the tune of 823 lit/day to be generated during operation phase shall be treated in the onsite STP. Entire quantity of treated sewage shall be utilized for flushing, gardening and HVAC cooling purpose.	Necessary septic tanks/ soak pits have been provided for treatment of sewage and treated water is being used for development of green belt in premises.



Dual plumbing system with separate tanks and lines shall be provided for reuse of treated sewage.	
33.Low water consuming devices shall be provided. Fixtures for showers, toilet, flushing and drinking shall be of low flow either by use of aerators/ diffusers or pressure reducing devices etc.	We have taken adequate measures for low water consumption.
34.The municipal solid waste shall be properly collected and segregated at source. Recyclable waste shall be sold off to vendors whereas non recyclable wastes shall be disposed through the local body.	Point Noted. We will complied.
35.Hazardous wastes i.e. used oil generated from DG set / other machinery overhauling and transformer oil replacement shall be sold off to the registered recyclers and any other type of hazardous waste generating from the project if any, shall be disposed as per the Hazardous Waste (Management, Handling and Trans boundary Movement) Rules 2008, as may be amended from time to time.	The godown will be used for storage of cargo only and hence no hazardous wastage generation envisaged.
36.The stack height of the DG Sets shall be equal to the height needed for the combined capacity of all proposed DG sets. The gaseous emissions from the D. G. Sets shall conform to the standards prescribed by GPCB. At no time, the emission levels shall go beyond the stipulated standards.	Point Noted. We will comply.
37.The acoustic enclosures shall be installed at all noise generating equipments such as DG Sets, air conditioning systems, etc. and the noise level shall be	Point Noted. We will comply.



<p>maintained as per the MoEF / CPCB guidelines / norms both during day and night time.</p>	
<p>38.The green belt shall be developed along the boundary and internal roads.</p> <p>The open spaces inside the project shall be suitably landscaped and covered with vegetation of indigenous variety.</p> <p>The area earmarked as green area shall be used only for greenbelt and shall not be altered for any other purpose.</p> <p>Drip irrigation / low-volume, low-angle sprinkler system shall be used for the lawns and other green area including tree plantation.</p>	<p>Green belt has been provided in boundary and internal roads with adequate water springing arrangement.</p>
<p>39.Adequate parking space shall be provided as per the local by-laws and NBC guidelines, whichever is stringent.</p> <p>The area earmarked for the parking shall be used for parking only.</p> <p>No other activity shall be permitted in this area.</p>	<p>Necessary Parking has already been provided as per the guidelines.</p>
<p>40.No public space shall be used or blocked for the parking and the trained staff shall be deployed to guide the visitors for parking.</p> <p>Traffic congestion near the entry and exit points from the roads adjoining the proposed project site must be avoided.</p>	<p>Necessary parking facility has been provided to avoid congestion, in the premises.</p>
<p>41.The project proponent shall install the electric utilities / devises, which are energy efficient and meeting with</p>	<p>Necessary energy efficient devises have been provided as per the requirement of the condition.</p>



<p>the Bureau of Energy Efficiency norms, wherever applicable.</p> <p>Energy Conservation Building Code [ECBC] norms shall be implemented in the project.</p>	
<p>42.The transformers and motors shall have minimum efficiency of 85%. Only variable frequency motor drives shall be used in the project.</p> <p>Solar lights shall be provided in the open sunlit areas.</p>	<p>Point Noted.</p> <p>Point Noted.</p>
<p>43.The energy audit shall be conducted at regular interval for the project and the recommendations of the Audit Report shall be implemented with spirit.</p>	<p>Our qualified person will conduct the Energy audit at regular interval at our premises. We will implement the recommendations of the energy Audit Report</p>
<p>44.Adequate measures shall be taken for fire and life safety as per the provisions of the NBC guidelines.</p> <p>Sufficient peripheral open passage shall be kept for free movement of fire tender/ emergency vehicle around the premises.</p>	<p>We have taken adequate measures for fire and life safety at our premises.</p> <p>We have already earmarked the area / open passages for free movement of the fire tender / emergency vehicle around the premises.</p>
<p>45.The project management shall prepare a detailed Disaster Management Plan (DMP) for the operational phase of the project.</p>	<p>We have a Disaster Management Plan (DMP) in place.</p>
<p>46.Necessary emergency lighting system along with emergency power back up system shall be provided.</p> <p>In addition, emergency siren/public address system arrangement shall be provided in the township.</p> <p>Necessary signage/maps at all appropriate places shall be provided to guide the people towards exits and assembly points during the</p>	<p>We have provided emergency lighting system.</p> <p>Point Noted.</p> <p>We have provided signage / maps at all appropriate places to guild the people towards exists and assembly points</p>



unforeseen emergency and untoward conditions.	during the unforeseen emergency and untoward conditions.
47. Compulsory Training to the staff for the first aid and fire fighting along with regular mock drill shall be made an integral part of the emergency management plan of the project.	The condition noted and will be complied with in due course
48. First Aid Boxes shall be made readily available in adequate quantity at all the times.	First Aid Boxes have been provided in the premises.
49. The project proponent shall ensure maximum employment to the local people.	Point Noted.
50. The project management shall also comply with all the environment protection measures, risk mitigation measures and safeguards proposed by them.	Due care is being taken for compliance of environment protection measures.
OTHER CONDITION:	
51. A separate environmental management cell with qualified personnel shall be created for environmental monitoring and management during construction and operational phases of the project.	DPT has set up EMC for environment monitoring and management during the construction and operational phase of the project.
52. All the recommendations and suggestions given by NIOT in their Environment Impact Assessment Report for conservation, protection and betterment of environment shall be implemented strictly by the KPT.	This specific condition is applicable to DPT.
53. KPT shall participate financially for installing and operating the Vessel Traffic Management System in the Gulf of Kutch and Shall also take lead in preparing and operationalizing the Regional Oil Spill Contingency plan in the Gulf of Kutch.	This specific condition is applicable to DPT.



54.KPT shall have to contribute financially for taking up the socio-economic up liftment activities in this region in consultation with the Forests and Environment Department and the District Collector / District Development Officer.	This specific condition is applicable to DPT.
55.KPT shall contribute financially for any common study or project that may be proposed by the Forests & Environment Department (F&ED) for environmental management / conservation / improvement for the Gulf of Kutch.	This specific condition is applicable to DPT.
56.KPT shall bear the cost of the external agency that may be appointed by F&ED / SEIAA for supervision / monitoring of proposed activities and the environmental impacts of the proposed activities.	This specific condition is applicable to DPT.
57.KPT shall have to contribute financially to support the National Green Corps Scheme being implemented in Gujarat by the GEER Foundation, Gandhinagar, in consultation with Forests and Environment Department	This specific condition is applicable to DPT.
58. A separate budget shall be earmarked for environmental management and socio-economic activities including the greenbelt / mangrove plantation and details thereof shall be furnished to F&ED, SEIAA as well as MoEF, GoI. The details with respect to the expenditure from this budget head shall also be furnished along with the compliance report.	This specific condition is applicable to DPT.
59. Movement of vehicles in the Inter Tidal Zone shall be restricted to the minimum so as to maintain ecological features and avoid damage to the ecosystem.	Due care is being taken for movement of vehicles in the intertidal zone to maintain ecological features and avoid damages to the eco system.



60. A six monthly report on compliance of the stipulated conditions shall have to be furnished by the KPT in hard and soft copies to the regulatory authorities concerned, on 1 st June and 1 st December of each calendar year.	This specific condition is applicable to DPT.
61.No further expansion or modification or development likely to cause environmental impact shall be carried out without obtaining prior clearance from the concerned authority.	During the subject period we have not expanded, modified or developed our plot.
62. Any other condition that may be stipulated by F&ED and SEIAA from time to time for environmental protection / management purpose shall also have to be complied with by the KPT	We will comply with any other conditions that may be stipulated by F&ED and SEIAA from time to time environmental Protection / management purpose. This specific condition is applicable to DPT.
63.The project authorities shall earmark adequate funds to implement the conditions stipulated by SEIAA as well as GPCB along with the implementation schedule for all the conditions stipulated herein. The funds so provided shall not be diverted for any other purpose.	This specific condition is applicable to DPT.
64. The applicant shall inform the public that the project has been accorded environmental clearance by the SEIAA and that the copies of the clearance letter are available with the GPCB and may also be seen at the Website of SEIAA/ SEAC/ GPCB. This shall be advertised within seven days from the date of the clearance letter, in at least two local newspapers that are widely circulated in the region, one of which shall be in the Gujarati language and the other in English. A copy each of the same	Deendayal Port Trust had already been informed to the public that the project has been accorded Environmental Clearance from SEIAA and that the copies of the clearance letter are available with the GPCB and may also be seen at the Website of SEIAA/ SEAC.



shall be forwarded to the concerned Regional Office of the Ministry	
65. The project authorities shall also adhere to the stipulations made by the Gujarat Pollution Control Board.	We are following the stipulations made by the GPCB.
66. The project authorities shall inform the GPCB, Regional Office of MoEF and SEIAA about the date of financial closure and final approval of the project by the concerned authorities and the date of start of the project.	This specific condition is applicable to DPT.
67. The SEIAA may revoke or suspend the clearance, if implementation of any of the above conditions is not found satisfactory.	Compliance not applicable.
68. The above conditions will be enforced, inter-alia under the provisions of the Water (Prevention and Control of Pollution) Act, 1974, the Air (Prevention and Control of Pollution) Act, 1981, the Environment (protection) Act, 1986, Municipal Solid Wastes (Management and Handling) Rules, 2000 and the Public Liability Insurance Act, 1991 and the Rules made there under from time to time.	Point Noted.
69. This environmental clearance is valid for five years from the date of issue.	Point Noted.



**Monitoring the implemental Safe guards Ministry of Environment &
Forests**

Regional office (W), Bhopal.

Monitoring Report (from July 2022 to November 2022)

Part – 1

DATA SHEET (Shreeji Exports- Warehouse Division)

1. Project type : River valley/ Mining/Industry/ thermal/nuclear/Other (specify)	Infrastructure and Miscellaneous Projects + CRZ
2. Name of the project	Development of plots for construction of warehouse/Godowns – Stage II at Kandla by Kandla Port Trust.
3. Clearance Letter (s). OM no and date	Environment / CRZ Clearance issued by SEIAA, Govt. of Gujarat vide letter No. SEIAA/GUJ/EC/8(b)/2012 dated 27 th December 2012,
4. Location a) District (s) b) State (s) c) Location/latitude/longitude	Plot No.17, Kandla, Dist: Kutch State: Gujarat Location: Near NH8A, Kandla Port Trust,
5. Address for Correspondence a) address of Concerned Project Chief Engineer(with pin code & telephone/telex/fax numbers b) Address of Executive project Engineer/manager/(with pin code fax numbers)	Mr. Santosh R Goyal Partner Shreeji Exports Plot No. 63, Sector 8, Near D Mart, Gandhidham – 370 201 Tel : 02836 225210 Dist – Kutch GUJARAT
6. Salient features of the project b) Salient features of the Environmental management plan	Warehouse at Plot No.17 This specific condition is applicable to DPT
7. Break up of the project area a) Submergence area : forest & non-forest b) Others	This specific condition is applicable to DPT
8. Break up of the project affected population with enumeration of those losing houses/dwelling units only agricultural land & landless labourers/artisen a) SC. ST/Adivasis b) Others (please indicate whether these figures are based on any scientific and systematic survey carried out of only provisional figures, if a	This specific condition is applicable to DPT



survey is carried out give details and years of survey).	
9. Financial details	
a) Project cost as originally planned and subsequent revised estimates and the year of prices reference	Approx Rs.10.40 crores.
b) Allocation made for environmental management plans with item wise and year wise break-up	F.Y. 2022-23 : Rs 10000
c) Benefit cost ratio/Internal rate of Return and the year of assessment Whether (c) includes the cost of environmental management plans so far.	N.A
d) Actual expenditure incurred on the project	About Rs. 1226 Lakhs
e) Actual expenditure incurred on the Environmental management plans so far.	Rs. NIL
10. Forest land requirement	Nil
a) The status of approval for diversion of forest land for non-forestry use	Nil- Not related.
b) The status of clear felling	NIL
c) The status of compensatory a forestation, if any	Nil
d) Comments on the viability & sustainability of compensatory a forestation programmed in the light of actual field experience so far	NIL.
11. The status of clear felling in non-forest areas (such as submergence area of reservoir, approach roads), if any with quantitative information.	Nil
12. Status of construction	



a) Date of commencement (Actual and/or planned)	01-09-2016
b) Date of completion (Actual and/or planned)	26-12-2017
13. Reasons for the delay if the Project is yet to start	-----
Date of site visited	
a) The dates on which the project was monitored by the regional office on pervious occasion. if any	----- -----
b) The date site visit for this monitoring report	



**SUBJECT: CRZ Recommendation for proposed development of plots for
Construction of warehouse/Godowns – Stage II at Kandla,
Dist: Kuchchh by M/S Kandla Port Trust Limited- Reg.**

Specific Condition	Remarks of Shreeji Exports (Warehouse Division)
1. The provisions of the CRZ Notification of 2011 shall be strictly adhered to by the KPT. No activity in contradiction to the provisions of the CRZ Notification shall be carried out by the KPT.	Only Those activities which are permissible as per CRZ notification 2011 as amended time to time are being carried out
2. The KPT shall participate financially for installing and operating the vessel Traffic Management System in the Gulf of Kachchh and shall also take lead in the preparing and operationalizing the regional oil spill contingency plan in the Gulf of Kachchh.	This specific condition is applicable to DPT.
3. The KPT shall strictly ensure that no creeks or rivers are blocked due to any activity at Kandla.	No any creeks or rivers have been blocked by us.
4. Mangrove plantation in an area of 200 ha. shall be carried out by the KPT within 2 years in a time bound manner on Gujarat coastline either within or outside the Kandla port trust area and Six monthly compliance report along with the satellite images and GPS readings with Latitude and Longitude shall be submitted to the ministry of environment and forest as well as to this department without fail.	This specific condition is applicable to DPT.
5. No ground water shall be tapped for any purpose during the proposed expansion / modernization activities.	No Ground water has been tapped for any purpose and appointed local water supplier for water requirement during construction phase, Further no ground water shall be tapped during operation.



6. All necessary permission from different government departments/agencies shall be obtained by the KPT before commencing the expansion activities.	The activities have been started only after obtaining requisite permission from DPT. However, as per the provision of lease deed regarding obtaining statutory clearance, if any, in future, all the necessary permissions applicable will be obtained
7. No effluent or sewage shall be discharged into the sea/ creek or in the CRZ area and it shall be treated to conform to the norms prescribed by the Gujarat Pollution Control Board and would be reused / recycled within the plant premises, to the extent feasible.	Necessary septic tanks/ soak pits have been provided for treatment of sewage and treated water is being used for development of green belt in premises.
8. All the recommendations and suggestions given by the NIOT in their environment impact assessment report for conservation/protection and betterment of environment shall be implemented strictly by the KPT.	All recommendations and suggestions will be implemented strictly.
9. The construction and operational activities shall be carried out in such a way that there are no negative impacts on mangroves and other coastal/marine habitats. The construction and reclamation activities shall be carried out only under the constant supervision and guideline of the NIOT	We are carrying out the operational activities in such a way that there are no any negative impacts on mangroves and other coastal/marine habitats. We have already completed the construction activities. Therefore this compliance is not applicable.
10. The KPT shall contribute financially for any common study or project that may be proposed by this department for environmental management/ conservation /improvement for the Gulf of Kutch.	This specific condition is applicable to DPT.



<p>11.The construction debris and / or any other type of waste shall not be disposed of into the sea, creek or in the CRZ areas.</p> <p>The Debris shall be removed from the construction site immediately after the construction is over and disposed of as may be advised by GPCB.</p>	<p>We will not dispose off any type of waste into the sea, creek or in the CRZ areas.</p> <p>We have already completed the construction of our warehouse. There is no Debris is laying at our site.</p>
<p>12.The construction camps shall be located outside the CRZ area and</p> <p>the construction labor shall be provided with the necessary amenities, including sanitation, water supply and fuel and</p> <p>it shall be ensured that the environmental conditions are not deteriorated by the construction labours.</p>	<p>We have already completed the construction of our warehouse. This compliance is not applicable.</p>
<p>13.The KPT shall bear the cost of the external agency that may be appointed by this department for supervision/ monitoring of proposed activities and the environmental impacts of the proposed activities.</p>	<p>This specific condition is applicable to DPT.</p>
<p>14.The KPT shall take up massive greenbelt development activities in and around Kandla and also within the KPT limits.</p>	<p>Necessary Greenbelt will be developed as per the requirement of the condition.</p>
<p>15.The KPT shall have to contribute financially for taking up the socio-economic up-liftment activities in this region in consultation with the forests and environment department and district collector/ district development officer.</p>	<p>This specific condition is applicable to DPT.</p>
<p>16.A separate budget shall be earmarked for environmental management and socio-economic</p>	<p>This specific condition is applicable to DPT.</p>



activities and details thereof shall be furnished to this department as well as the MoEF, GOI. The details with respect to the expenditure from this budget head shall also be furnished.	
17.A separate environmental management cell with qualified personnel shall be created for environmental monitoring and management during construction and operational phases of the project.	This specific condition is applicable to DPT.
18.An environmental audit report indicating the changes, if any, with respect to the baseline environmental quality in the coastal and marine environment shall be submitted every year by the KPT to this department as well as to MoEF, GOI.	This specific condition is applicable to DPT.
19.The KPT shall have to contribute financially to support the national green corps scheme being implemented in Gujarat by the Geer foundation. Gandhinagar, in consultation with forest and environmental department.	This specific condition is applicable to DPT.
20.A six monthly report on compliance of the conditions mentioned in this letter shall have to be furnished by the KPT on regular basis to this department/ MoEF, GOI.	Agreed with the condition and necessary compliance reports are being submitted to DPT from time to time.
21.Any other condition that may be stipulated by this department from time to time for environmental protection / management purpose shall also have to be complies with by the KPT.	Point Noted. We will comply with any other condition stipulated by the DPT from time to time for environmental protection / management purpose.



activities and details thereof shall be furnished to this department as well as the MoEF, GOI. The details with respect to the expenditure from this budget head shall also be furnished.	
17.A separate environmental management cell with qualified personnel shall be created for environmental monitoring and management during construction and operational phases of the project.	This specific condition is applicable to DPT.
18.An environmental audit report indicating the changes, if any, with respect to the baseline environmental quality in the coastal and marine environment shall be submitted every year by the KPT to this department as well as to MoEF, GOI.	This specific condition is applicable to DPT.
19. The KPT shall have to contribute financially to support the national green corps scheme being implemented in Gujarat by the Geer foundation. Gandhinagar, in consultation with forest and environmental department.	This specific condition is applicable to DPT.
20.A six monthly report on compliance of the conditions mentioned in this letter shall have to be furnished by the KPT on regular basis to this department/ MoEF, GOI.	Agreed with the condition and necessary compliance reports are being submitted to DPT from time to time.
21.Any other condition that may be stipulated by this department from time to time for environmental protection / management purpose shall also have to be complies with by the KPT.	Point Noted. We will comply with any other condition stipulated by the DPT from time to time for environmental protection / management purpose.



Compliance Report of NOC for the project entitled "Development of plots for construction of Warehouse/Godowns - Stage II."
Period till from July 2022 to November 2022

Sr. No	Conditions	Compliance remark of Shreeji Exports (Warehouse Division)
SUBJECT TO THE FOLLOWING SPECIFIC CONDITIONS:		
1.	You shall have to strictly comply with all the conditions as prescribed in your Environment Clearance and CRZ Clearance when it is granted to you.	We shall strictly comply with all the conditions as prescribed in your Environment Clearance and CRZ Clearance.
2.	No ground water shall be used for the project coming under Dark zone without permission of competent authority.	We have not used any ground water.
3.	CONDITIONS UNDER WATER ACT 1974:	
3.1	The generation and discharge of industrial effluent from the manufacturing process and other ancillary industrial operations shall be NIL.	Point Noted, No generation of effluent as we are using the WH for Storage Purpose only.
3.2	The quantity of the domestic waste water (Sewage) shall not exceed NIL.	Point Noted. The quantity of domestic waste water is NIL.
3.3	The unit shall install flow meters at utilities for measuring category wise (Category as given in Water – Cess Act-1977 schedule II) consumption of water.	Point Noted.
4.	CONDITIONS UNDER AIR ACT 1981 :	
4.1	There shall be no use of fuel in manufacturing activity and other ancillary operations.	NA, No manufacturing activities involved. We are using Warehouse for Storage Purpose only
4.2	There shall be no flue gas emission from the manufacturing activity and other ancillary operations.	NA, No manufacturing activities involved. We are using Warehouse for Storage Purpose only
4.3	There shall be no process gas emission from the manufacturing activities and other ancillary operations.	NA, No manufacturing activities involved. We are using Warehouse for Storage Purpose only.



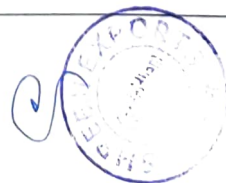
4.4	<p>The concentration of the following parameters in the ambient air within the premises of the industry shall not exceed the limits specified hereunder.</p> <table><tr><th>Sr. No.</th><th>Pollutant</th><th>Time Weighted Average</th><th>Concentration in Ambient air in $\mu\text{g}/\text{M}^3$</th></tr><tr><td>1.</td><td>Sulphur Dioxide (SO_2)</td><td>Annual 24 Hours</td><td>50 80</td></tr><tr><td>2.</td><td>Nitrogen Dioxide (NO_2)</td><td>Annual 24 Hours</td><td>40 80</td></tr><tr><td>3.</td><td>Particulate Matter (size less than 10 μm) OR PM_{10}</td><td>Annual 24 Hours</td><td>60 100</td></tr><tr><td>4.</td><td>Particulate Matter (size less than 2.5 μm) Or $\text{PM}_{2.5}$</td><td>Annual 24 Hours</td><td>40 60</td></tr></table>	Sr. No.	Pollutant	Time Weighted Average	Concentration in Ambient air in $\mu\text{g}/\text{M}^3$	1.	Sulphur Dioxide (SO_2)	Annual 24 Hours	50 80	2.	Nitrogen Dioxide (NO_2)	Annual 24 Hours	40 80	3.	Particulate Matter (size less than 10 μm) OR PM_{10}	Annual 24 Hours	60 100	4.	Particulate Matter (size less than 2.5 μm) Or $\text{PM}_{2.5}$	Annual 24 Hours	40 60	Ok noted.
Sr. No.	Pollutant	Time Weighted Average	Concentration in Ambient air in $\mu\text{g}/\text{M}^3$																			
1.	Sulphur Dioxide (SO_2)	Annual 24 Hours	50 80																			
2.	Nitrogen Dioxide (NO_2)	Annual 24 Hours	40 80																			
3.	Particulate Matter (size less than 10 μm) OR PM_{10}	Annual 24 Hours	60 100																			
4.	Particulate Matter (size less than 2.5 μm) Or $\text{PM}_{2.5}$	Annual 24 Hours	40 60																			
4.5	<p>The industry shall take adequate measures for control of noise levels from its own sources within the premises so as to maintain ambient air quality standards in respect of noise to less than 75dB(a) during day time and 70 dB (A) during night time, Daytime is reckoned in between 6a.m. and 10 P.M. and night time is reckoned between 10 p.m. and 6 a.m.</p>	Ok noted																				
5.	CONOITIONS UNDER HAZARDOUS WASTE:																					
5.1	<p>The applicant shall provide temporary storage facilities and maintain the record for each type of Hazardous Waste as per Hazardous Waste (Management, Handling & Trans boundary Movement) Rules, 2008 as amended from time to time.</p>	<p>NA, We are using Warehouse for Storage Purpose only. There is no Hazardous Waste generation.</p>																				



5.2	The applicant shall be obtain membership of common TSDF site for disposal Hazardous Waste as categorized in Hazardous Waste (Management, Handling & Trans boundary Movement) Rules, 2008 as amended thereof.	NA, We are using Warehouse for Storage Purpose only. There is no Hazardous Waste generation.
6.	GENERAL CONDITION:	
6.1	Unit shall develop green belt within premises as per the CPCB guidelines. However, if the adequate land is not available within premises, the unit shall tie up with local agencies like gram panchayat, school, social forestry office etc. for the plantation at suitable open land in nearby locality and submit an action plan of plantation for next three years to GPCB.	We will develop green belt area as per approved drawing.
6.2	Adequate plantation shall be carried out all along the periphery of the industrial premises in such a way that the density of plantation is at least 1000 trees per acre of land and a green belt of 10 meters width is developed.	We will develop green belt area as per approved drawing.
6.3	The applicant shall have to submit the returns in prescribed form regarding water consumption and shall have to make payment of water cess to the Board under the Water Cess Act- 1977.	Point Noted.
6.4	In case of change of ownership /management the name and address of the new owners / partners / directors/proprietor should immediately be intimated to the Board.	Will be complied with condition.



6.5	<p>The applicant shall however, not without the prior consent of the Board bring into use any new or altered outlet for the discharge of effluent or gaseous emission or sewage waste from the proposed industrial plant.</p> <p>The applicant is required to make applications to this Board for this purpose in the prescribed forms under the provisions of the Water Act-1974, the Air Act-1981 and the Environment (Protection) Act-1986.</p>	NA, We are using Warehouse for Storage Purpose only.
6.6	The applicant also comply with the General conditions as per Annexure - I attached herewith (No.1 to 38) (whichever applicable).	Point Noted.
6.7	The overall noise level in and around the plant area shall be kept well within the standards by providing noise control measures including engineering control like acoustic insulation hoods, silencers, enclosures etc on all sources of noise generation. The ambient noise level shall conform to the standards prescribed under the Environment (Protection) Act, 1986 & Rules.	Point Noted.
6.8	Applicant is required to comply with the manufacturing, Storage and Import of Hazardous Chemicals Rules-1989 framed under the Environment (Protection) Act-1986	NA, We are using Warehouse for Storage Purpose only.
6.9	If it is established by any competent authority that the damage is caused due to their industrial activities to any person or his property .in that case they are obliged to pay the compensation as determined by the competent authority.	Point Noted.
6.10	Applicant shall have to comply with all the guidelines/Directive issued/ being issued by MoEF /CPCB/ DoEF from time to time.	We will strictly comply with the guidelines / Directive issued / being issued by MoEF /CPCB/ DoEF from time to time.



6.11	Applicant shall not use/withdraw ground water either during construction or for operation phase.	No Ground water for any purpose has been tapped.
6.12	Environmental cell shall be setup and shall be responsible for the total Environmental management.	This specific condition is applicable to DPT.
6.13	Monitoring in respect to Air, Water, Noise level shall be carried out and results shall be submitted to this Board on quarterly basis.	Point Noted.



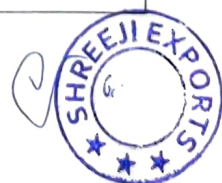
GENERAL CONDITIONS

For the Period from July 2022 to November 2022

Sr. No.	Conditions	Compliance remark of Shreeji Exports (Warehouse Division)
1.	In case of any change either in products, its capacity or manufacturing process, the applicant shall have to obtain prior permission of this Board. The applicant shall not commence the production until consent under Water (Prevention and control of Pollution) Act-1974, Air (Prevention and control of Pollution) Act-1981 and authorization under hazardous waste (Management and Handling) Rules-1989 is obtained.	We are using warehouse for Storage Purpose only. Compliance status is not applicable to us.
2.	If the products, process falls in SCHEDULE-I or II of the Environmental Audit Scheme, as specified in the order dated 13/03/97 of Hon. High Court in MCA No.326/97 in SCA No.770/95, the applicant shall also abide by the said scheme.	Point Noted
3.	The applicant shall have to register the unit under the provisions of the factories act-1948 and shall obtain the necessary factory license	Point Noted.
4.	The environmental Management unit/cell shall be set up to ensure implementation and monitoring of environmental safeguards and other conditions stipulated by statutory authorities. The Environmental Management Cell/unit shall directly report to the chief Executive of the organization and shall work as a focal point for internalizing environmental issues. These cells / units shall also co-ordinate the exercise of Environmental Audit and preparation of Environmental Statements.	This Specific condition is applicable to DPT.
5.	The applicant shall have to obtain P.L.I Policy as per P.L.I Act-1991 and submit the copy of the same to the GPCB.	Point Noted.
6.	The concentration of Noise on ambient air within the factory premises shall not exceed the following limit: Between 6 AM to 10 PM : 75 dB (A) Between 10 PM to 6AM : 70 dB (A)	We are using warehouse for Storage Purpose only. The concentration of noise on ambient air within our premises is within the limit.
7.	The unit shall, on establishing this plant: a) Put up at the entrance and prominent	Point Noted. We are using



	places boards prominently displaying the name of the unit, particulars of the products / process and the names of the proprietor/ partners / Directors of the unit, the electricity consumer number and the name of the electricity consumer as on the record of the GEB.	warehouse for Storage Purpose only.
	b) Make adequate lighting arrangements all around the effluent treatment plants pollution control measures and also above the boards mentioned in the above clause	We are using warehouse for Storage Purpose only. Compliance status is not applicable to us.
8.	The Environmental Audit shall be carried out yearly and the Environmental Statement pertaining to previous year shall be submitted to the this Board latest by 30 th September every year	Annual Environmental Audit will be carried out as per the GPCB norms
9.	The unit shall have and use only one outlet for discharge of its effluent and no effluent shall be discharged without requisite treatment and without meeting with GPCB norms. Such outlets shall be near the front gate/ entrance of the unit. The unit shall not keep any bypass line system or loose or flexible pipe for discharging pipe effluent outside or even for transporting treated or untreated effluent within the factory premises, within Effluent Treatment Plants or in the compound of the unit.	We are using warehouse for Storage Purpose only. Compliance status is not applicable to us.
10.	Magnetic Flow Meters should be installed at inlet and outlet of the Effluent Treatment Plant (ETP thereafter)	We are using warehouse for Storage Purpose only. Compliance status is not applicable to us.
11.	All chemicals and nutrients which are required to be added/ dosed anywhere in the ETP should be so added by using "Metering Pumps" only.	We are using warehouse for Storage Purpose only. Compliance status is not applicable to us.
12.	The pipeline connecting various equipments or sumps of tanks of ETP should be minimum in number. Loose connections of hose pipes or temporary connections will not be permitted.	We are using warehouse for Storage Purpose only. Compliance status is not applicable to us.
13.	In case of <i>incinerators</i> the unit shall provide the flow measuring devices with incinerators at different point's scrubber, outside the incinerator should be provided. The temperatures as well as flow should be recorded, every day	We are using warehouse for Storage Purpose only. Compliance status is not applicable to us.



14.	In case of plants involving Bio-mass Treatment. For each addition of the bio-mass time and quantity recorded. The uptake rate of oxygen of the bio-mass in the aeration basis and other parameters of biological system should be recorded every day.	We are using warehouse for Storage Purpose only. Compliance status is not applicable to us.
15.	<p>The printed log books shall be maintained and get it certified for:</p> <p>a) Energy/ fuel consumption/ Raw material Consumption and quality of products manufactured.</p> <p>b) Wastewater/gaseous flow at inlet and outlet of ETP and air pollution Control Measures</p> <p>c) Quantity of sludge generated</p> <p>d) Laboratory analysis/ reports for each of the specified parameters of liquid effluents, gaseous discharge and soil sludge samples.</p>	We are using warehouse for Storage Purpose only. Compliance status is not applicable to us.
16.	The unit shall operate full and efficiently all its effluent treatment plant/s and shall close down all its manufacturing processing activities whenever the effluent treatment plant/s or any part are fully or partly non-operational for any reason whatsoever (Whether maintenance/ repairs/ electricity failure or otherwise) and shall not restart such activities unless and until all the effluent treatment plants of the unit are fully operational.	We are using warehouse for Storage Purpose only. Compliance status is not applicable to us.
17.	<p>The unit shall have and operate all the requisite equipment / facilities for prevention and control of air pollution and shall operate the same.</p> <p>The unit shall also have stack monitoring facilities. Whenever the equipment/facilities for prevention and control of air pollution are fully or partly non functional, the unit shall close down all its manufacturing / processing activities and shall not restart its manufacturing /processing activities unless and until all its air pollution protection and control equipment and facilities including stack monitoring facilities are fully operational.</p>	We are using warehouse for Storage Purpose only. Compliance status is not applicable to us.
18.	The unit shall submit, before commencing the production to the GPCB any committee appointed by the court, the site plan of the	We are using warehouse for Storage Purpose only. Compliance status is not applicable to us.



	unit indicating the location of manufacturing /processing plant as also the effluent treatment plants and also separate plan indicating the channel through which water / effluent passes from different stages of manufacturing / processing and the effluent treatment process right up to the stage of its final outlet. Such plans shall also be displayed by the unit on a board of adequate size within its compound and near its effluent treatment plant/s.	applicable to us.
19.	<p>The unit shall supply to the GPCB the figures of production and consumption of electricity and water for each day during the period of production, though such figures shall be supplied on weekly basis.</p> <p>The unit shall supply separate figures for consumption of electricity for running the effluent treatment plants by having a separate meter/ sub meter for such effluent treatment plants.</p> <p>The number of units consumed by operating the diesel generating sets, if any, shall also be supplied to the GPCB on weekly basis.</p>	We are using warehouse for Storage Purpose only. Compliance status is not applicable to us.
20.	The unit shall also supply to the GPCB, within 1 week from the date of the starting production, the documents regarding monthly production and consumption of electricity.	We are using warehouse for Storage Purpose only. Compliance status is not applicable to us.
21.	The unit shall permit the officers/employees of the GPCB/Government Members of the committee of the court, members of the Monitoring Committee of the Association of the industries to enter the factory premises and to inspect and take samples from the unit at any time without any prior intimation. Any delay in giving any of the above person's entry into the factory premises or any plant thereof on effluent treatment plants shall entail closure of the unit. All the watchmen/security personnel of the unit shall be immediately apprised of the above.	We are using warehouse for Storage Purpose only. Compliance status is not applicable to us.
22.	<p>It shall be open to the GPCB through general instruction of circulars and to the GPCB officers inspecting the unit to give all the support instructions regarding location of the outlet and/or any other appropriate directions regarding effluent plants, their operation and processes and disposal channel and disposal system.</p> <p>The unit shall comply with all such</p>	We are using warehouse for Storage Purpose only. Compliance status is not applicable to us.



	instructions whether general or special.	
23.	<p>When electricity supply or water supply is disconnected in future on account of non-compliance with the GPCB norms or on account of the closure order, which may be passed by court or by the Govt./GPCB under any statutory provisions relating to environmental protection and prevention and control of pollution.</p> <p>a) The unit shall not use any diesel generating set or any other alternative source of energy or water tankers from outside.</p> <p>b) The unit shall pay wages to its workers regularly every month or at such shorter intervals as per the Central/Practice followed so far</p>	Point Noted.
24.	<p>Adequate number of influent and effluent quality monitoring stations should be set up in consultation with the Gujarat pollution control Board.</p> <p>Regular effluent quality monitoring should be carried out for relevant parameters and the monitored data along with the statistical analysis and interpretation should be submitted to the Gujarat pollution Control Board on monthly basis.</p>	We are using warehouse for Storage Purpose only. Compliance status is not applicable to us.
25.	<p>Guards ponds of sufficient holding capacity should be provided to cope with the effluent discharge during the process disturbances. In the event of failure or non-functioning of the ETP, the respective units should be immediately put out of operation and should not be restarted until the control measure are rectified to achieve the desired efficiency. Guard pond should be provided with impervious lining and stability of the ponds with respect to leakages/cracks and other factors should be ensured.</p>	We are using warehouse for Storage Purpose only. Compliance status is not applicable to us.
26.	<p>The ground water quality around the guard ponds and landfill site should be monitored on regular basis. The monitored data should be submitted to this board once in six months.</p>	We are using warehouse for Storage Purpose only. Compliance status is not applicable to us.
27.	<p>The gaseous emission from various process units should adhere to the air emission standards specified in this order. At no time the emission should go beyond the prescribed standards. In the event of failure of any pollution control adopted by the unit, the respective unit should be immediately</p>	We are using warehouse for Storage Purpose only. Compliance status is not applicable to us.



	put out of operation and should not be restarted until the control measures are rectified to achieve the desired efficiency.	
28.	a) Ambient air quality monitoring station should be set up in the downwind direction as well as at locations where maximum ground level concentrations are anticipated. These locations should be fixed in consultation with the GPCB. The number of air quality monitoring stations and frequency of monitoring should be selected on the basis of mathematical modelling to represent short term ground level concentrations, human settlements, sensitive targets etc.	We are using warehouse for Storage Purpose only. Compliance status is not applicable to us.
	b) Stack emissions from boiler and heater should be monitored for SO ₂ , NO _x , hydro Carbon and SPM and record maintained. On line continuous stack monitoring equipment's should be provided for measurement of SO ₂ and NO _x .	We are using warehouse for Storage Purpose only. Compliance status is not applicable to us. No gaseous emissions from the WH operation process is involved.
	c) Data on ambient air quality and stack emission from boiler and heater should be submitted to this Board once in a month along with the statistical analysis and interpretation.	We are using warehouse for Storage Purpose only. Compliance status is not applicable to us.
	d) Fugitive emissions should be controlled, regularly monitored and data recorded. The monitored data should be submitted to this Board once in the month.	We are using warehouse for Storage Purpose only. Compliance status is not applicable to us.
29.	Low NO _x burner should be provided to avoid excessive formulation of NO _x . Only LSH will be used a fuel during the critical month to ensure that SO levels in the ambient air is within the norm Specified.	We are using warehouse for Storage Purpose only. Compliance status is not applicable to us.
30.	The unit shall make all the requisite arrangements for the safe storage and handling of solid waste including impervious flooring and leachate collection and the unit shall store and handle solid waste in accordance with the provisions of the relevant rules in their behalf.	We are using warehouse for Storage Purpose only. Compliance status is not applicable to us.
31.	A secured double lined landfill should be developed within the plant premises for disposal of solid waste by providing impervious liner and leachate collection system. The leachate shall be taken to the treatment plant for future treatment. In case of specified items or Naphthalene based	We are using warehouse for Storage Purpose only. Compliance status is not applicable to us.



	product and in the case of Pesticide waste, the leachate shall be totally incinerated after neutralization and / or after detoxification treatment. The design of the landfill site should be submitted before commencing the production to this Board and Government.	
32.	Handling manufacturing, storage and transport of hazardous chemicals should be in accordance with Manufacture, Storage and Import of Hazardous Chemical Rules-1989.	Point Noted.
33.	The hazardous wastes should be handled as per the Hazardous Waste (Management and Handling) Rules of the Environmental (Protection) Act-1986.	Point Noted.
34.	On-site and off-site emergency plan as required under the rules 13 and 14 of the Handling, Manufacture, Storage and Import of the Hazardous Chemical Rules -1989 should be prepared and approval from the Board should be obtained.	Point Noted.
35.	A community welfare scheme for improving the socio-economic environment should be worked out and report submitted to the Board and Government for review.	This specific point is applicable to KPT.
36.	Periodical medical check-up of the workers should be done and records maintained as a measures to provide occupational health service to the workers.	Point Noted.
37.	The project authorities should set up laboratory facilities for collection, analysis of samples under the supervision of competent technical personnel who will report to the chief Executive.	This specific point is applicable to DPT.
38.	The funds earmarked for the Environmental Protection Measures should not be diverted for any other purpose and year wise expenditure should be reported to this board and to the Government.	This specific point is applicable to DPT.



Environmental Testing Laboratory

Laboratory : Plot No. D-29/16-17, Road No. 17, Hijiwala Industrial Estate

Sachin Palsana Road, Sachin, Surat - 394 230, Gujarat, INDIA

Lab Ph. : + 91-9512874754 E-mail : lab@enprovg.in

TEST REPORT

Report No : **EP/Shreeji/2022/857-01** Issue Date: 15 / 10 / 22

Customer's Name & Address : **Shreeji Exports.**

Plot No. 17, Kandla, Kutch, Gujarat

Description of Sample	Plot No-17	Quantity No. of Sample	1 / 1 No.
Sampling By	ENPRO Team	Packing Seal	Sealed
Date of Sampling	11 / 10 / 22	Duration of Sampling (Hrs)	24 Hrs
Sample Received Date	13 / 10 / 22	Protocol (purpose)	Ambient Air Monitoring
Date of Starting of Test	13 / 10 / 22	Date of Completion	14 / 10 / 22
Sampling Method	WI/AA/A	Sample ID	EP/AA 1022 01

Atmospheric Condition		Temperature (°C)	
Wind Direction	Weather Condition	Max.	Min.
NE- SW	Sunny	33.0	24.0

RESULT TABLE

SR. NO.	TEST PARAMETERS	UNIT	RESULTS	LIMIT	METHOD REFERENCE
1	Particulate Matter (PM ₁₀)	µg/m ³	76.0	100	SOP No. WI/AA 01
2	Particulate Matter (PM _{2.5})	µg/m ³	41.0	60	SOP No. WI/AA 01
3	Sulphur Dioxide (SO ₂)	µg/m ³	26.2	80	SOP No. WI/AA 02
4	Nitrogen Dioxide (NO ₂)	µg/m ³	30.8	80	SOP No. WI/AA 03

CHECKED BY
Sweety Patel (Dy.TM)

AUTHORIZED SIGNATORY
Chirantan Desai (TM)

Note : This report is subject to terms & conditions mentioned overleaf



Gokul Refoils & Solvent Ltd.

Corporate Office :
"Gokul House", 43 Shreemali Co-op. Housing Society Ltd.
Opp. Shikhar Building, Navrangpura,
Ahmedabad-380 009. Gujarat (India)
Ph. : +91-79-66304555, 66615253/54/55
Fax : +91-79-66304543 Email : grsl@gokulgroup.com
CIN : L15142GJ1992PLC018745

Date:- 10 March, 2023

To,
O.S.D (Este)
The Dindayal Port Trust
Gandhidham

Sub:- Submission of Environment Reports.

Respected Sir,

We have Submission of

- 1) Compliance Report of NOC for the project entitled "Development of plots for constructing of warehouse/Godown-Stagell
- 2) CRZ Recommendation for proposed development of Plots for Construction of warehouse/ go down - stagell at Kandla, Dist-Kutch by M/S Dindayal Port Trust-Reg.
- 3) Monitoring the implemental safe guard's ministry of Environment & Forests Regional office (W), Bhopal. Monitoring Report UP to March, 2023

Of plot no-18. Outside west gate (New kandla)

Thanking you,

Yours sincerely,

For, GOKUL REFOILS & SOLVENT LTD.

Authorized Signatory.



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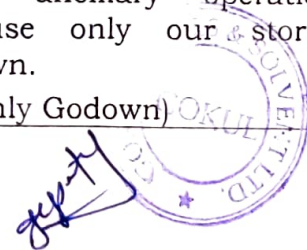
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13/3/23

Regd. Office & Works : State Highway No-41, Nr. Sujanpur Patia, Sidhpur-384 151. Dist. Patan, Gujarat (India)
Phone : +91-2767-222075, 220975 Fax : +91-2767-223475 E-mail : grsl@gokulgroup.com

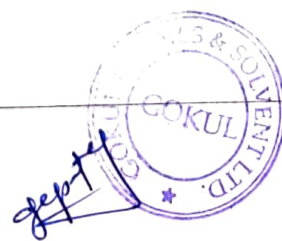
Haldia Refinery Unit : J.L.N. 149, Plot No. Near Essar Petrol Pump, HPL Link Road, P. O. Debhog City Centre,
P.S. Bhabanipur, Haldia Purba - Medanipur - 721657 (West Bengal) Phone : 03224 252839

Compliance Report of NOC for the project entitled "Development of plots for constructing of Warehouse/Godowns - Stage II."

Sr. No	Conditions	Compliance
SUBJECT TO THE FOLLOWING SPECIFIC CONDITIONS:		
1.	You shall have to strictly comply with all the conditions as prescribed in your Environment Clearance and CRZ Clearance when it is granted to you.	We have already been strictly complied the as prescribed in Environmental / CRZ Clearance.
2.	No ground water shall be used for the project coming under Dark zone without permission of competent authority.	We are Not used ground water of for the project coming under Dark zone without permission of competent authority.
3.	CONDITIONS UNDER WATER ACT 1974:	
3.1	The generation and discharge of industrial effluent from the manufacturing process and other ancillary industrial operations shall be NIL.	we are not applicably of The generation and discharge of industrial effluent from the manufacturing process and other ancillary industrial operations be NIL. (As only Godown)
3.2	The quantity of the domestic waste water (Sewage) shall not exceed NIL.	Not Applicable (As only Godown)
3.3	The unit shall install flow meters at utilities for measuring category wise (Category as given in Water - Cess Act-1977 schedule II) consumption of water.	Not Applicable (As only Godown)
4.	CONDITIONS UNDER AIR ACT 1981 :	
4.1	There shall be no use of fuel in manufacturing activity and other ancillary operations.	There shall be no use of fuel in manufacturing activity and other ancillary operations because only our storage godown. (As only Godown)



4.2	There shall be no flue gas emission from the manufacturing activity and other ancillary operations.			There shall be no flue gas emission from the manufacturing activity and other ancillary operations because only our storage godown. (As only Godown)																				
4.3	There shall be no process gas emission from the manufacturing activities and other ancillary operations.			There shall be no process gas emission from the manufacturing activities and other ancillary operations because only our storage godown. (As only Godown)																				
4.4	<p>The concentration of the following parameters in the ambient air within the premises of the industry shall not exceed the limits specified here under.</p> <table><tr><th>Sr . No.</th><th>Pollutant</th><th>Time Weighted Average</th><th>Concentration in Ambient air in $\mu\text{g}/\text{M}^3$</th></tr><tr><td>1.</td><td>Sulphur Dioxide (So^2)</td><td>Annual 24 Hours</td><td>50 80</td></tr><tr><td>2.</td><td>Nitrogen Dioxide (No^2)</td><td>Annual 24 Hours</td><td>40 80</td></tr><tr><td>3.</td><td>Particulate Matter (size less than 10 μm) OR PM_{10}</td><td>Annual 24 Hours</td><td>60 100</td></tr><tr><td>4.</td><td>Particulate Matter (size less than 2.5 mm) Or $\text{PM}_{2.5}$</td><td>Annual 24 Hours</td><td>40 60</td></tr></table>			Sr . No.	Pollutant	Time Weighted Average	Concentration in Ambient air in $\mu\text{g}/\text{M}^3$	1.	Sulphur Dioxide (So^2)	Annual 24 Hours	50 80	2.	Nitrogen Dioxide (No^2)	Annual 24 Hours	40 80	3.	Particulate Matter (size less than 10 μm) OR PM_{10}	Annual 24 Hours	60 100	4.	Particulate Matter (size less than 2.5 mm) Or $\text{PM}_{2.5}$	Annual 24 Hours	40 60	The concentration of SO_x , NO_x , PM_{10} and $\text{PM}_{2.5}$ have within the limit.
Sr . No.	Pollutant	Time Weighted Average	Concentration in Ambient air in $\mu\text{g}/\text{M}^3$																					
1.	Sulphur Dioxide (So^2)	Annual 24 Hours	50 80																					
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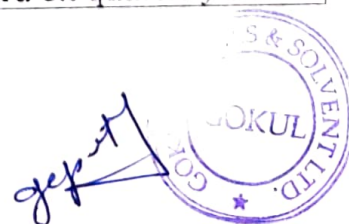
4.5	The industry shall take adequate measures for control of noise levels from its own sources within the premises so as to maintain ambient air quality standards in respect of noise to less than 75dB(a) during day time and 70 dB (A) during night time, Daytime is reckoned in between 6a.m. and 10 P.M. and night time is reckoned between 10 p.m. and 6 a.m.	We have already take adequate measures for control of noise levels from its own sources within the premises so as to maintain ambient air quality standards in respect of noise to less than 75dB(a) during day time and 70 dB (A) during night time.
5.	CONOITIONS UNDER HAZARDOUS WASTE:	
5.1	The applicant shall provide temporary storage facilities and maintain the record for each type of Hazardous Waste as per Hazardous Waste (Management, Handling & Trans boundary Movement) Rules, 2008 as amended from time to time.	We are only Storage Godown not used any type of hazardous waste.
5.2	The applicant shall be obtain membership of common TSDF site for disposal Hazardous Waste as categorized in Hazardous Waste (Management, Handling & Trans boundary Movement) Rules, 2008 as amended thereof.	N/A, As only storage Godown
6.	GENERAL CONDITION:	
6.1	Unit shall develop green belt within premises as per the CPCB guidelines. However, if the adequate land is not available within premises, the unit shall tie up with local agencies like gram panchayat, school, social forestry office etc. for the plantation at suitable open land in nearby locality and submit an action plan of plantation for next three years to GPCB.	We have earmarked the area i.e 10 miter width at periphery area of their own plot for development of greenbelt.
6.2	Adequate plantation shall be carried out all along the periphery of the industrial premises in such a way that the density of plantation is at least 1000 trees per acre of land and a green belt of 10 meters width is developed.	We have earmarked the area i.e 10 miter width at periphery area of their own plot for development of greenbelt.
6.3	The applicant shall have to submit the returns in prescribed form regarding water consumption and shall have to make payment of water cess to the Board under the Water Cess Act-	Applicants will submit returns in the prescribed form regarding consumption of water. Under the Water Cess Act



	1977.	1977, the Board will pay water cess.
6.4	In case of change of ownership /management the name and address of the new owners / partners / directors/proprietor should immediately be intimated to the Board.	We will immediately be intimated to GPCB In case of change of ownership /management the name and address of the new owners / partners / directors/proprietor.
6.5	<p>The applicant shall however, not without the prior consent of the Board bring into use any new or altered outlet for the discharge of effluent or gaseous emission or sewage waste from the proposed industrial plant.</p> <p>The applicant is required to make applications to this Board for this purpose in the prescribed forms under the provisions of the Water Act:1974, the Air Act:1981 and the Environment (Protection) Act:1986.</p>	<p>We have not altered outlet for the sewage waste from their own premises.</p> <p>If required, We will make applications to GPCB for altered outlet for the sewage waste in the prescribed forms under the provisions of the Water Act:1974, the Air Act:1981 and the Environment (Protection) Act:1986.</p>
6.6	The applicant also comply with the General conditions as per Annexure - I attached herewith (No.1 to 38) (whichever applicable).	The applicants will comply with the Annexure-I with general conditions as per the attached (1 to 38) (whichever is applicable).
6.7	The overall noise level in and around the plant area shall be kept well within the standards by providing noise control measures including engineering control like acoustic insulation hoods, silencers, enclosures etc on all sources of noise generation. The ambient noise level shall conform to the standards prescribed under the Environment (Protection) Act, 1986 & Rules.	We have already taken adequate measures for control of noise levels from its own sources within the premises.



6.8	Applicant is required to comply with the manufacturing, Storage and Import of Hazardous Chemicals Rules-1989 framed under the Environment (Protection) Act-1986	Not Applicant is required to comply with the manufacturing, Storage and Import of Hazardous Chemicals Rules-1989 framed under the Environment (Protection) Act-1986 because only our storage godown.
6.9	If it is established by any competent authority that the damage is caused due to their industrial activities to any person or his property .in that case they are obliged to pay the compensation as determined by the competent authority.	We will pay the compensation as determined by the competent authority, if any damage is caused due to their industrial activities to any person or his property.
6.10	Applicant shall have to comply with all the guidelines/Directive issued/ being issued by MoEF /CPCB/ DoEF from time to time.	We will strictly comply with the guidelines/Directive issued/ being issued by MoEF /CPCB/ DoEF from time to time.
6.11	Applicant shall not use/withdraw ground water either during construction or for operation phase.	We have not been used / withdraw ground water during construction phase. Further, and also not use / withdraw ground water during operation phase.
6.12	Environmental cell shall be setup and shall be responsible for the total Environmental management.	We are agreed of Environmental cell shall be setup and shall be responsible for the total Environmental management
6.13	Monitoring in respect to Air, Water, Noise level shall be carried out and results shall be submitted to this Board on quarterly basis.	We are agreed of Monitoring in respect to Air, Water, Noise level shall be carried out and results shall be submitted to this Board on quarterly basis.

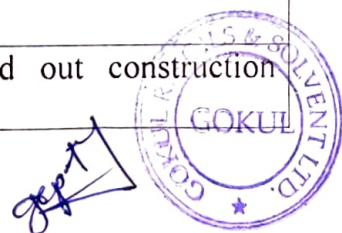


**SUBJECT: CRZ Recommendation for proposed development of plots for
Construction of warehouse/Godowns – Stage II at Kandla,
Dist: Kuchchh by M/S Kandla Port Trust Limited- Reg.**

Specific Condition	
<p>1. The provisions of the CRZ Notification of 2011 shall be strictly adhered to by the KPT.</p> <p>No activity in contradiction to the provisions of the CRZ Notification shall be carried out by the KPT.</p>	<p>We strictly following the provisions of the CRZ notification of 2011 and subsequent amendments issued from time to time.</p> <p>We have carried out only those activities which are permissible under CRZ Notification, 2011 and subsequent amendments from time to time.</p>
<p>2. The KPT shall participate financially for installing and operating the vessel Traffic Management System in the Gulf of Kachchh and</p> <p>shall also take lead in the preparing and operationalizing the regional oil spill contingency plan in the Gulf of Kachchh.</p>	<p>We will take part in financially for establishing and operating the vessel traffic management system in KPT Bay of Kutch.</p> <p>Regional oil spill in the Gulf of Kutch will also lead in the preparation and operation of contingency plans.</p>
<p>3. The KPT shall strictly ensure that no creeks or rivers are blocked due to any activity at Kandla.</p>	<p>We will not block any gulf or rivers due to any activity in Kandla</p>
<p>4. Mangrove plantation in an area of 200 ha. shall be carried out by the KPT within 2 years in a time bound manner on Gujarat coastline either within or outside the Kandla port trust area and</p> <p>Six monthly compliance reports</p>	<p>Noted and will be complied.</p>



along with the satellite images and GPS readings with Latitude and Longitude shall be submitted to the ministry of environment and forest as well as to this department without fail.	
5. No ground water shall be tapped for any purpose during the proposed expansion / modernization activities.	No any ground water have been tapped for any purpose during the proposed construction activities carried out by us.
6. All necessary permission from different government departments/agencies shall be obtained by the KPT before commencing the expansion activities.	Kandla Port Trust had already been obtained NOC from Gujarat State Pollution Control Board vide letter GPCB/CCA-KUTCH-789/GPCB ID 29700/117726 dated 17/07/2012. Further, GPCB vide provisional letter dated 12/08/2016 had extended the validity period for NOC/CTE up to 16/08/2023.
7. No effluent or sewage shall be discharged into the sea/ creek or in the CRZ area and it shall be treated to conform to the norms prescribed by the Gujarat Pollution Control Board and would be reused / recycled within the plant premises, to the extent feasible.	No any sewages have been discharged into the sea / creek or in the CRZ area. We will earmarked the area for STP/ Sock Pit and will treated to conform to the norms prescribed by the Gujarat Pollution Control Board We will reused /recycled the treated water for development of greenbelt at their own premises.
8. All the recommendations and suggestions given by the NIOT in their environment impact assessment report for conservation/protection and betterment of environment shall be implemented strictly by the KPT.	we are agree NIOT in their environment impact assessment report.
9. The construction and operational activities shall be carried out in	We have carried out construction

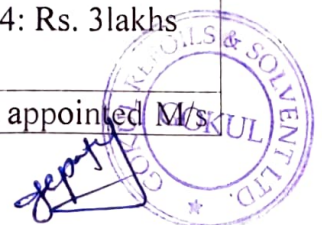


<p>such a way that there are no negative impacts on mangroves and other coastal/marine habitats.</p> <p>The construction and reclamation activities shall be carried out only under the constant supervision and guideline of the NIOT</p>	<p>activities in such a way that there are no any negative impacts on mangroves and other coastal/marine habitats.</p> <p>The construction and reclamation activities have been carried out as per suggestion / recommendation given by the NIOT</p>
<p>10.The KPT shall contribute financially for any common study or project that may be proposed by this department for environmental management/conservation /improvement for the gulf of Kutch.</p>	<p>Kandla Port Trust / We will contribute financially for any common study or project that may be proposed by Forest & Environment department for environmental management/conservation /improvement for the gulf of Kutch.</p>
<p>11.The construction debris and / or any other type of waste shall not be disposed of into the sea, creek or in the CRZ areas.</p> <p>The Debris shall be removed from the construction site immediately after the construction is over and disposed of as may be advised by GPCB.</p>	<p>We will not disposed of any construction debris or any other type of waste into the sea, creek or in the CRZ areas.</p> <p>Construction debris will be removed immediately after construction activities completed and same will be disposed off as per the GPCB norms / Construction and Demolition Rule, 2016 by us.</p>
<p>12.The construction camps shall be located outside the CRZ area and</p> <p>the construction labor shall be provided with the necessary amenities, including sanitation, water supply and fuel and</p> <p>it shall be ensured that the environmental conditions are not</p>	<p>No any construction camps had required at Project site because only local peoples / labours involved for the construction activities.</p> <p>We will be provided the necessary amenities, sanitation, water and fuel to their labour during the construction phase.</p> <p>No any environmental conditions have been deteriorated by the construction labours during the</p>

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deteriorated by the construction labours.	construction activities carried out by us.
13. The KPT shall bear the cost of the external agency that may be appointed by this department for supervision/ monitoring of proposed activities and the environmental impacts of the proposed activities.	Kandla Port Trust / We will bear the cost of the external agency that may be appointed by this department for supervision/ monitoring of proposed activities and the environmental impacts of the proposed activities.
14. The KPT shall take up massive greenbelt development activities in and around Kandla and also within the KPT limits.	We have earmarked the area i.e 10 meter width at periphery area of their own plot for development of greenbelt.
15. The KPT shall have to contribute financially for taking up the socio-economic up liftment activities in this region in consultation with the forests and environment department and district collector/ district development officer.	We have to cooperate with KPT to contribute financially to take socio-economic upliftment activities in this area in consultation with the Forest and Environment Department and the District Collector / District Development Officer.
16. A separate budget shall be earmarked for environmental management and socio-economic activities and details thereof shall be furnished to this department as well as the MoEF, GOI. The details with respect to the expenditure from this budget head shall also be furnished.	A separate budget for environmental protection has been maintained by us. For the year 2022–2023: Rs. 3 Lacs For the year 2023–2024 : Rs. 3 Lacs Details of above said budget for Environmental Management and socioeconomic activities have been submitted to statutory authorities regularly along with six monthly compliance report. The expenditure form the above said budget are given as under: For the year 2022–2023: Rs. 3 Lakhs For the year 2023–2024: Rs. 3lakhs
17.A separate environmental	We have already been appointed M/s



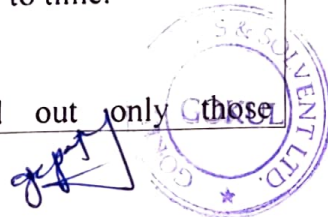
management cell with qualified personnel shall be created for environmental monitoring and management during construction and operational phases of the project.	Earth Envirotech, GPCB approved Environmental Consultant (which having approved laboratories with standard equipment and facilities, qualified staff) to carry out the Environmental Monitoring during construction and operational phase at their own premises.
18. An environmental audit report indicating the changes, if any, with respect to the baseline environmental quality in the coastal and marine environment shall be submitted every year by the KPT to this department as well as to MoEF, GOI.	We will, with reference to changes in relation to baseline environmental quality in the coastal and marine environment, an Environmental Audit Report will be handed over to the Department every year by KPT as well as MoEF, Government of India.
19. The KPT shall have to contribute financially to support the national green corps scheme being implemented in Gujarat by the Geer foundation. Gandhinagar, in consultation with forest and environmental department.	We will contribute financially to support the National Green Corps Scheme being implemented in Gujarat by the GEER Foundation, Gandhinagar, in consultation with Forests and Environment Department.
20. A six monthly report on compliance of the conditions mentioned in this letter shall have to be furnished by the KPT on regular basis to this department/ MoEF GOI.	We have submitted six monthly compliance reports to KPT.
21. Any other condition that may be stipulated by this department from time to time for environmental protection / management purpose shall also have to be complies with by the KPT	We will comply any other condition that may be stipulated by F&ED from time to time for environmental protection / management purpose.



SUBJECT : Point wise compliance report of EC and CRZ Clearance to Kandla Port Trust for development of plots for construction of Warehouses / Godowns (Stage II) at Kandla, Dist. Kutch Reg.

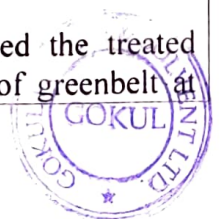
SEIAA, Gujarat vide their letter no.SEIAA/GUJ/EC/8(b)/351/2012 dated 27/11/2012 had granted Environment and CRZ Clearance for the subject project at Kandla Port Trust.

<u>SPECIFIC CONDITION</u>	
1. Kandla Port Trust [KPT] shall prepare a master document of terms and conditions including the provision of environment management plan, pollution mitigation measures, green belt development, safety related aspects etc. and incorporate the same as a part of the agreement deed with the bidders of Warehouses / Godowns. KPT shall be the responsible for non compliance or violation of any of the terms & conditions mentioned in the master document.	Kandla Port Trust had already prepared a master document of terms and conditions including the provision of environment management plan, pollution mitigation measures, green belt development, safety related aspects etc. terms and incorporate the same as a part of the agreement deed with the bidders of Warehouses / Godowns.
2. KPT shall not allow storage of those materials in Warehouses / Godowns, which are not permissible as per the CRZ Notification, 2011, as may be amended from time to time.	We have only stored those materials in godowns, which are permissible as per CRZ notification, 2011 and amended from time to time.
3. The provisions of the CRZ Notification of 2011 shall be strictly adhered to by the KPT. No activity in contradiction to the provisions of the CRZ Notification shall be carried out by the KPT.	We will strictly followed the CRZ Notification of 2011 and amended from time to time. No any activities have been carried out by us in contradiction to the provisions of the CAZ. Notification, 2011 and amended from time to time. We have carried out only those



<p>The KPT shall carry out only permissible activities within the CRZ areas.</p>	<p>activities in warehouse / godowns, which are permissible as per CRZ notification, 2011 and amended from time to time.</p>
<p>4. Mangroves plantation in an area of 200 ha. shall be carried out by the KPT within 2 years in a time bound manner on Gujarat coastline either within or outside the Kandla Port Trust area and six monthly compliance report along with the satellite images and GPS readings with Latitude and Longitude shall be submitted to the Ministry of Environment and Forests as well as to this Department without fail.</p>	<p>Point noted and will be complied.</p>
<p>5. All necessary permissions from different Government Departments / agencies shall be obtained by the KPT before commencing the expansion activities.</p>	<p>Kandla Port Trust had already been obtained NOC/CTE from Gujarat Pollution Control Board vide letter GPCB/CCA-KUTCH-789/GPCB ID 29700/117726 dated 17/07/2012. Further, GPCB vide provisional Letter dated 12/08/2016 has already extended the validity period up to 16/08/2023.</p>
<p>6. No ground water shall be tapped for any purpose during the construction and operation phases.</p>	<p>No any ground water have been tapped by us for the construction activities.</p>
<p>7. No effluent or sewage shall be discharged into the sea / creek or in the CRZ area</p> <p>and it shall be treated to conform to the norms prescribed by the Gujarat Pollution Control Board and</p> <p>would be reused / recycled within the</p>	<p>No any sewages have been discharged into the sea / creek or in the CRZ area.</p> <p>We have already earmarked the area for STP/ Sock Pit and will treated to conform to the norms prescribed by the Gujarat Pollution Control Board</p> <p>We will reused /recycled the treated water for development of greenbelt at</p>

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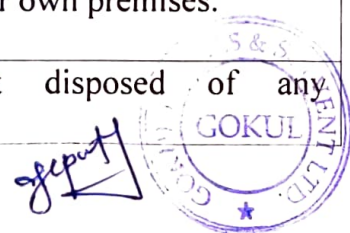


premises.	their own premises.
<p>8. The construction and operational activities shall be carried out in such a way that there are no negative impacts on mangroves and other coastal/marine habitats.</p> <p>The construction and reclamation activities shall be carried out only under the constant supervision and guidelines of the NIOT.</p>	<p>We will do construction activities in such a way that there are no any negative impacts on mangroves and other coastal/marine habitats.</p> <p>The construction and reclamation activities have been carried out as per suggestion / recommendations given by the NIOT.</p>
9. KPT shall take up massive greenbelt development activities in and around Kandla and also within the KPT limits.	We will earmarked the area i.e 10 miter width at periphery area of their own plot for development of greenbelt.
10. An Environmental Audit Report indicating the changes, if any, with respect to the baseline environmental quality in the coastal and marine environment shall be submitted every year by the KPT to F&ED, SEIAA as well as MoEF, GOI.	As there is no any generation of pollutants, this is not applicable.
A.1 CONSTRUCTION PHASE:	
11. KPT shall strictly ensure that no creeks or rivers are blocked due to any activity at Kandla.	No any creeks or rivers have been blocked due to construction activities carried out by us.
12. Water requirement during the construction phase shall be met by Narmada water supply pipeline through GWSSB. Metering of water shall be done and its records shall be maintained.	Records of the water supply will be maintained. flow meter reading photographs will be submitted for future work.
13. All required sanitary and hygienic measures shall be provided before starting the construction activities and to be maintained throughout the construction phase.	We have provided the necessary arrangement for sanitation and hygienic measures and same will be maintained throughout the construction phase.

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14.The construction site shall be provided with barricades of adequate height on its periphery with adequate signage.	Necessary barricades with adequate height at periphery area of plots along with signage have been provided by us.
15.Water sprinkling shall be done in vulnerable areas for controlling fugitive emission.	Measures for Controlling fugitive emission have been provided by us.
16.Material shall be covered during transportation to avoid the fugitive emission.	Vehicles have been covered with tarpaulin for controlling the fugitive emission during the transportation of material by us.
17.The roads inside the project area and roads connected to the main road shall be paved or shall be water sprinkled to avoid the fugitive emissions during construction.	Roads at inside the project area and connected to main road have been paved and necessary arrangement have been provided by us to control the fugitive emissions during construction activities.
18.Adequate drinking water and sanitation facilities, fuel (kerosene or cooking gas), utensils crèches, canteen, rest rooms, safe disposal system for waste garbage, first aid, medical and emergency facilities shall be provided for construction workers to ensure that they do no ruin the existing environmental condition.	Necessary arrangement for drinking water and sanitation facilities, fuel (kerosene or cooking gas), utensils crèches, canteen, rest rooms, safe disposal system for waste garbage, first aid, medical and emergency facilities have been provided by us. No any adverse activities on existing environmental condition have been carried out by workers during the construction phase.
19.Adequate personal protective equipments shall be provided to the construction workers to ensure their safety and the project proponent shall ensure its usage by the labors.	Necessary PPE have been provided to workers by us and same have been monitored to ensure the usages of PPEs by labors.
20.All topsoil excavated during construction activities should be stored separately for use in horticultural / landscape development within the project site.	We will stored all the topsoil excavated during construction activities and same can be used for development of greenbelt at their own premises.
21.The construction debris and /or any other type of waste shall not be	We will not disposed of any

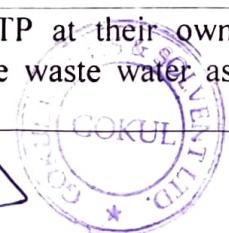


<p>disposed of into the sea, creek or in the CRZ areas.</p> <p>The debris shall be removed from the construction site immediately after the construction is over and disposed of as may be advised by the GPCB.</p>	<p>construction debris or any other type of waste into the sea, creek or in the CRZ areas.</p> <p>Construction debris will be removed immediately after construction activities completed and same will be disposed off as per the GPCB norms / Construction and Demolition Rule, 2016 by successful plot allottees.</p>
<p>22. The construction camps shall be located outside the CRZ area and</p> <p>the construction labour shall be provided with the necessary amenities, including sanitation, water supply and fuel and</p> <p>it shall be ensured that the environmental conditions are not deteriorated by the construction labors.</p>	<p>No any construction camps had required at Project site because only local peoples / labours involved for the construction activities.</p> <p>We will be provided the necessary amenities, sanitation, water and fuel to their labour during the construction phase.</p> <p>No any environmental conditions have been deteriorated by construction labours during the construction activities carried out by us.</p>
<p>23. Use of diesel generator sets during construction phase should be enclosed type and conforming to the EPA Rules for air and noise emission standards.</p>	<p>Agreed</p>
<p>24. Vehicles hired for bringing construction material at site should be in good conditions and conform to applicable air and noise emission standards and</p> <p>should be operated only during non-peak hours.</p>	<p>We will only hire those Vehicles having valid pollution under control license granted by statutory authorities.</p> <p>Project area is connected with national highway, so transporting activities have been carried out only at day time by us.</p>
<p>25. Ambient noise levels should conform to residential standards both during day and night.</p>	<p>We have appointed M/s Earth Envirotech (GPCB approved Environmental Consultant) for carrying</p>

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Incremental pollution load on the ambient air and noise quality should be closely monitored during construction phase.	out Environmental Monitoring at our premises. We will closely monitor day and night noise quality to residential standards. And the ambient air monitor through M/s Earth Envirotech (GPCB approved Environmental Consultant) during construction and operation activities.
26. Ready made mix concrete should be used so far as possible.	We will use ready made mix concrete wherever required for the construction activities.
27. Water demand during construction should be reduced by use of curing agents, plasticizers and other best practices.	Noted
28. Fly ash should be used as building material in the construction as per provisions of Fly Ash Notification under EPA.	Noted
29. Structural design aspects in accordance to the seismic zone shall be strictly adhered to.	We will start construction activities after only approval of layout map / planning from competent authority and they also strictly adhered to carry out construction activities with considering the seismic zone area.
30. The construction materials and debris shall be properly stored and handled to avoid negative impacts such as air pollution and public nuisances by blocking the roads and public passages.	We have already earmarked the area for storage and handling of construction materials and debris at their own premises so that no any negative impacts on air, public and road – traffic take place.
A-2 OPERATION PHASE:	
31. Water requirement during operation phase shall be met by Narmada pipeline through GWSSB. Metering of water shall be done and its records shall be maintained.	We will fulfill the water requirement from Narmada pipeline through GWSSB during operation phase. We will maintain records for water consumption at their own premises.
32. Sewage to the tune of 823 lit/day to be generated during operation phase shall be treated in the onsite STP.	We will construct STP at their own premises and treat the waste water as per the GPCB norms.

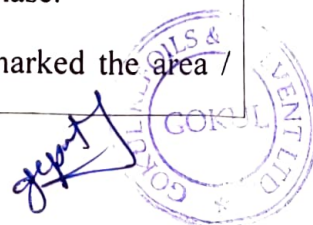
<p>Entire quantity of treated sewage shall be utilized for flushing, gardening and HVAC cooling purpose.</p> <p>Dual plumbing system with separate tanks and lines shall be provided for reuse of treated sewage.</p>	<p>We will reuse treated water for development of greenbelt at their own premises.</p> <p>Necessary arrangement will be provided by us for reuse of treated sewages.</p>
<p>33.Low water consuming devices shall be provided. Fixtures for showers, toilet, flushing and drinking shall be of low flow either by use of aerators/ diffusers or pressure reducing devices etc.</p>	<p>Adequate measures for low water consumption will be provided by us during operational phase.</p>
<p>34.The municipal solid waste shall be properly collected and segregated at source.</p> <p>Recyclable waste shall be sold off to vendors whereas non recyclable wastes shall be disposed through the local body.</p>	<p>Municipal solid waste will be collected and segregated as per the solid waste management rule, 2016 by us.</p> <p>We will registered with TSDF for proper collection, transportation and disposed off solid waste as per the norms.</p>
<p>35.Hazardous wastes i.e. used oil generated from DG set / other machinery overhauling and transformer oil replacement shall be sold off to the registered recyclers and any other type of hazardous waste generating from the project if any, shall be disposed as per the Hazardous Waste (Management, Handling and Trans boundary Movement) Rules 2008, as may be amended from time to time.</p>	<p>We will registered with TSDF for proper collection, transportation and disposed off hazardous waste as per the norms.</p>
<p>36.The stack height of the DG Sets shall be equal to the height needed for the combined capacity of all proposed DG sets. The gaseous emissions from the D. G. Sets shall conform to the standards prescribed by GPCB. At no time, the emission levels shall go</p>	<p>We will take adequate measure for DG sets at their own premises during the operational phase.</p>



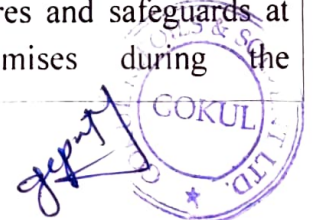
beyond the stipulated standards.	
<p>37.The acoustic enclosures shall be installed at all noise generating equipments such as DG Sets, air conditioning systems, etc.</p> <p>and the noise level shall be maintained as per the MoEF / CPCB guidelines / norms both during day and night time.</p>	<p>Acoustic enclosures will be installed at the noise generating equipment by us during operation phase.</p> <p>Noise level will be maintained as per the MoEF / CPCB guidelines / norms both during day and night time by us during operational phase.</p>
<p>38.The green belt shall be developed along the boundary and internal roads.</p> <p>The open spaces inside the project shall be suitably landscaped and covered with vegetation of indigenous variety.</p> <p>The area earmarked as green area shall be used only for greenbelt and shall not be altered for any other purpose.</p> <p>Drip irrigation / low-volume, low-angle sprinkler system shall be used for the lawns and other green area including tree plantation.</p>	<p>We have already been earmarked area for development of greenbelt at periphery area of their own premises.</p> <p>The open spaces inside the plot area will be suitably landscaped and covered with vegetation of indigenous variety by us during operation phase.</p> <p>We will not altered green earmarked area for any other purpose.</p> <p>We will used drip irrigation / low-volume, low-angle sprinkler system for the lawns and other green area including tree plantation during the operation phase.</p>
<p>39.Adequate parking space shall be provided as per the local by-laws and NBC guidelines, whichever is stringent.</p> <p>The area earmarked for the parking shall be used for parking only.</p> <p>No other activity shall be permitted in this area.</p>	<p>We have already earmarked the area for parking places as the norms.</p> <p>The earmarked area for parking spaces will be used only for parking by us during the operation phase.</p> <p>We will not carry out any other activities at earmarked area for parking spaces.</p>
40.No public space shall be used or	No any public space will be used or

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<p>blocked for the parking and the trained staff shall be deployed to guide the visitors for parking.</p> <p>Traffic congestion near the entry and exit points from the roads adjoining the proposed project site must be avoided.</p>	<p>blocked for parking by us during the operational phase. Further, same will be monitored by qualified staff.</p> <p>No any congestion near the entry and exit points from the roads adjoining the plots will take placed by us during operation phase.</p>
<p>41.The project proponent shall install the electric utilities / devises, which are energy efficient and meeting with the Bureau of Energy Efficiency norms, wherever applicable.</p> <p>Energy Conservation Building Code [ECBC] norms shall be implemented in the project.</p>	<p>We will install the electric utilities / devises, which are energy efficient and meeting with the Bureau of Energy Efficiency norms, wherever applicable during the operation phase.</p> <p>We will implement the Energy Conservation Building Code [ECBC] norms at their own premises during the operation phase.</p>
<p>42.The transformers and motors shall have minimum efficiency of 85%. Only variable frequency motor drives shall be used in the project.</p> <p>Solar lights shall be provided in the open sunlit areas.</p>	<p>We will take adequate measures for using of the transformers and motors at their own premises during the operation phase.</p> <p>We will be provide the Solar lights at open sunlit areas during the operation phase.</p>
<p>43.The energy audit shall be conducted at regular interval for the project and</p> <p>the recommendations of the Audit Report shall be implemented with spirit.</p>	<p>Energy audit will be carried out by us at regular interval at their own premises during the operation phase.</p> <p>We will firmly implemented the recommendations of the energy Audit Report at their own premises during operation phase.</p>
<p>44.Adequate measures shall be taken for fire and life safety as per the provisions of the NBC guidelines.</p>	<p>Adequate measures shall be taken for fire and life safety as per the provisions of the NBC by us at their own premises during the operation phase.</p> <p>We have already earmarked the area /</p>



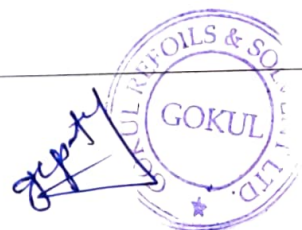
Sufficient peripheral open passage shall be kept for free movement of fire tender/ emergency vehicle around the premises.	open passages for free movement of the fire tender / emergency vehicle around the premises during the operation phase.
45.The project management shall prepare a detailed Disaster Management Plan (DMP) for the operational phase of the project.	Preparation of disaster management plan (DMP) is under process and same will be submitted to statutory authorities after finalization of DMP.
46.Necessary emergency lighting system along with emergency power back up system shall be provided. In addition, emergency siren/public address system arrangement shall be provided in the township. Necessary signage/maps at all appropriate places shall be provided to guide the people towards exits and assembly points during the unforeseen emergency and untoward conditions.	Necessary emergency lighting system, along with emergency power back up system will be provided by us during the operation phase. We will provide the emergency siren/public address system arrangement at identified area during the operational phase. We will provide the Necessary signage/maps at all appropriate places to guide the people towards exits and assembly points during the unforeseen emergency and untoward conditions during the operation phase.
47. Compulsory Training to the staff for the first aid and fire fighting along with regular mock drill shall be made an integral part of the emergency management plan of the project.	Necessary training will be given to employee for emergency management plan by us during the operational phase.
48. First Aid Boxes shall be made readily available in adequate quantity at all the times.	Adequate quantity of First Aid Room/Boxes will be provided by us in the construction phase and operation phase of the project.
49.The project proponent shall ensure maximum employment to the local people.	Law of land shall be followed by us.
50.The project management shall also comply with all the environment protection measures, risk mitigation measures and safeguards proposed by them.	We will strictly comply with all the environment protection measures, risk mitigation measures and safeguards at their own premises during the



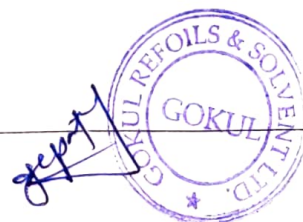
	construction phase.
OTHER CONDITION:	
51. A separate environmental management cell with qualified personnel shall be created for environmental monitoring and management during construction and operational phases of the project.	We have been appointed M/s Earth Envirotech GPCB approved Environmental Consultant (which having approved laboratories with standard equipment and facilities, qualified staff) to carry out the Environmental Monitoring during construction and operational phase at premises.
52. All the recommendations and suggestions given by NIOT in their Environment Impact Assessment Report for conservation, protection and betterment of environment shall be implemented strictly by the KPT.	The recommendations and suggestions given by NIOT in their Environment Impact Assessment Report for conservation, protection and betterment of environment have been strictly followed.
53. KPT shall participate financially for installing and operating the Vessel Traffic Management System in the Gulf of Kutch and Shall also take lead in preparing and operationalizing the Regional Oil Spill Contingency plan in the Gulf of Kutch.	Noted.
54. KPT shall have to contribute financially for taking up the socio-economic upliftment activities in this region in consultation with the Forests and Environment Department and the District Collector / District Development Officer.	Noted.
55. KPT shall contribute financially for any common study or project that may be proposed by the Forests & Environment Department (F&ED) for environmental management / conservation /	Kandla Port Trust / We will contribute financially for any common study or project that may be proposed by the Forests & Environment Department (F&ED) for environmental management / conservation /



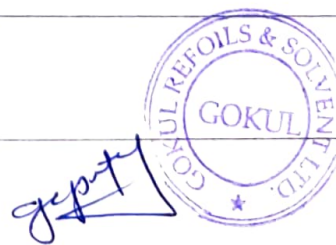
improvement for the Gulf of Kutch.	improvement for the Gulf of Kutch.
56.KPT shall bear the cost of the external agency that may be appointed by F&ED / SEIAA for supervision / monitoring of proposed activities and the environmental impacts of the proposed activities.	Kandla Port Trust / We will bear the cost of the external agency that may be appointed by F&ED / SEIAA for supervision / monitoring of proposed activities and the environmental impacts of the proposed activities
57.KPT shall have to contribute financially to support the National Green Corps Scheme being implemented in Gujarat by the GEER Foundation, Gandhinagar, in consultation with Forests and Environment Department	Kandla Port Trust / We will contribute financially to support the National Green Corps Scheme being implemented in Gujarat by the GEER Foundation, Gandhinagar, in consultation with Forests and Environment Department.
58. A separate budget shall be earmarked for environmental management and socio-economic activities including the greenbelt / mangrove plantation and details thereof shall be furnished to F&ED, SEIAA as well as MoEF, GoI. The details with respect to the expenditure from this budget head shall also be furnished along with the compliance report.	A separate budget for environmental protection has been maintained by us. For the year 2023-2024 : Rs.50,000 thousands Details of above said budget for Environmental Management and socioeconomic activities have been submitted to statutory authorities regularly along with six monthly compliance report. The expenditure details will be submitted to statutory authorities along with the compliance report from time to time.
59. Movement of vehicles in the Inter Tidal Zone shall be restricted to the minimum so as to maintain ecological features and avoid damage to the ecosystem.	No any vehicles movement in the inter tidal zone have been carried out by us.



60. A six monthly report on compliance of the stipulated conditions shall have to be furnished by the KPT in hard and soft copies to the regulatory authorities concerned, on 1 st June and 1 st December of each calendar year.	We have already been submitted six monthly compliance reports to KPT.
61.No further expansion or modification or development likely to cause environmental impact shall be carried out without obtaining prior clearance from the concerned authority.	We have not extended, modified or developed further expansion likely to cause environmental impact.
62. Any other condition that may be stipulated by F&ED and SEIAA from time to time for environmental protection / management purpose shall also have to be complied with by the KPT	Kandla Port Trust / We will comply any other condition that may be stipulated by F&ED and SEIAA from time to time for environmental protection / management purpose.
63.The project authorities shall earmark adequate funds to implement the conditions stipulated by SEIAA as well as GPCB along with the implementation schedule for all the conditions stipulated herein.	We have earmark adequate funds to implement the conditions stipulated by SEIAA as well as GPCB along with the implementation schedule for all the conditions stipulated herein.
The funds so provided shall not be diverted for any other purpose.	We have not diverted earmarked fund for any other purposes.
64. The applicant shall inform the public that the project has been accorded environmental clearance by the SEIAA and that the copies of the clearance letter are available with the GPCB and may also be seen at the Website of SEIAA/ SEAC/ GPCB. This shall be advertised within seven days from the date of the clearance letter, in at least two local newspapers that are widely circulated	Kandla Port Trust had already been informed to the public that the project has been accorded Environmental Clearance from SEIAA and that the copies of the clearance letter are available with the GPCB and may also be seen at the Website of SEIAA/ SEAC.



in the region, one of which shall be in the Gujarati language and the other in English. A copy each of the same shall be forwarded to the concerned Regional Office of the Ministry	.
65.The project authorities shall also adhere to the stipulations made by the Gujarat Pollution Control Board.	We have strictly following the stipulations made by the GPCB.
66.The project authorities shall inform the GPCB, Regional Office of MoEF and SEIAA about the date of financial closure and final approval of the project by the concerned authorities and the date of start of the project.	Kandla port Trust / We will inform the GPCB, Regional Office of MoEF and SEIAA about the date of financial closure and final approval of the project by the concerned authorities and the date of start of the project.
67.The SEIAA may revoke or suspend the clearance, if implementation of any of the above conditions is not found satisfactory.	Agreed with the SEIAA.
68.The above conditions will be enforced, inter-alia under the provisions of the Water (Prevention and Control of Pollution) Act, 1974, the Air (Prevention and Control of Pollution) Act, 1981, the Environment (protection) Act, 1986, Municipal Solid Wastes (Management and Handling) Rules, 2000 and the Public Liability Insurance Act, 1991 and the Rules made there under from time to time.	Kandla Port Trust / We will strictly adhere above conditions under the provisions of the Water (Prevention and Control of Pollution) Act, 1974, the Air (Prevention and Control of Pollution) Act, 1981, the Environment (protection) Act, 1986, Municipal Solid Wastes (Management and Handling) Rules, 2000 and the Public Liability Insurance Act, 1991 and the Rules made there under from time to time.
69.This environmental clearance is valid for five years from the date of issue.	Agreed



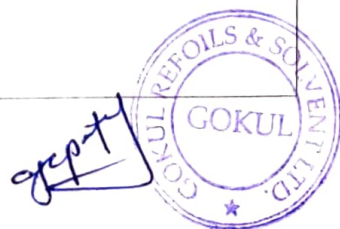
**Monitoring the implemental Safe guards Ministry of Environment &
Forests**

**Regional office (W), Bhopal.
Monitoring Report (Up to May, 2019)**

Part – 1

DATA SHEET

1. Project type : River valley/ Mining/Industry/ thermal/nuclear/Other (specify)	Infrastructure and Miscellaneous Projects + CRZ
2. Name of the project	Development of plots for construction of warehouse/Godowns.
3. Clearance Letter (s). OM no and date	Environment / CRZ Clearance issued by SEIAA, Govt. of Gujarat.
4. Location a) District (s) b) State (s) c) Location/latitude/longitude	Plot No.18, outside West Gate, New Kandla, Dist: Kutch State: Gujarat Location: Near NH8A, Kandla Port Trust,
	Mr.BipinThakker Director GokulRefoils& Solvent Limited 'Gokul House" 43, Shreemali Co-op. Housing Soc, Ltd, Opp, Shikhar Building, Navrangpura, Ahmedabad- 380009
6. Salient features of the project b) Salient features of the Environmental management plan	Construction of warehouse at plot No.18 1. Master document of terms and conditions including the provision of environment management plan, pollution mitigation measures, green belt development, safety related aspects etc. terms and incorporate the same as a part of the agreement deed with the bidders of Godowns have been made between us.
7. Break up of the project area a) Submergence area : forest & non-forest b) Others	Nil Nil
8. Break up of the project affected population with enumeration of those losing houses/dwelling units only agricultural land & landless labourers/artisen a) SC. ST/Adivasis b) Others	 Nil Nil



(please indicate whether these figures are based on any scientific and systematic survey carried out of only provisional figures, if a survey is carried out give details and years of survey).	Nil
9. Financial details	Approx Rs.12.00 Crores.
a) Project cost as originally planned and subsequent revised estimates and the year of prices reference	
b) Allocation made for environmental management plans with item wise and year wise break-up	Year 2022 – 2023 : Rs. 3 Lakhs Year 2023 – 2024 : Rs. 3 Lakhs
c) Benefit cost ratio/Internal rate of Return and the year of assessment Whether (c) includes the cost of environmental management plans so far.	N.A
d) Actual expenditure incurred on the project	Rs.7 crores
e) Actual expenditure incurred on the environmental management plans so far.	Rs. 3 Lakhs
10. Forest land requirement	Nil
a) The status of approval for diversion of forest land for non-forestry use	Nil- Not related.
b) The status of clear felling	NIL
c) The status of compensatory a forestation, if any	Nil
d) Comments on the viability & sustainability of compensatory a forestation programmed in the light of actual field experience so far	NIL.
11. The status of clear felling in non-forest areas (such as submergence area of reservoir,	Nil

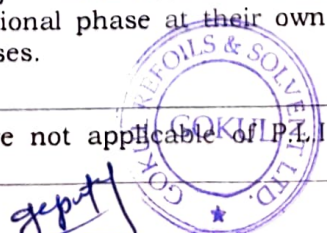


approach roads), if any with quantitative information.	
12. Status of construction	
a) Date of commencement (Actual and/or planned)	1.10.2015
b) Date of completion (Actual and/or planned)	01-01-2021
13. Reasons for the delay if the Project is yet to start	-----
Date of site visited	
a) The dates on which the project was monitored by the regional office on pervious occasion. if any	----- -----
b) The date site visit for this monitoring report	

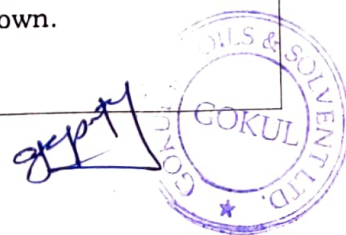


GENERAL CONDITIONS

Sr.No.	Conditions	Compliance
1.	<p>In case of any change either in products, its capacity or manufacturing process, the applicant shall have to obtain prior permission of this Board.</p> <p>The applicant shall not commence the production until consent under Water (Prevention and control of Pollution) Act-1974, Air (Prevention and control of Pollution) Act-1981 and authorization under hazardous waste (Management and Handling) Rules-1989 is obtained.</p>	<p>We will make any changes in the products, its capacity or manufacturing process, the applicant will get prior permission of this board.</p> <p>The applicant shall not commence the production until consent under Water (Prevention and control of Pollution) Act-1974, Air (Prevention and control of Pollution) Act-1981 and authorization under hazardous waste (Management and Handling) Rules-1989 is obtained.</p>
2.	If the products, process falls in SCHEDULE-I or II of the Environmental Audit Scheme, as specified in the order dated 13/03/97 of Hon. High Court in MCA No.326/97 in SCA No.770/95, the applicant shall also abide by the said scheme.	We agree if the product is in Schedule I or II of the audit plan of the environment, as specified in the Hon'ble 13/03/97 order. The High Court, MCA No. 326/97 in SCA No. 770/95 will also follow the scheme.
3.	The applicant shall have to register the unit under the provisions of the factories act-1948 and shall obtain the necessary factory license	We will be obtained necessary clearance from the statutory authorities.
4.	The environmental Management unit/cell shall be set up to ensure implementation and monitoring of environmental safeguards and other conditions stipulated by statutory authorities. The Environmental Management Cell/unit shall directly report to the chief Executive of the organization and shall work as a focal point for internalizing environmental issues. These cells / units shall also co-ordinate the exercise of Environmental Audit and preparation of Environmental Statements.	We have already been appointed GPCB approved Environmental Consultant (which having approved laboratories with standard equipment and facilities, qualified staff) to carry out the Environmental Monitoring during construction and operational phase at their own premises.
5.	The applicant shall have to obtain P.L.I Policy as per P.L.I Act-1991 and submit the	We are not applicable of P.L.I



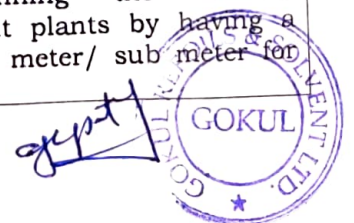
	copy of the same to the GPCB.	Policy as per P.L.I act-1991.
6.	<p>The concentration of Noise on ambient air within the factory premises shall not exceed the following limit:</p> <p>Between 6 AM to 10 PM : 75 dB (A)</p> <p>Between 10 PM to 6AM : 70 dB (A)</p>	<p>We are agreed of The concentration of Noise on ambient air within the factory premises shall not exceed the following limit:</p> <p>Between 6 AM to 10 PM : 75 dB (A)</p> <p>Between 10 PM to 6AM : 70 dB (A)</p>
7.	The unit shall, on establishing this plant:	
	a) Put up at the entrance and prominent places boards prominently displaying the name of the unit, particulars of the products / process and the names of the proprietor/ partners / Directors of the unit, the electricity consumer number and the name of the electricity consumer as on the record of the GEB.	I agree that at the entrance are placed at the entrance and the name of the unit, the details of the product / process and the name of the entity / partners / directors of the unit, the number of electricity subscriber number and the name of the power are recorded at GEB As consumer.
	b) Make adequate lighting arrangements all around the effluent treatment plants pollution control measures and also above the boards mentioned in the above clause	We are not applicably as plots are only for storage godown.
8.	The Environmental Audit shall be carried out yearly and the Environmental Statement pertaining to previous year shall be submitted to the this Board latest by 30 th September every year	Annual Environmental Audit will be carried out as per the GPCB norms
9.	The unit shall have and use only one outlet for discharge of its effluent and no effluent shall be discharged without requisite treatment and without meeting with GPCB norms. Such outlets shall be near the front gate/ entrance of the unit. The unit shall not keep any bypass line system or loose or flexible pipe for discharging pipe effluent outside or even for transporting treated or untreated effluent within the factory premises, within Effluent Treatment Plants or in the compound of the unit.	We are not applicably as plots are only for storage godown.
10.	Magnetic Flow Meters should be installed at inlet and outlet of the Effluent Treatment Plant (ETP thereafter)	N/A as plots are only for storage godown.
11.	All chemicals and nutrients which are required to be added/ dosed anywhere in the ETP should be so added by using "Metering Pumps" only.	N/A as plots are only for storage godown.



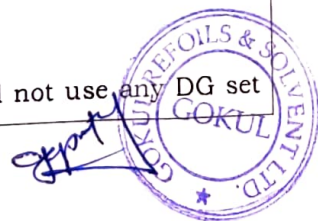
12.	The pipeline connecting various equipments or sumps of tanks of ETP should be minimum in number. Loose connections of hose pipes or temporary connections will not be permitted.	N/A as plots are only for storage godown.
13.	In case of incinerators the unit shall provide the flow measuring devices with incinerators at different point's scrubber, outside the incinerator should be provided. The temperatures as well as flow should be recorded, every day	N/A as plots are only for storage godown.
14.	In case of plants involving Bio-mass Treatment. For each addition of the bio-mass time and quantity recorded. The uptake rate of oxygen of the bio-mass in the aeration basis and other parameters of biological system should be recorded everyday.	N/A as plots are only for storage godown.
15.	The printed log books shall be maintained and get it certified for:	Printed log books will be maintained and get certified by us for
	a) Energy/ fuel consumption/ Raw material Consumption and quality of products manufactured.	a) N/A as plots are only for storage godown.
	b) Wastewater/gaseous flow at inlet and outlet of ETP and air pollution Control Measures	b) N/A as plots are only for storage godown.
	c) Quantity of sludge generated	c) N/A as plots are only for storage godown.
	d) Laboratory analysis/ reports for each of the specified parameters of liquid effluents, gaseous discharge and soil sludge samples.	d) N/A as plots are only for storage godown.
16.	The unit shall operate full and efficiently all its effluent treatment plant/s and shall close down all its manufacturing processing activities whenever the effluent treatment plant/s or any part are fully or partly non-operational for any reason whatsoever (Whether maintenance/ repairs/ electricity failure or otherwise) and shall not restart	We will strictly comply the condition in case of non-operational of STP for any reason whatsoever



	such activities unless and until all the effluent treatment plants of the unit are fully operational.	
17.	<p>The unit shall have and operate all the requisite equipment / facilities for prevention and control of air pollution and shall operate the same.</p> <p>The unit shall also have stack monitoring facilities.</p> <p>Whenever the equipment/facilities for prevention and control of air pollution are fully or partly non functional, the unit shall close down all its manufacturing / processing activities and shall not restart its manufacturing /processing activities unless and until all its air pollution protection and control equipments and facilities including stack monitoring facilities are fully operational.</p>	<p>We have already been operated all the requisite equipments/ facilities for prevention and control of air pollution.</p> <p>N/A as plots are only for storage godown.</p> <p>We will strictly comply the condition for air pollution protection and control equipments and facilities</p>
18.	The unit shall submit, before commencing the production to the GPCB any committee appointed by the court, the site plan of the unit indicating the location of manufacturing /processing plant as also the effluent treatment plants and also separate plan indicating the channel through which water / effluent passes from different stages of manufacturing / processing and the effluent treatment process right up to the stage of its final outlet. Such plans shall also be displayed by the unit on a board of adequate size within its compound and near its effluent treatment plant/s.	N/A as plots are only for storage godown.
19.	<p>The unit shall supply to the GPCB the figures of production and consumption of electricity and water for each day during the period of production, though such figures shall be supplied on weekly basis.</p> <p>The unit shall supply separate figures for consumption of electricity for running the effluent treatment plants by having a separate meter/ sub meter for such effluent treatment plants.</p>	<p>We will supply the figures of production and consumption of electricity and water for each day during the period of production, though such figures shall be supplied on weekly basis to the GPCB.</p> <p>We will supply separate figures for consumption of electricity for running the effluent treatment plants by having a separate meter/ sub meter for</p>



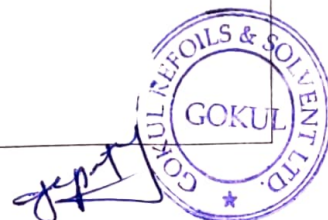
	The number of units consumed by operating the diesel generating sets, if any, shall also be supplied to the GPCB on weekly basis.	such effluent treatment plants. We will supply the number of units consumed by operating the diesel generating sets, if any to GPCB.
20.	The unit shall also supply to the GPCB, within 1 week from the date of the starting production, the documents regarding monthly production and consumption of electricity.	We will submit the details of date of the commencement of work and the monthly electricity consumption report to GPCB within stipulated time period.
21.	The unit shall permit the officers/employees of the GPCB/Government Members of the committee of the court, members of the Monitoring Committee of the Association of the industries to enter the factory premises and to inspect and take samples from the unit at any time without any prior intimation. Any delay in giving any of the above person's entry into the factory premises or any plant thereof on effluent treatment plants shall entail closure of the unit. All the watchmen/security personnel of the unit shall be immediately apprised of the above.	We are already provided full support to GPCB/Government Members of the committee of the court, members of the Monitoring Committee of the Association of the industries to enter the premises.
22.	It shall be open to the GPCB through general instruction of circulars and to the GPCB officers inspecting the unit to give all the support instructions regarding location of the outlet and/or any other appropriate directions regarding effluent plants, their operation and processes and disposal channel and disposal system. The unit shall comply with all such instructions whether general or special.	We have already provided full support to GPCB officials during their visits at project site. Further, We will comply all such instruction given by statutory authorities during their visit at project site.
23.	When electricity supply or water supply is disconnected in future on account of non-compliance with the GPCB norms or on account of the closure order, which may be passed by court or by the Govt./GPCB under any statutory provisions relating to environmental protection and prevention and control of pollution. a) The unit shall not use any diesel generating set or any other alternative	a) We will not use any DG set



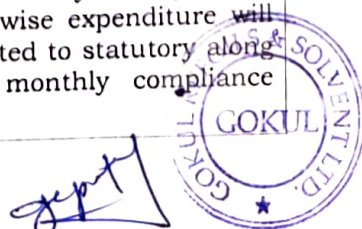
	<p>source of energy or water tankers from outside.</p> <p>b) The unit shall pay wages to its workers regularly every month or at such shorter intervals as per the Central/Practice followed so far</p>	<p>or any other alternative source of energy or water tankers from outside.</p> <p>b) We will pay wages to its workers regularly every month or at such shorter intervals as per the Central/Practice.</p>
24.	<p>Adequate number of influent and effluent quality monitoring stations should be set up in consultation with the Gujarat pollution control Board.</p> <p>Regular effluent quality monitoring should be carried out for relevant parameters and the monitored data along with the statistical analysis and interpretation should be submitted to the Gujarat pollution Control Board on monthly basis.</p>	<p>We will set up the adequate number of influent and effluent quality monitoring stations as per the GPCB norms.</p> <p>We have already appointed GPCB approved Environmental Consultant for carry out Environmental Monitoring at their own premises.</p>
25.	<p>Guards ponds of sufficient holding capacity should be provided to cope with the effluent discharge during the process disturbances. In the event of failure or non functioning of the ETP, the respective units should be immediately put out of operation and should not be restarted until the control measure are rectified to achieve the desired efficiency. Guard pond should be provided with impervious lining and stability of the ponds with respect to leakages/cracks and other factors should be ensured.</p>	<p>Adequate measures will be taken by us at their own premises.</p>
26.	<p>The ground water quality around the guard ponds and landfill site should be monitored on regular basis. The monitored data should be submitted to this board once in six months.</p>	<p>Necessary monitoring report will be submitted by us to statutory authorities on stipulated time periods.</p>
27.	<p>The gaseous emission from various process units should adhere to the air emission standards specified in this order. At no time the emission should go beyond the prescribed standards. In the event of failure of any pollution control adopted by the unit, the respective unit should be immediately put out of operation and should not be restarted until the control measures are rectified to achieve the desired efficiency.</p>	<p>we will strictly followed the air emission standards specified in this order.</p>
28.	<p>a) Ambient air quality monitoring station should be set up in the downwind direction as well as at locations where maximum ground level concentrations are anticipated. These locations</p>	<p>We will take necessary measures to set up Ambient air quality monitoring station with consultation with GPCB approved Environmental</p>

We will take necessary measures to set up Ambient air quality monitoring station with consultation with GPCB approved Environmental

	should be fixed in consultation with the GPCB. The number of air quality monitoring stations and frequency of monitoring should be selected on the basis of mathematical modelling to represent short term ground level concentrations, human settlements, sensitive targets etc.	Consultant
	b) Stack emissions from boiler and heater should be monitored for SO ₂ , NO _x , hydro Carbon and SPM and record maintained. On line continuous stack monitoring equipments should be provided for measurement of SO ₂ and NO _x .	N/A as plots are only for storage godown.
	c) Data on ambient air quality and stack emission from boiler and heater should be submitted to this Board once in a month along with the statistical analysis and interpretation.	N/A as plots are only for storage godown.
	d) Fugitive emissions should be controlled, regularly monitored and data recorded. The monitored data should be submitted to this Board once in the month.	We will take adequate measures for control, regularly monitored and data record of fugitive emissions and same will be submitted to GPCB within stipulated time period.
29.	Low NO _x burner should be provided to avoid excessive formulation of NO _x . Only LSH will be used a fuel during the critical month to ensure that SO levels in the ambient air is within the norm Specified.	N/A as plots are only for storage godown.
30.	The unit shall make all the requisite arrangements for the safe storage and handling of solid waste including impervious flooring and leachate collection and the unit shall store and handle solid waste in accordance with the provisions of the relevant rules in their behalf.	We will jointly arrange all the necessary arrangements for disposal of solid waste including safe storage and impermeable flooring and leachate collection and the unit will collect and handle solid waste according to the provisions of relevant rules on their behalf.
31.	A secured double lined landfill should be developed within the plant premises for disposal of solid waste by providing impervious liner and leachate collection system. The leachate shall be taken to the treatment plant for future treatment. In case of specified items or Napthalene based product and in the case of Pesticide waste, the leachate shall be totally incinerated after neutralization and / or after detoxification	We are Agreed .



	treatment. The design of the landfill site should be submitted before commencing the production to this Board and Government.	
32.	Handling manufacturing, storage and transport of hazardous chemicals should be in accordance with Manufacture, Storage and Import of Hazardous Chemical Rules-1989.	The creation, storage and transport of hazardous chemicals will be according to the creation, storage and import of hazardous chemical regulations - 1989
33.	The hazardous wastes should be handled as per the Hazardous Waste (Management and Handling) Rules of the Environmental (Protection) Act-1986.	we are not applicabal as per the Hazardous Waste (Management and Handling) Rules of the Environmental (Protection) Act-1986 because as plots are only for storage godown.
34.	On-site and off-site emergency plan as required under the rules 13 and 14 of the Handling, Manufacture, Storage and Import of the Hazardous Chemical Rules -1989 should be prepared and approval from the Board should be obtained.	we are not applicabal as required under the rules 13 and 14 of the Handling, Manufacture, Storage and Import of the Hazardous Chemical Rules -1989 .
35.	A community welfare scheme for improving the socio-economic environment should be worked out and report submitted to the Board and Government for review.	We will take adequate measures for improving the socio-economic environment and report for the same will be submitted to the Board and Government for review.
36.	Periodical medical check up of the workers should be done and records maintained as a measures to provide occupational health service to the workers.	We have already been carried out periodical medical check up of the workers and maintained as a measures to provide occupational health service to the workers.
37.	The project authorities should set up laboratory facilities for collection, analysis of samples under the supervision of competent technical personnel who will report to the chief Executive.	We have already appointed GPCB approved Environmental Consultant for carry out Environmental Monitoring at their own premises.
38.	The funds earmarked for the Environmental Protection Measures should not be diverted for any other purpose and year wise expenditure should be reported to this board and to the Government.	We have not been diverted the funds earmarked for the Environmental Protection Measures for any other purpose and year wise expenditure will be submitted to statutory along with six monthly compliance report.





Gokul Refoils & Solvent Ltd.

Corporate Office :
"Gokul House", 43 Shreemali Co-op. Housing Society Ltd.
Opp. Shikhar Building, Navrangpura,
Ahmedabad-380 009, Gujarat (India)
Ph. : +91-79-66304555, 66615253/54/55
Fax : +91-79-66304543 Email : grsl@gokulgroup.com
CIN : L15142GJ1992PLC018745

Date:- 10 March, 2023

To,
O.S.D (Este)
The Dindayal Port Trust
Gandhidham

Sub:- Submission of Environment Reports.

Respected Sir,

We have Submission of

- 1) Compliance Report of NOC for the project entitled "Development of plots for constructing of warehouse/Godown-Stagell
 - 2)CRZ Recommendation for proposed development of Plots for Construction of warehouse/ go down - stagell at Kandla,Dist-Kutch by M/S Dindayal Port Trust-Reg.
 - 3) Monitoring the implemental safe guard's ministry of Environment & Forests Regional office (W), Bhopal. Monitoring Report UP to March, 2023
- Of plot no-19. Outside west gate (New kandla)

Thanking you,

Yours sincerely,

For, GOKUL REFOILS & SOLVENT LTD.

Authorized Signatory

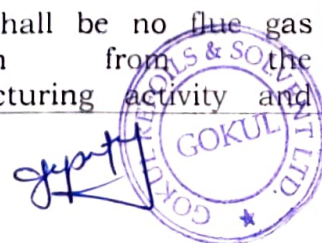
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13/3/23

Regd. Office & Works : State Highway No-41, Nr. Sujanpur Patia, Sidhpur-384 151. Dist. Patan, Gujarat (India)
Phone : +91-2767-222075, 220975 Fax : +91-2767-223475 E-mail : grsl@gokulgroup.com

Haldia Refinery Unit : J.L.N. 149, Plot No. Near Essar Petrol Pump, HPL Link Road, P. O. Debhog City Centre,
P.S. Bhabanipur, Haldia Purba - Medanipur - 721657 (West Bengal) Phone : 03224 252839

Compliance Report of NOC for the project entitled "Development of plots for constructing of Warehouse/Godowns - Stage II."

Sr. No	Conditions	Compliance
SUBJECT TO THE FOLLOWING SPECIFIC CONDITIONS:		
1.	You shall have to strictly comply with all the conditions as prescribed in your Environment Clearance and CRZ Clearance when it is granted to you.	We have already been strictly complied the as prescribed in Environmental / CRZ Clearance.
2.	No ground water shall be used for the project coming under Dark zone without permission of competent authority.	We are Not used ground water of for the project coming under Dark zone without permission of competent authority.
3.	CONDITIONS UNDER WATER ACT 1974:	
3.1	The generation and discharge of industrial effluent from the manufacturing process and other ancillary industrial operations shall be NIL.	we are not applicably of The generation and discharge of industrial effluent from the manufacturing process and other ancillary industrial operations be NIL. (As only Godown)
3.2	The quantity of the domestic waste water (Sewage) shall not exceed NIL.	Not Applicable (As only Godown)
3.3	The unit shall install flow meters at utilities for measuring category wise (Category as given in Water – Cess Act-1977 schedule II) consumption of water.	Not Applicable (As only Godown)
4.	CONDITIONS UNDER AIR ACT 1981 :	
4.1	There shall be no use of fuel in manufacturing activity and other ancillary operations.	There shall be no use of fuel in manufacturing activity and other ancillary operations because only our storage godown. (As only Godown)
4.2	There shall be no flue gas emission from the manufacturing activity and other ancillary operations.	There shall be no flue gas emission from the manufacturing activity and other ancillary operations.

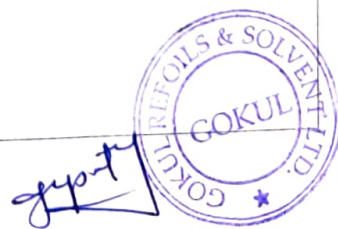


		other ancillary operations because only our storage godown. (As only Godown)
4.3	There shall be no process gas emission from the manufacturing activities and other ancillary operations.	There shall be no process gas emission from the manufacturing activities and other ancillary operations because only our storage godown. (As only Godown)

The concentration of the following parameters in the ambient air within the premises of the industry shall not exceed the limits specified here under.

Sr . No.	Pollutan t	Time Weighted Average	Concentrati on in Ambient air in $\mu\text{g}/\text{M}^3$
1.	Sulphur Dioxide (So^2)	Annual 24 Hours	50 80
2.	Nitrogen Dioxide (No^2)	Annual 24 Hours	40 80
3.	Particul ate Matter (size less than 10 μm) OR PM_{10}	Annual 24 Hours	60 100
4.	Particul ate Matter (size less than 2.5 mm) Or $\text{PM}_{2.5}$	Annual 24 Hours	40 60

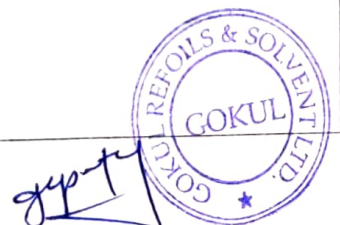
The concentration of SO_x , NO_x , PM_{10} and $\text{PM}_{2.5}$ have within the limit.



4.5	The industry shall take adequate measures for control of noise levels from its own sources within the premises so as to maintain ambient air quality standards in respect of noise to less than 75dB(a) during day time and 70 dB (A) during night time, Daytime is reckoned in between 6a.m. and 10 P.M. and night time is reckoned between 10 p.m. and 6 a.m.	We have already take adequate measures for control of noise levels from its own sources within the premises so as to maintain ambient air quality standards in respect of noise to less than 75dB(a) during day time and 70 dB (A) during night time.
5.	CONOITIONS UNDER HAZARDOUS WASTE:	
5.1	The applicant shall provide temporary storage facilities and maintain the record for each type of Hazardous Waste as per Hazardous Waste (Management, Handling & Trans boundary Movement) Rules, 2008 as amended from time to time.	We are only Storage Godown not used any type of hazardous waste.
5.2	The applicant shall be obtain membership of common TSDF site for disposal Hazardous Waste as categorized in Hazardous Waste (Management, Handling & Trans boundary Movement) Rules, 2008 as amended thereof.	N/A, As only storage Godown
6.	GENERAL CONDITION:	
6.1	Unit shall develop green belt within premises as per the CPCB guidelines. However, if the adequate land is not available within premises, the unit shall tie up with local agencies like gram panchayat, school, social forestry office etc. for the plantation at suitable open land in nearby locality and submit an action plan of plantation for next three years to GPCB.	We have earmarked the area i.e 10 miter width at periphery area of their own plot for development of greenbelt.
6.2	Adequate plantation shall be carried out all along the periphery of the industrial premises in such a way that the density of plantation is at least 1000 trees per acre of land and a green belt of 10 meters width is developed.	We have earmarked the area i.e 10 miter width at periphery area of their own plot for development of greenbelt.
6.3	The applicant shall have to submit the returns in prescribed form regarding water consumption and shall have to make payment of water cess to the Board under the Water Cess Act-	Applicants will submit returns in the prescribed form regarding consumption of water. Under the Water Cess Act



	1977.	1977, the Board will pay water cess.
6.4	In case of change of ownership /management the name and address of the new owners / partners / directors/proprietor should immediately be intimated to the Board.	We will immediately be intimated to GPCB In case of change of ownership /management the name and address of the new owners / partners / directors/proprietor.
6.5	<p>The applicant shall however, not without the prior consent of the Board bring into use any new or altered outlet for the discharge of effluent or gaseous emission or sewage waste from the proposed industrial plant.</p> <p>The applicant is required to make applications to this Board for this purpose in the prescribed forms under the provisions of the Water Act-1974, the Air Act-1981 and the Environment (Protection) Act-1986.</p>	<p>We have not altered outlet for the sewage waste from their own premises.</p> <p>If required, We will make applications to GPCB for altered outlet for the sewage waste in the prescribed forms under the provisions of the Water Act-1974, the Air Act-1981 and the Environment (Protection) Act-1986.</p>
6.6	The applicant also comply with the General conditions as per Annexure - I attached herewith (No.1 to 38) (whichever applicable).	The applicants will comply with the Annexure-I with general conditions as per the attached (1 to 38) (whichever is applicable).
6.7	The overall noise level in and around the plant area shall be kept well within the standards by providing noise control measures including engineering control like acoustic insulation hoods, silencers, enclosures etc on all sources of noise generation. The ambient noise level shall conform to the standards prescribed under the Environment (Protection) Act, 1986 & Rules.	We have already taken adequate measures for control of noise levels from its own sources within the premises.

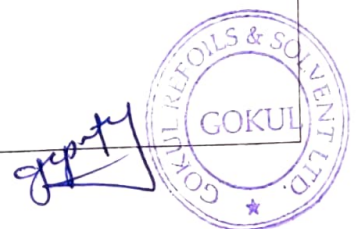


6.8	Applicant is required to comply with the manufacturing, Storage and Import of Hazardous Chemicals Rules-1989 framed under the Environment (Protection) Act-1986	Not Applicant is required to comply with the manufacturing, Storage and Import of Hazardous Chemicals Rules-1989 framed under the Environment (Protection) Act-1986 because only our storage godown.
6.9	If it is established by any competent authority that the damage is caused due to their industrial activities to any person or his property .in that case they are obliged to pay the compensation as determined by the competent authority.	We will pay the compensation as determined by the competent authority, if any damage is caused due to their industrial activities to any person or his property.
6.10	Applicant shall have to comply with all the guidelines/Directive issued/ being issued by MoEF /CPCB/ DoEF from time to time.	We will strictly comply with the guidelines/Directive issued/ being issued by MoEF /CPCB/ DoEF from time to time.
6.11	Applicant shall not use/withdraw ground water either during construction or for operation phase.	We have not been used / withdraw ground water during construction phase. Further, and also not use / withdraw ground water during operation phase.
6.12	Environmental cell shall be setup and shall be responsible for the total Environmental management.	We are agreed of Environmental cell shall be setup and shall be responsible for the total Environmental management
6.13	Monitoring in respect to Air, Water, Noise level shall be carried out and results shall be submitted to this Board on quarterly basis.	We are agreed of Monitoring in respect to Air, Water, Noise level shall be carried out and results shall be submitted to this Board on quarterly basis.



**SUBJECT: CRZ Recommendation for proposed development of plots for
Construction of warehouse/Godowns – Stage II at Kandla,
Dist: Kuchchh by M/S Kandla Port Trust Limited- Reg.**

Specific Condition	
<p>1. The provisions of the CRZ Notification of 2011 shall be strictly adhered to by the KPT.</p> <p>No activity in contradiction to the provisions of the CRZ Notification shall be carried out by the KPT.</p>	<p>We strictly following the provisions of the CRZ notification of 2011 and subsequent amendments issued from time to time.</p> <p>We have carried out only those activities which are permissible under CRZ Notification, 2011 and subsequent amendments from time to time.</p>
<p>2. The KPT shall participate financially for installing and operating the vessel Traffic Management System in the Gulf of Kachchh and</p> <p>shall also take lead in the preparing and operationalizing the regional oil spill contingency plan in the Gulf of Kachchh.</p>	<p>We will take part in financially for establishing and operating the vessel traffic management system in KPT Bay of Kutch.</p> <p>Regional oil spill in the Gulf of Kutch will also lead in the preparation and operation of contingency plans.</p>
<p>3. The KPT shall strictly ensure that no creeks or rivers are blocked due to any activity at Kandla.</p>	<p>We will not block any gulf or rivers due to any activity in Kandla</p>
<p>4. Mangrove plantation in an area of 200 ha. shall be carried out by the KPT within 2 years in a time bound manner on Gujarat coastline either within or outside the Kandla port trust area and</p> <p>Six monthly compliance reports</p>	<p>Noted and will be complied.</p>



along with the satellite images and GPS readings with Latitude and Longitude shall be submitted to the ministry of environment and forest as well as to this department without fail.	
5. No ground water shall be tapped for any purpose during the proposed expansion / modernization activities.	No any ground water have been tapped for any purpose during the proposed construction activities carried out by us.
6. All necessary permission from different government departments/agencies shall be obtained by the KPT before commencing the expansion activities.	Kandla Port Trust had already been obtained NOC from Gujarat State Pollution Control Board vide letter GPCB/CCA-KUTCH-789/GPCB ID 29700/117726 dated 17/07/2012. Further, GPCB vide provisional letter dated 12/08/2016 had extended the validity period for NOC/CTE up to 16/08/2023.
7. No effluent or sewage shall be discharged into the sea/ creek or in the CRZ area and it shall be treated to conform to the norms prescribed by the Gujarat Pollution Control Board and would be reused / recycled within the plant premises, to the extent feasible.	No any sewages have been discharged into the sea / creek or in the CRZ area. We will earmarked the area for STP/ Sock Pit and will treated to conform to the norms prescribed by the Gujarat Pollution Control Board We will reused /recycled the treated water for development of greenbelt at their own premises.
8. All the recommendations and suggestions given by the NIOT in their environment impact assessment report for conservation/protection and betterment of environment shall be implemented strictly by the KPT.	we are agree NIOT in their environment impact assessment report.
9. The construction and operational activities shall be carried out in	We have carried out construction

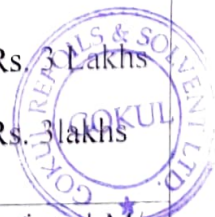



<p>such a way that there are no negative impacts on mangroves and other coastal/marine habitats.</p> <p>The construction and reclamation activities shall be carried out only under the constant supervision and guideline of the NIOT</p>	<p>activities in such a way that there are no any negative impacts on mangroves and other coastal/marine habitats.</p> <p>The construction and reclamation activities have been carried out as per suggestion / recommendation given by the NIOT</p>
<p>10.The KPT shall contribute financially for any common study or project that may be proposed by this department for environmental management/conservation /improvement for the gulf of Kutch.</p>	<p>Kandla Port Trust / We will contribute financially for any common study or project that may be proposed by Forest & Environment department for environmental management/conservation /improvement for the gulf of Kutch.</p>
<p>11.The construction debris and / or any other type of waste shall not be disposed of into the sea, creek or in the CRZ areas.</p> <p>The Debris shall be removed from the construction site immediately after the construction is over and disposed of as may be advised by GPCB.</p>	<p>We will not disposed of any construction debris or any other type of waste into the sea, creek or in the CRZ areas.</p> <p>Construction debris will be removed immediately after construction activities completed and same will be disposed off as per the GPCB norms / Construction and Demolition Rule, 2016 by us.</p>
<p>12.The construction camps shall be located outside the CRZ area and</p> <p>the construction labor shall be provided with the necessary amenities, including sanitation, water supply and fuel and</p> <p>it shall be ensured that the environmental conditions are not</p>	<p>No any construction camps had required at Project site because only local peoples / labours involved for the construction activities.</p> <p>We will be provided the necessary amenities, sanitation, water and fuel to their labour during the construction phase.</p> <p>No any environmental conditions have been deteriorated by the construction labours during the</p>

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deteriorated by the construction labours.	construction activities carried out by us.
13.The KPT shall bear the cost of the external agency that may be appointed by this department for supervision/ monitoring of proposed activities and the environmental impacts of the proposed activities.	Kandla Port Trust / We will bear the cost of the external agency that may be appointed by this department for supervision/ monitoring of proposed activities and the environmental impacts of the proposed activities.
14.The KPT shall take up massive greenbelt development activities in and around Kandla and also within the KPT limits.	We have earmarked the area i.e 10 meter width at periphery area of their own plot for development of greenbelt.
15.The KPT shall have to contribute financially for taking up the socio-economic upliftment activities in this region in consultation with the forests and environment department and district collector/ district development officer.	We have to cooperate with KPT to contribute financially to take socio-economic upliftment activities in this area in consultation with the Forest and Environment Department and the District Collector / District Development Officer.
16.A separate budget shall be earmarked for environmental management and socio-economic activities and details thereof shall be furnished to this department as well as the MoEF, GOI. The details with respect to the expenditure from this budget head shall also be furnished.	A separate budget for environmental protection has been maintained by us. For the year 2022-2023: Rs. 3 Lacs For the year 2023-2024 : Rs. 3 Lacs Details of above said budget for Environmental Management and socioeconomic activities have been submitted to statutory authorities regularly along with six monthly compliance report. The expenditure from the above said budget are given as under: For the year 2022-2023: Rs. 3 Lakhs For the year 2023-2024: Rs. 3 lakhs
17.A separate environmental	We have already been appointed M/s

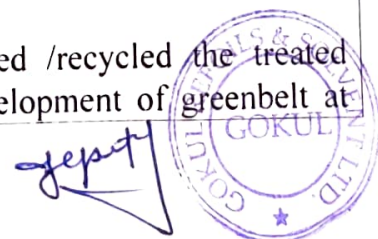


management cell with qualified personnel shall be created for environmental monitoring and management during construction and operational phases of the project.	Earth Envirotech, GPCB approved Environmental Consultant (which having approved laboratories with standard equipment and facilities, qualified staff) to carry out the Environmental Monitoring during construction and operational phase at their own premises.
18. An environmental audit report indicating the changes, if any, with respect to the baseline environmental quality in the coastal and marine environment shall be submitted every year by the KPT to this department as well as to MoEF, GOI.	We will, with reference to changes in relation to baseline environmental quality in the coastal and marine environment, an Environmental Audit Report will be handed over to the Department every year by KPT as well as MoEF, Government of India.
19. The KPT shall have to contribute financially to support the national green corps scheme being implemented in Gujarat by the Geer foundation. Gandhinagar, in consultation with forest and environmental department.	We will contribute financially to support the National Green Corps Scheme being implemented in Gujarat by the GEER Foundation, Gandhinagar, in consultation with Forests and Environment Department.
20. A six monthly report on compliance of the conditions mentioned in this letter shall have to be furnished by the KPT on regular basis to this department/ MoEF, GOI.	We have submitted six monthly compliance reports to KPT.
21. Any other condition that may be stipulated by this department from time to time for environmental protection / management purpose shall also have to be complies with by the KPT.	We will comply any other condition that may be stipulated by F&ED from time to time for environmental protection / management purpose.

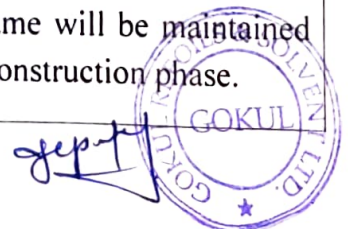
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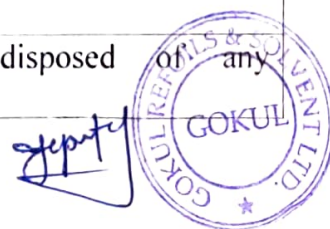
<p>The KPT shall carry out only permissible activities within the CRZ areas.</p>	<p>activities in warehouse / godowns, which are permissible as per CRZ notification, 2011 and amended from time to time.</p>
<p>4. Mangroves plantation in an area of 200 ha. shall be carried out by the KPT within 2 years in a time bound manner on Gujarat coastline either within or outside the Kandla Port Trust area and six monthly compliance report along with the satellite images and GPS readings with Latitude and Longitude shall be submitted to the Ministry of Environment and Forests as well as to this Department without fail.</p>	<p>Point noted and will be complied.</p>
<p>5. All necessary permissions from different Government Departments / agencies shall be obtained by the KPT before commencing the expansion activities.</p>	<p>Kandla Port Trust had already been obtained NOC/CTE from Gujarat Pollution Control Board vide letter GPCB/CCA-KUTCH-789/GPCB ID 29700/117726 dated 17/07/2012. Further, GPCB vide provisional Letter dated 12/08/2016 has already extended the validity period up to 16/08/2023.</p>
<p>6. No ground water shall be tapped for any purpose during the construction and operation phases.</p>	<p>No any ground water have been tapped by us for the construction activities.</p>
<p>7. No effluent or sewage shall be discharged into the sea / creek or in the CRZ area</p> <p>and it shall be treated to conform to the norms prescribed by the Gujarat Pollution Control Board and</p> <p>would be reused / recycled within the</p>	<p>No any sewages have been discharged into the sea / creek or in the CRZ area.</p> <p>We have already earmarked the area for STP/ Sock Pit and will treated to conform to the norms prescribed by the Gujarat Pollution Control Board</p> <p>We will reused /recycled the treated water for development of greenbelt at</p>



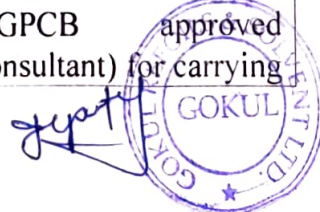
premises.	their own premises.
<p>8. The construction and operational activities shall be carried out in such a way that there are no negative impacts on mangroves and other coastal/marine habitats.</p> <p>The construction and reclamation activities shall be carried out only under the constant supervision and guidelines of the NIOT.</p>	<p>We will do construction activities in such a way that there are no any negative impacts on mangroves and other coastal/marine habitats.</p> <p>The construction and reclamation activities have been carried out as per suggestion / recommendations given by the NIOT.</p>
9. KPT shall take up massive greenbelt development activities in and around Kandla and also within the KPT limits.	We will earmarked the area i.e 10 meter width at periphery area of their own plot for development of greenbelt.
10. An Environmental Audit Report indicating the changes, if any, with respect to the baseline environmental quality in the coastal and marine environment shall be submitted every year by the KPT to F&ED, SEIAA as well as MoEF, GOI.	As there is no any generation of pollutants, this is not applicable.
A.1 CONSTRUCTION PHASE:	
11. KPT shall strictly ensure that no creeks or rivers are blocked due to any activity at Kandla.	No any creeks or rivers have been blocked due to construction activities carried out by us.
12. Water requirement during the construction phase shall be met by Narmada water supply pipeline through GWSSB. Metering of water shall be done and its records shall be maintained.	Records of the water supply will be maintained. flow meter reading photographs will be submitted for future work.
13. All required sanitary and hygienic measures shall be provided before starting the construction activities and to be maintained throughout the construction phase.	We have provided the necessary arrangement for sanitation and hygienic measures and same will be maintained throughout the construction phase.



14. The construction site shall be provided with barricades of adequate height on its periphery with adequate signage.	Necessary barricades with adequate height at periphery area of plots along with signage have been provided by us.
15. Water sprinkling shall be done in vulnerable areas for controlling fugitive emission.	Measures for Controlling fugitive emission have been provided by us.
16. Material shall be covered during transportation to avoid the fugitive emission.	Vehicles have been covered with tarpaulin for controlling the fugitive emission during the transportation of material by us.
17. The roads inside the project area and roads connected to the main road shall be paved or shall be water sprinkled to avoid the fugitive emissions during construction.	Roads at inside the project area and connected to main road have been paved and necessary arrangement have been provided by us to control the fugitive emissions during construction activities.
18. Adequate drinking water and sanitation facilities, fuel (kerosene or cooking gas), utensils crèches, canteen, rest rooms, safe disposal system for waste garbage, first aid, medical and emergency facilities shall be provided for construction workers to ensure that they do no ruin the existing environmental condition.	Necessary arrangement for drinking water and sanitation facilities, fuel (kerosene or cooking gas), utensils crèches, canteen, rest rooms, safe disposal system for waste garbage, first aid, medical and emergency facilities have been provided by us. No any adverse activities on existing environmental condition have been carried out by workers during the construction phase.
19. Adequate personal protective equipments shall be provided to the construction workers to ensure their safety and the project proponent shall ensure its usage by the labors.	Necessary PPE have been provided to workers by us and same have been monitored to ensure the usages of PPEs by labors.
20. All topsoil excavated during construction activities should be stored separately for use in horticultural / landscape development within the project site.	We will stored all the topsoil excavated during construction activities and same can be used for development of greenbelt at their own premises.
21. The construction debris and /or any other type of waste shall not be	We will not disposed any

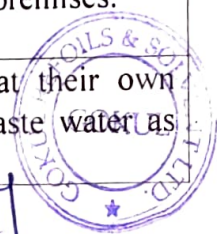


<p>disposed of into the sea, creek or in the CRZ areas.</p> <p>The debris shall be removed from the construction site immediately after the construction is over and disposed of as may be advised by the GPCB.</p>	<p>construction debris or any other type of waste into the sea, creek or in the CRZ areas.</p> <p>Construction debris will be removed immediately after construction activities completed and same will be disposed off as per the GPCB norms / Construction and Demolition Rule, 2016 by successful plot allottees.</p>
<p>22. The construction camps shall be located outside the CRZ area and</p> <p>the construction labour shall be provided with the necessary amenities, including sanitation, water supply and fuel and</p> <p>it shall be ensured that the environmental conditions are not deteriorated by the construction labors.</p>	<p>No any construction camps had required at Project site because only local peoples / labours involved for the construction activities.</p> <p>We will be provided the necessary amenities, sanitation, water and fuel to their labour during the construction phase.</p> <p>No any environmental conditions have been deteriorated by construction labours during the construction activities carried out by us.</p>
<p>23. Use of diesel generator sets during construction phase should be enclosed type and conforming to the EPA Rules for air and noise emission standards.</p>	<p>Agreed</p>
<p>24. Vehicles hired for bringing construction material at site should be in good conditions and conform to applicable air and noise emission standards and</p> <p>should be operated only during non-peak hours.</p>	<p>We will only hired those Vehicles having valid pollution under control license granted by statutory authorities.</p> <p>Project area is connected with national highway, so transporting activities have been carried out only at day time by us.</p>
<p>25. Ambient noise levels should conform to residential standards both during day and night.</p>	<p>We have appointed M/s Earth Envirotech (GPCB approved Environmental Consultant) for carrying</p>



Incremental pollution load on the ambient air and noise quality should be closely monitored during construction phase.	out Environmental Monitoring at our premises. We will closely monitor day and night noise quality to residential standards. And the ambient air monitor through M/s Earth Envirotech (GPCB approved Environmental Consultant) during construction and operation activities.
26. Ready made mix concrete should be used so far as possible.	We will use ready made mix concrete wherever required for the construction activities.
27. Water demand during construction should be reduced by use of curing agents, plasticizers and other best practices.	Noted
28. Fly ash should be used as building material in the construction as per provisions of Fly Ash Notification under EPA.	Noted
29. Structural design aspects in accordance to the seismic zone shall be strictly adhered to.	We will start construction activities after only approval of layout map / planning from competent authority and they also strictly adhered to carry out construction activities with considering the seismic zone area.
30. The construction materials and debris shall be properly stored and handled to avoid negative impacts such as air pollution and public nuisances by blocking the roads and public passages.	We have already earmarked the area for storage and handling of construction materials and debris at their own premises so that no any negative impacts on air, public and road – traffic take place.
A-2 OPERATION PHASE:	
31. Water requirement during operation phase shall be met by Narmada pipeline through GWSSB. Metering of water shall be done and its records shall be maintained.	We will fulfill the water requirement from Narmada pipeline through GWSSB during operation phase. We will maintain records for water consumption at their own premises.
32. Sewage to the tune of 823 lit/day to be generated during operation phase shall be treated in the onsite STP.	We will construct STP at their own premises and treat the waste water as per the GPCB norms.

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Entire quantity of treated sewage shall be utilized for flushing, gardening and HVAC cooling purpose.	We will reuse treated water for development of greenbelt at their own premises.
Dual plumbing system with separate tanks and lines shall be provided for reuse of treated sewage.	Necessary arrangement will be provided by us for reuse of treated sewages.
33.Low water consuming devices shall be provided. Fixtures for showers, toilet, flushing and drinking shall be of low flow either by use of aerators/ diffusers or pressure reducing devices etc.	Adequate measures for low water consumption will be provided by us during operational phase.
34.The municipal solid waste shall be properly collected and segregated at source.	Municipal solid waste will be collected and segregated as per the solid waste management rule, 2016 by us.
Recyclable waste shall be sold off to vendors whereas non recyclable wastes shall be disposed through the local body.	We will registered with TSDF for proper collection, transportation and disposed off solid waste as per the norms.
35.Hazardous wastes i.e. used oil generated from DG set / other machinery overhauling and transformer oil replacement shall be sold off to the registered recyclers and any other type of hazardous waste generating from the project if any, shall be disposed as per the Hazardous Waste (Management, Handling and Trans boundary Movement) Rules 2008, as may be amended from time to time.	We will registered with TSDF for proper collection, transportation and disposed off hazardous waste as per the norms.
36.The stack height of the DG Sets shall be equal to the height needed for the combined capacity of all proposed DG sets. The gaseous emissions from the D. G. Sets shall conform to the standards prescribed by GPCB. At no time, the emission levels shall go	We will take adequate measure for DG sets at their own premises during the operational phase.



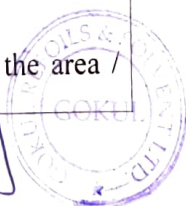
beyond the stipulated standards.	
<p>37.The acoustic enclosures shall be installed at all noise generating equipments such as DG Sets, air conditioning systems, etc.</p> <p>and the noise level shall be maintained as per the MoEF / CPCB guidelines / norms both during day and night time.</p>	<p>Acoustic enclosures will be installed at the noise generating equipment by us during operation phase.</p> <p>Noise level will be maintained as per the MoEF / CPCB guidelines / norms both during day and night time by us during operational phase.</p>
<p>38.The green belt shall be developed along the boundary and internal roads.</p> <p>The open spaces inside the project shall be suitably landscaped and covered with vegetation of indigenous variety.</p> <p>The area earmarked as green area shall be used only for greenbelt and shall not be altered for any other purpose.</p> <p>Drip irrigation / low-volume, low-angle sprinkler system shall be used for the lawns and other green area including tree plantation.</p>	<p>We have already been earmarked area for development of greenbelt at periphery area of their own premises.</p> <p>The open spaces inside the plot area will be suitably landscaped and covered with vegetation of indigenous variety by us during operation phase.</p> <p>We will not altered green earmarked area for any other purpose.</p> <p>We will used drip irrigation / low-volume, low-angle sprinkler system for the lawns and other green area including tree plantation during the operation phase.</p>
<p>39.Adequate parking space shall be provided as per the local by-laws and NBC guidelines, whichever is stringent.</p> <p>The area earmarked for the parking shall be used for parking only.</p> <p>No other activity shall be permitted in this area.</p>	<p>We have already earmarked the area for parking places as the norms.</p> <p>The earmarked area for parking spaces will be used only for parking by us during the operation phase.</p> <p>We will not carry out any other activities at earmarked area for parking spaces.</p>
40.No public space shall be used or	No any public space will be used or

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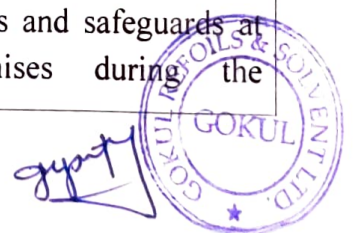


<p>blocked for the parking and the trained staff shall be deployed to guide the visitors for parking.</p> <p>Traffic congestion near the entry and exit points from the roads adjoining the proposed project site must be avoided.</p>	<p>blocked for parking by us during the operational phase. Further, same will be monitored by qualified staff.</p> <p>No any congestion near the entry and exit points from the roads adjoining the plots will take placed by us during operation phase.</p>
<p>41.The project proponent shall install the electric utilities / devises, which are energy efficient and meeting with the Bureau of Energy Efficiency norms, wherever applicable.</p> <p>Energy Conservation Building Code [ECBC] norms shall be implemented in the project.</p>	<p>We will install the electric utilities / devises, which are energy efficient and meeting with the Bureau of Energy Efficiency norms, wherever applicable during the operation phase.</p> <p>We will implement the Energy Conservation Building Code [ECBC] norms at their own premises during the operation phase.</p>
<p>42.The transformers and motors shall have minimum efficiency of 85%. Only variable frequency motor drives shall be used in the project.</p> <p>Solar lights shall be provided in the open sunlit areas.</p>	<p>We will take adequate measures for using of the transformers and motors at their own premises during the operation phase.</p> <p>We will be provide the Solar lights at open sunlit areas during the operation phase.</p>
<p>43.The energy audit shall be conducted at regular interval for the project and</p> <p>the recommendations of the Audit Report shall be implemented with spirit.</p>	<p>Energy audit will be carried out by us at regular interval at their own premises during the operation phase.</p> <p>We will firmly implemented the recommendations of the energy Audit Report at their own premises during operation phase.</p>
<p>44.Adequate measures shall be taken for fire and life safety as per the provisions of the NBC guidelines.</p>	<p>Adequate measures shall be taken for fire and life safety as per the provisions of the NBC by us at their own premises during the operation phase.</p> <p>We have already earmarked the area /</p>

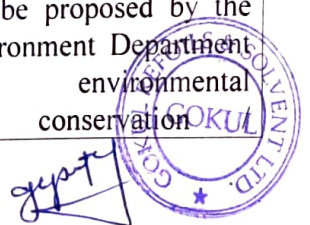
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Sufficient peripheral open passage shall be kept for free movement of fire tender/ emergency vehicle around the premises.	open passages for free movement of the fire tender / emergency vehicle around the premises during the operation phase.
45.The project management shall prepare a detailed Disaster Management Plan (DMP) for the operational phase of the project.	Preparation of disaster management plan (DMP) is under process and same will be submitted to statutory authorities after finalization of DMP.
46.Necessary emergency lighting system along with emergency power back up system shall be provided.	Necessary emergency lighting system, along with emergency power back up system will be provided by us during the operation phase.
In addition, emergency siren/public address system arrangement shall be provided in the township.	We will provide the emergency siren/public address system arrangement at identified area during the operational phase.
Necessary signage/maps at all appropriate places shall be provided to guide the people towards exits and assembly points during the unforeseen emergency and untoward conditions.	We will provide the Necessary signage/maps at all appropriate places to guide the people towards exits and assembly points during the unforeseen emergency and untoward conditions during the operation phase.
47. Compulsory Training to the staff for the first aid and fire fighting along with regular mock drill shall be made an integral part of the emergency management plan of the project.	Necessary training will be given to employee for emergency management plan by us during the operational phase.
48. First Aid Boxes shall be made readily available in adequate quantity at all the times.	Adequate quantity of First Aid Room/Boxes will be provided by us in the construction phase and operation phase of the project.
49.The project proponent shall ensure maximum employment to the local people.	Law of land shall be followed by us.
50.The project management shall also comply with all the environment protection measures, risk mitigation measures and safeguards proposed by them.	We will strictly comply with all the environment protection measures, risk mitigation measures and safeguards at their own premises during the



	construction phase.
OTHER CONDITION:	
51. A separate environmental management cell with qualified personnel shall be created for environmental monitoring and management during construction and operational phases of the project.	We have been appointed M/s Earth Envirotech GPCB approved Environmental Consultant (which having approved laboratories with standard equipment and facilities, qualified staff) to carry out the Environmental Monitoring during construction and operational phase at premises.
52. All the recommendations and suggestions given by NIOT in their Environment Impact Assessment Report for conservation, protection and betterment of environment shall be implemented strictly by the KPT.	The recommendations and suggestions given by NIOT in their Environment Impact Assessment Report for conservation, protection and betterment of environment have been strictly followed.
53. KPT shall participate financially for installing and operating the Vessel Traffic Management System in the Gulf of Kutch and Shall also take lead in preparing and operationalizing the Regional Oil Spill Contingency plan in the Gulf of Kutch.	Noted.
54. KPT shall have to contribute financially for taking up the socio-economic upliftment activities in this region in consultation with the Forests and Environment Department and the District Collector / District Development Officer.	Noted.
55. KPT shall contribute financially for any common study or project that may be proposed by the Forests & Environment Department (F&ED) for environmental management / conservation /	Kandla Port Trust / We will contribute financially for any common study or project that may be proposed by the Forests & Environment Department (F&ED) for environmental management / conservation



improvement for the Gulf of Kutch.	improvement for the Gulf of Kutch.
56.KPT shall bear the cost of the external agency that may be appointed by F&ED / SEIAA for supervision / monitoring of proposed activities and the environmental impacts of the proposed activities.	Kandla Port Trust / We will bear the cost of the external agency that may be appointed by F&ED / SEIAA for supervision / monitoring of proposed activities and the environmental impacts of the proposed activities
57.KPT shall have to contribute financially to support the National Green Corps Scheme being implemented in Gujarat by the GEER Foundation, Gandhinagar, in consultation with Forests and Environment Department	Kandla Port Trust / We will contribute financially to support the National Green Corps Scheme being implemented in Gujarat by the GEER Foundation, Gandhinagar, in consultation with Forests and Environment Department.
58. A separate budget shall be earmarked for environmental management and socio-economic activities including the greenbelt / mangrove plantation and details thereof shall be furnished to F&ED, SEIAA as well as MoEF, GoI. The details with respect to the expenditure from this budget head shall also be furnished along with the compliance report.	A separate budget for environmental protection has been maintained by us. For the year 2023-2024 : Rs.50,000 thousands Details of above said budget for Environmental Management and socioeconomic activities have been submitted to statutory authorities regularly along with six monthly compliance report. The expenditure details will be submitted to statutory authorities along with the compliance report from time to time.
59. Movement of vehicles in the Inter Tidal Zone shall be restricted to the minimum so as to maintain ecological features and avoid damage to the ecosystem.	No any vehicles movement in the inter tidal zone have been carried out by us.



60. A six monthly report on compliance of the stipulated conditions shall have to be furnished by the KPT in hard and soft copies to the regulatory authorities concerned, on 1 st June and 1 st December of each calendar year.	We have already been submitted six monthly compliance reports to KPT.
61.No further expansion or modification or development likely to cause environmental impact shall be carried out without obtaining prior clearance from the concerned authority.	We have not extended, modified or developed further expansion likely to cause environmental impact.
62. Any other condition that may be stipulated by F&ED and SEIAA from time to time for environmental protection / management purpose shall also have to be complied with by the KPT	Kandla Port Trust / We will comply any other condition that may be stipulated by F&ED and SEIAA from time to time for environmental protection / management purpose.
63.The project authorities shall earmark adequate funds to implement the conditions stipulated by SEIAA as well as GPCB along with the implementation schedule for all the conditions stipulated herein.	We have earmark adequate funds to implement the conditions stipulated by SEIAA as well as GPCB along with the implementation schedule for all the conditions stipulated herein.
The funds so provided shall not be diverted for any other purpose.	We have not diverted earmarked fund for any other purposes.
64. The applicant shall inform the public that the project has been accorded environmental clearance by the SEIAA and that the copies of the clearance letter are available with the GPCB and may also be seen at the Website of SEIAA/ SEAC/ GPCB. This shall be advertised within seven days from the date of the clearance letter, in at least two local newspapers that are widely circulated	Kandla Port Trust had already been informed to the public that the project has been accorded Environmental Clearance from SEIAA and that the copies of the clearance letter are available with the GPCB and may also be seen at the Website of SEIAA/ SEAC.



in the region, one of which shall be in the Gujarati language and the other in English. A copy each of the same shall be forwarded to the concerned Regional Office of the Ministry	.
65.The project authorities shall also adhere to the stipulations made by the Gujarat Pollution Control Board.	We have strictly following the stipulations made by the GPCB.
66.The project authorities shall inform the GPCB, Regional Office of MoEF and SEIAA about the date of financial closure and final approval of the project by the concerned authorities and the date of start of the project.	Kandla port Trust / We will inform the GPCB, Regional Office of MoEF and SEIAA about the date of financial closure and final approval of the project by the concerned authorities and the date of start of the project.
67.The SEIAA may revoke or suspend the clearance, if implementation of any of the above conditions is not found satisfactory.	Agreed with the SEIAA.
68.The above conditions will be enforced, inter-alia under the provisions of the Water (Prevention and Control of Pollution) Act, 1974, the Air (Prevention and Control of Pollution) Act, 1981, the Environment (protection) Act, 1986, Municipal Solid Wastes (Management and Handling) Rules, 2000 and the Public Liability Insurance Act, 1991 and the Rules made there under from time to time.	Kandla Port Trust / We will strictly adhere above conditions under the provisions of the Water (Prevention and Control of Pollution) Act, 1974, the Air (Prevention and Control of Pollution) Act, 1981, the Environment (protection) Act, 1986, Municipal Solid Wastes (Management and Handling) Rules, 2000 and the Public Liability Insurance Act, 1991 and the Rules made there under from time to time.
69.This environmental clearance is valid for five years from the date of issue.	Agreed



gupta

**Monitoring the implemental Safe guards Ministry of Environment &
Forests**

**Regional office (W), Bhopal.
Monitoring Report (Up to May, 2019)**

Part – 1

DATA SHEET

1. Project type : River valley/ Mining/Industry/ thermal/nuclear/Other (specify)	Infrastructure and Miscellaneous Projects + CRZ
2. Name of the project	Development of plots for construction of warehouse/Godowns.
3. Clearance Letter (s). OM no and date	Environment / CRZ Clearance issued by SEIAA. Govt. of Gujarat.
4. Location a) District (s) b) State (s) c) Location/latitude/longitude	Plot No.19, outside West Gate, New Kandla, Dist: Kutch State: Gujarat Location: Near NH8A, Kandla Port Trust,
	Mr.BipinThakker Director GokulRefoils& Solvent Limited 'Gokul House" 43, Shreemali Co-op. Housing Soc, Ltd, Opp, Shikhar Building, Navrangpura, Ahmedabad- 380009
6. Salient features of the project b) Salient features of the Environmental management plan	Construction of warehouse at plot No.18 1. Master document of terms and conditions including the provision of environment management plan, pollution mitigation measures, green belt development, safety related aspects etc. terms and incorporate the same as a part of the agreement deed with the bidders of Godowns have been made between us.
7. Break up of the project area a) Submergence area : forest & non-forest b) Others	Nil Nil
8. Break up of the project affected population with enumeration of those losing houses/dwelling units only agricultural land & landless labourers/artisen a) SC. ST/Adivasis b) Others	Nil Nil



(please indicate whether these figures are based on any scientific and systematic survey carried out of only provisional figures, if a survey is carried out give details and years of survey).	Nil
9. Financial details a) Project cost as originally planned and subsequent revised estimates and the year of prices reference b) Allocation made for environmental management plans with item wise and year wise break-up c) Benefit cost ratio/Internal rate of Return and the year of assessment Whether (c) includes the cost of environmental management plans so far. d) Actual expenditure incurred on the project e) Actual expenditure incurred on the environmental management plans so far.	Approx Rs.12.00 Crores. Year 2022 – 2023 : Rs. 3 Lakhs Year 2023 – 2024 : Rs. 3 Lakhs N.A Rs.7 crores Rs. 3 Lakhs
10. Forest land requirement a) The status of approval for diversion of forest land for non-forestry use b) The status of clear felling c) The status of compensatory a forestation, if any d) Comments on the viability & sustainability of compensatory a forestation programmed in the light of actual field experience so far	Nil Nil- Not related. NIL Nil NIL
11. The status of clear felling in non-forest areas (such as submergence area of reservoir,	Nil



approach roads), if any with quantitative information.	
12. Status of construction	
a) Date of commencement (Actual and/or planned)	1.10.2015
b) Date of completion (Actual and/or planned)	01-01-2021
13. Reasons for the delay if the Project is yet to start	-----
Date of site visited	
a) The dates on which the project was monitored by the regional office on pervious occasion. if any	----- -----
b) The date site visit for this monitoring report	

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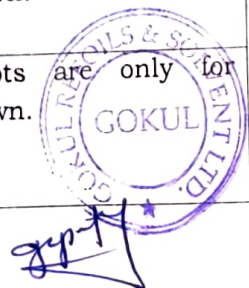


GENERAL CONDITIONS

Sr.No.	Conditions	Compliance
1.	<p>In case of any change either in products, its capacity or manufacturing process, the applicant shall have to obtain prior permission of this Board.</p> <p>The applicant shall not commence the production until consent under Water (Prevention and control of Pollution) Act-1974, Air (Prevention and control of Pollution) Act-1981 and authorization under hazardous waste (Management and Handling) Rules-1989 is obtained.</p>	<p>We will make any changes in the products, its capacity or manufacturing process, the applicant will get prior permission of this board.</p> <p>The applicant shall not commence the production until consent under Water (Prevention and control of Pollution) Act-1974, Air (Prevention and control of Pollution) Act-1981 and authorization under hazardous waste (Management and Handling) Rules-1989 is obtained.</p>
2.	If the products, process falls in SCHEDULE-I or II of the Environmental Audit Scheme, as specified in the order dated 13/03/97 of Hon. High Court in MCA No.326/97 in SCA No.770/95, the applicant shall also abide by the said scheme.	We agree if the product is in Schedule I or II of the audit plan of the environment, as specified in the Hon'ble 13/03/97 order. The High Court, MCA No. 326/97 in SCA No. 770/95 will also follow the scheme.
3.	The applicant shall have to register the unit under the provisions of the factories act-1948 and shall obtain the necessary factory license	We will be obtained necessary clearance from the statutory authorities.
4.	The environmental Management unit/cell shall be set up to ensure implementation and monitoring of environmental safeguards and other conditions stipulated by statutory authorities. The Environmental Management Cell/unit shall directly report to the chief Executive of the organization and shall work as a focal point for internalizing environmental issues. These cells / units shall also co-ordinate the exercise of Environmental Audit and preparation of Environmental Statements.	We have already been appointed GPCB approved Environmental Consultant (which having approved laboratories with standard equipment and facilities, qualified staff) to carry out the Environmental Monitoring during construction and operational phase at their own premises.
5.	The applicant shall have to obtain P.L.I Policy as per P.L.I Act-1991 and submit the	We are not applicable of P.L.I



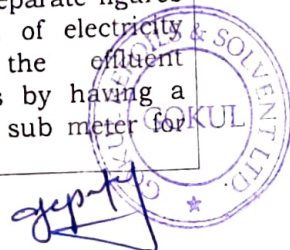
	copy of the same to the GPCB.	Policy as per P.L.I act-1991.
6.	<p>The concentration of Noise on ambient air within the factory premises shall not exceed the following limit:</p> <p>Between 6 AM to 10 PM : 75 dB (A)</p> <p>Between 10 PM to 6AM : 70 dB (A)</p>	<p>We are agreed of The concentration of Noise on ambient air within the factory premises shall not exceed the following limit:</p> <p>Between 6 AM to 10 PM : 75 dB (A)</p> <p>Between 10 PM to 6AM : 70 dB (A)</p>
7.	The unit shall, on establishing this plant:	
	<p>a) Put up at the entrance and prominent places boards prominently displaying the name of the unit, particulars of the products / process and the names of the proprietor/ partners / Directors of the unit, the electricity consumer number and the name of the electricity consumer as on the record of the GEB.</p> <p>b) Make adequate lighting arrangements all around the effluent treatment plants pollution control measures and also above the boards mentioned in the above clause</p>	<p>I agree that at the entrance are placed at the entrance and the name of the unit, the details of the product / process and the name of the entity / partners / directors of the unit, the number of electricity subscriber number and the name of the power are recorded at GEB As consumer.</p> <p>We are not applicably as plots are only for storage godown.</p>
8.	The Environmental Audit shall be carried out yearly and the Environmental Statement pertaining to previous year shall be submitted to the this Board latest by 30 th September every year	Annual Environmental Audit will be carried out as per the GPCB norms
9.	The unit shall have and use only one outlet for discharge of its effluent and no effluent shall be discharged without requisite treatment and without meeting with GPCB norms. Such outlets shall be near the front gate/ entrance of the unit. The unit shall not keep any bypass line system or loose or flexible pipe for discharging pipe effluent outside or even for transporting treated or untreated effluent within the factory premises, within Effluent Treatment Plants or in the compound of the unit.	We are not applicably as plots are only for storage godown.
10.	Magnetic Flow Meters should be installed at inlet and outlet of the Effluent Treatment Plant (ETP thereafter)	N/A as plots are only for storage godown.
11.	All chemicals and nutrients which are required to be added/ dosed anywhere in the ETP should be so added by using "Metering Pumps" only.	N/A as plots are only for storage godown.



12.	The pipeline connecting various equipments or sumps of tanks of ETP should be minimum in number. Loose connections of hose pipes or temporary connections will not be permitted.	N/A as plots are only for storage godown.
13.	In case of incinerators the unit shall provide the flow measuring devices with incinerators at different point's scrubber, outside the incinerator should be provided. The temperatures as well as flow should be recorded, every day	N/A as plots are only for storage godown.
14.	In case of plants involving Bio-mass Treatment. For each addition of the bio-mass time and quantity recorded. The uptake rate of oxygen of the bio-mass in the aeration basis and other parameters of biological system should be recorded everyday.	N/A as plots are only for storage godown.
15.	The printed log books shall be maintained and get it certified for:	Printed log books will be maintained and get certified by us for
	a) Energy/ fuel consumption/ Raw material Consumption and quality of products manufactured.	a) N/A as plots are only for storage godown.
	b) Wastewater/gaseous flow at inlet and outlet of ETP and air pollution Control Measures	b) N/A as plots are only for storage godown.
	c) Quantity of sludge generated	c) N/A as plots are only for storage godown.
	d) Laboratory analysis/ reports for each of the specified parameters of liquid effluents, gaseous discharge and soil sludge samples.	d) N/A as plots are only for storage godown.
16.	The unit shall operate full and efficiently all its effluent treatment plant/s and shall close down all its manufacturing processing activities whenever the effluent treatment plant/s or any part are fully or partly non-operational for any reason whatsoever (Whether maintenance/ repairs/ electricity failure or otherwise) and shall not restart	We will strictly comply the condition in case of non-operational of STP for any reason whatsoever



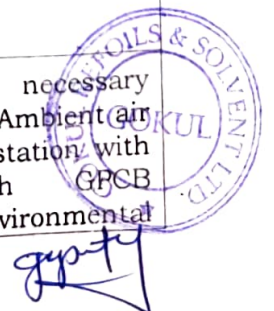
	such activities unless and until all the effluent treatment plants of the unit are fully operational.	
17.	<p>The unit shall have and operate all the requisite equipment / facilities for prevention and control of air pollution and shall operate the same.</p> <p>The unit shall also have stack monitoring facilities.</p> <p>Whenever the equipment/facilities for prevention and control of air pollution are fully or partly non functional, the unit shall close down all its manufacturing / processing activities and shall not restart its manufacturing /processing activities unless and until all its air pollution protection and control equipments and facilities including stack monitoring facilities are fully operational.</p>	<p>We have already been operated all the requisite equipments/ facilities for prevention and control of air pollution.</p> <p>N/A as plots are only for storage godown.</p> <p>We will strictly comply the condition for air pollution protection and control equipments and facilities</p>
18.	The unit shall submit, before commencing the production to the GPCB any committee appointed by the court, the site plan of the unit indicating the location of manufacturing /processing plant as also the effluent treatment plants and also separate plan indicating the channel through which water / effluent passes from different stages of manufacturing / processing and the effluent treatment process right up to the stage of its final outlet. Such plans shall also be displayed by the unit on a board of adequate size within its compound and near its effluent treatment plant/s.	N/A as plots are only for storage godown.
19.	<p>The unit shall supply to the GPCB the figures of production and consumption of electricity and water for each day during the period of production, though such figures shall be supplied on weekly basis.</p> <p>The unit shall supply separate figures for consumption of electricity for running the effluent treatment plants by having a separate meter/ sub meter for such effluent treatment plants.</p>	<p>We will supply the figures of production and consumption of electricity and water for each day during the period of production, though such figures shall be supplied on weekly basis to the GPCB.</p> <p>We will supply separate figures for consumption of electricity for running the effluent treatment plants by having a separate meter/ sub meter for</p>



	The number of units consumed by operating the diesel generating sets, if any, shall also be supplied to the GPCB on weekly basis.	such effluent treatment plants. We will supply the number of units consumed by operating the diesel generating sets, if any to GPCB.
20.	The unit shall also supply to the GPCB, within 1 week from the date of the starting production, the documents regarding monthly production and consumption of electricity.	We will submit the details of date of the commencement of work and the monthly electricity consumption report to GPCB within stipulated time period.
21.	The unit shall permit the officers/employees of the GPCB/Government Members of the committee of the court, members of the Monitoring Committee of the Association of the industries to enter the factory premises and to inspect and take samples from the unit at any time without any prior intimation. Any delay in giving any of the above person's entry into the factory premises or any plant thereof on effluent treatment plants shall entail closure of the unit. All the watchmen/security personnel of the unit shall be immediately apprised of the above.	We are already provided full support to GPCB/Government Members of the committee of the court, members of the Monitoring Committee of the Association of the industries to enter the premises.
22.	It shall be open to the GPCB through general instruction of circulars and to the GPCB officers inspecting the unit to give all the support instructions regarding location of the outlet and/or any other appropriate directions regarding effluent plants, their operation and processes and disposal channel and disposal system. The unit shall comply with all such instructions whether general or special.	We have already provided full support to GPCB officials during their visits at project site. Further, We will comply all such instruction given by statutory authorities during their visit at project site.
23.	When electricity supply or water supply is disconnected in future on account of non-compliance with the GPCB norms or on account of the closure order, which may be passed by court or by the Govt./GPCB under any statutory provisions relating to environmental protection and prevention and control of pollution. a) The unit shall not use any diesel generating set or any other alternative	 a) We will not use any DG set



	<p>source of energy or water tankers from outside.</p> <p>b) The unit shall pay wages to its workers regularly every month or at such shorter intervals as per the Central/Practice followed so far</p>	<p>or any other alternative source of energy or water tankers from outside.</p> <p>b) We will pay wages to its workers regularly every month or at such shorter intervals as per the Central/Practice.</p>
24.	<p>Adequate number of influent and effluent quality monitoring stations should be set up in consultation with the Gujarat pollution control Board.</p> <p>Regular effluent quality monitoring should be carried out for relevant parameters and the monitored data along with the statistical analysis and interpretation should be submitted to the Gujarat pollution Control Board on monthly basis.</p>	<p>We will set up the adequate number of influent and effluent quality monitoring stations as per the GPCB norms.</p> <p>We have already appointed GPCB approved Environmental Consultant for carry out Environmental Monitoring at their own premises.</p>
25.	<p>Guards ponds of sufficient holding capacity should be provided to cope with the effluent discharge during the process disturbances. In the event of failure or non functioning of the ETP, the respective units should be immediately put out of operation and should not be restarted until the control measure are rectified to achieve the desired efficiency. Guard pond should be provided with impervious lining and stability of the ponds with respect to leakages/cracks and other factors should be ensured.</p>	<p>Adequate measures will be taken by us at their own premises.</p>
26.	<p>The ground water quality around the guard ponds and landfill site should be monitored on regular basis. The monitored data should be submitted to this board once in six months.</p>	<p>Necessary monitoring report will be submitted by us to statutory authorities on stipulated time periods.</p>
27.	<p>The gaseous emission from various process units should adhere to the air emission standards specified in this order. At no time the emission should go beyond the prescribed standards. In the event of failure of any pollution control adopted by the unit, the respective unit should be immediately put out of operation and should not be restarted until the control measures are rectified to achieve the desired efficiency.</p>	<p>we will strictly followed the air emission standards specified in this order.</p>
28.	<p>a) Ambient air quality monitoring station should be set up in the downwind direction as well as at locations where maximum ground level concentrations are anticipated. These locations</p>	<p>We will take necessary measures to set up Ambient air quality monitoring station with consultation with GPCB approved Environmental</p>



	should be fixed in consultation with the GPCB. The number of air quality monitoring stations and frequency of monitoring should be selected on the basis of mathematical modelling to represent short term ground level concentrations, human settlements, sensitive targets etc.	Consultant
	b) Stack emissions from boiler and heater should be monitored for SO ₂ , NO _x , hydro Carbon and SPM and record maintained. On line continuous stack monitoring equipments should be provided for measurement of SO ₂ and NO _x .	N/A as plots are only for storage godown.
	c) Data on ambient air quality and stack emission from boiler and heater should be submitted to this Board once in a month along with the statistical analysis and interpretation.	N/A as plots are only for storage godown.
	d) Fugitive emissions should be controlled, regularly monitored and data recorded. The monitored data should be submitted to this Board once in the month.	We will take adequate measures for control, regularly monitored and data record of fugitive emissions and same will be submitted to GPCB within stipulated time period.
29.	Low NO _x burner should be provided to avoid excessive formulation of NO _x . Only LSH will be used a fuel during the critical month to ensure that SO levels in the ambient air is within the norm Specified.	N/A as plots are only for storage godown.
30.	The unit shall make all the requisite arrangements for the safe storage and handling of solid waste including impervious flooring and leachate collection and the unit shall store and handle solid waste in accordance with the provisions of the relevant rules in their behalf.	We will jointly arrange all the necessary arrangements for disposal of solid waste including safe storage and impermeable flooring and leachate collection and the unit will collect and handle solid waste according to the provisions of relevant rules on their behalf.
31.	A secured double lined landfill should be developed within the plant premises for disposal of solid waste by providing impervious liner and leachate collection system. The leachate shall be taken to the treatment plant for future treatment. In case of specified items or Napthalene based product and in the case of Pesticide waste, the leachate shall be totally incinerated after neutralization and / or after detoxification	We are Agreed .



	treatment. The design of the landfill site should be submitted before commencing the production to this Board and Government.	
32.	Handling manufacturing, storage and transport of hazardous chemicals should be in accordance with Manufacture, Storage and Import of Hazardous Chemical Rules-1989.	The creation, storage and transport of hazardous chemicals will be according to the creation, storage and import of hazardous chemical regulations - 1989
33.	The hazardous wastes should be handled as per the Hazardous Waste (Management and Handling) Rules of the Environmental (Protection) Act-1986.	we are not applicabal as per the Hazardous Waste (Management and Handling) Rules of the Environmental (Protection) Act-1986 because as plots are only for storage godown.
34.	On-site and off-site emergency plan as required under the rules 13 and 14 of the Handling, Manufacture, Storage and Import of the Hazardous Chemical Rules -1989 should be prepared and approval from the Board should be obtained.	we are not applicabal as required under the rules 13 and 14 of the Handling, Manufacture, Storage and Import of the Hazardous Chemical Rules -1989 .
35.	A community welfare scheme for improving the socio-economic environment should be worked out and report submitted to the Board and Government for review.	We will take adequate measures for improving the socio-economic environment and report for the same will be submitted to the Board and Government for review.
36.	Periodical medical check up of the workers should be done and records maintained as a measures to provide occupational health service to the workers.	We have already been carried out periodical medical check up of the workers and maintained as a measures to provide occupational health service to the workers.
37.	The project authorities should set up laboratory facilities for collection, analysis of samples under the supervision of competent technical personnel who will report to the chief Executive.	We have already appointed GPCB approved Environmental Consultant for carry out Environmental Monitoring at their own premises.
38.	The funds earmarked for the Environmental Protection Measures should not be diverted for any other purpose and year wise expenditure should be reported to this board and to the Government.	We have not been diverted the funds earmarked for the Environmental Protection Measures for any other purpose and year wise expenditure will be submitted to statutory along with six monthly compliance report.



 GOKUL INDUSTRIES LTD.

A & I HOSPITALITY PVT.LTD.

Ref. No. CMP/AIHPL/2022/012

Date: 01/12/2022

To,
Environment Management Cell,
DEENDAYAL PORT AUTHORITY,
Administrative Office,
PB No. 50, Gandhidham (Kutch),
Gujarat - 370201,

Sub. : Submission of EC & CRZ Half Yearly Report June-2022 to November-2022.

Ref.: EC/CRZ issued vide letter No.: SEIAA/GUJ/EC/8(b)/351/2012, dated 27/11/2012.

Dear Sir,

We are setting up the warehouse/Go-down at Plot No. 65.

Accordingly, please find enclosed here with point wise compliance report of the stipulated condition in EC/CRZ Clearance. (Encl. as **Annexure - A**)

Also find enclosed here with Detailed Compliance Report of CRZ Recommendation. (Encl. as **Annexure - B**), Detail Compliance Report of Consent to Establish (NOC). (Encl. as **Annexure - C**), Monitoring the Implemental Safeguards Data Sheet. (Encl. as **Annexure-D**), Also find enclosed here with Environmental Testing Report for the Month of October (As **Annexure-E**). ✓

We hope the above is in line with your requirements.

Thanking you

Yours sincerely,

M/s. A & I HOSPITALITY PVT. LTD.,

For A & I Hospitality Pvt. Ltd.

Sapna R-Z
Director

Authorized Signatory

347
06/12/22

Manager (Env)/ Shri Padalia
EME
31/01/23

ANNEXURE - A

COMPLIANCE STATUS REPORT OF EC

EC/CRZ issued vide letter No.: SEIAA/GUJ/EC/8(b)/351/2012, dated 27/11/2012.

SUBJECT: Point wise compliance report of EC and CRZ clearance to Kandla Port Trust for development of plots for construction of warehouses / Go downs at plot no. 65 at Kandla, Dist. Kutch Reg.

SR. NO.	BRIEF DESCRIPTION	COMPLIANCE REPORT
<u>SPECIFIC CONDITIONS:</u>		
1.	Kandla port trust [KPT] shall prepare a master document of terms and condition including the provision of environment management plan, pollution mitigation measures, green belt development, safety related aspects etc. and incorporate the same as a part of the agreement deed with the bidders of warehouses/ Go-downs, KPT shall be the responsible for non-compliance or violation of any of the terms and conditions mentioned in the master document.	DPA has already prepared a master document of terms and conditions, which includes provisions for an environmental management plan, pollution mitigation measures, green belt development, and safety-related aspects, among other things, and will include it as part of the agreement deed with warehouse / Go-down bidders.
2.	KPT shall not allowed the storage of those material in warehouse and Go-downs, which are not permissible as per the CRZ Notification, 2011, as may be amended from time to time.	Complied, Only those materials are stored in Go downs that are authorized by the CRZ notification of 2011, as updated from time to time.
3.	<p>The provision of the CRZ Notification of 2011 shall be strictly adhered to by the KPT.</p> <p>No activity in contradiction to the provisions of the CRZ Notification shall be carried out by the KPT.</p> <p>KPT shall carry out only permissible activities within the CRZ areas.</p>	<p>We strictly follow the CRZ Notification of 2011 and amended from time to time.</p> <p>We are carrying out only those activities Which are permissible as per CRZ notification, 2011 as amended from time to time.</p> <p>We are carried out only those activities in warehouse/ go downs, which are permissible as per CRZ notification, 2011 and amended from time to time.</p>
4.	Mangroves plantation in an area of 200 ha. Shall be carried out by the KPT within 2 years in a time bound manner on Gujarat coastline either within or outside the Kandla port trust area and six monthly compliance report along with the satellite images and GPS readings with latitude and longitude shall be submitted to the Ministry of Environment and Forest as well as to this Department without fail.	The point has been noted and Complied.
5.	All necessary permission from different government departments/ Agencies shall be obtained by the KPT before commencing the expansion activities.	DPA has already been obtained NOC from GPCB, vide letter GPCB/CCA-KUTCH-789/GPCB ID: 29700/117726, Date. 17/07/2012. Further, GPCB has already

For A & I Hospitality Pvt. Ltd.
Sapna R-Z
 Director

		extended the validity period up to 11/08/2021 vide provisional Letter dated 12/08/2016.
6.	No ground water shall be tapped for any purpose during the construction and operation phases.	We did not use any ground water during the construction phase or during the operation phase.
7.	No effluent and sewage shall be discharge into the sea / creek or in the CRZ area and it shall be treated to conform to the norms prescribed by the Gujarat Pollution Control Board and would be reused/ recycled within the premises.	There has been no sewage released into the sea/creek or the CRZ region. As DPA has already designated an area for a STP/Soak pit, it has treated the water to meet the Gujarat Pollution Control Board's standards and reused the treated water for the development of a greenbelt inside the grounds.
8.	The construction and operational activities shall be carried out in such a way that there are no negative impact son mangroves and other coastal / marine habitats. The construction and reclamation activities shall be carried out only under the constant supervision and guidelines of the NIOT.	We had done the construction activities in such a way that there are no any negative impacts on mangroves and other coastal / marine habitats. The construction and reclamation activities had been carried out as per suggestion/ recommendation given by the NIOT.
9.	KPT shall tack up massive greenbelt development activities in and around Kandla and also within the KPT limits.	We've set aside a 10-meter-wide area on the periphery of our land for the establishment of a greenbelt.
10.	An environmental audit Report indicating the change if any, with respect to the baseline environment quality in the coastal and marine environment shall be submitted every year by the KPT to F&ED as well as MoEF, GOI.	An Environmental Audit Report indicating the changes, if any, with respect to the baseline environmental quality in the coastal and marine environment will be submitted to statutory authorities.
A-1	CONSTRUCTION PHASE:	
11.	KPT shall strictly ensure that no creeks or rivers are blocked due to any activity at Kandla.	No creeks or rivers have been blocked as a result of our construction activities.
12.	Water requirement during the construction phase shall be met by Narmada water supply pipeline through GWSSB. Metering of water shall be done and its records shall be maintained.	During the construction period, we obtained water from the Narmada water supply pipeline via the GWSSB, and water consumption data were kept on a regular basis.
13.	All required sanitary and hygienic measures shall be provided before starting the construction activities and to be maintained throughout the construction phase.	We made the essential arrangements for sanitation and sanitary measures, and we will continue to do so during the construction process.
14.	The construction site shall be provided with barricades of adequate height on its periphery with adequate signage.	Necessary barricades with adequate height at periphery area of plots along with signage have been provided by us.
15.	Water sprinkling shall be done in vulnerable areas for controlling fugitive emission.	A measure for controlling fugitive emission has been provided by us at plot no. 65.
16.	Material shall be covered during transportation to avoid the fugitive emission.	For fugitive emission control, we covered the material with tarpaulin.
17.	The roads inside the project area and roads connected	Road inside the project area and roads

For A & I Hospitality Pvt. Ltd.

Sapna R-Z
Director

	to the main road shall be paved or shall be water sprinkled to avoid the fugitive emissions during construction.	connected to the main road have been paved, and we have made the necessary arrangements to limit fugitive emissions during construction activities.
18.	Adequate drinking water and sanitation facilities, fuel (kerosene or cooking gas), utensils crèches, canteen, rest rooms, safe disposal system for waste garbage, first aid, medical and emergency facilities shall be provided for construction workers to ensure that they do no ruin the existing environmental condition.	We made the necessary arrangements for drinking water and sanitary facilities, as well as fuel (Kerosene or cooking gas), utensils, crèches, canteens, rest rooms, a secure waste disposal system, first aid, medical, and emergency services. During the construction phase, personnel did not engage in any actions that harmed the existing environment.
19.	Adequate personal protective equipment shall be provided to the construction workers to ensure their safety and the project proponent shall ensure its usage by the labors.	Necessary PPE have been provided to workers by us at plot no. 65 and the same have been monitored to usage of PPEs by labors.
20.	All topsoil excavated during construction activities should be stored separately for use in horticultural / landscape development within the project site.	We kept the entire topsoil dug during construction and used it to create a greenbelt on the property.
21.	The construction debris and/ or any other type of waste shall not be disposed of into the sea, creek or in the CRZ areas. The debris shall be removed from the construction site immediately after the construction is over and disposed of as may be advised by the GPCB.	We have not disposed of any construction debris or any other type of waste into the sea, creek or in the CRZ areas. Construction debris has been removed immediately after construction activities completed and same will be disposed off as per the GPCB Norms/ construction and Demolition Rule, 2016 by successful plot allotted.
22.	The construction camp shall be located outside the CRZ area and construction labor shall be provided with the necessary amenities, including sanitation, water supply and fuel and it shall be ensured that the environmental conditions are not deteriorated by the construction labors.	No construction camps are required at project site because only local people / labors are involved for the construction activities. No any environmental conditions have been deteriorated during construction carried out by us at plot no. 65.
23.	Use of diesel generator sets during construction phase should be enclosed type and conforming to the EPA rules for air and noise emission standards.	Noted and Agree with this.
24.	Vehicles hired for bringing construction material at site should be in good conditions and conform to applicable air and noise emission standards and should be operated only during non-peak hours.	Only those vehicles with a valid pollution control license issued by statutory authorities have been hired. Plot no. 65 is connected with national highway, so transporting activities are carried out only during day time by us.
25.	Ambient noise levels should confirm to residential standards both during day and night. Incremental pollution load on the ambient air and noise quality should be closely monitored during construction phase.	No manufacturing activity involved. Only storage of non-hazardous dry cargo. Hence, no installation of any noise generation instrument / device. Attached the Ambient Air and Noise test report in Annexure-E .

For A & I Hospitality Pvt. Ltd.

Sapna B.Z.
Director

26.	Readymade mix concrete should be used so far as possible.	At plot no. 65, readymade mix concrete is being used, whenever required.
27.	Water demand during construction should be reduced by use of curing agents, pesticides and other best practices.	By implementing best practises, water usage throughout the building period was minimized.
28.	Fly ash should be used as building material in the construction as per provision of fly ash Notification under EPA.	Point noted.
29.	Structural design aspects in accordance to the seismic zone shall be strictly adhered to.	At plot no. 65, the construction activities are carried out after getting the approval of layout plan from competent authority, following the seismic zone regulations.
30.	The construction material and debris shall be properly stored and handled to avoid negative impacts such as air pollution and public nuisances by blocking the roads and public passages.	We have already set aside space for storing and handling construction materials and debris in such a way that no detrimental effects on air, public transportation, or road traffic occur.
A-2 OPERATION PHASE:		
31.	Water requirement during operation phase shall be met by Narmada pipeline through GWSSB. Metering of water shall be done and its records shall be maintained.	Water requirement during Construction phase at Plot No. 65 is met through from Narmada pipeline during operation phase. We have maintained the records for water consumption at our premises.
32.	Sewage to the tune of 823 lit/day to be generated during operation phase shall be treated in the onsite STP. Entire quantity of treated sewage shall be utilized for flushing, gardening and HVAC cooling purpose. Dual pumping system with separate tanks and lines shall be provided for reuse of treated sewage.	Complied with this condition.
33.	Low water consuming devices shall be provided. Fixtures for showers, toilets, flushing and drinking shall be of low flow either by use of aerators/ diffusers/ pressure reducing devices etc.	We have started the operation, and we have made the necessary steps to reduce water use.
34.	The municipal solid waste shall be properly collected and segregate at source. Recyclable waste shall be sold off to vendors whereas non-recyclable wastes shall be disposed through the local body.	We are collect and segregate the Municipal solid waste as per the solid waste management rule, 2016.
35.	Hazardous waste i.e. used oil generated from DG set / other machinery overhauling and transformer oil replacement shall be sold off to the registered recyclers and any other type of hazardous waste generating from the project if any, shall be disposed as per the hazardous waste (Management, Handling and Transboundary movement) Rules 2008, as may be amended from time to time.	NA, as only Non-hazardous dry cargos are to be stored as permissible in CRZ Notification, 2011.
36.	The stack height of DG sets shall be equal to the height needed for the combined capacity of all proposed DG sets. The gaseous emissions from the DG sets shall	Not applicable as DG set is not installed by us at plot no. 65.

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	conform to the standards prescribed by GPCB. At no time, the emission level shall go beyond the stipulated standards.	
37.	The acoustic enclosures shall be installed at all noise generating equipment's such as DG sets, air conditioning systems, etc. and the noise level shall be maintained as per the MoEF/ CPCB guidelines/ norms both during day and night time.	Not applicable as DG set is not installed at plot no. 65.
38.	The green belt shall be developed along the boundary and internal roads. The open spaces inside the project shall be suitably landscaped and covered with vegetation of indigenous variety. The area earmarked as green area shall be used only for greenbelt and shall not be altered for any other purpose. Drip irrigation/ low-volume, low-angle sprinkler system shall be used for the lawns and other green area including tree plantation.	We have already been earmarked area for development of greenbelt at periphery area of our own premises and also developed the greenbelt in earmarked area. We do meet the condition. We will not altered green earmarked area for any other purpose. We do meet the condition.
39.	Adequate parking space shall be provided as per the local by-laws and NBC guidelines, whichever is stringent. The area earmarked for parking shall be used for parking only. No other activity shall be permitted in this area.	We have already earmarked the area for parking places as per the norms and no any other activities are being carried out in the parking area.
40.	No public space shall be used or blocked for the parking and the trained staff shall be deployed to guide the visitors to the parking. Traffic congestion near the entry and exit points from the roads adjoining the proposed project site must be avoided.	No any public space has been used or blocked for parking at plot no. 65 during the operational phase. Further, same will be monitored by qualified staff. No congestion near the entry and exit points from the roads adjoining the plots will take placed by us during operation phase.
41.	The project proponent shall install the electric utilities / devices, which are energy efficient and meeting with bureau of Energy Efficiency norms, whenever applicable. Energy conservation building code (ECBC) norms shall be implemented in the project.	We have started the operation and we will install energy efficient electric utilities/ devices that meet the Bureau of Energy Efficiency criteria where applicable. We do meet the condition.
42.	The transformers and motors shall have minimum efficiency of 85%. Only variable frequency motor drives shall be used in the project. Solar lights shall be provided in the open sunlight area.	Noted and we are complied with this. Shall be complying.
43.	The energy audit shall be conducted at regular	Not Applicable.

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Sapna R. Z.
Director

	interval for the project and the recommendation of the Audit Report shall be implemented with spirit.	
44.	Adequate measures shall be taken for fire and life safety as per the provisions of the NBC guidelines. Sufficient peripheral open passage shall be kept for free movement of fire tender/ emergency vehicle around the premises.	Adequate measures have been taken by us for fire and life safety as per the provisions of the NBC at plot no. 65. We have already earmarked the area/ open passages for free movement of the fire tender/ emergency vehicle around the premises.
45.	The project management shall prepare a detailed Disaster Management Plan (DMP) for the operation phase of the project.	The disaster management plan (DMP) is currently being developed, and once completed, it will be presented to the appropriate authorities and followed as needed.
46.	Necessary emergency lighting system along emergency power back up system shall be provided. In addition emergency siren and public address system arrangement shall be provided in the township. Necessary signage/ maps at all appropriate places shall be provided to guide the people towards exits and assembly points during the unforeseen emergency and untoward conditions.	We have provided the Emergency lighting system along with power back up system. We have provided the emergency siren/public address system arrangement at identified area at Plot No. 65. We have also provided the necessary signage/maps at all appropriate places to guide the people towards exits and assembly points during the unforeseen emergency and untoward conditions.
47.	Compulsory training to the staff for the first aid and fire-fighting along with regular mock drill shall be made an integral part of the emergency management plan of the project.	We have provided the adequate training of first aid and fire-fighting along with regular mock drill to the all employees with the necessary training of emergency management strategy.
48.	First Aid Boxes shall be made readily available in adequate quantity at all the times.	We have provided the adequate quantity of First aid Rooms/Boxes at Plot No. 65.
49.	The project proponent shall ensure maximum employment to the local people.	Law of land shall be followed by us.
50.	The project management shall also comply with all the environment protection measures, risk mitigation measures and safeguards proposed by them.	We are strictly complied with all the environment Protection measures, risk mitigation measures and safeguards at our own premises.

OTHER CONDITIONS:

51.	A separate Environmental management cell with qualified personnel shall be created for environmental monitoring and management during construction phase and operational phase of the project.	Not applicable, as only storage and warehouse activity is carried out at plot no. 65.
52.	All the recommendation and suggestions given by NIOT in their Environment Impact Assessment Report for conservation, protection and betterment of environment shall be implemented strictly by KPT.	The recommendation and suggestions given by NIOT in their Environment Impact Assessment Report for conservation, protection and betterment of environment have been strictly followed.
53.	KPT shall participate financially for installing and	DPA has contribution an amount of Rs.

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Director

	operating the vessel traffic management system in the Gulf of Kutch and shall also take lead in preparing and operationalizing the Regional Oil Spill Contingency plan in the Gulf of Kutch.	41.25 Crore, i.e. 25% of total project cost of Rs. 165 Crore for installation and operating the VTMS in Gulf of Kutch. DPA has also participated for preparing and operationalizing the Oil Spill Contingency plan in Gulf of Kutch.
54.	KPT shall have to contribute financially for taking up the socio-economic up-liftment activities in this region in consultation with the forests and Environment Department and the District Collector/ District Development Officer.	Point noted and will be comply by DPA.
55.	KPT shall contribute financially for any common study or project that may be proposed by the Forests and Environment Department (F&ED) for environment management/ conservation/ improvement for the Gulf of Kutch.	We have contributed financially for any common study or project that may be proposed by F&E department for environmental management/ conservation/ improvement of Gulf of Kutch.
56.	KPT shall bear the cost of the external agency that may be appointed by F&ED/ SEIAA for supervision / monitoring of proposed activities and the environment impacts of the proposed activities.	DPA complied with this condition.
57.	KPT shall have to contribute financially to support the National Green Crops Scheme being implemented in Gujarat by the GEER Foundation, Gandhinagar in consultation with Forests and Environment Department.	DPA has met the Condition.
58.	A separate budget shall be earmarked for environmental management and socio economic activities including the greenbelt/ mangrove plantation and details thereof shall be furnished to F&ED, SEIAA as well as MoEF, GOI. The details with respect to the expenditure from this budget head shall also be furnished along with the compliance report.	We have earmark separate budget for environmental protection& Socio economic activity including the greenbelt/ mangrove plantation.
59.	Movement of vehicles in the Inter Tidal Zone shall be restricted to the minimum so as to maintain ecological features and avoid damage to the ecosystem.	No any vehicles movement in this inter tidal zone have been carried out by plot no. 65.
60.	A six month report on compliance of the stipulated conditions shall have to the regulatory authorities concerned, on 1 st June and 1 st December of each calendar year.	Six monthly reports are submitted by us on regular basis. Here we have attached the last submission acknowledgement copy in Annexure-F.
61.	No further expansion and modification or development likely to cause environmental impact shall be carried out without obtaining prior clearance from the concerned authority.	We are not extended, modified or developed the plot no. 65.
62.	Any other condition that may be stipulated by F&ED and SEIAA from time to time for environmental protection / management purpose shall also have to complied with by the KPT.	Will be complied accordingly.
63.	The project authorities shall earmark adequate funds to implement the conditions stipulated by the SEIAA as well as GPCB along with the implementation	Point noted.

For A & I Hospitality Pvt. Ltd.
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 Director

	schedule for all the conditions stipulated herein. The funds so provided shall not be diverted for any other purpose.	
64.	The applicant shall inform the public that the project has been accorded environmental clearance by the SEIAA and that the copies of the clearance letter are available with the GPCB and may also be sent at the website of SEIAA/SEAC/GPCB. This shall be advertised within seven days from the date of the clearance letter, in at least two local newspapers that are widely circulated in the region, one of which shall be in the Gujarati language and the other in English. A copy each of the same shall be forwarded to the concerned Regional office of the Ministry.	DPA has already informed to the public that the project has been accorded Environmental Clearance from SEIAA and copies of the clearance letter are available with the GPCB and may also be seen at the Website of SEIAA/ SEAC. DPA has already been published advertisement in Times Of India and Kutch Mitra, dated. 05/01/2013. A copy of the same has already been submitted by DPA to Regional office, Bhopal, MoEF vide letter no. : EG/WK/4716(EC)/part-I/640, dated 14/01/2013.
65.	The project authority shall also adhere to the stipulations made by the Gujarat pollution Control Board.	We are strictly adhered the stipulation made by the GPCB.
66.	The project authority shall inform the GPCB, Regional office of MoEF and SEIAA about the date of financial closure and final approval of the project by the concerned authorities and the date of start of the project.	Point noted.
67.	The SEIAA may revoke or suspend the clearance, if implementation of any of the above condition is not found satisfactory.	Point noted.
68.	The above condition will be enforced, inter-alia under the provision of the water (Prevention and control of pollution) Act, 1974, the Air (prevention and control of pollution) act, 1981, the Environmental (Protection) Act, 1986, Municipal solid wastes (Management and Handling) Rules, 2000 and the Public Liability Insurance Act, 1991 and the rules made under from time to time.	Point noted.
69.	This environment clearance is valid for five years from the date of issue.	Point noted.

For A & I Hospitality Pvt. Ltd.

Sapna R-Z
Director

ANNEXURE -B

**SUBJECT: CRZ Recommendation for proposed development of plots for
Construction of warehouse/Go-downs – Stage II at Kandla,
Dist.: Kutch by M/S Kandla Port Trust Limited- Reg.**

STATUS OF COMPLIENCE OF THE CONDITIONS STIPULATED BY GUJARAT STATE COASTAL
ZONE MANAGEMENT AUTHORITY, GANDHINAGAR IN CRZ RECOMMENDATIONS LETTER.

SR. NO.	CONDITIONS IN CRZ RECOMMENDATION LETTER	COMPLIANCES
	<u>SPECIFIC CONDITIONS</u>	
1.	The provisions of the CRZ Notification of 2011 shall be strictly adhered to by the KPT. No activity in contradiction to the provisions of the CRZ Notification shall be carried out by the KPT.	We are strictly following the provisions of the CRZ notification of 2011 and subsequent amendments issued from time to time. We are carrying out only those activities which are permissible under CRZ Notification, 2011 and subsequent amendments from time to time.
2.	KPT shall participate financially for installing and operating the vessel traffic management system in the Gulf of Kutch and shall also take lead in preparing and operational zing the Regional Oil Spill Contingency plan in the Gulf of Kutch.	DPA has contribution an amount of Rs. 41.25 Crore, i. e. 25% of total project cost of Rs.165 Crore for installation and operating the VTMS in Gulf of Kutch. DPA has also participated for preparing and operational zing the Oil Spill Contingency plan in Gulf of Kutch.
3.	KPT shall strictly ensure that no creeks or rivers are blocked due to any activity at Kandla.	No any creeks or rivers have been blocked due to construction activities.
4.	Mangroves plantation in an area of 200 ha. Shall be carried out by the KPT within 2 years in a time bound manner on Gujarat coastline either within or outside the Kandla port trust area and six monthly compliance report along with the satellite images and GPS readings with latitude and longitude shall be submitted to the Ministry of Environment and Forest as well as to this Department without fail.	Point noted and will be complied accordingly.
5.	No ground water shall be tapped for any purpose during the proposed expansion/ modernization activities.	No any ground water has been tapped for any purpose by us at Plot No. 65.
6.	All necessary permission from different government departments/ Agencies shall be obtained by the KPT before commencing the expansion activities.	DPA had already been obtained NOC from GPCB, vide letter GPCB/CCA-KUTCH-789/GPCB-ID:29700/117726, dt.17/07/2012 and subsequent letter, date. 12/08/2016 had extended the validity period up to 11/08/2021.

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Director

7	No effluent and sewage shall be discharge into the sea / creek or in the CRZ area and it shall be treated to conform to the norms prescribed by the Gujarat Pollution Control Board and would be reused / recycled within the plant premises, to the extend feasible.	No any sewage has been discharged into the sea/creek or in the CRZ area. As DPA have already earmarked the area for STP/Soak pit and it has treated to conform to the norms prescribed by the Gujarat Pollution Control Board and reused the treated water for developed of greenbelt within premises.
8	All the recommendation and suggestions given by NIOT in their Environment Impact Assessment Report for conservation, protection and betterment of environment shall be implemented strictly by KPT.	We strictly adhere to the NIOT's recommendations and proposals in their Environment Impact Assessment Report for environmental conservation, protection, and improvement.
9	The construction and operational activities shall be carried out in such a way that there are no negative impact son mangroves and other coastal / marine habitats. The construction and reclamation activities shall be carried out only under the constant supervision and guidelines of the NIOT.	Construction activity on plot no. 65 was done in such a way that no detrimental affects on mangroves or other coastal / marine ecosystems were experienced. The construction and reclamation activities will be/have been carried out in accordance with the NIOT's recommendations and proposals.
10	KPT shall contribute financially for any common study or project that may be proposed by the Forests and Environment Department (F&ED) for environment management/ conservation/ improvement for the Gulf of Kutch.	DPA/We are contribute financially for common study or project that may be proposed by F&E department for environmental management/ conservation/ improvement for the Gulf of Kutch.
11	The construction debris and/ or any other type of waste shall not be disposed of into the sea, creek or in the CRZ areas. The debris shall be removed from the construction site immediately after the construction is over and disposed of as may be advised by the GPCB.	At plot no. 65 we have not disposed of any construction debris or any other type of waste into the sea, creek or in the CRZ areas.
12	The construction camp shall be located outside the CRZ area and t6he construction labor shall be provided with the necessary amenities, including sanitation, water supply and fuel and it shall be ensured that the environmental conditions are not deteriorated by the construction labors.	No construction camps are required at project site because only local people / labors are involved for the construction activities during construction phase. No any environmental conditions have been deteriorated during construction carried out by us at plot no. 65.
13.	KPT shall bear the cost of the external agency that may be appointed by F&ED/ SEIAA for supervision / monitoring of proposed activities and the environment impacts of the proposed	We shall cover the costs of any external agency that this department may select to supervise/monitor proposed activities and

For A & I Hospitality Pvt. Ltd.
Sapna R-Z
 Director

	activities.	their environmental implications.
14.	The KPT shall take up massive greenbelt development activities in and around Kandla and also within the KPT limits.	We have set aside an area of 10 meters wide at the boundary of plot no. 65 for the creation of a greenbelt.
15.	The KPT shall have contributed financially for taking up the socio-economic upliftment activities in this region in consultation with the FE Department/ District collector/ DDO.	Noted and Complied.
16.	A separate budget shall be earmarked for environmental management and socio-economic activities and details thereof shall be furnished to this department as well as the MoEF, GOI. The details with respect to the expenditure from this budget head shall be also be furnished.	We have established a distinct budget for environmental protection. Budget details for Environmental Management and socioeconomic activities have been periodically presented to statutory authorities.
17.	A separate Environmental management cell with qualified personnel shall be created for environmental monitoring and management during construction phase and operational phase of the project.	Not applicable, as only dry cargo is stored and handled at plot no. 65.
18.	An environmental audit report indicating the changes, if any, with respect to the baseline environmental quality in the coastal and marine environment shall be submitted every year by the KPT to this department as well as to MoEF, GOI.	Noted and agreed.
19.	The KPT shall have to contribute financially to support the national green crops scheme being implements in by Green Foundation, in consultation with forest and environmental department.	We will contribute financially to support the National Green Corps Scheme being implemented in Gujarat by the GEER Foundation, Gandhinagar, in consultation with Forests and Environment Department.
20.	A six monthly report of compliance of the conditions mentioned in this letter shall have to be furnished by the KPT on regular basis to this department/ MoEF, GOI.	Six monthly reports are submitted by us on regular basis. Here we have attached the last submission acknowledgement copy in Annexure-F .
21.	Any other condition that may be stipulated by this department from time to time for environmental protection/ management purpose shall have to be complies with by the KPT.	We are strictly complying with any other condition that may be stipulated by F&ED from time to time for environmental protection / management purpose.

For A & I Hospitality Pvt. Ltd.

Sapna R. J.
Director

ANNEXURE -C

COMPLIANCE REPORT OF NOC FOR THE PROJECT ENTITLED

"Development of plots for construction of Warehouse/Godowns-Stage II"

SR. NO.	CONSENT CONDITION POINTS	COMPLIANCE
SUBJECT TO THE FOLLOWING SPECIFIC CONDITIONS:		
1	You shall have to strictly comply with all the conditions as prescribed in your Environment Clearance and CRZ Clearance when it is granted to you.	We are strictly complied with all the conditions as prescribed in our Environmental and CRZ clearance.
2.	No ground water shall be used for the project coming under Dark zone without permission of competent authority.	No any ground water has been tapped by us.
3.	CONDITIONS UNDER WATER ACT, 1974:	
3.1	The generation and discharge of industrial effluent from the manufacturing process and other ancillary industrial operations shall be NIL.	This project is only for the storage of non-hazardous dry goods, hence it is not applicable. As a result, no industrial effluent is generated on the property.
3.2	The quantity of the domestic waste water (Sewage) shall not exceed NIL.	Not Applicable.
3.3	The unit shall install flow meters at utilities for measuring category wise (Category as given in Water - Cess Act-1977 schedule II) consumption of water.	Not Applicable.
4	CONDITIONS UNDER THE AIR ACT 1981:	
4.1	There shall be no use of fuel in manufacturing activity and other ancillary operations.	Not applicable as No any manufacturing activity involved. Only storage of Non-Hazardous dry cargo.
4.2	There shall be no flue gas emission from the manufacturing activity and other ancillary operations.	
4.3	There shall be no process gas emission from the manufacturing activities and other ancillary operations.	No manufacturing activity involved. Only storage of Non-Hazardous dry cargo.

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Sapna R-Z
Director

SR. NO.	CONSENT CONDITION POINTS		COMPLIANCE	
SUBJECT TO THE FOLLOWING SPECIFIC CONDITIONS:				
4.4	The concentration of the following parameters in the ambient air within the premises of the industry shall not exceed the limits specified hereunder.		Ambient Air quality within plant premises have been confirmed to the prescribed norms. Refer Annexure-E.	
	Pollutant	Time weighted average		Concentration in ambient air in µg/M3
	Sulphur Dioxide (SO ₂)	Annual 24 hours		50 80
	Nitrogen Dioxide (NO ₂)	Annual 24 hours		40 80
	Particulate Matter (Size less than 10 µm) OR PM10	Annual 24 hours		60 100
	Particulate Matter (Size less than 2.5 mm) OR PM 2.5	Annual 24 hours		40 60
4.5	The industry shall take adequate measures for control of noise levels from its own sources within the premises so as to maintain ambient air quality standards in respect of noise to less than 75dB(a) during day time and70 dB (A) during night time, Daytime is reckoned in between 6a.m. and10 P.M. and night time is reckoned between 10 p.m. and 6 a.m.		Noise level within plant premises have been confirmed the prescribed limit. Refer Annexure-E.	
5	CONDITIONS UNDER HAZARDOUS WASTE:			
5.1	The applicant shall provide temporary storage facilities and maintain the record for each type of Hazardous Waste as per Hazardous Waste (Management, Handling & Transboundary Movement) Rules, 2008 as amended from time to time.		NA, As only non-hazardous dry cargos are to be stored as permissible in CRZ Notification, 2011.	
5.2	The applicant shall be obtain membership of common TSDF site for disposal Hazardous Waste as categorized in Hazardous Waste (Management, Handling & Trans boundary Movement) Rules, 2008 as amended thereof.			
6	GENERAL CONDITIONS :			
6.1	Unit shall develop green belt within premises as per the CPCB guidelines. However, if the adequate land is not available within premises, the unit shall tie up with local agencies like gram panchayat, school, social forestry office etc. for the plantation at suitable open land in nearby locality and submit an action plan of plantation for next three years to GPCB.		We have developed the adequate green belt within premises of plot no. 65.	

For A & I Hospitality Pvt. Ltd.

Sapna R. Z.
Director

SR. NO.	CONSENT CONDITION POINTS	COMPLIANCE
SUBJECT TO THE FOLLOWING SPECIFIC CONDITIONS:		
6.2	Adequate plantation shall be carried out all along the periphery of the industrial premises in such a way that the density of plantation is at least 1000 trees per acre of land and a green belt of 10 meters width is developed.	We do meet the condition.
6.3	The applicant shall have to submit the returns in prescribed form regarding water consumption and shall have to make payment of water cess to the Board under the Water Cess Act- 1977.	We do meet the condition.
6.4	In case of change of ownership /management the name and address of the new owners / partners /directors/ proprietor should immediately be intimated to the Board.	We are immediately intimate to GPCB in case of change of ownership/ management the name and address of the new owners/ partners/ directors/ proprietor.
6.5	The applicant shall however, not without the prior consent of the Board bring into use any new or altered outlet for the discharge of effluent or gaseous emission or sewage waste from the proposed industrial plant.The applicant is required to make applications to this Board for this purpose in the prescribed forms under the provisions of the Water Act-1974, the AirAct-1981 and the Environment (Protection) Act-1986.	Noted and shall be complied.
6.6	The applicant also comply with the General conditions as per Annexure - I attached herewith (No.1 to 38) (whichever applicable).	Noted and compiled with applicable general condition. (Refer Annexure-I)
6.7	The overall noise level in and around the plant area shall be kept well within the standards by providing noise control measures including engineering control like acoustic insulation hoods, silencers, enclosures etc on all sources of noise generation. The ambient noise level shall conform to the standards prescribed under the Environment (Protection) Act, 1986 & Rules.	Complied. No manufacturing activity involved. Only storage of Non-Hazardous dry cargo.
6.8	Applicant is required to comply with the manufacturing, Storage and Import of Hazardous Chemicals Rules-1989 framed under the Environment (Protection) Act-1986.	NA, The unit handled only non-hazardous dry cargo for storage.
6.9	If it is established by any competent authority that the damage is caused due to their industrial activities to any person or his property .in that case they are obliged to pay the compensation as determined by the competent authority.	Point Noted and will be complied.

For A & I Hospitality Pvt. Ltd.

Sapna. B. Z.
Director

SR. NO.	CONSENT CONDITION POINTS	COMPLIANCE
SUBJECT TO THE FOLLOWING SPECIFIC CONDITIONS:		
6.10	Applicant shall have to comply with all the guidelines/Directive issued/ being issued by MoEF /CPCB/ DoEF from time to time.	Point Noted and will be complied.
6.11	Applicant shall not use/withdraw ground water either during construction or for operation phase.	No any ground water has been tapped by us.
6.12	Environmental cell shall be setup and shall be responsible for the total Environmental management.	We so meet the condition.
6.13	Monitoring in respect to Air, Water, Noise level shall be carried out and results shall be submitted to this Board on quarterly basis.	We have appointed the GPCB approved Environmental Consultant for carry out Environmental Monitoring at Plot No. 65.

For A & I Hospitality Pvt. Ltd.
Sapna R-Z
 Director

Annexure - I

GENERAL CONDITIONS

SR. NO.	CONDITIONS	COMPLIANCE
1.	In case of any change either in products, its capacity or manufacturing process, the applicant shall have to obtain prior permission of this Board. The applicant shall not commence the production until consent under Water (Prevention and control of Pollution) Act-1974, Air (Prevention and control of Pollution) Act-1981 and authorization under hazardous waste (Management and Handling) Rules-1989 is obtained.	Point Noted and will be complied.
2.	If the products, process falls in SCHEDULE-I or II of the Environmental Audit Scheme, as specified in the order dated 13/03/97 of Hon. High Court in MCA No.326/97 in SCA No.770/95, the applicant shall also abide by the said scheme.	Noted and Complied.
3.	The applicant shall have to register the unit under the provisions of the factories act-1948 and shall obtain the necessary factory license.	Point Noted
4.	The environmental Management unit/cell shall be set up to ensure implementation and monitoring of environmental safeguards and other conditions stipulated by statutory authorities. The Environmental Management Cell/unit shall directly report to the chief Executive of the organization and shall work as a focal point for internalizing environmental issues. These cells / units shall also coordinate the exercise of Environmental Audit and preparation of Environmental Statements.	Not Applicable, The unit handled only non-hazardous dry cargo for storage.
5.	The applicant shall have to obtain P.L.I Policy as per P.L.I Act-1991 and submit the copy of the same to the GPCB.	Point Noted and copy already submitted with earlier report.
6.	The concentration of Noise on ambient air within the factory premises shall not exceed the following limit: Between 6 AM to 10 PM : 75 dB (A) Between 10 PM to 6AM : 70 dB (A)	We do meet the Condition.
7.	The unit shall, on establishing this plant: a) Put up at the entrance and prominent places boards prominently displaying the name of the unit, particulars of the products / process and the names of the proprietor/ partners / Directors of the unit, the electricity consumer number and the name of the electricity consumer as on the record of the GEB. b) Make adequate lighting arrangements all around the effluent treatment plants pollution control measures and also above the boards mentioned in the above clause	Noted and Complied. Point Noted
8.	The Environmental Audit shall be carried out yearly and the Environmental Statement pertaining to previous year shall be submitted to the Board latest by 30th September every year.	Point Noted
9.	The unit shall have and use only one outlet for discharge of its	Not Applicable.

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S. S. S.
Director

	effluent and no effluent shall be discharged without requisite treatment and without meeting with GPCB norms. Such outlets shall be near the front gate/ entrance of the unit. The unit shall not keep any bypass line system or loose or flexible pipe for discharging pipe effluent outside or even for transporting treated or untreated effluent within the factory premises, within Effluent Treatment Plants or in the compound of the unit.	There is no any Industrial Effluent discharged by our unit.
10.	Magnetic Flow Meters should be installed at inlet and outlet of the Effluent Treatment Plant (ETP thereafter)	N.A.
11.	All chemicals and nutrients which are required to be added/ dosed anywhere in the ETP should be so added by using "Metering Pumps" only.	N.A.
12.	The pipeline connecting various equipment's or sumps of tanks of ETP should be minimum in number. Loose connections of hose pipes or temporary connections will not be permitted.	N.A.
13.	In case of incinerators the unit shall provide the flow measuring devices with incinerators at different point's scrubber, outside the incinerator should be provided. The temperatures as well as flow should be recorded, every day.	N.A.
14.	In case of plants involving Bio-mass Treatment. For each addition of the biomass time and quantity recorded. The uptake rate of oxygen of the bio-mass in the aeration basis and other parameters of biological system should be recorded every day.	N.A.
15.	The printed log books shall be maintained and get it certified for: a) Energy/ fuel consumption/ Raw material Consumption and quality of products manufactured. b) Wastewater/gaseous flow at inlet and outlet of ETP and air pollution Control Measures c) Quantity of sludge generated d) Laboratory analysis/ reports for each of the specified parameters of liquid effluents, gaseous discharge and soil sludge samples.	N.A.
16.	The unit shall operate full and efficiently all its effluent treatment plants and shall close down all its manufacturing processing activities whenever the effluent treatment plant/s or any part are fully or partly non-operational for any reason whatsoever (Whether Maintenance/ repairs/ electricity failure or otherwise) and shall not restart such activities unless and until all the effluent treatment plants of the unit are fully operational.	N.A.
17.	The unit shall have and operate all the requisite equipment's/ facilities for prevention and control of air pollution and shall operate the same. The unit shall also have stack monitoring facilities. Whenever the equipment/facilities for prevention and control of air pollution are fully or partly non-functional, the unit shall close down all its manufacturing / processing activities and shall not restart its manufacturing/processing activities unless and until all its air pollution protection and control equipment's and facilities including stack monitoring facilities are fully operational.	NA, The unit handled only non-hazardous dry cargo for storage.
18.	The unit shall submit, before commencing the production to the	NA, The unit

For A & I Hospitality Pvt. Ltd.
Sapna R-Z
 Director

	GPCB any committee appointed by the court, the site plan of the unit indicating the location of manufacturing /processing plant as also the effluent treatment plants and also separate plan indicating the channel through which water / effluent passes from different stages of manufacturing / processing and the effluent treatment process right up to the stage of its final outlet. Such plans shall also be displayed by the unit on aboard of adequate size within its compound and near its effluent treatment plant/s.	handled only non-hazardous dry cargo for storage. Complied whenever is applicable.
19.	The unit shall supply to the GPCB the figures of production and consumption of electricity and water for each day during the period of production, though such figures shall be supplied on weekly basis. The unit shall supply separate figures for consumption of electricity for running the effluent treatment plants by having a separate meter/ sub meter for such effluent treatment plants. The number of units consumed by operating the diesel generating sets, if any, shall also be supplied to the GPCB on weekly basis.	We do meet the Condition.
20.	The unit shall also supply to the GPCB, within 1 week from the date of the starting production, the documents regarding monthly production and consumption of electricity.	Point Noted. However this is the unit of storage / warehouse/ go-downs
21.	The unit shall permit the officers/employees of the GPCB/Government Members of the committee of the court, members of the Monitoring Committee of the Association of the industries to enter the factory premises and to inspect and take samples from the unit at any time without any prior intimation. Any delay in giving any of the above person's entry into the factory premises or any plant thereof on effluent treatment plants shall entail closure of the unit. All the watchmen/security personnel of the unit shall be immediately apprised of the above.	We do meet the Condition.
22.	It shall be open to the GPCB through general instruction of circulars and to the GPCB officers inspecting the unit to give all the support instructions regarding location of the outlet and/or any other appropriate directions regarding effluent plants, their operation and processes and disposal channel and disposal system. The unit shall comply with all such instructions whether general or special.	We do meet the Condition.
23.	When electricity supply or water supply is disconnected in future on account of non-compliance with the GPCB norms or on account of the closure order, which may be passed by court or by the Govt./GPCB under any statutory provisions relating to environmental protection and prevention and control of pollution. The unit shall not use any diesel generating set or any other alternative source of energy or water tankers from outside. The unit shall pay wages to its workers regularly every month or at such shorter intervals as per the Central/Practice followed so far.	Point Noted and we will complied with this whenever is applicable.

For A & I Hospitality Pvt. Ltd.

Sapna R. Z.
Director

24.	Adequate number of influent and effluent quality monitoring stations should be set up in consultation with the Gujarat pollution control Board. Regular effluent quality monitoring should be carried out for relevant parameters and the monitored data along with the statistical analysis and interpretation should be submitted to the Gujarat pollution Control Board on monthly basis.	NA, The unit handled only non-hazardous dry cargo for storage. So, No any effluent generation from unit.
25.	Guards' ponds of sufficient holding capacity should be provided to cope with the effluent discharge during the process disturbances. In the event of failure or non-functioning of the ETP, the respective units should be immediately put out of operation and should not be restarted until the control measure are rectified to achieve the desired efficiency. Guard pond should be provided with impervious lining and stability of the ponds with respect to leakages/cracks and other factors should be ensured.	N.A.
26.	The ground water quality around the guard ponds and landfill site should be monitored on regular basis. The monitored data should be submitted to this board once in six months.	N.A.
27.	The gaseous emission from various process units should adhere to the air emission standards specified in this order. At no time the emission should go beyond the prescribed standards. In the event of failure of any pollution control adopted by the unit, the respective unit should be immediately put out of operation and should not be restarted until the control measures are rectified to achieve the desired efficiency.	Not applicable. No manufacturing activities are involved. Only storage of Dry Cargo as permitted in the CRZ notification, 2011.
28.	a) Ambient air quality monitoring station should be set up in the downwind direction as well as at locations where maximum ground level concentrations are anticipated. These locations should be fixed in consultation with the GPCB. The number of air quality monitoring stations and frequency of monitoring should be selected on the basis of mathematical modelling to represent short term ground level concentrations, human settlements, sensitive targets etc.	Point Noted and complied.
	b) Stack emissions from boiler and heater should be monitored for SO ₂ , NO _x , hydro Carbon and SPM and record maintained. On line continuous stack monitoring equipments should be provided for measurement of SO ₂ and NO _x .	
	c) Data on ambient air quality and stack emission from boiler and heater should be submitted to this Board once in a month along with the statistical analysis and interpretation.	N.A.
	d) Fugitive emissions should be controlled, regularly monitored and data recorded. The monitored data should be submitted to this Board once in the month.	

For A & I Hospitality Pvt. Ltd.

Sapna R-Z
Director

29.	Low NOx burner should be provided to avoid excessive formulation of NOx. Only LSH will be used as a fuel during the critical month to ensure that SO levels in the ambient air is within the norm specified.	N.A.
30.	The unit shall make all the requisite arrangements for the safe storage and handling of solid waste including impervious flooring and leachate collection and the unit shall store and handle solid waste in accordance with the provisions of the relevant rules in their behalf.	Noted and Agreed
31.	A secured double lined landfill should be developed within the plant premises for disposal of solid waste by providing impervious liner and leachate collection system. The leachate shall be taken to the treatment plant for future treatment. In case of specified items or Naphthalene based product and in the case of Pesticide waste, the leachate shall be totally incinerated after neutralization and / or after detoxification treatment. The design of the landfill site should be submitted before commencing the production to this Board and Government.	N.A.
32.	Handling manufacturing, storage and transport of hazardous chemicals should be in accordance with Manufacture, Storage and Import of Hazardous Chemical Rules-1989.	Not applicable. There is no generation of any Hazardous waste.
33.	The hazardous wastes should be handled as per the Hazardous Waste (Management and Handling) Rules of the Environmental (Protection) Act-1986.	Not applicable. There is no generation of any Hazardous waste.
34.	On-site and off-site emergency plan as required under the rules 13 and 14 of the Handling, Manufacture, Storage and Import of the Hazardous Chemical Rules-1989 should be prepared and approval from the Board should be obtained.	Not applicable. There is no generation of any Hazardous waste.
35.	A community welfare scheme for improving the socio-economic environment should be worked out and report submitted to the Board and Government for review.	Point Noted
36.	Periodical medical check-up of the workers should be done and records maintained as a measure to provide occupational health service to the workers.	Point Noted and complied.
37.	The project authorities should set up laboratory facilities for collection, analysis of samples under the supervision of competent technical personnel who will report to the chief Executive.	Point Noted.
38.	The funds earmarked for the Environmental Protection Measures should not be diverted for any other purpose and year wise expenditure should be reported to this board and to the Government.	Point Noted and complied.

For A & I Hospitality Pvt. Ltd.

Sapna R. Director

ANNEXURE - D

MONITORING REPORT (December -2021 to May -2022)

Part - 1

DATA SHEET

SR. NO.	PARTICULARS	COMPLIANCE
1.	Project type : River valley/ Mining/ Industry/thermal/nuclear/Other (specify)	Warehouses /go-downs
2.	Name of the project	M/s. A & I HOSPITALITY PVT. LTD.
3.	Clearance Letter (s). OM no and date	Environment and CRZ clearance issued by SEIAA, Government of Gujarat, vide letter No. SEIAA/GUJ/EC/8(b)/351/2012, date: 27/11/2012
4.	Location	Plot No. 65, Outside Kutch salt west gate, New Kandla, Dist : Kutch, State : Gujarat
5.	Address for Correspondence a) Address of Concerned Project Chief Engineer (with pin code & telephone/telex/fax numbers b) Address of Executive project Engineer/manager/(with pin code fax numbers)	Mr. Ram Issrani Director, 217, Ganesh Glory, Jagatpur, S.G. Highway, Ahmadabad - 382481
6.	Salient features of the project b) Salient features of the Environmental management plan.	<p>1. Warehouse stage II consist of development of plot no.65 of total area of 15,690 m².</p> <p>2. It is proposed to construct 7,826 m² of storage area consisting of go-downs, office, etc.</p> <p>3. This warehouse mainly used for storage of non-hazardous dry cargo.</p> <p>1. Master document of terms and conditions including the provision of environment management plan, pollution mitigation measures, green belt development, safety related aspects etc. terms and incorporate the same as a part of the agreement deed have been made between Allottee of plot no. 65 and DPA.</p> <p>2. DPA has signed the MoU with GEC for</p>

For A & I Hospitality Pvt. Ltd.

Sapner R.T.
Director

		<p>Mangrove Plantation in an area of 300 Hac., out of which mangrove plantation in 150 Hac. Has been completed.</p> <p>3. Vehicles have been covered with tarpaulin for controlling the fugitive emission during the transportation of material at plot No. 65.</p> <p>4. Roads inside the plot No. 65 and connected to main road are paved to control the fugitive emissions during construction activities.</p>
7.	<p>Breakup of the project area</p> <p>a) Submergence area : forest & non-forest</p> <p>b) Others</p>	<p>Nil</p> <p>Nil</p>
8.	<p>Breakup of the project affected population with enumeration of those losing houses/dwelling units only agricultural land & landless labourers/artisen</p> <p>a) SC. ST/Adivasis</p> <p>b) Others</p>	<p>Nil</p> <p>Nil</p>
9.	<p>Financial details</p> <p>a) Project cost as originally planned and subsequent revised estimates and the year of prices reference</p> <p>b) Allocation made for environmental management plans with item wise and year wise break-up</p> <p>c) Benefit cost ratio/Internal rate of Return and the year of assessment Whether (c) includes the cost of environmental management plans so far.</p> <p>d) Actual expenditure incurred on the project</p> <p>e) Actual expenditure incurred on the Environmental management plans so far.</p>	<p>Planned Project Cost: 18.31 Cr.</p> <p>Planned EMP Cost: 3.0 Lakh</p> <p>N.A.</p> <p>Actual Project Cost: 18.31 Cr.</p> <p>Actual provided fund for EMP: 2.4 lakh</p>
10.	<p>Forest land requirement</p> <p>a) The status of approval for diversion of forest land for non-forestry use</p> <p>b) The status of clear felling</p>	<p>Nil</p> <p>Nil-Not related</p> <p>Nil</p>

For A & I Hospitality Pvt. Ltd.

Sapna R-Z
Director

	c) The status of compensatory a forestation, if any d) Comments on the viability & sustainability of compensatory a forestation programmed in the light of actual field experience so far	Nil Nil
11.	The status of clear felling in non-forest areas (such as submergence area of reservoir, approach roads), if any with quantitative information.	Nil
12.	Status of construction a) Date of commencement (Actual and/or planned) b) Date of completion (Actual and/or planned)	01/08/2015 01/01/2019
13.	Reasons for the delay if the Project is yet to start	---
14.	Date of site visited a) The dates on which the project was monitored by the regional office on pervious occasion. if any b) The date site visit for this monitoring report	---

For A & I Hospitality Pvt. Ltd.
Sapna R. Z.
 Director

ANNEXURE - E

Environmental Monitoring Report

Report No: EE/ENV/2022/10/096

Date: 31/10/2022

ANALYSIS REPORT
(For the Month of October-2022)

Client Details		Sample Details	
Name	M/s. A & I Hospitality Pvt. Ltd.	Sample Code	AIHPL/AA1
Address	Plot No. 65, Outside Kutch Salt West Gate, New Kandla, Dist : Kutch, Gujarat	Location	Near Plot No. 65
		Quantity	N/A
Sampling Done By	Earth Envirotech Team	Date of Sampling	27/10/2022
Analysis Starts on	28/10/2022	Sampling Method	IS 5182 (Part 5): 2020 – Gaseous Pollutants IS 5182 (Part 23): 2017 - PM ₁₀ CPCB manual volume I - PM _{2.5}
Analysis Completion On	31/10/2022	Sample Received Date	27/10/2022

AMBIENT AIR MONITORING RESULTS

Sr. No.	Parameters	Unit	Results	National Ambient Air Quality Standards (NAAQS)	Reference Method
			Nr. Plot No. 65		
1.	Particulate Matter PM ₁₀	µg/m ³	60.39	100	IS 5182 Part 23 : 2017
2.	Particulate Matter PM _{2.5}	µg/m ³	22.67	60	CPCB manual Volume I
3.	Sulphur Dioxide (SO ₂)	µg/m ³	16.51	80	IS 5182 Part 2 : 2017
4.	Nitrogen Dioxide (NO ₂)	µg/m ³	21.80	80	IS 5182 Part 6 : 2017

chez
Analyzed By:



- Analysis is subject to the condition In Which the Sample Is received at our Laboratory.
- Reports can not be used as an evidence anywhere including judiciary purpose without our prior permission.
- Sample will be retained till one month from the date of sampling.

Report No: - EE/ENV/2022/10/097

Date: 31/10/2022

ANALYSIS REPORT
(For the Month of October-2022)

Client Details		Sample Details	
Name	M/s. A & I Hospitality Pvt. Ltd.	Sample Code	AIHPL/N1
Address	Plot No. 65, Outside Kutch Salt West Gate, New Kandla, Dist : Kutch, Gujarat	Location	As per table
		Quantity	NA
		Date of Measurement	27/10/2022
Measurement Done By	Earth Envirotech Team	Sampling Instrument	Sound Level Meter (HTC/SL-1350)
Measurement Completion Date	27/10/2022		
		Sampling Method	IS 9989 : 2020

NOISE MONITORING RESULTS

Sr. No.	Location Name	Units	Day Time	
			Observed Value	Standard Limit
1.	Near Plot No. 65	dB (A)	69.4	75.0


Checked By:

- Analysis is subject to the condition in which the sample is received at our Laboratory.
- Reports can not be used as evidence anywhere including judiciary purpose without our prior permission.
- Sample will be retained till 15 days from the date of sampling.

ANNEXURE - F

(Submission acknowledgement copy)

A & I HOSPITALITY PVT.LTD.

Ref. No. CMP/AIHPL/2022/006

Date: 18/06/2022

To, *SE (Land)*
Environment Management Cell,
DEENDAYAL PORT TRUST,
Administrative Office,
PB No. 50, Gandhidham (Kutch),
Gujarat - 370201,

Sub. : Submission of EC & CRZ Half Yearly Report December-2021 to May-2022.

Ref.: EC/CRZ issued vide letter No.: SEIAA/GUJ/EC/8(b)/351/2012, dated 27/11/2012.

Dear Sir,

We are setting up the warehouse/Go-down at Plot No. 65.

Accordingly, please find enclosed here with point wise compliance report of the stipulated condition in EC/CRZ Clearance. (Encl. as **Annexure - A**)

Also find enclosed here with

Detail Compliance Report of CRZ Recommendation.(Encl. as **Annexure - B**), Detail Compliance Report of Consent to Establish (NOC).(Encl. as **Annexure - C**), Monitoring the Implemental Safeguards Data Sheet.(Encl. as **Annexure-D**), Also find enclosed here with Environmental Testing Report for the Month of March-2022 (As **Annexure-E**).

We hope the above is in line with your requirements.

Thanking you

Yours sincerely,

M/s. A & I HOSPITALITY PVT. LTD.,

H. D. Lunn



Authorized Signatory



act infraport ltd.

Infrastructure Development Logistics Shipping Clearing & Forwarding Cargo Handling
Plot No. 391 & 392, Sector 1/A, Near Mamlatdar's Office,
Gandhidham- 370 201, Kutch, Gujrat – India.
Tel.: +91-2836-229967, 231734, 239743
Fax: +91-2836-238864
Email : info@actship.com

Ref: ACT/HY/KPT/Submission/Nov/2022.
Date: 30.11.2022

S.E. (Kandla Land),
Deendayal Port Trust,
Gandhidham (Kutch).

Dear Sir,

**Sub : Submission of Half-Yearly Returns of Environment & CRZ clearance :
Plot No. 49 for construction of warehouse outside WG- 1 of Kandla Port.**

We are enclosing the following Compliance Returns for the period from June 2022 to November, 2022 as required on the subject:-

- ✓ 1. Data Sheet.
- ✓ 2. Compliance EC CRZ Godown.
- ✓ 3. CRZ Recommendation Godown.
- ✓ 4. NOC Compliance Report Godown.
- ✓ 5. General Conditions (Final).

We are also sending a copy of Environment Monitoring report for Noise and Ambient Air from Earth Envirotech, Gandhidham.

Kindly acknowledge the receipt.

Thanking you,

Yours faithfully,
For act infraport ltd.,

Authorised Signatory

Encl: As Above.



[Handwritten signature]

[Handwritten signature]

280
30/11/22

We act with confidence

Regd. Office : 14, Shipping House, Gr. Floor, Kumbhta Street, Fort, Mumbai – 400 001

Monitoring the implemental Safeguards Ministry of Environment & Forests.
Regional Office (W), Bhopal.

Monitoring Report (From June, 2022 to November, 2022)

Part-1

DATA SHEET

1.	Project Type : River Valley/Mining/Industry/ thermal/nuclear/other (Specify)	Infrastructure and Miscellaneous Projects + CRZ.
2.	Name of the Project	Construction of Warehouses
3	Clearance Letter (s). OM No. & Date	Environment / CRZ Clearance issued by SEIAA, Govt. of Gujarat.
4.	Location a) District (s) b) State (s) c) Location/Latitude/Longitude	Plot No. 49, Outside West Gate No.1 of Kandla Port, New Kandla Dist: Kutch State : Gujarat
5.	Address for Correspondence a) Address of concerned project Chief Engineer (with pin code & Tel./Telex/Fax Nos. b) Address of Executive Project Engineer (with pin code & Tel./Telex/Fax Nos.	ACT Infraport Ltd., Plot No. 391/392, Sector 1/A, Gandhidham – Kutch. Gujarat P: Pin – 370 201 P.H Joshi & Associates, “Rishab Corner”, Office No.217, 2 nd Floor, Near Gymkhana, Gandhidham (Kutch)- 370 201. Tel : 02836-227813 (O) Mob. 9825226278 Same as above
6.	Salient features of the project a) Salient features of Environmental management plan	Construction of Warehouse at Plot No. 49, which be used for storage of Agricultural produce & General Cargo. The requirement of Master Documents, which is part of Lease Deed, regarding Environmental Management Plan, Pollution Mitigation Measures, Green belt Development and safety related aspects, will be followed.
7.	Break-up of the project area. a) Submergence area : Forest/Non-forest b) Others	Non-Forest Nil Nil

8.	<p>Break-up of the project affected population with enumeration of those losing houses/dwelling units only agricultural land & landless labourers/artisen.</p> <p>a) SC.ST/Adivasis</p> <p>b) Others</p> <p>(Please indicate whether these figures are based on any scientific and systematic survey carried out or only provisional figures. If a survey is carried out, give details and years of survey.)</p>	N.A.
9.	<p>Financial details</p> <p>a) Project cost as originally planned and subsequent revised estimates and the year of prices reference.</p> <p>b) Allocation made for environmental management plans with item wise and year wise break-up.</p> <p>c) Benefit cost ratio/Internal rate of Return and the year of assessment. Whether (c) includes the cost of environmental management plans so far.</p> <p>d) Actual expenditure incurred on the project.</p> <p>e) Actual expenditure incurred on the environmental management plans so far.</p>	<p><u>Rs.11.41 Crores</u> (spent upto 30-11-2021)</p> <p>Rs.1.25 Lakhs for plantation during 2022-23 and for maintenance & Upkeep of Green Belt Area.</p> <p>--</p> <p><u>Rs.11.41 Crores</u> (spent upto 30-11-2021)</p> <p>----</p>
10.	<p>Forest land requirement.</p> <p>a) The status of approval for diversion of forest land for non-forestry use.</p> <p>b) The status of clear felling</p> <p>c) The status of compensatory aforestation, if any.</p> <p>d) Comments on the viability & sustainability of compensatory a forestation programmed in the light of actual field experience so far.</p>	<p>N.A.</p> <p>N.A</p> <p>N.A</p> <p>N.A.</p>
11.	<p>The status of clear felling in non-forest areas (such as submergence area of reservoir approach roads) if any with quantitative information.</p>	N.A

12.	Status of construction .	
	a) Date of commencement (Actual and/or planned).	01.11.2015
	b) Date of completion (Actual and/or planned)	30.04.2018.
13.	Reasons for the delay if the project is yet to start	N.A.
14.	Date of site visited.	
	a) The dates on which the project was monitored by the regional office on previous occasion, if any.	N.A. -----
	b) The date site visit for this monitoring report	

For ACT Infraport Ltd

Authorised Signatory



PART II & III OF REPORT

June 2022 to November 2022

SUBJECT : Point wise compliance report of EC and CRZ Clearance to Deendayal Port Trust for development of plots for construction of Warehouses / Godowns (Stage II) at Kandla, Dist. Kutch Reg.

SEIAA, Gujarat vide their letter no. SEIAA/GUJ/EC/8(b)/351/2012 dated 27/11/2012 had granted Environment and CRZ Clearance for the subject project at Deendayal Port Trust.

<u>SPECIFIC CONDITION</u>	
1. Deendayal Port Trust [KPT] shall prepare a master document of terms and conditions including the provision of environment management plan, pollution mitigation measures, green belt development, safety related aspects etc. and incorporate the same as a part of the agreement deed with the bidders of Warehouses / Godowns. KPT shall be the responsible for non compliance or violation of any of the terms & conditions mentioned in the master document.	We have executed lease deed which included Master Document for Plot No.49 for Construction of Godown to be used for storage of Cargo. All terms & condition of Lease Deed & Master Documents will be followed.
2. KPT shall not allow storage of those materials in Warehouses / Godowns, which are not permissible as per the CRZ Notification, 2011, as may be amended from time to time.	We shall not use godown for storage of material, which are not permissible as per CRZ notification, 2011, as may be amended from time to time.
3. The provisions of the CRZ Notification of 2011 shall be strictly adhered to by the KPT. No activity in contradiction to the provisions of the CRZ Notification shall be carried out by the KPT. The KPT shall carry out only permissible activities within the CRZ areas.	Provisions of CRZ Notification will be strictly followed.
4. Mangroves plantation in an area of 200 ha. shall be carried out by the KPT within 2 years in a time bound manner on Gujarat coastline either within or outside the Deendayal Port	Will be complied to the extent of Plan Approved by DPT

Trust area and six monthly compliance report along with the satellite images and GPS readings with Latitude and Longitude shall be submitted to the Ministry of Environment and Forests as well as to this Department without fail.	
5. All necessary permissions from different Government Departments / agencies shall be obtained by the KPT before commencing the expansion activities.	To be complied with by DPT. Necessary permission from concerned authorities for expansion in future will be obtained by us.
6. No ground water shall be tapped for any purpose during the construction and operation phases.	No ground water is being tapped for operation phase.
7. No effluent or sewage shall be discharged into the sea / creek or in the CRZ area and it shall be treated to conform to the norms prescribed by the Gujarat Pollution Control Board and would be reused / recycled within the premises.	No sewage will be discharged into the sea/ creek or in the CRZ area and the same shall be treated for use in Green belt area.
8. The construction and operational activities shall be carried out in such a way that there are no negative impacts on mangroves and other coastal/marine habitats. The construction and reclamation activities shall be carried out only under the constant supervision and guidelines of the NIOT.	The operational activities will be carried out in such a way that there are no negative impact on mangroves and other coastal/marine habitats.
9. KPT shall take up massive greenbelt development activities in and around Kandla and also within the KPT limits.	Sufficient area has been earmarked at the periphery area of our plot for development of Green belt.
10. An Environmental Audit Report indicating the changes, if any, with respect to the baseline environmental quality in the coastal and marine environment shall be submitted every year by the KPT to F&ED, SEIAA as well as MoEF, GOI.	To be complied by DPT.

A.1 CONSTRUCTION PHASE:

11.KPT shall strictly ensure that no creeks or rivers are blocked due to any activity at Kandla.	No creek or river has been blocked during construction activities in the plot, allotted to us.
12.Water requirement during the construction phase shall be met by Narmada water supply pipeline through GWSSB. Metering of water shall be done and its records shall be maintained.	We have made arrangements with local suppliers for water requirement.
13.All required sanitary and hygienic measures shall be provided before starting the construction activities and to be maintained throughout the construction phase.	Necessary arrangements for sanitation and hygienic measures have been made in the plot and the same will be maintained throughout operational phase.
14.The construction site shall be provided with barricades of adequate height on its periphery with adequate signage.	No action required to be taken as construction of godown is completed.
15.Water sprinkling shall be done in vulnerable areas for controlling fugitive emission.	Measures for Controlling fugitive emission have been taken. Water sprinkling will be done whenever needed.
16.Material shall be covered during transportation to avoid the fugitive emission.	Vehicles are being/ will be covered with tarpaulin for controlling the fugitive emission during the transportation of material.
17.The roads inside the project area and roads connected to the main road shall be paved or shall be water sprinkled to avoid the fugitive emissions during construction.	The Roads inside the project area are connected to main road, which will be paved and necessary arrangement have been made to control the fugitive emissions during construction activities.
18.Adequate drinking water and sanitation facilities, fuel (kerosene or cooking gas), utensils crèches, canteen, rest rooms, safe disposal system for waste garbage, first aid, medical and emergency facilities shall be provided for construction workers to ensure that they do no ruin the existing environmental condition.	Necessary arrangement for drinking water & sanitation, first aid, medical and emergency facilities have been made by us to ensure that existing environmental conditions are not deteriorated.
19.Adequate personal protective	No action as work is completed.

equipments shall be provided to the construction workers to ensure their safety and the project proponent shall ensure its usage by the labors.	
20.All topsoil excavated during construction activities should be stored separately for use in horticultural / landscape development within the project site.	No action required, as construction of godown is completed.
21.The construction debris and /or any other type of waste shall not be disposed of into the sea, creek or in the CRZ areas. The debris shall be removed from the construction site immediately after the construction is over and disposed of as may be advised by the GPCB.	No action required, as construction of godown is completed.
22. The construction camps shall be located outside the CRZ area and the construction labour shall be provided with the necessary amenities, including sanitation, water supply and fuel and it shall be ensured that the environmental conditions are not deteriorated by the construction labors.	No action required, as construction of godown is completed.
23. Use of diesel generator sets during construction phase should be enclosed type and conforming to the EPA Rules for air and noise emission standards.	Noted for compliance. However there is no need of providing D.G. Set as adequate electricity is available.
24.Vehicles hired for bringing construction material at site should be in good conditions and conform to applicable air and noise emission standards and should be operated only during non-peak hours.	No action required, as construction of godown is completed.
25.Ambient noise levels should conform to residential standards both during day and night. Incremental pollution load on the ambient air and noise quality should	Pollution load on the ambient air and noise quality level will be closely monitored during operational phases.

be closely monitored during construction phase.	
26. Ready made mix concrete should be used so far as possible.	Construction work is completed.
27. Water demand during construction should be reduced by use of curing agents, plasticizers and other best practices.	No action required, as construction of godown is completed.
28. Fly ash should be used as building material in the construction as per provisions of Fly Ash Notification under EPA.	No action required, as construction of godown is completed.
29. Structural design aspects in accordance to the seismic zone shall be strictly adhered to.	Will be strictly followed.
30. The construction materials and debris shall be properly stored and handled to avoid negative impacts such as air pollution and public nuisances by blocking the roads and public passages.	No action required, as construction of godown is completed.
A-2 OPERATION PHASE:	
31. Water requirement during operation phase shall be met by Narmada pipeline through GWSSB. Metering of water shall be done and its records shall be maintained.	Requirement of water during operation phase has been made from local supplier as the demand for water is not heavy.
32. Sewage to the tune of 823 lit/day to be generated during operation phase shall be treated in the onsite STP. Entire quantity of treated sewage shall be utilized for flushing, gardening and HVAC cooling purpose. Dual plumbing system with separate tanks and lines shall be provided for reuse of treated sewage.	Provision for construction of sock pit alongwith Sewage Treatment Plant, such as Aviation Tank, Polished Tank and Treated Water Tank has been made. The sewage treated water will be used for plantation.
33. Low water consuming devices shall be provided. Fixtures for showers, toilet, flushing and drinking shall be of low flow either by use of aerators/ diffusers or pressure reducing devices etc.	Low water consumption device will be used for shower, toilet flushing and drinking.

<p>34.The municipal solid waste shall be properly collected and segregated at source. Recyclable waste shall be sold off to vendors whereas non recyclable wastes shall be disposed through the local body.</p>	<p>Municipal solid waste will be collected and segregated as per the existing solid waste management rules.</p> <p>Recycled waste will be sold to vendors. Whereas Non-recyclable waste will be disposed of through local body.</p>
<p>35.Hazardous wastes i.e. used oil generated from DG set / other machinery overhauling and transformer oil replacement shall be sold off to the registered recyclers and any other type of hazardous waste generating from the project if any, shall be disposed as per the Hazardous Waste (Management, Handling and Trans boundary Movement) Rules 2008, as may be amended from time to time.</p>	<p>Hazardous waste for DG Set will be sold to registered recyclers. No other type of hazardous waste will be generated as the godown is constructed for storage of cargo.</p>
<p>36.The stack height of the DG Sets shall be equal to the height needed for the combined capacity of all proposed DG sets. The gaseous emissions from the D. G. Sets shall conform to the standards prescribed by GPCB. At no time, the emission levels shall go beyond the stipulated standards.</p>	<p>In case the D.G. Set is used, proper action will be taken to comply with the requirements. The gaseous emission levels will be maintained upto stipulated standards.</p>
<p>37.The acoustic enclosures shall be installed at all noise generating equipments such as DG Sets, air conditioning systems, etc. and the noise level shall be maintained as per the MoEF / CPCB guidelines / norms both during day and night time.</p>	<p>In case the D.G. Set is used, acoustic enclosures will be installed at the noise generating equipments during operational phase.</p> <p>Noise level will be maintained as per the MoEF / CPCB guidelines / norms.</p>
<p>38.The green belt shall be developed along the boundary and internal roads. The open spaces inside the project shall be suitably landscaped and covered with vegetation of indigenous variety. The area earmarked as green area shall be used</p>	<p>Adequate area has been earmarked for development of greenbelt at the periphery area of our godown.</p> <p>The area earmarked as green area will not be used for any other purpose.</p> <p>We will use drip irrigation / low-volume,</p>

<p>only for greenbelt and shall not be altered for any other purpose.</p> <p>Drip irrigation / low-volume, low-angle sprinkler system shall be used for the lawns and other green area including tree plantation.</p>	<p>low-angle sprinkler system for the green area including tree plantation. Wherever possible.</p>
<p>39. Adequate parking space shall be provided as per the local by-laws and NBC guidelines, whichever is stringent. The area earmarked for the parking shall be used for parking only. No other activity shall be permitted in this area.</p>	<p>Parking places for vehicles has been earmarked as per the norms. This Area will be used for parking purpose only and no other activity will be carried out in this area.</p>
<p>40. No public space shall be used or blocked for the parking and the trained staff shall be deployed to guide the visitors for parking. Traffic congestion near the entry and exit points from the roads adjoining the proposed project site must be avoided.</p>	<p>No public space will be used or blocked for parking. The same will be monitored by trained staff to avoid traffic congestion.</p>
<p>41. The project proponent shall install the electric utilities / devices, which are energy efficient and meeting with the Bureau of Energy Efficiency norms, wherever applicable.</p> <p>Energy Conservation Building Code [ECBC] norms shall be implemented in the project.</p>	<p>We shall install the energy efficient devices/ electric utilities to meet with the Bureau of Energy Efficiency norms, wherever applicable.</p> <p>We will also implement the Energy Conservation Building Code [ECBC] norms in our premises.</p>
<p>42. The transformers and motors shall have minimum efficiency of 85%. Only variable frequency motor drives shall be used in the project. Solar lights shall be provided in the open sunlit areas.</p>	<p>We will ensure the use of transformers and motors having minimum efficiency of 85% and also endeavour to provide solar lights in open sun lit areas wherever possible.</p>
<p>43. The energy audit shall be conducted at regular interval for the project and the recommendations of the Audit Report shall be implemented with spirit.</p>	<p>Energy audit will be carried out at regular intervals and the suggestions in the Audit Report will be implemented.</p>
<p>44. Adequate measures shall be taken for fire and life safety as per the</p>	<p>Adequate measures will be taken for fire</p>

provisions of the NBC guidelines. Sufficient peripheral open passage shall be kept for free movement of fire tender/ emergency vehicle around the premises.	and life safety as per the provisions of the NBC guidelines at our premises. We have earmarked the peripheral/ open passages for free movement of the fire tender / emergency vehicles around the premises during emergencies.
45.The project management shall prepare a detailed Disaster Management Plan (DMP) for the operational phase of the project.	Action is being taken to prepare Disaster Management Plan (DMP) for operational phase of the project.
46.Necessary emergency lighting system along with emergency power back up system shall be provided. In addition, emergency siren/public address system arrangement shall be provided in the township. Necessary signage/maps at all appropriate places shall be provided to guide the people towards exits and assembly points during the unforeseen emergency and untoward conditions.	Emergency lighting system, along with emergency power back up will be provided at the premises. We will also provide the emergency siren/public address system at identified area of the premises. Necessary signage/maps will be provided at appropriate places to guide the people towards exits and assembly points during emergency.
47. Compulsory Training to the staff for the first aid and fire fighting along with regular mock drill shall be made an integral part of the emergency management plan of the project.	Necessary training will be imparted to the persons engaged on emergency management system forming integral part of the emergency management plan.
48. First Aid Boxes shall be made readily available in adequate quantity at all the times.	Adequate number of First Aid Boxes have been made readily available at all times.
49.The project proponent shall ensure maximum employment to the local people.	Existing Law of the land shall be followed by us.
50.The project management shall also comply with all the environment protection measures, risk mitigation measures and safeguards proposed by them.	We shall strictly comply with all measures relating to environment protection, risk mitigation and safeguards at our premises.
OTHER CONDITION:	

51. A separate environmental management cell with qualified personnel shall be created for environmental monitoring and management during construction and operational phases of the project.	Environmental Management Cell with qualified personnel will be created to carry out environmental monitoring and management during operational phases.
52. All the recommendations and suggestions given by NIOT in their Environment Impact Assessment Report for conservation, protection and betterment of environment shall be implemented strictly by the KPT.	The recommendations and suggestions given by NIOT in their Environment Impact Assessment Report will be strictly followed.
53. KPT shall participate financially for installing and operating the Vessel Traffic Management System in the Gulf of Kutch and Shall also take lead in preparing and operationalizing the Regional Oil Spill Contingency plan in the Gulf of Kutch.	To be implemented by DPT.
54. KPT shall have to contribute financially for taking up the socio-economic upliftment activities in this region in consultation with the Forests and Environment Department and the District Collector / District Development Officer.	To be complied with by DPT. We shall take action as per the requirement of DPT.
55. KPT shall contribute financially for any common study or project that may be proposed by the Forests & Environment Department (F&ED) for environmental management / conservation / improvement for the Gulf of Kutch.	We shall contribute financially for any common study as per the advice of DPT and on prorated basis, based on the area of leased plot.
56. KPT shall bear the cost of the external agency that may be appointed by F&ED / SEIAA for supervision / monitoring of proposed activities and the environmental impacts of the proposed activities.	To be complied with by Deendayal Port Trust. We will share the cost of the external agency to be appointed for supervision / monitoring activities on prorated basis, based on area allotted to us.

<p>57.KPT shall have to contribute financially to support the National Green Corps Scheme being implemented in Gujarat by the GEER Foundation, Gandhinagar, in consultation with Forests and Environment Department.</p>	<p>This is to be complied with by Deendayal Port Trust. We will contribute financially to the extent possible to support the National Green Corps Scheme being implemented by the GEER Foundation, Gandhinagar, Gujarat State.</p>
<p>58. A separate budget shall be earmarked for environmental management and socio-economic activities including the greenbelt / mangrove plantation and details thereof shall be furnished to F&ED, SEIAA as well as MoEF, GoI. The details with respect to the expenditure from this budget head shall also be furnished along with the compliance report.</p>	<p>A separate budget for Environmental Management and other activities viz. development of Green belt area, has been prepared. Necessary details are furnished to statutory authorities regularly in half yearly returns.</p>
<p>59. Movement of vehicles in the Inter Tidal Zone shall be restricted to the minimum so as to maintain ecological features and avoid damage to the ecosystem.</p>	<p>Not Applicable as there will be no movement in Inter Tidal Zone from our side.</p>
<p>60. A six monthly report on compliance of the stipulated conditions shall have to be furnished by the KPT in hard and soft copies to the regulatory authorities concerned, on 1st June and 1st December of each calendar year.</p>	<p>This is being complied with.</p>
<p>61.No further expansion or modification or development likely to cause environmental impact shall be carried out without obtaining prior clearance from the concerned authority.</p>	<p>We have not extended, modified or developed further expansion.</p> <p>The requirement of obtaining prior clearance for expansion will be followed.</p>

<p>62. Any other condition that may be stipulated by F&ED and SEIAA from time to time for environmental protection / management purpose shall also have to be complied with by the KPT</p>	<p>Deendayal Port Trust / We will comply with any other condition that may be stipulated by F&ED and SEIAA from time to time for environmental protection / management purpose.</p>
<p>63. The project authorities shall earmark adequate funds to implement the conditions stipulated by SEIAA as well as GPCB along with the implementation schedule for all the conditions stipulated herein. The funds so provided shall not be diverted for any other purpose.</p>	<p>We have earmarked adequate funds to implement the conditions stipulated by SEIAA as well as GPCB along with the implementation schedule for all the conditions stipulated herein.</p> <p>We shall not divert earmarked funds for any other purposes.</p>
<p>64. The applicant shall inform the public that the project has been accorded environmental clearance by the SEIAA and that the copies of the clearance letter are available with the GPCB and may also be seen at the Website of SEIAA/ SEAC/ GPCB. This shall be advertised within seven days from the date of the clearance letter, in at least two local newspapers that are widely circulated in the region, one of which shall be in the Gujarati language and the other in English. A copy each of the same shall be forwarded to the concerned Regional Office of the Ministry.</p>	<p>Deendayal Port Trust had already informed to the public that the project has been accorded Environmental Clearance from SEIAA and that the copies of the clearance letter are available with the GPCB and may also be seen at the Website of SEIAA/ SEAC.</p>
<p>65. The project authorities shall also adhere to the stipulations made by the Gujarat Pollution Control Board.</p>	<p>We will strictly follow the stipulations made by the GPCB.</p>
<p>66. The project authorities shall inform the GPCB, Regional Office of MoEF and SEIAA about the date of financial closure and final approval of the project by the concerned authorities and the date of start of the project.</p>	<p>This is to be complied with by Deendayal Port Trust.</p>

67.The SEIAA may revoke or suspend the clearance, if implementation of any of the above conditions is not found satisfactory.	Noted.
68.The above conditions will be enforced, inter-alia under the provisions of the Water (Prevention and Control of Pollution) Act, 1974, the Air (Prevention and Control of Pollution) Act, 1981, the Environment (protection) Act, 1986, Municipal Solid Wastes (Management and Handling) Rules, 2000 and the Public Liability Insurance Act, 1991 and the Rules made there under from time to time.	Deendayal Port Trust / we will strictly adhere to the above conditions under the provisions of the Water (Prevention and Control of Pollution) Act, 1974, the Air (Prevention and Control of Pollution) Act, 1981, the Environment (protection) Act, 1986, Municipal Solid Wastes (Management and Handling) Rules, 2000 and the Public Liability Insurance Act, 1991 and the Rules made there under from time to time.
69.This environmental clearance is valid for five years from the date of issue.	Noted.

For Act Infraport Ltd.

Ny

Authorised Signatory



June 2022 to November 2022

**SUBJECT: CRZ Recommendation for proposed development of plots for
Construction of warehouse/Godowns – Stage II at Kandla,
Dist: Kutch by M/S Deendayal Port Trust Limited- Reg.**

Specific Condition	
<p>1. The provisions of the CRZ Notification of 2011 shall be strictly adhered to by the DPT.</p> <p>No activity in contradiction to the provisions of the CRZ Notification shall be carried out by the DPT.</p>	<p>We shall strictly follow the provisions of the CRZ notification of 2011 and subsequent amendments issued from time to time.</p> <p>We have carried out only those activities which are permissible under CRZ Notification, 2011.</p>
<p>2. The DPT shall participate financially for installing and operating the vessel Traffic Management System in the Gulf of Kachchh and shall also take lead in the preparing and operationalizing the regional oil spill contingency plan in the Gulf of Kachchh.</p>	<p>This will be complied by DPT.</p>
<p>3. The DPT shall strictly ensure that no creeks or rivers are blocked due to any activity at Kandla.</p>	<p>No creek or river has been blocked by us in the plot.</p>
<p>4. Mangrove plantation in an area of 200 ha. shall be carried out by the DPT within 2 years in a time bound manner on Gujarat coastline either within or outside the Kandla port trust area and Six monthly compliance report along with the satellite images and GPS readings with Latitude and Longitude shall be submitted to the ministry of environment and forest as well as to this department without fail.</p>	<p>This will be complied by DPT.</p>
<p>5. No ground water shall be tapped for any purpose during the proposed expansion / modernization activities.</p>	<p>There are no plan for expansion / modernization activities.</p>
<p>6. All necessary permission from different government</p>	<p>Deendayal Port Trust had already obtained NOC from Gujarat State</p>

departments/agencies shall be obtained by the DPT before commencing the expansion activities.	Pollution Control Board vide letter GPCB/CCA-KUTCH-789/GPCB ID 29700/117726 dated 17/07/2012. Further, GPCB vide provisional letter dated 12/08/2016 had extended the validity period for NOC/CTE up to 11/08/2021.
7. No effluent or sewage shall be discharged into the sea/ creek or in the CRZ area and it shall be treated to conform to the norms prescribed by the Gujarat Pollution Control Board and would be reused / recycled within the plant premises, to the extent feasible.	<p>No sewages will be discharged into the sea / creek or in the CRZ area.</p> <p>The sewage will be treated to conform to the norms prescribed by the Gujarat Pollution Control Board and will be re-used for development of greenbelt at our premises.</p>
8. All the recommendations and suggestions given by the NIOT in their environment impact assessment report for conservation/protection and betterment of environment shall be implemented strictly by the DPT.	Agreed. All recommendations and suggestions will be implemented strictly.
<p>9. The construction and operational activities shall be carried out in such a way that there are no negative impacts on mangroves and other coastal/marine habitats.</p> <p>The construction and reclamation activities shall be carried out only under the constant supervision and guideline of the NIOT</p>	<p>We have carried out construction activities in such a way that there are no negative impacts on mangroves and other coastal/marine habitats.</p> <p>Work has been completed.</p>
10. The DPT shall contribute financially for any common study or project that may be proposed by this department for environmental management/ conservation /improvement for the gulf of Kutch.	This is to be complied with by DPT. However, we shall contribute financially to the extent possible on prorated basis, based on land area.
11. The construction debris and / or any other type of waste shall not be disposed of into the sea, creek or in the CRZ areas.	We have not disposed of any construction debris or any other type of waste into the sea, creek or in the

<p>The Debris shall be removed from the construction site immediately after the construction is over and disposed of as may be advised by GPCB.</p>	<p>CRZ areas.</p> <p>Construction debris were removed immediately after construction activities were completed and disposed of as per norms. There is no further construction debris. Hence no Action.</p>
<p>12.The construction camps shall be located outside the CRZ area and the construction labor shall be provided with the necessary amenities, including sanitation, water supply and fuel and it shall be ensured that the environmental conditions are not deteriorated by the construction labours.</p>	<p>No action required as construction work is completed.</p>
<p>13.The DPT shall bear the cost of the external agency that may be appointed by this department for supervision/ monitoring of proposed activities and the environmental impacts of the proposed activities.</p>	<p>This is mainly to be complied with by DPT. We shall, however, share the cost on pro rata basis, based on land area.</p>
<p>14.The DPT shall take up massive greenbelt development activities in and around Kandla and also within the DPT limits.</p>	<p>As per standing guidelines, we have earmarked sufficient space at periphery area of the plot for development of greenbelt.</p>
<p>15.The DPT shall have to contribute financially for taking up the socio-economic upliftment activities in this region in consultation with the forests and environment department and district collector/ district development officer.</p>	<p>This is mainly to be complied with by DPT. We shall, however, share the cost on pro rata basis, based on land area.</p>
<p>16.A separate budget shall be earmarked for environmental management and socio-economic activities and details thereof shall be furnished to this department as well as the MoEF, GOI.</p>	<p>A provision of Rs. 1.25 lakhs has been made for Environmental Management and socio-economic activities for the year 2022 - 23. The details have been furnished to statutory authorities in six monthly</p>

The details with respect to the expenditure from this budget head shall also be furnished.	compliance report. Will be complied with.
17.A separate environmental management cell with qualified personnel shall be created for environmental monitoring and management during construction and operational phases of the project.	We have engaged reputed consultant for Analytical & Environmental Monitoring to look after the job during operational phase.
18.An environmental audit report indicating the changes, if any, with respect to the baseline environmental quality in the coastal and marine environment shall be submitted every year by the DPT to this department as well as to MoEF, GOI.	This will be complied with by DPT. We have, however, noted the requirement for implementation.
19. The DPT shall have to contribute financially to support the national green corps scheme being implemented in Gujarat by the Geer foundation. Gandhinagar, in consultation with forest and environmental department.	This is to be complied with by DPT. We will, however, contribute financially to support the National Green Corps Scheme being implemented in Gujarat by the GEER Foundation, Gandhinagar, on prorata basis, based on leased area to us.
20.A six-monthly report on compliance of the conditions mentioned in this letter shall have to be furnished by the DPT on regular basis to this department/ MoEF, GOI.	Six monthly compliance reports are being submitted regularly to DPT.
21.Any other condition that may be stipulated by this department from time to time for environmental protection / management purpose shall also have to be complies with by the DPT.	We will comply with any other condition that may be stipulated by F&ED from time to time for environmental protection / management purpose.

For ACT Infraport Ltd.,

Authorised Signatory



June 2022 to November 2022

Compliance Report of NOC for the project entitled "Development of plots for construction of Warehouse/Godowns - Stage II."

Sr. No	Conditions	Compliance
SUBJECT TO THE FOLLOWING SPECIFIC CONDITIONS:		
1.	You shall have to strictly comply with all the conditions as prescribed in your Environment Clearance and CRZ Clearance when it is granted to you.	We shall comply with conditions as prescribed in Environmental / CRZ Clearance.
2.	No ground water shall be used for the project coming under Dark zone without permission of competent authority.	No ground water was used
3.	CONDITIONS UNDER WATER ACT 1974:	
3.1	The generation and discharge of industrial effluent from the manufacturing process and other ancillary industrial operations shall be NIL.	Point noted. The Godown is constructed for storage of dry cargo.
3.2	The quantity of the domestic wastewater (Sewage) shall not exceed NIL.	The point noted. The quantity of wastewater is almost Nil.
3.3	The unit shall install flow meters at utilities for measuring category wise (Category as given in Water – Cess Act-1977 schedule II) consumption of water.	Construction work is already completed.
4.	CONDITIONS UNDER AIR ACT 1981 :	
4.1	There shall be no use of fuel in manufacturing activity and other ancillary operations.	Point Noted. The Godown is meant for storage of dry cargo.
4.2	There shall be no flue gas emission from the manufacturing activity and other ancillary operations.	Point Noted. It is only Godown.
4.3	There shall be no process gas emission from the manufacturing activities and other ancillary operations.	Point noted. The Godown is meant for storage of dry cargo.

The concentration of the following parameters in the ambient air within the premises of the industry shall not exceed the limits specified hereunder.

Sr . No.	Pollutant	Time Weighted Average	Concentration in Ambient air in $\mu\text{g}/\text{M}^3$
1.	Sulphur Dioxide (SO_2)	Annual 24 Hours	50 80
2.	Nitrogen Dioxide (NO_2)	Annual 24 Hours	40 80
3.	Particulate Matter (size less than $10\ \mu\text{m}$) OR PM_{10}	Annual 24 Hours	60 100
4.	Particulate Matter (size less than $2.5\ \text{mm}$) Or $\text{PM}_{2.5}$	Annual 24 Hours	40 60

Plot is meant for construction of godown for storage of cargo. No industry will be set up. However, the point is noted and the parameters will be kept in view. There is no creation of pollutants. Hence parameters are Nil.

4.4

4.5

The industry shall take adequate measures for control of noise levels from its own sources within the premises so as to maintain ambient air quality standards in respect of noise to less than 75dB(a) during day time and 70 dB (A) during night time, Daytime is reckoned in between 6a.m. and 10 P.M. and night time is reckoned between 10 p.m. and 6 a.m.

The requirement will be followed during operation of completed godown.

5.	CONOITIONS UNDER HAZARDOUS WASTE:	
5.1	The applicant shall provide temporary storage facilities and maintain the record for each type of Hazardous Waste as per Hazardous Waste (Management, Handling & Trans boundary Movement) Rules, 2008 as amended from time to time.	NA, As the Godown will be used for storage of Cargo.
5.2	The applicant shall be obtain membership of common TSDF site for disposal Hazardous Waste as categorized in Hazardous Waste (Management, Handling & Trans boundary Movement) Rules, 2008 as amended thereof.	NA, as only storage Godown has constructed for storage of dry cargo there will be no hazardous waste.
6.	GENERAL CONDITION:	
6.1	Unit shall develop green belt within premises as per the CPCB guidelines. However, if the adequate land is not available within premises, the unit shall tie up with local agencies like gram panchayat, school, social forestry office etc. for the plantation at suitable open land in nearby locality and submit an action plan of plantation for next three years to GPCB.	We have already developed the requisite green belt.
6.2	Adequate plantation shall be carried out all along the periphery of the industrial premises in such a way that the density of plantation is at least 1000 trees per acre of land and a green belt of 10 meters width is developed.	Same as Above
6.3	The applicant shall have to submit the returns in prescribed form regarding water consumption and shall have to make payment of water cess to the Board under the Water Cess Act- 1977.	Agreed.
6.4	In case of change of ownership /management the name and address of the new owners / partners / directors/proprietor should immediately be intimated to the Board.	This will be complied with.

6.5	<p>The applicant shall however, not without the prior consent of the Board bring into use any new or altered outlet for the discharge of effluent or gaseous emission or sewage waste from the proposed industrial plant.</p> <p>The applicant is required to make applications to this Board for this purpose in the prescribed forms under the provisions of the Water Act-1974, the Air Act-1981 and the Environment (Protection) Act-1986.</p>	<p>Agreed.</p> <p>Noted for Compliance</p>
6.6	<p>The applicant also comply with the General conditions as per Annexure - I attached herewith (No.1 to 38) (whichever applicable).</p>	<p>Agreed</p>
6.7	<p>The overall noise level in and around the plant area shall be kept well within the standards by providing noise control measures including engineering control like acoustic insulation hoods, silencers, enclosures etc on all sources of noise generation. The ambient noise level shall conform to the standards prescribed under the Environment (Protection) Act, 1986 & Rules.</p>	<p>No plant /industry is to be set up. The plot is meant for construction of godown for storage of cargo.</p>
6.8	<p>Applicant is required to comply with the manufacturing, Storage and Import of Hazardous Chemicals Rules-1989 framed under the Environment (Protection) Act-1986</p>	<p>N/A as the Godown will be used for storage of cargo.</p>
6.9	<p>If it is established by any competent authority that the damage is caused due to their industrial activities to any person or his property .in that case they are obliged to pay the compensation as determined by the competent authority.</p>	<p>We will pay the compensation as determined by the competent authority, if any damage is caused to any person or his property in our premises. However, no industrial activities are involved as the godown will be utilised for storage of non-hazardous cargo.</p>

6.10	Applicant shall have to comply with all the guidelines/Directive issued/ being issued by MoEF /CPCB/ DoEF from time to time.	We will strictly comply with the guidelines/Directive issued/ being issued by MoEF /CPCB/ DoEF from time to time.
6.11	Applicant shall not use/withdraw ground water either during construction or for operation phase.	We will not use ground water during operation phase.
6.12	Environmental cell shall be setup and shall be responsible for the total Environmental management.	Agreed.
6.13	Monitoring in respect to Air, Water, Noise level shall be carried out and results shall be submitted to this Board on quarterly basis.	Agreed to.

For **ACT Infraport Ltd.,**

Authorised Signatory



JUNE 2022 TO NOVEMBER 2022

GENERAL CONDITIONS

Sr.No.	Conditions	Compliance
1.	<p>In case of any change either in products, its capacity or manufacturing process, the applicant shall have to obtain prior permission of this Board.</p> <p>The applicant shall not commence the production until consent under Water (Prevention and control of Pollution) Act-1974, Air (Prevention and control of Pollution) Act-1981 and authorization under hazardous waste (Management and Handling) Rules-1989 is obtained.</p>	<p>No manufacturing process is involved as the Godown constructed on plot is being used for storage of cargo.</p> <p>Not applicable.</p>
2.	<p>If the products, process falls in SCHEDULE-I or II of the Environmental Audit Scheme, as specified in the order dated 13/03/97 of Hon. High Court in MCA No.326/97 in SCA No.770/95, the applicant shall also abide by the said scheme.</p>	<p>Not applicable.</p>
3.	<p>The applicant shall have to register the unit under the provisions of the factories act-1948 and shall obtain the necessary factory license</p>	<p>Not applicable.</p>
4.	<p>The environmental Management unit/cell shall be set up to ensure implementation and monitoring of environmental safeguards and other conditions stipulated by statutory authorities. The Environmental Management Cell/unit shall directly report to the chief Executive of the organization and shall work as a focal point for internalizing environmental issues. These cells / units shall also co-ordinate the exercise of Environmental Audit and preparation of Environmental Statements.</p>	<p>Will be complied with.</p>
5.	<p>The applicant shall have to obtain P.L.I Policy as per P.L.I Act-1991 and submit the copy of the same to the GPCB.</p>	<p>Not applicable.</p>
6.	<p>The concentration of Noise on ambient air within the factory premises shall not exceed the following limit: Between 6 AM to 10 PM : 75 dB (A) Between 10 PM to 6AM : 70 dB (A)</p>	<p>Not applicable. But the requirement will be followed during operation of godown.</p>
7.	<p>The unit shall, on establishing this plant:</p> <p>a) Put up at the entrance and prominent places boards prominently displaying the name of the unit, particulars of the products / process and the names of the proprietor/ partners / Directors</p>	<p>Not applicable.</p>

	of the unit, the electricity consumer number and the name of the electricity consumer as on the record of the GEB.	
	b) Make adequate lighting arrangements all around the effluent treatment plants pollution control measures and also above the boards mentioned in the above clause	Not applicable as godown constructed on plot will be used for storage of cargo.
8.	The Environmental Audit shall be carried out yearly and the Environmental Statement pertaining to previous year shall be submitted to the this Board latest by 30 th September every year	Periodical (6 monthly) Environment Audit is being carried out and report is submitted to DPT.
9.	The unit shall have and use only one outlet for discharge of its effluent and no effluent shall be discharged without requisite treatment and without meeting with GPCB norms. Such outlets shall be near the front gate/ entrance of the unit. The unit shall not keep any bypass line system or loose or flexible pipe for discharging pipe effluent outside or even for transporting treated or untreated effluent within the factory premises, within Effluent Treatment Plants or in the compound of the unit.	Not applicable as godown constructed on plot will be used for storage of cargo.
10.	Magnetic Flow Meters should be installed at inlet and outlet of the Effluent Treatment Plant (ETP thereafter)	Not applicable as godown constructed on plot will be used for storage of cargo.
11.	All chemicals and nutrients which are required to be added/ dosed anywhere in the ETP should be so added by using "Metering Pumps" only.	Not applicable as godown constructed on plot will be used for storage of cargo.
12.	The pipeline connecting various equipments or sumps of tanks of ETP should be minimum in number. Loose connections of hose pipes or temporary connections will not be permitted.	N/A as plot is meant for construction of godown for storage of cargo.
13.	In case of incinerators the unit shall provide the flow measuring devices with incinerators at different point's scrubber, outside the incinerator should be provided. The temperatures as well as flow should be recorded, every day	Not applicable as godown constructed on plot will be used for storage of cargo.
14.	In case of plants involving Bio-mass Treatment. For each addition of the bio-mass time and quantity recorded. The uptake rate of oxygen of the bio-mass in the aeration basis and other parameters of biological system should be recorded everyday.	Not applicable as godown constructed on plot will be used for storage of cargo.
15.	The printed log books shall be maintained and get it certified for:	

	<p>a) Energy/ fuel consumption/ Raw material Consumption and quality of products manufactured.</p> <p>b) Wastewater/gaseous flow at inlet and outlet of ETP and air pollution Control Measures</p> <p>c) Quantity of sludge generated</p> <p>d) Laboratory analysis/ reports for each of the specified parameters of liquid effluents, gaseous discharge and soil sludge samples.</p>	<p>a) N/A as godown constructed on plot will be used for storage of cargo.</p> <p>b) N/A as godown constructed on plot will be used for storage of cargo.</p> <p>c) N/A as godown constructed on plot will be used for storage of cargo.</p> <p>d) N/A as godown constructed on plot will be used for storage of cargo.</p>
16.	<p>The unit shall operate full and efficiently all its effluent treatment plant/s and shall close down all its manufacturing processing activities whenever the effluent treatment plant/s or any part are fully or partly non-operational for any reason whatsoever (Whether maintenance/ repairs/ electricity failure or otherwise) and shall not restart such activities unless and until all the effluent treatment plants of the unit are fully operational.</p>	<p>N/A as godown constructed on plot will be used for storage of cargo.</p>
17.	<p>The unit shall have and operate all the requisite equipment / facilities for prevention and control of air pollution and shall operate the same.</p> <p>The unit shall also have stack monitoring facilities.</p> <p>Whenever the equipment/facilities for prevention and control of air pollution are fully or partly non functional, the unit shall close down all its manufacturing / processing activities and shall not restart its manufacturing /processing activities unless and until all its air pollution protection and control equipments and facilities including stack monitoring facilities are fully operational.</p>	<p>N/A as godown constructed on plot will be used for storage of cargo.</p> <p>N/A as godown constructed on plot will be used for storage of cargo.</p> <p>N/A as godown constructed on plot will be used for storage of cargo.</p>
18.	<p>The unit shall submit, before commencing the production to the GPCB any committee appointed by the court, the site plan of the unit indicating the location of manufacturing</p>	<p>N/A as godown constructed on plot will be used for storage of cargo.</p>

	<p>/processing plant as also the effluent treatment plants and also separate plan indicating the channel through which water / effluent passes from different stages of manufacturing / processing and the effluent treatment process right up to the stage of its final outlet. Such plans shall also be displayed by the unit on a board of adequate size within its compound and near its effluent treatment plant/s.</p>	
19.	<p>The unit shall supply to the GPCB the figures of production and consumption of electricity and water for each day during the period of production, though such figures shall be supplied on weekly basis.</p> <p>The unit shall supply separate figures for consumption of electricity for running the effluent treatment plants by having a separate meter/ sub meter for such effluent treatment plants.</p> <p>The number of units consumed by operating the diesel generating sets, if any, shall also be supplied to the GPCB on weekly basis.</p>	<p>N/A as godown constructed on plot will be used for storage of cargo.</p> <p>N/A as godown constructed on plot will be used for storage of cargo.</p> <p>N/A as godown constructed on plot will be used for storage of cargo.</p>
20.	<p>The unit shall also supply to the GPCB, within 1 week from the date of the starting production, the documents regarding monthly production and consumption of electricity.</p>	<p>N/A as godown constructed on plot will be used for storage of cargo.</p>
21.	<p>The unit shall permit the officers/employees of the GPCB/Government Members of the committee of the court, members of the Monitoring Committee of the Association of the industries to enter the factory premises and to inspect and take samples from the unit at any time without any prior intimation. Any delay in giving any of the above person's entry into the factory premises or any plant thereof on effluent treatment plants shall entail closure of the unit. All the watchmen/security personnel of the unit shall be immediately apprised of the above.</p>	<p>Not Applicable. But the requirement will be followed for operation of godown for storage of cargo.</p>
22.	<p>It shall be open to the GPCB through general instruction of circulars and to the GPCB officers inspecting the unit to give all the support instructions regarding location of the outlet and/or any other appropriate directions regarding effluent plants, their operation and processes and disposal channel and disposal system.</p> <p>The unit shall comply with all such instructions whether general or special.</p>	<p>Not Applicable. But the requirement will be followed for operation of godown for storage of cargo.</p> <p>Not Applicable. But the requirement will be followed for operation of godown for storage</p>

		of cargo.
23.	When electricity supply or water supply is disconnected in future on account of non-compliance with the GPCB norms or on account of the closure order, which may be passed by court or by the Govt./GPCB under any statutory provisions relating to environmental protection and prevention and control of pollution.	a) & b) The requirement will be complied with.
	a) The unit shall not use any diesel generating set or any other alternative source of energy or water tankers from outside.	
	b) The unit shall pay wages to its workers regularly every month or at such shorter intervals as per the Central/Practice followed so far	
24.	Adequate number of influent and effluent quality monitoring stations should be set up in consultation with the Gujarat pollution control Board.	The requirement will be complied with.
	Regular effluent quality monitoring should be carried out for relevant parameters and the monitored data along with the statistical analysis and interpretation should be submitted to the Gujarat pollution Control Board on monthly basis.	The requirement will be complied with so far it relates to construction & utilization of godown on plot No.49.
25.	Guard ponds of sufficient holding capacity should be provided to cope with the effluent discharge during the process disturbances. In the event of failure or non functioning of the ETP, the respective units should be immediately put out of operation and should not be restarted until the control measure are rectified to achieve the desired efficiency. Guard pond should be provided with impervious lining and stability of the ponds with respect to leakages/cracks and other factors should be ensured.	Not applicable as the godown constructed will be used for storage of cargo.
26.	The ground water quality around the guard ponds and landfill site should be monitored on regular basis. The monitored data should be submitted to this board once in six months.	Not applicable. However, the requirement will be complied with so far as it relates to construction and utilization of godown on the plot.
27.	The gaseous emission from various process units should adhere to the air emission standards specified in this order. At no time the emission should go beyond the prescribed standards. In the event of failure of any pollution control adopted by the unit, the respective unit should be immediately put out of operation and should not be restarted until the control measures are rectified to achieve the desired efficiency.	No gaseous emission from various process is involved as the godown will be used for storage of Cargo.

28.	a) Ambient air quality monitoring station should be set up in the downwind direction as well as at locations where maximum ground level concentrations are anticipated. These locations should be fixed in consultation with the GPCB. The number of air quality monitoring stations and frequency of monitoring should be selected on the basis of mathematical modelling to represent short term ground level concentrations, human settlements, sensitive targets etc.	Not Applicable. No gaseous emission from various process is involved as the godown will be used for storage of Cargo.
	b) Stack emissions from boiler and heater should be monitored for SO ₂ , NO _x , hydro Carbon and SPM and record maintained. On line continuous stack monitoring equipments should be provided for measurement of SO ₂ and NO _x .	Not Applicable. No gaseous emission from various process is involved as the godown will be used for storage Cargo.
	c) Data on ambient air quality and stack emission from boiler and heater should be submitted to this Board once in a month along with the statistical analysis and interpretation.	N/A. No gaseous emission from various process is involved as the godown will be used for storage of Cargo.
	d) Fugitive emissions should be controlled, regularly monitored and data recorded. The monitored data should be submitted to this Board once in the month.	No gaseous emission from various process is involved as the godown will be used for storage of Cargo.
29.	Low NO _x burner should be provided to avoid excessive formulation of NO _x . Only LSH will be used a fuel during the critical month to ensure that SO levels in the ambient air is within the norm Specified.	N/A No gaseous emission from various process is involved as the godown will be used for storage of Cargo.
30.	The unit shall make all the requisite arrangements for the safe storage and handling of solid waste including impervious flooring and leachate collection and the unit shall store and handle solid waste in accordance with the provisions of the relevant rules in their behalf.	Agreed.
31.	A secured double lined landfill should be developed within the plant premises for disposal of solid waste by providing impervious liner and leachate collection system. The leachate shall be taken to the treatment plant for future treatment. In case of specified items or Napthalene based product and in the case of Pesticide waste, the leachate shall be totally incinerated after neutralization and / or after detoxification treatment. The design of the landfill site should be submitted before commencing the	Not Applicable. No gaseous emission from various process is involved as the godown will be used for storage of Cargo.

	production to this Board and Government.	
32.	Handling manufacturing, storage and transport of hazardous chemicals should be in accordance with Manufacture, Storage and Import of Hazardous Chemical Rules-1989.	Not Applicable. No gaseous emission from various process is involved as the godown will be used for storage of Non Hazardous Dry Cargo.
33.	The hazardous wastes should be handled as per the Hazardous Waste (Management and Handling) Rules of the Environmental (Protection) Act-1986.	Not Applicable. No gaseous emission from various process is involved as the godown will be used for storage of Cargo.
34.	On-site and off-site emergency plan as required under the rules 13 and 14 of the Handling, Manufacture, Storage and Import of the Hazardous Chemical Rules -1989 should be prepared and approval from the Board should be obtained.	Not Applicable. No gaseous emission from various process is involved as the godown will be used for storage of Cargo.
35.	A community welfare scheme for improving the socio-economic environment should be worked out and report submitted to the Board and Government for review.	We will take adequate measures for improving the socio-economic environment and report for the same will be submitted to the concerned authorities.
36.	Periodical medical check up of the workers should be done and records maintained as a measures to provide occupational health service to the workers.	Will be complied with.
37.	The project authorities should set up laboratory facilities for collection, analysis of samples under the supervision of competent technical personnel who will report to the chief Executive.	This is to be complied with by KPT. We have created Cell to monitor Environmental Management.
38.	The funds earmarked for the Environmental Protection Measures should not be diverted for any other purpose and year wise expenditure should be reported to this board and to the Government.	We have not diverted the funds earmarked for the Environmental Protection Measures. Requirement will be followed.

For ACT Infraport Ltd.

Authorised Signatory



Report No: - EE/ENV/2022/11/090

Date: 29/11/2022

ANALYSIS REPORT (For the month of November - 2022)

Client Details		Sample Details	
Name	M/s. Act Infraport Ltd.	Sample Code	AIP/AA1
Address	Plot No.: 49, Near West gate No.1 of Cargo jetty of KPT, Village: Kandla, Tal: Gandhidham, Dist: Kutch-370 201,	Location	Near Plot No. 49
		Protocol (Purpose)	Half Yearly (June-22 to November-22)
Sampling Done By	Earth Envirotech Team	Date of Sampling	25/11/2022
Analysis Starts on	26/11/2022	Sampling Method	IS 5182 (Part - 5): 2020 Gaseous pollutants IS 5182 (Part - 23): 2017- PM ₁₀ CPCB manual volume I-PM _{2.5}
Analysis Completion On	29/11/2022	Sample Received Date	26/11/2022

AMBIENT AIR MONITORING RESULTS

Sr. No.	Parameters	Unit	Results	National Ambient Air Quality Standards (NAAQS)	Reference Method
			Nr. Plot No. 49		
1.	Particulate Matter PM ₁₀	µg/m ³	63.45	100	IS 5182 Part 23 : 2017
2.	Particulate Matter PM _{2.5}	µg/m ³	19.64	60	CPCB manual Volume I
3.	Sulphur Dioxide (SO ₂)	µg/m ³	11.68	80	IS 5182 Part 2 : 2017
4.	Nitrogen Dioxide (NO ₂)	µg/m ³	16.49	80	IS 5182 Part 6 : 2017

Chet
Analyzed By:



- Analysis is subject to the condition In Which the Sample is received at our Laboratory.
- Reports can not be used as an evidence anywhere including judiciary purpose without our prior permission.
- Sample will be retained till 15 Days from the date of sampling.

Ref. No.CMP/GARL/2022/11Date:23/11/2022

✓ To,
Environment Management Cell
DEENDAYAL PORT AUTHORITY
Administrative Office,
PB No. 50, Gandhidham (Kutch)
Gujarat - 370201,

Sub. :Submission of EC & CRZ Half Yearly Report: June-2022 to November-2022.

Ref.: EC/CRZ issued vide letter No.: SEIAA/GUJ/EC/8(b)/351/2012, dated 27/11/2012.

Dear Sir,

We have setup the warehouse/Godown at Plot No. 26.

Accordingly, please find enclosed here with point wise compliance report of the stipulated condition in EC/CRZ Clearance. (Encl. as **Annexure - A**)

Alsohere we have enclosed the Detail Compliance Report of CRZ Recommendationas **Annexure - B**,Detail Compliance Report of Consent to Establish (NOC) as **Annexure - C**, Monitoring the Implemental Safeguards Data Sheet.(Encl. as **Annexure-D**).

We hope the above is in line with your requirements.

Thanking you

Yours sincerely,

M/s. GOKUL AGRO RESOURCES LTD.



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06/12/22
Authorized Signatory,

Reg. Off. : Office No. 801-805, Dwarkesh Business Hub, Survey No. 126/1, Opp. Visamo Society, B/H Atishay Belleview, Motera, Ahmedabad - 380 005. Gujarat (India)
079-67123500 / 501, Fax : 079-67123502, CIN : L15142GJ2014PLC080010
Plant : Survey No. 76/1/P-1, 80, 89 & 91, Near Sharma Resort, Galpadar Road, Meghpar - Borichi, Tal. - Anjar 370110, Dist - Kachchh, Gujarat (india).
9879112574
garl@gokulagro.com www.gokulagro.com

Manager (Env)/Shri Padma
EMC
31/6/23
6/12

Annexure - A

COMPLIANCE STATUS REPORT OF EC

✓ **EC/CRZ issued vide letter No.: SEIAA/GUJ/EC/8(b)/2012, dated 27/11/2012.**

**SUBJECT: Point wise compliance report of EC and CRZ clearance to Kandla Port Trust
for development of plots for construction of warehouses / Godowns at plot no. 26 at
Kandla, Dist. Kutch Reg.**

NO.	BRIEF DESCRIPTION	COMPLIANCE REPORT
SR. NO.	<u>SPECIFIC CONDITIONS :</u>	
1.	Kandla port trust [KPT] shall prepare a master document of terms and condition including the provision of environment management plan, pollution mitigation measures, green belt development, safety related aspects etc. and incorporate the same as a part of the agreement deed with the bidders of warehouses/ Godowns, KPT shall be the responsible for non-compliance or violation of any of the terms and conditions mentioned in the master document.	DPA has already prepared a master document of terms and conditions including the provisions of environment management plan, pollution mitigation measures, green belt development, safety related aspects etc. terms and incorporate the same as a part of the agreement deed with the bidders of warehouses / Go-downs
2.	KPT shall not allowed the storage of those material in warehouse and Godowns, which are not permissible as per the CRZ Notification, 2011, as may be amended from time to time.	We have only stored those material in warehouse and Go-downs, which are permissible as per CRZ Notification, 2011 and amended from time to time.
3.	<p>The provision of the CRZ Notification of 2011 shall be strictly adhered to by the KPT.</p> <p>No activity in contradiction to the provisions of the CRZ Notification shall be carried out by the KPT.</p> <p>KPT shall carry out only permissible activities within the CRZ areas.</p>	<p>We are strictly followed the CRZ Notification of 2011 and amended from time to time.</p> <p>No activities have been carried out by us in concentration to the provisions of the CRZ Notification, 2011 and amended from time to time.</p> <p>We are carried out only those activities out only those activities in warehouse/ go downs, which are permissible as per CRZ notification, 2011 and amended from time to time</p>
4.	Mangroves plantation in an area of 200 ha. Shall be carried out by the KPT within 2 years in a time bound manner on Gujarat coastline either within or outside the Kandla port trust area and six monthly compliance report along with the satellite images and GPS readings with latitude and longitude shall be submitted to the Ministry of Environment and Forest as well as to this Department without fail.	Point noted and will be complied accordingly.
5.	All necessary permission from different government departments/ Agencies shall be obtained by the KPT before commencing the expansion activities.	DPA has already been obtained NOC from GPCB, vide letter GPCB/CCA-KUTCH-799/GPCB ID 29700/117726, dated

		11/07/2012. Further, GPCB vide provisional Letter dated 12/08/2016 has already extended the validity period up to 11/08/2021.
6.	No ground water shall be tapped for any purpose during the construction and operation phases.	No any ground water has been tapped by us for the construction activities and operation phases.
7.	No effluent and sewage shall be discharge into the sea / creek or in the CRZ area and it shall be treated to conform to the norms prescribed by the Gujarat Pollution Control Board and would be reused / recycled within the premises.	No any sewage has been discharged into the sea/creek or in the CRZ area. We have already earmarked the area for STP/Soak pit and will treat to conform to the norms prescribed by the Gujarat Pollution Control Board. We are reusing the treated water for developed of greenbelt at our own premises.
8.	The construction and operational activities shall be carried out in such a way that there are no negative impacts on mangroves and other coastal / marine habitats. The construction and reclamation activities shall be carried out only under the constant supervision and guidelines of the NIOT.	We had done the construction activities in such a way that there are no any negative impacts on mangroves and other coastal / marine habitats. The construction and reclamation activities had been carried out as per suggestion/ recommendation given by the NIOT.
9.	KPT shall tack up massive greenbelt development activities in and around Kandla and also within the KPT limits.	We have already earmarked the area for development of greenbelt i.e 10 meter at periphery area of plot.
10.	An environmental audit Report indicating the change if any, with respect to the baseline environment quality in the coastal and marine environment shall be submitted every year by the KPT to F&ED as well as MoEF, GOI.	DPA will submit the environment audit report accordingly.
	CONSTRUCTION PHASE:	
11.	KPT shall strictly ensure that no creeks or rivers are blocked due to any activity at Kandla.	No any creeks or rivers have been blocked due to construction activities.
12.	Water requirement during the construction phase shall be met by Narmada water supply pipeline through GWSSB. Metering of water shall be done and its records shall be maintained.	Local water Supplier had been appointed for Water requirement during the construction phase
13.	All required sanitary and hygienic measures shall be provided before starting the construction activities and to be maintained throughout the construction phase.	We had provided all the required sanitary and hygienic measures before starting the construction activity and it was maintaining throughout the construction phase.
14.	The construction site shall be provided with barricades of adequate height on its periphery with adequate signage.	Necessary barricades with adequate height at periphery area of plot along with signage have provided by us.
15.	Water sprinkling shall be done in vulnerable areas for controlling fugitive emission.	Measures for controlling fugitive emission have been provided by us.

16.	Material shall be covered during transportation to avoid the fugitive emission.	Material have covered with tarpaulin for Controlling the Fugitive emission during the transportation of material.
17.	The roads inside the project area and roads connected to the main road shall be paved or shall be water sprinkled to avoid the fugitive emissions during construction.	Roads inside the project area and connected to main road have been paved and necessary arrangement has been provided to control the fugitive emissions during construction activities.
18.	Adequate drinking water and sanitation facilities, fuel (kerosene or cooking gas), utensils crèches, canteen, rest rooms, safe disposal system for waste garbage, first aid, medical and emergency facilities shall be provided for construction workers to ensure that they do no ruin the existing environmental condition.	Necessary arrangement for drinking water and sanitation facilities, fuel (Kerosene or cooking gas), utensils crèches, canteen, rest rooms, safe disposal system for waste garbage, first aid, medical and emergency facilities have been provided by us. No adverse activities on existing environmental condition have been carried out by workers during the construction phase.
19.	Adequate personal protective equipment shall be provided to the construction workers to ensure their safety and the project proponent shall ensure its usage by the labors.	For the safety of construction workers and labors we had provided Necessary personal protective equipment.
20.	All topsoil excavated during construction activities should be stored separately for use in horticultural / landscape development within the project site.	We had stored the topsoil excavated during construction activities and same will be used for development of greenbelt in the premises.
21.	The construction debris and/ or any other type of waste shall not be disposed of into the sea, creek or in the CRZ areas. The debris shall be removed from the construction site immediately after the construction is over and disposed of as may be advised by the GPCB.	We had not disposed of any type of waste into sea, creek or in the CRZ areas. Construction debris has been removed immediately after construction activities completed and same will be disposed off as per the GPCB Norms/ construction and Demolition Rule, 2016 by successful plot allottee.
22.	The construction camp shall be located outside the CRZ area and t6he construction labor shall be provided with the necessary amenities, including sanitation, water supply and fuel and it shall be ensured that the environmental conditions are not deteriorated by the construction labors.	No construction camps are required at project site because only local people / labors are involved for the construction activities. No any environmental conditions have been deteriorated during construction carried out by us.
23.	Use of diesel generator sets during construction phase should be enclosed type and conforming to the EPA rules for air and noise emission standards.	Noted and Agree with this.
24.	Vehicles hired for bringing construction material at site should be in good conditions and conform to applicable air and noise emission standards and should be operated only during non-peak hours.	We have hired only those vehicles having valid pollution control license granted by statutory authorities. Plot no. 26 is connected with national highway, so transporting activities are carried out only during day time.

25.	Ambient noise levels should confirm to residential standards both during day and night. Incremental pollution load on the ambient air and noise quality should be closely monitored during construction phase.	The noise level and Ambient level confirming the standards both during day and night.
26.	Readymade mix concrete should be used so far as possible.	Readymade mix concrete Have been used, whenever required.
27.	Water demand during construction should be reduced by use of curing agents, pesticides and other best practices.	Water demand during construction phase has been reduced following best practices.
28.	Fly ash should be used as building material in the construction as per provision of fly ash Notification under EPA.	Point noted.
29.	Structural design aspects in accordance to the seismic zone shall be strictly adhered to.	The construction activities are carried out only after approval of layout plan from competent authority, following the seismic zone regulations.
30.	The construction material and debris shall be properly stored and handled to avoid negative impacts such as air pollution and public nuisances by blocking the roads and public passages.	We have already earmarked the area for storage and handled of construction materials and debris in such a way that no any negative impacts on air, public and road- traffic take place.
<u>OPERATION PHASE:</u>		
31.	Water requirement during operation phase shall be met by Narmada pipeline through GWSSB. Metering of water shall be done and its records shall be maintained.	We are purchasing water from local water Supplier.
32.	Sewage to the tune of 823 lit/day to be generated during operation phase shall be treated in the onsite STP. Entire quantity of treated sewage shall be utilized for flushing, gardening and HVAC cooling purpose. Dual pumping system with separate tanks and lines shall be provided for reuse of treated sewage.	At plot no. 26, only dry cargo storage facilities are developed. Hence, there is no generation of any sewage.
33.	Low water consuming devices shall be provided. Fixtures for showers, toilets, flushing and drinking shall be of low flow either by use of aerators/ diffusers/ pressure reducing devices.	Adequate measures for low water consumption will be provided by us during operational phase.
34.	The municipal solid waste shall be properly collected and segregate at source. Recyclable waste shall be sold off to vendors whereas non-recyclable wastes shall be disposed through the local body.	Municipal solid waste will be collected and segregated as per the solid waste management rule, 2016 by us.
35.	Hazardous waste i.e. used oil generated from DG set / other machinery overhauling and transformer oil replacement shall be sold off to the registered recyclers and any other type of hazardous waste generating from the project if any, shall be disposed as per the hazardous waste (Management, Handling and Transboundrymovement) Rules 2008, as may be amended from time to time.	NA, as only Non-hazardous dry cargos are to be stored as permissible in CRZ Notification, 2011.

36.	The stack height of DG sets shall be equal to the height needed for the combined capacity of all proposed DG sets. The gaseous emissions from the DG sets shall conform to the standards prescribed by GPCB. At no time, the emission level shall go beyond the stipulated standards.	No DG set is installed at plot no. 26.
37.	The acoustic enclosures shall be installed at all noise generating equipments such as DG sets, air conditioning systems, etc. and the noise level shall be maintained as per the MoEF/ CPCB guidelines/ norms both during day and night time.	No DG set is installed at plot no. 26.
38.	<p>The green belt shall be developed along the boundary and internal roads.</p> <p>The open spaces inside the project shall be suitably landscaped and covered with vegetation of indigenous variety.</p> <p>The area earmarked as green area shall be used only for greenbelt and shall not be altered for any other purpose.</p> <p>Drip irrigation/ low-volume, low-angle sprinkler system shall be used for the lawns and other green area including tree plantation.</p>	<p>We have already been earmarked area for development of greenbelt at periphery area of our own premises.</p> <p>The open spaces inside the plot area will be suitable landscaped and covered with vegetation of indigenous variety by us during operation phase.</p> <p>We are not altered green earmarked area for any other purpose.</p> <p>We have use drip irrigation/ low-volume, low angle sprinkler system for the lawns and other green area including tree plantation during the operation phase.</p>
39.	Adequate parking space shall be provided as per the local by-laws and NBC guidelines, whichever is stringent. The area earmarked for parking shall be used for parking only. No other activity shall be permitted in this area.	We have Provided the parking space as per the local by-laws and NBC guidelines and parking is used only for parking, no other activity carried out in this area.
40.	<p>No public space shall be used or blocked for the parking and the trained staff shall be deployed to guide the visitors to the parking.</p> <p>Traffic congestion near the entry and exit points from the roads adjoining the proposed project site must be avoided.</p>	<p>No any public space has been used or blocked for parking during the operational phase. Further, same will be monitored by qualified staff.</p> <p>No congestion near the entry and exit points from the roads adjoining the plots will take placed by us during operation phase.</p>
41.	The project proponent shall install the electric utilities / devices, which are energy efficient and meeting with bureau of Energy Efficiency norms, whenever applicable. Energy conservation building code (ECBC) norms shall be implemented in the project.	Point noted and will be complied.
42.	The transformers and motors shall have minimum efficiency of 85%. Only variable frequency motor drives shall be used in the project. Solar lights shall be provided in the open sunlight area.	Point noted and will be complied.

43.	The energy audit shall be conducted at regular interval for the project and the recommendation of the Audit Report shall be implemented with spirit.	Not Applicable.
44.	Adequate measures shall be taken for fire and life safety as per the provisions of the NBC guidelines. Sufficient peripheral open passage shall be kept for free movement of fire tender/ emergency vehicle around the premises.	Adequate measures have taken for fire and life safety as per the provisions of the NBC at plot no. 26. We have already earmarked the area/ open passages for free movement of the fire tender/ emergency vehicle around the premises during the operation phase.
45.	The project management shall prepare a detailed Disaster Management Plan (DMP) for the operation phase of the project.	NA, as only Non-hazardous dry cargos are to be stored.
46.	Necessary emergency lighting system along emergency power back up system shall be provided. In addition emergency siren and public address system arrangement shall be provided in the township. Necessary signage/ maps at all appropriate places shall be provided to guide the people towards exits and assembly points during the unforeseen emergency and untoward conditions.	We have provided the Emergency lighting system along with power back up system. We have provided the emergency siren/public address system arrangement at identified area at Plot No. 26. We have also provided the necessary signage/maps at all appropriate places to guide the people towards exits and assembly points during the unforeseen emergency and untoward conditions.
47.	Compulsory training to the staff for the first aid and firefighting along with regular mock drill shall be made an integral part of the emergency management plan of the project.	Necessary training for emergency management plan have been given by us to all staff.
48.	First Aid Boxes shall be made readily available in adequate quantity at all the times.	Adequate quantity of First aid Rooms/Boxes will be provided by us in the construction phase and operation phase of the project.
49.	The project proponent shall ensure maximum employment to the local people.	Only local people are employed by us.
50.	The project management shall also comply with all the environment protection measures, risk mitigation measures and safeguards proposed by them.	We have strictly complied with all the environment Protection measures, risk mitigation measures and safeguards at our own premises.
<u>OTHER CONDITIONS:</u>		
51.	A separate Environmental management cell with qualified personnel shall be created for environmental monitoring and management during construction phase and operational phase of the project.	Not applicable, as only dry cargo is stored and handled at plot no. 26.
52.	All the recommendation and suggestions given by NIOT in their Environment Impact Assessment Report for conservation, protection and betterment of environment shall be implemented strictly by KPT.	The recommendation and suggestions given by NIOT in their Environment Impact Assessment Report for conservation, protection and betterment of environment have been strictly followed.

53.	KPT shall participate financially for installing and operating the vessel traffic management system in the Gulf of Kutch and shall also take lead in preparing and operational zing the Regional Oil Spill Contingency plan in the Gulf of Kutch.	DPT has contribution an amount of Rs. 41.25 crore, i. e. 25% of total project cost of Rs.165 Crore for installation and operating the VTMS in Gulf of Kutch. KPT has also participated for preparing and operational zing the Oil Spill Contingency plan in Gulf of Kutch.
54.	KPT shall have to contribute financially for taking up the socio-economic up-liftment activities in this region in consultation with the forests and Environment Department and the District Collector/ District Development Officer.	Point noted and will be complied.
55.	KPT shall contribute financially for any common study or project that may be proposed by the Forests and Environment Department (F&ED) for environment management/ conservation/ improvement for the Gulf of Kutch.	Point noted and will be complied.
56.	KPT shall bear the cost of the external agency that may be appointed by F&ED/ SEIAA for supervision / monitoring of proposed activities and the environment impacts of the proposed activities.	DPA shall bear the cost of the external agency that may be appointed by this department for supervision/ monitoring of proposed activities and the environmental impacts of the proposed activities.
57.	KPT shall have to contribute financially to support the National Green Crops Scheme being implemented in Gujarat by the GEER Foundation, Gandhinagar in consultation with Forests and Environment Department.	DPA will contribute financially to support the scheme.
58.	A separate budget shall be earmarked for environmental management and socio economic activities including the greenbelt/ mangrove plantation and details thereof shall be furnished to F&ED, SEIAA as well as MoEF, GOI. The details with respect to the expenditure from this budget head shall also be furnished along with the compliance report.	We have earmark separate budget 3.0 lakh for environmental protection, Socio economic activity including the greenbelt/ mangrove plantation at our plot no. 26.
59.	Movement of vehicles in the Inter Tidal Zone shall be restricted to the minimum so as to maintain ecological features and avoid damage to the ecosystem.	No any vehicles movement in the inter tidal zone have been carried out at plot no. 26.
60.	A six month report on compliance of the stipulated conditions shall have to the regulatory authorities concerned, on 1 st June and 1 st December of each calendar year.	Six monthly reports are submitted as required.
61.	No further expansion and modification or development likely to cause environmental impact shall be carried out without obtaining prior clearance from the concerned authority.	We have not extended, modified or developed plot no. 26.
62.	Any other condition that may be stipulated by F&ED and SEIAA from time to time for environmental protection / management purpose shall also have to complied with by the KPT.	Agreed with condition.

63.	The project authorities shall earmark adequate funds to implement the conditions stipulated by the SEIAA as well as GPCB along with the implementation schedule for all the conditions stipulated herein. The funds so provided shall not be diverted for any other purpose.	Agreed with condition.
64.	The applicant shall inform the public that the project has been accorded environmental clearance by the SEIAA and that the copies of the clearance letter are available with the GPCB and may also be sent at the website of SEIAA/SEAC/GPCB. This shall be advertised within seven days from the date of the clearance letter, in at least two local newspapers that are widely circulated in the region, one of which shall be in the Gujarati language and the other in English. A copy each of the same shall be forwarded to the concerned Regional office of the Ministry.	DPA has already informed to the public that the project has been accorded Environmental Clearance from SEIAA and copies of the clearance letter are available with the GPCB and may also be seen at the Website of SEIAA/ SEAC. DPT has already been published advertisement in Times Of India and Kutch Mitra, dated. 05/01/2013. A copy of the same has already been submitted by KPT to Regional office, Bhopal, MoEF vide letter no. : EG/WK/4716(EC)/ part-I/640, dated 14/01/2013.
65.	The project authority shall also adhere to the stipulations made by the Gujarat pollution Control Board.	We are strictly adhered the stipulation made by the GPCB.
66.	The project authority shall inform the GPCB, Regional office of MoEF and SEIAA about the date of financial closure and final approval of the project by the concerned authorities and the date of start of the project.	Point noted.
67.	The SEIAA may revoke or suspend the clearance, if implementation of any of the above condition is not found satisfactory.	Agreed with condition.
68.	The above condition will be enforced, inter-alia under the provision of the water (Prevention and control of pollution) Act, 1974, the Air (prevention and control of pollution) act, 1981, the Environmental (Protection) Act, 1986, Municipal solid wastes (Management and Handling) Rules, 2000 and the Public Liability Insurance Act, 1991 and the rules made under time to time.	We are fully complied with this.
69.	This environment clearance is valid for five years from the date of issue.	Point noted.

Annexure -B

**SUBJECT: CRZ Recommendation for proposed development of plots for
Construction of warehouse/Godowns – Stage II at Kandla,
Dist: Kutch by M/S Kandla Port Trust Limited- Reg.**

STATUS OF COMPLIANCE OF THE CONDITIONS STIPULATED BY GUJARAT STATE COASTAL ZONE MANAGEMENT AUTHORITY, GANDHINAGAR IN CRZ RECOMMENDATIONS LETTER.

SR. NO.	CONDITIONS IN CRZ RECOMMENDATION LETTER	COMPLIANCES
	<u>SPECIFIC CONDITIONS</u>	
1.	The provisions of the CRZ Notification of 2011 shall be strictly adhered to by the KPT. No activity in contradiction to the provisions of the CRZ Notification shall be carried out by the KPT.	Deendayal port authority is strictly following the provisions of the CRZ notification of 2011 and subsequent amendments issued from time to time. Successful plot allottee will carry out only those activities which are permissible under CRZ Notification, 2011 and subsequent amendments from time to time.
2.	KPT shall participate financially for installing and operating the vessel traffic management system in the Gulf of Kutch and shall also take lead in preparing and operational zing the Regional Oil Spill Contingency plan in the Gulf of Kutch.	DPA has contribution an amount of Rs. 41.25 crore, i. e. 25% of total project cost of Rs.165 Crore for installation and operating the VTMS in Gulf of Kutch. DPA has also participated for preparing and operational zing the Oil Spill Contingency plan in Gulf of Kutch.
3.	KPT shall strictly ensure that no creeks or rivers are blocked due to any activity at Kandla.	No any creeks or rivers have been blocked due to construction activities.
4.	Mangroves plantation in an area of 200 ha. Shall be carried out by the KPT within 2 years in a time bound manner on Gujarat coastline either within or outside the Kandla port trust area and six monthly compliance report along with the satellite images and GPS readings with latitude and longitude shall be submitted to the Ministry of Environment and Forest as well as to this Department without fail.	Point noted and will be complied accordingly.
5.	No ground water shall be tapped for any purpose during the proposed expansion/ modernization activities.	No any ground water has been tapped for any purpose by us at Plot No. 26.
6.	All necessary permission from different government departments/ Agencies shall be obtained by the KPT before commencing the expansion activities.	DPA has already been obtained NOC from GPCB, vide letter GPCB /CCA-KUTCH-789/GPCB ID29700/117726, dt.17/07/2012 and subsequent letter, date. 12/08/2016 extending

		the validity period up to 11/08/2021.
7	No effluent and sewage shall be discharge into the sea / creek or in the CRZ area and it shall be treated to conform to the norms prescribed by the Gujarat Pollution Control Board and would be reused / recycled within the plant premises, to the extend feasible.	No any sewage has been discharged into the sea / creek or in the CRZ area. At plot no. 26, only dry cargo storage facilities are developed. Hence, there is no generation of any sewage.
8	All the recommendation and suggestions given by NIOT in their Environment Impact Assessment Report for conservation, protection and betterment of environment shall be implemented strictly by KPT.	We are strictly follow the recommendations and suggestions given by NIOT in their Environment Impact Assessment Report for conservation, protection and betterment of environment.
9	The construction and operational activities shall be carried out in such a way that there are no negative impact on mangroves and other coastal / marine habitats. The construction and reclamation activities shall be carried out only under the constant supervision and guidelines of the NIOT.	We have carried out construction activities in such a way that there are no any negative impacts on mangroves and other coastal/ marine habitats. The construction and reclamation activities will be/have been carried out as per recommendation / suggestions given by the NIOT.
10	KPT shall contribute financially for any common study or project that may be proposed by the Forests and Environment Department (F&ED) for environment management/ conservation/ improvement for the Gulf of Kutch.	DPA/We are contribute financially for common study or project that may be proposed by F&E department for environmental management/ conservation/ improvement for the Gulf of Kutch.
11	The construction debris and/ or any other type of waste shall not be disposed of into the sea, creek or in the CRZ areas. The debris shall be removed from the construction site immediately after the construction is over and disposed of as may be advised by the GPCB.	At plot no. 26 we have not disposed of any construction debris or any other type of waste into the sea, creek or in the CRZ areas.
12	The construction camp shall be located outside the CRZ area and t6he construction labor shall be provided with the necessary amenities, including sanitation, water supply and fuel and it shall be ensured that the environmental conditions are not deteriorated by the construction labors.	No construction camps are required at project site because only local people / labors are involved for the construction activities. No any environmental conditions have been deteriorated during construction carried out byus at plot no. 26.
13.	KPT shall bear the cost of the external agency that may be appointed by F&ED/ SEIAA for supervision / monitoring of proposed activities and the environment impacts of the proposed activities.	We assure to DPA that we are bear the cost of the external agency that may be appointed by this department for supervision/ monitoring of proposed activities and the environmental impacts of the proposed activities.
14.	The KPT shall take up massive greenbelt development activities in and around Kandla and also within the KPT limits.	At plot no. 26, we have earmarked the area for greenbeltApprox. 10meter square wide at periphery area of their own plots for development

		of greenbelt.
15.	The KPT shall have the contribute financially for taking up the socio-economic upliftment activities in this region in consultation with the FE Department/ District collector/ DDO.	Noted and Complied.
16.	A separate budget shall be earmarked for environmental management and socio-economic activities and details thereof shall be furnished to this department as well as the MoEF, GOI. The details with respect to the expenditure from this budget head shall be also be furnished.	Not applicable, as only dry cargo is stored and handled at plot no. 26.
17.	A separate Environmental management cell with qualified personnel shall be created for environmental monitoring and management during construction phase and operational phase of the project.	Not applicable, as only dry cargo is stored and handled at plot no. 26.
18.	An environmental audit report shall be submitted every year by the KPT to this department as well as to MoEF, GOI.	Noted and agreed.
19.	The KPT shall have to contribute financially to support the national green crops scheme being implements in by Green Foundation, in consultation with forest and environmental department.	We will contribute financially to support the National Green Corps Scheme being implemented in Gujarat by the GEER Foundation, Gandhinagar, in consultation with Forests and Environment Department.
20.	A six monthly report of compliance of the conditions mentioned in this letter shall have to be furnished by the KPT on regular basis to this department/ MoEF, GOI.	We have submitted the six month compliance report to DPT. Here in Annexure-E we have attached the last submission acknowledgement copy.
21.	Any other condition that may be stipulated by this department from time to time for environmental protection/ management purpose shall have to be complies with by the KPT.	We are strictly complying with any other condition that may be stipulated by F&ED from time to time for environmental protection / management purpose.

Annexure -C

COMPLIANCE REPORT OF NOC FOR THE PROJECT ENTITLED

“Development of plots for construction of Warehouse/Godowns-Stage II”

SR. NO.	CONSENT CONDITION POINTS	COMPLIANCE
SUBJECT TO THE FOLLOWING SPECIFIC CONDITIONS:		
1	You shall have to strictly comply with all the conditions as prescribed in your Environment Clearance and CRZ Clearance when it is granted to you.	We are strictly complied with all the conditions as prescribed in our Environmental and CRZ clearance.
2.	No ground water shall be used for the project coming under Dark zone without permission of competent authority.	No any ground water has been tapped by us.
3.	CONDITIONS UNDER WATER ACT, 1974:	
3.1	The generation and discharge of industrial effluent from the manufacturing process and other ancillary industrial operations shall be NIL.	Not applicable as this project is only for storage of non-hazardous dry cargo. Hence no any industrial effluent generated from the plot
3.2	The quantity of the domestic waste water (Sewage) shall not exceed NIL.	Not Applicable.
3.3	The unit shall install flow meters at utilities for measuring category wise (Category as given in Water - Cess Act-1977 schedule II) consumption of water.	Not Applicable.
4	CONDITIONS UNDER THE AIR ACT 1981:	
4.1	There shall be no use of fuel in manufacturing activity and other ancillary operations.	Not applicable as No any manufacturing activity involved. Only storage of Non-Hazardous dry cargo.
4.2	There shall be no flue gas emission from the manufacturing activity and other ancillary operations.	
4.3	There shall be no process gas emission from the manufacturing activities and other ancillary operations.	No manufacturing activity involved. Only storage of Non-Hazardous dry cargo.

SR. NO.	CONSENT CONDITION POINTS	COMPLIANCE																							
SUBJECT TO THE FOLLOWING SPECIFIC CONDITIONS:																									
4.4	<p>The concentration of the following parameters in the ambient air within the premises of the industry shall not exceed the limits specified hereunder.</p> <table><thead><tr><th>Pollutant</th><th>Time weighted average</th><th>Concentration in ambient air in µg/M3</th></tr></thead><tbody><tr><td rowspan="2">Sulphur Dioxide (SO₂)</td><td>Annual</td><td>50</td></tr><tr><td>24 hours</td><td>80</td></tr><tr><td rowspan="2">Nitrogen Dioxide (NO₂)</td><td>Annual</td><td>40</td></tr><tr><td>24 hours</td><td>80</td></tr><tr><td rowspan="2">Particulate Matter (Size less than 10 µm) OR PM10</td><td>Annual</td><td>60</td></tr><tr><td>24 hours</td><td>100</td></tr><tr><td rowspan="2">Particulate Matter (Size less than 2.5 mm) OR PM 2.5</td><td>Annual</td><td>40</td></tr><tr><td>24 hours</td><td>60</td></tr></tbody></table>	Pollutant	Time weighted average	Concentration in ambient air in µg/M3	Sulphur Dioxide (SO ₂)	Annual	50	24 hours	80	Nitrogen Dioxide (NO ₂)	Annual	40	24 hours	80	Particulate Matter (Size less than 10 µm) OR PM10	Annual	60	24 hours	100	Particulate Matter (Size less than 2.5 mm) OR PM 2.5	Annual	40	24 hours	60	Ambient Air quality within plant premises have been confirmed to the prescribed norms.
Pollutant	Time weighted average	Concentration in ambient air in µg/M3																							
Sulphur Dioxide (SO ₂)	Annual	50																							
	24 hours	80																							
Nitrogen Dioxide (NO ₂)	Annual	40																							
	24 hours	80																							
Particulate Matter (Size less than 10 µm) OR PM10	Annual	60																							
	24 hours	100																							
Particulate Matter (Size less than 2.5 mm) OR PM 2.5	Annual	40																							
	24 hours	60																							
4.5	The industry shall take adequate measures for control of noise levels from its own sources within the premises so as to maintain ambient air quality standards in respect of noise to less than 75dB(a) during day time and 70 dB (A) during night time, Daytime is reckoned in between 6a.m. and 10 P.M. and night time is reckoned between 10 p.m. and 6 a.m.	Noise level within plant premises have been confirmed the prescribed limit.																							
5	CONDITIONS UNDER HAZARDOUS WASTE:																								
5.1	The applicant shall provide temporary storage facilities and maintain the record for each type of Hazardous Waste as per Hazardous Waste (Management, Handling & Transboundary Movement) Rules, 2008 as amended from time to time.	NA, As only non-hazardous dry cargos are to be stored as permissible in CRZ Notification, 2011.																							
5.2	The applicant shall be obtain membership of common TSDF site for disposal Hazardous Waste as categorized in Hazardous Waste (Management, Handling & Trans boundary Movement) Rules, 2008 as amended thereof.																								
6	GENERAL CONDITIONS :																								
6.1	Unit shall develop green belt within premises as per the CPCB guidelines. However, if the adequate land is not available within premises, the unit shall tie up with local agencies like gram panchayat, school, social forestry office etc. for the plantation at	Unit has developed greenbelt within the premises as per permissible limits.																							

SR. NO.	CONSENT CONDITION POINTS	COMPLIANCE
SUBJECT TO THE FOLLOWING SPECIFIC CONDITIONS:		
	suitable open land in nearby locality and submit an action plan of plantation for next three years to GPCB.	
6.2	Adequate plantation shall be carried out all along the periphery of the industrial premises in such a way that the density of plantation is at least 1000 trees per acre of land and a green belt of 10 meters width is developed.	We have already earmarked the area Approx.10 Square meter at periphery area of their own plot for development of greenbelt.
6.3	The applicant shall have to submit the returns in prescribed form regarding water consumption and shall have to make payment of water cess to the Board under the Water Cess Act- 1977.	We do meet the condition
6.4	In case of change of ownership /management the name and address of the new owners / partners / Directors/ proprietor should immediately be intimated to the Board.	We are immediately intimate to GPCB in case of change of ownership/ management the name and address of the new owners/ partners/ directors/ proprietor.
6.5	The applicant shall however, not without the prior consent of the Board bring into use any new or altered outlet for the discharge of effluent or gaseous emission or sewage waste from the proposed industrial plant. The applicant is required to make applications to this Board for this purpose in the prescribed forms under the provisions of the Water Act-1974, the Air Act-1981 and the Environment (Protection) Act-1986.	Noted and shall be complied.
6.6	The applicant also comply with the General conditions as per Annexure - I attached herewith (No.1 to 38) (whichever applicable).	Noted and compiled with applicable general condition. (Refer Annexure-I)
6.7	The overall noise level in and around the plant area shall be kept well within the standards by providing noise control measures including engineering control like acoustic insulation hoods, silencers, enclosures etc on all sources of noise generation. The ambient noise level shall conform to the standards prescribed under the Environment (Protection) Act, 1986 & Rules.	No manufacturing activity involved. Only storage of Non-Hazardous dry cargo. Hence, no installation of any noise generation instrument / Device.
6.8	Applicant is required to comply with the manufacturing, Storage and Import of Hazardous Chemicals Rules-1989 framed under the Environment (Protection) Act-1986.	NA, The unit handled only non-hazardous dry cargo for storage.
6.9	If it is established by any competent authority that the damage is caused due to their industrial activities to any person or his property .in that case they are obliged to pay the compensation as determined by the competent authority.	Point Noted and will be complied.

SR. NO.	CONSENT CONDITION POINTS	COMPLIANCE
SUBJECT TO THE FOLLOWING SPECIFIC CONDITIONS:		
6.10	Applicant shall have to comply with all the guidelines/Directive issued/ being issued by MoEF /CPCB/ DoEF from time to time.	Point Noted and will be complied.
6.11	Applicant shall not use/withdraw ground water either during construction or for operation phase.	No any ground water has been tapped by us.
6.12	Environmental cell shall be setup and shall be responsible for the total Environmental management.	We so meet the condition.
6.13	Monitoring in respect to Air, Water, Noise level shall be carried out and results shall be submitted to this Board on quarterly basis.	We have appointed the GPCB approved Environmental Consultant for carry out Environmental Monitoring at Plot No. 26.

Annexure - I

GENERAL CONDITIONS

SR. NO.	CONDITIONS	COMPLIANCE
1.	In case of any change either in products, its capacity or manufacturing process, the applicant shall have to obtain prior permission of this Board. The applicant shall not commence the production until consent under Water (Prevention and control of Pollution) Act-1974, Air (Prevention and control of Pollution) Act-1981 and authorization under hazardous waste (Management and Handling) Rules-1989 is obtained.	Point Noted and will be complied.
2.	If the products, process falls in SCHEDULE-I or II of the Environmental Audit Scheme, as specified in the order dated 13/03/97 of Hon. High Court in MCA No.326/97 in SCA No.770/95, the applicant shall also abide by the said scheme.	Noted and Complied.
3.	The applicant shall have to register the unit under the provisions of the factories act-1948 and shall obtain the necessary factory license.	Point Noted
4.	The environmental Management unit/cell shall be set up to ensure implementation and monitoring of environmental safeguards and other conditions stipulated by statutory authorities. The Environmental Management Cell/unit shall directly report to the chief Executive of the organization and shall work as a focal point for internalizing environmental issues. These cells / units shall also coordinate the exercise of Environmental Audit and preparation of Environmental Statements.	Not Applicable, The unit handled only non-hazardous dry cargo for storage.
5.	The applicant shall have to obtain P.L.I Policy as per P.L.I Act-1991 and submit the copy of the same to the GPCB.	Point Noted and copy already submitted with earlier report.
6.	The concentration of Noise on ambient air within the factory premises shall not exceed the following limit: Between 6 AM to 10 PM : 75 dB (A) Between 10 PM to 6AM : 70 dB (A)	We do meet the Condition.
7.	The unit shall, on establishing this plant: a) Put up at the entrance and prominent places boards prominently displaying the name of the unit, particulars of the products / process and the names of the proprietor/ partners / Directors of the unit, the electricity consumer number and the name of the electricity consumer as on the record of the GEB. b) Make adequate lighting arrangements all around the effluent treatment plants pollution control measures and also above the boards mentioned in the above clause	Noted and Complied. Point Noted
8.	The Environmental Audit shall be carried out yearly and the Environmental Statement pertaining to previous year shall be submitted to the Board latest by 30th September every year.	Point Noted
9.	The unit shall have and use only one outlet for discharge of its effluent and no effluent shall be discharged without requisite treatment and without meeting with GPCB norms. Such outlets shall be near the front gate/ entrance of the unit. The unit shall not keep any bypass line system or loose or flexible pipe for discharging pipe effluent outside or	Not Applicable. There is no any Industrial Effluent discharged by our unit.

	even for transporting treated or untreated effluent within the factory premises, within Effluent Treatment Plants or in the compound of the unit.	
10.	Magnetic Flow Meters should be installed at inlet and outlet of the Effluent Treatment Plant (ETP thereafter)	N.A.
11.	All chemicals and nutrients which are required to be added/ dosed anywhere in the ETP should be so added by using "Metering Pumps" only.	N.A.
12.	The pipeline connecting various equipment's or sumps of tanks of ETP should be minimum in number. Loose connections of hose pipes or temporary connections will not be permitted.	N.A.
13.	In case of incinerators the unit shall provide the flow measuring devices with incinerators at different point's scrubber, outside the incinerator should be provided. The temperatures as well as flow should be recorded, every day.	N.A.
14.	In case of plants involving Bio-mass Treatment. For each addition of the biomass time and quantity recorded. The uptake rate of oxygen of the bio-mass in the aeration basis and other parameters of biological system should be recorded every day.	N.A.
15.	<p>The printed log books shall be maintained and get it certified for:</p> <p>a) Energy/ fuel consumption/ Raw material Consumption and quality of products manufactured.</p> <p>b) Wastewater/gaseous flow at inlet and outlet of ETP and air pollution Control Measures</p> <p>c) Quantity of sludge generated</p> <p>d) Laboratory analysis/ reports for each of the specified parameters of liquid effluents, gaseous discharge and soil sludge samples.</p>	N.A.
16.	The unit shall operate full and efficiently all its effluent treatment plants and shall close down all its manufacturing processing activities whenever the effluent treatment plant/s or any part are fully or partly non-operational for any reason whatsoever (Whether Maintenance/ repairs/ electricity failure or otherwise) and shall not restart such activities unless and until all the effluent treatment plants of the unit are fully operational.	N.A.
17.	The unit shall have and operate all the requisite equipment's/ facilities for prevention and control of air pollution and shall operate the same. The unit shall also have stack monitoring facilities. Whenever the equipment/facilities for prevention and control of air pollution are fully or partly non-functional, the unit shall close down all its manufacturing / processing activities and shall not restart its manufacturing/processing activities unless and until all its air pollution protection and control equipment's and facilities including stack monitoring facilities are fully operational.	NA, The unit handled only non-hazardous dry cargo for storage.
18.	The unit shall submit, before commencing the production to the GPCB any committee appointed by the court, the site plan of the unit indicating the location of manufacturing /processing plant as also the effluent treatment plants and also separate plan indicating the channel through which water / effluent passes from different stages of manufacturing / processing and the effluent treatment process right up to the stage of its final outlet. Such plans shall also be displayed by the unit on a board of adequate size within its compound and near its	NA, The unit handled only non-hazardous dry cargo for storage. Complied whenever is applicable.

	effluent treatment plant/s.	
19.	The unit shall supply to the GPCB the figures of production and consumption of electricity and water for each day during the period of production, though such figures shall be supplied on weekly basis. The unit shall supply separate figures for consumption of electricity for running the effluent treatment plants by having a separate meter/ sub meter for such effluent treatment plants. The number of units consumed by operating the diesel generating sets, if any, shall also be supplied to the GPCB on weekly basis.	Point Noted and will be complied.
20.	The unit shall also supply to the GPCB, within 1 week from the date of the starting production, the documents regarding monthly production and consumption of electricity.	Point Noted. However this is the unit of storage / warehouse/ godowns
21.	The unit shall permit the officers/employees of the GPCB/Government Members of the committee of the court, members of the Monitoring Committee of the Association of the industries to enter the factory premises and to inspect and take samples from the unit at any time without any prior intimation. Any delay in giving any of the above person's entry into the factory premises or any plant thereof on effluent treatment plants shall entail closure of the unit. All the watchmen/security personnel of the unit shall be immediately apprised of the above.	Point Noted and complied.
22.	It shall be open to the GPCB through general instruction of circulars and to the GPCB officers inspecting the unit to give all the support instructions regarding location of the outlet and/or any other appropriate directions regarding effluent plants, their operation and processes and disposal channel and disposal system. The unit shall comply with all such instructions whether general or special.	Point Noted
23.	When electricity supply or water supply is disconnected in future on account of non-compliance with the GPCB norms or on account of the closure order, which may be passed by court or by the Govt./GPCB under any statutory provisions relating to environmental protection and prevention and control of pollution. The unit shall not use any diesel generating set or any other alternative source of energy or water tankers from outside. The unit shall pay wages to its workers regularly every month or at such shorter intervals as per the Central/Practice followed so far.	Point Noted and we will complied with this whenever is applicable.
24.	Adequate number of influent and effluent quality monitoring stations should be set up in consultation with the Gujarat pollution control Board. Regular effluent quality monitoring should be carried out for relevant parameters and the monitored data along with the statistical analysis and interpretation should be submitted to the Gujarat pollution Control Board on monthly basis.	NA, The unit handled only non-hazardous dry cargo for storage. So, No any effluent generation from unit.
25.	Guards' ponds of sufficient holding capacity should be provided to cope with the effluent discharge during the process disturbances. In the event of failure or non-functioning of the ETP, the respective units should be immediately put out of operation and should not be restarted until the control measure are rectified to achieve the desired efficiency. Guard pond should be provided with impervious lining and stability of the ponds with respect to leakages/cracks and other factors should be	N.A.

	ensured.	
26.	The ground water quality around the guard ponds and landfill site should be monitored on regular basis. The monitored data should be submitted to this board once in six months.	N.A.
27.	The gaseous emission from various process units should adhere to the air emission standards specified in this order. At no time the emission should go beyond the prescribed standards. In the event of failure of any pollution control adopted by the unit, the respective unit should be immediately put out of operation and should not be restarted until the control measures are rectified to achieve the desired efficiency.	N.A.
28.	<p>a) Ambient air quality monitoring station should be set up in the downwind direction as well as at locations where maximum ground level concentrations are anticipated. These locations should be fixed in consultation with the GPCB. The number of air quality monitoring stations and frequency of monitoring should be selected on the basis of mathematical modelling to represent short term ground level concentrations, human settlements, sensitive targets etc.</p> <p>b) Stack emissions from boiler and heater should be monitored for SO₂, NO_x, hydro Carbon and SPM and record maintained. On line continuous stack monitoring equipments should be provided for measurement of SO₂ and NO_x.</p> <p>c) Data on ambient air quality and stack emission from boiler and heater should be submitted to this Board once in a month along with the statistical analysis and interpretation.</p> <p>d) Fugitive emissions should be controlled, regularly monitored and data recorded. The monitored data should be submitted to this Board once in the month.</p>	Point Noted and complied.
29.	Low NO _x burner should be provided to avoid excessive formulation of NO _x . Only LSH will be used as a fuel during the Critical month to ensure that SO levels in the ambient air is within the norm Specified.	N.A.
30.	The unit shall make all the requisite arrangements for the safe storage and handling of solid waste including impervious flooring and leachate collection and the unit shall store and handle solid waste in accordance with the provisions of the relevant rules in their behalf.	N.A.
31.	A secured double lined landfill should be developed within the plant premises for disposal of solid waste by providing impervious liner and leachate collection system. The leachate shall be taken to the treatment plant for future treatment. In case of specified items or Naphthalene based product and in the case of Pesticide waste, the leachate shall be totally incinerated after neutralization and / or after detoxification treatment. The design of the landfill site should be submitted before commencing the production to this Board and Government.	N.A.
32.	Handling manufacturing, storage and transport of hazardous chemicals should be in accordance with Manufacture, Storage and Import of Hazardous Chemical Rules-1989.	Not applicable. There is no generation of any Hazardous waste.
33.	The hazardous wastes should be handled as per the Hazardous Waste (Management and Handling) Rules of the Environmental (Protection) Act-1986.	Not applicable. There is no generation of any Hazardous waste.

34	On site and off site emergency plan as required under the rules 13 and 14 of the Handling, Manufacture, Storage and Transport of the Hazardous Chemical Rules 1989 should be prepared and approval from the Board should be obtained.	Not applicable. There is no generation of any Hazardous waste.
35	A community welfare scheme for improving the socio-economic environment should be worked out and report submitted to the Board and Government for review.	Point Noted.
36	Periodical medical check up of the workers should be done and records maintained as a measures to provide occupational health service to the workers.	Point Noted.
37	The project authorities should set up laboratory facilities for collection, analysis of samples under the supervision of competent technical personnel who will report to the chief Executive.	Point Noted.
38	The funds earmarked for the Environmental Protection Measures should not be diverted for any other purpose and year wise expenditure should be reported to this board and to the Government.	Point Noted and complied.

Annexure -D

Monitoring the implementation of environmental Safeguards
Ministry of Environment, Forest and Climate Change
Western Region, Regional Office, Bhopal.
MONITORING REPORT (December -2017 to May -2018)
Part - 1
DATA SHEET

SR. NO.	PARTICULARS	COMPLIANCE
1.	Project type : River valley/ Mining/ Industry/thermal/nuclear/Other (specify)	Construction of Warehouses
2.	Name of the project	GOKUL AGRO RESOURCES LTD.
3.	Clearance Letter (s). OM no and date	Environment and CRZ clearance issued by SEIAA, Government of Gujarat, vide letter No. SEIAA/GUJ/EC/8(b)/2012, date: 27/11/2012
4.	Location	Plot No. 26, Outside west gate, New Kandla Dist.: Kutch State : Gujarat
5.	Address for Correspondence a) Address of Concerned Project Chief Engineer(with pin code & telephone/telex/fax numbers b) Address of Executive project Engineer/manager/(with pin code fax numbers)	Mr. GhanshyamMithwani Project Engineer, Gokul Agro Resources Ltd., MeghparBorichi, Tal. Anjar, Mobile no.: 9879113967
6.	Salient features of the project b) Salient features of the Environmental Management plan.	<p>1. Warehouse stage II consist of development of plot no. 26 of total area of 15,690 m².</p> <p>2. It is proposed to construct 7,826 m² of storage area consisting of godowns, office, etc.</p> <p>3. This warehouse mainly used for storage of non-hazardous dry cargo.</p> <p>1. Master document of terms and conditions including the provision of environment management plan,</p>

		<p>pollution mitigation measures, green belt development, safety related aspects etc. terms and incorporate the same as a part of the agreement deed have been made between Allottee of plot no. 26 and KPT.</p> <p>2. KPT has signed the MoU with GEC for Mangrove Plantation in an area of 300 Hac., out of which mangrove plantation in 150 Hac. Has been completed in the F.Y. 2016-17 and remaining shall carried out in the F.Y. 2017-18.</p> <p>3. Vehicles have been covered with tarpaulin for controlling the fugitive emission during the transportation of material at plot No. 26.</p> <p>4. Roads inside the plot No. 26 and connected to main road are paved to control the fugitive emissions during construction activities.</p>
7.	<p>Breakup of the project area</p> <p>a) Submergence area : forest & non-forest</p> <p>b) Others</p>	<p>Nil</p> <p>Nil</p>
8.	<p>Breakup of the project affected population with enumeration of those losing houses/dwelling units only agricultural land & landless labourers/artisen</p> <p>a) SC. ST/Adivasis</p> <p>b) Others</p>	<p>Nil</p> <p>Nil</p>
9.	<p>Financial details</p> <p>a) Project cost as originally planned and subsequent revised estimates and the year of prices reference</p> <p>b) Allocation made for environmental management plans with item wise and year wise break-up</p> <p>c) Benefit cost ratio/Internal rate of Return and the year of assessment Whether (c) includes the cost of environmental management plans so far.</p>	<p>Planned Project Cost: 5.45 Crore</p> <p>Planned EMP Cost: NA</p> <p>FIRR EIRR</p>

	d) Actual expenditure incurred on the project e) Actual expenditure incurred on the Environmental management plans so far.	Actual Project Cost: 4.69 Crore Actual provided fund for EMP: Nil
10.	Forest land requirement a) The status of approval for diversion of forest land for non-forestry use b) The status of clear felling c) The status of compensatory a forestation, if any d) Comments on the viability & sustainability of compensatory a forestation programmed in the light of actual field experience so far	Nil Nil-Not related Nil Nil Nil
11.	The status of clear felling in non-forest areas (such as submergence area of reservoir, approach roads), if any with quantitative information.	Nil
12.	Status of construction a) Date of commencement (Actual and/or planned) b) Date of completion (Actual and/or planned)	October-2015 July-2016
13.	Reasons for the delay if the Project is yet to start	---
14.	Date of site visited a) The dates on which the project was monitored by the regional office on pervious occasion. if any b) The date site visit for this monitoring report	---

Annexure - E
(Last submission acknowledgement copy)

Ref. : Gokul/Plot 26/Compliance /2022/066

June 06, 2022

The Environment Cell
Deendayal Port Trust
Gandhidham - 370201

Sub. : Submission of EC & CRZ Half Yearly Report: December-2021 to May-2022.

Ref.: EC/CRZ issued vide letter No.: SEIAA/GUJ/EC/8(b)/351/2012, dated 27/11/2012.

Dear Sir,

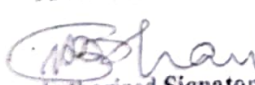
We are pleased to submit herewith the required Six Monthly Compliance Report for the period from December 2021 to May 2022 for Plot NO. 26.

Kindly acknowledge receipt of the same.

Thanking you

Yours sincerely

M/s. GOKUL AGRO RESOURCES LTD.


Authorized Signatory



Encls. : As above



Annexure -B

KANDLA PORT TRUST



Conducting Various Studies for Oil Spill Contingency Plan for Kandla

Final Report

August, 2016



**Femith's P.B No: 4407,
Puthiyya Road, NH Bypass,
Vennala, Kochi**

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ABBREVIATIONS

CCA	Central Coordinating Authority
CIC	Chief Incident Controller
CMG	Crisis Management Groups
COMDIS	District Commander
CoC	Chain of Custody
DCP	Disaster contingency plan
DDMA	District Disaster Management Authority
DGICG	Director General Indian Coast Guard
DOSC	Deputy On-scene Commander
ECC	Emergency Control Centre
EEZ	Exclusive Economic Zone
ELO	Environmental Liaison Officer
ERU	Emergency response units
ESA	Environmental Sensitive Areas
ESC	Environmental and Scientific Coordinator
ESI	Environmental Sensitivity Index
ETV	Emergency Towing Vessel
FPSO	Floating production, storage and offloading
GoK	Gulf of Kachchh
GoKh	Gulf of Khambhat
GPS	Global Positioning System
GSDMA	Gujarat State Disaster Management Authority
GSPCB	Gujarat State Pollution Control Board
HOD	Head of the Department
IAP	Incident Action Plans
IBA	Important Bird and Biodiversity Areas
ICG	Indian Coast Guard
ICMBA	Important Coastal and Marine Biodiversity Areas
IMO	International Maritime Organization
IMT	Incident Management Team
INCOIS	Indian National Centre for Ocean Information Services
IOCL	Indian Oil Corporation Limited
IPIECA	The International Petroleum Industry Environmental Conservation Association
ITOPF	The International Tanker Owners Pollution Federation Limited
KPT	Kandla Port Trust
LAG	Local Action Group
LOSCP	Local Oil Spill Contingency Plan
LRK	Little Rann of Kachchh

LST	Local Action Group Support Team
MMD	Mercantile Marine Department
MNPS	Marine National Park and Sanctuary
MoD	Ministry of Defence
MoPNG	Ministry of Petroleum & Natural Gas
MoS	Ministry of Shipping
MRCC	Maritime Response Control Centre
MRC	Marine Response Centre
MRU	Marine Response Unit
NCMC	National Crisis Management Committee
NEBA	Net Environmental Benefit Analysis
NEC	National Executive Committee
NOAA	National Oceanic and Atmospheric Administration
NOS-DCP	National Oil Spill Disaster Contingency Plan
NOS	National oil spill
OCU	Offshore Control Unit
OGP	International Association of Oil & Gas Producers
OIM	Offshore Installation Manager
OOSA	Online Oil Spill Advisory
OOT	Offshore Oil Terminal
OPRC	Oil Pollution Preparedness, Response and Cooperation
OSC	On-Scene Commander
OSCP	Oil Spill Contingency Plan
OSRL	Oil Spill Response Limited
OSR	Oil Spill Response
OSRRI	Oil Spill Response Resource Inventory
PAH	Poly Aromatic Hydrocarbons
P&I	Protection and Indemnity
PPE	Personal Protection Equipment
POR	Place Of Refuge
ROS-DCP	Regional Oil Spill Contingency Plan
SCAT	Shoreline Cleanup Assesment Technique
SIC	Site Incident Controller
SEZ	Special Economic Zone
SLCP	State Level Oil Spill Disaster Contingency Plan
SMCU	Salvage Monitoring and Control Unit
SOPEP	Ship Oil Pollution Emergency Plan
SOP	Standard Operating Practices
SPM	Single Point Mooring
SRC	Shoreline Response Centre
SRU	Shoreline Response Unit
STS	Ship to Ship

TEZ	Temporary Exclusion Zone
UNEP	United Nation Environment Programme
VHF	Very High Frequency
VLCC	Very Large Crude Oil Vessels
VOC	Volatile Organic Carbon
WLS	Wild Life Sanctuary

EXECUTIVE SUMMARY

***Major Port Kandla** is the northwest gateway of India, located strategically on western coast of the India, inside natural harbor at the head of Gulf of Kachchh. The all-weather port lying close to the important international trade routes is facilitating easy trade with various countries all over the world. Vadinar Terminal located within Kandla Port Trust limit is an integral part of it.*

Being a major port with oil handling facilities belonging to a unique ecological area in the Gulf of Kachchh region, it has to give highest priority on the environmental protection aspects including combating of adverse effects from it.

At present, Indian Coast Guard is the Central Coordinating Agency for any oil spill events in sea including the territorial water limit of the country. In this context, they have published National Oil Spill Disaster Contingency Plan (NOS-DCP). The Ministry of Shipping, the Department of Ocean Development, the Ministry of Petroleum and Natural Gas, Oil companies, Port authorities and Maritime States are the important stakeholders in the plan. In line with this, the Ports and the Oil Handling agencies have to develop local oil spill disaster contingency plan and Tier-1 pollution response capacity to address oil spills up to 700 tonnes in their respective area of jurisdictions.

Accordingly, the Kandla Port Trust (KPT) at Gandhidham, Gujarat proposes to develop “Oil Spill Disaster Contingency Plan for Kandla Port” and studies to supplement the same have been entrusted to M/s KITCO Ltd. Kochi, Kerala.

This Final Report presents the studies made in this regard in the sections such as Review of Indian Coast Guard Documents, Resources Assessment & Sensitivity Mapping Development of Response Strategy, Incident Management Mechanism, Operations Planning, Mutual Aid and Waste Disposal Plan. Summary of the study are as follows:

- *Port handles ships with a capacity above 50,000 Dead Weight Tonnage (DWT) while Single Point Moorings (SPMs) handle Very Large Crude Carriers (VLCC) having capacities ranging from 87,000 to 3,25,000 DWT. Important types of oil handled includes Crude Oil, Petroleum Oil and Lubricants (POL) products, Edible Oil and Bunker Fuel Oil. Hence, KPT*

limit is unreasonably under the oil spill threat. Vadinar being the hub, extreme caution is required for this area.

- Majority areas towards the coast within port limit are essentially the part of the protected areas such as Marine National Park & Sanctuary (MNPS) and Important Bird and Biodiversity Areas (IBAs). Hence, the risk of oil spill here is determined to be very high.
- Corals and Mangroves should be given the highest priority, followed by mudflats, fishing grounds and intake locations while responding to oil spill. Rocky Coast is having the lowest priority and can be used as sacrificial areas.
- From the present Oil Spill Response Resource inventory available, it can be seen that, sufficient shoreline protection and clean-up resources are not available at KPT. Hence additional resources have been proposed.
- Dy. Conservator, KPT have been proposed as the Chief Incident Controller who will be coordinating the response activities through Emergency Control Centre will be established at KPT office with 24 hr control room at the Port office under the supervision Crisis Management Group headed by Chairman.
- Circumstances of the possible spill and the surrounding environment within KPT limit calls for an early declaration of Tier-2 even in case of a smaller spill. Hence actual level of response should be fixed based on realistic observation and projections from spill scene. MoUs should be executed and maintained in such a way that optimization of resources and minimization of response time can be achieved.
- Temporary storage of oil waste shall be done at suitable location close to the staging area after ensuring that there is no threat for ground water utilized for domestic and industrial purpose. Later the same can be transported to KPT and can be handed over to approved oil waste dealer or recyclers.

1

INTRODUCTION

Oil spill is one of the major threats for marine environment for the consequences from an oil spill is profound and can adversely affect harbors, beach, wild life, fisheries, human health, tourism and industrial plants that located far away from the original spill location. When these resources are affected, there may be a serious impact to the local economy of the affected coastal area.

Continuously increasing maritime activities, like oil tanker transportation and exploration-cum-exploitation of oil from the sea bed have focused attention on the need for an adequate system to monitor, legislate and ensure quick response to an eventuality of oil spill disaster that may take place due to an accident, releases of crude oil from tankers, accidental release of heavier fuels used by large ships such as bunker fuel or the spill of any oily refuse or waste oil.

The Oil Pollution Preparedness, Response and Cooperation (OPRC) Convention, 1990 established by the International Maritime Organisation (IMO) provides all states to establish measures for dealing with pollution incidents either nationally or in cooperation with other countries in which India is a signed party. In India, Indian Coast Guard (ICG) is the Central Coordinating Agency (CCA). As per National Oil Spill Disaster Contingency Plan (NOS-DCP) promulgated by ICG the emergency response operations within the port limit is the responsibility of the port authority.

Kandla port is one among the thirteen major ports of India located in Gulf of Kachchh (GoK) which hosts one of the world's splendid ecosystems and its rich & highly bio-diversified intertidal flora and fauna. During the financial year 2014-15 the port handled 92.50 MMT cargo. Kandla & Vadinar terminals were visited by 1724 & 530 ships respectively during the same period including Very Large Crude Carriers (VLCC). Also the coast is active and occupied with human settlements and other socio-economic resources, co-existing with the nature, its treasures and threats. Being situated in coastline which has ecological, biodiversity, historical and economic significance at the same time oil spill can cause long term impacts, including threatening the life of these distinguished resources. Also high tidal ranges and strong tidal streams of the area escalate the impacts of oil spill. Hence oil spill events in the region of Kandla Port will turn out to be sensitive. In this context the protection of coastline with distinct & highly productive ecosystems is a responsible task. Therefore preparedness or contingency planning for addressing oil spills is highly required for KPT.

In view of the above, the KPT, Gandhidham, Gujarat proposes to develop “Oil Spill Disaster Contingency Plan for Kandla Port ” and studies related with the same has been entrusted to M/s KITCO Ltd. Kochi, Kerala.

Since Kandla port and its surroundings have been extensively studied, primary data collection is not generally anticipated and included in the present proposal. From the various published reports and research papers and through reconnaissance surveys, the sensitivity of the shoreline will be documented which will form the basis of the study. Site visit was conducted by KITCO, detailed discussion was held with Marine Department and also interactions were done with various other departments for the collection of relevant detail for supporting oil spill contingency planning studies, based on the above and the comments received from time to time this Final Report was presented herewith.

PROJECT BACKGROUND

In India, the responsibility for coordination of oil spill emergency response was transferred from Director General of Shipping to Indian Coast Guard (ICG), Ministry of Defense, Govt. of India on 7th March, 1986 by an Office Memorandum of the Ministry of Defence dated 07 March 1986 and further, by amendment to the Government of India (Allocation of Business) Rules, 1961 vide Gazette notification dated 12 December 2002. The Indian Coast Guard has been designated as the Central Coordinating Authority (CCA) for combating oil spills in Indian waters and undertaking oil spill prevention and control. Maintaining of pollution response resources by a singular government agency like Indian Coast Guard for a developing country such as India is not cost effective. The most economical solution is achieved through pooling of resources and integrating the capability available with other agencies for national cause. Pollution response unlike other crisis management, is a specialized subject and requires elaborate preparatory measures and availability of skilled manpower. In this context in order to delineate entire national preparedness and response system including both public and private resources for responding to an oil spill emergency, ICG had prepared a NOS-DCP which describes the basic framework and guidelines for a national response to a significant spill at sea.

NOS DCP is the apex guidance document for acting on emergencies within the geographical profile of coastal water in India. This plan is intended to delineate functions of various concerned departments and agencies for the operational responsibility to marine incidents which could result due to spillage of oil into water. The plan also provides the frame work of co-ordination of integrated response by various government departments and agencies to protect the environment from the deleterious effects of pollution by oil. It is intended to promote the development of regional and local contingency plans in the three coast guard regions, various ports, offshore petroleum exploration and production agencies, and coastal state pollution control boards for prevention and response of water pollution and other authorities to be able to respond to any further national oil spill disaster contingency. The NOS-DCP has been in operation since July 1996 and brings together the combined resources of:

- The Government of India including that of the Indian Coast Guard;
- The State Governments including emergency services; and

- Ship, ports, and oil industries.

Since 1993 the year when the NOS-DCP was formalized, the Indian Coast Guard has been very persistent in endorsing two preventive measures, the first one establishing a “Contingency Plan” and the second “Maintenance of Tier – 1 pollution response capability” by the ports, oil handling companies and the State Government. The latest NOS-DCP has been published in 2015. Further, NOS-DCP circulars on oil spill response preparedness has been published time to time which gives guidance on the preparation of oil spill contingency plan at various levels. In order to plan for the range of potential spill sizes, from small operational spills to worst-case scenarios, local authorities need to develop their plan based on the internationally recognised tiered response that classifies oil spills into three categories by IMO as follows:

(a) Tier-1 is concerned with preparedness and response to a small spill within the capabilities of an individual facility or harbour authority. 700 tonnes is often cited as the upper limit of ‘Tier-1’. However, the circumstances of the spill and the surrounding environment will determine the actual level of response.

(b) Tier-2 is concerned with preparedness and response to a spill that requires the co-ordination of more than one source of equipments and personnel. For a Tier-2 response, assistance can come from a number of entities within a port area or from sources outside the immediate geographic area. Tier-2 describes a wide range potential spill scenarios and deals with operational spills upto 10,000 tons.

(c) Tier-3 is concerned with a major spill requiring the mobilization of all available national resources and depending upon the circumstances will likely involve mobilization of regional and international systems. It deals with the spills of more than 10,000 tonnes.

As per the directives of the Ministry of Shipping (MoS) and Department of Oil Industry Safety Directorate (Ministry of Petroleum and Natural Gas), the Ports and the Oil Handling agencies are to establish oil pollution contingency plan and Tier-1 pollution response capacity to address oil spills upto 700 Tonnes in their respective area of jurisdictions. With the initiative made by the Indian Coast Guard, a major step has been instituted since the 9th NOS-DCP meeting to conduct audit of Tier –1 facilities of Port and Oil handling agencies. Regional co-operation is required to combat Tier 2 & 3 spills. ICG recommends the maritime facilities and the coastal states to undertake mutual aid agreements for the same and present escalations of resources considering potential pooling in the regional scale.

This report have been prepared in this context to support the oil spill contingency planning studies of Kandla Port Trust for catering Tier-1 spill. The port belong to the Risk Category –A for an oil handling port with SPMs & STSs.

Located in the Kandla Creek, in the western most part of Little Rann of Kachchh (LRK) at the mouth of GoK, the port area is immediately surrounded by high density of creeks, mangrove swamps, mud, patches of dry salt waste Rann, vast salt pan and aquaculture ponds. However the port limit extends to Vadinar in the southern arm which is located amidst of the extremely sensitive coastline with rich corals and islands, where the SPMs and other oil handling facilities are operating for various petroleum companies, which are essentially part of the protected areas Marine National Park & Sanctuary (MNPS) and Important Bird and Biodiversity Areas (IBAs). Flora constitutes the algae, sea grass, herbs, shrubs and trees is dominated by mangroves and fauna constitutes the mammals, birds, reptiles, arthropods, amphibians, fishes etc. Eventhough less productive segment compared to the southern arm of GoK, area between Mundra and Kandla is having comparatively higher sensitivity than the rest of northern coastline of Gujarat with exception to the Kori creek area (Vijayalakshmi Nair, NIO).

The area is located close to the international shipping line and is an approach for another 5 ports. Presently there are oil handling facilities of Reliance, IOCL, BORL including SPMs within the Kandla port limit near Kandla, Oil berths at Kandla creek and another SPM is to be operational off Veera, also being located close to the busy international shipping routes, the area is unreasonably under the oil spill threat. Hence the risk of oil spill in this area is determined to be very high (Sensitive Coastal Marine Areas of India, Oil Spills and their Impacts, Indian Coast Guard). The port is already having an Oil Spill Contingency Plan in place and Oil Spill Response (OSR) resources are in place. In this context supplementing studies for the contingency planning for Kandla Port Trust was conducted covering the following aspects.

- Review of Indian Coast Guard Documents including NOS-DCP 2015 and relevant circulars.
- Environmental Resources Assessment, Identification of Coastal and Shoreline Zones and Sensitivity Mapping
- Development of Response Strategy including- selection of response resources and infrastructure facilities to be in place.
- Detailing of Incident Management Mechanism
- Operations Planning
- Oil Waste Disposal Plan
- Mutual Aid Provisions available

SCOPE & OBJECTIVE

3.1 Scope

To support the preparation of Oil Spill Contingency Planning for Kandla Port Trust which will be base document for the emergency preparedness, response and mitigation during an oil spill in accordance with NOS-DCP 2015 and is to comply with its amendment issued from time to time.

3.2 Objective

- To ensure the protection of marine as well as coastal environment including its dependents within its jurisdictional limit
- To assist the national cause by supporting distressed group affected by oil spill through Mutual Aid outside its jurisdictional limit

3.3 Responsibility

The details of responsible combat agency during various spill scenarios are given as **Table 3.1** below.

Table 3.1. Responsible Combat Agencies

Sl. No	Jurisdictional Limit	Type of Spill	Responsible Combat Agency	
1	Within Port Limit	Tier-1	KPT based on NOS-DCP,2015	ICG may assist if requested by Port Authority
		Tier-2/3	ICG	
2	Outside Port Limit Marine	Tier-1/2/3	ICG	
3	Outside Port Limit Shoreline	Tier-1	Gujarat State Government	ICG may assist if requested by Port Authority
		Tier-2/3	ICG	

This document is to support the Local Oil Spill Contingency Plan (LOSCP) of Kandla port and is a property of Kandla Port Trust which is to be maintained, reviewed and updated as per ICG guidelines For executing the responsibility assigned in NOS-DCP 2015 as the Responsible Combat Agency within their Port Limit.

3.4 Statutory Requirements

As per NOS- DCP, Kandla Port is to maintain Risk Category-A. The details are already given as Annexure.

3.5 Geographical Limit

This facility level plan applies to the port limit of Kandla Port Trust which includes the Vadinar Terminal within the limits of Tier -1 response level.

3.6 Mutual Aid

Mutual Aid is applicable to the stakeholders of the area including ESSAR, RELIANCE, Bharat Oman Refineries Limited (BORL) & IndianOil Corporation Ltd (IOCL) terminals & operators which are operating within the port limit and also having individual facility level contingency plan and also for the ports located in the locality Navlakhi under taken by Gujarat Maritime Board and Adani Port & Special Economic Zone, Mundra for combating Tier-2 spills upto 10,000 Tonnes under the coordination of Onscene Command of Regional Commander ICG.

3.7 Interface with ROSDCP & NOSDCP

The plan provides the structure for an effective oil spill disaster contingency for Kandla Port Trust inline with the objectives of the NOS-DCP, 2015 and Regional Oil Spill Contingency Plan (ROSDCP) & District Oil Spill Contingency Plan (DOS-DCP) prepared under North-West Region (NW) CGRHQ Gandhinagar & DHQ-1 Porbandar through the Indian Coast Guard Station (ICGS) Gandhinagar, Pipavav, Jakhau, Mundra, Veraval, Vadinar & Okha also the Coast Guard Air Enclave (CGAE) Porbandar.

During a severe spill event due to its nature, extent or both, ICG through its predesignated On-scene Commander. As already discussed in the previous section, The Regional Pollution Response Officer will be the On-Scene Commander (OSC) and act as the representative of the Regional Commander to co-ordinate all activities at the scene of pollution through the relevant District Commander (COMDIS) in the vicinity of the region/area. The Coast Guard District Commander (COMDIS) will designate an officer as Pollution Response Officer for the district who will act as the Deputy On-scene Commander (DOSC) and lead the initial response team to the scene of incidence within his area of jurisdiction under the overall guidance of the Regional Pollution Response Officer. He will be responsible for the following:

- Directing the employment of needed resources for prevention of pollution, containment, cleanup, and disposal of any pollutants, and restoration of the site
- Providing a focal point of information for all agencies concerned

-
- Preparing cost analysis and detailed report covering all aspects of the spill
 - Collecting samples for possible analysis.

The OSC will pass on regular reports to the Regional Headquarters and the Coast Guard Headquarters, of his assessment, and of resources and assistance required. Incase if situation further worsens, Tier -3 will be declared and the National On-Scene Commander will take over the authority.

REVIEW ON NATIONAL OIL SPILL DISASTER CONTINGENCY PLAN (NOS-DCP)

NOS-DCP published by ICG is the apex manual for the response towards any oil spill event. In NOS-DCP efforts are taken in the direction for preparing a basic frame work towards an oil spill emergency preparedness & response towards the preparation of response plan for state/regional/port/oil installation. In spite of its exhaustive nature NOS-DCP provides enough flexibility in the preparation of response plan for state/regional/port/oil installation.

4.1. Scope of NOS-DCP

- The plan is action oriented and covers aspects such as reporting, communication, alerting, assessment, operations, administration, finances, public relations and arrangements with other contiguous states. The plan assigns responsibility for various tasks to relevant government departments and agencies, identifies trained personnel, equipment, and surface craft, and aircraft and means of access to these resources.
- It delineates functions of various departments and agencies for the operational responsibility for marine incidents that could result due to spillage of oil into water.
- The plan also provides the framework for co-ordination of integrated response by various government departments and agencies to protect the environment from the deleterious effects of pollution by oil.
- The plan outlines combined stakeholder arrangements designed to allow a rapid and cooperative response to marine oil spills within the defined area. This plan also coordinates the provision of national and international support.
- This plan parallels similar documents dealing with the Government of India's responsibility for saving life at sea, for search and rescue and for caring for survivors brought ashore.
- The plan co-exists with incident and security plans operated by ships, ports and offshore installations. Mutual respect between those in command and control of this

plan and those in charge of all other relevant plans is imperative to ensure that all of the plans can continue to function efficiently, whatever the circumstances.

4.2. Objectives of the Plan

The objectives of the plan are:-

- To establish an effective system for detection and reporting of spills;
- To establish adequate measures for preparedness for oil and chemical pollution;
- To facilitate rapid and effective response to oil pollution;
- To establish adequate measures for crew, responders, and public health and safety, and protection of the marine environment;
- To establish appropriate response techniques to prevent, control, and combat oil and chemical pollution, and dispose-off recovered material in an environmentally sound manner
- To establish record-keeping procedures to facilitate recovery of costs.
- To maintain the evidences for the purpose of identifying the polluter and taking suitable administrative, civil or criminal action against the polluter.

4.3. National Pollution Response Areas of NOS-DCP

NOS-DCP applies to all incidents of marine casualty or acts relating to such casualty occurring with grave and imminent danger to Indian coast line or related interests from pollution or threat of pollution in the sea by deliberate, negligent or accidental release of oil, ballast water, noxious liquid and other harmful substances into the sea including such incidents occurring on the high seas.

The plan also covers all incidents in any part of the sea, or inland, that are likely to affect the maritime zones of India, that includes all the Territorial Waters and the Exclusive Economic Zone (EEZ) of India, as detailed in **Figure 4.1** , and the High Seas where an oil or chemical spill has the potential to impact on Indian interests in the maritime zones of India.

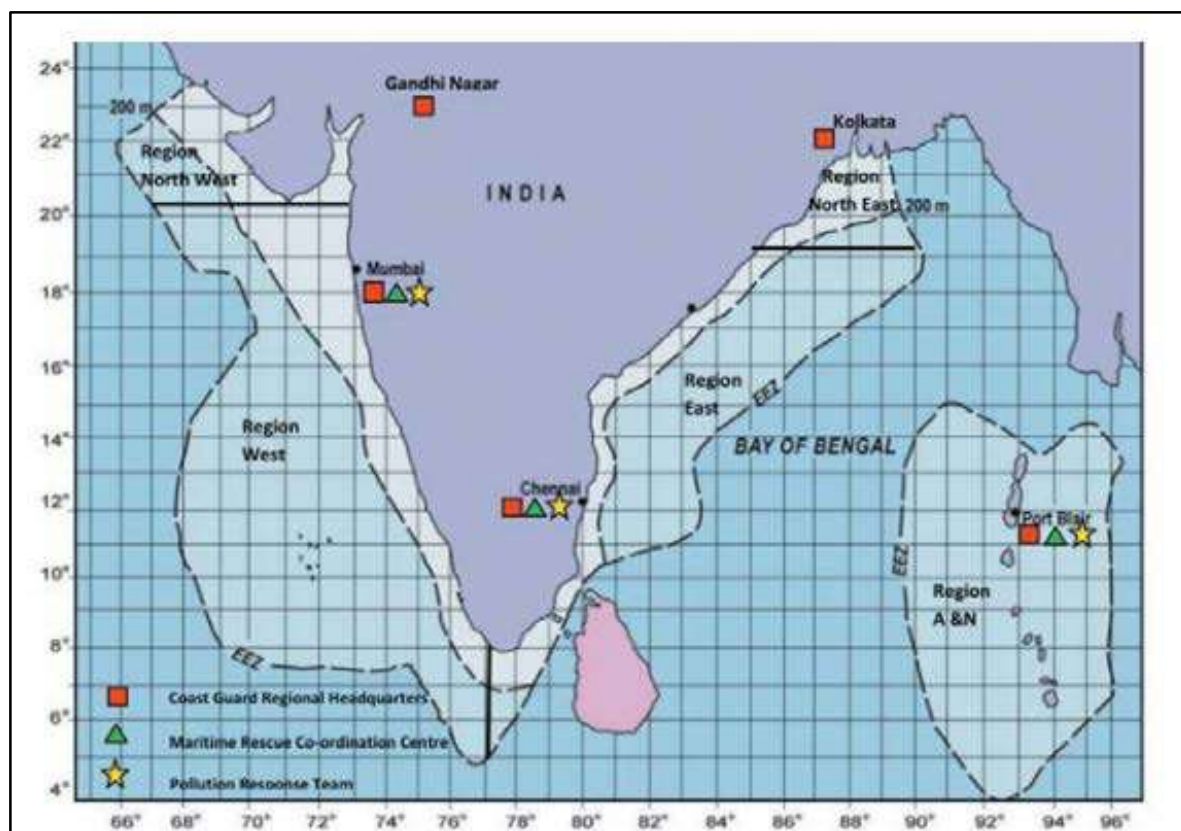


Figure 4.1. National pollution response areas

4.4. Designed spill size

The designed spill size for planning and operational reasons is 10,000 tonnes. This spill size was decided at the meeting with national plan stakeholders as the appropriate level for which to plan national equipment inventory and other resource requirements. Additionally, the oil exploration and production industries hold membership with private international oil spill response organisations for access to their equipment stockpiles.

4.5. Concept of tiered response

The size, location and timing of an oil spill are unpredictable. Spills can arise from oil loading, unloading or pipeline operations, and from a collision or grounding of vessels carrying crude oil and products in local ports or coastal waters. They can also arise from tankers or barges operating on inland waterways, or from exploration and production operations and tankers operating in international waters. Oil spill risks and the responses they require should be classified according to the size of spill and its proximity. This leads to the concept of 'Tiered Response' to oil spills. International Maritime Organization (IMO) classifies oil spills into three categories as follows.

(a) **Tier-1** is concerned with preparedness and response to a small spill within the capabilities of an individual facility or harbour authority. 700 tonnes is often cited as the upper limit of 'Tier-1'.

However, the circumstances of the spill and the surrounding environment will determine the actual level of response.

(b) **Tier-2** is concerned with preparedness and response to a spill that requires the co-ordination of more than one source of equipment and personnel. For a Tier-2 response, assistance can come from a number of entities within a port area or from sources outside the immediate geographic area. Tier-2 describes a wide range potential spill scenarios and deals with operational spills up to 10,000 tons.

(c) **Tier-3** is concerned with a major spill requiring the mobilization of all available national resources and depending upon the circumstances will likely involve mobilization of regional and international systems. It deals with the spills of more than 10,000 Tonnes.

4.6. Emergency Organizational Structure for Oil Spill Disasters

NOS-DCP delineated the organization structure for handling the oil spill disasters and is presented in **Figure 4.2**. In the oil spill response profile, the emergency organisation has responsibilities allocated within various groups dealing with Management Support, Coordination of Activities, Emergency Response Units and Incident Management team in place. The details of the above groups are presented below:

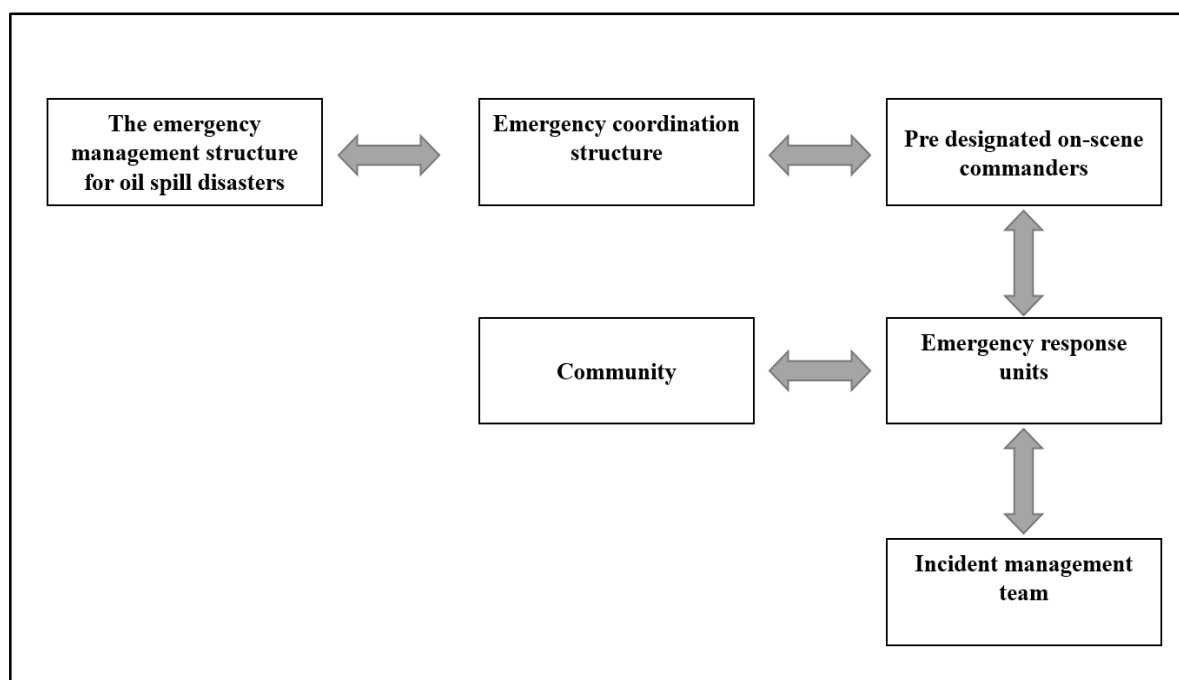


Figure 4.2. Organization structure for handling the oil spill disasters in India

4.6.1. The Emergency Management Structure for Oil Spill Disasters

Emergency management structure take the managerial responsibility at the apex operational level, in the event of an oil spill. The National Crisis Management Committee (NCMC) headed by the Cabinet

Secretary constitutes institutional framework of emergency management structure for the oil spill disasters. NCMC is supported by the Crisis Management Groups (CMGs) of the various central nodal ministries .

The NCMC supported by Crisis Managemnet Group will provide management, operational, technical and environmental advice and support to the combat agencies as required inregards of response to a crisis.

The Structure of Disaster Management System in India playing key managerial role in oil spill emergencies is represented in **Figure 34.3**. The composition, functional responsibilities and reporting requirements of CMG is as presented in **Annexure I**.

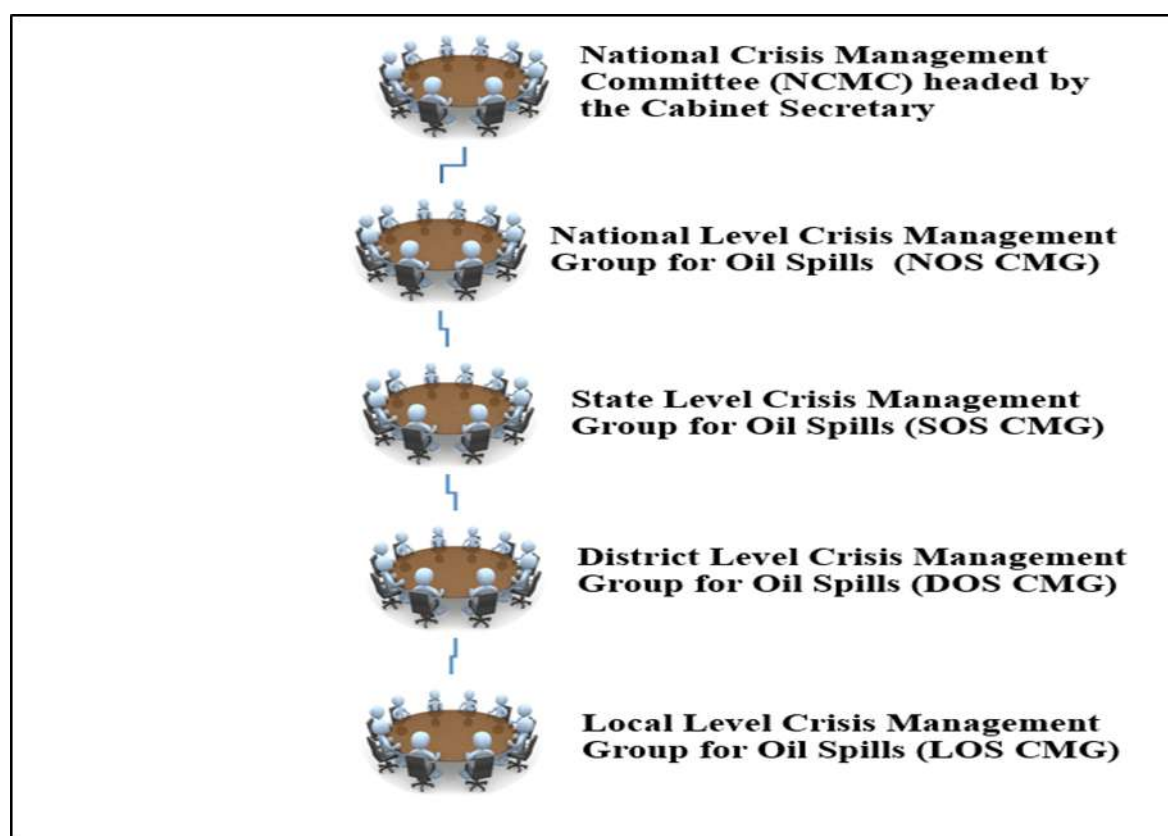


Figure 4.3. The Structure of Disaster Management System in India Playing in the Key Managerial Role in Oil Spill Emergencies

4.6.2. The Emergency Coordination Structure for Oil Spill Disasters

The coordination of an oil spill response action is executed through a well framed emergency coordination structure. The Director General Indian Coast Guard (DGICG) is the Central Coordinating Authority (CCA) and has the overall responsibility to ensure that appropriate response is made to any incidence in the seas around India. He will direct the various aspects of the pollution response

operations and will be assisted by the Commanders, Coast Guard Region North West (NW), West (W), East (E), North East (NE), and Andaman & Nicobar (A&N) as required, depending on the proximity to the scene of contingency. The Regional Commanders will in turn be assisted by the Coast Guard District Commanders in the coordination of response to oil pollution within a coastal State. The emergency coordination structure as presented in NOS DCP is presented in **Figure 4.4** below.

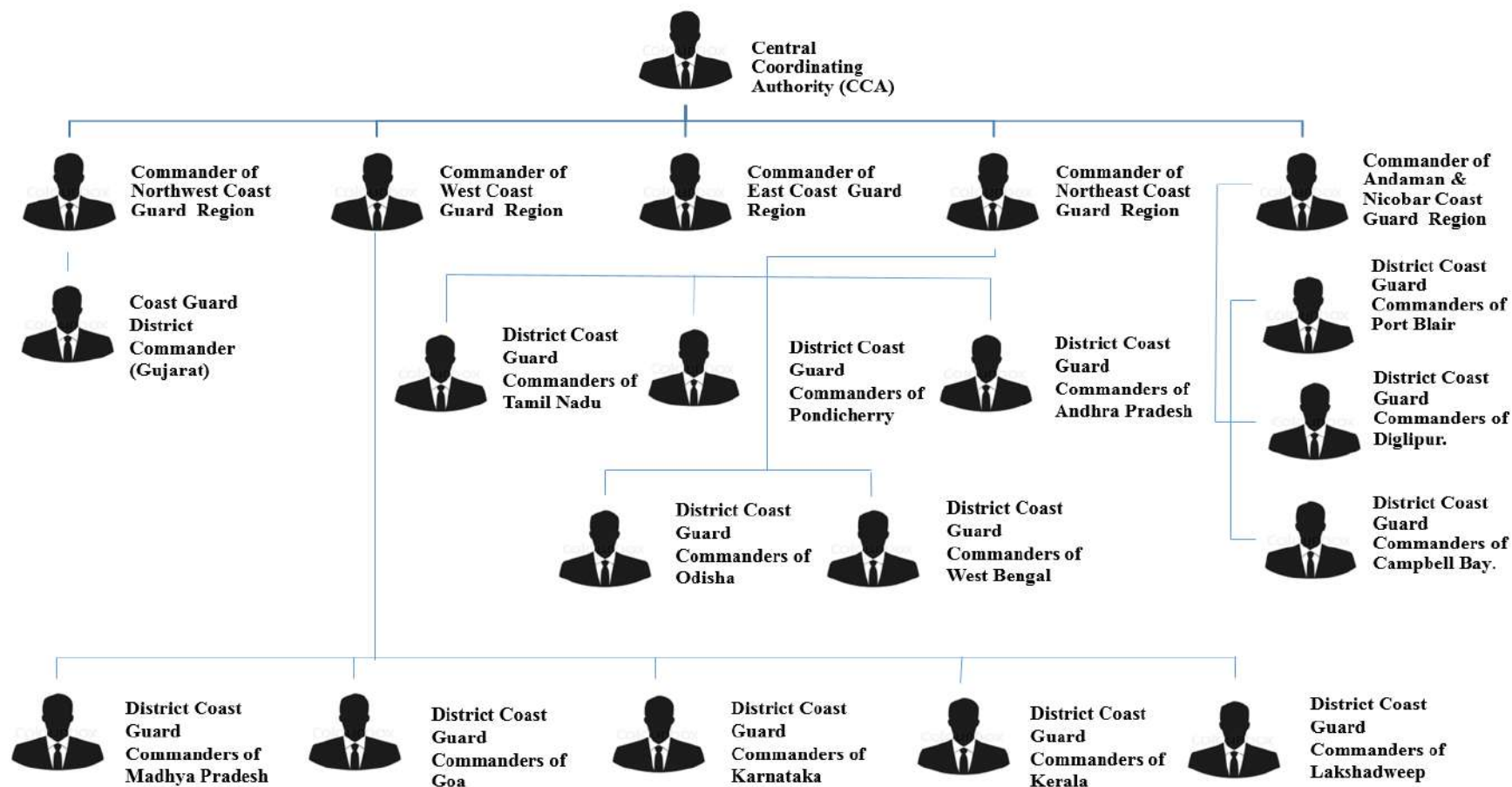


Figure 4.4. The Emergency Coordination Structure

4.6.3. Predestinated On-Scene Commanders

The management of oil spill response action is executed through a well structured on-scene commanders group under the coordination of emergency coordination structure described above. On scene commander is a person responsible for the control and management of the marine oil spill clean-up. The Director (Environment) at Coast Guard Headquarters serves as the National On scene Commander in the event of a spill of national significance. The Regional Pollution Response Officer will be the On-Scene Commander (OSC) and act as the representative of the Regional Commander to co-ordinate all activities at the scene of pollution through the relevant District Commander (COMDIS) in the vicinity of the region/area. The Coast Guard District Commander (COMDIS) will designate an officer as Pollution Response Officer for the district who will act as the Deputy On-scene Commander (DOSC) and lead the initial response team to the scene of incidence within his area of jurisdiction under the overall guidance of the Regional Pollution Response Officer. He will be responsible for the following:

- Directing the employment of needed resources for prevention of pollution, containment, cleanup, and disposal of any pollutants, and restoration of the site
- Providing a focal point of information for all agencies concerned
- Preparing cost analysis and detailed report covering all aspects of the spill
- Collecting samples for analysis.

The OSC will pass on regular reports to the Regional Headquarters and the Coast Guard Headquarters, of his assessment, and of resources and assistance required. Organogram of predesignated On-scene Commanders is presented in **Figure 4.5**

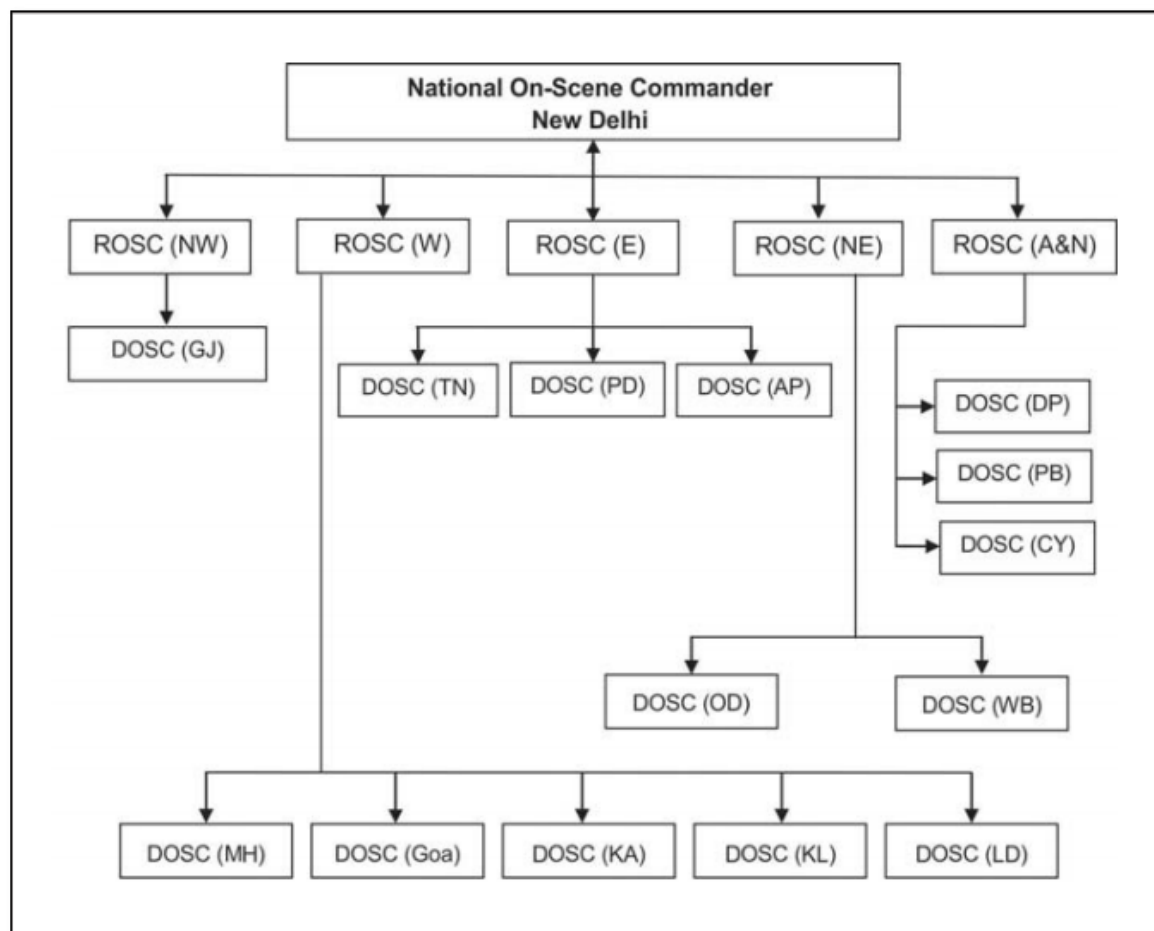


Figure 4.5. Hierarchical arrangement of On Scene Commander

4.6.4. Emergency Response Units (ERU)

The Emergency response units (ERU) may be defined as the place from which the operations to handle an emergency are directed and coordinated. It will be attended by the chief incident controller, key personnel and the senior officers responsible for control of emergency. The Emergency response unit will be equipped to receive and transmit information and directions from all the areas of the marine terminal as well as outside and will be located in an area of minimum risk.

The ERU shall be away from the potential hazards and provide maximum safety to personnel and equipment and should be preferably made of non-combustible building of either steel frame or reinforced concrete with two exits and adequate ventilation. The objective of the ERU is

- First, to prevent pollution from occurring;
- Second, to minimize the extent of any pollution that occurs;
- Third, to mitigate the effects of that pollution

Different modules of emergency units, separate, but linked, were established at federal level in order to direct operations in the event of an incident requiring response. These modules are presented in **Table 4.1**

Table 4.1. Emergency response units

Sl. No	Response Unit	Title	Role
a	Salvage Monitoring and Control Unit	SMCU	To monitor and control salvage operations
b	Marine Response Centre	MRC	To direct response action at sea
c	Shoreline Response Centre	SRC	To direct shoreline response
d	Emergency Control Centre	ECC	To monitor operations to contain any potential pollution within an offshore installation and its reservoir and apart facility jurisdiction
e	Environment Group	EG	To provide environmental and public health advice to all these centers
f	Offshore Control Unit	OCU	To direct response action at offshore Installations

Not all incidents require all these emergency response units. However, the arrangements for managing the incidents must allow for the possibility of salvage operations, action at sea and action on shore taking place simultaneously.

4.6.4.1. Salvage Monitoring and Control Unit (SMCU)

Salvage Monitoring and Control Unit (SMCU) is set up by Indian Coast Guard District or Regional Commander as per the necessity of the salvage operations involved in an event. The members of the SMCU are :

- The Indian Coast Guard District or Regional Commander;
- The Salvage Manager from the salvage company appointed by the ship owner,
- The harbour master, if the incident involves a harbour or its services;
- A single representative nominated by agreement between the ship owner and insurers (for both the physical property and their liabilities);
- The District or Regional Pollution Response Officer;
- A Surveyor from the Mercantile Marine Department
- A Surveyor from the Indian Register of Shipping, if required; and
- An Environment Liaison Officer, nominated by the Environment Group.

4.6.4.2. Marine Response Centre (MRC)

In almost all cases involving a national response, whether ship or offshore installation related, the Indian Coast Guard establishes a Marine Response Centre (MRC) at the nearest Maritime Response Control Centre (MRCC) which is a communication hub between all response centres. It contains the following persons, although some of the Coast Guard staff may play more than one role.

- An ICG Pollution Response Officer, to manage sea borne and air borne operations;
- Where a ship is involved, an Mercantile Marine Department (MMD) officer to manage cargo transfer operators;
- A Coast Guard Logistics Officer, to organize the deployment of the equipment needed and control all Coast Guard financial commitments;
- If the incident involves a port or its services, a representative of the port authority;
- An officer of the state fisheries department, to advise on the impact on fisheries and to liaise with fishing organization;
- A local administration official to act as liaison officer with the Shoreline Response Centre;
- An Environmental Liaison Officer (ELO) nominated by the Environment Group; and
- Defense Public Relations Officer, to liaison with the media

The SMCU may be co-located with the MRC, if needed and in such case , the membership of the SMCU needs to include the members of the MRC with Indian Coast Guard staff fulfilling more than one role.

4.6.4.3. Shoreline Response Centre (SRC).

When the threat of pollution at the shoreline exceeds the capability of the most affected local authority, the Coast Guard initiates a national response, and that local authority (or authorities) sets up a Shoreline Response Centre (SRC) in order to continue the response action.

Each local authority's own contingency plan details the mechanism for escalating the response in accordance with the tiered response concept and specifies how to set up the SRC in the light of its own practices and organisation. These plans also contain the necessary authorisation to each local authority to enable the designated officer directing the SRC to take decision on behalf of the other local authorities concerned.

An SRC needs to contain representative of all the local authority services that may need to participate in the clean-up operation, and representative of all local and port authorities that may become involved. In addition, it contains an Environment Liaison Officer (ELO) nominated by the Chair of the Environment Group.

4.6.4.4. Emergency Control Centre (ECC)

Emergency Control Center (ECC) provides a centralized location where key staff members can monitor, track and make decisions regarding the oil spill response. Each oil installation and sea-port facility shall have the provision of an Emergency Control Centre (ECC) preferably with a back-up arrangement. The ECC shall be away from potential hazards and provide maximum safety to personnel and equipment. ECC should be a noncombustible building of either steel frame or reinforced concrete construction and should have at least two exits and adequate ventilation.

Each response unit, including the ECC at seaports and oil installations, should be provided with the following basic supplies and dedicated equipment.

- A copy of the Oil Spill Contingency Plan (OSCP).
- Maps and display charts and diagrams showing buildings, roads, underground fire mains, important hazardous material and process lines, drainage trenches, and utilities such as steam, water, natural gas and electricity
- Situation boards (continuously updated to present a summary of the current situation and response actions being taken).
- Aerial photographs, if possible, and maps showing the site, adjacent industries, the surrounding community, high-ways, rivers, etc., help determine how the disaster may affect the community so that the proper people can be notified, adequate roadblocks established, and the civil authorities advised sufficient telephone lines to enable full liaison with outside bodies
- Names, addresses, and telephone numbers of employees, off-site groups and organizations that might have to be contacted; all telephone lists being reviewed for accuracy on a scheduled basis and updated, as necessary
- Dedicated and reliable communication equipment; enough telephones and at least one fax line to serve the organization for calls both on-and off-the-site
- Fixed and portable two-way radio equipment to keep in contact with activities on-scene and to maintain continuity of communications when other means fail

- Plan board, logbook, tape recorder, television, DVD and Video facilities for playing back records from aircraft and helicopters, as well as monitoring media coverage of the incident with a person assigned to record pertinent information and to assist in investigating causes, evaluating performance, and preparing reports
- Emergency lights so that operations can continue in the event of power failure
- Photocopy, fax and e-mail facilities
- Dedicated computers with LAN/ internet facility to access the installation data and the latest and updated soft copies of all standard operating practices (SOP) etc.

Each response unit will be supported by an Administration Team responsible for the general management of the unit and providing personnel for:

- Communication links between the units
- The distribution of messages within the units
- Keeping records of messages and expenditure
- Taking minutes during meetings to record decision
- Typing services
- Updating situation boards and charts
- Providing catering to the units.

4.6.4.5. Environment Group

Response to any maritime incident requiring a regional or national response would involve the establishment of an Environment Group since all those involved in operations at sea (including salvage) and shoreline clean up need timely environment advice. The Coast Guard would initiate the request on the relevant civil administrative authority for the formation of the Environment Group. The core membership of the Group would come from the relevant statutory authorities and include relevant civil administration authorities, forest and wildlife authorities, fisheries authorities, Block Development Officer, local public health officials and relevant non governmental organisations for appropriate expert advice. The Group may also include a Coast Guard representative

Environment Group would perform a purely advisory role and provide advice on environment aspects and public health impacts of the incidents. Being a common facility, they will provide comprehensive advice to all response units and represent all environmental and public health interest considered being at risk. The expert advice based on immediately available and prepared data and

information, may encourage the collection of real time environmental data by the relevant government agencies. Such environment data may provide accurate baseline data of vulnerable environmental features immediately before impact of the pollution plume, so that risk can be identified and the damage can be quantified.

Environment Group will track the success of preventive and counter pollution measures throughout the incident, and begin to assess the overall long term environment impact, dependent on timely provision, from each response unit, of all relevant information on the fate and modeling of pollutants, and each unit's forecasts, plans actions and outcomes. If a marine pollution incident is expected to have a significant impact on the marine environment, or the shoreline, the group may promptly make the arrangements to monitor and assess the impact in the longer term.

During the time of an oil spill event, response units shall make all reasonable efforts to consult the Environment Group, or its chair, about any proposed action that is likely to have lasting impact on the environment. If time does not permit the response unit to consult before acting, it will circulate a written report to the Environment Group and all other response units as soon as after the action (or decision) has been taken.

4.6.4.6. Offshore Control Unit (OCU)

Apart from above described response units each offshore installations should identify the location for an Offshore Control Unit (OCU) in close proximity to the operators ECC as part of installation's oil spill response plan .

The OCU requires the same support and structure as an SCU and similar links to their operations units engaged in other tasks including search and rescue, at sea clean up and shoreline clean up, as appropriate. The administrative support required by the OCU will be provided by Ministry of Petroleum & Natural Gas (MoPNG).

The members of the OCU are:-

- The Coast Guard Commander
- The Emergency Operations Manager, a role defined in the operator's oil spill contingency plan, acts a link between Coast Guard and the Emergency Response Centre where is a line to the Offshore Installation Manager;
- The Operator's Representative, a role defined in the operator's oil spill contingency plan, representative the interests of the owner, operator, contractors, and liability underwriters of the offshore installation,

- An Environmental Liaison Officer, nominated by the Environment Group, advises the Coast Guard on the environmental implications of any proposed actions;
- The DGH provides the Coast Guard with advice on the importance of the installation to strategic supplies and other matters of public interest; and
- A specialist or technical advisor to the Coast Guard, either from the operator, the DGH or an independent source, provides advice as circumstances require

4.6.5. Incident Management Team (IMT)

The Incident Management Team (IMT) is the team who actually takes up the response activities at the time of an event. The IMT is headed by a Chief Incident Controller (CIC) and he will be assisted by a Site Incident Controller (SIC) and other supporting groups, who actually deal with the response activities at field. **Figure 4.6** illustrates composition of a typical Incident Management Team (IMT) for control of an oil spill emergency. Any entity of IMT can merge the functions as per their other statutory requirements and based on level of risk and range of operations.

The number of staff required to fill positions in the IMT of the emergency organisation can be varied according to the size and complexity of the incident and the number of staff available. In a major incident all positions may be filled, but in a lesser incident one person may fill a number of positions. In a very small incident, SIC will be able to carry out all management functions.

Persons in charge of sea ports and oil installations ensure that persons with appropriate experience and skills are identified so that they can be appointed to the various positions in the emergency organisation in the event of a marine pollution incident. If agency input into a response is required the Coast Guard may place its liaison officer/s within the IMT, so as not to burden personnel that will be fully engaged in response activities.

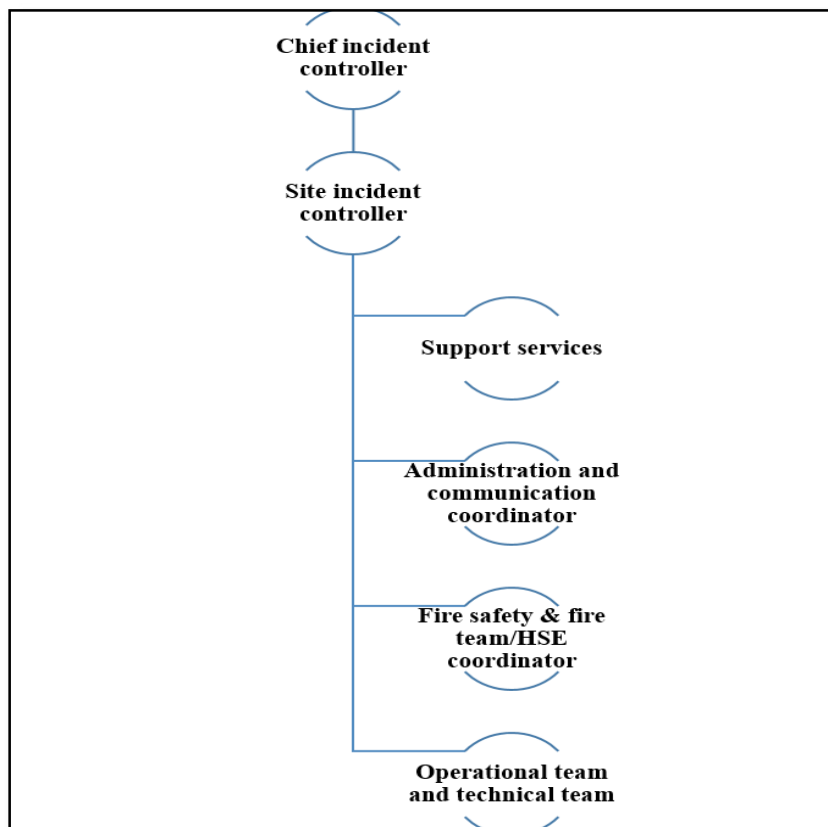


Figure 4.6. Composition of a typical Incident Management Team (IMT)

The section below presents the functional responsibilities and reporting requirements of IMT and facilities established as a part of it..

4.6.5.1. Chief Incident Controller (CIC)

Chief Incident Controller (CIC) is the key responsible officer for the management and coordination of response operations at the scene of a pollution incident to achieve the most cost effective and least environmentally damaging resolution to the problem. Persons in charge of sea ports and oil installations shall identify appropriate individuals to act as a Chief Incident Controller (CIC). CIC shall have overall responsibility to protect personnel, site facilities, and the public before, during, and after an emergency or disaster. The CIC shall be present at the main emergency control centre for counsel and overall guidance. Responsibilities of the Chief Incident Controller shall include the following:-

- Preparation, review and updating of the OSCP
- Assessment of situation and declaration of an oil spill emergency
- Mobilization of main coordinators and key personnel
- Activation of Emergency Control Centre

- Taking decision on seeking assistance from mutual aid members and external agencies
- Continuous review of situation and decide on appropriate response strategy;
- Taking stock of casualties and ensure timely medical attention;
- Ensuring correct accounting and position of personnel after the emergency
- Ordering evacuation of personnel as and when necessary;
- Taking decision in consultation with local Coast Guard and District Authorities when a tier 2 or tier 3 spill is to be declared.

During a major incident the CIC will act under the purview of the relevant Coast Guard Commanders.

4.6.5.2. Site Incident Controller (SIC)

The Site Incident Controller (SIC) shall be identified by the Chief Incident Controller and will report directly to him. During lesser incidents the SIC shall have overall responsibility for managing the response. Persons in charge of sea ports and oil installations should ensure that the SIC is assisted by a response team with appropriate planning, operational, technical, scientific, chemical, environmental, logistical, administrative, financial, and media liaison skills.

Responsibilities of the Site Incident Controller shall include the following:-

- To maintain a workable oil spill emergency control plan, establish emergency control centers, organize and equip the organization with OSCP and train the personnel;
- To make quick decisions and take full charge
- To communicate to the Emergency Control Centre where it can coordinate activities among groups
- To be responsible for ensuring that appropriate local and national government authorities are notified, preparation of media statements, obtaining approval from the CIC and releasing such statements once approval received
- To ensure that the response to the oil pollution emergencies is in line with entity procedures, and to coordinate business continuity or recovery plan from the incident;
- To co-ordinate any specialist support required for the above purpose
- To decide on seeking assistance of mutual aid members and external agencies.

4.6.5.3. Administration and Communication Coordinator

The SIC will be assisted by an administration and communication coordinator whose duties shall include the following:-

- To coordinate with mutual aid members and other external agencies;
- To direct them on arrival of external agencies to respective coordinators at desired locations;
- To mobilize oil spill responders and resources for facilitating the response measures;
- To monitor mobilization and demobilization of personnel and resources;
- To provide administrative and logistics assistance to various teams.
- To be responsible for all financial, legal, procurement, clerical, accounting and recording
- Activities including the contracting of personnel, equipment and support resources
- To be responsible for the management of the Emergency Control Centre (ECC)

4.6.5.4. Support Services

Along with administration and communication coordinator following additional coordinators will be nominated at the sea ports and oil installations and delegated the specific responsibilities falling under the basic functions of SIC and/ or CIC for Human Resources Services, Logistics Services, Media and Public Relations Coordinator, Operations and Technical Coordinator, Environmental and Scientific Coordinators and Fire Safety & Fire Team. The important responsibilities of support services that are to be executed through respective coordinators are detailed in the following section:

Human Resources Services Coordinator

Logistics Services Coordinator: In any response there is a vital need to ensure that response personnel are provided with adequate resources to enable an effective response to be mounted. The Logistics Services Coordinator shall ensure that all resources are made available as required. This includes the procurement and provision of personnel, equipment and support services for operations in the field and for the management of resource staging areas.

Media and Public Relations Coordinator: The Media and Public Relations Coordinator shall ensure adequate liaison between the incident management team and the media. All queries received from the media should be directed to this person. Before releasing any information, the Media and Public

Relations Coordinator, action should have the approval of either the relevant Coast Guard Commander or CIC, depending on the size of the spill.

Operations and Technical Coordinator: The Operations and Technical Coordinator is responsible for the provision of scientific and environmental information, maintenance of incident information services and the development of Strategic and Incident Action Plans. He shall ensure the distribution of all information to the Incident Management Team and to all response personnel generally. He is responsible to the CIC for all response operational activities. This includes ensuring that the requirements of Incident Action Plans (IAP) are passed on to operational personnel in the field, and for ensuring that the plans are implemented effectively.

Environmental and Scientific Coordinator: The State Government shall pre-appoint the Environmental and Scientific Coordinator (ESC), either on a State, regional or local area basis. During a spill response the ESC will normally form part of the Operations team. In this role the Operations Team is to provide the CIC with an up-to-date and balanced assessment of the likely environmental effects of an oil spill. The Planning Section will advise on environmental priorities and preferred response options, taking into account the significance, sensitivity and possible recovery of the resources likely to be affected. In major incidents, the ESC may directly advise the relevant Coast Guard Commander.

Fire Safety & Fire Team/HSE Coordinator: Fire and safety officer of Port/ local Fire Station shall be acting as the Fire and Safety Coordinator. Fire and Safety officer will be reporting to the Chief Incident Controller and responsibilities are as follows

- Development & execution of emergency response plan
- Train all team members for fire response
- Overall responsible for fire prevention
- To ensure that everyone is evacuating and none is entering the restricted area during emergency
- Operation and maintenance fire detection, notification and suppression systems
- Providing first aid to the injured person and transportation of the patient
- Recommend the Site Incident Controller to impose as well as release fire emergency

4.6.6. Community

Support of the local community is essential for the success of any response operation, particularly shoreline response. The community will include volunteers from the National Cadet Corps, National

Disaster Mitigation Resource Centres, National Service Scheme, Nehru Yuva Kendra, and Non Governmental Organisations. The specialized National Disaster Response Force may be called in addition to the community volunteers. Awareness programmes are to be conducted for the local inhabitants and also their representatives are to be trained for dealing with the emergencies.

4.7. Local Action Group and Local Action Group Support Team

4.7.1. Local Action Group

In order to aid the support to the Union and State Governments in the event of a major oil pollution incident a Local Action Group (LAG) will be formulated in coastal states. LAG provides support management team, specifically in the roles of response managers, and response team leaders. Each coastal State nominates personnel to the LAG as indicated in **Table 4.2** except Goa, Puducherry Daman and Diu, Lakshadweep and Minicoy, and Andaman and Nicobar which will nominate one response team leader instead of five.

Table 4.2. Composition of Local Action Group

Role	Positions per State
Planning Coordinator	1
Operations and Technical Coordinator	1
Logistics and Administration Coordinator	1
Response Team Leader	5

4.7.2. Local Action Group Support Team

The local Action Group (LAG) is supported by a subgroup Local Action Group Support Team (LST) at the time of event. LST will comprise of following components,

- Environmental Advisers
- Finance & Administration Officer
- Wildlife Officer
- Equipment Operator
- Offshore Containment/Recovery
- Inshore Containment/Recovery
- Engine driver and Lascar
- Vessel-based dispersant spraying
- Shoreline Assessment
- Shoreline Cleanup

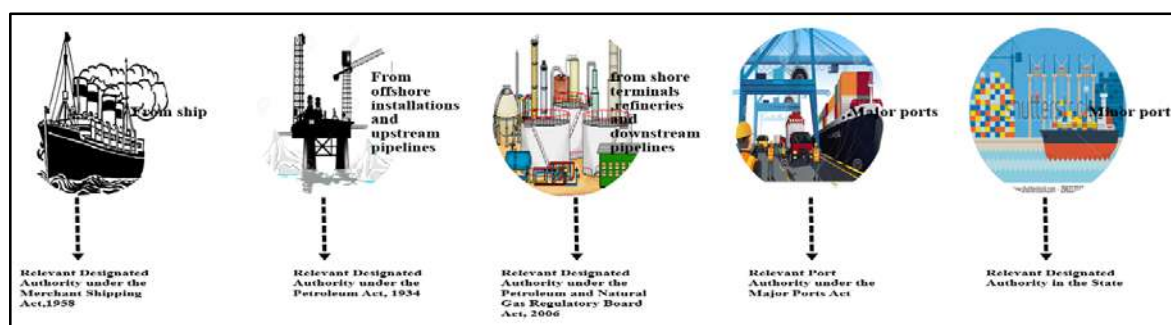
The Equipment Operator role has been broken down into areas of specific expertise. Equipment Operators may be competent in more than one area.

Each coastal State would identify personnel to fulfil these roles, as these personnel would be required when responding to major incidents within their own jurisdictions, and will become part of the LAG when succession planning. Sea ports and oil installations are expected to nominate personnel to these positions. Certified personnel of private oil spill response organisations may also be considered for such roles. Training of LST is the responsibility of the respective coastal States with support of the sea ports, oil agencies, Coast guard and other government agencies, non-governmental organisations, etc. During an oil spill incident, if required, the relevant combat or statutory agency is responsible for activation of LAG and LST in accordance with applicable contingency plans or State arrangements.

Also during an oil spill incident the Chief Incident Controller or the relevant Coast Guard Commander may requisition for personnel from other coastal States to become part of the Incident Management Team or the incident response team. At that time suitable personnel will be selected by Coast Guard from the LAG or the LST of the coastal State with a maximum release period of ten days (including travel time) unless both Coast Guard and the LAG/ LST member's organisation reach a separate agreement. The selected personnel will remain in the employment of their own agency, and all entitlements in relation to their contract of employment will remain unchanged.

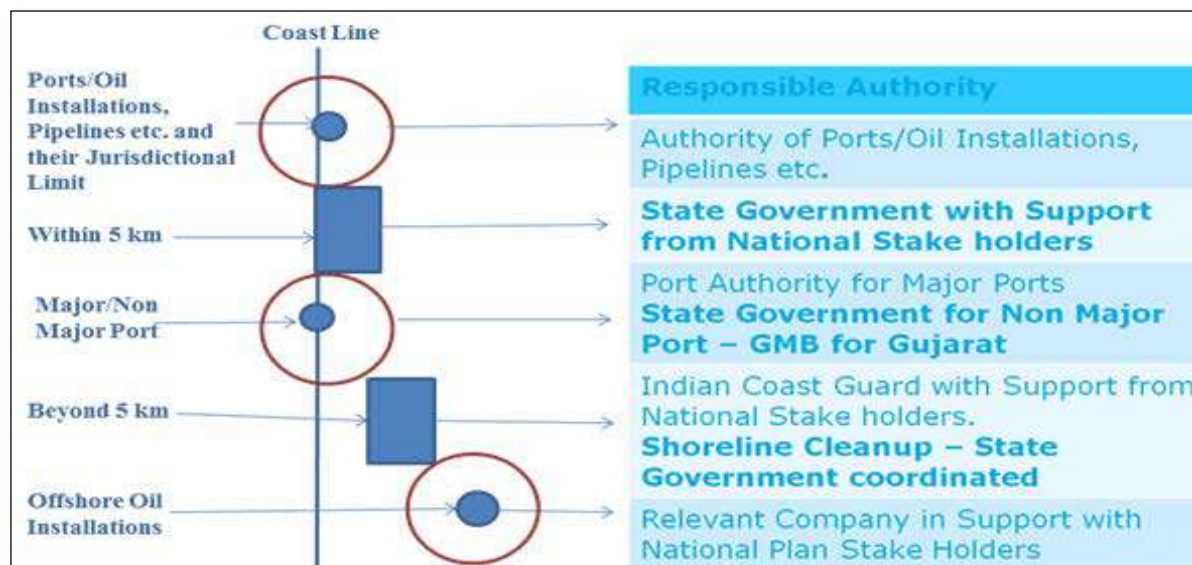
4.8. Responsibility for Responding to Oil Spills

Responsibilities for responding to an oil spill in Indian waters are shared between the Indian Coast Guard, State Governments, Port Authorities and Corporations. Liability for clean-up of both, oil and HNS spills remains with the polluter. The details of the combat agencies and statutory agencies responsible for the oil spill response according to the nature of origin of the spill is shown in **Figure 4.7** and **Figure 4.8**. The resources of the Combat Agency will need to be supplemented by other local, regional, and national resources.



Note : The Statutory Agency is responsible for the institution of prosecutions and the recovery of cleanup costs on behalf of all participating agencies.

Figure 4.7. The Statutory Agencies Responsible for Oil Spills



Note: Combat Agencies have the operational responsibility to take action in order to respond to an oil spill in the marine environment in accordance with the relevant contingency plan

Figure 4.8. Combat Agencies Responsible for the Oil Spill Response

Each port facilities, oil terminal and. Installations should have capability to provide first response to oil spill in their areas(ie Tier 1 level pollution). The capability includes trained manpower and equipment in line with NOS-DCP provision for which are given as **Annexure II**. In cases where additional resources are required, these will generally be available from the local port authority, or from adjacent industry operators under mutual aid arrangements or locally from the Indian Coast Guard.

In case of tier 2 event preparedness and response requires the co-ordination of more than one source of equipment and personnel. ‘Tier 2’ event response requires the assistance from multiple entities within a port area or from national sources outside the immediate geographic area.

Incase of Tier 3 events mobilization of all available regional /national/ international resources are required depending upon the circumstances, will likely involve mobilization of and systems. It is this tier of response where positive advance customs arrangements are critical to facilitate a successful effort. If required, international resources can be facilitated by the Statutory Agency through the Ministry of External Affairs.

Incase of oil industry, each company will designate an Industry Adviser. During a tier 2 or tier 3 incident, the Industry Adviser of the affected company will provide a direct high-level linkage to the response organisation. Industry personnel will nominate their personnel to the respective State, District, and Local CMG, Local Action Group, and Local Action Support Team (LST). Each company will designate its CIC and IC. During lesser incidents the CIC shall be

responsible for overall response strategy. The CIC shall keep the Statutory Agency informed of progress with the response. The response actions will be supported by the LAG and LST.

4.9. Discovery and Notification of an Event

Marine pollution needs an immediate response in order to minimize the damage to marine environment. The Indian Coast Guard is the national operational contact point for the receipt and transmission of reports on oil pollution in Indian waters.

4.9.1. Reporting of an Event

Masters or other persons having charge of ships and persons having charge of offshore facilities involved in an incident (any event involving probable discharge of oil, of any quantity, in Indian waters) shall report the particulars of such incidents without delay and to the fullest extent possible to the nearest Indian Coast Guard Maritime Rescue Coordination Centre (MRCC).

In the event of the ship or offshore facility involved in an incident being abandoned, or in the event of a report from such a ship or offshore facility being incomplete or unobtainable, the obligations shall, to the fullest extent possible, be assumed by the owner, charterer, manager or operator of the ship, or offshore facility, or the agent in case of a ship.

Masters or other persons having charge of ships and persons having charge of offshore facilities involved in an incident shall report the particulars of such incidents without delay and to the fullest possible extent to the nearest Indian Coast Guard MRCC any observed event at sea involving a discharge or probable discharge of oil, of any quantity, or the presence of oil in Indian waters.

Persons having charge of sea ports and oil handling facilities in India shall report without delay to the nearest Indian Coast Guard MRCC any event at their sea port or oil handling facilities involving a discharge or probable discharge of oil, of any quantity, or the presence of oil in Indian waters.

Maritime inspection vessels and aircraft of other services including the Air Force, Navy, Border Security Force, Customs department, Forest department, Police, Marine Police, Fisheries Survey of India and Port Pilots, or officials and civil organisations such as Air India and other private aircraft operators shall report without delay to the nearest Indian Coast Guard MRCC any observed event at sea or at a sea port or oil handling facility involving a discharge of oil, of any quantity, or the presence of oil in Indian waters.

Any other organisation (for example, a local authority, harbour authority or environmental organisation) receiving a report of marine pollution of any quantity, or a threat of marine pollution, whether from a ship, offshore installation or unknown sources, should send that information

immediately to the nearest Indian Coast Guard MRCC. The MRCC contacts the concerned Duty Staff Officer. The format for reporting an event is presented in **Annexure III**.

Oil spill event shall be reported in the following events

- Discharge above the permitted level or probable discharge of oil or of noxious liquid substances for whatever reason including those for the purpose of securing the safety of the ship or for saving life at sea; or
- A discharge or probable discharge of harmful substances in packaged form, including those in freight containers, portable tanks, road and rail vehicles and ship borne barges; or
- Damage, failure or breakdown of a ship of 15 meters in length or above which:
- Affects the safety of the ship; including but not limited to collision, grounding, fire, explosion, structural failure, flooding and cargo shifting
- Results in impairment of the safety of navigation; including but not limited to, electrical generating system, and essential ship borne navigational aids; or failure or breakdown of steering gear, propulsion plant,
- A discharge during the operation of the ship of oil or noxious liquid substances in excess of the quantity or instantaneous rate permitted under the MARPOL Convention.

Organizations sending information should make every practicable effort to identify :

- Identity of ships or offshore facilities involved;
- Time, type and location of incident;
- Quantity and type of harmful substance involved;
- The weather, sea state and tidal conditions in the area;
- Assistance and salvage measures; and
- Events and actions so far

The initial report send to the authority regarding oil spill identification can be supplemented as necessary, and provide information concerning further developments; and comply as fully as possible with requests for additional information. The report on identification of any oil spill can be made by radio or telephone or facsimile.

When an incident, which could result in marine pollution, is reported to the relevant Indian Coast Guard Maritime Rescue Coordination Centre (MRCC), the details of the event will be recorded and respective agency or departments will be intimated for the necessary action. The flow chart of the information flow from the site of incident to the cabinet secretariat in the event of an oil spill is depicted in **Figure 4.9**.

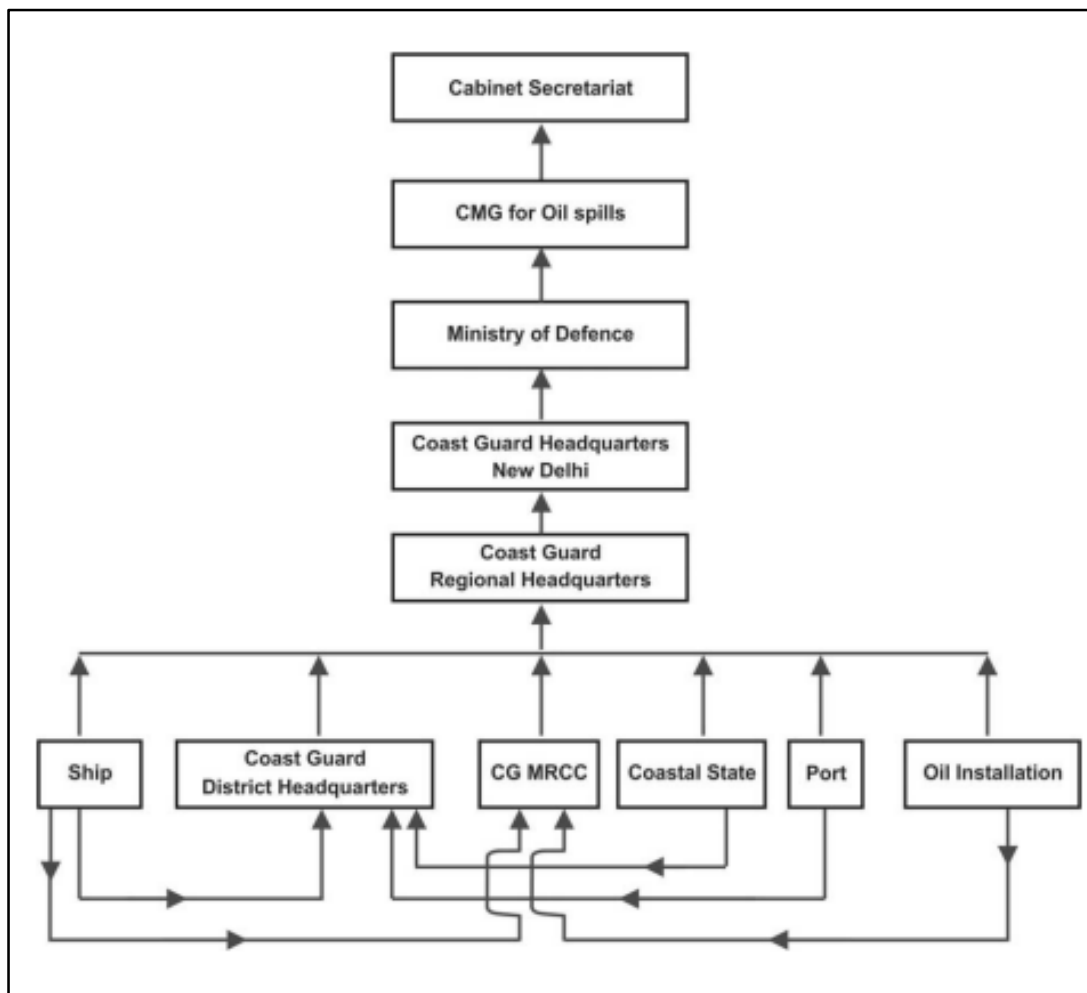


Figure 4.9. Flow Chart of the Information Flow from the Site of Incident to the Cabinet Secretariat

Follow-up on the submitted report regarding the identification of oil spill event will be monitored by MRCC. The MRCC contacts the ship or offshore installation to ascertain, following :

- The nature of incident (collision, loss of containment, etc.)
- The number of people on board;
- The type, size and name of the ship or installation;
- The precise location, course and speed of the ship, and its proximity to other ships, offshore installations, shallow water and the shore;

- Information on the ship's cargo, stores or bunkers, and whatever any are dangerous;
- The structural and mechanical integrity of the ship or installation;
- The weather, sea state and tidal conditions;
- Any assistance available to the casualty and the intentions of the Master or Offshore Installation Manager (OIM);

When an incident is reported MRCC initiates any search and rescue response required and then reports any pollution incident or a risk of significant pollution (whether or not known to involve oil or any other hazardous substance, and even if of unknown origin) to the concerned Duty Staff Officer for response action.

After reporting of a tier 2 or tier 3 incident to the Coast Guard, the Regional On-Scene Commander or/ and the National On-Scene Commander will have responsibility of informing all concerned authorities and will coordinate with appropriate level in the State or/ and Central Government till termination of response.

4.9.2 Initial Actions Taken

When an incident is reported to Indian Coast Guard MRCC the following actions will be initiated under the purview of Coast Guard District or Regional Commander as appropriate. ordering aerial surveillance of the ship, if possible with an experienced observer;

- Arranging for inspection of the ship by an IRS surveyor or other qualified person;
- Putting on stand-by or deploying:
- Dispersant spraying aircraft and ships,
- Oil recovery equipment,
- Booms
- Emergency Tow Vehicles (ETVs) or other tugs
- Establishing the availability of salvage and lightering ships;
- Moving the ship to shelter;
- Exercising the power of intervention;
- Obtaining specific weather forecasts
- Requesting control of airspace in vicinity of the casualty; and

- Establishing a Temporary Exclusion Zone (TEZ).

4.9.3 Assessment of the Event

The Regional Headquarters of the Coast Guard are to prepare for combating a major oil spill up to 10,000 tonnes. The requirement of combating a major oil spill above 10,000 tonnes will be undertaken by pooling all available resources and equipment in the country. There for in case of major spill a rapid assessment of the threat presented by the marine accident is essential. If an actual spill has occurred, then the designated Regional Commander, On Scene Commander should, if possible, conduct aerial surveillance of the oil slick and from weather and hydrographic data, predict probable trajectory of the oil slick. If the oil slick is moving offshore towards the open sea, then monitoring on a regular basis is the preferred control option. If the oil slick is moving onshore, then the response could be either containment and recovery, chemical dispersion or shoreline cleanup. The On Scene Commander must evaluate whether the required response is within the local resource capability or requires resources/equipment from other agencies and accordingly advise the Director General, Coast Guard

4.9.4 Criteria for Triggering Regional or National Response

When the Indian Coast Guard MRCC is notified of a major incident, the Coast Guard District or Regional Commander will decide if a regional or national response is warranted. In a local response, the Coast Guard has no role other than to maintain records of any pollution for statistical purposes. In a regional response, the Coast Guard Regional Commander may deploy regional Coast Guard equipment and facilities to support the port authorities, contracted responders or local authorities.

In the event of an incident involving an offshore installation the decision on the level of response will be in consultation with the owner or operator of the offshore installation involved in the incident. NOSDCP lays down no rigid criteria for triggering a regional or national response. However, the Coast Guard District or Regional Commander may trigger a regional or national response as appropriate if;

- A shipping casualty gives rises to the risk of significant pollution requiring a salvage operation;
 - An oil spill from an offshore installation requires the deployment of vessels and/or aircraft by the Indian Coast Guard to contain, disperse or neutralize it;
 - An oil spill within the jurisdiction of a port authority requires the deployment of regional or national resources to contain, disperse or neutralize its, or other action beyond the capacity of the harbour authority with support of mutual aid arrangements;
- or

- A local authority requests the deployment of shoreline response resources and manpower with other states or under national control because the action is beyond the local capacity with mutual aid arrangements

4.9.5 Action after Initiating a National or Regional Response

When a threat of significant pollution justifies a regional or national response, the Coast Guard District or Regional Commander notifies the CCA of the incident. The CCA may decide to supplement the response or stand down.

4.9.6 Situation Reports

A situation report is exactly what the name implies: a report on a situation containing verified, factual information that gives a clear picture of the "who, what, where, when, why and how" of an incident or situation.

In relation to incidents involving ships, Indian Coast Guard with support of the Directorate General of Shipping takes the lead in providing the Ministry of Defence and other concerned ministries officials of the devolved administration affected or potentially affected by the incident, with situations reports.

In relation to incidents involving offshore installations, the Ministry of Petroleum and Natural Gas takes the lead in providing both operations and policy advice. The Indian Coast Guard also disseminates situation reports to the Ministry of Defence and other concerned ministries and the coastal state affected or potentially affected by the incident.

4.9.7 Final Report

A final closure report of all major incidents viz., Tier 2 and Tier 3 oil pollution incidents will be submitted post investigations and analysis to the Central Coordinating Authority and other concerned authorities within 45 days of termination of response by the facility or installation where the discharge occurred.

4.10 International Assistance

Generally the oil industry maintains membership with an oil spill response organisation, such as Oil Spill Response Limited (OSRL), Singapore. M/s OSRL holds a Tier 3 stockpile and provides response training, and other services. The oil industry membership provides for access to OSRL equipment and personnel at Singapore and in the United Kingdom. If resources in addition to the national resources are required to respond to an incident in India, then Oil Spill Response Limited (OSRL) will be called out invoking the membership of the concerned oil company. The Global Response Network is a collaboration of seven major oil industry funded spill response organisations whose mission is to harness cooperation and maximise the effectiveness of oil spill response services worldwide.

The Indian Coast Guard, in accordance with current MoU and relevant International Conventions, may also assist neighbouring countries in relation to oil spill incidents in their waters. Also in the event of a major oil spill incident, it is likely that additional overseas assistance may be sought from overseas in accordance with the International Convention on Oil Pollution Preparedness, Response and Cooperation (OPRC 1990). In such cases, customs and immigration authorities of ports and air ports need to provide immediate facilitation for temporary import of equipment and personnel in order to transfer them in the scene of action expeditiously.

4.11 Cross Border Incidents

In case of incidents close to International Maritime Boundary Line, or incidents which are likely to result in transboundary pollution, high-level consultation and cooperation will be maintained with the Competent National Authority or Authorities of concerned State (s), with due regard to the provisions of any Regional Contingency Plan or Memorandum of Understanding or other arrangement, with an objective to ensure a clear delineation of responsibility for the response. In case of incidents close to State or Union Territory borders, high-level consultation and cooperation will be maintained between the two Statutory Agencies, with an objective to ensure a clear delineation of responsibility for the response.

4.12 Allocation of Responsibilities in the Management of Oil Spills

In the event of a oil spill various responsibilities are allocated to various federal departments in order to aid the speedy recovery and the same is detailed in **Annexure IV**.

4.13 Specialist Advice and Assistance

Specialist technical advice is available to response team from a variety of sources. Advice can vary from the fate of oil, selection and deployment of pollution control equipment, and dispersant use, to the associated environmental effects of an oil spill. Specialist advice can also be provided in relation to the safety and stability of ships.

The range of specialist environmental and operational technical advice in the event of an oil spill in the marine environment that can be provided by varied departments and organisations of the Government of India and other agencies is enumerated in the **Annexure V**.

4.14 Inventory for the Oil Spill Response

As mentioned in previous sections each port facilities, oil terminal and. Installations should required to maintain the equipments and manpower for the response towards a teir 1 level pollution. The standard inventory required for ports, oil agencies, and coastal states in regards of oil spil response is already presented in **Annexure II**. In addition to this, the Indian Coast Guard maintains stockpiles of

equipment at its pollution response centre at Mumbai, Chennai, Port Blair and at Vadinar. The Indian Coast Guard also operates two dedicated pollution response vessels. The third pollution response vessel in the series is in the final stages of commissioning. Stocks of oil spill dispersant are additionally held at each Coast Guard Station/ Air Station. The current national inventory is at **Annexure VI**. The national oil spill response capability supported by the concerned Ministries is presented in **Annexure VII**.

4.15. Provision for Mutual Aid

In case of a major emergencies it is not possible to combat an event by a individual unit since it will be beyond its capability. Hence it is essential to have mutual aid arrangements with neighbouring industries. Consideration shall be given to the following while preparing mutual aid arrangements:-

- Written mutual aid arrangements are to be worked out to facilitate additional help in the event of Level-II emergencies by way of rendering manpower, medical aid or firefighting equipments, etc.
- The mutual aid arrangement shall be such that the incident controller of the affected installation shall be supported by neighbouring industries on call basis for the support services materials and equipments already agreed. Further, all such services deputed by member industry shall work under the command of the site incident controller of the affected installation.
- Mutual aid associations shall conduct regular meetings, develop written plans and test the effectiveness of their plans by holding drills. Drills are essential to establish a pattern for operation, detect weaknesses in communications, transportation and training. Periodic drills also develop experience in handling problems and build confidence in the organization.
- To make the emergency plan a success, the following exchange of information amongst the member organizations of mutual aid association is considered essential: -
 - The types of hazards in each installation and firefighting measures.
 - The type of equipment, that would be deployed and procedure for replenishment.
 - Written procedures which spell out the communication system for help and response. This is also required to get acquainted with operation of different firefighting equipment available at mutual aid members and compatibility for connecting at users place.

- Familiarization of topography and drills for access and exit details carried out by mutual aid members.

4.16 Inspections

The preparedness of ports and oil handling agencies will be inspected periodically, by nominated Coast Guard officers, acting on behalf of the Central Coordinating Authority, and if deemed necessary, jointly with the concerned statutory authority. The periodicity and manner of such inspections will be as decided by the Central Coordinating Authority. Report of such inspection will be rendered as per the *pro forma* provided in **Annexure XII**.

4.17 Online Oil Spill Advisory System

The Online Oil Spill Advisory (OOSA) system has been developed by INCOIS for use by the Indian Coast Guard and other statutory authorities and combat agencies involved in oil spill cleanup and control measures in the event of oil spill. OOSA delivers the trajectory of the spilled oil immediately, and enables the combat agency to plan clean up activity. On submission of necessary information like location of the spill, date, time, pollutant type and its quantity, the trajectory prediction set up is triggered in the background, along with the forecasted forcing parameters such as wind and currents. The trajectory prediction for a period of 48 to 90 hrs is generated and disseminated to registered users.

OOSA is launched as an experimental set up, and a full-fledged system will be in place after obtaining the feedback/ suggestions from the user community.

4.18 24-Hour Emergency Advice Center

Ensuring access to the initial risk assessment capability 24-hours a day, 365 days a year should be a central element of the contingency planning to deal with chemical spills on water. At a national level, there should ideally be one contact point for ensuring immediate access to information on chemical hazards. It would be linked to the ICE (International Chemical Environment) scheme - a voluntary programme, co-ordinated through The European Chemical Industry Council (CEFIC), to create an international network for chemical distribution incidents. The aim of ICE is to ensure that information on the chemical hazards posed by an incident, practical help and, if necessary and possible, appropriate equipment is provided to the emergency services to minimise adverse effects.

However, it will take time in India to have a complete database and to establish a monitoring agency for the chemicals of its origin, to its hinterland movements, the destination, the customer, the chemical characteristics, the possible threats, the response to such threats and the likely threat to environment. In the interim, it is necessary as much information available through open sources and from the manufacturers and exporters of the characteristics of the chemical substances that are moved

from the Indian ports is gathered and a database maintained by Indian Ports Association (IPA) for supporting an effective spill response.

4.19. Provision for Salvage

If there is a threat of significant pollution the MRCC contacts the salvor or, if not yet appointed, the master or owner of the ship, and the harbour master, if the incident is in a port or its approaches, and offers assistance. The MRCC states that intervention powers may be exercised and instructs those in command of the vessel to provide the Indian Coast Guard information which must include:

- Whether the owner has appointed a salvor and, if so, its name and contact details;
- The broad nature of the contract between owner and salvor;
- Information on the intentions of the salvor; and
- Any other important information that has not yet been gathered.

Simultaneously, as a pollution prevention tactic, the MRCC may also task the contracted Emergency Towing Vessel (ETV) to proceed to the area. The Indian Coast Guard District or Regional Commander decides whether it is necessary to set up a Salvage Monitoring and Control Unit (SMCU) based on the merits of the incident. The members of the SMCU are;

- The Indian Coast Guard District or Regional Commander;
- The Salvage Manager from the salvage company appointed by the ship owner,
- The harbour master, if the incident involves a harbour or its services;
- A single representative nominated by agreement between the ship owner and insurers (for both the physical property and their liabilities);
- The District or Regional Pollution Response Officer;
- A Surveyor from the Mercantile Marine Department
- A Surveyor from the Indian Register of Shipping, if required; and
- An Environment Liaison Officer, nominated by the Environment Group.

In the event that the SMCU is co-located with an MRC, the membership of the SMCU needs to include the members of the MRC with Indian Coast Guard staff fulfilling more than one role.

If it is necessary for the salvage operation in addition to the SMCU another on board salvage team will be established in consultation with India Coast Guard. This team will comprising a coast guard representative, salvage master, crew and a special casualty centre (as per the decision of ship owner).

The Salvage Master will, in consultation with the Coast Guard, strictly monitor and, if necessary, control access to the casualty, establishing any necessary protocols, through the SCR, with the security plan operated by the casualty in compliance with the Interventional Ship and Port Security Code (ISPSC).

Consultation with Coast Guard is essential because every additional body increase the potential problem of rescue, and every additional person increase the risk of confusion as to what the Salvage Master and his crew are doing.

4.20 Requirement of Communication Aids

In a pollution incident it is important that the CIC has access to adequate communication facilities. In addition to the facilities available through the ECC it is envisaged that port and oil installation should have Very High Frequency (VHF) radio facilities, the Coast Guard communications networks would be available to coordinate a response. In a major incident it may be necessary to seek assistance from other Government agencies and utilise the Government Radio Network or the emergency services or Naval radio communications network.

4.21 Training and Exercises

The Indian Coast Guard conducts regular training programs and exercises for personnel likely to be involved in a response to an oil spill in the marine environment. These training programs and exercises are designed to enable India to have sufficient numbers of trained personnel to mount a credible and effective response to an oil spill incident.

Training programs are regularly conducted at two levels, which recognise the overall technical complexity of managing an oil spill response and that the associated knowledge required by personnel varies depending on their level of responsibilities. The two levels of training conducted are:

- Level 2 for middle management personnel responsible for managing the operational response, e.g. incident controllers, their deputies and environment and coordinators, and Fire Brigade (Hazardous Materials) specialists
- Level 1 for operator level personnel, i.e. those undertaking on-site clean-up operations. In a major incident this would also include supervisors appointed as site managers.

A certificate of level 1 course is deemed to be valid for a period of five years from the date of its issue. It is imperative that personnel designated for oil spill response operations undergo periodic training to maintain currency of certification.

The persons qualified in level 2 course will be designated for carrying out duties as Chief Incident Controller and Incident Controller.

Mock drills and exercises will be conducted by every port facility and oil installation at such periodicity and at such scales as required by the Central Coordinating Authority. However, such mock drills and exercises shall in any case be conducted at least once every three months and a record shall be maintained of its conduct including the personnel participated, resources mobilized, etc. Area or regional level exercises will be conducted at least once every six months. National level pollution response exercises will be conducted at least once a year and involve mobilization of stakeholder resources.

4.22 Provision for Place of Refuge

It is generally recognised that when a ship has suffered an incident, the best way of preventing damage or pollution from its progressive deterioration is to transfer its cargo and bunkers, and to repair the damage. Such an operation is best carried out in a Place Of Refuge (POR), that is, a place where a ship in need of assistance can take action to stabilise its condition and reduce the hazards to navigation, and to protect human life and the environment.

It is ideal to pre-designate places of refuge; however, where no pre-designated place exists, it is imperative to have policies in place to enable the selection of a place of refuge.

The State Government is required to adopt specific policies on places of refuge as part of its contingency plan, and these should be followed as appropriate. Regardless of whether places of refuge are pre-designated or not, the following criteria form the basis for their selection:

- Adequate water depth
- Good holding ground
- Shelter from the effect of prevailing wind/swell
- Relatively unobstructed approach from seaward
- Environmental classification of adjacent coastline and fisheries activity
- Access to land/air transport
- Access to loading/unloading facilities for emergency equipment

4.23. Financial Arrangements

Detailed financial records, including all supporting information, are required, and are of particular importance when submitting claims to the Protection and Indemnity (P&I) insurers, as all claims will be assessed to ensure that the costs are reasonable, and are supported by satisfactory documentation.

Agencies should have in place appropriate systems to ensure that these requirements are met and that these are adequately outlined in contingency plans. In general, costs will be considered “reasonable” if they result from actions that:

- were undertaken on the basis of a technical appraisal of the incident
- sought to enhance the natural processes of recovery
- were not undertaken purely for public relations reasons.

4.24 Record Keeping and Preparation of Claims

In order that claims may be processed with minimum delay, it is essential that accurate records are maintained to support claims. It should be noted that claims should be based on expenses actually incurred, that these are made as a direct result of an incident, and that the expenses incurred are reasonable. In the case of economic loss, documentation supporting the claims should demonstrate how the claim has been calculated. The following aspects are to be considered while assessing cost of an oil spill combating and operating, and preparation of claims:-

- Delineation of the area affected describing the extent of pollution and identifying areas most heavily contaminated. This may be best presented as a map or chart accompanied by photographs.
- Summary of events including a description of the work carried out in different areas and of the working methods chosen in relation to the circumstantial evidence linking an oil pollution with the ship involved in the incident (e.g. chemical analysis).
- Labour costs (numbers and categories of labourers, rates of pay days, hours worked, total costs etc).
- Data on which work was carried out (weekly or daily costs).
- Material costs (consumable materials, fuel utilized, food, shelter, etc.).

4.25 Responsibility Allocation for the Preparation of Oils Spill Response Contingency Plan

Statutory Agencies supported by Combat Agencies, are primarily responsible for ensuring that contingency plans are developed at national, state, regional and local levels, and that these plans complement adjacent plans.

Responsibility allocation for maintaining contingency plans is as follows

- The National Oil Spill Disaster Management Plan will be maintained by the Indian Coast Guard Headquarters with inputs from, and in consultation with, stakeholders to the national plan.
- The Regional Oil Spill Disaster Management Plan will be maintained by the Regional Headquarters of the Indian Coast Guard at Gandhinagar, Mumbai, Chennai, Kolkata, and Port Blair with inputs from, and in consultation with, stakeholders to the regional plan.
- The District Oil Spill Disaster Management Plan will be maintained by the District Headquarters of the Indian Coast Guard in each coastal state with inputs from, and in consultation with, stakeholders to the district plan.
- The Local Contingency Plan for shoreline clean-up will be maintained by the Coastal State with inputs from, and in consultation with, stakeholders in the respective coastal state. The local contingency plan should include the following or a cross reference to where such advice can be located:
- The mechanism for escalating the response in accordance with the tiered response concept; guidance on what equipment and personnel is at the disposal of the SRC, including neighbouring local authority resources;
- Arrangements for establishing working accommodation and catering arrangements for members of the SRC and Environment Group and other groups involved in the incident who may need to be in the area away from their own base;
- Arrangements for handling the media, including the logistics of their presence;
- Temporary, intermediate and final sites and routes for the recovery, rescue or final disposal of waste.
- Maps, clearly depicting sensitive sites, access points, terrain types etc;
- Guidance on the health and safety of workers involved in preventing measures and clean-up activities;
- Financial implications of coastal pollution and actions that can be taken for cost recovery.
- Every ship is required by MARPOL regulations to maintain a The Ship Oil Pollution Emergency Plan (SOPEP) approved by the Flag State Administration. The Merchant Shipping (Prevention of Pollution by Oil) Rules, 2010 requires maintenance of a

pollution emergency plan by Indian ships approved by the Administration or Recognized Organisation acting on its behalf.

- Every sea port facility and offshore oil installation and every oil installation on shore with risk of marine oil or chemical pollution is required to maintain a facility contingency plan approved by the Coast Guard.

4.26. Revision of Contingency Plan

The facility contingency plans are to be updated at least annually and revised at least once in every five years or whenever there is a significant change in any of the elements underlying the plan. The occasions for revision could include, but may not be limited to, an addition to capacity, change in traffic density, change in risk, etc. A revision of a facility contingency plan will necessitate fresh approval and the procedure the approval is explained.

The Ministry of Shipping, State Government of the coastal states and Ministry of Petroleum and Natural Gas should have to up date the details of sea port facilities required to maintain a facility oil spill contingency plan, to the Ministry of Defence and the Indian Coast Guard on timely basis.

Also every plan holder should submit an annual return of preparedness to the Central Coordinating Authority viz., the Director General Coast Guard with a copy to the local Coast Guard authority, the District Administration and such other authorities as may be necessary.

4.27. Fishing Restrictions

The State Fisheries Authorities may temporarily prohibit or restrict fishing, on precautionary basis, if resources are, or are likely to become, contaminated to prevent health risk to consumers. A delay in revocation of such prohibition or restrictions must take into consideration the implications for reimbursement of claims for damages from the Protection and indemnity insurance, (P&I) Club (P & I Club is a mutual insurance association that provides risk pooling, information and representation for its members) and The International Oil Pollution Compensation Funds (IOPC) Fund. Guidance on sensory testing of sea food following an oil spill and imposition of fishing restriction is published separately by the Coast Guard.

4.28. Oil Spill Clean up

Procedure for cleaning up of the spilled oil is not an easy task. Various factors need to be considered before carrying out operations. Some of them being amount of oil spilled, temperature of water, type of beaches and many more. When an oil spill occurs, there are very clear rules about who pays for the direct response activities, the cost of assessing environmental damages, and implementing the

necessary restoration. The Oil Pollution Act of 1990, spells out that those responsible for the pollution pay for all costs associated with the cleanup operations.

The responsibility for cleanup of pollution on the water and at jetties wharves/ structure within jurisdiction, and at beach/shoreline owned by the port authority, whatever the source of the pollution, lies with the port authority. Cleanup of shoreline (including land exposed by falling tide) beyond port jurisdiction vests with the local State. In case of major events the Coast Guard District or Regional Commander decides on actions to contain, disperse, or neutralise pollution, and to remove potential pollutants from the scene.

After an oil spill, urgent decisions need to be made about how to minimize environmental and socio-economic impacts. Different response techniques are available for cleanup process. The advantages and disadvantages of different responses need to be compared with each other and with natural clean-up. This process is called Net Environmental Benefit Analysis (NEBA). Net Environmental Benefit Analysis (NEBA) is a methodology for identifying and comparing net environmental benefits of alternative management options, usually applied to contaminated sites. The use of NEBA should result in better decisions, resulting in greater improvements in environmental quality at lower cost.

From time to time India Coast Guard issues circulars for detailing various clauses of NOSDCP. The relevant circulars published by ICG is detailed in following section

4.29 Over view of Circular No: 02/2012

Subject: Guideline on Elements of Facility Oil Spill Contingency Plan

Over view: Every owner or operator of a port facility, oil installation or offshore installation is required to maintain an oil spill contingency plan duly approved by the India coast guard. This circular set outs the desired elements of a typical facility oil spill contingency plan. As per the circular a typical facility level contingency plan should require following three components

- A strategy section, which describes the scope of the plan, its geographical coverage, perceived risks, roles and responsibilities of those charged with implementing the plan and the proposed response strategy;
- An action and operations section, which specifies the emergency procedures that will allow rapid assessment of the spill and the mobilization of appropriate response resources; and
- A data directory, which should contain all relevant maps, resource lists and data sheets required to support an oil spill response effort and conduct the response according to an agreed strategy.

The guiding template for the preparing of a new facility level contingency plan is as presented in **Annexure VIII**. It should be noted that this is only a guideline for structuring the plan.

4.30 Over view of Circular No: 01/2013

Subject: Annual; Returns on Preparedness for Oil Spill Response

Over view: Apart from an approved facility oil spill contingency plan, an inventory of oil spill response equipment proportional to the estimated risk and adequate pool of trained manpower for operating and maintaining the pollution response equipment is required to be maintained by all ports and oil handling agencies. A combined database of such inventories as part of its preparedness for oil spill contingencies in all facilities is maintained by Indian Coast Guard for the smooth execution of oil spill response. With a view to regularly update the national database of inventory and trained manpower every contingency plan holder should pass the updated details of their own oil spill response inventory on annual basis and the same is called as Annual Return .

Every plan holder will submit an annual return of preparedness to the Central Coordinating Authority viz., the Director General Coast Guard with a copy to the local Coast Guard authority, the District Administration and such other authorities as may be necessary. This circular details the required informations and format of annual return. The annual return should be submitted to the Coast Guard Headquarters as on 31st December in each year and the same should be submitted by 15th February at dte-fe@indiancoastguard.nic.in. The format of Annual Return is presented in **Annexure IX**.

Further, the preparedness of ports and oil handling agencies is inspected periodically by the Coast Guard jointly with the concerned statutory authority and the report on inspections will be made according to a pre structured *pro forma*.

4.31. Over view of Circular No: 02/2013

Subject: Radar Oil Spill Detection System at sea port and Handling Facilities

Over view: In 16 the NOSDCP meeting held on 19th April 2011, discussions on a fool proof system to monitor and detect the presence or discharge of oil spill in order to intensify the oil spill response was made. The committee of secretaries in its meeting on 2nd December 2011 decided to study the effectiveness of the installations of oil spill detection software in VTMS radars at ports and VATMS radars of oil companies along the coastline. According to the study result it was identified that the radar detection of oil spill may be achieved by way of IMO type approved SOLAS compliant radar or by installing a software patch on existing radar

Through this circular Indian Coast Guard urged to establish radar oil spill detection system in seaports and oil handling facilities.

4.32. Over view of Circular No: 03/2013

Subject: certification of facility oil spill risk assessment and response preparedness

Over view: The facility contingency plans are to be updated at least annually and revised at least once in every five years or whenever there is a significant change in any of the elements underlying the plan. Every new or updated contingency plan should require an approval from the Coast Guard. For the approval from the coast guard every owner of a port facility, oil installation or offshore installation should submit their contingency plan accompanied with a certificate of endorsement of the facility oil spill risk assessment and response preparedness as per the format prescribed at **Annexure X**, duly endorsed by an officer not below the post of Deputy Conservator of a port facility or the installation Manager of an oil installation, or offshore installation, or equivalent legally responsible authority.

4.33. Over view of Circular No: 01/2014

Subject: Pre-booming of tankers at alongside berths and SPMs

Over view: Pre-booming is the process of completely surrounding any vessels, facilities, or dock areas that are involved in the process of transferring oil. It is a preventative measure to keep potential spills from spreading beyond reasonable limits and driving up costs and damage to the environment. Pre booming of the oil tankers engaged in discharge of cargo at alongside berths and at SPM was the topic of discussion in 17th NOSDCP meeting held on 12th June 2012 and subsequently coast guard examined the feasibility of implementing pre-booming at each port and SPM. The study by the coast guard reveals following facts;

- Pre-booming is practiced at oil berths at Karaikkal, Tuticorin, Chennai, Ennore and Vishakapatnam port and permanent boom is laid on dockside at Sikka Reliance terminal.
- Pre-booming was reported feasible and recommended for oil berths at Mumbai and Kochi.
- Pre-booming was reported feasible but not recommended for oil berths at Mormugao and New Mangalore view obstruction to adjacent berths and low shoreline sensitivity respectively.
- The study further brought out that pre-booming is also not being practiced at any of the SPMs within the port jurisdiction.
- Reported constraints in pre-booming included strong currents and tidal streams, high tidal ranges, periodic change of direction with flood and eddy stream, as also the swing

of tanker at SPM with tide change and presence of standby tug in vicinity for immediate assistance.

However, ecological sensitivity is of significant concern, particularly in the GoK and at Kochi, Kakinada, and Paradip.

With a view to curtail the risk of oil spill, every deliverer will pre-boom oil transfers as a Standard Operating Procedure (SOP). However, when it is determined that it is not safe and effective to pre-boom the oil transfer, a suitable oil spill response craft will be stationed during cargo discharge, in the vicinity of the tanker for immediate response and backed by capability to track a spill in low visibility conditions. The SOP for pre-booming is placed at **Annexure XI**.

4.34. Over view of Circular No: 03/2014

Subject: Measures for Prevention and Control of Oil Pollution from FPSOS and FSUS Operating in Indian Exclusive Economic Zone

Over view: Floating production, storage and offloading (FPSO) unit used by the offshore oil and gas industry for the production, processing of hydrocarbons and for storage of oil designed to receive hydrocarbons produced by itself or from nearby platforms or subsea template, process them, and store oil until it can be offloaded onto a tanker or, less frequently, transported through a pipeline are preferred in frontier offshore regions. FPSOs can store up to 350,000 m³ of crude oil. Operation of FPSOs, therefore, poses a significant threat of oil pollution in the event of a contingency.

This circular details the guidelines for the Measures for prevention and control of oil pollution from FPSOs and FSUs operating in Indian Exclusive Economic Zone and the same is detailed in following section

4.34.1 Measures for prevention and control of oil pollution from FPSOs and FSUs operating in Indian Exclusive Economic Zone.

The measures for the prevention and control of oil pollution required to be complied by masters, owners, operators, charterers of FPSOs and FSUs operating in the Exclusive Economic Zone of India with a view to protect and preserve the marine environment are appended in the succeeding paragraphs.

Recognizing that the unified interpretation of regulation 37.1 requires that FPSOs and FSUs be provided with an oil pollution emergency plan approved in accordance with the procedures established by the Coastal State, no FPSO or FSU shall be used for the offshore production and storage or for offshore storage of produced oil in the Exclusive Economic Zone of India without a shipboard oil pollution emergency plan conforming to the Guidelines contained in Chairman NOSDCP Circular 02/2012 dated 09 August 2012 as amended, and duly approved by the Indian Coast Guard.

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- Prior to positioning of the FPSO or FSU in the Exclusive Economic Zone of India, the owner/operator/Indian agent of FPSO or FSU shall submit the following to the nearest Indian Coast Guard authority:-
 - Copy of Issue or endorsement of certificate as per revised MAEPOL Annex I;
 - Copy of Shipboard Oil Pollution Emergency Plan as per revised MARPOL Annex I;
 - Copy of International Oil Pollution Prevention Certificate as per revised MARPOL Annex I;
 - Copy of Record of Construction and Equipment for FPSOs and FSOs as per resolution MEPC.139 (53) adopted on 22 July 2005;
 - Copy of International Sewage Pollution Prevention Certificate as per revised MARPOL Annex IV;
 - Copy of Record of oil discharge monitoring and control system for the last ballast voyage as per revised MARPOL Annex I;
 - Copy of Certificate of insurance or other financial security in respect of civil liability for oil pollution damage as per CLC 1969, article VII;
 - Copy of Certificate of insurance or other financial security in respect of civil liability for oil pollution damage as per CLC 1992, article VII;
 - Details of intended position and operation; and
 - Details and contact particulars of the Designated Person Ashore.
 - The FPSO/ FSU or the owner/ operator/ agent acting on behalf is required to provide prior intimation to the Indian Coast Guard of the occurrences of the following:-
 - The vessel leaving field for passage to any port outside India;
 - On leaving the area of operations for operational turn around;
 - As and when any crew change takes place;
 - As and when vessel is off hired;
 - As and when production stopped for more than 48 hrs; and
 - Any discharge of oil, as required by the National Oil Spill Disaster Contingency Plan promulgated by the Indian Coast Guard.

With a view to curtail the risk of oil spill, every FPSO and FSU will pre-boom oil transfers as a Standard Operating Procedure (SOP). If owing to metrological or other factors it is not feasible to safely and effectively implement pre-booming as a SOP. The following alternate measures will be taken by the owner/operator/ agent of the FPSO to address any oil spill:-

- As an alternative to pre-booming, a suitable oil spill response craft will be stationed during offloading, in the vicinity of the FPSO for immediate response;
- On being made aware of a spill, the FPSO will have the ability to safely commence tracking of the spill in low visibility conditions; and
- Within one hour of being made aware of a spill, the FPSO will be able to completely surround the vessel(s) or pre-boom the portion of the vessel and transfer area which will provide for maximum containment of any oil spilled into the water.
- The FPSOs and FSUs will be inspected for MARPOL compliance and oil spill response preparedness by the Indian Coast Guard, independently or with other concerned authorities.
- The Coast Guard may undertake boarding and surprise inspections. The FPSOs and FSUs are to take all measures to facilities safe boarding and provide full cooperation as required for the inspection of the vessel/ presentation of documents.

4.35 Over view of Circular No: 02/2015

Subject: Net Environmental Benefit Analysis (NEBA)

Over view: After an oil spill, urgent decisions need to be made about how to minimize environmental and socio-economic impacts. The advantages and disadvantages of different responses need to be compared with each other and with natural clean-up. This process is called Net Environmental Benefit Analysis (NEBA). This circular explains how the process takes into account the circumstances of the spill, the practicalities of clean-up response, the relative impacts of oil and clean-up options, and the process by which judgments are made on the relative importance of social, economic and environmental factors.

The NEBA for oil dispersants is an assessment of positive and negative consequences of dispersant use, as compare to the use of other response techniques, taking into consideration the biological resources and socio-economics of the region, such as the season, state of fisheries, economic and social values, and other biological resources.

The following documents are to be prepared before proceeding with the NEBA, in order to determine which resources may be damaged and which ones should be preserved:-

- An inventory of the local sensitive resources;
- The vulnerability of the resources identified; and
- The definition of the importance of the resources identified.

The NEBA may performed as follows:

- As a preliminary measure at the facility oil spill response plan development stage; or
- In a specific situation during an oil spill.

A preliminary NEBA is preferred in order for oil spill scenarios of 10 tons, and its exponential values up to and including the worst-case scenario. Each scenario will be supplemented with recommendations on practicability, from an ecological point of view, of dispersant usage or its prohibition. Each potential oil spill scenario must address the following:-

- Description of assets where oil spills are possible;
- Potential oil spill scenarios and spill volumes including worst case spill, physical and chemical properties of oil;
- Results of mathematical simulation of oil spill behavior on water (spreading, possible drift directions, quantitative changes of oil, when presented on the sea surface, which occur due to evaporation and dispersion under the influence of wave energy and currents; amount of oil stranded onshore, oil remaining on the sea surface and penetrating into water column);
- List of ecosystem components that exist within the action zone of the facility contingency plan, depending on the priority of their protection in time of potential emergency scenarios, from the point of view of preserving natural resources, and taking into account their seasonal changes;
- List of economically and socially valuable assets which require protection;
- Prioritization of the identified environmental and economic resources, decided with the local stakeholders;
- Advantages and disadvantages of various available, in-place oil spill response methods including dispersion and an in-principle, assessment of the expected results of each possible response technique: dispersion, containment and recovery, monitoring for action; and

- Impact of floating and dispersed oil on selected ecosystem components and state of the environment in general.

Both natural and economic resources should be considered. In general, endangered species, highly productive areas, sheltered habitats with poor flushing rates, and habitats which take a long time to recover should receive top protection priority. The list should take into account factors like possible seasonal variations as well as the time needed by each impacted resource to recover (damage on a resource which can regenerate quickly is often more acceptable than damage to one which needs a very long restoration time). These factors will affect priorities.

Habitats and resources should be considered as a whole and not independently, as the decision to apply dispersant may benefit particular habitats or resources and at the same time affect adjacent ecosystems.

In terms of priority, it is better to protect the habitat before the species themselves, as the species are dependent on the preservation of their habitat. In terms of species, the objective must be to protect the reproductive potential.

The NEBA for the use of dispersant in particular, must take the following into consideration:-

- Consider the behavior (drift and weathering) of the treated oil (drift according to the current and speed of dilution of the plume) and of the untreated oil (drift according to the current and wind);
- Identify resources potentially affected by the treated oil or untreated surface oil;
- Assess possible vulnerability of these resources (vulnerability = sensitivity + restoration time);
- Rank these resources according to their vulnerability and/or importance and decide on the priorities (what must be preserved, what could be sacrificed);
- Predict the possible impacts for the different response options (e.g. chemical dispersion or not) and make a decision on the use of dispersants;
- In case of conflicting conclusions,
- Preserve the habitat before the species, and
- Preserve reproductive potential.
- Where local birds are concentrated, accord special concern for application of dispersants to ensure that direct contact between dispersants and feathers of seabirds is absolutely avoided.

The NEBA results must include mapping of areas where dispersants should not be used according to different criteria (e.g. seasonal or at any time of year, tides or current, weather conditions, or the size of the spill – tier 1,2,3).

The plot of valuable ecosystem components on environmental sensitivity maps and mathematical modeling of spilled oil behavior constitutes the basis for a NEBA. The results of preliminary NEBA are to be arranged in the form of a set of oil spill response scenarios. The scenarios are to be supplemented with recommendations on practicability, from an ecological point of view, of dispersant usage or its prohibition. The scenarios are to be then included in the relevant facility oil spill contingency plan.

Consequent to conduct of NEBA, consideration of certain response options may be immediately ruled out because of their ineffectiveness in the given conditions and, others ranked in terms of effectiveness and preference. The use of different techniques may be recommended for different parts of the slick. With respect to chemical dispersion, the recommendations must indicate whether it is possible or impossible to use dispersants in a given situation or which parts of the slick should be treated with dispersants.

At the time of an actual spill, approval for the use of dispersants will be given based on positive results of NEBA. Also, decisions will be made on the basis of NEBA, with adjustment if the real spill situation differs significantly from the pre-studied scenarios.

The NEBA results must be documented in a report approved by the relevant pollution control board, or environment ministry.

NEBA is a time intensive process. It is required to be conducted on scientific basis by a team of stakeholders, which preferably includes specialists in several fields (e.g. ecology; bird, mammal, fish, and benthos biology; mathematical modeling of the behavior of spilled oil). Running the scenarios will require specialized models designed for impact assessment.

4.36 Over view of Circular No: 03/2015

Subject: Online Oil Spill Advisory –Stake holder registration and table top exercise

Over view:The Online Oil Spill Advisory (OOSA) is a system to generate the predicted trajectory of oil spill after submitting the details of the spilled oil.. OOSA has been developed by INCOIS for use by the Indian Coast Guard and other statutory authorities and combat agencies involved in oil spill cleanup and control measures in the event of oil spill. OOSA integrates high resolution current and delivers the trajectory of the spilled oil immediately, and thereby enables planning of clean up activity. On submission of necessary information like location of the spill, date, time, pollutant type and its

quantity, the trajectory prediction set up is triggered in the background, along with the forecasted forcing parameters such as wind and currents. The trajectory prediction for a period of forty eight to ninety hours is generated and disseminated to registered users. The OOSA system provides trajectory prediction for both, continuous and instantaneous spills. All stakeholders to the national plan can register as user and access OOSA under <http://www.incois.gov.in/portal/osf/osf.jsp#>, or alternately at <http://115.113.76.60/OilSpill/Login.jsp>. The step by step procedure for “OOSA” Table top exercise is provided in following section

Step1: Create word document with the name of the Company and date of exercise which will be forwarded to the Coast Guard Headquarters with all the relevant outputs. (e.g. MbPT_12 May 15.docx)

Step2: Log into OOS at <http://115.113.76.60/OilSpill/Login.jsp> with e-mail ID and password.

Step3:

- After login, select type of spill as appropriate;
- Region of spill as appropriate;
- In type of spill continuous, enter data in Start date and End date; or in type of spill instantaneous, enter data in Start date and run duration (hrs);
- For start position specify latitude and longitude of the jetty, terminal, installation, fairway, outer harbour, SPM as appropriate;
- Mention pollutants;
- Select quantity released;
- Select units as appropriate;

Step4: On submitting, “Oil spill trajectory prediction system” will appear. Before proceeding, take a screen shot and save in word document for onward submission.

Step5: View output in web map. Take screen shots of the spill trajectory, in small scale and medium scale, and save in word document. Download the output as required. Repeat steps for each scenario and log out.

Step6: Forward the soft copy of word document to the Coast Guard Headquarters at dte-fe@indiancoastguard.nic.in.

4.37 Over view of Circular No: 04/2015

Subject: Revised pro forma for annual return on preparedness for oil spill response and joint inspection.

Over view: As per the NOSDCP 2015, every plan holder is required to submit an annual return of preparedness for oil spill response. The pro forma of the annual return is prescribed at Appendix E7 to NOSDCP 2015. Further, the preparedness of ports and oil handling agencies is inspected periodically by the Coast Guard jointly with the concerned statutory authority and the report on inspections is rendered in the pro forma prescribed in appendix G to NOSDCP 2015.

Through this circular the coast guard had merged the both preformas to a common perfoma which is as shown in **Annexure XII**.

5

PORT PROFILE

Kandla Port established under Major Port Act, 1963 is now one of the busiest major multi-product port of India located in the Kachchh district of Gujarat. The port has been achieved the first position among all major ports of India, in most of the years of last decade. Presently the port can handle dry bulk, break bulk, liquid bulk and container cargo. Being located in an arid region, food grains is one among the most important commodity handled by the port. Other important commodities handled at the port is Coal, Petroleum Oil and Lubricants (POL) and Container Cargo.

5.1 Location

Major Port of Kandla, is situated about 90 km off the mouth of Gulf of Kachchh in the Kandla Creek at Latitude 23 degree 1 minute North and Longitude 70 ° 13' East, is the lone Major Port on the Gujarat coast. Kandla Port has good connectivity by rail and road. It is closest to International Sea Routes. The port has two lane & four lane approaches to NH 8A from the Port Gates. Kandla Port has dual gauge railway system in operation. It is connected by BG link to Mumbai and Delhi via Ahmedabad. The port is well connected with the hinterland by National Highway No. 8-A and broad gauge railway system. The nearest railway station & airport is located at Gandhidham.

Vadinar Oil Terminal is located close to Jamnagar. It is connected by road through SH-25. 12.5km spur line connects the rail gantry of Vadinar Terminal to Modpur railway station. Nearest railway station is Jamnagar.

The location of the Kandla port and Vadinar Terminal is depicted in **Figure 5.1**.

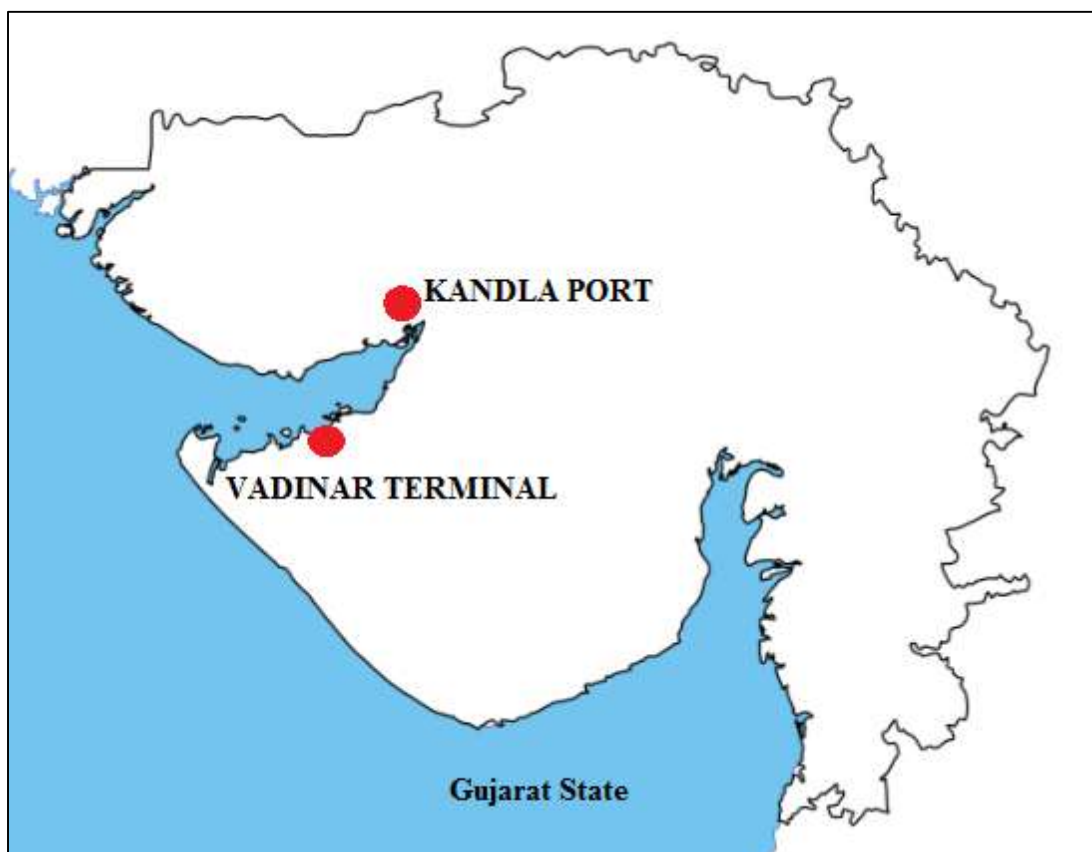


Figure 5.1 Location map of Kandla Port & Vadinar Terminal

5.2. Port Description

It has 12 dry cargo berths with a total of 2.57km in a straightline and 6 dedicated oil berths for handling POL and chemicals. Also there are three Single Point Moorings (SPMs) in Vadinar which can handle Very Large Crude Oil Vessels (VLCC) with a capacity 87,000T to 325,000 Dead Weight Tonnage (DWT) with a maximum pumping capacity of 10000 tonnes per hour. During 2014-15 the port handled 92.5 MT of cargo and thereby retaining number one position for volume of cargo handled among the Major Ports of India.

The total length of the port approach channel is around 26 km. The minimum width is 250 m. The contour depth along the shipping channel is around 10 meters. The KPT & Vadinar Terminal is given in **Figure 5.2**

Being located in the NW Coast of India, Kandla is the closest major port to the Middle East and Europe also it is the en-route port for ships calling at Karachi in Pakistan. Located at the head of Gulf of

Kachchh, it is well protected from strong monsoon winds and high waves of the coast, so is operational throughout the year.



Kandla Port



Vadinar Terminal

Figure 5.2 **Layout of Kandla Port & Vadinar Terminal**

Source: KPT

5.2.1. Existing Facilities at Kandla Port

5.2.1.1. Terminals

Kandla port has 10 berths, 6 oil jetties, 1 maintenance jetty, 1 dry dock and a few small jetties for small vessels. Adjacent to all these terminals and jetties there are storage facilities for covering cargo received in containers to petroleum products.

5.2.1.2. Steel Floating Dry Dock

The existing steel floating dry dock within the port caters the need of Port crafts as well as outside organizations and has capacity to accommodate vessels of following parameters.

- Length overall (LOA) - maximum up to 95 meters.
- Breadth - maximum up to 20 meters.
- Draft - maximum up to 4.5 meters.
- Lift displacement - maximum up to 2700 tones.

5.2.1.3 Chemical & Liquid Handling Complex

The Port of Kandla's Chemical and Liquid Handling Complex has total storage capacity for 21.9 Lakh kiloliters. Private sector storage terminals have capacity for 9.8 Lakh kiloliters.

5.2.1.4 Storage Facilities

Port consist of 185 hectares of custom bonded port area. Port offers an excellent and vast Dry Cargo Storage Facilities inside the Custom Bonded Area for storage of Import and Export cargoes, on very competitive rates. Also it has the largest capacity in India for storing liquid cargoes, and it is served by a modern pipeline network. The storage facility for liquefied petroleum gas has capacity for 30 thousand cubic meters. The container handling facilities include 545 m of quays equipped with four rail-mounted quay cranes and two harbor mobile cranes. The container facilities include an almost 11-hectare container yard, a 6.5 thousand square meter container freight station, and 90 reefer points for refrigerated containers.

The existing storage facilities at the dry cargo jetty area are presented in **Table 5.1**, the liquid storage facilities under private sector is presented in **Table 5.2** and other liquid storage facilities is presented in **Table 5.3**

Table 5.1 Existing Storage Facilities at the Dry Cargo Jetty Area

Sl No	Description	No	Area (Sq. M)	Capacity in (Tones)
1	Warehouses	33	1.68 Lakhs	4.47 Lakh
2	Open storage space	67	13.10 Lakhs	32.27 Lakh

Source: <http://www.kandlaport.gov.in/>

Table 5.2 Private Sector Liquid Storage Facilities

Sl No	Name of the Terminal Operator	No of Tanks	Capacity (KL)
1	CRL (Chemicals & Resins Ltd)	112	247000
2	FSWAI (Friend Salt Works & Allied Industries)	132	271650
3	Kesar Enterprise	44	90081
4	N P Patel Pvt Ltd	09	38497
5	FOCT (Friend Oil & Chemicals Terminal)	21	39263
6	USTTL – Liquid Terminal	22	63038
7	Agencies & Cargo Care Limited	27	50000
8	J K Synthetics	14	25176
9	IMC Limited	04	25288
10	J R Enterprises	15	25320
11	Indo Nippon Chemicals Ltd	10	17200
12	Liberty Investment	06	16016
13	Bayer ABS Ltd	11	13310
14	Deepak Estate Agency	09	13212
15	Tejmalbhai & Company	08	12577
16	Avean International Care Ltd	11	12160
17	USTTL Gas Terminal	04	5720
18	Parker Agrochem Export Ltd	06	15000
Total Capacity		465	980508

Source: <http://www.kandlaport.gov.in/>

Table 5.3 Public Sector Liquid Storage Facilities

Sl. No	Name of the Terminal Operator	No.of Tanks	Capacity (KL)
01	Indian Oil Corporation	38	575838
02	Bharat Petroleum Corporation	21	230000
03	Hindustan Petroleum Corporation	28	204000
04	IOC– LPG	02	30000
05	IFFCO	11	110000
06	NDDB	09	58530
Total Capacity		109	1208360

Source: <http://www.kandlaport.gov.in/>

5.2.1.5. Port Equipments

5.2.1.5.1. Wharf Cranes

Sixteen Wharf cranes are available at the port that include 4 wharf cranes of 3/6 tons capacity and 4 heavy duty, modern, state of the art, having lifting capacity of 12/16 tons.

5.2.1.5.2. Weighbridges

Nine weighbridges are there inside the port, which include four weighbridge of 40 MT capacity, One Weighbridge of 50 MT capacity, One Weighbridge of 60 MT capacity, One Weighbridge of 80 MT capacity, Two Private Weighbridge of 40 MT & 20 MT capacities respectively.

5.2.1.5.3. Other Support Equipments

Port contain loading equipment such as Forklifts, Tractor, Trailers, Pay loaders of various capacities. Also private handling equipment like Mobile cranes, Top lifters, Pay loaders, Forklifts, Heavy duty Trailers, etc. available on hire at competitive rates.

5.2.1.5.4. Various Facilities

Other facilities available within the port area are

- One deep draft mooring and four cargo moorings in the inner harbour area for stream handling.
- Loading/Unloading facilities for barges available for stream handling.
- Seventy licensed private barges available at competitive rates.
- Adequate storage capacity in both dry and liquid areas.
- 66 KV power supply.
- Standby power to the extent of 2000 kW available for emergency operations.
- Well-developed road network directly connecting the national highway.
- Railway network connecting the broad gauge main line, which is being upgraded.

5.2.1.5.5. Navigation Facilities within the Port

Kandla port facilitate round-the-clock navigation. It offers maximum permissible draft of 12 meters, but projects are underway to deepen the port to 14 meters. presently, the Port can accommodate ships up to 240 meters in length and 65 thousand DWT. Also, the Port offers a huge anchorage area for vessels waiting to enter the port and for lighterage services in the outer harbor. Navigation channel of the port is marked with 22 lighted navigational buoys, and a light house also assists navigation.

5.2.1.5.6. Offshore Oil Terminal (OOT), Vadinar

KPT had commissioned offshore oil terminal facilities at Vadinar in 1978, jointly with Indian Oil Corporation. It has a capacity of 58 MMTPA and handles crude oil and petroleum products. Vadinar is one of the deepest natural draft terminals in India and it does not require any maintenance dredging. The facilities consist of three offshore Single Point Mooring (SPM)/ Single buoy mooring (SBM), two jetties for handling liquid petroleum products, tanks for storage of crude oil and petroleum products

and rail and road gantries for dispatch of petroleum products. 2nd SBM was commissioned in the year 1998. 3rd SBM at Vadinar is for importing crude for the oil refinery of Essar Oil.

The features of the OOT Vadinar is as presented below .

- A draft of up to 33 m at SBMs and Lighterage Point Operations (LPO)
- Handling VLCCs of 300000 DWT and more.
- Providing crude oil for the refineries of Koyali (Gujarat), Mathura (Uttar Pradesh), Panipat (Haryana) and Essar Refinery, Jamnagar (Gujarat)
- Simultaneous handling of three VLCCs possible at the SBMs with vast crude tankage facility.
- Two nos. of 50 Tons state-of-art B.R SRP Pull-back tugs are available for smooth and simultaneous shipping operations on the SBMs and product jetty.
- One oil and debris recovery tug for oil pollution control has been acquired and stationed at Vadinar.
- Excellent infrastructure facilitating transshipment operations, even during the monsoon.

5.3 Operational Profile of the Port

Ongoing operational profile of Kandla port is described in following section :

5.3.1 Commodities Handled

Coal is the largest commodity handled by the port with respect to tonnage. The details of commodity handled at the port during 2014-15 and 2013-14 are given as **Table 5.4** below.

Table 5.4. Traffic Handled at Kandla Port during 2013-14

Sl. No.	Commodity	Tonnage Handled (in Lakh Tonne)		% Increase
		2014-15	2013-14	
Imports				
1	POL	8.67	7.02	(+) 24
2	Edible Oil	34.58	24.90	(+) 39
3	Phosphoric Acid	10.85	9.91	(+) 09
4	Fertiliser	38.47	26.44	(+) 45
5	Iron & Steel	11.82	8.42	(+) 4
6	Ores	11.96	5.98	(+) 100
7	Thermal Coal	97.25	60.80	(+) 60
8	Sugar	12.67	6.11	(+) 107
9	Timber Logs	28.51	26.52	(+) 08
Exports				

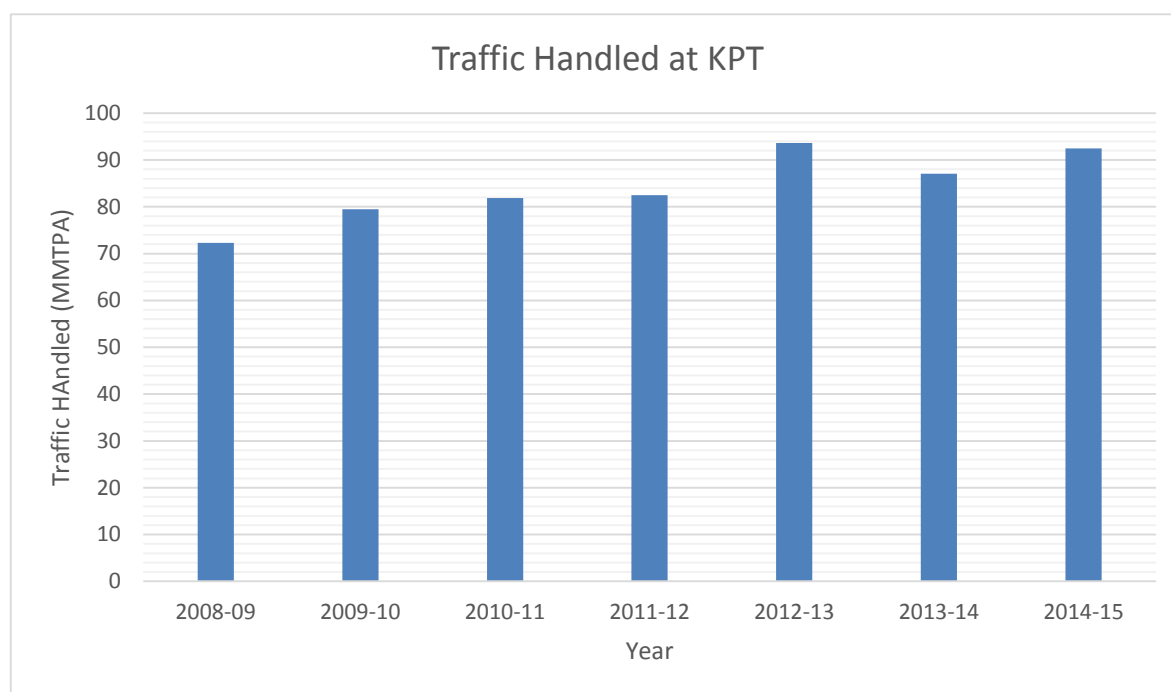
1	Edible Oil	2.10	1.66	(+) 27
2	Bauxite	3.39	0.86	(+) 294
3	Other Food	3.82	3.79	(+) 01

Source: Administrative Report 2014-15

From the above table it may be inferred that 8.67 Lakh Tonne of POL is being handled at Kandla. Also it can be seen that +24 % increase is shown by the POL commodity compared to the previous year.

5.3.2 Traffic Handled at Kandla

Kandla Port has shown buoyant growth in cargo handling in the recent past. The port's share in traffic handled by all major ports has risen steadily over the years. The past traffic profile of the port is shown in **Figure 5.3**. During 2013 -14 & 2014 -15 total traffic handled are 870.05 and 924.97 lakh tones respectively.

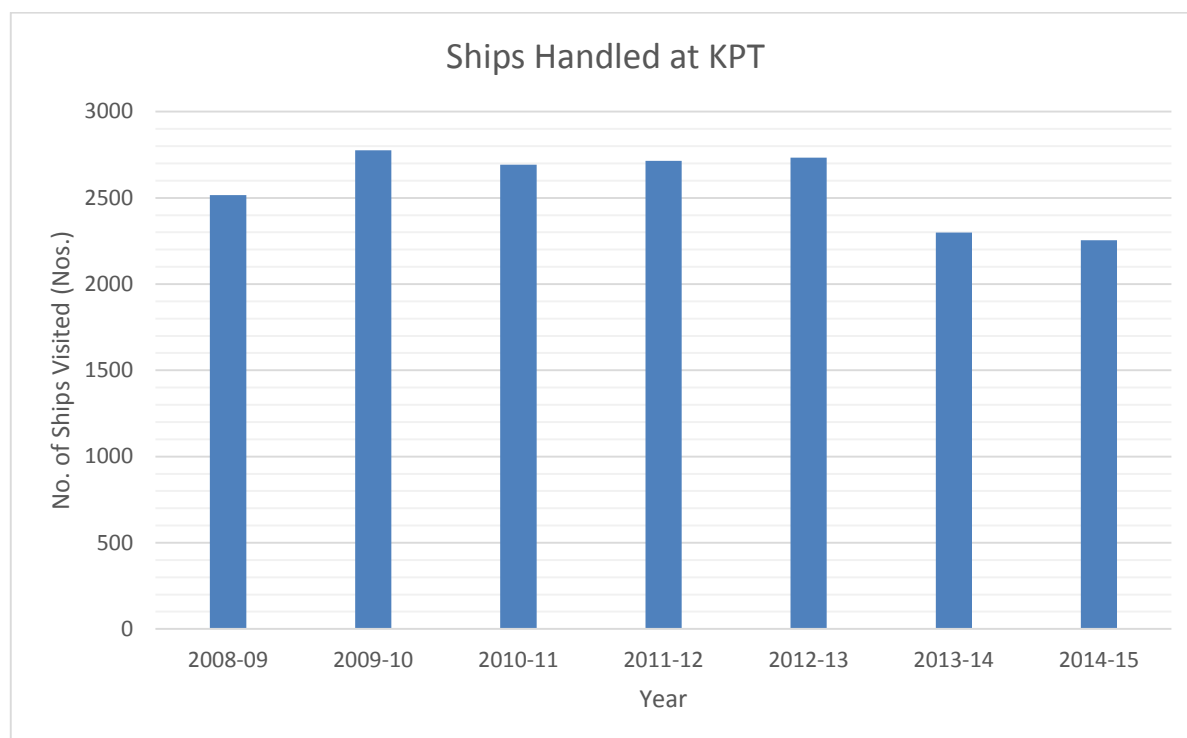


Source: <http://www.kandlaport.gov.in/>

Figure 5.3 Traffic Profile of Kandla Port

5.3.3 Ships Handled at KPT

Total number of ships visited KPT during the year 2008-2015 are given as shown in **Figure.5.4**. During 2013-14 & 2014-15 a total number of 2299 & 2254 vessels entered the port respectively. Among them more than 75 % visited KPT and remaining 25 % visited Vadinar.



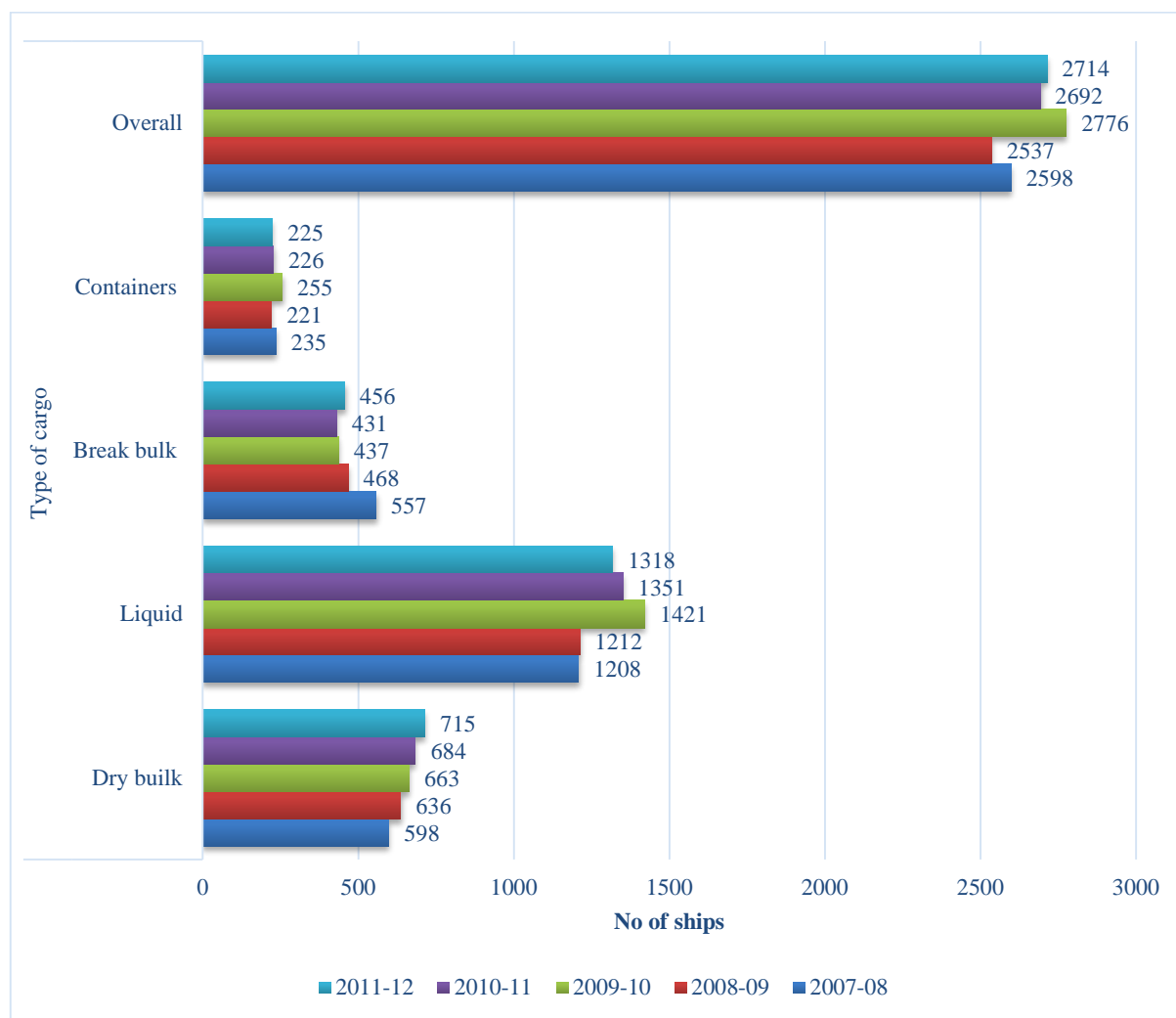
Source: <http://www.kandlaport.gov.in/>

Figure 5.4 **Ships Handled at KPT**

Total number of ships handled at KPT commoditywise during the period of 2007 – 2012 is as presented in **Figure 5.5**

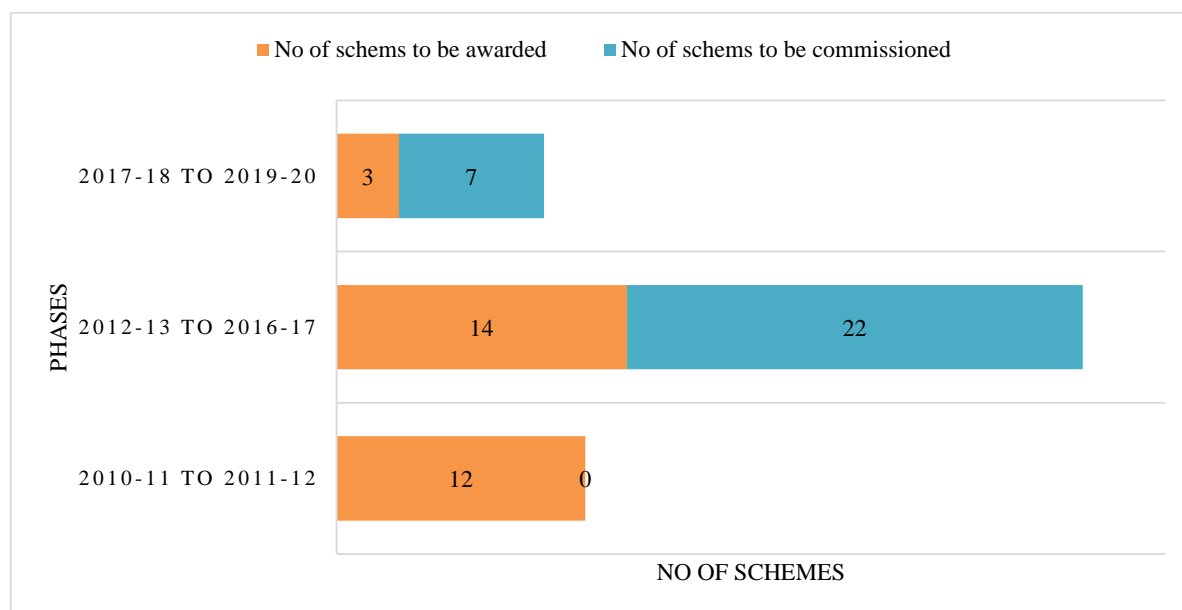
5.4 Future Perspective of Kandla Port

Inorder to increase the productivity and to reduce the turnaround time KPT have a well-defined futre plan. This will inturn demands the capacity addition of the port .The future perspective of Kandla port upto 2020 is shown in **Figure 5.6** and future capacity addition plan up to 2020 is given in **Figure 5.7** .



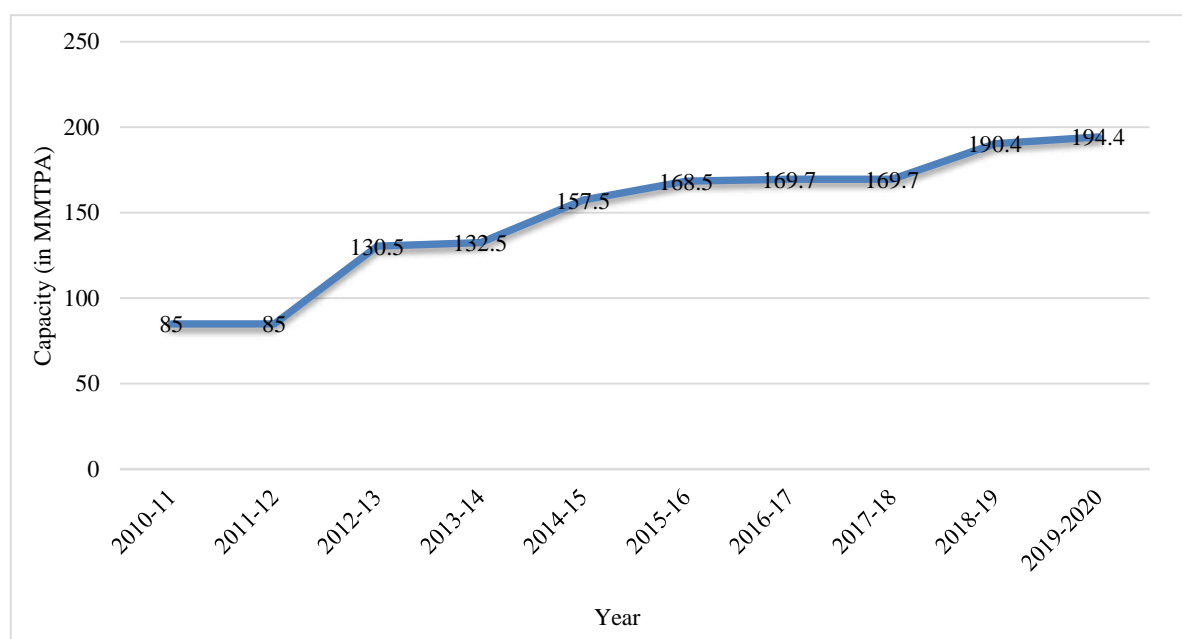
Source: <http://www.kandlaport.gov.in/>

Figure 5.5 Total number of ships handled at KPT



Source: <http://www.kandlaport.gov.in/>

Figure 5.6 The future perspective of Kandla port up to 2020



Source: <http://www.kandlaport.gov.in/>

Figure 5.7 The Future Capacity Addition Plan of Kandla Port upto 2020

Considering the ever increasing traffic at the Port which is also handling the POL, a sound contingency plan should be maintained to cater the threat posed by an uncertain oil spill event. Also it may be noted that Vadinar being the POL hub, extreme caution is required for this area.

6

SENSITIVITY MAPPING

The area within Kandla Port limit as well as its surroundings is rich in both ecological and socioeconomic resources. As per the It is important to identify the areas of highest risk, so that prioritisation of resources is possible. Appendix E3 of NOS-DCP 2015 - Environmental Sensitivity Index Mapping Guidelines, the role of sensitivity mapping is the "Basis for the definition of priorities for protection, development of response strategy and cleanup operations, considering the oil spill sensitive elements including protected areas, important areas of biodiversity, sensitive ecosystems, critical habitats, endangered resources and key natural resources". In this context,realising the importance of protection of these resources from the impacts of oil spill, resources within the Kandla Port Limit were assessed, and strategic oil spill sensitivity map was prepared for the port limit. This map provides information on the Shoreline Classification, Biological Resources & Human-use resources as per NOS-DCP guidelines. These three are the most important consideration as, it directly implies to the risk from an oil spill in terms of vulnerability, persistence and ease of cleanup. The subsequent sections details are as follows:

- Resources assessment
- Sensitivity Mapping
- Response Considerations

6.1 Resources Assessment

Kandla port located in the northern plank of the GoK, in an area with irregular and dissected configurations, with numerous creeks surrounded by marshy land on the bank of Kandla creek. Located at the juncture of Kathiawar and Saurashtra peninsula, i.e., at a transition zone between arid and semi-arid zone having striking characteristics of the arid area.



Figure 6.1. Kandla Port - An Ariel View

At Kandla, the Gulf of Kachchh narrows down into a distinct constriction getting itself dividing into a creek system often called the Little Gulf of Kachchh, leading to an area called Little Rann of Kachchh (LRK) which receives water supply only during the high tide. Hence close to the port area are vast mudflats and many of them are hard flats, which gets submerged only during the spring tide. Among them Sathsaida bet is the largest. Aerial view of Kandla port is given as **Figure 6.1**. The top of the picture depicts the Sathsaida bet where as the bottom is the port area with its tank farms and warehouses.

The port limits extends from Navlakhi at the head of GoK to Narara Bet in the southern arm. While from Tuna in the north coast to Kalumbhar Bet in the southern arm. The limit is bounded by Kachchh in the North & North-East, Morbi at East and Devbhoomi Dwaraka & parts of Jamnagar district towards South & South-East respectively. Along the coast there are numerous coastal villages with people engaged in traditional occupation of fishing hosting large and small fish landing centres. Also being the adjoining land masses of ports, many of them have been developed into port towns and subsequently developed as industrial pockets.

Within the port limit is the most productive and diversified habitats along the West coast of India. The high tidal influx covers vast low lying areas comprising a network of creeks, marshy tidal flats and rocky regions which provide congenial environment to a wide variety of marine biota. The northern shore is predominantly sandy or muddy confronted by numerous shoals and creeks also sustains large stretches of mangroves. There are vast mudflats towards the Mundra coast. There are narrow beaches

along the coast behind the mudflats. Towards the southern limit, shoreline is comprised of numerous islands and inlets which harbour vast areas of mangroves and coral reefs with living corals.

Important organisms includes algae, mangroves, corals, sponges, molluscs, prawns, fishes, reptiles, birds and mammals. In order to protect the rich biodiversity of the Gulf of Kachchh, several intertidal mudflats and coral reefs along its southern shore are declared as Marine National Park and Marine Sanctuary (MNPS). There are also areas declared as Important Bird and Biodiversity Areas (IBAs) which are large bird flocking areas, Important Coastal and Marine Biodiversity Areas (ICMBAs).

Thus the peculiarities of Kandla Port Area which are to be duly considered with respect to oil spill sensitivity can be briefed as follows:

- An all-weather Major Port with several oil handling facilities including SPMs within port limits
- Dry Weather and Mild Monsoon
- High tidal ranges and strong tidal currents
- Extensive creek system acting as tidal channels
- Valuable ecological resources such as Corals, Mangroves, Mudflats and bird flocking areas around the vast creek system
- Extensive socio-economic activities including Special Economic Zone (SEZ), salt pans, fishing areas and intake points of shore based industries.

Important features of the port area are discussed below which directly has relevance to oil spill sensitivity and its response. Map showing KPT limit with its facilities, adjoining land and marine features of the areas are given as **Figure 6.1** below.

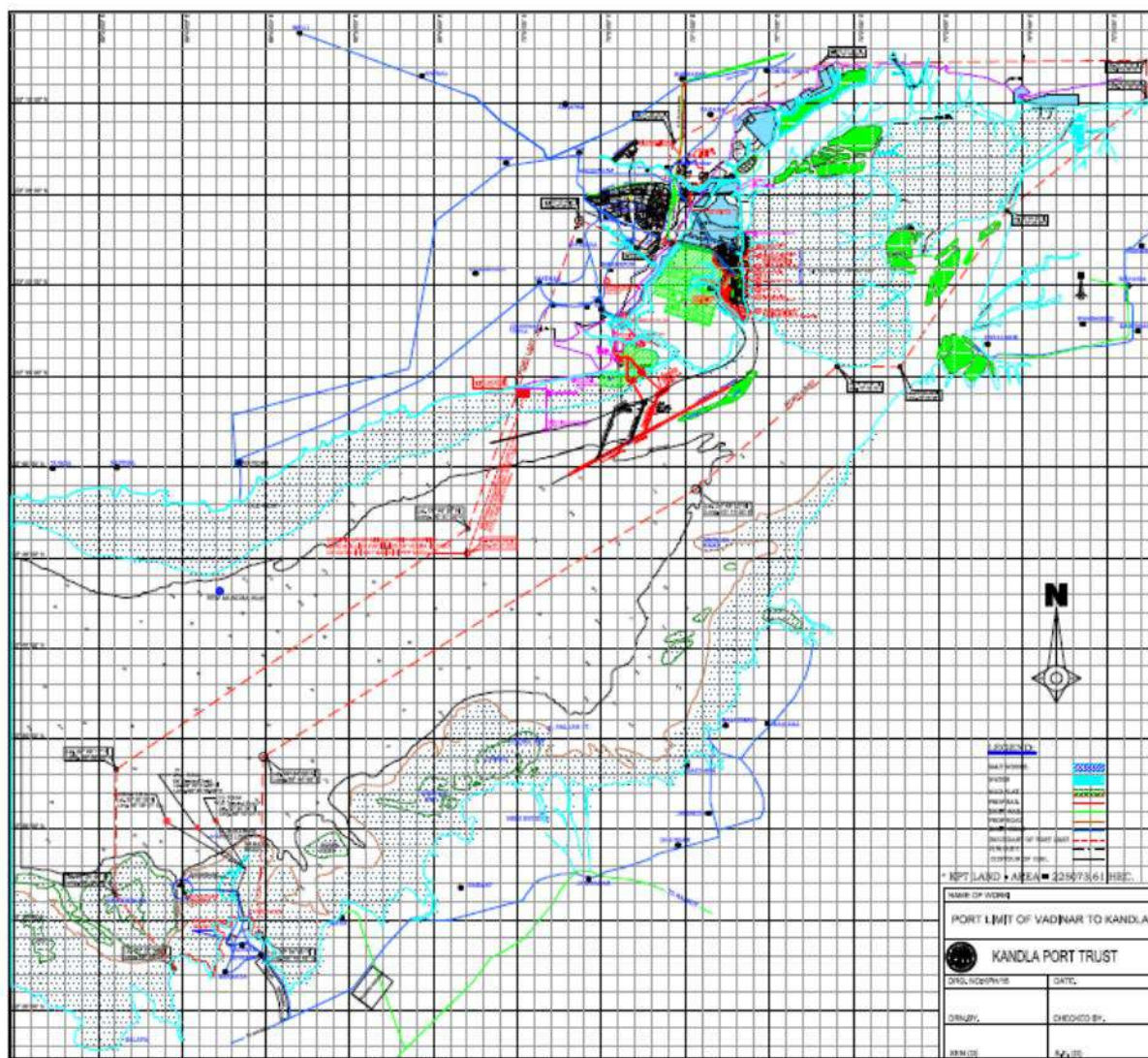


Figure 6.2. KPT Limit

Kandla Port is located inside extensive creek system surrounded by bays including intertidal and high tidal mudflats, while its limit extends to the MNPS where the Vadinar Terminal is located. Because of its geographical extent the area is described as two zones- Kandla Zone for the areas in Northern side of the port limit and Vadinar Zone is located towards the southern side of port limit. The inner portion of Gulf area has more uniform and stable environmental conditions. Kandla port region is free from significant wave disturbances while the Vadinar has marine meteorological conditions dominated by tides and monsoons. The important features of the port limit is given as **Table 6.1**.

Table 6.1. Important Features of the Port Limit

Sl. No.	Nature of Coast	Coastal Stretch	Length (km)	Major Geomorphic Feature
1	Mix- Wave & Tide dominating Coast	Mundra - Tuna	45	Mudflat, Paleomudflat/ Salt Pan, Ebb Delta/ Sand Ridges
2	Tide Dominating Coast	Tuna - Kandla	15	Mudflat including Hard Mudflats bordering LRK, Paleomudflat/ Salt Pan, Mangrove
3	Tide Dominating Coast	Kandla - Vadinar	60	Islands of southern arm such as Kalumbhar and Narara with Corals, Mangroves & Mudflats.

Source: S.B. Sukla et al, Indian Journal of Geo-sciences, 2010

6.1.1. Kandla Zone

Kandla Zone includes the area near urban settlement Gandhidam towards West barren land including Sathsaidda bay occupying the South-West portion of LRK and adjoining creek system. The areas as a whole have a marshy nature and the high water balance make the area hypersaline. Almost the entire shoreline of Kandla zone is highly corrugated, which are the extension of LRK i.e., the fringing Rann with mangroves on banks of the creek. The port area is immediately surrounded by barren marshy lands especially in the North & North East. There is growth of mangroves including plantations towards North, North East and South and South West. Also there are extensive salt pans surrounding the port. Settlements are there within the port area as well as towards the West of the port.

Average depth of the area at head of Gulf of Kachchh is 20m. Near the Kandla creek the depth reaches 5m or less. The present channel is called the Sogal Channel. And dredging is concentrated for about 2.3km length out of the approach channel 23km. (Coastal Environments- Problems and Perspectives, K.S Jayappa, A.C. Narayana). The width of the channel varies from 200 meters to 1,000 meters. The contour depth along the shipping channel is around 10 meters.

Tides in the Gulf are of mixed, predominantly semidiurnal type with a large diurnal inequality. The high tidal factor can be attributed to the shallow inner regions and narrowing cross-section. Tidal range in the area is around 7m. Tidal exposure of along the shores of Kandla increases the Gulf up to 2 km Kandla. There are strong currents up to 3 knots.



Figure 6.3. Important Resources of Kandla Zone

6.1.1.1. Creek

The vast creek systems of Kandla functions as tidal channels. The width of the channels are highly variable and there are smaller channels are mud during the low tide and submerges during the high tide. Kandla creek is the major creek of the area. Two large creeks, Sara and Phang creeks join the Kandla creek and act as its tributaries. Besides that, one more creek, Nakti creek also joins the Kandla creek at the confluence of Sara and Phang creeks.

All these creeks bring water from Little Rann into the Kandla creek, which has a fairly good depth and stable banks. The width of the creek channel varies from 200 m in the upstream to 1000 m at the mouth and the depth varies from 8 to 12 m, while the tidal height ranges from 0.83 to 7.2 m, with tidal currents varying from 0.08 to 2 m/s. Kandla and Nakti creeks however retain high salinities (> 35 ppt) even during monsoon.(Vijayalakshmi Nair).Tuna area is having smaller creeks.

6.1.1.2. Mudflats

The port is surrounded by vast mudflats that get inundated during high tide. Sathsaida Bet, Khengriji bet are important of them. They consist of thick deposits of very soft marine clay upto a depth of 12-15m underlain by calcareous sand and highly weathered, weak sedimentary rock formations comprising of compact sand, siltstone, claystone and sandstone (Vijayalakshmi Nair). The mud flats of Kandla port area are important bird flocking sites.

Sat Saida Bet is located opposite to the Kandla Port and falls within the port jurisdiction. It is a vast tidal inundated area mostly made of mudflats and tidal swamps.Small creek systems arising from Kandla creek, Nakti creek and other creek systems brings tidal wate to this Bet and vast area along the fringes gets flushed tidally. Sat Saida has natural but degraded mangroves of around 10sq.km which are mostly present along the banks of the minor tidal creeks and seawater inlets. Sat Saida Bet is surrounded in all the three sides by creek systems creating a conductive environment for the mangrove

plantation. Remoteness of the site and presence of vast mudflats renders Sat Saida Bet an ideal site for mangrove plantation activities. The southwest portion of the Sathsaida bet is known as Flamingo flats which are many times referred to as shoals. Birds like Pelicans are often found swimming the water near these flats. Tidal Pools are often formed in the mudflats which forms habitat various small marine organisms. Khejranji Bet is another important bet of the area.

6.1.1.3. Salt Marshes

Salt marshes are halophytic areas with grass, shrubs or dwarf wood on alluvial sediments bordering salinewater bodies with tidal fluctuations either tidally. Vast complex of marshland is present lying crisscrossed by innumerable creeks.

6.1.1.4. Salt Pans

Saltpans are unique tide water impounded enclosed system adjacent to creek environment. They are characteristically exposed to a wide range of environmental stress and perturbation which manifest mainly through salinity changes. The distinct feature of the brine ecosystem is its biotic simplicity and stability. saltpans are immature ecosystem as compared with a typical marine system and harbour a high proportion of opportunistic and fugitive species These saltpans serve as feeding grounds for a variety of resident as well as migrant birds. They are small shallow more or less rectangular man made depressions where saline water accumulated and evaporates leaving salt deposits. There are aquaculture activities occurring in the area where coastal waterbodies used for breeding and rearing of brackish/ saline water in captivity. Mainly salt pans are used seasonally as aquaculture ponds.

6.1.1.5. Sandy Ridges & Beaches

There are narrow ridges of coarse sand and shell from 0.3m to 1.8m height from the Rann on the Western side of the Nakti Creek. Flamingo flat of dry mud extends up to 4km off the South-Western side of the Sathsaida Bet is an important mudflat of the area. Also the southern side of the Sathsaida bet on the eastern side of the entrance of Kandla creek is fronted by ridges of coarse sand and broken shell. Also between Mundra and Kandla there narrow sandy beaches.

6.1.1.6. Shoals

Sand bars and islands which change their location frequently are present in the area parallel to the entrance of Kandla creek from Jodiya onwards. The important them are as follows:

- Kaladara Shoals - Hard dry sand dries 2.7m south-westward of the Flamingo flat consisting of hard sand
- Kapoor shoal – Parallel to Kaladara with least depth 1.2m consists of ridges and pinnacles of coarse sand , small stones and broken shells

- Mid shoal
- Sangvi Shoals

6.1.2. Vadinar Zone

Vadinar Zone is located in the border of Jamnagar and Devbhoomi Dwaraka Districts. Ecologically important coastal ecosystems or habitats such as corals, mangroves, mudflats, flocking areas of birds are present in the area with peak concentration of including the migrants during the winter season ie., from October to February. The important features in Narara Zone is given as **Figure 6.4**.



Figure 6.4. Important features in Vadinar Zone

6.1.2.1. Coral Islands

Towards the southern port limit near Vadinar there exists two coral islands Kalumbhar and Narara.

6.1.2.1.1. Kalumbhar Island

Kalumbhar is the largest island in the GoK having some agricultural land, excellent corals and associated reef flora and fauna in North, North-Eastern and Western side of reef. Narara bet also has coral reef associated with it which gets covered at 0.8m fringing Narara Bet and extending about 3.2km North and North East of the island. The seaward edges of all reefs are generally steep (NBDB & MSSRF). They form an integral part of the MNPS. There are mudflats in the centre and sandy beaches towards North and North-West. These mudflats and beaches are intervened by many creeks which supplies tidal water.

6.1.2.1.2. Narara Island

Narara has Hard Coralline Areas, Sandy, Muddy habitats with Mangroves, Sea Weeds and Sea Grass. Northern areas along the reef edge support subtidal corals. Reef flora and fauna in good condition, diversity is good, mangroves in excellent condition. Nesting sites of many birds (NBDB & MSSRF) are present here. The intertidal expanse at Narara Bet varies from 2.5 km to 3.8 km. The main algal zone is however confined to 1.2 to 2.5 km (Vijayalakshimi Nair, 2002).

6.3 Biological Resources

The marine vegetation is highly varied, which includes sand dune vegetation, mangroves, sea grasses, macrophytes and phytoplankton. In general, the northern shore of the Gulf supports very poor algal diversity.

6.3.1. Corals

Most of the Islands in the Souther arm GoK support fringing reefs and the coral patches are also found between Islands. The present day coral growth is patchy rather than reefs as they are supported by intertidal sandstones or wave cut eroded shallow banks. There are also coral pachthes near Off Mundra-Mandvi Coast.

Corals near Vadinar have a moderate live coral population with variety. These corals are already under environmental stress due to heavy sedimentation. The sturdy corals like Goniopora, Porites, Favia and Goniastrea are the common species. Live corals are mainly confined to the lower littoral and shallow subtidal zones (< 8 m). The distribution of live corals along the intertidal reef flat of Kalubhar is closely comparable with that of Narara Bet. Live coral colonies are relatively more especially at the lower reef flat of Kalubhar as compared to Narara Bet. The corals are mainly represented by the genera Favia, Favites, Porites, Goniastrea, Goniopora, Pseudosiderastrea, Cyphastrea, Symphyllia and Turbinaria. The live corals are absent at the reef edge of 50 m width while their coverage increases (90 to 100%) at the reef slope below 1 m depth. These corals are under high environmental stress due to heavy sedimentation which is more prevalent along the eastern side. Hence live corals are mostly confined to the subtidal and the lower reef flat and absent at the upper reef flat.



Figure 6.5. Corals of Narara

Eastern segment of Narara Bet, have as vast mud flat and hence the presence of coral is less. The live corals are restricted to the subtidal regions upto 8 m depth while they are absent beyond 15 m depth due to sandy/ muddy bottom. Kalubhar Island has relatively better live corals diversity as well as density at the lower intertidal and subtidal (< 1 m depth) as compared to Narara Bet in its north and north-west regions. (Vijayalakshmi Nair, 2002).

6.3.2. Mangroves

Kandla zone is dominated by extensive patches of mangroves predominated by *A. marina* including natural ones and plantation. Other dominant species are *A. officinalis*, *Bruguiera parviflora*, *B. gymnorhiza*, *Rhizophora mucronata*, *R. apiculata*, *Avicennia corniculata* and *Sonneratia apetata* alongwith the associated species of *Salicornia brachiata*, *Suaeda fruticosa*, *Artiplex stocksii* and a lichen, *Rosella Montana*.



A. marina



A. officinalis



Bruguiera parviflora

*B. gymnorrhiza**Rhizophora mucronata**Avicennia corniculata***Figure 6.6. Important Mangrove species within KPT limit**

Middle and downstream portions of Kandla Creek was seen with dense patches of mangroves with species of *Avicennia marina*. The Nakti Creek sustained dense mangrove vegetation at both the banks. The average density of plants was seen between 150-225 plants/100m² with average height varying 0.5-3.5m in Kandla and Nakti Creek. Also there are natural mangroves in the Tuna region within the jurisdiction. A total plantation of 520 ha has been covered till the end of April 2013 in the Sat Saida Bet, mainly *Avicennia marina* and in the Nakti Creek total area of 150 ha. Higher & better vegetation is seen in Tuna mangroves and also they have better regeneration potential.

Narara bet harbours a dense mangrove forest covering an area of 116.57 ha where as sparse mangroves for 135.55 ha along the eastern and western side. *Avicennia marina* is the dominant species having a height between 0.5 to 2m. About 0.5 km² area of Narara Bet was afforested with *A. marina* by the MNPs Authorities. About 6 species of mangroves and 4 associated species are recorded at Narara Bet. *Salvadora persica*, *Salicornia brachiata* and *Suaeda fruticosa* are occasionally seen along high saline zones at the supralittoral and nearby salt pans. (Vijayalakshmi Nair, 2002).

There are natural formation of open scrubby type, with isolated and discontinuous distribution from Kandla- Navlakhi.

6.3.3. Sand dune flora

Seashores of the port limit mainly hosts shrubby and herbaceous vegetation. Most of the plants on the shore are prostrate and xeromorphic in nature, e.g. *Euphorbia caudicifolia*, *E. nerifolia*, *Aloevera* sp, *Ephedra foliata*, *Urochorda setulosa*, *Sporobolus maderaspatenus*, *Eragrostis unioides*, *Calotropis procera*, *Fimbristylis* sp, *Indigofera* sp and *Ipomoea* sp. and *Launea sarmentosa*. The vegetation becomes gradually stable at a distance away from the tidemark with the stabilization of the soil.

6.3.4. Marine Algae

Marine algal species within the port limit are mainly found in the Narara and Khalumbhar Islands. Most common among them are *Ulva fasciata*, *U. reticulata*, *Enteromorpha intestinalis*, *Dictyota* sp, *Hypnea*

musciformis, *Sargassum tennerimum*, *S. ilicifolium*, *Gracilaria corticata*, *Cystocera* sp, *Padina tetrastomatica*, *Corallina* sp, *Laurencia* sp, *Caulerpa racemosa*, *C. peltata*, *Bryopsis* sp, *Turbinaria* sp, *Ectocarpus* sp, *Acanthophora* sp, *Chondria* sp, and *Codium* sp. The Narara reef flat immediately behind the reef ridge upto 1 km from the low tide level supports diverse and abundant algal flora.. Extensive intertidal mudflats at the upper zone are dominated by filamentous algae like *Enteromorpha clathrata*, *L. mujuscula* and *Polysiphonia platycarpa*. *Ulva lactuca* and *E. clathrata* are commonly associated with mangroves at the upper intertidal area. The salt pans and water pools in the saline bank regions are also dominated by *E. clathrata*. The main channel with silt/ clay bottom does not sustain significant populations of marine algae (Vijayalakshmi Nair, 2002).

The open mudflats at Narara Bet are covered with algae like *Enteromorpha*, *Ulva*, *Lyngbya* and *Polysiphonia*. The upper sandy shore and mangrove areas are associated with *Enteromorpha* and *Ulva*. *Lyngbya*, *Caulerpa cladophota*, *Ulva cystoseira*, *Dictyota*, *Hydroclathrus*, *Padina*, *Sargassum*, *Acanthopora*, *Amphiroa*, *Champia*, *Centroceros*, *Gracilaria*, *Hypnea* and *Polysiphonia* are common. *Padina* and *Gracilaria* are most dominant (50-70%) at the lower reef flat.

The intertidal segments of Kalumbhar harbour 47 species of marine algae and three species of seagrasses. The reef areas are dominated by *Digenia*, *Gracilaria*, *Padina*, *Hydroclathrus*, *Ulva* and *Hypnea*. The open mudflats and sandy regions at the upper intertidal zone are represented by *Enteromorpha*, *Ulva*, *Lyngbya* and *Polysiphonia*. (Vijayalakshmi Nair, 2002).

6.3.5. Sea Grasses

Seagrasses such as *Halophila ovata* and *Halodule uninervis* are common in patches on sandy regions of the reef. *Halophila beccarii* occasionally occur at the mudflat along the water channels of Narara Reef (Vijayalakshmi Nair, 2002). Seagrass species exist in the subtidal regions. Two *Halophila* species exist off Kalubhar The sandy region of the reef flat supports the growth of seagrasses like *Halophila* and *Halodule* (Vijayalakshmi Nair, 2002).

6.3.6. Terrestrial Mammals

Eleven species of mammals were recorded in the study area of KPT (Integrate EIA, KPT, 2013). But they have no direct relation with water other than frequenting water for water or food. There are namely *Pteropus giganteus*, *Presbytis entellus entellus*, *Canis pallipes*, *Canis aures aures*, *Canis bengalensis*, *Herpestes auropunctatus*, *Felis silvestris ornata*, *Sus scrofa cristatus*, *Funambulus pennanti*, *Rattus rattus*, *Gazella bennetti*.



Sus scrofa cristatus(Indian Wild Boar)



Gazelle benetti (Indian Gazalle)



Presbytis entellus entellus (Common Langur)



Indian Flying Fox

Figure 6.7. Some Mammals in the areas adjoining KPT Limit

6.3.7. Reptiles

Six species of reptiles were reported from the area. Out of these two were of under the lizard category and rests 04 were snakes. *Mabuya macularis*, *Eryx johnei*, *Ptyas mucosus*, *Sphalerosophis diadema*, *Cytrodactylus kachhensis*, *Hemidactylus leschenaulti* are them.



Rana cyanophlyctis



Mabuya macularis



Eryx johnei(Indian Sand Boa)

Figure 6.8. Major Amphibians & Reptails of KPT Area

6.3.8. Amphibians

Two species of amphibians were also recorded *Rana cyanophlyctis* & *Bufo melanostictus*

6.3.9. Zooplankton

The inner Gulf sustained a higher rate of zooplankton production. The composition was fairly diverse and consisted mainly of cope pods and decapods. (Bio Resource Status of Selected Coastal Regions). As per recent EIA studies including copepoda, Decapoda, Lamellibranchiata, Lucifer, Mysids, Polychaete, Stomatopod larva with an average density of 250 no./l is present in the waters around Kandla Port Area. (Integrated EIA Study, KPT Area, 2013). Fish eggs are rarely represented. Fish larval population have been recorded more during monsoon.

6.3.10. Benthos

Benthic macro fauna includes Amphipodes, Bivalves, Porifers, Gastropoda, Oligochaete. In Kandla the most common groups are polychaetes, amphipods, crabs and mysids while in Nakti Fish larvae, brachyurans, macrurans, insects are common. Subtidal macro benthos include Polychaetes, brachyurans & insects. Meio Benthos includes Gastrotrichs, Hapticoidea, Nematoda, Tubellaria having around 500nos/10cm².

6.3.11. Mollusca

11 species of mollusca, seven species of shrimps (Prawn) Arthropodes and seven species of annelids were recorded. Larvae of *P. merguensis*, *M. kutchensis*, *M. brevicornis* and *M. monoceros* are the penaeid species available in the region. *M. affinis* is dominant during the monsoon.

6.3.12. Turtles

In the Gulf, the reptiles are mainly represented by marine turtles *Chelonia mydas* and *Lepidochelys olivacea*. They have been known to breed and spawn on the sandy beaches along the coast as well as on the Islands particularly along the southern Gulf between Okha and Okha Madhi and Vadinar-Sikka coast as well as on the Islands within the MNP and MS (Vijayalakshmi Nair, 2002). Goose reef have sand dunes. But active sites are less in this area which can be attributed to the presence of mudflats. They are not present in the Kalumbhat area, as there are no potential nesting site for their breeding exists here. Sandy beaches here are located close to marshes or mudflats and hence are not so easily approached these species. Hence presently there exist no potential breeding site.

6.3.13. Marine Mammals

Marine mammals are chiefly represented by dolphin (*Dolphin delphia*) and Dugong (*Dugong dugon*) in the Gulf especially along the Jamnagar coast. Common dolphins, Bottle-nosed dolphins and Pacific hump-back dolphins are the important dolphin species often found in the GoK area. A highly isolated breeding population of Dugongs exists in the Marine National Park, GoK. It is the only population remaining in western India. Whale Sharks and Porpoises also frequent the area.

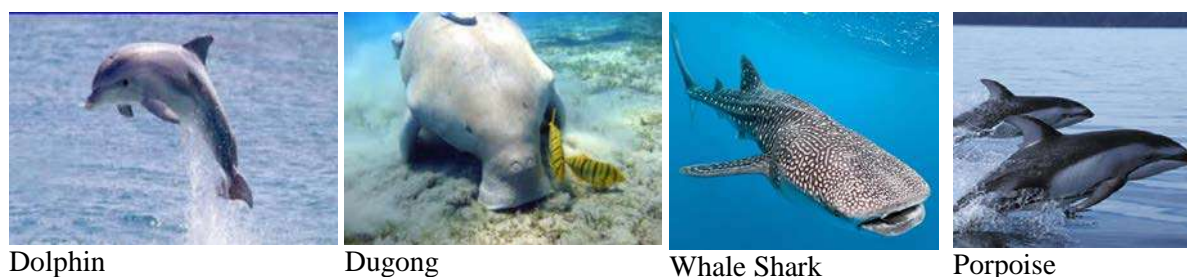


Figure 6.9. Marine Mammals

Dolphins and Porpoises are found in the shallow water near Narara reefs of the area (H.S Singh, 2003). *Balaenoptera borealis* was reported from Salaya by Khacher (1998). Dolphins, Porpoises and Dugongs also exist in the area (H.S Singh, 2003). Rich sea grass beds off Kalubhar islands indicate high prospects of the presence of the rare and endangered species Dugong dugon, the sea cow (Vijayalakshmi Nair, 2002).

6.3.14. Fishes

The common species in Kandla creek are *Chiloscyllium arabicum*, *Lepturacanthus savala*, *Ilisha metastoma*, *Otolithoides biauritus*, *Pampus argenteus*, *Harpodon nehereus*, *Parapenaeopsis hardwickii* and *Exopalaemon styliferus*. The common species are *Pampus argenteus*, *Polynemus tetradactylus* and *Harpodon nehereus*. Nakti Creek hosts *Lagocephalus* sp., *Escualosa thoracata*, *Ilisha* sp. Prawns such as *Parapenaeopsis stylifera*, *Exopalaemon styliferus*, *Metapenaeus* sp. are available in the Nakti creek.

Vadinar- Salaya accounts for about 4-19% of the total landings of Jamnagar district. Fish landings at Salaya indicate a fluctuating trend. Composition of marine fish landing at Salaya during 1990 to 1994 shows the occurrence of 22 groups of fishes. The dominant group found in the area is sciaenids followed by shrimps, mullets, white pomfret, catfish and shark. Total number of fishing crafts at Salaya amounts to 330 and the fishermen population engaged in fishery operations are 1220 (GEC).

6.3.15. Birds

The Gulf area which has many salt pans, Islands and intertidal coastal system with mangroves offers favourable conditions for feeding, breeding and shelter to a variety of birds. Birds find the most congenial environment in the mangrove forests lining the Islands and along the coasts. A large number of migratory species pass through the Gulf and a small population of most species comprising mainly of juveniles and non breeding adults take shelter during summer.

On the whole, 140 species are documented; 85 terrestrial and 55 aquatic. Out of these, 71 are resident species, 44 migrant and another 25 resident migrant. The area is located in the Central Asian Flyway of migratory birds, also a portion of West Asian – East African Flyway. Thousands of waterfowls can

be seen in the salt- pans from October to March. These include flamingos, godwits, sandpipers, plovers, stilts, terns and so forth. *Mycteris leucocephala*, *Sterna acuticauda*, *Pelecanus crispus*, *Limnosa limnosa*, *Numenius arquata* are the important birds of the area.



Mycteris leucocephala



Sterna acuticauda



Limnosa limnosa



Numenius arquata

Figure 6.10. Some Birds found in the area within KPT Limit

Though salt pans are the man-made habitats, they are also valuable congregating for many resident and migratory birds as they provide food such as shrimps for them.

6.4. Human Use Resources

6.4.1. Salt Pan

95% of salt produced in Gujarat State belongs to GoK. The port has allotted approximately 16112 acres of land for manufacture of salt and allied industries connected with the salt manufacturing. There are 16 major lessees having land varying in area from 99 acres to 3890 acres and 25 minor lessees having land admeasuring 10 acres each for the salt works. Near Vadinar there are salt pans of in small area. Salt pans are important bird congregating area as they provide food such as fishes & shrimps. Many times brackish aquaculture ponds are function seasonally associated with salt pans.



Woman at work in the Salt Pan



Birds Congregation in the Salt Pan

Figure 6.11. Salt Pans

6.4.2. Fisheries

No fishing activities are found in the area except using small craft in Kandla Creek area. There is a fishing harbour exists north of the Kandla port. Unlike the other parts of GoK there are no fish ponds functioning in the area. High tidal movements and unusually strong currents make trawling or gill-netting for fish difficult and risky in Kandla creek. Evidently, no large-scale commercial fishing operations are conducted in the area except for minor shore-based hand-net and gill net operations.

The northern areas of Kachchh were found to be the most productive areas and had a dominance of Silver Grunt and Cat Fish species. In Kachchh, the largest fish landings occur at Jakhau (66.2%), while Kandla and Mitha Port account only for 3% of the Kachchh landings.



Figure 6.12. Fishermen

Among the different creeks in the Northern arm, Kandla is the most productive system comparable with Kori, but the production potential decreases interiors. The expansions of Kandla port and increase in saltpans in the mouth of the Gulf of Kachchh have affected the fishery in the region. Thus, negative growth observed in these two talukas (Ecoprofile of Coastal Taluks of Gulf of Kachchh, GEC, 2014). During monsoon period, penaeid larvae are abundant in the inner creeks leading to a flourishing backwater fishery off Surajbari.

Fishery is prawns exists only on the area of 1200sq.km on the southern border ie., in the head of GoK, where the bottom is muddy. The prawn fishery is more seasonal. (Marine Fisheries Research and Management, V.S Pillai and N. G. Menon, CMFRI). The details of prawn fishery in Kandla and Tuna is given as **Table 6.2**.

Table 6.2. Details on Prawn Fishery at Kandla and Tuna

Sl. No:	Location	Season	Nature of Bottom	Prawn Species
1	Kandla	May-February	Muddy	M. monoceros 64.7 % ; P. indicus 20.8 % ; Leander sp. 9.3% ; M. brevicornis 4.2% ; P. sculptilis, P. stylifera and Palaeomon sp. 2.0%
2	Tuna-Sangdha	September-February	Muddy	M. monocarpus 47.5% ; P. indicus 15.6% ; M. brevicornis 15.3% ; Leander sp. 14.5% ; P. sculptilis 5.8% ; P. canaliculatus, P. stylifera and Palaeomon sp. 1.3%.

Source: http://eprints.cmfri.org.in/1654/1/Ramamurthy_146-148.pdf

The three districts around GoKnamely Rajkot (now Morbi), Jamnagar (now Jamnagar and Devbhoomi Dwararka) and Kachchh have 1, 23 and 51 fishing centres respectively. The collective contribution of GoKis about 22 % to the total production of Gujarat State. The major share is Jamnagar (now Jamnagar and Devbhoomi Dwararka) and Kachchh districts with very low landings from Rajkot (now Morbi). Around 200 species of fish were recorded from the Gulf. Sciaenids predominated the area.

Common fishes in the area were pomfrets, Bombay duck, shrimps, ribbon fish, clupeids, shark and catfish. Details of fishermen population in the three (now four) districts indicate that active fishermen are more in Kachchh as compared to Jamnagar and Rajkot districts. The number of trawlers are more at Jamnagar while the gill netters are more at Kachchh district.

6.4.3. Kandla & Tuna SEZ

Two SEZ have been proposed with in the KPT limit one at Kandla (3600 ha.) and another at Tuna (1400 ha) is to be located southwest of Kandla port at a distance of around 2 km from its periphery.

Land cover in the terrain is mostly sparse halophytic vegetation like scrubby mangroves, creek water and salt encrusted land mass. Creek water occupies a major area. Also there are mud flats in the south and east. Kandla area is having mangroves such as A. marina, Suaeda, Salicornia And Salvadora. Salt pans and mudflats are more in the Kandla area compared to the Tuna area (Final Environmental Impact Assessment Report for Port Based Multiproduct SEZ at Kandla Port , Part I Terrestrial EIA & EMP, Gujarat Institute of Desert Ecology March , 2015).



Figure 6.13. Location of Kandla and Tuna SEZs*

Note: Boundaries are indicative only

6.4.4. Intake Points of Industries

Vadinar and Mundra are the important industrial areas within the port limit. There are intake points of ESSAR at Vadinar and CGPL, Mundra.

6.4.5. Protected Ecosystems

Being these areas are of high biodiversity and as well as vulnerability, southern area of GoK have been declared as Ecologically Sensitive Areas (ESA) and categorized as under / as protected areas under Marine National Park and Sanctuary. Marine National Park and Marine Sanctuary (**Figure 7.11**) are situated along the southern shore of the Gulf from Okha (22°30'N, 69°00'E) eastwards to the vicinity of Khijadia (22°30'N, 70°40'E).

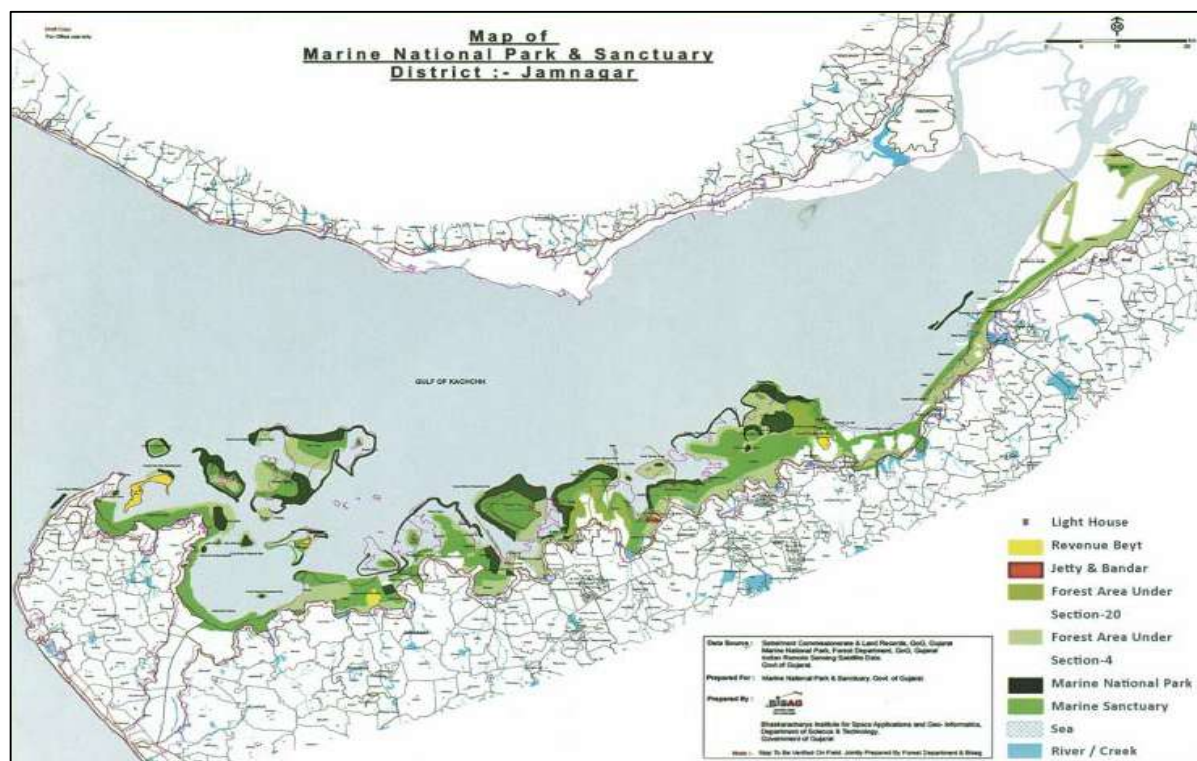


Figure 6.14. Marine National Park and Sanctuary

It is India's first Marine Protected Area declared by Govt. of Gujarat in 1980. This include 42 islands and a complex of fringing reefs backed by mudflats and sand flats, coastal salt marsh and mangrove forests, sand and rocky beaches which support a great diversity of fauna and flora. The area also has many islands fringing with corals and mangroves which provide a disturbance free habitats for many species of nesting birds. Besides these islands there are a number of wavecuts, eroded shallow banks like the Narara & Kalumbhar within the Kandla Port Limit near Vadinar.

6.5. Environmental Sensitivity Mapping

Sensitivity mapping is an essential step of oil spill preparedness. Environmental Sensitivity Index (ESI) map will serve as a basis for combating oil spill and help in the identification of resources at immediate risk and thus end up in prioritization of resources. This colour coded map accommodates the vulnerability of the shoreline to oil spill based on the Environmental Sensitivity Index (ESI) ranging between 1-10, where the each colour stands for a single ESI. In this map the shoreline and intertidal zones are ranked based on their vulnerability to oil spill, which is determined by shoreline type, exposure to wave & tides and its biodiversity. ESI maps gives emphasis to areas of threatened and endangered species, high concentration, sensitive life stages, protected areas and socio-economic resources that may be impacted by oiling, response or clean-up.

While preparation of the sensitivity map vast secondary data was utilised including those on Ecology, Hydrography, Coastal Geomorphology, Wetland, Landuse.

6.5.1. Environmental Sensitivity Index

Environmental Sensitivity Index (ESI) is an international scheme used for classifying as well as ranking the shoreline based on their sensitivity towards oil spill. This methodology was prepared by NOAA further promulgated jointly by IMO, IPIECA, & OGP. NOS-DCP-2015 put forwards the same scheme for the preparation oil spill contingency plan at various levels in the Indian context.

ESI index is based on three parameters including:

- Shoreline Classification, which takes sensitivity of the shore habitats, natural persistence of oil and ease of cleanup.
- Biological Resources including oil-sensitive animals, rare plants
- Human-Use Resources that have sensitivity because of their typical use, such as beaches, parks and marine sanctuaries, water intakes, and archaeological sites.

While preparing the ESI maps, the sensitivity of the shore is represented by color-codes along the coast while, biological and human-use resources are represented by symbols.

Areas requiring special consideration include,

- Presence of protected areas such as National Park, Sanctuaries
- Threatened species
- Birding Areas and other animal frequenting areas.
- Estuaries, Mangroves & Fish Breeding Areas
- Tourist Areas including Recreational & Heritage Areas
- Industrial Water Intake Points
- Resource Extraction such as Salt Pans and Aquaculture ponds
- Multi-features - especially in the 42 island with variable features within a short distance

6.5.1.1. Shoreline Classification

- Depends on Relative exposure to wave and tidal energy
- Shoreline Slope
- Substrate Type and biological productivity

6.5.1.2. Biological Resources

Marine, coastal, and aquatic/wetland species may be present over a very large geographic area. Maps or data indicating the entire distribution of a large number of species potentially located in an area may not be very helpful to responders setting protection priorities. Therefore, it is important to identify the types of species that tend to be vulnerable to spilled oil, the most sensitive life-stages, and in which habitats these life-stages occur, as habitat type plays an important role in the persistence of oil and species exposure to oil. Biological resources are most at risk when :

- Large numbers of individuals are concentrated in a relatively small area;
- Marine or aquatic species come ashore during special life stages or activities, such as nesting, birthing, resting, or molting;
- Early life stages or important reproductive activities occur in sheltered, near shore environments where oil tends to accumulate;
- Limited suitable habitat exists within an area for specific life stages or along critical
- critical migratory routes;
- Specific areas are known to be vital sources for seed or propagation;
- A species is threatened, endangered, or rare; or
- A significant percentage of the population is likely to be exposed to oil







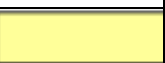



6.5.1.3. Human- Use Resource

There are mainly four types of four major components.

- High-use recreational areas and shoreline access locations
- Management Areas
- Resource Extraction area Salts and Minerals
- Archeological & historical cultural Resources

The ESI classification which consider the ecological sensitivity alone is given as **Table 6.3**.

Table 6.3. ESI Classification as per NOAA Guidelines

Sl. No	Shoreline Type	Rank	Colour Scheme
1	Exposed, Impermeable Vertical Substrates	1	
2	Exposed, Impermeable Substrates, Non-Vertical	2	
3	Semi-Permeable Substrate, Low Potential for Oil Penetration and Burial; infauna present but not usually abundant	3	
4	Medium Permeability, Moderate Potential for Oil Penetration and Burial; in fauna present but not usually abundant	4	
5	Medium-to-High Permeability, High Potential for Oil Penetration and Burial; infauna present but not usually abundant	5	
6	High Permeability, High Potential for Oil Penetration and Burial	6	
7	Exposed, Flat, Permeable Substrate; in fauna usually abundant	7	
8	Sheltered Impermeable Substrate, Hard; epibiota usually abundant	8	
9	Sheltered, Flat, Semi-Permeable Substrate, Soft; in fauna usually abundant	9	
10	Vegetated Emergent Wetlands	10	

(Source: NOAA)

This ranking of the mapped resources is in order to locate the most sensitive sites and establish priorities for protection and also to work out efficient clean-up strategies. The ESI ranking reflects the general sensitivity of shoreline habitats for ex., all fine-grained sand beaches have an ESI = 3. Tidal flats are ranked high on the ESI scale because of their high benthic productivity and importance as feeding areas for fish and birds. The presence of other sensitive resources on a specific shoreline segment, such as turtle nesting on a fine-grained sand beach, does not affect the ESI ranking. The seasonal presence of other resources on a shoreline segment is addressed by mapping biological and human-use resources.(NOAA). Color scheme are used for representing the shoreline habitats ranking while sensitive biological receptors and human use resources are given as standard symbols and are given as **Figure 6.15..**



Figure 6.15. ESI symbols for Ecological and Socio-economic Resources

6.6. Environmental Sensitivity of KPT Limit

KPT and its limit are part of the highly sensitive region of Gulf of Kachchh which is a part of Indian coastline already earmarked as Environmental Sensitivity Areas (ESAs) realising the importance of

their protection. ESA are defined as areas of coastal zone which need special protection and play an important role in maintaining the functional integrity of the coastal and marine environment. The following ecosystems were shortlisted as ESAs :

Mangroves, Coral reefs, Mud flats, Lagoons, Beaches, Estuaries, Sea grass beds, Sand dunes , Creeks Sea weed beds, Littoral forests, Salt marshes, Mud banks , Rocky shores by various studies conducted on Coastal Management (*ICMAM*). Also ESAs have been evaluated and risk level against oil spill have been assigned by ICG (*Ecosensitive Areas, ICG*). In the case GoK all these habitats are present on the shoreline and islands blending to one resulting in a highly diverse ecosystem. These areas of extreme ecological significance and declared as Marine National Park and Sanctuary (MNPS). The area within Kandla Port limit have been studied to identify resources at risk were identified after studying the nature of the resources both ecological and socio-economic, shoreline characteristic, ecological interrelationship etc. for determining their sensitivity towards oil spill.

Since the area has almost equal distribution of ecological and socio economic resources, the determination of sensitivity parameters and resource prioritisation is an integral part of sensitivity mapping. The following section describes the sensitivity parameters used for preparation of oil spill sensitivity map, the shoreline characteristics, Marine- Meteorological Condition and the sensitivity of receptors.

6.6.1. Sensitivity Parameters

Sensitivity of the shoreline was determined based on the ecological and socio- economic importance vulnerability of the specific geographic region. This result will be useful for oil spill risk assessment, modelling and selection of response and clean up operations. It is assumed that the area is biologically stable at present and the shipping canal which is undergoing periodic dredging is already having lesser sensitivity for the floating species over the area have been already shifted to better premises. Sensitivity parameters considered for identification of vulnerable sub groups and group features around Kandla are given as **Table 6.4.**

Table 6.4. Sensitivity Parameters for determine ESI

Sl. No	Sensitivity Parameter	Sub Groups	Group Features
1	Shoreline Classification	Land Forms	Creeks, Bays, Estuary, Beaches, Swamps, Tidal Flats.
		Geological	Grain Size, Geomorphology, Slope
		Hydrological	Tides, Waves, Currents
2	Ecological	Sensitive Species	Birds, Corals, Mangrove, Turtles
		Wild Life Areas	High no. of individuals along the area, especially congregation, breeding, nesting, feeding, resting sites.
3	Socio-economic	Commercial	Salt Pans, Fishing Areas, Agriculture
		Recreational	Beaches

		Historical	Onshore, Underwater sites
		Industrial	Intake Points
		Strategic	Restricted Entry Areas, Frontiers

(Source: Data Analysis)

Gulf of Kachchh has a very dynamic ecosystem. They have both abiotic and biotic receptors. Abiotic receptors include the water, soil, air of the area while biotic resources includes all the living components. The abiotic receptors influence to biotic ones through their interaction in food chain, respiratory systems etc. Their sensitivity is described in the sections below. Final aim of oil spill response should be after considering their interrelations and solving the issue holistically.

Impacts of oil spill to biotic as well as abiotic environment were identified considering the features of GoK. The effects of oil on Ecological and Socio economic resources are discussed. There are a number of ecological effects from oil spill. These includes physical and chemical changes to habitats as well as organisms. There effects mainly depend on the physical contamination of oil in to water, sea bed and land. The magnitude and persistence of oil contamination in the intertidal area depends greatly on the energy of waves, shoreline/ sediment characteristics (IMO).

Oil spill into an aquatic environment including tidally influenced adjoining land, will harm organisms that live on or around the water surface and those that live under water. Spilled oil can also damage parts of the food chain, including human food resources. Oil spills will affect, contaminate and may even kill the organisms like algae, plants, invertebrates, fish, amphibians and reptiles, birds, and mammals. These species and communities are at risk of smothering, hydrocarbon toxicity, hypothermia, and chronic long-term effects that may result from the physical and chemical properties of the spilled oil. Severity of the impact depends on a variety of factors such characteristics of oil, natural conditions, such as water temperature, weather etc., and sensitivity of aquatic habitats to oil spills.

Both petroleum and non-petroleum oil can affect the environment surrounding during an oil spill. All types of oils have chemical and physical properties that produce similar adverse effects on the environment. In some cases, non-petroleum oil spills can produce more harmful effects than petroleum oil spills. Some toxic substances in an oil spill may evaporate quickly and hence plants, animal and human exposure to the most toxic substances are reduced with time. It is usually limited to the initial spill area. Although some organisms may be seriously injured or killed very soon after contact with the oil in a spill, non-lethal toxic effects can be often long lasting. The area where an organism spends most of its time in open water, near coastal areas or on the shoreline will determine the effects an oil spill is likely to have on that organism. Hence aquatic life on reefs and shorelines is at higher risk of being

smothered by oil that washes ashore. It can also be poisoned slowly by long-term exposure to oil trapped in shallow water or on beaches.

For higher organisms the primary effects of oil contamination include loss of the insulative capability of feathers or fur which can lead to hypothermia, dehydration resulting from lack of uncontaminated water, stomach and intestinal disorders and destruction of red blood cells resulting from ingestion of oil, pneumonia resulting from inhalation of oil vapors, skin and eye irritation from direct contact with oil and impaired reproduction. Fauna can also suffer during capture and rehabilitation operations, potential ailments include infectious diseases, skin problems, joint swellings, and lesions. In addition, eggs and juveniles are particularly susceptible to contamination from oil. Even a very small quantity of oil on bird eggs may result in the death of embryos. From a purely economic perspective, the economic loss to the tourism and fishing industries alone from a major oil spill within GoK would be massive. The loss can be divided into on three broad areas like Loss of jobs and wages, Loss of fishing & allied activities in the closure period of ports, Loss on tourism.

Considering the case of Kandla- Vadianr Zones, high tidal ranges and strong tidal streams escalate the impacts of oil spill. Extreme tidal ranges and extensive creek system will guide oil landward during high tide while there a few outflows at its mouth will expel oil offshore. These creeks accomplish the connection during the monsoon with Little Ran of Kachch through epherimal rivers emtying in to GoK during rain. Hence there is also a chance that they get trapped into the high tidal flats during this time. Thus making the escape of difficult.

6.6.1.1. Shoreline Characteristics

The geomorphology of Kandla Port Limit, suggest the area with in and adjoining the KPT limit can be divided in to three. They are the portions of the Western flank between Kori Creek to Mundra with extensive mudflats, they are highly dissected and the important resource are the mangroves. The coast is tide dominated having a mximum width of 2km. Eastern Flank between Mundra to Kandla is having narrow beaches, wide mudflats and salt marshes. They are having narrow littoral zone. This area is characterised by very low wave energy but high currents inside the channel.

The presence of bars cause later high tides and longer low tides. Between Hansthal and Kandla creek there lies the vast sathsaida bet. Kandla creek futher bifrucates into branches, Sara & Phang. The flood streams in the Kandla creek are 3 to 5 knots. In the Western approach to the Kandla and Hansthal creeks the tidal streams in general are extremely irregular and appear to be gently influenced by a strong wind from any quarter. They gradually increase from outer to inner areas from 2.5 knots up to 4 -7 knots. (Source: Comprehensive Environmental Impact Assesment Report for Port Based MultiProduct Based SEZ at Kandla by Kandla Port Trust). Vadinar area, which is a part of the Navlakhi - Dwaraka

segment of the Saurashtra Coast. They are having numerous offshore islands which are having corals both reef and live. The shoreline is having a very low gradient resulting wider impact of oil during a spill. Wave energy is slightly higher compared to that of Kandla Port Area. The details on the same are given as **Table 6.5**.

Table 6.5. Geomorphology of Kandla Port Area

Sl. No.	Segments	Align ment	Feature	Sedime nt	Substrate	Intertidal Zone	Processes
Gulf of Kachchh							
1	Western Flank-Kori Creek to Mundra	NW-SE	Dissected, facing Arabian sea, Extensive mud flats known as Thars, Mangroves, Small sluggish seasonal streams, creeks	Muddy	Muddy Alluvium and Soft Rocks	Maximum width 2km	Tides dominant shoreline currents, moderate wave energy, low currents.
2	Eastern Flank from Mundra to Kandla	E-W	Comparatively less dissected with narrow beaches and wide mudflats & salt wastes	Sand, Silty		Narrow littoral zone	Tide dominant shoreline currents, low wave energy, high tides, turbid and saline to hypo saline water
Saurashtra Coast							
1	Navlakhi - Dwaraka	E-W	Highly crenulated coastline with extensive mudflats, offshore islands, rocky platform ,narrow beaches, coral reefs etc.,prominent drainage	Sandy, Silty as well as Muddy	Coralline, limestone and Deccan trap basalt	Width of 5-10km, low gradient with calcareous sediment	Long shore currents low wave energy, high tidal energy moderate tides 3 to 5m water turbid and hypo saline

Source: Gujarat Ecology Society

6.6.1.2. Marine- Meteorological Condition

The port is located in the tropical dry climate. The winter temperatures vary between 10 to 25 deg C and between 25 to 44 deg C during winter. Dry weather, short spell and scanty monsoon is the most important feature of the area. Tides are highly irregular and is influenced by strong winds. Mean spring tide is 6.66m. Thus the port has high tidal impact, low water depth and high rate of evaporation. Water

temperature varies between 20 to 28 deg C and surface tidal pools may reach a temperature of 32 deg C.

6.6.1.3. Sensitivity of Ecological and Socio-economic Receptors

6.6.1.3.1. Abiotic Receptors

Aquatic environments are made up of complex interrelations between plant and animal species and their physical environment.. The nature, extent, depth and mobility of the water body determine the sensitivity of aquatic habitats. GoK and the adjoining coastal area where different types of aquatic habitats such as creek, bays, beaches, reefs and mudflats coexist, show sensitivities to the harmful effects of oil contamination and varied abilities to recuperate from oil spills. Harm to the physical environment will often lead to harm for one or more species in a food chain, which may lead to damage for other species further up the chain through bioaccumulation and biomagnification

Spilled oil immediately begins to move, weather and breaking down, changing its physical and chemical properties. As these processes occur, the oil threatens surface resources as well as a wide range of subsurface aquatic organisms linked in a complex food chain.

In some areas, habitats and populations can recover quickly while in others the recovery from persistent or stranded oil may take years. These detrimental effects are caused by both petroleum and non-petroleum oil.

In the case of open water, fishes have the ability to swim away from a spill by going deeper in the water or further out to sea. Thus they have reduced susceptibility that they get harmed by even a major spill. Other aquatic animals that spent more time closer to shore, such as turtles, seals, and dolphins are at the risk of contamination by oil that washes onto beaches or by consuming oil-contaminated prey. In shallow waters, oil may harm sea grasses and kelp beds, which are either food, shelter or nesting sites by many species. Along with spilled oil, cleanup operations can also threaten different types of aquatic habitats. The sensitivity of different aquatic habitats of the Kandla Port area are enumerated as follows:

Tidal Creeks: A number of tidal creek is the portion of a stream that is affected by ebb and flow of ocean tides, in the case that the subject stream discharges to an ocean, sea or strait. There are unique biota associated with tidal creeks which are specialised to such zones. Creeks may often dry to a muddy channel with little or no flow at low tide. They often have significant depth of water at high tide.

Tidal flats: They are broad, low-tide zones, usually containing rich plant, animal, and bird communities. Deposited oil may seep into the muddy bottoms of these flats, creating potentially harmful effects on the ecology of the area. Vast mudflats infringes the entire coastline of GoK.

Mudflats: Mudflats spreading all along the Gulf, which are very sensitive to oil in comparison to sandy coast, due to their geographical locations. They are found in the areas of high tidal amplitude. Hence an oil spill during high tide can leave serious traces. (Kankra et al)

Marshes and swamp: These two habitats have little water movement and are likely to incur more severe impacts oil spill. In such calm water conditions, the affected habitat will take years to restore.

Other standing water bodies: Salt pans and aquaculture ponds are coastal standing water bodies of GoK, support a variety of fishes and birds. The food chain can be affected by spills in these environments and can reach up to the highest order of ecological pyramid the humans.

Coral reefs: The reefs in and around the islands of MNPS. They are important nurseries for shrimp, fish, and other animals and have ecological value. Coral reefs and the aquatic organisms that live within and around them are at risk from exposure to the toxic substances within oil as well as smothering.

Important Manmade abiotic resources are:

Fishing Industry: Fishing may not be feasible due to oil slick or imposition of fishing bans. Aquaculture facilities may be severely affected by direct oiling or loss of market confidence.

Harbour and Marinas: Functioning of commercial ports and harbours can be disrupted by oil slicks and subsequent cleaning activities. Boats in marinas are also have to be cleaned.

Industrial Sea Water Intakes: Sea water intakes may be at risk from floating and/ or dispersed oil leading need for protection or even shutting down activities.

6.6.1.3.2. Bio receptors

Sensitivity of biodiversity varies from species to species. Rare animals or Plants or those with limited geographic distribution may be particularly vulnerable to oil impacts and raise specific concerns. An oil spill can harm animals especially birds and mammals in several ways. Direct physical contact, toxic contamination, destruction of food sources and habitats, and reproductive problems. When fur or feathers come into contact with oil, they get matted down. This matting causes fur and feathers to lose their insulating properties, placing animals at risk of freezing to death. For birds, the risk of drowning increases, as the complex structure of their feathers that allows them to float or to fly becomes damaged. Some species are susceptible to the toxic effects of inhaled oil vapors. Oil vapors can cause damage to the animal's central nervous system, liver and lungs. Animals are also at risk from ingesting oil, which can reduce the animal's ability to eat or digest its food by damaging cells in the intestinal tract.

Even species which are not directly in contact with oil can be harmed by a spill due to destruction of food resources and habitats. Predators that consume contaminated prey can be exposed to oil through ingestion. Since oil contamination gives fish and other animals unpleasant tastes and smells. Predators

will sometimes refuse to eat their prey. They will begin to starve especially when a local population of prey organisms gets destroyed completely. In some environments, the spilled oil may linger in the environment for long periods of time, adding to the detrimental effects where as in calm water conditions, oil that interacts with rocks or sediments can remain in the environment indefinitely. Oil can be transferred from birds' plumage to the eggs they are hatching. Oil can smother eggs by sealing pores in the eggs and preventing gas exchange. Developmental defects in bird embryos that were exposed to oil have been also observed. The number of breeding animals and of nesting habitats can be considerably reduced by the spill. Long-term reproductive problems have also been shown in some studies in animals that have been exposed to oil. Sensitivity of various bioreceptors are described below:

Fishes: Fishes may be exposed to spilled oil in different ways. They may come into direct contact and contaminate their gill, the water column may contain toxic and volatile components of oil that may be absorbed by their eggs, larvae, and juvenile stages and they may eat contaminated food. Fish that are exposed to oil may suffer from changes in heart and respiratory rate, enlarged livers, reduced growth, fin erosion, a variety of biochemical and cellular changes, and reproductive and behavioral responses. Chronic exposure to some chemicals found in oil may cause genetic abnormalities or cancer in sensitive species. If chemicals such as dispersants are used to respond to a spill, there may be an increased potential for tainting of fish and shellfish by increasing the concentration of oil in the water column. This can affect humans in areas that have commercial and recreational fisheries.

Eggs and Larvae : In shallow bays may suffer heavy mortalities under slicks, particularly when dispersants are used. Adult fishes tend to swim away from oil. No evidences to date exist for an oil spill that has significantly affected adult population in open sea. But adult fish in aquaculture cages may be killed or lose their market value at least because of training. Adult population survive even when many fish larvae have been killed possibly because Fish eggs and larvae: They are sensitive to oil, may experience mortality, which may affect the fish production, even though the extent of damage is insignificant and to a greater extent for short term. use they have a competitive advantages such as ,ore food and lower vulnerability to predators. (Kankra et al)

Invertebrates: Invertebrates such as shellfish –molluscs and crustaceans, worms, sea urchin and corals suffer heavy casualties when directly exposed to fresh oil. Barnacles, winkles and limpets living on rocks can be seen surviving in the presence of residual weathered oil.

Birds: Birds are very susceptible to oil spills. Seabirds, for example, spend a lot of time on the ocean's surface, dive when disturbed, and have low reproductive rates, making them particularly vulnerable to oil spills. In addition, the populations of species with small numbers of individuals, a restricted

geographic range, or threatened and endangered species may be very adversely affected by oil spill contamination. A bird's feathers overlap to trap air and provide the bird with warmth and buoyancy. Birds that contact an oil slick may get oil on their feathers and lose their ability to stay waterproof, they may ingest oil while trying to clean their feathers or when they try to eat contaminated food, and they may suffer long-term reproductive effects.

Heavily oiled birds usually die. Their treatment requires specialised expertise and appropriate facilities. Recovery of local population mainly depends on existence of reservoir of young non-breeding adults from which breeding colonies can be replenished or high reproductive rate. No evidences to date exist for an oil spill that has permanently damaged any sea bird population. But species with very local distribution could be at risk in exceptional circumstances.

Also there is every possibility that the reduced wave action due to surface oil will attract the birds to coastal waters. Hence they get trapped in the sticky emulsified layer of oil. A 0.1 mm thick oil layer is assumed to cause high risk to sea birds (Kankra et al., 2008). Thus oil spill is fatal to birds and its eggs. (Kankra et al)

Mammals: Mammals that may be affected include whales, porpoises, dugongs, dolphins and other land mammals occupying the intertidal area. The sensitivity of mammals to spilled oil is highly variable. The amount of damage appears to be most directly related to how important the fur and blubber are to staying warm, which is called thermoregulation. Land mammals need clean fur to remain warm. Hence they are more vulnerable while whales, dolphins etc., are rarely affected by oil spill. Direct exposure to oil can result in temporary eye problems. Ingestion of oil can result in digestive tract bleeding and in liver and kidney damage. Ingestion of oil is of greater concern for species that groom themselves with their mouth, such as sea otters and polar bears. Breathing hydrocarbon vapors can result in nerve damage and behavioral abnormalities to all mammals. Capturing and cleaning oiled marine mammals generally is not feasible. While procedures for dealing with oiled birds have been developed, no such procedures have been developed for most of the marine mammals. Procedures for capturing, treating, and releasing animals may hurt them more than the oil does.

The cetaceans such as porpoises, dolphins, and whales have not been reported in the area. Their Blubber for insulation and do not depend on fur to stay warm. This characteristic makes them less susceptible to oil spills than other mammals. When they come to the surface to breathe they may inhale hydrocarbon vapors that may result in lung injuries, oil that comes in contact with the animals' sensitive mucous membranes and eyes may produce irritations. Young cetaceans may be injured due to ingestion of oil from contaminated teats when nursing. There may be long-term chronic effects as a result of migration through oil-contaminated waters.

Planktons: Serious effects of oil spill on plankton have not been observed so far in open sea. This is probably due to high reproductive rates and immigration from unaffected areas. The plankton population in shallow water is moderate of range and may be affected to some extent, which may take few weeks to recover.

Algae: Oil does not stick on to larger algae because of their mucilaginous coating. Intertidal areas denuded of algae in oil spill, readily gets repopulated after the removal of oil. Algae cultured for the economically important products such as Agar lose their commercial value if tainted.

Marsh Plants: There are variations in the effect of oil spill among different species of marsh plants. Perennials with robust underground root system are more resistant than annuals and shallow rooted plants. But annuals such as Glasswort recolonise faster than perennials like grass *Spartina* since they produce large number of tidally dispersed seeds at a time.

Mangroves: Mangroves are home to diverse of plant and animal life. The term mangroves applies to several species of trees and bushes having some form of aerial breathing root which enable them to live in fine, poorly, oxygenated mud. The long roots, called prop roots stick out well above the water level and help to hold the mangrove tree in place. A coating of oil on these prop roots can be fatal to the tree. Since the growth rate of mangroves are very so slow, replacing a mangrove tree will take decades (IMO). Mangroves: are very sensitive to oil. Natural recovery of oiled mangroves will take many years. They are also breeding and nursing grounds of fishes and prawns. They are also home to many species living in harmony with them. They are highly productive ecosystems and have very high sensitivity in terms of both biodiversity and slow recovery.

Protected Areas: When a large area is covered by important ecosystems and highly diverse species they become relatively sensitive as the impact of oil on these will be highly dangerous.

6.7. Oil Spill Sensitivity Map

The coastal area has been extensively studied and the ecological resources have been mapped for the Kandla Port Area. The oil spill sensitivity map of the Kandla Port Limit have been given as **Figure 6.3** below.



6.8. Response Consideration

As discussed in the previous section, there are highly vulnerable resources and sensitive shoreline throughout the KPT limit. Mangroves are the most sensitive shore, followed by sheltered hypersaline mudflats, exposed mudflats, exposed manmade structures within the KPT limit. In addition to this there are small stretches of exposed shores, wavecut rocky platforms, salt marshes and fine sand beaches adjoining the coral islands but the shores are dominated by mangroves or mudflats having higher sensitivity. Also there are very small ridges of shell and coarse grained beaches adjoining mudflats.

Again small strips of Rip- Raps or Seawalls will be associated with areas of human interferences and low stability such as Beaches.

Corals, Birds nesting and flocking areas, etc., are occurring simultaneously and hence are to be considered as multi-resources area under the biological resources category. All these multi-resource areas are the most sensitive part in the KPT limit. The details of the Shoreline Type, Sensitivity Index and Response Considerations are to be given as **Table 6.6** below. The sensitivity of biological resources have been already discussed in the previous sections.

Table 6.6. Shoreline Type, Sensitivity Index & Response Considerations

Sl. No.	Type of Shoreline	Locations	Oil Behavior
1	Exposed Rocky Shore (1A)	Islands of MNPS near Vadinar Terminal	<ul style="list-style-type: none"> Oil is held offshore by waves reflecting off the steep, hard surface in exposed settings Oil readily adheres to the dry, rough surfaces, but it does not adhere to wet substrates Most resistant oil would remain as a patchy band at or above the high-tide line
2	Exposed Solid Vertical Structures (1B)	Areas near Port, Jetties and Terminals	<ul style="list-style-type: none"> Seawalls and piers are particularly common in developed areas to provide protection to residential and industrial developments. They are common along inlets, urbanized areas, and developed beachfront sites. They are composed of concrete and stone, wooden, or metal bulkheads and wooden pilings. Organisms, such as barnacles, shellfish, and algae may be common on pilings. Biota on concrete structures along the upper intertidal or supratidal zones is sparse. Oil would percolate between the joints of the structures. Oil would coat the intertidal areas of solid structures. Biota would be damaged or killed under heavy accumulations
3	Fine to Medium - Sand Beaches (3)	Islands of MNPS near Vadinar Terminal are having narrow beaches and between Mundra & Tuna. Shell beach ridges are found near Kandla	<ul style="list-style-type: none"> These beaches are generally flat, wide, and hard-packed. They are commonly backed by dunes or seawalls along exposed, outer coasts. Along sheltered bays, they are narrower, often fronted by tidal flats. Upper beach fauna are scarce. Light oil accumulations will be deposited as oily swashes or bands along the upper intertidal zone. Heavy oil accumulations will cover the entire beach surface, although the oil will be lifted off the lower beach with the rising tide. Maximum penetration of oil into fine-grained sand will be 10 cm. Burial of oiled layers by clean sand within the first few weeks will be less than 30 cm along the upper beach face. Organisms living in the beach sands may be killed either by smothering or by lethal oil concentrations in the interstitial water. Shorebirds may be killed if oiled, though they may shift to clean sites
4	Rip Rap (6B)	Adjoining Port areas & terminals either exposed	<ul style="list-style-type: none"> Riprap structures are composed of cobble- to boulder-sized rock fragments. Riprap structures are placed for shoreline protection and inlet Stabilization.

		or sheltered corresponding to 1B & 8B	<ul style="list-style-type: none"> • Mid- and low-intertidal zone biota on the riprap may be plentiful and varied. • Deep penetration of oil between the boulders is likely. • Oil adheres readily to the rough rock surfaces. • If oil is left uncleansed, it may cause chronic leaching until the oil asphaltizes. • Resident fauna and flora may be killed by the oil
5	Exposed Tidal Flats (7)	Throughout the GoK Coast	<ul style="list-style-type: none"> • Oil does not usually adhere to the surface of exposed tidal flats, but rather moves across the flat and accumulates at the high-tide line. • Deposition of oil on the flat may occur on a falling tide if concentrations are heavy. • Oil does not penetrate the water-saturated sediments. • Biological damage may be severe, primarily to in fauna, thereby reducing food sources for birds and other predators.
6	Sheltered Manmade Structures (8B)	At sea ports/terminals such as Kandla, Vadinar, Navlahi & Mundra, Bedi	<ul style="list-style-type: none"> • Oil will adhere readily to rough surfaces, particularly along the high-tide line, forming a distinct oil band • the lower intertidal zone usually stays wet (particularly if algae covered), preventing oil from adhering to the surface
7	Vegetated River Bank	Along major River Sihan & Ghi near Vadinar & Aji, Demi & Machu near Navalakhi, Devalia near Kandla, & Kalagogha near Mundra	<ul style="list-style-type: none"> • These areas are composed of low banks with grasses (subject to flooding) or steeper banks with trees going to the water's edge. • They are found in fresh or brackish water localities. • They are composed of a variety of plant species. • Light oil concentrations will coat the outer fringes of the area. • Heavy oil concentrations will penetrate into the area and heavily coat the plant and ground surfaces. • Biological impact may be severe if oil concentrations are heavy. • Oil persistence may be several months if not cleaned. • During winter, shore-fast ice could prevent or limit oil impact. • Odor and taste of fresh water supplies could be impacted by trace contamination
8	Sheltered Mud Flats(9A)/ Hypersaline Mudflats (9B)	Present all along the coast, inside the creeks and towards the inner portion of islands near Vadinar & Inner creeks of Kandla	<ul style="list-style-type: none"> • oil does not usually adhere to the surface of sheltered tidal flats, but rather moves across the flat and accumulates at the high-tide line • deposition of oil on the flat may occur on a falling tide if concentrations are heavy • oil will not penetrate the water -saturated sediments, but could penetrate burrows or other crevices in muddy sediments

			<ul style="list-style-type: none"> • in areas of high suspended sediments, sorption of oil can result in deposition of contaminated sediments on the flats • • biological damage may be severe
10	Freshwater Swaps/ Marshes(10B)	On the banks of rivers emptying into the GoK	<ul style="list-style-type: none"> • Oil in any appreciable quantity may be very persistent due to minimal flushing and organic soils. • Degree of vegetation oiling is a function of tidal range and local topography. • Season of oiling is important; dormant vegetation is least sensitive to oil; blooming and seeding plants are most sensitive. • Resident biota are likely to be heavily impacted, particularly reptiles, amphibians, and crustaceans, with high mortality predicted. • Odor and taste of fresh water supplies could be impacted by trace contamination • Freshwater marshes/swamps are found in the upper reaches of tidal streams, rivers or tributaries Marshes are characterized by typical soft-bodied, non-persistent, herbaceous vegetation such as grasses. • Swamps have dense stands of water-tolerant shrubs and trees. • These areas have an extremely high degree of species diversity and abundance in flora and fauna; may harbor rare, threatened, or endangered species on the local, regional, or national level. • They are extremely valuable as breeding and nursery areas for wetland-dependent amphibians and reptiles, as well as other fish, birds, and mammals. • Sediment generally consists of organic rather than mineral soils, resulting in a rather soupy consistency, and making foot travel difficult to impossible
11	Fringing and Extensive Salt Marshes (10 C)	Kandla adjoining the creeks of Kandla, Nakti, Phang, Sara	<ul style="list-style-type: none"> • Intertidal wetlands containing emergent, herbaceous vegetation. • Width of the marsh can vary widely, from a narrow fringe to extensive. • Relatively sheltered from waves and strong tidal currents. • Resident flora and fauna are abundant and consist of numerous species. • Provide a nursery ground for numerous fish species. • Bird life is seasonally abundant. • Oil adheres readily to marsh vegetation. • The band of coating will vary widely, depending upon the tidal stage at the time oil slicks are in the vegetation. There may be multiple bands. • Large slicks will persist through multiple tidal cycles and coat the entire stem from the high-tide line to the base. • If the vegetation is thick, heavy oil coating will be restricted to the outer fringe, with penetration and lighter oiling to the limit of tidal influence.

			<ul style="list-style-type: none"> • Medium to heavy oils do not readily adhere or penetrate the fine sediments, but they can pool on the surface and in burrows. • Light oils can penetrate the top few centimeters of sediment and deeply into burrows and cracks (up to one meter)
12	Mangroves (10 D)	All along the creeks in and around Kandla, on the margins of mudflats and also in the islands of MNPS near Vadinar.	<ul style="list-style-type: none"> • Mangrove Forests are composed of salt tolerant trees that form dense stands with distinct zonation. • The fringing forests have relatively high wave activity and strong currents. • But those found in bays and estuaries are well sheltered. • Attached to the prop roots are moderate densities of algae, snails and crab. • They are also nursery grounds of prawns. • Fresh spills of light refined products have acute, toxic impacts to both trees and intertidal biota. These products will penetrate deep into the forests, stopping only at high-tide line resulting in sediment contamination. • Fresh crude will have great persistence where it penetrates burrows and prop root cavities. • Heavier oils tend to coat the intertidal zone, with heaviest concentrations at the high-tide line. • Heavy Oil will coat the intertidal section of prop roots, resulting in defoliation and eventual death of the tree if significant coverage occurs. In the sheltered areas, oil may persist for many years.
13	Corals Reefs	Around the Islands of MNPS near Vadinar, including Kalumbhar and Narara.	<ul style="list-style-type: none"> • Live corals are unlikely to become oiled, since they are rarely exposed at the sea surface except those in the intertidal area. But once oiled

In addition to the above the areas and features requiring special attention are given as **Table 6.7** below.

Table 6.7. Areas Requiring Important Considerations

Sl. No.	Areas requiring special consideration	
1	Oil Spill Threat Zones	<ul style="list-style-type: none"> • Ports, Oil Handling Facilities, Refineries
2	Corals	<ul style="list-style-type: none"> •
3	Sub tidal Habitats	<ul style="list-style-type: none"> • Submerged aquatic vegetation
4	Birds	<ul style="list-style-type: none"> • Nesting sites, Waterfowl overwintering concentration areas • High concentration migration stopovers • High concentration resident bird colonies
5	Marine Mammals	<ul style="list-style-type: none"> • Migration corridors • Population concentration areas
6	Terrestrial Mammals	<ul style="list-style-type: none"> • Concentration & frequenting areas
7	Fish and Shellfish	<ul style="list-style-type: none"> • Anadromous fish spawning streams • Estuarine areas which are important fish nursery areas • Special concentration areas for estuarine and demersal fish • Shellfish seed beds, leased beds, high concentration areas • Crab, shrimp, and lobster nursery areas
8	Reptiles	<ul style="list-style-type: none"> • Marine turtle nesting beaches
9	Recreation	<ul style="list-style-type: none"> • High-use recreational beaches • Marinas and boat ramps • High-use boating, fishing, and diving areas
10	Management Areas	<ul style="list-style-type: none"> • MNPS, WLSs, ICMBA • Research Stations • Mangrove Plantations • Other Wildlife management areas • Estuaries of rivers like Narmada & Tapi
11	Resource Extraction	<ul style="list-style-type: none"> • Commercial fishing areas • Water intakes • Salt Pans • Aquaculture sites • Offshore Exploration Sites • Defense Installations
12	Cultural & Heritage Resources	<ul style="list-style-type: none"> • Archaeological and other historically significant sites

Source: Data Analysis

DEVELOPMENT OF OIL SPILL RESPONSE STRATEGY

The oil spill response strategy is finalized based on vulnerability of the coastline which can be described based on different factors namely source of spill, location of oil slick containment, type and quantity of oil spilled, marine meteorological condition, shoreline characteristics and sensitivity to oil spill in the area. The following section deals with development of oil spill response strategy.

7.1. Potential Sources

Ports, SPMs, other Oil handling facilities & Ships are the sources of oil spill within Kandla Port Limit. The location map of Ports, SPMs & Captive Jetties of Gulf of Kachchh which are the most probable location of oil spill within Kandla Port limit is given as **Figure 7.1**. The likelihood and the consequence of specific spills should be calculated based on the outcomes of a 'Detailed Risk Assessment Study'.

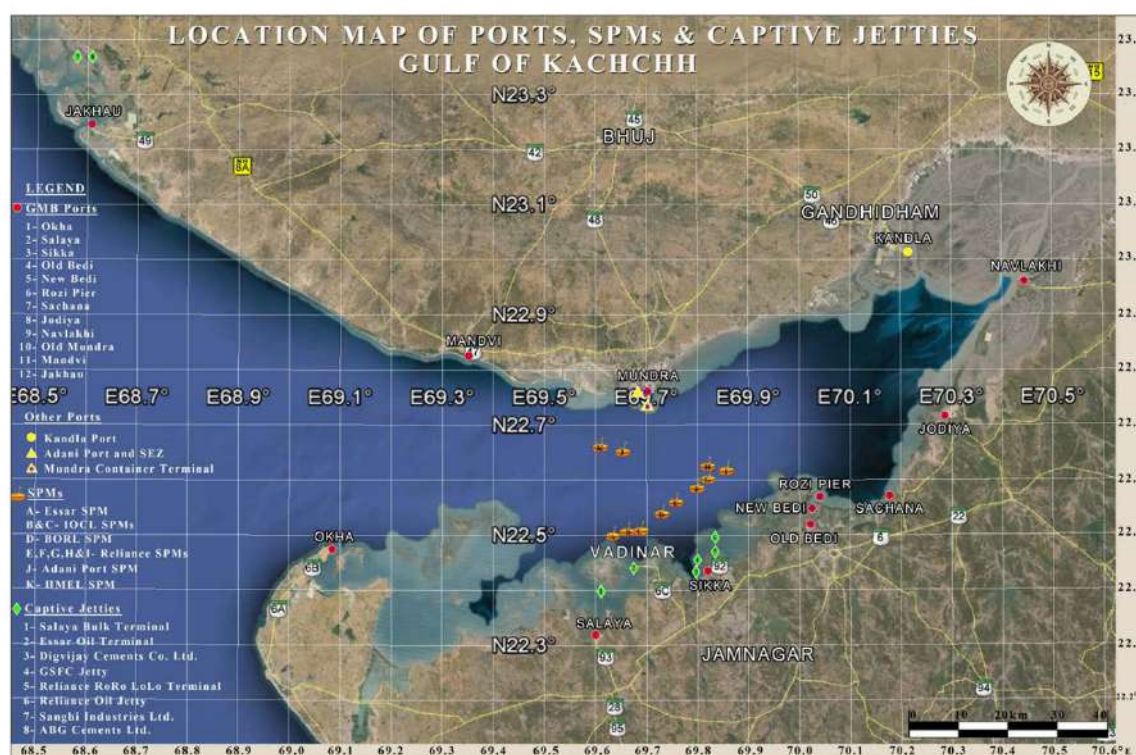


Figure 7.1. Location Port and allied facilities in Gulf of Kachchh

Oil Jetties can handle up to a maximum size of vessel 56,000 DWT. SPM handle Very Large Crude Oil Vessels (VLCC) with a maximum pumping capacity of 10000 tonnes per hour. Hence it should be inferred that the area is having high density of potential sources.

7.2. Types of Oil Handled & Characteristics

Oil is an important commodity handled at the port. The details of oil handled by the facilities in the KPT area and their characteristics are given as **Table 7.1** below.

Table 7.1. Details of Oil Handled & Characteristics

Sl. No:	Type of Oil	Specific Gravity	Genre	Characteristics	Examples
1	Light Oil	< 0.84	White Oil	Non- persistent, Volatile	Products including Aviation Fuel, Kerosene, Motor Spirit, Naphtha, HSD
2	Crude Oil	>0.84	Black Oil	Persistent, Viscous, Emulsion, Fresh Oil amenable to dispersants	Arabian Light, Arabian Heavy etc.,
3	Heavy Oil	>0.95	Black Oil	Persistent, Viscous, Emulsion, Generally not amenable to dispersants	Fuel Oils, LSWR
4	Edible Oil Crude/ Refined	>0.92	Black Oil	Persistent, Viscous,	

(Source: Annual Report)

7.3. Sensitivity of the Shoreline

As already discussed the port limit extends between the Northern and Southern arms of Gulf of Kachchh. Northern and North - Eastern portions are rich in mangroves and the Southern shore is rich in a wide variety of organisms including Corals, Fishes, Birds and Mangroves. The area of Marine National Park adjoining and extending on both sides of Vadinar will be the worst affected area during a recognisable spill scenario. There is also a chance that due the presence of extensive creek systems, the oil can directly spilt into inner areas of GoK. There are rivers system entering into the GoK near Vadinar. During high tide oil can enter inland through these inlets. Also it is important that due to the presence of circulating currents of GoK the contaminants on entering the any part of the inner GoK can exert stress on the Marine National Park and Sanctuary (MNPS) and is a cause of concern. Also fisheries are concentrated in the creek section of Sathsaida Bet and the Surajbari area is famous for seasonal prawn fishery. There are vast salt pans functioning in the Kandla creek area and also there are

patches near Mundra, Navlakhi and Vadinar. There are also prominent water intake points at Vadinar and Mundra.

7.4. Prioritization of Resources

Prioritization of resources is an integral part of sensitivity mapping since it will be helpful in determining the response priorities, achieving optimal resource use and essentially ensure maximum resource protection. This was done by giving ranks to each resource types which has been already described under the heads of Environmental sensitivity ie., Sensitivity to Oil Pollution, Environmental Value, Cultural & Social values and Economic values (Kankra et al, 2008). Ranks between 1-10 was assigned for the resource. Same rank was given to different resource when they occupied same position in different heads. Two resource may take a same value as required by the circumstance. Hence, it is not necessary that all the values must be present under one category at a time. Intake points considered here are only of industrial use. Weightages were given to each head ie., Sensitivity to Oil Pollution (30), Environmental Value (30), Cultural & Social values (20) and Economic values (20). Priority Index (PI) was worked out based on this. Details of Prioritisation of Resources is given as **Table 7.2** below.

Table 7.2. Prioritization of resources

Resources	Sensitivity for Oil Pollution (1-10) Weight (30%)	Cultural & Social Values (10%)	Scientific Values (20%)	Environmental Importance (30%)	Economic Considerations (10%)	Total Relative Response of Sensitivity	Risk Value	Priority	
								Index	Order
Rocky Coast	3	1	2	2	1	2.1	1	2.1	D
Port/ Harbour/ Jetties	1	7	2	4	8	3.4	2	6.8	C
Intake Locations	10	2	1	1	2	3.9	3	11.7	B
Salt Pans	3	8	2	6	5	4.4	1	4.4	D
Sandy Beach	6	8	3	5	2	4.9	2	9.8	D
Fishing Grounds	7	8	5	6	8	6.2	2	12.4	B
Subtidal Coral Reefs	2	9	10	9	6	6.8	1	6.8	C
Intertidal Mudflats	7	4	7	8	3	6.6	2	13.2	B
Mangroves	9	10	8	10	8	9.1	3	27.3	A

Resources	Sensitivity for Oil Pollution (1-10) Weight (30%)	Cultural & Social Values (10%)	Scientific Values (20%)	Environmental Importance (30%)	Economic Considerations (10%)	Total Relative Response of Sensitivity	Risk Value	Priority	
								Index	Order
Intertidal Corals	10	9	10	9	9	9.5	3	28.5	A

(Source: Adopted Kankra)

S- Sensitivity to Oil Pollution, Wi- Weightage, E-Environmental Value, PI- Priority Index

C& S – Cultural & Social, Ec- Economic

7.5. Development of Response Strategy

Based on the above characteristics, suitable response strategy to be adopted is discussed below. The rating process was based upon independent data, manufacturers' information, experience and engineering estimates. Important consideration for the response technology assesment are discussed below:

7.5.1. Highest Effective Speed

The highest effective speed rating assumes that the equipment being rated is used by people who have been trained and are experienced in fast water response with that technology. The speed in knots represents the highest practical current or speed of advance, as applicable, that the technology can still effectively deflect, contain or skim oil from the water. Effectiveness will generally be diminished at the higher velocities, however, the majority of the oil (more than 50 percent) encountering the device will be controlled or recovered as desired at that upper limit speed rating.

7.5.2. Effective in Waves

Effectiveness in waves is dependent upon the oil recovery rate and oil recovery efficiency or deflection/containment capability. Generally, a technology that has good reserve buoyancy, adequate freeboard and draft, or can be decoupled from the influences of waves, will continue to be effective in waves. Short-crested waves usually degrade the performance of equipment more than large long-period swells. A low (L) rating represents effectiveness in calm water conditions up to one-foot short crested waves. A medium (M) rating indicates effectiveness in short crested waves between 1 and 3-feet high, while a high (H) rating represents satisfactory performance in waves 3 to 6-feet high. Effectiveness in these conditions means that the technology will contain or collect the majority of the oil it encounters.

7.5.3. Effective in Debris

Floating debris will cause problems with equipment by damaging it, moving it or rendering it ineffective. Some equipment is less affected by debris due to its robust nature or method of containment/recovery. Some skimmers use debris screens that protect the pump but often require manual tending to remove the debris. A high (H) rating means that the skimmer will continue to function well in floating debris with minimal manual tending required. Medium (M) rating represents a degraded performance level in debris, while a low (L) rating indicates serious problems with performance in debris. Both M and L ratings require significant manual tending to remove debris.

7.5.4. Effective in Shallow Water

Effectiveness in shallow water indicates the technology has a low or no draft requirement and that it will effectively contain, deflect or remove oil as designed. A yes (Y) indicates that a skimmer or boom system is manufactured that is effective in 2-foot deep water or it is not limited by a water depth of two feet. It is possible that some skimmers or boom systems receiving a no (N) rating could be produced by the manufacturer to function in shallow water.

7.5.5. Ease of Deployment

The ease of deployment rating reflects the amount of complexity, training required, people and logistics involved to deploy and use the technology successfully. The more resources and training required to deploy the technology and use it effectively, the lower the rating. The faster a technology can be deployed with a minimum number of people and support equipment, the higher the rating. Generally, technology with a good (G) or a very good (VG) ease of deployment rating will continue to be effective close to the highest effective speed rating when using inexperienced personnel.

7.5.6. Oil Viscosity Range

A low (L) rating indicates that a skimmer is effective in light oil with a viscosity between 1 and 100 cSt. Medium (M) indicates effectiveness in medium grade oils with a viscosity between 100 and 1,000 cSt, while high (H) means the skimmer was effective at recovering heavy oil with a viscosity between 1,000 and 60,000 cSt. A skimmer was considered effective if tests recorded reasonable recovery rates and recovery efficiencies of at least 50 percent. If a viscosity range is not listed for a skimmer, then the skimmer is not effective at recovering oil in that viscosity range.

7.5.7. Oil Recovery Efficiency & Recovery Rate

Skimmer specific performance ratings are based upon independent performance test data when available and manufacturer claims. When data were not available, physics and engineering principles

were used to approximate performance. Generally, oil recovery efficiency will decrease and oil recovery rate will increase with speed. Technologies with the higher efficiencies and recovery rates that were not significantly degraded by increases in speed were given higher ratings. Skimmers with comparatively lower efficiencies and recovery rates that degraded quickly at faster speeds were given lower ratings. Skimmers that demonstrated a poor (P) performance for recovery efficiency and/or oil recovery rate in currents above one knot were not included in this.

As per above consideration, booming strategies, specialized boom requirements, alternate containment methods and high-speed skimmers are rated in several categories and presented in **Table 7.3** and **7.4** below.

Table 7.3. Booming Strategies

Sl. No.	Technology Name	Highest Effective Speed kts.	Eff. in Waves	Eff. in Debris	Eff. in Shallow	Ease of Deployment	Comments
1	Cascade *	4	L	M	Y	F	Short sections independently moored to shore.
2	Deflection *	4	L	M	Y	F/G	Longer sections with shore tiebacks downstream.
3	Chevron (closed)*	3	M	M	Y	G	Quick to deploy because it uses fewer anchor points.
4	Chevron (open)*	3	M	M	Y	G	Allows for vessel traffic between openings.
5	Current Rudder*	3	M	H	N	F	Allows for vessel traffic by control of rudder from shore.
6	Double Boom*	3	M	H	Y	F	Improved containment but hard to keep separated properly.
7	Boom Deflectors *	4	M	M	Y	G	Deflectors used to keep boom at an angle without anchors.
Boom (Specialized)							
1	Fast Sweep (V-Shaped)	2.	H	L	N	G	Net across foot of boom keeps it in a V-shape.
2	Rapid Current Boom	3.	L	L	N	P	Inclined plane, fabric bottom with outlet holes in pocket.
3	Horizontal Oil Boom	3.	M	L	N	F	Two booms connected by net & filter fabric.
4	Holes in lower draft*	2	M	L	N	G	Larger draft with relief holes in lower skirt to reduce drag.

5	Net in foot of boom	1.	H	L	N	G	Short vertical net at foot of the boom.
6	Foam 6"X 6",two tension lines*	4	L	L	Y	VG	Typical fast water diversion boom with upper & lower tension.
7	External Tension Line foam	2	M	L	N	F	High stability, limited reserve buoyancy.
8	Shell High Current "Boom"	3	L	M	Y	P	Rigid aluminum perforated inclined plane structure, diversion system.
Alternate Methods							
10	Pneumatic Boom	2.	M	H	N	G	High power required (30 hp/ft).
11	Water Jet (Horizontal)	4.	M	M	Y	F	Reasonable power requirements (3 hp/ft).
12	Water Jet (Plunging)	4	M	M	N	F	Reasonable power requirements.
13	Air Jet	3	M	M	Y	F	Low power required (1 hp/ft).
14	Flow Diverters	6	H	M	Y	VG	No power, changes surface currents to direction of anchor point.
15	Floating Paddle Wheel	3	M	M	Y	G	Low power required (0.25 hp/ft), high-energy transfer.
16	Earth Dam (underflow)*	2	M	M	Y	P	Barrier blocking low flow into an inlet or out of a stream.

Table 7.4. Skimmer Specific Performance

Sl. No :	Technology Name	High est Effective Speed (kts.)	Eff. in Waves	Eff. In Debris	Eff. In Shallow	Ease of Deployment	Oil Viscosity Range	Oil Recovery Efficiency	Oil Recovery Rate	Comments
Incline Skimmers										
1	Dynamic	3	M/H	M	Y	G	L,M,H	G	G	VOSS & Self Propelled versions.
2	Static	5	M/H	M	N	G	L,M,H	G	G	VOSS, low maintenance
ZRV Skimmer										
1	Rope Mop	5	H	H	N	G	L,M,H	VG	F	VOSS & Self propelled catamarans

2	Sorbent Belt	6	M	M	N	G	L,M, H	VG	F	Very high maintenance but effective
Quiescent Zone										
1	Expansion Weir *	3	L	L	Y	G	L,M	F	G	Expansion slows flow
2	Circulation Weir	3	M	L	Y	G	L,M, H	G	G	VOSS, portable lagoon
3	Brush Conveyor	3	M/ H	M/ H	N	G	M,H	VG	F	VOSS, barge & self-propelled
4	Streaming Fiber & Belt	3	M	L	N	G	L,M	G	F	Fibers slow flow, belt & weir remove oil
Lifting Belt										
1	Filter Belt	3.5	M/ H	M/ H	Y	G	M,H	VG	F	Self-propelled & induction impeller
2	Rotating Disk Brush									
3	Rotating Brushes	3	M/ H	M/ H	Y	G	M,H	VG	F	VOSS, barge & self-propelled
Surface Slicing										
1	High Current Oil Boom	6	L	L	N	G	L,M, H	F	G	Weir with foil bow
2	Multi-purpose Oil Skimmer Sys.	3	M/ H	L	N	G	L,M, H	F	G	Wave following weir
3	Russian Debris Skimmer	3	L	M/ H	N	G	L,M, H	G	G	Debris filter, weir and gravity separator tank.
4	Trailing Adsorption									
5	Trailing Rope Mop	4	H	H	N	F	L,M, H	VG	F	Batch processing requires retrieval of rope mops
6	Free Floating Sorbent*	5	H	H	Y	G	L,M, H	VG	F	Free drifting sorbents and recover them downstream
Legend			<i>H</i>	<i>High</i>	<i>Y</i>	<i>Yes</i>		<i>VG</i>	<i>Very Good</i>	
			<i>M</i>	<i>Medium</i>	<i>N</i>	<i>No</i>		<i>G</i>	<i>Good</i>	
			<i>L</i>	<i>Low</i>				<i>F</i>	<i>Fair</i>	
								<i>P</i>	<i>Poor</i>	

Notes:	<p>1. Low is effective in calm water to 1 foot waves, Medium is effective in 1 to 3 foot waves, and High is effective in 3 to 6 foot waves</p> <p>2. Yes indicates that a skimmer or boom system is effective in 2 foot of (shallow) water.</p> <p>3. Low indicates a skimmer is effective in light oil 1-100 cSt viscosity, Medium 100-1,000 cSt and High 1,000-60,000 cSt</p> <p>4. Oil recovery efficiency is the percent of oil recovered compared to the total volume of oil and free water collected.</p> <p>5. Oil recovery rate is the rate of oil collected which is a combination of recovery efficiency and throughput efficiency. "Controlled tests results with oil were not available so ratings were based on engineering principles, expert opinions and field experience. Technology names with no asterisk were rated based upon data obtained from controlled tests with oil.</p>
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7.5.8. Shoreline Consideration

Shoreline Response Team should follow Shore Line Clean Up Assessment Technique (SCAT) which is a standardized method of assessing, recording and reporting the degree of oiling of the shoreline. The steps during SCAT include:

- Identify sensitive resources
- Evaluate shoreline oiling conditions
- Recommend clean-up methods and end points
- Apply the concept of Net Environment Benefit Analysis (NEBA) to the shoreline response strategies

The shorelines are to be divided into segments. Segments are defined geographic areas with a similar character in terms of physical features and sediment types. Sub segments can be used if the extent of oiling varies significantly between a given segments. Results are to be standardised. Descriptions are used to describe the oil observed. The SCAT Team should calibrate their classifications of oil observed prior to conducting full scale surveys.

Report / log form (with clipboard), Method of communications (e.g. mobile, satellite phones, VHF radio), Handheld GPS, Digital Camera, Compass, Additional batteries shall be available with the shoreline response team.

The shoreline assessment will be followed by selection of appropriate shoreline clean-up measures. The selection of most appropriate methods and equipment to be used in each case will be determined by presence of hazard:

- Character and amount of stranded oil
- Character of shoreline
- Tidal range and times
- Prevailing sea weather conditions
- Availability of equipment
- Accessibility of the contaminated area for equipments
- Availability of personnel
- Presence of sensitive wildlife or other features which may be damaged by cleaning operations, availability of local transport
- Storage treatment and disposal facilities for the recovered materials and cost and local, state, national or international policies and priorities.

Shoreline character comprises mainly four components ie., Substrate type- the material that the shore is comprised of, Shoreline form- the shape of the shoreline, Energy- a function of currents, wind and waves, Biological character- the plant and animal communities present. Each component is to be analysed separately before choosing the response option. Parameters used to describe the distribution of the oil on shorelines are given below:

- Length (m) - The distance along a shoreline that is oiled
- Width (m)- The distance from the top of the highest elevation of the shore that is oiled to the bottom
- Percentage cover-An estimate of the percentage of the substrate surface within the area that is oiled
- Thickness (mm or cm) - The distance from the substrate surface to the top of the oil layer. Often this cannot be measured accurately because the surface layer is too thin.
- Depth-The depth below the surface that is oiled. For buried oil, depth should be measures from the top of the substrate surface to the oily layer.

After completing the SCAT survey based on the observation, Shoreline Clean-up operations are to be initiated and guideline for the clean-up of various shoreline types are given as **Table 7.5** below.

Table 7.5. Shoreline Response Operations

Sl. No.	Type of Shoreline	Response Operations
1	Exposed Rocky Shore (1A)	<ul style="list-style-type: none"> • In the case of Gujarat they are many times associated with corals. Hence, have rich biota. Hence immediate severe biological impacts will be occurring especially in tidal pools but, the oil will not remain stranded. • When exposed coral become oiled, it is best left undisturbed and to recover naturally. • Natural cleaning of coral platforms that dry out at low water can be assisted by low pressure flushing with seawater to minimize exposure of reef communities to oil.
2	Exposed Solid Vertical Structures (1B)	<ul style="list-style-type: none"> • These areas require high-pressure spraying in order to: remove oil; prepare substrate for decolonization of barnacle and oyster communities; minimize aesthetic damage; prevent the chronic leaching of oil from the structure. • Walls and other vertical structures may exhibit a band of oil throughout the tidal range that can be removed by pressure washing from boats or rafts. • Oil that has migrated under quays, jetties or other structures built on piles or columns can be difficult to remove, particularly when headspace is restricted. • Wash created by vessels' propellers may assist removal of bulk oil but fine cleaning may not be possible and the oil can be left to degrade naturally. • Wooden structures, particularly where rot is established, may be damaged by more aggressive clean-up techniques.
3	Fine to Medium - Sand Beaches (3)	<ul style="list-style-type: none"> • Among the easiest beach types to clean. • Cleanup should concentrate on the removal of oil from the upper swash zone after all oil has come ashore. • Removal of sand from the beach should be minimal to avoid erosion problems; special caution is necessary in areas backed by seawalls. • Activity through both oiled and dune areas should be severely limited, to prevent contamination of clean areas. • Manual cleanup, rather than road graders and front-end loaders, is advised. • All efforts should focus on preventing the mixture of oil deeper into the sediments by vehicular and foot traffic. • Sand beaches are often regarded as valuable amenity resources, with priority given to cleaning them. • Beaches usually have good access and because the depth of oil penetration into the beach for many oils is limited, are generally considered the easiest shoreline type to clean. • However, oil can become buried in the beach by successive tides and low viscosity oils will penetrate into coarse grained sands.

		<ul style="list-style-type: none"> Flushing, surf washing or harrowing techniques may be appropriate to address buried oil.
4	Rip Rap (6B)	<ul style="list-style-type: none"> When the oil is fresh and liquid, high-pressure spraying and/or water flooding may be effective, making sure to recover all released oil. Heavy and weathered oils are more difficult to remove, require scrapping and/or hot-water spraying. It may be necessary to remove heavily oiled riprap and replace it. In favourable weather conditions, floating oil may be collected at the base from boats. Workers on the structure, and to some extent within it (as far as it is safe to do so), can remove oiled debris and clean boulders and tetrapods with pressure washers or manually with rags and sorbents. Passive cleaning, whereby sorbents are placed along the face of this structures, allows oil washed out with the movement of tides, swell and wave action to be recovered. In certain situations, this natural action can be augmented by pumping water into the structure to flush out the oil. Pressure washing and passive cleaning is recommended in accessible place where as use of sorbents and natural cleaning is preferred in place of inaccessible places.
5	Exposed Tidal Flats (7)	<ul style="list-style-type: none"> Currents and waves can be very effective in natural removal of the oil. Cleanup is very difficult (and possible only during low tides). The use of heavy machinery should be restricted to prevent mixing of oil into the sediments. On sand flats, oil will be removed naturally from the flat and deposited on the adjacent beaches where cleanup is more feasible.
6	Sheltered Manmade Structures (8B)	<ul style="list-style-type: none"> cleanup of seawalls is usually conducted for aesthetic reasons or to prevent leaching of oil • low - to high-pressure spraying at ambient water temperatures is most effective when the oil is fresh
7	Vegetated River Bank (9B)	<ul style="list-style-type: none"> Cleanup should proceed cautiously. Under light coatings, cleanup is probably unnecessary; under heavy accumulations, oil on the sediment surface might be removed to enable new growth. Low-pressure spraying (ambient) may aid oil removal. Plant cutting should be closely supervised if undertaken.
8	Sheltered Mud Flats(9A)/ Hyper	<ul style="list-style-type: none"> These are high-priority areas necessitating the use of spill protection devices to limit oil-spill impact; deflection or sorbent booms and open water skimmers should be used cleanup of the flat surface is very difficult because of the soft substrate; many methods may be restricted

	saline Mudflats (9C)	<ul style="list-style-type: none"> • low -pressure flushing and deployment of sorbents from • Shallow - draft boats may be helpful
10	Freshwater Swaps/ Marshes(10B)	<ul style="list-style-type: none"> • These are high-priority area necessitating the use of spill protection devices to limit oil spill impact; deflection or sorbent booms and skimmers. • Under light oiling, the best practice is to let the area recover naturally. • Any cleanup activity which would mix the oil into organically rich sediments should be avoided. • Manual pickup should be conducted from a floating platform (e.g., jon boat or inflatable). • Only the least-intrusive cleanup methods should be employed to avoid compounding the environmental impact of a spill. • Quick flushing and removal of oil while it is still fluid can reduce long-term impacts
11	Fringing and Extensive Salt Marshes (10 C)	<ul style="list-style-type: none"> • Under light oiling, the best practice is to let the area recover naturally. • Heavy accumulations of pooled oil can be removed by vacuum, sorbents, or low-pressure flushing. During flushing, care must be taken to prevent transport of oil to sensitive areas down slope or along shore. • Cleanup activities should be carefully supervised to avoid vegetation damage. • Any cleanup activity must be sure not to mix the oil deeper into the sediments. Trampling of the roots must be minimized. • Cutting of oiled vegetation should only be considered when other resources present are at great risk from leaving the oiled vegetation in place
12	Mangroves (10 D)	<ul style="list-style-type: none"> • Under light accumulations of any type of oil, no clean-up is recommended • If sheen are present, use sorbent booms to pick up the oil as it is naturally removed, being sure to change the booms frequently. • Only light fuel oil requiring clean-up is diesel oil. • Heavy accumulations could be skimmed or flushed with low- pressure water flooding as long as there is no serious disturbance to substrate. • Oil debris should be removed without disturbing substrate. • Live vegetation should never be cut or otherwise removed. • Sorbents can be used to remove wide heavy coatings from prop roots in the areas of firm substrate with close supervision.
13	Corals Reefs	<ul style="list-style-type: none"> • However, should exposed coral become oiled, it is best left undisturbed and to recover naturally. • Natural cleaning of coral platforms that dry out at low water can be assisted by low pressure flushing with seawater to minimize exposure of reef communities to oil utilizing water of the same locality can be done.

		<ul style="list-style-type: none">• Where recovery of oil is necessary, for example to prevent its embolization, this should be undertaken with care to minimise damage to the fragile structures.• Rehabilitation should be done in worst scenario utilizing undisturbed native fragments.
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7.6. OSR Inventory for KPT Limit

As per risk classification of ports and allied facilities as per NOS-DCP, based on type of cargo handled, quantity of bunkers carried onboard ships calling at the port, single point mooring facility at the port, and ship-to-ship transfer operations at the port KPT belongs to Risk Category A. The risk categorization is appended at **Table 7.6**.

Table 7.6. Risk categorization of ports

Risk Category	Description
A	Ports handling crude oil/ tanker visits/ SPM/ STS
B	Ports handling ships carrying more than 1000 tons of fuel/ bunker oil Ports handling products only
C	Other than Cat 'A' and Cat 'B'

Source: NOSDCP

The planning standards for oil spill response resources for each risk category of ports is appended at **Table 7.7**.

Table 7.7. Oil Spill Response equipment for each risk category of ports

	Description	Risk category		
		A	B	C
Equipment	Inflatable Boom (metres)	2000	1000	600
	Skimmer (20 TPH)	4	4	2
	OSD Applicator (no.)	6	2	2
	Oil Spill Dispersant (litres)	10,000	5,000	3,000
	10 Tons Flex Barge (no.)	4	02	2
	Current Buster booms if tidal current >2 knots (meters)	400	400	
	Sorbent boom (meters)	500	200	
	Sorbent Pads (no.)	2000	1000	
	Shoreline cleanup Equipment	Mini Vacuum pumps		
		OSD Applicator		
		Fast tanks		
Vessel	Work Boats	2	1	1
	Tugs	2	1	
Man Power	IMO Level 1	10	6	2
	IMO Level 2	4	2	
	Other	10	10	5

Source: NOSDCP

As per the above categorization Kandla and Vadinar port falls into Category A., which should have minimum inflatable Boom of capacity 2000m. Inflatable booms of capacity 1200m which is already available with the ports. Considering the minimum standards for Category A and the ecological sensitivity areas along the coast and the creek mouth of length not less than 1 km it is preferably to

have 1000m more booms in the deck. Similarly as per NOSDCP, the minimum number of skimmers required is 20 TPH x 3. KANDLA Port is having 49 TPH x 2 fast flow skimmer and Brush skimmer of capacity 12TPH which satisfies the minimum requirement. Oil Spill Dispersant Storage on board with 12000 L in 3 Tugs.

As per NOS-DCP to cater a Tier 1 spill at KANDLA Port, the port should have to have response equipment for containing 700 MT of Oil. The following section evaluates the sufficiency of OSR equipment at KPT. As per the data sheet available, the oil thickness of various types of oil and concentrations with respect to area is shown as **Table 7.8**.

Table 7.8. Oil Appearance, Thickness & Concentration of Spill

Code	Description	Layer-Thickness Interval		Concentration	
		microns (μm)	inches (in.)	m ³ per Km ²	bbl/acre
S	Sheen (silver/gray)	0.04 – 0.30	$1.6 \times 10^{-6} - 1.2 \times 10^{-5}$	0.04 – 0.30	$1 \times 10^{-3} - 7.8 \times 10^{-3}$
R	Rainbow	0.30 – 5.0	$1.2 \times 10^{-5} - 2.0 \times 10^{-4}$	0.30 – 5.0	$7.8 \times 10^{-3} - 1.28 \times 10^{-1}$
M	Metallic	5.0 – 50	$2.0 \times 10^{-4} - 2.0 \times 10^{-3}$	5.0 – 50	$1.28 \times 10^{-1} - 1.28$
T	Transitional Dark (or True) Color	50 – 200	$2.0 \times 10^{-3} - 8 \times 10^{-3}$	50 – 200	1.28 – 5.1
D	Dark (or True) Color	>200	$> 8 \times 10^{-3}$	>200	> 5.1
E	Emulsified	Thickness range is very similar to dark oil.			

Source: Chart from Bonn Agreement Oil Appearance Code (BAOAC) May 20, 2006 modifies by A. Allen

Considering the worse Tier-1 spill, the area of impact is estimated as follows:

- Volume of Oil = 700 MT
- Thickness of Oil at the point of Spill (at zero time) = 200 μm (approx.)
- Area of Impact = $(700\text{MT}/200\mu) = 3.5 \times 10^6 \text{ m}^2$ (approx.)
- Length of the coast immediately impacted = sqrt (Area of Impact) approx. $\approx 1870\text{m}$
- Average response time = 60 minutes (Mobilization of Resources + Deployment of Boom, Skimmer etc + considering Flotilla speed of 10 Knots/hr).

As per the above examination it was found that , the OSR equipments available at Kandla is sufficient to cater the requirements of Kandla Zone, but considering the minium requirement for Category A ports and distance between Kandla & Vadinar seriously extending the response time and thus imposing severe treat to sensitive life, preferabely the inventroy at Vadinar could be expanded in a phased manner.

However shoreline response resources are not provided in the present inventory and provision for the same shall be incorporated to it at the earliest through Mutual Aid pooling. Considering the presence of bets within the shoreline and their characteristics, essential resources for shoreline response are to be provided such as River boom, Deflection boom, Intertidal Boom, Shoreline Cleanup Equipments etc. As the entire KPT limit is ecologically important, part of MNPS and supporting species like mangroves and corals calls for the more number of shore line equipments inclusive of Sorbent booms, Absorbent Pads, Pillows, Rolls, Sheets. Details for the same are given as **Table 7.9** below.

Table 7.9. Details of Shoreline Cleanup Equipments for Kandla

Sl No.	Equipments	Unit	Kandla	Vadinar
1	BOOM			
a	Beach sealing Boom(500mtr)	No.		
b	Auto/River Boom(200mtr)	No.	5	2
c	Fence Boom(150mtr)	No.		
2	SORBENT			
a	Boom-50 mtr	No.	6	6
b	Pillows	No.	50	50
c	Rolls	No.	50	50
d	Sheets	No.	50	50
e	Pads	No.	50	100
3	CLEAN UP Equipment			
a	Hot Water Pressure Cleaner, Showels, Rakes, Diggers etc.	set	5	8
4	Miscellaneous			
a	Light set Generator, PPE, Safety Items (Safety Shoes, Hard Hats, etc.), Personal Items (Coveralls, Boots, etc.)	set	10	10
5	Trained minimum man power	set	10	10

INCIDENT MANAGEMENT MECHANISM

Incident management is essential part of efficient emergency response operations. It makes the entire process structured at the same will add flexibility to operations to meet the response goals. It involves command, control and coordination of activities, individuals, organizations and the community.

8.1 Organisation of Oil Emergency Preparedness & Response Team

Effective emergency plans require that, in the event of an accident nominated personnel are given specific responsibilities, often separate from their daily routine activities. It is recommended to setup an Emergency Organisation for responding to a oil spill incident which will be activated from the moment of spill to the termination of operation and even extending to decision making, record keeping etc. The Oil Spill Response Organisation Chart proposed for the Kandla Port Trust is given as **Figure 8.1** below.

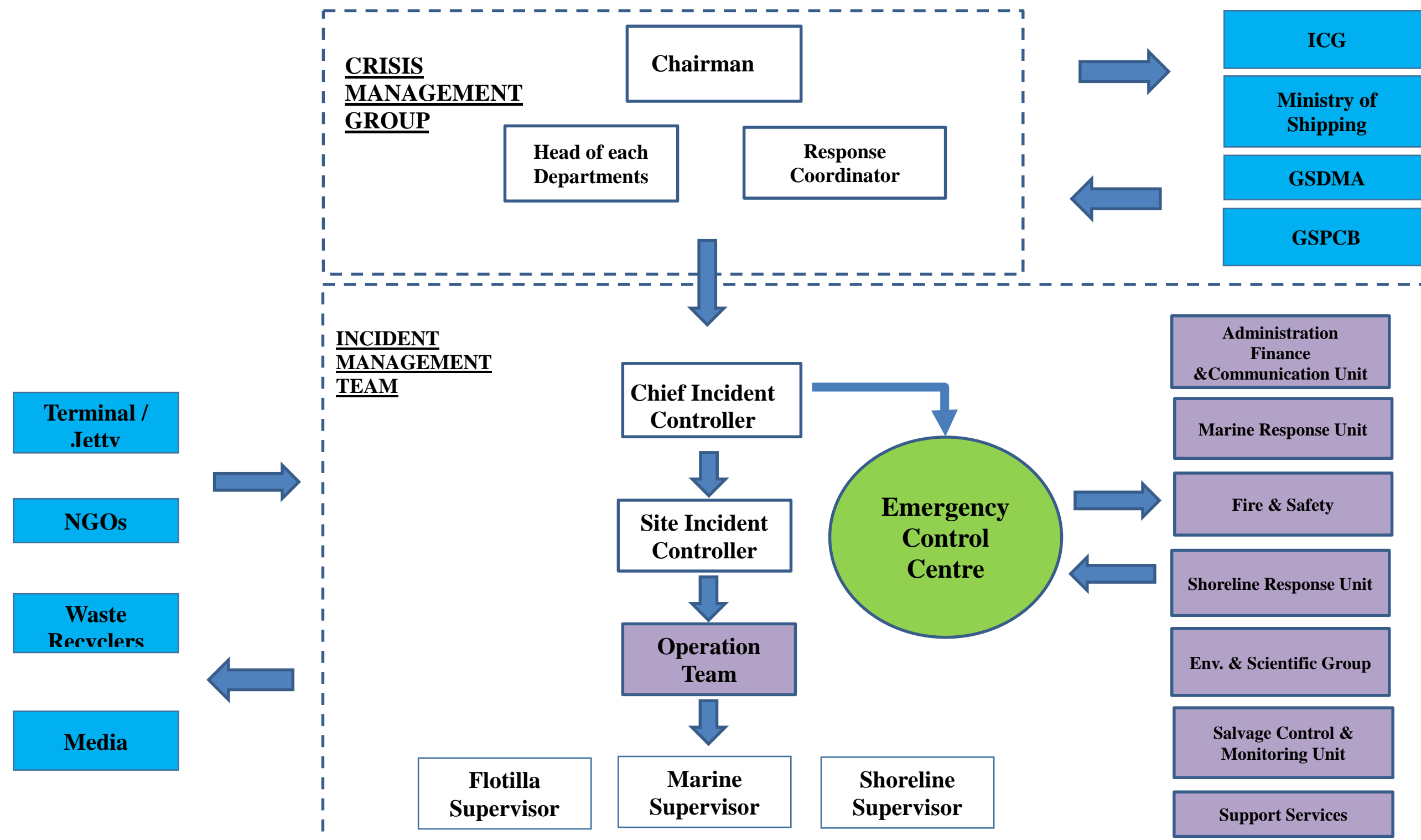


Figure 8.1. Oil Spill Response Organization Chart

8.1.1 Crisis Management Group

Crisis Management Group is the principal authority for oil spill preparedness & response within Kandla Port Limit. It shall be established at Kandla Port Trust utilizing the following key personnels:

- Chairman
- Deputy Chairman
- Chief Engineer (Civil Department)
- Chief Engineer (Mechanical Department)
- Secretary (General Administration)
- Chief Vigilance Officer (Vigilance Department)
- Traffic Manager (Traffic Department)
- FA & CAO (Finance & Accounts Officer)
- Chief Medical Officer (Medical Officer)

An appropriate person shall be nominated as the Response Co-ordinator who will be directly in touch various division, departments & agencies as and when required.

8.1.1.1 Roles & Responsibilities

- Responsible for the preparation and review of Oil Spill Contingency Plan for Kandla Port
- Procurement & development of OSR Equipments and facilities
- Responsible for getting the port personnel trained at IMO level 1 & 2
- Responsible for formulating MoU with Mutual Aid Group
- Review of Oil Spill Response Preparedness
- Site Visit & Review of report prepared by Chief Incident Controller (CIC)
- Responsible for communication with various National and State Level Authorities and media
- Responsible for Coordination, Communication with State Level Agencies such as State Disaster Management Agency (SDMA), State Pollution Control Board, Coast Guard Headquarters NW Region, Dept. of Fisheries, Forest, Wildlife.
- Constitution of Incident Management Teams as nominated by Chief Incident Controller (CIC)
- Responsible for allocation & deployment of personnel for handling oil spill incidents

- Providing Guidance to Emergency Response Units including arranging external assistance to
- Providing administrative and financial assistance to operations
- Declaration of the closure of Oil Spill Response Operations

8.1.1.2 Specific Duties of Response Coordinator

- Communicate between the Crisis Management Group and Incident Management Team
- Co-ordinate the activities of Incident Management Team after incorporating the recommendation of CMG
- Organise CMG meetings including joint meetings with IMT.
- Give proper instruction to CIC from time to time after consulting with CMG
- Arranging supporting as and when required by the IMT on approval of Chairman

8.1.2 Incident Management Team (IMT)

Oil spill response facility to be established will have an Incident Management Team. The Incident Management Team is the team who takes up the response activities under a Chief Incident Controller with its operation team and independent supporting units, who actually deals with the response activities at field. Incident facilities including Emergency Control Centre, Incident Command Centre, Forward Command Point, Staging Areas, Safe Forward Point, Joint Information Centre, Waste Management & De-contamination blocks will be directly functioning under IMT.

The section below presents the functional responsibilities and reporting requirements of IMT and facilities established as a part of it..

8.1.2.1 Chief Incident Controller (CIC)

CIC is the key responsible officer for the management and co-ordination of response operations at the scene of a pollution incident to achieve the most cost effective and least environmentally damaging resolution to the problem. CIC shall have overall responsibility to protect personnel, site facilities, and the public before, during, and after an emergency or disaster. The CIC shall be present at the emergency control centre (ECC) for counsel and overall guidance. He will be the contact point to the coordinators of individual units under ECC and resources & personnels under this unit will be transferred to the operations team depending upon the requirement of the situation. CIC can also delegate the power to pool the resources and personnel to SIC or SICs depending upon the intensity & extent of the incident and ask for briefing from time to time. In the case of small spills CIC itself can act as the SIC.

8.1.2.2 Official in Charge of CIC

Dy.Conservator, Kandla Port will act as the CIC in an event of oil spill.

8.1.2.3 Responsibilities of the Chief Incident Controller

The key responsibilities of CIC shall include the following:

- Preparation, review and updation of the OSCP
- Assessment of situation and declaration of an oil spill emergency
- Activation of Emergency Control Centre
- Approval of Incident Action Plan prepared by the SIC/SICs during spill
- Mobilisation of Oil Spill Response Resources
- Coordinate Surveillance and Monitoring Oil Spill Events
- Coordination with CMG and other personnels on direction from CMG
- Continuous review of situation and decide on appropriate response strategy
- Taking stock of casualties and ensure timely medical attention
- Ordering evacuation of personnel as and when necessary
- To be responsible for ensuring that appropriate local and national government authorities are notified, preparation of media statements, obtaining approval from the CMG and releasing such statements once approval received
- Assessing the situation and requesting to CMG for organizing consultation with ICG and District Authorities when a Tier 2 or Tier 3 spill is to be declared.
- Ensuring correct accounting and position of personnel after the emergency

8.1.2.4 Reporting Requirements of CIC

The Chief Incident Controller shall report to the Crisis Management Group through the Response Coordinator.

8.1.3 Emergency Control Centre (ECC)

Emergency Control Centre will be established at KPT office with 24 hr control room at the port office under the supervision CIC. ECC acts as the key coordinating centre for responding to any oil spill incidents. The emergency control center may be defined as the place from which the operations to handle the emergency are directed and coordinated. CIC will be assisted by an In-Charge who will be taking care the reporting requirements of various response units, operation team and other stakeholders of the event and other interested parties.

ECC equipped to receive and transmit information and directions from all the areas of the marine terminal as well as outside and will be located in an area of minimum risk. The ECC shall be away from the potential hazards and provide maximum safety to personnel and equipment and should be preferably made of non-combustible building of either steel frame or reinforced concrete with two exists and adequate ventilation. Preferable it should be placed in connection with KPT Pollution Response Centre or integrated with exiting VTMS. It should also act a data repository that will be a point of gathering and dissemination of all information significant to the situation. Thus the Centre shall be equipped with facilities for Communication, Coordination, Surveillance, Monitoring, Conferencing – Real & Virtual and Repository.

8.1.3.1 Officer In charge of ECC

Dy. Conservator, the CIC himself will be Official In Charge of ECC.

8.1.3.2 Role of ECC

8.1.3.3 Facilities to be maintained with ECC

- A copy of the Oil Spill Contingency Plan (OSCP); maps and display charts and diagrams showing buildings, roads, underground fire mains, important hazardous material and process lines, drainage trenches, and utilities such as steam, water, natural gas and electricity;
- Situation boards (continuously updated to present a summary of the current situation and response actions being taken);
- Aerial photographs, if possible, and maps showing the site, adjacent industries, the surrounding community, high-ways, rivers, etc., help determine how the disaster may affect the community so that the proper people can be notified, adequate roadblocks established, and the civil authorities advised sufficient telephone lines to enable full liaison with outside bodies;
- Names, addresses, and telephone numbers of employees, off-site groups and organizations that might have to be contacted; all telephone lists being reviewed for accuracy on a scheduled basis and updated, as necessary;
- Dedicated and reliable communication equipment; enough telephones and at least one fax line to serve the organization for calls both on-and off-the-site;
- Fixed and portable two-way radio equipment to keep in contact with activities on-scene and to maintain continuity of communications when other means fail;
- Meeting room including conference rooms

- Plan board, logbook, tape recorder, television, DVD and Video facilities for playing back records from aircraft and helicopters, as well as monitoring media coverage of the incident with a person assigned to record pertinent information and to assist in investigating causes, evaluating performance, and preparing reports;
- Emergency lights so that operations can continue in the event of power failure; Photocopy, fax and e-mail facilities; and dedicated computers with LAN/ internet facility to access the installation data and the latest and updated soft copies of all standard operating practices (SOP), Reference material such as applicable government regulations, emergency equipment lists etc.

8.1.3.4 Reporting Requirements of ECC

CIC, the head of ECC will report the Crisis Management Group through the response coordinator.

8.1.4 Site Incident Controller (SIC)

CIC shall identify SIC, who will be reporting directly to him and SIC shall be nominated for full day shifts of operation for Port. SIC will have a operational team under him which will be supported with appropriate planning, technical, scientific, chemical, environmental, logistical, administrative, financial units as and when required on request to CIC.

8.1.4.1 Official in Charge of SIC

Dy. HOD, Marine Department/ Chief Operational Manager of port may act as the SIC in an event of oil spill. If EE is given the chart the port officer can be given the charge of operational team.

8.1.4.2 Responsibilities of the Site Incident Controller

The key responsibilities of SIC shall include the following

- Assist in developing and updating workable oil spill emergency contingency plan based on the experience specific to the area, organize and equip the organization inline with OSCP based on the and train the personnel;
- Preparation of Incident action plan (IAP) describing activities and logistical support covering the basic elements the situation, mission, execution, administration and logistics, command, control, co-ordination and communication with functional responsibilities.
- To communicate to the Emergency Control Centre through which it can communicate among groups and organize joint activities
- To ensure that the response to the oil pollution emergencies is in line with entity procedures, and to coordinate business continuity or recovery plan from the incident

- Request for any specialist support to the CIC
- Give feedback on seeking assistance of mutual aid members and external agencies.

Also SIC through respective coordinators will be responsible for:

- Communication links between the units
- Distribution of messages within the units
- Taking Minutes during meetings to record decision
- Typing Services
- Updation of situation boards & Charts
- Providing catering to the units and also forward a copy of the same to CIC.

8.1.4.3 Reporting Requirements of Site Incident Controller

The site incident controller shall report to the CIC

8.1.5 Operational Team

Operations unction is responsible for the management of all activities that are undertaken to resolve the incident and the management of all resources deployed in the field. The operations are organized in to divisions on the basis of the geography or operations being conducted. Divisions are major areas of activities which can be broken down in to the type of activity or geographical area according to the type and demands of the incident. Operations as well as functions involved as given as **Table 8.1** below:

Table 8.1. Functions of the Operation Team

Sl.No:	Operations	Functions
Offshore		
1	Marine operations	Marine containment and recovery
2	Salvage	
3	OSD	Aerial dispersants, Marine dispersants
Onshore		
1	Shoreline operations	
2	Offshore & Onshore	
3	Aerial operations	Aerial surveillance
4	Wildlife response	
5	Waste management	

8.1.5.1 Official In charge for Operational Team

Manpower trained at Level I of IMO Training from Technical wing shall constitute operational team. There may be a team leader to command the operational team as the official Incharge or it can be under the command of SIC himself. The operational team will have ability to conduct marine as well as

shoreline response operations. Marine response include offshore and coastal water operations whereas shoreline team will be positioned on the land area of the coastline. In the interface areas like creeks, salt pans etc, that they may work together. Number of members in each such team may be varied depending upon the incident.

8.1.5.2 Responsibilities

He is responsible for the provision of scientific and environmental information, maintenance of incident information services, and assist in the development of Strategic and Incident Action Plans. He shall ensure the distribution of all information to the operational team as well as take back details from them to Crisis Management Group and to all response personnel generally.

He is responsible to the CIC for all response operational activities. This includes ensuring that the requirements of Incident Action Plans (IAP) are passed on to operational personnel in the field, and for ensuring that the plans are implemented effectively and complied throughout the operation.

Responsibilities of Operational Team in general is described below:

- Obtain briefing from incident command
- Identifying level of priority
- Surveillance of Oil Spill, Monitoring of Water Quality
- Estimation of Quantity of Spill , possible trajectory identification
- Developing Tactics in support of Incident Action Plan (IAP)
- Response resources Allocation for each division or sector and assessment
- Deployment of response resources including flotilla
- Maintain a log of activities
- Review of Operations

8.1.5.3 Reporting Requirements

Operational Team is to report the SIC through its team leader if SIC himself is not in charge. In addition to the regular reporting special incidents, accidents and change overs are to be reported to CIC also. Incase of activation of Units from emergency control centre they will be also coming under the operational team with its own team leaders reporting to the Site Incident Controller even though they will be activated by ECC head the Chief Incident Controller

8.1.6. Emergency Response Units

Seven emergency response units are proposed for achieving effective management of emergency. There will be different units having specific roles under the ECC dealing with administration, fire & safety, salvage monitoring and control, marine response activities, shoreline response, environmental and scientific aspects to act on emergencies as required. Response units are directly coming under the CIC through a coordinator. He will be arranging the additional supports by of the CMG responsible for management of the ECC. Of which some specialised one will be activated only if the situation recommends, under the recommendation of site incident controller to the CIC.

Table 8.2. Responsibility allocation for Emergency Response Unit

Sl. No.	Emergency Response Unit	Status	Co-ordinator*
1	Shoreline Response Unit	Specialised	Dy. HOD, Civil Department
2	Marine Response Unit	Essential part of OT	Dy. HOD, Marine Department/ Chief Operational Manager #
3	Salvage, Control & Monitoring Unit	Specialised	Dy. HOD, Traffic Department
4	Environmental & Scientific Unit	Specialised	Dy. HOD, Medical Department
5	Fire & Safety Unit	Regular	Dy. HOD, Mechanical Department
6	Administration Unit	Regular	Dy. HOD, General Administration Department
7	Finance Unit	Regular	Dy. HOD, Finance & Accounts Department
8	Support Services – including –		
	Logistics	Regular	Dy. HOD, Vigilance Department
	HR, Media & Public Relations	Regular	Dy. HOD, General Administration Department

Note:

* In the case the organisation is lacking inhouse strength in any of these area, outsourcing can be done and in that case the team leader of the contract agency will be functioning under the respective co-ordinator.

Depending the location of Spill whether Kandla Zone or Vadinar Zone.

8.1.6.1. Administration Unit

Administration and Communication Coordinator is responsible for providing administrative support during the emergency.

Administration team is responsible for the general management of the unit and providing personnel for Communication links between the units, Distribution of messages within the units, keeping records of messages and expenditure, taking minutes during meetings to record decision; typing services, updating situation boards and charts; and providing catering to the units. He shall also ensure adequate

liaison between the incident management team and the media. All queries received from the media should be directed to this person. Before releasing any information, there should be have the approval of either the relevant Coast Guard Commander or CIC, depending on the size of the spill.

8.1.6.2 Official In charge

Dy. HOD, General Administration Department will act as the coordinator.

8.1.6.3 Responsibilities

The key responsibilities shall include

- to coordinate with mutual aid members and other external agencies
- to direct them on arrival of external agencies to respective coordinators at desired locations
- to mobilize oil spill responders and resources for facilitating the response measures
- to monitor mobilization and demobilization of personnel and resources
- to provide administrative and logistics assistance to various teams
- to be responsible for all financial, legal, procurement, clerical, accounting and recording activities including the contracting of personnel, equipment and support resources detail out

8.1.6.4 Reporting Requirements

He is to report the CIC.

8.1.6.5 Fire & Safety Unit

The implementation of operational guidelines and oversight of work practices to ensure the safety of response personnel and the public is integral to any response operation. Monitoring of operations to ensure there are safe working conditions is required throughout the response.

8.1.6.5.1 Official In charge

Dy. HOD, Mechanical Department shall be acting as the Fire and Safety Coordinator.

8.1.6.5.2 Responsibilities

- Development & execution of emergency response plan
- Train all team members for fire response
- Overall responsible for fire prevention

- To ensure that everyone is evacuating and none is entering the restricted area during emergency
- Operation and maintenance fire detection, notification and suppression systems
- Providing first aid to the injured person and transportation of the patient
- Recommend the Site Incident Controller to impose as well as release fire emergency

8.1.6.5.3 Reporting Requirements

He will be reporting to the CIC.

8.1.7 Salvage Monitoring & Control Unit (SMCU)

Salvage operations undertaken by the SMCU shall include:

- Lightering- Transferring Cargo, Pumping, deploying fenders etc., towing after refloating in case of grounding
- Air Lift
- Tidal Lift & Heaving- beach gear
- Refloating of breaking out stranded vessels

8.1.7.1 Role of SMCU

The SMCU will be the agency to monitor and control salvage operations

8.1.7.2 Official In charge of SMCU

Dy. HOD, Traffic Department will act as the official in charge.

8.1.7.3 Reporting Requirements of SMCU

He will be reporting to the CIC.

8.1.8 Marine Response Unit (MRU)

To direct response action at sea/ coastal waters.

8.1.8.1 Role of MRU

Marine response operations include surveillance, monitoring, containment and recovery and temporary storage of recovered oil.

8.1.8.2 Official In charge of MRU

Dy. HOD, Marine Department/ Chief Operational Manager will act as the official in charge.

8.1.8.3. Reporting Requirements of MRU

He will be reporting to the CIC.

8.1.9 Shoreline Response Unit

To direct response action at shore. The shoreline surveys will be conducted by shoreline response unit forming the part of operations team. The results of shoreline surveys will need to be communicated to the crisis management group to plan priority areas for clean-up for the next operational period. It will help to identify and prioritize shorelines for clean up, confirming the shoreline ranking with the ground data based on over flights, aerial photography, remotely sensed data, ground truthing, existing maps and data.

8.1.9.1 Role of SRU

Shoreline assessment survey, Shoreline Cleaning, storage, disposal and transportation are the important duties of SRU

8.1.9.2 Official in charge

Dy. HOD, Civil Department will act as the official in charge.

8.1.9.3 Reporting Requirements of SRC

He will be reporting to the CIC.

8.1.10 Environmental and Scientific Unit

The principal aim of pollution response operations is to minimize impacts upon ecological and socio-economic resources. Effective planning here for requires up to date and coordinated information about the resources within a given area. Resources map, sensitivity charts and risk level matrices for 10km radial distance of each port will provide guidelines for identification of resources at immediate risk. The environment unit identifies and prioritises resources at risk, recommends acceptable method of clean up and the end point at which cleanup activities should cease.

8.1.10.1 Official in Charge

Dy. HOD, Medical Department shall act as the Environmental and Scientific Coordinator at present. The port may pre appoint Environmental Scientist as an In Charge to support the E & S co-ordinator.

8.1.10.2 Role of Environmental and Scientific Coordinator (ESC)

ESC is to provide the CIC with an up-to-date and balanced assessment of the likely environmental effects of an oil spill based on the nature and extent of spill tendency of drift and direction of drift. The Planning Section will advise on environmental priorities and preferred response options, taking

into account the significance, sensitivity and possible recovery of the resources likely to be affected. In major incidents, the ESC may directly advise the relevant Coast Guard Commander.

8.1.10.3 Reporting Requirements of ESC

The Environmental and Scientific Coordinator shall report to the CIC.

8.1.11 Financial Services

Finance function monitors and maintains records about cost incurred in responding to the incident including the provision of accounting, time recording and costs analysis. The function is particularly relevant to the oil and has incidents due to the ability to recover costs under relevant compensation conventions. E.g., CLC Bunkers convention, fund etc. Finance may also be responsible for handling of claims for damages, loss of use or inconveniences.

8.1.11.1 Official in Charge

Dy. HOD, Finance & Accounts Department is the Financial Unit Coordinator

8.1.11.2 Role of Financial Unit Coordinator

Accounts: Accounts refer to arrangement for the payment of services, materials, etc procured during response operations. These payments may be arranged directly by individual organizations involved in the incident in which case accounts becomes more focused on record maintenance for the purposes of cost recover at a later date.

Insurance/ compensation: Insurance or compensation arrangements may be required to cover losses, damages or injury to response resources and personnel. Again these requirements may be covered by individual organisation. There may be a need to create an office of function within the command structure to specifically address compensation arrangements.

Cost recovery: The polluter pays principle is fundamental to responding to ship sourced pollution incidents. The preparation of claims and in particular co ordination across agencies requires specific attention within the response organisation. Consideration should be given to the early contact and exchange of information with insurers, IOP fund etc on anticipated costs.

8.1.11.3 Reporting Requirements

The financial coordinator shall report to the CIC.

8.1.12 Support Services

Human Resources & Logistics are the major support services.

8.1.12.1 Official in Charge

Dy. HOD, General Administration Department & Dy. HOD, Vigilance Department are the coordinators for the Human Resources & Logistics services respectively.

Human Resources: This section support the response operations with trained and skilled manpower by evaluating existing manpower, providing additional manpower as requirement arises.

Logistics: Logistic unction supports the operations function through the provision and maintenance of all resources and services. There are strong links between logistics and planning due to the implementation of strategies being depended upon the supply of resources

8.1.12.2 Responsibility

Support Services Coordinators shall ensure that all resources are made available as required. This include the procurement and provision of personnel, equipment and support services for operations in the field and for the management of resources staging areas.

8.1.12.3 Reporting Requirements

He will be reporting to the CIC.

In addition to this the following facilities will be established at the incident location which is important in the case of a large spill. SIC will be responsible for the operation of these facilities.

Incident Command Centre (ICC): The incident command centre is where the incident management team directs response activities in an emergency situation at site. Every incident will have an ICC which can take a number of forms, depending on the type and size of incident and may be a vehicle trailer, tend or offices.

Even in Tier -2 & Tier- 3 Situation - There should be only one ICC for an incident, no matter how many organizations are involved. If the various agencies and or jurisdictions are separated physically, it can be difficult to implement an effective system of management. Each organsiation should be therefore be represented in the ICC.

ICC should be equipped with communication systems. A joint information centre may be established to provide a central point of coordination for information and communications representatives from key organizations.

Important considerations while setting up an ICC are given below:

- Be positions away from the general Noise and confusion associated with the incident
- Be positions outside the actual and potential hazard zone particularly for HNS incidents
- Have the ability to expand and adapt as the incident demands increases

- Have the ability to provide security for the control access to the ICC as necessary
- Be clearly identified
- Be sheltered from weather.

Staging Area: Staging areas are to be identified where prepared personnel and equipment are gathered prior to deployment. The staging area may include provision for the crew welfare and equipment maintenances.

- Staging areas should provide for
- A secure location for resources prior to deployment
- Greater accountability by having available personnel and resources together in one location
- Keeping track of resources
- Assisting in the check in of personnel arriving at the incident
- Facilitating the planning of resources deployment
- Mitigating traffic congestion

Further considerations in establishing staging areas are:

They should be close to the location of the tactical assignments. They should be close to a safe area. They should have separate entrance and exit routes. They should be large enough to accommodate the anticipated levels of resources flowing through. They should be located in an area where vehicles and personnel will cause minimal environmental damage.

Safe forward point: It is a safe location near the incident from which forward operations can be supported outside the immediately affected area of vapour plume.

Major response programs such as Containment, Recovery shall be followed by associated activities such as decontamination of equipment and temporary waste management whose responsibility will be covered by the incident management team. The SIC shall divide the responsibilities between different team such as operation, logistics etc depending on the situation. Decontamination facilities should be established to wash down both equipment and personnel in order to minimize secondary contamination. Ideally there would be associates with other waste management facilities; however, special requirements, such as bunding, etc., may require separate facilities to be established. Temporary waste management facilities should be established in the early stages of a response operation. Consideration should be given to the establishment of both temporary and long term storage facilities as well as transportation and final disposal requirements. The positioning of the facilities should also take account

of logistics i.e., ability to handle predicted amounts of waste, as well as public health and environmental considerations and transportation routes.

INITIAL PROCEDURES

9.1. Notification of Oil Spill to Concerned Authorities

9.1.1. Identification of Oil Spill

Master or other persons having charge of ships and persons having charge of ships will be many times the first person to identify the spill. Otherwise a representative of the Port authority will be identifying the spill during his routine surveillance or by chance. Sometimes any other organization or individual may report a spill.

Occasions of report:

- a discharge above permitted level or probable discharge of oil
- damage, failure or breakdown of a ship of 15m length
- a discharge during operation of the ship

The pollution shall be reported in a specified format which is usually referred as Marine Pollution Incident Report POLREP. In all these cases the spills within the port limit / premises are to be reported to the respective port authority. The report shall have the following information:

- Identity of ship/ facility
- Time, type and location of the incident
- Quantity and type of the substance involved
- Weather, sea state and tidal conditions in the area

The report of the incident received will be communicated to the emergency control centre by the CIC to the SIC as per the instructions of Crisis Management Group. Irrespective of the quantity of spill even a threat of marine pollution shall be immediately reported to Indian Coast Guard MRCC. Any way in local response of Tier 1 for the Coast Guard has no other role than to monitoring and guidance. After giving due consideration to the importance of the situation, the notification shall be sent to:

- District Disaster Management Authority (DDMA) of all coastal states
- State, District & Local Disaster (Oil Spill Crisis) Management Groups
- All port and terminal/facility operators in Gujarat, with call for attention to the regional ones
- Coast Guard (Regional HQ in Gandhi Nagar and nearby stations-Porbandar)
- Gujarat Pollution Control Board (GPCB)

9.2. Estimating Fate of Slick & Preliminary Estimate of Responses Tier

Quantity of the spill can be assessed from the ship Master or designated person in case of a known source with which the Response Tier could be fixed. Otherwise visual judgment of experienced hands will help to determine it. OOSA of INCOIS can be effectively utilised for this.

9.2.1 Quantifying Floating Oil

Gauging the thickness and coverage of floating oil is a difficult task. Therefore an accurate assessment of the quantity of any oil observed at sea is virtually impossible. At best, the correct order of magnitude can be estimated by considering certain factors. The gravity-assisted spread of spilt oil is quite rapid and most liquid oils will soon reach an equilibrium thickness of about 0.1 mm characterised by a black or dark brown appearance. Similarly, the colouration of sheen roughly indicates its thickness. Approximate quantity of floating oil can be determined from relation between the appearance, thickness and volume of floating oil at sea as given in the **Table 9.1** below.

Table 9.1. Approximate Quantity of Floating Oil

Sl. No	Oil Type	Appearance	Approximate Thickness	Approximate Volume (m ³ /km ^{1/2})
1	Oil Sheen	Silvery	0.0001 mm	0.1
2	Oil Sheen	Iridescent	0.0003 mm	0.3
3	Crude And Fuel Oil	Black/Dark brown	0.1 mm	100
4	Water-In-Oil Emulsions (Mousse)	Brown/Orange	>1 mm	>1000

Source: NOS-DCP

By estimating the percentage coverage of the oil type in question, the actual area covered relative to the total sea area affected can be calculated from timed over flights at constant speed. Aerial photography will sometimes allow the percentage of floating oil to be calculated more accurately and the use of a polaroid or other types of instant picture camera can therefore be valuable. "Response to Marine Oil Spills," ITOPI Ltd. 1987, Page 1.16 o illustrate further the process of estimating oil quantities the following example is given: "During aerial reconnaissance flown at a constant speed of

180 knots, crude oil ‘mousse’ and silver sheen were observed floating within a sea area, the length and width of which required respectively 75 seconds and 45 seconds to overfly. The percentage cover of ‘mousse’ patches within the contaminated sea area was estimated at 10% and the percentage cover of sheen at 90%”. From this information it can be calculated that the length of the contaminated area of sea measured is: $75 \text{ (seconds)} \times 180 \text{ (knots)} = 3,75 \text{ nautical miles}$ or 6.945 kilometres ie., 3600 (seconds in one hour). Similarly, the width is: $45 \times 180 = 2.25 \text{ nautical miles}$ or 4.167 kilometres. The total area is 8.4375 square nautical miles which is approximately 29 square kilometres.

The volume of “mousse” can be calculated as 10% (percentage coverage) of 29 (square kilometres) x 1000 (approximate volume in m^3 per km^2 - from the **Table 9.1**). As 50 % of this mousse would be water, the volume of oil present would amount to approximately 1450 m^3 . A similar calculation for the volume of sheen yields 90% of 29×0.1 which is equivalent to approximately 2.61 m^3 of oil. It can be seen from the example that the sheen, though may cover a relatively large area of sea surface, the volume of oil contained will be negligible. Therefore, it is crucial that the observer is able to distinguish between sheen, thicker oil, and emulsion.

9.2.2. Forecasting Slick Movement

It is important to be able to forecast the probable movement of a slick as well as likely changes in properties of the oil after it has been spilled. This helps in identifying sensitive resources in the path of the slick and to take appropriate response measures. The task of forecasting the position of an oil slick can only be accomplished if data on winds and currents are available since both contribute to the movement of floating oil. Other factors to be considered are waves and tides.

It has been found empirically that floating oil will move downwind at about 3% of the wind speed. In the presence of surface water current, an additional movement of the oil equivalent to the current strength will be imposed in any wind-driven motion. If the wind is negligible, which is rarely the case, the oil will move only under the influence of currents and tides. Surface currents dominate the movement of the slick unless the winds are extremely strong. Close to land, tidal currents must be taken into account, but farther out to sea their contribution is minimal since they are cyclic and tend to cancel out over time, although rarely ever completely. This gives rise to a residual current, which will determine the long-term movement of the slick.

9.3. Notifying Key Team Members and Authorities

DDMA will inform the key team members and authorities within and outside the organization after getting due consent of the District Collector.

9.4. Manning Control Room

Control room will be established at ECC with sufficient facilities for control and coordination.

9.5. Collecting Information

Information collected from the field shall be collected in the Field Logbook. This can be maintained as a descriptive notebook detailing site activities and observations so that an accurate, factual account of field procedures may be reconstructed. Logbook entries will be signed by the individuals making them. Entries should include, at a minimum, the following:

- Site name and reference number.
- Names of personnel on-site.
- Dates and times of all entries.
- Description of all site activities, including site entry and exit times.
- Noteworthy events and discussions.
- Weather conditions.

Site observations include oil type, sea/ wind forecast, surveillance, beach reports. Surveillance and sampling are the initial responses immediately started after the occurrence of a spill.

9.5.1 Identifying Resources Immediately at Risk for Informing Parties

Based on the already available data from the resources map and sensitivity maps resources immediately at risk and requiring protection based on priority is identified. Identification of the responsible party or source for an oil spill incident may require the laboratory analysis of oil samples. This is one part of the overall task of investigating the oil spills and suspected sources. Comparison of the spilled oil with its potential source samples can provide evidence of the source of the oil. It is possible to identify the difference between one oil and another and similarities between spilled oil and its source. Early detection of accident and emergency response is essential.

9.6. Surveillance

The aim of surveillance is to detect, characterize and preferably quantify spilled oil that may be present in a range of settings (on-water, in-water and onshore). This is of critical importance in enabling the incident command to effectively determine the scale and nature of the oil spill scenario, make decisions on where and how to respond, control various response operations and, over time, confirm whether or not the response is effective.

Irrespective of the final response strategy selected monitoring of oil spill will commence immediately after the oil spill and will continue until the response operation is terminated. The information gathered through monitoring and evaluation will be used by the Incident Management Team to steer the response, and ensure that the most effective and efficient response strategies are being adopted.

Five monitoring and evaluation methods are discussed in this section:

- Aerial Surveillance
- Vessel Surveillance
- Satellite Surveillance
- Surface Plume Tracking
- Spill Trajectory Modelling.

9.6.1. Aerial Surveillance

Aerial surveillance is the first response for any ongoing reportable incident as it allows the Incident Management Team to quickly gather initial information about the incident and formulate tactical plans to combat the spill. Aerial surveillance can be carried out throughout the incident management process to provide feedback to the command centre on daily progress and to help evaluate the success of the response strategies.

A written or verbal flight task is given to the aerial observer detailing the purpose of the mission, such as:

- Confirming the location of the spill using ladder or spiral search path
- Quantifying the amount of oil on the water and verifying the results from modelling
- Directing response operations such as directing vessels/aerial dispersant application planes onto the thickest part of the oil
- Conducting shoreline surveys to identify areas that may have been, or may be impacted.

Followed by the aerial surveillance and preliminary shoreline survey substantiated by notes, sketches, photographs and videos supported by GPS readings. In case considerable part of oil spill sunk due to environmental conditions, oil characteristics or both, under water survey may be required. The survey may be undertaken using visual assessment, divers, remotely operated vehicles, acoustic sensors or sorbents. Environmentally hazardous areas must be marked specifically based on the secondary data already available so that many accidents resulting in loss of life and property can be averted.

The accuracy of visual assessments can be compromised by the presence of naturally occurring substances similar in appearance, behaviour, or odour to petroleum hydrocarbons. These include mineral sands, rotting vegetation, peats, mud, lichens, marine stains or bacterial films. In the case of an unknown source sampling from suspected sources both offshore and land based installations such as mobile drilling rigs, fixed or moored production systems, pipelines, oil terminals etc.

9.6.2. Vessel Surveillance

Before the arrival of aircraft for aerial surveillance, vessels available on the scene can help to conduct initial visual surveillance by following the leading edge of the slick. This location information can then be communicated to the Incident Management Team to guide the aerial surveillance aircraft to the slick. This is only a temporary measure as the vessel's visibility range is restricted and there is a risk of secondary contamination of the vessel.

9.6.3. Satellite Surveillance

Surveillance of oil spill is also possible through satellites with sensors such as SAR (Synthetic Aperture RADAR – an active sensor that sends out a microwave pulse and reads the return) and Optical sensors – (Relies on reflected energy). RADAR imagery is the preferred option as the active pulse from space reacts with surface textures giving all-weather day/night imaging. This service may be engaged through Space Application Centre, Ahmedabad.

9.7 Sampling

Identification of the responsible source for an oil spill incident is essential because of its legal implication. Laboratory analysis of the oil samples is thus required following a spill incident. From that is possible to identify differences between one type of oil & the other and also to determine the similarities between spilled oil and its source. Source of the oil could be identified by the comparison of the spilled with the potential source samples. Sampling is as important as laboratory analysis and investigation.

Sampling of both biotic and abiotic resources from spill effected area is the first and foremost part of the oil spill testing. Resources can be water, oil, sediment, air or biota. Samples should be representative, since they are used to quantify the oil, predict its weathering characteristics and to identify the source.

Improper samples or sampling will lead to wrong results and conclusions that will not stand up in legal examination and subsequently laboratory analysis and investigations will become mere wastage. Personnels who are supposed to collect the samples should be given minimum training and practice to do better response in a real spill situation. A sampling plan shall be adopted that will describe the

sampling procedures in brief and will ensure that all the required operations are taking place accurately and sequentially without any missing.

Sampling of oil from different environment site, from vessel engine to water body or even from an organism will be required. Also they can be of varied forms mainly of heterogeneous nature some of which are given below.

- Oil, oily water, heavily emulsified oil, tar balls or lumps on the water surface
- Mixtures of oil, sorbents or other materials which are soaked with oil
- Oiled animals on the water surface or on beaches mainly in the intertidal area
- Oil in tanks on ships, offshore constructions or land facilities
- Oily water bilges and slop tanks on ships, offshore constructions or land facilities
- Oily sludge in the sludge tanks on ships, offshore oil installations/ drilling rigs or land facilities.

Sampling equipment shall be pre cleaned to remove any oil residues including finger oils that may mix with the oil collected and interfere with the laboratory analysis. Oil contaminated sampling containers should be avoided. Sampling equipment if not purchased pre cleaned shall be cleaned with a detergent wash, rinsed with distilled water and then rinsed with solvents like dichloromethane, hexanes etc. Pre cleaned supplies can be wrapped in aluminium foil to prevent contamination while being stored or transported to the spill.

Table 9.2. Details for Oil Spill Sampling

Sl. No	Sample Type	Sample Container	Quantity of Sample	
1	Oil	Glass Bottle 500ml Clean. Coloured (dark) glass is preferred for water samples. Preferably supplied by laboratory.	Pure Oil Source Sample	30-50 ml
			Contaminated Oil (Emulsified Oil, oil from the sea or shore, sandy tar ball)	10-20g
			Debris with oil, oil stained sand	Sufficient quantity that oil content is approx. 10g
2	Water	Top should be sealed with aluminium foil under the cap.	Water sample with visible oil	1 litre
			Water sample with no visible oil	3-5 litre
3	Sediment	Fine: Silt - Pebble	Glass Jar 250ml Clean. Coloured (dark) glass is preferred for water containing samples. Preferably supplied by laboratory. Top should be sealed with aluminium foil under the cap.	
		Coarse: Cobble	Wrapped in aluminium foil Once wrapped they can be stored in plastic bags.	

Sl. No	Sample Type	Sample Container	Quantity of Sample	
4	Biota	Glass Jar Same as Glass Bottle/ Jar	Oiled Feather	5-10 feathers depending on the quantity of oil present
		Wrapped in aluminium foil Whole specimens. Once wrapped they can be stored in plastic bags.	Fish, shellfish (flesh and organs)	Multiple individuals of the same species totaling 30g

Source: ITOPF

A sampling kit may be arranged for this with necessary sampling equipments as described in the **Table 9.3** given below.

Table 9.3. Components of the Sampling Kit

Sl. No	Item	Details
1	Sample jars (250 ml or other size)	Pre cleaned, teflon or aluminium cap or alfoil barrier as required. Plastic should not be used
2	Slick/pooled oil sampling equipment	Wooden spatulas/tongue depressors or stainless steel spatulas/spoons.
3	Sheen sampling equipment	TFE fluorocarbon polymer nets or small squares of sorbent. Polymer nets or bags with rings and extension poles, TFE polymer sheets of mesh fabric can also be used.
4	Disposable gloves	100% nitrile medical examination gloves
5	Sorbent padding for storage cooler.	
6	Sample storage coolers with pre-frozen freezer blocks.	
7	Waterproof plastic envelope.	
8	Sample identification labels	>1/sample. White Adhesive 5cm to 10cm water and oil resistant
9	Sample Log Sheets.	
10	Chain of Custody Forms.	
11	Decontamination equipment if needed,	
12	Cardboards Shipping Tubes, & Fibre board boxes	(25cmx25cmx25cm), For packing sample jars for shipment
	Sorbent material	
	Grease proof plastic bags 50cmx 65cm	
13	Tape for sealing jars, shipment tubes and fiberboard box 2 to 10cm wide	
14	Towels absorbent cloth or paper, twine	
15	Tongue depressors or pre-cleaned metal scoop	To aid collecting samples of heavy oil or tar balls

Sl. No	Item	Details
16	Sediment Sampler	
17	Onsite Probes	Eg. DO, Turbidity, Conductivity, Odour, Ambient Hydrocarbon Detector, Mutli Wavelength Fluorimeter etc.
18	Kit/ Pouch to hold all sampling equipment to spill location	

Source:IMO

9.8 Sample Identification and Security

Sampling identification, labelling and security is very important part of oil spill sampling, especially when it has a forensic value. The sample jar is to be sealed using tape to seal the lid to the jar, before placing the labels on the jar. While placing the labels on the jar, two labels should be kept one for the purpose of sample identification and the other for chain of custody. Writings on the jar should be legible and written using indelible ink. A sample identification label has been shown in **Figure 9.3** below.

CASE NO: _____	SAMPLE NO: _____
TIME _____	DATE _____
SPILL <input type="checkbox"/>	SUSPECTED SOURCE <input type="checkbox"/>
SAMPLE DESCRIPTION _____	
LOCATION _____	
SAMPLER _____	
WITNESS _____	

Figure 9.1. Sample Identification Label

9.8.1 Labelling and Sealing

All necessary information required for identification of the sample shall be there on the label such as geographic location, signature on suspected source sample from master or crew man, dates sealed and who sealed sample, etc., should be a part of the label.

Case number is a unique number assigned by investigator to help keep track of spills over time. Sample number stands for serial number given for each sample 1, 2, 3 etc. Sample description used to

distinguish one sample from another sample. For water samples the description should have information relating the sample to a fixed point like name of creek, distance from a bridge pier or any other identifiable structure. For sample from suspected vessels the description should have the name of the vessel and specific location of the sample such as engine oil bilge. Samples taken from a shore facility should include the name of the facility including a city, location of the sample on the facility (IMO).

9.8.2 Sample Log

For each sampling operation a sample log should be prepared and transferred along with along with sampling jars and kept in safe custody. It should contain all the available details regarding the sample including the necessary things given below.

- Sample number or code (Optional, but advisable for multiple sampling at a single location).
- Sample description (oil, debris, thick slick, film, sediment, air and biota etc).
- Time and Date (24 hr clock, Day/Month/Year).
- Location (GPS coordinates or other description).
- Name of person taking the sample.
- Witness (If a sample for legal purposes).
- Identification and description of samples and locations.
- Subcontractor information and names of on-site personnel.
- Dates and times of sample collections and chain-of-custody information.
- Records of photographs.
- Site sketches of sample location including identification of nearest roads and surrounding developments.
- Calibration results.

Additional notes may be added as and when required as follows as:

Sediment type (sand, mud, pebble), colour & texture, biological (shellfish, marine worms, sea grass, algae), visible oil, length of core, Sample leakage or loss during collection, sample disturbance.

9.8.3 Chain of Custody (CoC)

After sampling it is important that a samples are to be kept in a person's custody or possession so that either he can see them or they are locked up. The sample description here should be exactly same as that of sample label. All persons who have control of the samples need to sign in the signature part of the CoC as well as the chain of custody label on the sample. CoC document should be sent with the samples to the laboratory. Format for chain of custody is attached as **Table 9.4**.

Table 9.4. Format for Chain of Custody

Chain of Custody Record					
Organization's name					
Address:					
Spill	Source	Sample no	Description of samples for case no:		
Person Assuming Responsibility for Samples				Time/ Date	
Sample number	Relinquished by:	Time/ date	Received by	Time/ date	Reason for change of custody
Sample number	Relinquished by:	Time/ date	Received by	Time/ date	Reason for change of custody
Sample number	Relinquished by:	Time/ date	Received by	Time/ date	Reason for change of custody
Page of _					

9.9 Handling the samples

Samples must be handled, stored and transported with care so that they remain uncontaminated, intact and fit for purpose. Handling procedures should also be documented such that sample integrity can be demonstrated. Containers should be filled as full as possible to exclude air and avoid evaporative losses of light hydrocarbons. All samples should be labelled immediately. Labels should not be placed inside the sample container. Labels should be applied to containers after the sample has been sealed. This will allow the container's exterior to be cleaned and dried before the label is attached. While sampling care should be taken that there is no contamination from exhausts of engines or cooling water of sampling vehicles.

9.10 Storing the samples

Samples should be held overnight or for any extended time in a secure room, within a suitable container ie. a refrigerator. A sample room may be established and a sample room controller may be appointed and log may also be kept for the room. Samples should have a Chain of Custody record attached to

track the location and handling of samples. Samples are stored in a cool dark room. Weathering may be accelerated in the presence of heat and sunlight. The samples may be placed in an insulated pouch or Styrofoam cooler. A closed vehicle is no desirable especially in summer even when a cooler is used. Hence it is better to avoid such journeys or for the optimum condition i.e., keep the samples in an explosion proof refrigerator at 2 to 7 °C. Samples should not be freezed and hence the temperature should be maintained above -4°celcius. The preservation methods are given **Table 9.5** below.

Table 9.5. Preservation Methods for Different Types of Samples

Sl.No	Sample Type	Preservation Method
1	Sediment	Chilled to < 4 °C- but not frozen
2	Oil	Chilled to < 4 °C- but not frozen
3	Soft Marine Fauna/Fish	10 % formalin in sea water Or freshwater if sample is from fresh water
4	Crustaceans/ Fish	Freezing (for large fish and crustaceans)

All areas where samples are handled or stored must be decontaminated before and after use, designated to be NO smoking areas, isolated from combustion engines, exhausts or other sources of hydrocarbon contamination. Samples will be transferred to the sample intake team to be frozen as soon as possible especially for sediment and tissue chemistry samples. Water samples will be analyzed immediately due to holding time limitations, while sediment and tissue samples collected for VOC and PAH analyses will be archived. Sediment samples collected for nutrient analyses will be analyzed within the 28-day holding time. (*MC 252 Oil Spill – Jean Lafitte National Historic Park and Preserve Submerged Aquatic Vegetation NRDA*)

9.11 Shipping of Samples

The guidelines for this are laid down by International Air Transport Association (IATA). This ensure safe, intact arrival of samples and prevent damage to other parcels. Packaging and Shipping of them is regulated under IATA's Dangerous Goods Regulations. Most of the samples belongs to the following to categories Flammable Liquid, packaging group II consists of oils with flash points less than 23°C eg. gasoline, naptha and most of the crude oil. Flammable Liquid, packaging group III with flash points more than 23°C but less than 60.5 °C eg. Kerosene, jet fuels, turbine fuels, No.1 fuel oils etc.

OPERATIONS PLANNING

10.1. Assembling full Response Team

The chief incident controller is ultimately responsible for assembling the response team. First of all he shall assess the incident, by consider the problems in detail, identifying the severity and possible development of the situation and response resources. Once the operations are started he will assume the command, appoint Site Incident Controller the delegate the power of incident command to the site incident controller. The incident command centre shall be established under the direct control of emergency response centre which is already established at each ports.

Further operational team will be constituted with staff appointed to the operational team according to the size and complexity of the incident. He will anticipate management requirements and make appointments as early as possible. Specific Incident Action Plan (IAP) shall be developed by the site incident controller and get it approved by the command. Its objectives, strategies and tactics should reflect the policy and aims of the response.

10.2. Identifying Immediate Response Priorities

Combinations of response options are needed even for small spills since all the response option are not equally feasible at all places as well as in all situations. Especially when the pollution status changes with time.

The possible response options are:

- No action other than monitoring and evaluating the oil
- Containment and recovery of the oil at sea
- Chemical dispersion of oil at sea
- Burning the floating oil at sea
- Shoreline Clean-up

Immediate response priority may be exercised depending of the quantity of oil spilt and location of spill proximity of resources and their sensitivity.

10.3. Mobilizing Immediate Response

After estimating the quantity of spill, analysing the sea and wind state and determining the constraints of operation, immediate response resources including the equipment's and personnel shall be mobilized. Since Tier 1 response facilities are already available at each port, generally no resources need not be channelized from other operators including those within the organisation unless there is an intensive response operation planned that is to be completed in a very short span or there is a breakdown of the equipment.

10.4. Media Briefing

The Chief Incident Controller or in his absence the Incident Command the SIC shall take the task of making statements to the media on behalf of the KPT after getting the consent of the Crisis Management Group. All the statements shall be made consistent with the overall aims of the effort. As need arises a public information officer may be appointed or a joint information centre may be established.

10.5. Planning Medium Term Operations

Regular meetings shall be conducted with the incident management team should focus on the critical success factors for the incident and asses the effectiveness. It will help to revise the plans and better respond to similar situations. The flow diagrams showing the operation planning for response is given as **Figures 10.1.**

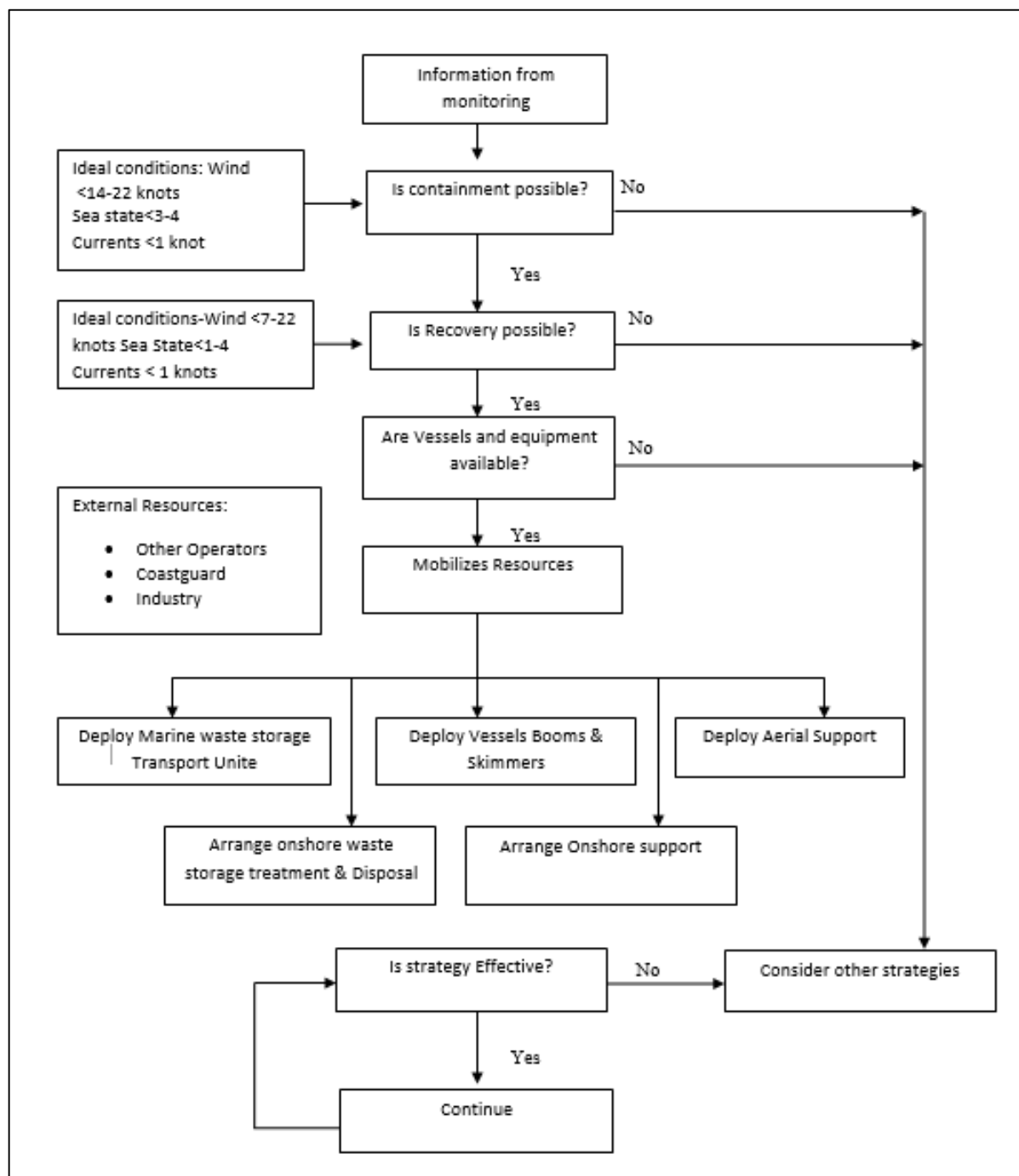


Figure 10.1. Oil Spill Response Planning Chart

(Source: <http://www.au.pttep.com/wp-content/uploads/2013/10/PTTEP-Oil-Spill-Contingency-Plan.pdf>)

In case of threat perception, the response decision is to be arrived at after prioritising the threat perception and areas where the threat perception is likely to cause maximum damage. Certain 'sacrificial areas' may have to be considered for the overall response to the threat perception. The general strategy would be ordered for containment and recovery using existing techniques, which may

involve mechanical recovery equipment or use of chemical dispersants. Dispersion decision tree is given as **Figure 10.2**.

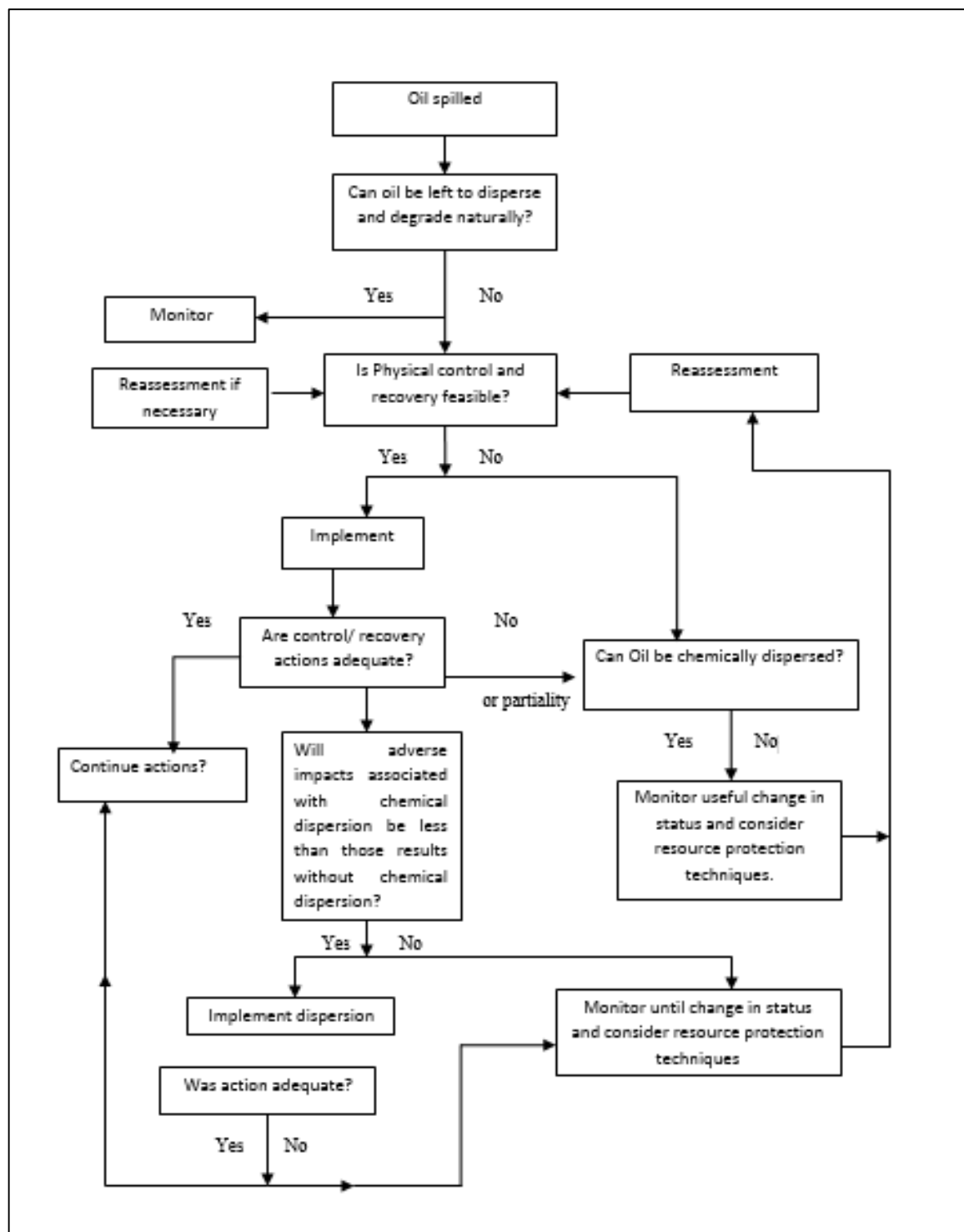


Figure 10.2. Dispersant Decision Tree

CONTROL OF OPERATIONS

11.1. Establishing a management team with experts and advisors

A management team may be constituted with members of the KPT as well as from industry, government and non-government organization with an advisory role to implement following points:

- Ensuring expertise in all fields
- Unbiased review of the situation
- Independent decision making
- Wide confidence and approval

During a spill, the situation will be appraised by the Environmental & Scientific Team will be reported to the Crisis Management team who will pool the expertise as required and request for the ensuring their dedicated availability on-scene. Often experts are required in the areas of Spill Response, Wildlife, Marine Environment especially when the organization is not having any previous experience in oil spill response operations.

Specialist technical advisors may be required to address specific aspects of the incident such as public health and safety, hazardous materials and cultural issues specific to the situation. These specialists may be added to the planning function, though could also be linked directly to the command function if required.

11.2 Organisation of Operation

Staging areas have been selected to accommodate various modes of transportation including overland, air and water. Each location has the means to move equipment and materials quickly and efficiently. These locations have been selected so that they are strategic to coastal terminals and main shipping routes where there is the highest risk of spills.

11.3 Updating Information

Sea weather shall be regularly monitored. Weather forecasts shall be availed from the local and regional meteorological department. Aerial surveillance shall be done as and when required.

11.4 Reviewing and Planning Operations

Studies made of the oil spill risk as well as response measures be done for the area shall be review, especially for determining the possible oil spill trajectories. Available meteorological and hydrographic data should be analyzed to give rough but early predictions of the spill movement. More sophisticated prediction methods may be subsequently used based on the situation. Visual observation of any spill is essential to plan every oil spill response operation.

11.5 Obtaining Additional Equipments, Supplies and Manpower

The equipments and facilities for combating Tier 1 spill is already available at each KPT. Additional response is beyond the scope of the local contingency plan for each port. But MoUs shall be signed between the neighbouring operators to pool the resources for better response during a Tier 1 spill. The spills beyond Tier1 is the responsibility of Coast Guard. The Coast Guard would take over the operation if the spill were beyond the capability of the facility concerned and also when the spill is beyond the port limit ever for a smaller spill.

The Regional Contingency Plan for South Asia sponsored by the United Nations Environment Programme (UNEP) under the UN Regional Seas Programme has been finalised. The participating countries are India, Sri Lanka, Maldives, Bangladesh and Pakistan. The Plan envisages mutual cross border assistance and movement of equipment and personnel for response to an oil spill (Country Profiles, A summary of Oil Response Arrangements & Resources Worldwide, ITOPF).

11.6 Preparing Daily Incident Log and Reports

Daily reports shall be made in the form of incident logs, minutes of meeting, notes on briefing etc. They shall be circulated between respective groups and their officials for different purposes such as informing, evaluation, recommending, approving, documentation, record keeping and circulation.

11.7. Preparing Releases for Public and Press Conferences

Effective public relations are an integral part of any oil spill clean-up operation. In the event of spillage, Chief incident controller will make coordinated arrangements for an experienced public relations officer to disseminate pertinent information to the public and the media to ensure that those who need

to know have a full and timely appreciation of the incident and of the actions taken and progress made during the response.

It is essential that the media team:

- Identifies the agencies that are responsible for handling various aspects of the situation;
- Ensures that media activity does not interfere with the operational activity of the emergency services and
- Ensures that the media do not harass human casualties

A sample initial press release shall include the following details:

- An oil spill has occurred at (location) from (responsible party, if known).
- It was discovered at (time and date).
- The following areas have been affected: (fill in)
- Cause of the spill is being investigated by (fill in) and clean-up operations are underway by (fill in).
- The amount of product spilled is (amount) (or is not known, or is being calculated by the (fill in)).
- Brief statement of operations being undertaken and by whom:
- The spilled material is/is not considered to be a health hazard.
- The following precautions should be taken by members of the public in the (fill in area(s)).
- Further updates will be given at (time, date).

11.8. Briefing Local and Government Officials

Briefings shall be done with the local in matter related to health and safety, environmental issues, oil pollution impacts and mitigation. This help them to evacuate from the affected area until everything is cleared.

Regular meetings shall be held with government official to plan the response strategies especially the operation requiring evacuation of locals, selection of disposal options, monitoring of water resources, selection of pre-booming locations etc.

TERMINATION OF OPERATIONS

12.1. Marine Oil Spill Response Termination

Marine response operations are terminated under the following circumstances:

- Entire oil spill has been removed
- Surface oil slick has broken up and there is negligible chance to impact a shoreline
- Slick has gone out to sea and is beyond the range of response options and is highly likely to degrade naturally
- Oil has already impacted shorelines and is unlikely to be re-floated.

For the last case, marine response resources will remain on standby until shoreline response has been terminated.

12.2. Shoreline Spill Response Termination

Shoreline clean-up operations may be terminated only in consultation with instruction from the respective government authorities under the following circumstances:

- All accessible shorelines are free of oil
- Clean up is having no further net beneficial effect or having a deleterious effects on the shoreline or associated plants or animals
- Remaining oil is judged to be acceptable or of little or no adverse effect.

The shoreline inspection team will determine when each shoreline segment has been cleaned to a reasonable degree, based on minimizing risk of impact to the environment and preventing human contact with the spilled oil. Guidelines provide criteria for assessing marine/shoreline status before the declaration of termination of operation is given as **Table 12.1**.

Table 12.1. Criteria for declaration of Termination of Operation

Sl. No:	Type of Environment	Decision Criteria
1	Water surface	No recoverable floating oil should remain on the water surface.
2	Sand beaches	The shoreline should be free of liquid oil. Tarballs, tar patties, oiled stranded vegetation and oiled debris that could contaminate wildlife should be removed to the extent removal using reasonable clean-up techniques is feasible. Oil stain on sand that does not produce rainbow sheen may be allowed to weather and degrade naturally
3	Marshes	Marsh vegetation should be free of oil that could contact and contaminate wildlife. Oil that is not likely to affect wildlife may be allowed to weather and degrade naturally.
4	Riprap, seawalls and other manmade structure:	Oiled riprap and seawalls should be free of bulk oil except for oil stain (defined as a thin layer that cannot be scraped off using a fingernail), which may be allowed to weather and degrade naturally.

(Source: Oil Spill Response Plan, Shell, 2011)

12.3. Declaration of Termination

Chief incident controller will be announcing the termination on consultation with the Crisis Management Group after receiving the report from the Site incident controller. The following checks are to be done before announcing the Termination:

- All personnel are accounted for
- All equipment is recovered and cleaned
- All vessels return to their respective berths
- All equipment is cleaned / repaired
- All external equipment is returned to the correct owner/location

12.4. Decontamination and Demobilization

12.4.1. Decontamination Plan

This serves to identify general procedures to be followed by vessels involved with oil spill response operations. As these operations involve transiting through slicks, operating within oiled waters or recovery operations, the vessel hulls, decks, machinery, tanks, piping, deck gear and other areas will be impacted with oil. This plan will be used for all vessels and support equipment, either contaminated or suspected of being contaminated with oil, to return to a non-oiled state.

In view of the extensive equipment inventory involved in the response effort, the responsible party will

- Over see gross decontamination of vessels;

- Establish and oversee temporary berthing of oiled vessels; and
- Over see final decontamination of oil spill recovery vessels and equipment.

The primary focus of this operation will be to expedite clean-up of oiled vessels and response equipment in a safe, organized and efficient manner while minimizing further damage to the environment and waste generation. Equipment decontamination is planned to occur in two phases. Recovered oil is to be off-loaded from skimmers cargo tanks to portable storage tanks and or vacuum trucks pending disposal as per the “Approved” Disposal Plan. Equipment to be transferred into a bermed area and decontaminated. All equipment will undergo full decontamination prior to demobilization.

12.4.2. Methodology

The affected area will be placed inside standard containment boom during the decontamination process. If weather conditions permit, smaller vessels will be used as platforms to facilitate clean-up operations. For Tug/Vessel the hull of the vessel will be wiped by hand with cotton rags. A citrus-based cleaning solution will be used to remove residue oil from the hull. All oil will be wiped from the hull in this manner.

Personnel involved in this operation shall wear modified PPE Level D including raingear, gloves, eye protection and floatation work vest. Preplanning for protection of adjacent areas shall be accomplished in order to minimize cross contamination. Floating oil from sheen-emanating vessels will be minimized with sorbents as necessary to reduce potential loss outside the containment boom. Floating sorbent materials shall be utilized in natural collection points as needed to retain free-floating oil. These sorbents will be tended daily.

12.4.3. Equipment priority

A priority assessment shall be attached to each piece of equipment to ensure a timely flow of equipment through the cleaning process. The Decontamination team leader will work with the appropriate OSR representative to prioritize the vessels to be cleaned.

12.4.4. Cleaning process

A Hypalon liner or like (secondary containment) will be placed under each decontamination pool with the perimeter sufficiently bermed to allow for wastewater and rainwater evacuation. All wastewater will be pumped to a poly portable storage tank vacuum truck for disposal. All pumps, hoses and piping will be left in place to facilitate speedy evacuation of retained oil / water. The final disposal of wash water, oiled sorbents and materials will be accomplished in accordance with the “approved” Disposal

Plan. A citrus-based cleaning solution (PES 51 or like) will be utilized as a degreaser and will be applied by a Hudson sprayer as applicable. By utilizing the PES 51 product, which will not emulsify the oily water, it is possible to recycle/reclaim the rinsates. Because this cleaning solution is citrus based it does not leave a petroleum sheen on the equipment after the cleaning process. Actual pressure washing, if required, will utilize a Landa (or like) hot/cold pressure washer with a temperature range up to 220° F and a pressure rating up to 3000 psi. Every attempt will be exercised to mitigate noise-generating equipment by placing it in insulated areas. Once the piece has been determined clean to the owner's standard, the equipment will be demobilized.

12.5 Preparing formal detailed report

Once the response stand down has been announced, GMB and other stake holders will conduct a formal joint incident investigation considering the following aspects:

- Cause of the incident and other contributing factors
- Mitigating actions taken
- Effectiveness of the response
- Preventive actions required in future

The formal incident investigation will be followed by the preparation of a formal detailed report. It will form the basis for a review of the Crisis Management Group and notes will be circulated with other members of the response organization.

12.6 Reviewing plans and procedures

Feedback will be collected from various levels of the organisation from each stakeholders. The opinions will be finalised in review meetings. Recommendations after the review shall include improvements to the contingency plan, incident actions plans and operating procedures. Independent reviews shall be also to be done with the help of an independent agency which will be helpful in getting correct insight of the cause and impact of spills as well as the response measures taken. These reviews will be especially helpful in developing fine-tuned the communication, demobilization, decontamination and disposal plans and incorporating them in the Area Plan. A review of the spill is the only way to establish the shoreline assessment control points and clean-ups in a region and endpoint documents. From incident assessment it is possible to pre-identify suitable command post locations, tracking of the spill response work can be efficiently assigned and tracked, to ensure the public involvement to save their best interest as well as channelize stakeholder inputs so that the concerned personnel can influence the process.

MUTUAL AID

Other ports of the region, terminals, SPMs and other oil handling facility are the important stakeholders for mutual aid. They are supposed to assist the KPT on executing MoU during a spill greater than Tier-1. Also it may be noted that a spill event though happening within Tier-1 limit of 700T, its occurrence in a sensitive area can make it escalated to higher Tiers.

13.1. Oil Spill Response Resources Inventory (OSRRI)

13.1.1. OSRRI available at KPT

Presently KPT is having OSR equipments corresponding to the Risk Category-A ports for combating Tier-1 spill, as per the existing Oil Spill Contingency Plan. The latest annual return submitted to ICG in this regard is given as **Table 13.1** below.

Table 13.1. Annual Return on Preparedness for Oil Spill Response under KPT

Name Of Port/Oil Handling Agency	Kandla Port Trust, Kandla & Vadinar			
Containment Equipment	Description	Length	Quantity (No.)	Operational Status
	1. Pressure inflatable Boom	200 Mtrs	6	Working
	2. Boom Reels	200 Mtrs	6	Working
	3. Permanent Boom	1000 mtrs	1	Working
	4. Diesel Hydraulic Power Unit		2	Working
	5. Pollution Response Centre		1	Working
	6. Signal Station for communi.		1	Working
	7 Anti-Pollution Craft		1	Working
	8 Oil Absorbent Boom(IOCL)	3'X8" Dia	130	Working
	9 Inflatable Boom(Essar)	450Mtrs	1	Working
	10. Light duty Oil Contain. Book (Coastal Room)(IOCL)	600 Mtrs	1	Working
Recovery Equipment	Description	Capacity	Quantity (No.)	Operational Status
	Fast flow skimmer	40-49 m3/h	2	Working

	(Inclined plane)	-		
	Brush Skimmer	12 cub.m/hr	1	Working
	Disc Skimmer(IOCL)	20 cub.m/hr	1	Working
	Disc oil Absorbent Pillow(IOCL)	12'X8' size	80	
	Disc Slimmer (Essar)	<u>20</u> <u>cub.m/hr</u>	1	Working
Temporary Storage Facility	Description	Capacity	Quantity (No.)	Operational Status
	Storage Tank	10M ³	5	Working
	Storage Tank	250KL	One	Working
	Portable Tank	4000 Lit.	One	Working
	Floating Tank (IOCL)	25 CUM	2	Working
	Floating Tank (IOCL)	12.5 CUM	4	Working
	Floating Tank (Essar)	5 T	2	Working
	Storage Tank (Essar)	25 T	2	Working
Osd Spraying System	Description		Quantity (No.)	Operational Status
	OSD Spraying booms fitted on tugs- Spray system-1		3 Tugs, for Kandla MT	Working
	OSD Booms - 5 mtr long-2		Mehul, MT	
	Pump unit 70 Ipm-2		Kalinga, MT	
	Off-loading pump-1(10C)		Heera tank	
	Oil Transfer pump-30 cub. m/hr-2 (Essar)		for storage on board 4000	
	Dispersant Spray System-2 (IOCL)		Lit. each tug.	
Oil Spill Dispersant	Dispersant Spray System-1(Essar)		3 Tugs, for Vadinar MT Cheeta, 35TBP MT Gajaraj 35 TBP & MT Ashawani 59 TBP Plus 5 Hired Tugs.(3 at Vadinar & 2 at Kandla).	
	Make		Quantity (1 (9.))	Expiry Date Mfg-(3/2015) Life 5
	NIO & CG approved(Nova Chemicals)dispersant-II & II		5000 Ktrs	
	NIO approved dispersant- III (IOCL)		3300 Ltrs	
	NIO & ICG approved dispersant (Essar)		25000 Itrs	
	OSD			
Shortline Response Equipment	Description	Capacity	Quantity	Operational Status
	Permanent Storage Tank	5000	1	Working

IMO OPCR Level Trained Responders	Name	Designation	Contact No.	Imo Oprc Level 1/2
	M.N. Kakani	Safety Inspector	02836-270176	2
	S.J. Makwana	Safety Inspector	02836-270427	2
	M S Bather	Safety Inspector	02836-270176	2
	D.S. Pandey	Dy FcSO	02836-270176	1
	G.C.Sharma	Station officer	02836-270176	1
	6.R.R.Dubey	Station officer	02836-270176	1
	7. D.S.Gurjar	Station officer	02836-270176	1
	8.K.G.Khalsa	Station officer	02836-270176	1
	9 M.K.Maheshwan	Station officer	02836-270176	1
	10.D.R.Solanki	Station officer	02836-270176	1
	11.A.J.Chaudhari	Station officer	02836-270176	1
	12.G.Nethaji	Station officer	02836-270176	2
	13. M.R.Vadaviya	POCD	02836-270176	
Oil Spill Response Craft	Craft Name	Discription	Response Capability	
	MT Karishma	Oil recovery cum debri collection	Please provide particulars at Sections 2-6	
	Tug Heera			
	Tug Mehul			
OSRL Particulars (If Outsourced)	Operator Name		Na	
	Address		Na	
	Phone No.		Na	
	Fax No.		Na	
	E-Mail		Na	
	Engagement Expiry Date		Na	
	Equipment On Hire		Please Provide Particulars At Sections 2-7	
	Imo Oprc Level Trained		Please Provide Particulars At Sections 8	
	Personnel On Hire			
	Manpower On Call			
	Craft On Hire		Please Provide Particulars At Section 9	
	Year Published	Date Of Last Revision	Status Of Approval By Coast Guard	

Spill Contingency Plan	2011	2014-Revision Under Process	Observations Raise By Coast Guard Are Under Compliance	
Personnel To Be Contacted	Name	Designation	Contact Particulars	
C-Ase Of Spill	Capt. T.Sreenivas For Kandla	Deputy Conservator	Landline	02836-233585
			Mobile	9825232982
			Fax	02836-233585
			E-Mail	dckpt@kpt.gov.in
	Dr. G.S.Rao For Vadinar	COM	Landline	02833-256749
			Mobile	9825212360
			Fax	02833-256543
			E-Mail	drgrsrao001@yahoo.com
MoU Details (If Any)	MoU has been made between KPT & Oil Companies for r procurement of Tier-1 facilities for Oil Spill Combat equipments.			

Source: KPT

13.1.2. OSRRI available at ports and allied facilities of the region

Oil spill response capabilities existing as well as proposed at the ports and marine terminals as well as ICG stations in and around Gulf of Kachchh (GoK), in rest of Gujarat and West Coast is given as **Tables 13.1 to 13.4** below.

Table 13.2. Details of Oil Pollution Response Capability at Mundra Port, GoK

Sl. No	Particulars	Details
1.	Pollution response equipments held	Three powerful tugs are fitted with OSD spraying boom. All three tugs have 4000 litre of oil Spill dispersant (Approved by NIO) on board for immediate use.
2.	Future plan for acquisition of equipment are	Inflatable boom.
		One more tug with OSD spraying boom and 4000 litre of OSD.
		Absorbent Pads.
3.	Whether any vessel/aircraft available for pollution response capabilities	Tugs are fitted with OSD Booms and OSD and can be used in emergency however there is no dedicated vessel/craft to operations.

Table 13.3. Details of Oil Pollution Response Capability at each GMB Port, GoK

Sl. No:	Equipments	Details
1	Boom	Boom, Air blower, Towing end, Boom reel (300m capacity.), Hydraulic hose set, Beach sealing boom, Towing end, Boom

		repair kit, Storage bag, Water pump, Spare part kit, Air blower & Spare part kit.
2	Skimmer	Multi-skimmer, Spate pump/power pack, Lifting straps & Hose set
3	Flex barge	Flex barge 10t, Tank fittings, Towing equipment
4	Dispersant	Dispersant spray system (osd applicator), Spray arm, Hose set for DSS
5	Shore clean up set	Absorbent boom, Absorbent pad, Beach broom, Mini vacuum pump, Vacuum dome, Vac aluminium hopper, PPE (5 persons kit), Collapsible tank 6m3, Skimmer rock cleaner, Hydraulic power pack w oil transfer pump, Chalwyn valve and spark arrestor, Oil transfer hose set, Hydraulic hose set, Spare part kit for rock cleaner, Spare part kit for chalwyn valve

Source: Proposed in DPR submitted by KITCO

Table 13.4. Oil Spill Response Capability at Pipav Port, Saurashtra Coast

Sl. No	Particulars	Details
1.	Pollution response equipment held	(a) Floating Skimmers -01 No
		(b) Oil Spill combat boat -01 No
		(c) Dispersant Spray System -01 No
		(d) Oil Collection pump -01 No
		(e) Sorbent Pads -01 No
		(f) Sorbent Booms -01 No
		(g) Sorbent Sheets -01 No
		(h) Sorbent Pillows -01 No
		(j) High pressure cleaning pump -01 No
		(l) Oil Spill Dispersant - Nil
2.	Vessels/ Air effort available	(k) Oil collection Concentrate -01 Unit
		Nil

Table 13.5. Oil spill Response Capability at Reliance Industries Limited – Hazira, Gulf of Khambat (GoKh)

Sl. No	Particulars	Details
1.	Pollution response equipment held	No response equipment available. (operations have been rated as “Low risk” in terms of pollution hazard).
2.	Vessels/ Air effort available	Two tugs, Reltug-3 and Reltug-4, with spray booms on both sides and dispersant capacity of 1000 litre are available at RIL, Hazira. These tugs can be shifted to other Reliance locations as per the requirements.

Table 13.6. Oil Spill Response Capability at Coast Guard Region (West)

Sl. No	Particulars	Details
1.		1. RO Boom OSA 2000 with deck Reel - 04(200 m each)

Sl. No	Particulars	Details
	Pollution response equipment held	2. RO Boom Powerpack (old) - 02
		3. RO Boom Powerpack (New) - 02
		4. Vikoma Hi-Sprint Boom with deck Reel - 04
		5. Vikoma PN Diesel Hydraulic Powerpack - 03
		6. Vikoma Hi-Sprint Boom air blower (Echo)- 02
		7. Vikoma air Blower (Honda) - 02
		8. VimkomaSentinal Boom - 01
		9. VikomaSenital Boom Deck Reel - 01
		10. RO Boom 610 (16 x 25) -16
		11. Air Blower for Sl. 10 - 05
		12. Boom Washing Chamber -01
		13. Fresh water Chemical Pump set for Sl. 12 -02
		14. Powerpack for Sl. 12 - 01
		15. RO set (Settling Tank) - 01
		16. RO Clean Unit -01
		17. Beach Cleaning equipment - 01
		18. Hot water cleaner (KEW) - 04
		19. Hot Water Cleaner (L&T) -01
		20. CCN-100 off loading pump -01
		21. Powerpack for Sl. 20 -01
		22. TC-3 Aerial spray unit with bucket -03
		23. TC-3 Aerial Spray Arm set - 05
		24. Spill Spray Pump -04
		25. Spill Spray Arm (set)for Sl.24 -05
		26. Wide Spray System -02
		27. OMI Oil Mop MK-II-9D - 02
		28. SS-50 Disk Skimmer (Vikoma) -04
		29. Powerpack for Sl.28 -04
		30. Welosep Vertex Skimmer - 02
		31. Powerpack for Sl.30 -02
		32. DesmiDestroil Skimmer DS-250 - 04
		33. Powerpack for Sl. 32 - 04
		34. DesmiDestroil Skimmer DS 210 - 02
		35. Powerpack for Sl. 34 - 02
		36. Dunlop Salvage Barge 100 M3 - 02
		37. Dunlop Salvage Barge 30 M3 - 03
		38. Linductor Oil recovery - 02
		39. Vikoma Sea Devil Skimmer - 03
		40. Powerpack for Sl. 39 - 03
		41. Hydraulic Control for Sl. 39 - 03
		42. Hydraulic hand pallet -03
		43. Hydraulic drum lifter -01
		44. Hydraulic power pack lifter -01
		45. Hand trolley -01
		46.Fork lift -01
		47.SeaVac Heli Skimmer -01

Sl. No	Particulars	Details
		48. Pallet Stacking System (Ex Jay24 & Ex Godrej32) -56
		49. Container top for OSA 200 Boom reel - 03
		50. Oil spill response kit - 01 At Kochi
		51. Seavac 330 Heli skimmer system - 01 -do-
		52. RO Boom -01 -do-
		53. DS 250 Skimmer - 01 -do-
		54. Spill Spray equipment - 01 -do-
		55. Spray Pod - 02 747 SQNat Kochi
		56. Spray Pod - 08 750 SQN at Daman
		57. IR/UV System - 02 -do-
		58. TC-3 Bucket with boom S/N 7584 - 01 841 SQN at Daman
		59. Oil Water separator - 01 At Vadinar
		60. Petrol Engine General Purpose - 01 -do-
		61. Rop Mop skimmer(Diesel engine & power pack) - 02 -do-
		62. Oil Spill Kit with accessories - 02 -do-
		63. Dunlop Dragon Barge 30 Ton -03 -do-
		64. Sea Curtain Boom - 2400 m -do-
		65. Sea vacHeli skimmer - 01 -do-
		66. High Pressure Steam Jet Cleaner - 02 -do-
		67. TC-3 Bucket - 01 CGAE Goa
		68. TC-3 Bucke - 01 800 SQN at Goa
		69. TC-3 Bucket - 01 Veera Flight at Kochi
2.	Other efforts/ facilities available	a) Ships and aircraft of Indian Navy as available on West Coast of India. (b)Vessels, equipments and facilities in ports and with other authorities engaged in handling / transporting oil on the West Coast of India.
3.	Vessels / Aircraft available	Offshore Patrol Vessel, IPCs/SDBs, IBs and Workboats, Dorniers and Helicopters.

Source: NOS-DCP

Hence it can be concluded that with enough resources, mutual aid for combating with higher Tier requirements of worst case oil spill with in KPT limit can be achieved with other regional ports and operators. MoUs should be executed and maintained in such as way that optimisation of resources and minimisation of response time can be achieved.

OIL WASTE DISPOSAL MECHANISM

Oil waste disposal is one of the most serious trouble faced during an oil spill. Oil waste generated during and oil spill include recovered oil, oily debris including items of protective clothing, equipment used for cleanup operations etc. The appropriate disposal option depends upon type and amount of oil, location of spill, environmental and legal aspects, economic considerations. It can be seen that only heavier oils such as Crude Oil, Fuel Oil, Lubricants etc., require cleanup and response operations while non-persistent oils do not require cleanup hence disposal.

Extreme care is to be taken while oil collection since earlier it is collected, less likely the contamination and hence easier the recovery operations. Weathering makes the oil more viscous. Oil directly collected from the water will be having less debris but will be highly emulsified. Thus the oil waste can be classified as:

- Oil contaminated with water
- Emulsified Oil contaminated with water
- Oil collected from the shore contaminated with sand
- Oil collected from the shore contaminated with wood, plastic or seaweed
- Solid Tarballs

Hence it can be easily inferred that each type of waste will require a different method of treatment and disposal.

Storage of oil waste collected during spill is important prior to disposal. Initially they will be stored in the temporary staging areas located close to the spill location and further they may be collected and transferred to a suitable location within the KPT area before disposal if possible. Steps involved in oil waste disposal are the following Construction of waste storage areas, Sampling of disposed materials, Testing of accumulated materials for identification of hazardous materials, Segregation and transportation of waste, Dismantling of waste staging areas, Decontamination of the location and Collection & disposal of washdown/ rinseate. Following section details the important steps involved in the oil waste disposal mechanism:

14.1. Temporary/ Onfield Storage

Wastes accumulated in temporary storage location should be categorised, segregated, inventories and transported off-site for recycling or disposal. No additional permits are needed for collection and temporary storage of the waste from an oil spill emergency as long as the waste is properly contained, labeled and stored. Different types of containers used for oil waste collection and transportation are given as **Table 14.1** below.

Table 14.1. Types of Oil Waste Handled

Sl. No.	Type of Container	Type of Waste	Volume (m3)	Instructions for Use
1	Plastic Bags	Soild & Liquid ^c	0.04/bag	Not suitable for light oils, sharps or long term storage. Half fill only. Should be moved using
2	200 Litre Drums with Cover	Soild & Liquid ^c	0.2	Half fill only.
3	Flexible bags/ containers	Liquid	1 to 10	Recommended during on vessel operations. Finds difficulty while loading into trucks for final disposal.
4	Barges which are covered during operations.	Liquid	Already available available sizes at KPT	
5	Rigid Tanks	Liquid	Variable	At locations close to the public area requiring additional safety implications
6	Plastic- lined pits	Liquid ^c	Variable	Needs to be well lined at areas of low water table, away from important water sources.

c- Conditional- Adapted only if other preferred options are not available.

Bulk oil should be stored separately from oily debris so that effective treatment and disposal methods can be followed. It is better that in the bulk storage facility for highly viscous materials, the tanks are to be fitted with heating coils.

Highly viscous oils are best stored in open containers such as barges, skips or drums to facilitate treatment and transfer operations. If special purpose containers are not available, bulk oil from shorelines can often be held within compacted earth walls or in simple storage pits lined with suitable oil-proof material like heavy gauge polyethylene. Pits should be filled in after complete removal of the oil and, as far as possible, the area restored to its original state. Plastic bags should be regarded as a means of transporting oily material rather than storage since they tend to deteriorate rapidly under the effect of sunlight. It should also be borne in mind that if the contents are ultimately to be treated in

some way prior to disposal, it will usually be necessary to empty the bags and dispose them off separately.

It is beneficial to reduce the amount of material to be transported by separating oil from water and from sand during temporary storage. Water-in-oil emulsions can be broken to release the water; oil seeping from heaped beach material and debris can be collected in a ditch surrounding the storage area; and sieving techniques can be used to separate clean sand from tar balls.

14.2. Transportation

This phase involves in water and land phase. In water phase floating tanks driven by tugs or inbuilt tanks in tugs. In land phase terrestrial vehicles can be utilised for hauling.

14.3. Segregation

Segregation of the waste can be done prior to transportation or after it. Many times segregation of different types of waste help in reducing the quantity of material to be transported. Preferred segregation of oil waste are given as **Table 14.2** below.

Table 14.2. Preferred Segregation for Various Types of Oil

Sl. No.	Phase & Type of Waste		Preferred Segregation
1	Liquid	Oil	Non-emulsified Oils
			Emulsified Oil
	Wastewater		Water from temporary storage
			Water from emulsion separators
2	Soild	Oil	Water from Chemically demulsified oil
			High pour point oils
			High viscosity emulsions
	Oily Debris		Tar ballls
			Oil mixed with cobble or sand
			Oil mixed with wood, vegetation, plastics or sorbents

14.4. Disposal

Disposal of the oil waste is to done considering the type of oil, availability of space, expenditure etc. Important methods of oil waste disposal are given as **Table 14.3** and are detailed in the following sections.

Table 14.3. Disposal Methods for Oil Waste

Sl. No.	Type of Material	Nature	Disposal Methods
1	Liquid Oil Waste	Mainly oil with some water	Recovery & Recycling
			Incineration
2	Oily water	Mainly water with some oil	Oil water seperation unit
			Bioremediation

3	Soild Oil + Inorganic Waste	Including sediments	Bioremediation
			Landfill. Only after oil content reduced to <30ppm or 20%.
4	Soild Oil + Organic Waste	Dead vegetation, animals & birds and other biodegradable materials	Bioremediation
			Landfill
5	Other soild waste materials	Including synthetic materials	Landfill
6	Hazardous materials		Offsite disposal

14.4.1. Recovery and Recycling

To the maximum possible extent, the oil is to be recovered for eventual processing or blending with fuel oils. Possible recipients for processing or blending are refineries, power stations, cement and brick works and contractors who specialize in recycling waste oils. There are approved waste oil recycler for KPT, the details of are given as **Annexure XIII**.

But for recovery and recycling the oil should be have the following characteristics:

- Pumpable
- Low in solids
- Salt content of less than 0.1% for processing through a refinery or less than 0.5% for blending into fuel oil.

Oil collected from the water is likely to be the easiest to prepare for processing since the requirement will be only to separate water. This separation can frequently be achieved by gravity either in collection devices such as vacuum trucks or in portable tanks, where the water is allowed to run-off or pumped from the bottom of the tank.

The extraction of water from water-in oil emulsions is sometimes more difficult. Unstable emulsions can usually be broken by heating up to 80°C and allowing the oil and water to separated by gravity. More stable emulsions may require the use of chemicals known as emulsion breakers or demulsifiers, which also tend to reduce the viscosity of most oils rendering them more pumpable. But disposal of water collected will contain high percentaged of the emulsion breaker and oil. From oiled sedmiments waterwashing using low pressure hoses can be used to loosen and lift off oil from debris contained in a temporary storage pit. The resulting oil/water mixture can then be pumped away and separated by gravity. Separation can also be achieved in a closed system using water or a solvent. Cleaning of large amount of oiled shore material on site will reduce the cost considerably but avoiding the transportation of large quantity of sediments.

14.4.2. Landfill

This is a disposal option when the recovery of oil is impractical. The oiled waste is directly dumped into the designated landfill sites. Materials intended for direct dumping should have maximum oil content of about 20%. The guidelines to be followed while selecting the landfill sites are the following:

- Landfill Sites should be located well away from fissured or porous strata to avoid the risk of contamination of ground water, particularly if this is abstracted for domestic or industrial use.
- Disused quarries and mines are often ideal.
- Co-disposal of oil and domestic waste is often an acceptable method even though degradation of the oil is likely to be slow due to the lack of oxygen.
- The total quantity of oil should not exceed 1.5% of the total volume of the site.

In the case of shorelines lightly contaminated with oily debris or tar balls, it may be possible to bury the collected material at the back of the beach well above high water mark provided there is no risk of damage to vegetation and with sufficient covering so that the oiled beach is not uncovered through normal beach erosion.

Stabilising agents such as Quicklime or Calcium oxide, cement and pulverized fuel ash can be used to bind oily sand, provided there are no large pieces of debris. This will result in the formation of an inert product which will prevent the oil from leaching out. Then it can be disposed under less stringent conditions than unstabilised oily sand.

14.4.3. Bioremediation

Bioremediation utilizing a group of naturally occurring microorganisms which can break down hydrocarbons either through aerobic or anaerobic processes can be used for disposing oil contaminated debris. It can be done either in-situ or ex-situ. Land farming and disposal in sand dunes are ex-situ techniques which have been practiced over long span of time and are better options that make use of biodegradation. The techniques of bioremediation which utilizes existing microorganisms and manipulating oxygen and nutrient levels are termed as bio stimulation whereas introduction of supplementary organisms to supplement those present is called bio augmentation. Plants are also utilized in some cases and then the technique is termed as phytoremediation. The process is highly temperature dependent. Lighter oils are toxic to microorganisms and many times inhibit their growth while weathered heavier oils may contain large quantity of poorly degradable compounds.

Land farming involves the spreading of the oily materials over the soil in this layers. Hence the aerobic decomposition is largely completed in one to three years. It requires adequate area within reasonable distance and all parts of the site should be accessible to trucks. Located away from surface and underground water sources. The soil should be of low permeability. In the case of biodegradable organic waste composting can be adopted. Dune disposal another option where significant quantities can be buried in stable coastal sandy areas and dune pastures. It will work well only when the area is not water logged.

14.4.4. Incineration

The open burning of oily debris is recommend only in remote areas. When oil is burnt in the open it also tend to spread and can leach into the ground. Tarry residue will remain since it is really possible to achieve complete combustion. Portable incinerators which are able to contain oily waste and can create very high temperatures. Rotary kiln and open hearth types are most appropriate. Fixed industrial incinerators are an option if long term storage is available. The combustion will be self-sustaining if the fuel content is around 25 % and water content is not more than 50%. Monitoring should be done for noxious gases in this case.

CONCLUSION AND RECOMMENDATION

KPT is already having an Oil Spill Contingency Plan in place and Oil Spill Response (OSR) resources are also in place. Considering the ever increasing traffic at the Port which also handle POL commodities, contingency plan shall be maintained in such a way as to cater the threat posed by an uncertain oil spill event. Based on the observation of the study, to supplement the existing plan, the following conclusion and recommendations are made:

- Kandla port is one among the thirteen major ports of India located in Gulf of Kachchh (GoK) which hosts one of the world's splendid ecosystems and its rich & highly bio-diversified intertidal flora and fauna. The area is located close to the international shipping line and is an approach for another 5 ports. Presently, there are oil handling facilities of Reliance, IOCL, BORL including SPMs within the Kandla port limit near Vadinar. Also there are Oil berths at Kandla creek and an SPM is to be operational off Veera. Along with this, its location close to the busy international shipping routes, place the area unreasonably under the oil spill threat. Vadinar being the POL hub, extreme caution is required for this area.
- Port handles ships with a capacity above 50,000 DWT while SPMs handle Very Large Crude Carriers (VLCC) having capacities ranging from 87,000 to 3,25,000 DWT. During the financial year 2014-15 the port handled 92.50 MMT cargo. Kandla & Vadinar terminals were visited by 1724 & 530 ships respectively during the same period. The port handles different kinds of oil including Crude Oil, POL, Edible Oil and Bunker Fuel Oil.
- Presently, KPT holds minimum OSR equipments for Risk Category-A port as per NOS-DCP to cater Tier-1 facilities. Eventhough, Tier-1 is concerned with preparedness and response to a small spill within the capabilities of an individual facility or harbour authority with 700 tonnes cited as the upper limit for quantity, the circumstances of the spill and the surrounding environment will determine the actual level of response. This factor is very critical in the KPT limit, located with in an extremely sensitive as well as vulnerable locality.

- Located in the Kandla Creek, in the western most part of Little Rann of Kachchh (LRK) at the mouth of GoK, the port area is immediately surrounded by high density of creeks, mangrove swamps, mudflats, patches of dry salt waste (Rann), vast salt pans and aquaculture ponds. However, the port limit extends to Vadinar in the southern arm which is located amidst the extremely sensitive coastline with rich corals and islands, where the SPMs and other oil handling facilities are operating for various petroleum companies. These areas are essentially the part of the protected areas Marine National Park & Sanctuary (MNPS) and Important Bird and Biodiversity Areas (IBAs). Hence the risk of oil spill here is determined to be very high.
- Environmental Sensitivity Map was prepared for the KPT limit. Mangroves are the most sensitive shore feature, followed by sheltered hypersaline mudflats, exposed mudflats, exposed manmade structures within the KPT limit. In addition to this there are small stretches of exposed rocky shore shores, wavecut rocky platforms, salt marshes and fine sand beaches adjoining the coral islands. But the shores are dominated by mangroves or mudflats having higher sensitivity. Also there are very small ridges of shell and coarse grained beaches adjoining mudflats. Small strips of rip-raps or seawalls will be associated with areas of human interferences, low stability sections etc. Important biological resources such as Corals, Birds nesting and flocking areas etc., are occurring simultaneously in the MNPS area in the Vadinar Zone. Hence this zone of KPT Limit is to be considered as multi-resources area and is the most sensitive part in the KPT limit.
- While prioritising resources in addition to the oil spill sensitivity, other consideration of the resource such as ecological value, economic value, social and cultural value is to be taken into account. Thus first priority is to be given for Corals and Mangroves, followed by mudflats, fishing grounds and intake locations. Rocky Coast is having the lowest priority.
- Port is responsible for the cleanup operations within port limit. In the case of KPT due to the presence of islands, bays in hard mudflats, shoals etc., the port has to give equal importance to offshore and onshore response operations. From the present inventory available, it can be seen that, sufficient shoreline protection and cleanup resources are not available at KPT. Hence, Beach sealing Boom, Auto/River Boom, Fence Boom, Sorbent in the form of Boom, Pillows, Rolls, Sheets and Pads, Clean up equipment such as Hot Water Pressure Cleaner, Showels, Rakes, Diggers etc., have been proposed.
- Incident Management Mechanism for KPT for ensuring proper Oil Spill Response and Preparedness is proposed. Crisis Management Group headed by the Chairman will be the prime authority of the Oil Spill Response Mechanism. Dy. Conservator, KPT have been proposed as

the Chief Incident Controller. Emergency Control Centre will be established at KPT office with 24 hr control room at the port office under the supervision CIC for coordinating the response activities. Incident Management Team will be lined up under the CIC through the Site Incident Controller and other response unit coordinators. Chief Operating Manager at Vadinar is given the charge of Marine Response Unit in case of spill in Vadinar Zone.

- Presently, KPT is in MoU with ESSAR and IOCL. Mutual Aid is applicable to the other stakeholders of the area including facility operators RELIANCE, BORL (which are operating within the port limit, also having individual facility level contingency plan for 500m area surrounding the facility) and to the local ports of the region Navlakhi (under taken by Gujarat Maritime Board) and Adani Port & Special Economic Zone, Mundra for combating Tier-2 spills upto 10,000 Tonnes under the Onscene Command of Regional Commander ICG. MoUs may be updated including all stakeholders of the region for optimising the resources and minimising the response time.
- Storage of oil waste collected during spill is important prior to disposal. Initially, they will be stored in the temporary staging areas located close to the spill location and further they may be collected and transferred to a suitable location within the KPT area before disposal if possible. Landfill sites should be located well away from fissured or porous strata to avoid the risk of contamination of ground water, particularly if this is utilised for domestic or industrial use. Materials intended for direct dumping should have a maximum oil content of about 20% only. In case of the absence of suitable disposal sites, the same can be transferred to the approved waste oil recycler of KPT.

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Annexure

Annexure I

The composition, functional responsibilities and reporting requirements of CMG

The composition, functional responsibilities and reporting requirements of CMG				
Sl. No	Crisis Management Groups (CMGs)	Functions	Composition	Reporting Requirements
1	National Level Crisis Management Group for Oil Spills (NOS CMG)	<ul style="list-style-type: none"> Continuously monitor the post incident situation arising out of a major oil pollution incident and suggest measures for prevention and to check recurrence of such incidents; Arrange, in the event of an oil pollution incident, all manpower, equipments, resources financial assistance as may be necessary; Conduct post-accident analysis of such major oil pollution incidents and evaluate responses; and Review the adequacy of national and other contingency plans, and suggest measures to reduce risks of oil pollution from sea ports and oil installations. 	<ul style="list-style-type: none"> Chairperson – Defense Secretary Members-Defense Secretary, Foreign Secretary, the Secretaries of Environment and Forests, Shipping, Petroleum and Natural Gas, Urban Development, Ocean Development, Science and Technology, Agriculture and Co-operation, Chemicals and Petrochemicals, Industrial Development, Secretary (Security) in the Cabinet Secretariat.,Director General Coast Guard, Chairman of the Concerned Port, Director General Hydro Carbons, Any member co-opted as deemed necessary 	The NOS-CMG is the apex body to deal with major oil pollution incidents and to provide expert guidance for handling major oil spills.
2	State Level Crisis Management Group for Oil Spills (SOS CMG)	<ul style="list-style-type: none"> Review local oil spill contingency plan for the State local and all facility oil spill contingency plans with a view to examine its adequacy and forward a report to the Central Coordinating Authority (CCA) for oil spills once in three months; Nominate personnel to the Local Action Group (LAG) and Local Action Group Support Team (LST) and review the status of these teams; Assist the State Government in managing oil pollution incident at a site in the State; Assist the State Government in the planning, 	<ul style="list-style-type: none"> Chairperson - Chief Secretary Member Secretary- Chairman State Maritime Board Members- Secretary (Labour), Secretary (Environment) ,Secretary (Health) ,Secretary (Industries), Secretary (Public Health Engg.), Secretary (Fisheries), Chairman, State Pollution Control Board, 4- Experts (Industrial Safety & Health) nominated by State Govt., Secretary/ Commissioner(Transport), Director (Industrial Safety)/ Chief Inspector of Factories ,Fire Chief, Commissioner of Police, One Industry Representative nominated by 	The SOS-CMG is the apex body in the State to deal with major oil pollution incidents and to provide expert guidance for handling major oil pollution incidents.

		<p>preparedness and mitigation of major oil pollution incident at a site in the State;</p> <ul style="list-style-type: none"> Continuously monitor the post incident situation arising out of a major oil pollution incident in the State and forward a report to the Central Coordinating Authority for oil spills review the progress report submitted by the District Crisis Management group respond to queries addressed to it by the District Crisis Management groups; Publish a list of experts and officials in the State who are concerned with the management of oil pollution incidents. 	<p>State Govt., State Civil Defense Chief ,Secretary (Revenue/Home), Directorate of Industrial Safety and Health, Any other member deemed necessary by the Chairman</p>	
3	District Level Crisis Management Group for Oil Spills (DOS CMG)	<ul style="list-style-type: none"> Review all the facility oil spill contingency plans prepared by the occupier of Major Accident Hazards installation viz., sea ports and oil installations for the preparation of the district oil spill contingency plan; Assist in the preparation of the district oil spill contingency plan; Assist the district administration in the management of oil pollution incidents; Continuously monitor every oil pollution incident; Ensure continuous information flow from the district to the NOS-CMG and SOS-CMG regarding oil pollution incident situation and mitigation efforts; forward a report of the oil pollution incident within fifteen days to the SOS-CMG; and conduct at least one full scale mock-drill of an oil pollution incident at a facility each year 	<ul style="list-style-type: none"> Chairperson - District Collector Member Secretary- Inspector of Factories Members- District Energy Officer, Chief Fire Officer, District Information Officer, Controller of Explosives, Chief Civil Defense, One Trade Union Representative nominated by District Collector, Deputy Superintendent of police , District Health Officer/Chief Medical Officer, Commissioner Municipal Corporations, Representative of the Department of Public Health Engineering, Representative of Pollution Control Board, District Agriculture Officer, 4 Experts (Industrial Safety & Health) nominated by District Collector, Commissioner (Transport), One Representative of Industry to be nominated by the District Collector, Chairperson/Member-Secretary of Local Crisis Groups, Representative of the Port, 	<p>The DOS-CMG is the apex body in the district to deal with major oil pollution incidents and to provide expert guidance for handling oil pollution incidents;</p>

		<ul style="list-style-type: none">• Forward a report of the oil pollution incident within fifteen days to the SOS-CMG.• Conduct at least one full scale mock-drill of an oil pollution incident at a facility each year and forward a report of the strength and the weakness of the plan to the SOS-CMG.conduct at least one full scale mock-drill of an oil pollution incident at a facility each year	Representative of State Maritime Board, District Forest Officer/ Wildlife advisor, Any other member deemed necessary by the Chairman	
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4	Local Level Crisis Management Group for Oil Spills (LOS CMG)	<ul style="list-style-type: none"> • Prepare local oil spill contingency plan for the industrial pocket; • Ensure dovetailing of the local oil spill contingency plan with the district oil spill contingency plan; • Train personnel involved in oil pollution incident management; • Educate the population likely to be affected in an oil pollution incident about the remedies and existing preparedness in the area; • Conduct at least one full scale mock-drill of an oil pollution incident at a site every six months forward a report to the DOS-CMG • Respond to all public inquiries on the subject. Months forward a report to the DOS-CMG; and respond to all public inquiries on the subject. 	<ul style="list-style-type: none"> • Chairperson - Sub-divisional Magistrate / District Emergency Authority • Member Secretary- Inspector of Factories • Members- Industries in the District/Industrial area/ industrial pocket, Transporters of Hazardous Chemicals(2 Numbers), Fire Officer, Station House Officer (Police), Block Development Officer, One Representative of Civil Defense, Primary Health Officer, Editor of local Newspaper, Community leader/ Sarpanch/ Village Pradhan nominated by Chairperson, One Representative of Non-Government Organization to be nominated by the Chairperson ,Two Doctors eminent in the Local area, nominated byChairperson, Two Social Workers to be nominated by the Chairperson, Environmental NGOs preferably dealing with corals, mangroves, marine environment, Representative of oil agencies, Any other member deemed necessary by the Chairman 	The LOS-CMG is the body in the industrial pocket to deal with oil pollution incidents and coordinate efforts in planning, preparedness and mitigation of an oil pollution incident
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Annexure II

Inventories for the tier 1 pollution response

Inventory Standards at Port Facilities

The ports are classified into a risk category based on type of cargo handled, quantity of bunkers carried onboard ships calling at the port, single point mooring facility at the port, and ship-to-ship transfer operations at the port. The risk categorization is appended at Table A1

Table A1 Risk categorization of ports

Risk Category	Description
A	Ports handling crude oil/ tanker visits/ SPM/ STS
B	Ports handling ships carrying more than 1000 tons of fuel/ bunker oil Ports handling products only
C	Other than Cat 'A' and Cat 'B'

The planning standards for oil spill response resources for each risk category of ports is appended at Table A2.

Table A2 Oil Spill Response equipment for each risk category of ports

	Description		Risk category		
			A	B	C
Equipment	Inflatable Boom (metres)		2000	1000	600
	Skimmer (20 TPH)		4	4	2
	OSD Applicator (no.)		6	2	2
	Oil Spill Dispersant (litres)		10,000	5,000	3,000
	10 Tons Flex Barge (no.)		4	02	2
	Current Buster booms if tidal current >2 knots (meters)		400	400	
	Sorbent boom (meters)		500	200	
	Sorbent Pads (no.)		2000	1000	
	Shoreline cleanup Equipment	Mini Vacuum pumps	5		
		OSD Applicator	5		
		Fast tanks	5		
Vessel	Work Boats		2	1	1
	Tugs		2	1	
Man Power	IMO Level 1		10	6	2
	IMO Level 2		4	2	
	Other		10	10	5

Inventory Standards at Oil Installations

The oil installations are classified into risk categories based on the number of offshore platforms operated in the area, SPMs in area, drilling and production of crude oil, type of product handled viz., LPG, LNG or Naphtha, or whether FPSO. The risk categorization of oil installations is appended at Table A3

Table A3 Risk categorization of oil installations

Risk Category	Description
Super 'A'	Operating more than five offshore platforms in one area
A	Offshore E&P Installations for crude oil
B	SPMs handling crude oil/FPSO
C	Ship/ platform involved in ship to ship crude oil transfer

The planning standards for oil spill response resources for each risk category of oil installations is appended at Table A4 .

Table A4 Oil Spill Response resources for each risk category of oil installations

	Description		Risk category			
			SUPER A	A	B	C
Equipment	Inflatable Boom in metres		2000	1000	600	600
	Skimmer (20TPH)		4	4	2	2
	OSD Applicator (no.)		6	2	2	2
	Oil Spill Dispersant (litres)		10,000	5,000	3,000	3,000
	Flex Barge 10 tons (no.)		4	2		
	Current Buster booms atports where tidal current is>2 Kn (no.)		2	2		
	Sorbent boom pack (meters)		500	200		
	Sorbent Pads (no.)		2000	1000		
	Shoreline Cleanup Equipment	Mini Vacuum pumps	5			
		OSD Applicator	5			
		Fast tanks	5			
Vesse 1	Work Boats		2	1		1
	MSV/OSV/Tugs		2	1	1	
Man Power	IMO Level 1		10	6	2	2
	IMO Level 2		4	2		
	OTHER		10	10	5	5

Inventory Standards at Coastal States

Sl no	Palletized contents
1	Inflatable Boom 240m in 10m & 20m lengths
2	Boom ancillary pallet
3	Shore Sealing Boom 400m in 10m & 20m lengths
4	Minivac System
5	Multi Skimmer 10TPH and 20 TPH
6	Portable temporary Storage Devices x 8 nos.
7	Inflatable Shelters
8	Decontamination Station Equipment
9	Spate pumps x 3
10	Suitable Power pack
11	Discharge hose
12	Command pallet (Walkie Talkie, Torch, Folding Table, Folding Chair Map of the Area, etc)

Annexure III

The format for reporting an event

*(Refers to Para 12)***OIL SPILL REPORT FORM****Particulars of Person/Organisation
Reporting Incident**

a. Title :

b. Company :

c. Telephone/Telex Numbers :

d. Date/Time :

e. Spill Location :

f. Type and Quality of Oil Spill :

g. Cause of Spill :

h. Response to Spillage, if any :

j. Any Other Information :

Annexure

POLREP MESSAGE FORMAT

(See amplification in succeeding table)

Reference : IMO - 560 (1995)

	Address	From	To
	Date		Time Group
	Identification		
	Serial Number		
Part 1 (POLWARN)	1.	Date and time	
	2.	Position	
	3.	Incident	
	4.	Outflow	
	5.	Acknowledge	
Part II (POLINF)	40.	Date and Time	
	41.	Position	
	42.	Characteristics of pollution	
	43.	Source and cause of pollution	
	44.	Wind direction and speed	
	45.	Current or tide	
	46.	Sea state and pollution	
	47.	Drift of pollution	
	48.	Forecast	
	49.	Identify of observer and ships on scene	
	50.	Action taken	
	51.	Photographs or samples	
	52.	Names of other agencies informed	
	53-59.	Spare	
	60.	Acknowledge	
Part III (POLFAC)	80.	Date and time	
	81.	Request for assistance	
	82.	Coast	
	83.	Pre-arrangements for the delivery	
	84.	Assistance to where and how	
	85.	Other agencies requested	
	86.	Change of command	
	87.	Exchange of information	
	88.	Names and number of	
	89.	Description of equipment	
	90.	ETA and arrival information	
	91.	Place of embarkation	
	92.	Place of disembarkation	
	93-98.	Spare	

Annexure IV

Allocation of responsibilities in the management of oil spills

Responsibility allocation for various department in management of oil spill		
Sl no	Authority	Responsibility
1	Ministry of Defence	<p>The Ministry of Defence with administrative responsibility for the Coast Guard organization is the Ministry responsible for central coordination of oil spills of national significance in coastal and marine environment of various maritime zones. Their responsibilities are listed as below</p> <ul style="list-style-type: none"> • Surveillance of maritime zones against oil spills • Combating oil spills in various maritime zones except in the waters of major ports • Central Co-ordinating Agency for combating of oil pollution in the coastal and marine environment of various maritime zones of the country • Implementation of national contingency plan for oil spill disaster. • (Following) controlling activities in various maritime zones except within the limits major ports • Inspection of oil record books • Apprehending violators of anti-pollution provisions mentioned under Sections 356 G (1) and (2) of the Merchant Shipping Act. • Checking of vessels for carrying necessary insurance certificates against oil pollution damage
2	Indian Coast Guard	<ul style="list-style-type: none"> • Responsible for maintaining and implementing the National Oil Spill Disaster Contingency Plan. • Responsible for acting as the Central Coordinating Agency for combating of oil pollution in various maritime zones, except in the waters of ports and within five hundred meters of offshore exploration and production platforms, coastal refineries, and associated facilities such as single buoy mooring, crude oil terminal and pipeline • They will review the progress reports submitted by the State Crisis Management Groups; • Respond to queries addressed to it by the State Crisis Management Groups and the District Crisis Management Groups; • Publish State-wise list of experts and officials who are concerned” with the handling of oil pollution incidents.
3	Ministries and departments of the government of India	<p>Ministry of Environment and Forests-</p> <ul style="list-style-type: none"> • Enactment of legislation for prevention and control of marine pollution from land and sea based sources • Prevention and control of marine pollution at source, on land or the sea • Monitoring of pollution up to the shore • Cleaning of beaches affected by oil pollution through coastal states and Union Territories.

		<p>Ministry of Shipping-</p> <ul style="list-style-type: none"> • They are responsible for prevention and control of pollution arising from ships all over the sea including the major ports areas, • Responsible for enactment and administration of the legislation related to prevention and control and combating of pollution arising from the ships • Functions through DG (Shipping)- To Comply with provision made in section 356 G(1) and (2) of Merchant Shipping Act, 1958 (Amendment) for the Purpose of Inspection of construction of ships and tankers in order to comply with provision of MARPOL 73/78 or of the other convention on maritime pollution formulated by IMO and/or other related bodies, Merchant Shipping Act and issue of necessary certificates, and Penalizing the offenders apprehended by the Indian Coast Guard and port authority for violations of the above provisions of the Act, including processing of pollution damage claims etc. • Functions through major ports authorities within port limits- Inspection of oil record books, apprehending of violators of anti-pollution provisions mentioned under section 356 G(1) and (2) of the Merchant Shipping Act, checking of vessels for carrying necessary insurance certificate against oil pollution damage, empowered to handle necessary anti-pollution provisions mentioned under Indian Ports Act, 1908 (Amendment), monitoring and combating of oil pollution in the port areas <p>Ministry of Petroleum and Natural Gas-</p> <ul style="list-style-type: none"> • Combating of oil pollution around offshore exploration and production platforms up to 500 mtrs • Combating of oil pollution around coastal refineries through the concerned refineries <p>Department of Ocean Development-</p> <p>Scientific monitoring of marine pollution arising from land based ship-based and other resources in various maritime zones including coastal waters, but excluding monitoring of oil pollution within the limits of major ports, oil platforms, installations and structures</p>
4	State Governments	<ul style="list-style-type: none"> • The State Governments of coastal states are responsible for coordinating the district and local administration and operation of the National Plan for shore line response and as per the provisions of the National Disaster Management Act, 2005 • The State and District Authorities will provide a wide range of site-specific information and resources, either in relation to environmental impacts, or response activities through authorities, such as Transport, Conservation and Resource Management Departments, Environmental Protection Authorities, emergency services, port/Harbour authorities, and local conservation groups.

5	Support agencies	<p>The following responsibilities are allocated to various support agencies for implementation of the National Oil Spill Disaster Contingency Plan:</p> <ul style="list-style-type: none"> • The Navy/ coastal state authorities/ port authorities will make their communication/ operation centers facilities available to receive and disseminate reports of marine pollution accidents. • The Indian Navy and the Indian Air Force will provide fixed wing aircrafts or helicopters to conduct aerial surveillance or provide logistic support in movement of men and materials to the incident site. They will also provide ground to air communication link at the site for use by the on scene Commander. • The Port Authority will provide tugs and pollution control equipment at the incident site within port limits. • The Ministry of Shipping, and Ministry of Petroleum and Natural Gas will provide tankers or tank barges for storage of recovered oil or oil in water emulsions, and will arrange for storage and eventual disposal of recovered oil. • Director General of Shipping, Ministry of Shipping, will be responsible for all negotiations with the vessel, cargo owners, and insurers and will also conduct all negotiations regarding compensations and indemnification. • The Ministry of Environment and Forest and Ministry of Agriculture will provide scientific advice regarding species at risk, shore-line sensitivity, restriction of fishing activities, use of dispersant chemicals, beach cleaning methods, etc. • The Ministry of Finance will provide authorization for expenditure and funds for initial response and ensure adequate financial records are maintained. • Coastal state authorities/ district administration/ departments/ public works/civil defence corps will provide personnel and equipment, as required, for shoreline clean-up and ensure safety and protection of the local population and resources.
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Annexure V

Specialist advice and assistance

Specialist Advice and Assistance		
Sl no	Authority	Responsibility
1	Directorate General of Shipping	<ul style="list-style-type: none"> • Issuance of statutory notice to the polluting ship as per the provision of Merchant Shipping Act, 1958. • Invoking relevant provision of the Merchant Shipping Act, 1958 in case the polluting ship fails to the action as required by the act to prevent or minimize pollution. • Advising concerned affected ports or other entities to deal with evidences for the purpose of raising claims on accounts of damage caused by the pollution and initiating legal action against the polluted. • Reporting such incidents to the Flag State of the ship or the neighboring Coastal State which is effected due to pollution. • Supervising salvage operations while dealing with oil pollution casualty if requested by the ports or other entity. • Investigating oil pollution contravention under the provisions of MS Act, 1958. • To keep Ministry of Shipping, Government of India and other concerned authorities posted on the pollution, action taken, progress report on combatment and follow-up action till normalcy of situation. • To advice Indian Coast Guard on pollution related matters under the provision of Merchant Shipping Act, 1958 whenever requested. • To take administrative and legal action for processing claims against damages incurred by Coast Guard and other agencies relating to any other oil pollution incidents • Advice concerned agencies to collect evidences for the purpose of claims pollution ships. • To advice the receiver of wreck with respect to pollution aspect and response. • To advice Indian ship-owners to mobilize ships for the purpose of oil transshipment if required
2	Indian Register of Shipping	<ul style="list-style-type: none"> • To provide advice relating to ship safety, structural integrity and stability of marine casualties; • To depute representatives to attend to a casualty and salvage at the SMCU when established.
3	Maritime Rescue Co-Ordination Centre	<ul style="list-style-type: none"> • In addition to coordinating the rescue and saving of life, to provide drift calculations and advice on offshore currents • Enabling messages to be communicated directly to vessels, during an incident, with its range of communication facilities including International Maritime Satellite (INMARSAT) systems,
4	DG Shipping Communication Centre	To provide advice relating to ship safety, structural integrity and stability of marine casualties and other details of the ship through coordination established with the Flag State of the stricken vessel.

5	Ministry of Environment, Forest and Climate Change	<ul style="list-style-type: none"> • To develop and implement national policy, programs and legislation to protect and conserve India's natural environment including regulation of dumping of wastes at sea, declaration and management of marine protected areas in Indian waters and conservation of listed threatened, migratory and marine species • To advise on matters relating to the Environment Protection from Dumping at Sea including the permitting and reporting of emergency dumping of material at sea; • To advise on potential impacts of oil spills on threatened marine and migratory species, such as seabirds, marine turtles, whales and dolphins. • To advice on likely to impact of oil spill on marine protected areas in Indian waters • To provide advice on habitats in marine protected areas, seabirds, marine mammals, marine invertebrates and macro algae, along with advice on rates of hydrocarbon biodegradation, dispersal and the use of dispersants. • To determine policy for usage of dispersants in the sea areas of the territorial waters over which the state exercises jurisdiction.
6	Archeological Survey of India	<ul style="list-style-type: none"> • Conduct underwater archaeological studies in Indian Waters • Assist/ advise in protection and maintenance of cultural heritage of the nation near to shore. • Documentation of underwater sites and ancient shipwrecks
7	Indian National Centre for Ocean Information Services	<ul style="list-style-type: none"> • To provide ocean state forecast. • To provide software based prediction of the trajectory of spilled oil.
8	Indian Navy	<ul style="list-style-type: none"> • Augment aerial surveillance capability of Coast Guard as necessary in the area when oil spill has occurred. • To make arrangements for oil transshipment operations from any tanker which has caused or is causing or is expected to cause oil spillage. • Promulgate general cautionary messages.
9	Indian Air Force	<ul style="list-style-type: none"> • Augment aerial surveillance capability of Coast Guard as necessary in the area when oil spill has occurred. • To make available its C-130 J Super Hercules aircraft for aerial monitoring of spills and aerial spraying of oil spill dispersants.

10	Ministry of Earth Sciences/ Department of Ocean Development/ National Institute of Oceanography	<ul style="list-style-type: none"> • Mapping of ecologically sensitive areas in the coastal and offshore region in consultation with Ministry of Environment and Forests. • Review of the sensitivity mapping listed by other agencies. • To provide scientific support through Coastal Ocean Monitoring and Prediction System (COMAPS) Centre and Units in investigations of oil pollution monitoring during oil spills and also deployment of its research vessels for this purpose, whenever necessary. • To organize research on impact of pollution on marine life based on actual oil pollution incidents.
11	Ministry of Agriculture/ Department Of Animal Husbandry, Dairying and Fisheries	<ul style="list-style-type: none"> • To arrange for suitable fishing vessels on which oil dispersant equipment can be mounted if the local action group concerned is unable to mobilize this requirement locally. • Sensitivity mapping of the sea areas within the territorial waters of the state with specific information on fish breeding grounds. • To provide Fishery Survey of India vessels for spraying of oil spill dispersants or other response measures
12	Ministry of Petroleum and Natural Gas and Oil Agencies	<ul style="list-style-type: none"> • To assist, when required, in consultation with DG Shipping, with chartering of tanker/s for oil transshipment operations. • To make available anti-pollution equipment and chemicals as are available with them. • To assist in the storage ashore of oil transshipped from wrecked or damaged tanker. • To assist in the assessment of the value of the oil transshipped. • To provide equipment and personnel resources and advice on a range of issues, including oil characteristics and local industry resource availability • To depute an Industry Adviser to the MRC during response to a major oil spill.
13	Shipping Corporation of India	<ul style="list-style-type: none"> • To arrange for tankers or ships or tank barges for transport and collection of recovered oil. • To arrange for any personnel required to assist oil transshipment operation or to assist otherwise as may be required.

14	Major ports/Non Major ports/Oil Terminals/Oil Installations/SPM operators	<ul style="list-style-type: none"> • To be in charge of the overall co-ordination of actions in the area within port limits as regards to anti-oil pollution • To identify a suitable sea going tug when required for the operations. • To identify surface crafts, on which dispersant spraying equipment can be mounted, and which can be used for rigging the boom. • To ensure that for the purpose of part XIII of the Merchant Shipping Act, 1958, actions are taken by the various authorities under the overall legal responsibility of the receiver of wrecks and dock concerned. • To ensure that at least the minimum equipment are kept available locally at all times • To arrange for training of personnel expected to be engaged in above operations. • To arrange for periodical exercise under the guidance of the RCC to keep equipment and personnel on continuous readiness for oil spill response operations. • To consult the ICG, DG Shipping, or other authority, when further advice/ assistance is required. • To keep the ICG apprised of action being taken.
15	Coastal State Governments and State Pollution Control Boards	<ul style="list-style-type: none"> • To take all suitable measures to prevent pollution on shoreline. • To render all possible assistance to the coordinator of the On Scene Commander, Local Action Group and district Commander particularly in accordance with the contingency plan. • To maintain adequate quantity of basic pollution response equipment like deflective booms, fence booms, spray equipment along with specialized equipment for beach protection and shoreline cleanup. • To identify suitable type of tug/boat/fishing vessel in consultation with On-Scene Commander/ Coast Guard for mounting the dispersant spraying equipment. • To take actions as applicable to the major ports, in respect of incidents at ports under jurisdiction.
16	Mercantile Marine Department	<ul style="list-style-type: none"> • To render all possible assistance to the coordinator of the Local Contingency/ Action Plan. • To provide technical advice to Local Action Group and CCA. • To assist Local Action Group in identifying surface craft suitable for mounting dispersant spraying equipment. • To assist Local Action Group in preparation of Local Contingency / Action Plan. • To assist the CG/RCC in examining ships for efficiency of anti-pollution equipments fitted on board as per Merchant Shipping Act, 1958. • If deemed necessary, to restrict movement of ships and personnel involved in oil pollution on receipt of related information.

17	Local Fisheries Authority	<ul style="list-style-type: none"> To assist/advise Local Groups in identifying the rich fishing grounds so as to give priority for protection of such grounds from oil spills as well as use of dispersants The local action groups in consultation with Coast Guard regional headquarters to identify the fishing vessels suitable for mounting the oil spill dispersant equipment.
18	Coastal Refineries and Crude Unloading Terminals	<ul style="list-style-type: none"> To assist the local action group in the implementation of the Local Action Plan. To assist the local action group in obtaining from their headquarters available additional equipment and chemicals if and when required. To assist in chartering of tankers to undertake transportation / transshipment operations To arrange for the storage of oil transshipped. To assess value of oil transshipped and cost of refining or disposal as the case may be.
19	Offshore Oil Installations	<ul style="list-style-type: none"> Occupiers of offshore oil installations are to maintain an oil spill contingency plan meeting specified requirements and maintain appropriate manpower, equipment and resources for oil spill response taking into consideration any guidelines and suggestions that may be issued by the Government of India/ Coast Guard from time to time. To periodically forward a list of response inventory to the Coast Guard for scrutiny, evaluation and updating holdings. To provide response equipment, material, trained personnel, and ships when required by the Coast Guard/ OSC on as available basis and without affecting safety of operations. To immediately combat oil pollution around its installations up to 500 metres and continue to provide equipment, material, trained manpower, sampling efforts, and vessels as may be required by OSC when such oil spill spreads beyond 500 metres. To provide data on crude oil and oil discharges. To provide data on sub-sea pipe lines as required by OSC or MRC or CG MRCC. To provide transshipment facilities in case the offshore installation, or any agency under its control is the polluter. To provide staging facilities for helicopters in the offshore areas when engaged in pollution response in the vicinity whether or not the installation and agencies under its control are the polluters.
20	Receiver of Wrecks	<ul style="list-style-type: none"> To assist Local Action Groups in whatever manner necessary and possible. To take all actions necessary under Part XIII of the Merchant Shipping Act, 1958 (In this connection, the receiver of wreck shall consult the DGS, as and when required). In situations where he has the local responsibility for certain actions and/or operations, he may authorize other agencies, who are better equipped.

21	Bombay Natural History Society	<ul style="list-style-type: none"> • Advise in restoration and cleaning of affected wildlife • Assist in estimating affected birds, mangroves in the area • Identifying, monitoring and mitigating the adverse impact of oil spill to the bio-diversity • Identifying Important Bird Areas (IBA) • ENVIS (Environmental Information System) Centre to study Avian Ecology and Inland Wetlands • Ecological Benchmarking in association with corporates, government and other NGOs
22	Central Marine Fisheries Research Institute	<ul style="list-style-type: none"> • Assist in estimating the effect of spill to fish and livelihood of fishermen in the area • Assist in identifying the types of fishes in the area • Assist in restoration of fishing in area after cleanup • Assist in estimating the Economic loss due to ban of fishing in the affected area • To understand the fluctuations in abundance of marine fisheries resources in relation to change in the environment • To develop suitable mariculture technologies for finfish, shellfish and other culturable organisms in open seas to supplement capture fishery production. • To act as a repository of information on marine fishery resources with a systematic database. • To provide consultancy services.
23	Integrated Coastal And Marine Area Management Project Directorate	<ul style="list-style-type: none"> • Responsible for preservation and conservation of marine environment in India • Identify the high risk areas • Promulgate the sensitivity mapping and area of priority
24	Mangrove Society of India	<ul style="list-style-type: none"> • To protect and conserve Indian mangroves by adopting environment friendly, scientifically sound techniques/methodologies. • To build up their capacities for protection and conservation of Indian mangroves. • To act as watchdog and advise in matters concerning the conservation of mangroves. • To train younger generations and will create awareness amongst them to conserve and protect mangroves • To organize alliances and networks with partners to develop an appropriate developmental perspective to conserve mangroves. • To organize issue-based Forums to achieve appropriate solutions to mangrove protection. • Capacity building of port and oil agencies, Central government and other state government agencies, stakeholders etc. By providing necessary training for their personnel. • To assist and coordinate activities pertaining to mangrove restoration consequent to oil pollution. • To play an active role in ensuring the participation of local people in making decisions in respect of mangroves. • To provide necessary scientific information in respect of mangroves

25	National Biodiversity Authority	<ul style="list-style-type: none"> To regulate and advise the Government of India on issues of conservation, sustainable use of biological resources and fair and equitable sharing of benefits arising out of the use of biological resources. To advise the Central Government agencies on matters relating to the conservation of biodiversity, sustainable use of its components and equitable sharing of benefits arising out of the utilization of biological resources; and advise the State Governments in the selection of areas of biodiversity importance to be notified under Sub-Section (1) of Section 37 as heritage sites and measures for the management of such heritage sites; The State Biodiversity Boards (SBBs) advise the State Governments, on matters relating to the conservation of biodiversity, sustainable use of its components and equitable sharing of the benefits arising out of the utilization of biological resources; 3Mangrove Society of India (MSI) is a non-profit and non-political organization working for protection, conservation and sustainable use of mangroves. Many of its members are consultants/advisers to various Government agencies. Some are on the National and International mangrove committees. MSI has affiliation with research and government institutions, corporate houses, NGO's and stakeholders etc. from Maharashtra, Gujarat, Kerala, Karnataka, Tamil Nadu etc. The local level Biodiversity Management Committees (BMCs) promote conservation, sustainable use and documentation of biological diversity including preservation of habitats, conservation of land races, folk varieties and cultivars, domesticated stocks and breeds of animals and microorganisms and chronicling of knowledge relating to biological diversity.
26	Reef Watch Marine Conservation	<ul style="list-style-type: none"> To conduct education, awareness, training and capacity building programs for stakeholders To provide expertise through its Information Network of institutions and individuals working on marine and coastal issues for development of OSCP's and incident response To provide environmental information / education on biodiversity hotspots To provide policy support To facilitate a dialogue and consensus at various levels for conservation, management and sustainable utilization of coastal and marine resources / ecosystems in the development of protection priorities in OSCP's, NEBA and incident response.
27	Ms Swaminathan Research Foundation	<ul style="list-style-type: none"> To provide advice on conservation of mangrove wetlands and sustainable utilization of their resources.
28	Wildlife Trust of India	<ul style="list-style-type: none"> To assist in managing or preventing wildlife crises and mitigating threats to individual wild animals, their populations and habitats through holistic strategies and practical interventions. To maintain national database on wildlife protected area and share the data with stakeholders for development of OSCP's and incident response. .

Annexure VI

The current national inventory in regards of oil spill response

National Oil Spill Response Capability

Aid to response	Provision by
Capping device (rating \geq 10,000 PSI, 3000m depth, possibility of offset installation)	Ministry of Petroleum & Natural Gas
Subsea oil spill dispersant system	
Large scale OSD stockpile	
Emergency towing vessels (bollard pull \geq 200 tons) x two	Ministry of Shipping
Salvage vessel	
Hot Tapping Device	
High Volume Offshore Skimming System	Ministry of Defence
Incineration Boom	
Aerial Dispersant Delivery System	
Ecological Sensitivity Index Map	Ministry of Environment and Forests
Oil Finger Printing Laboratory	Dept. of Science and Technology
Radar oil spill detection capability	MoD, MoPNG, MoS

Annexure VII

**The national oil spill response capability supported by the
concerned Ministries**

National Oil Spill Response Capability

AID TO RESPONSE	PROVISION BY
Capping device (rating \geq 10,000 PSI, 3000m depth, possibility of offset installation)	Ministry of Petroleum & Natural Gas
Subsea oil spill dispersant system	
Large scale OSD stockpile	
Emergency towing vessels (bollard pull \geq 200 tons) x two	Ministry of Shipping
Salvage vessel	
Hot Tapping Device	
High Volume Offshore Skimming System	Ministry of Defense
Incineration Boom	
Aerial Dispersant Delivery System	
Ecological Sensitivity Index Map	Ministry of Environment and Forests
Oil Finger Printing Laboratory	Dept. of Science and Technology
Radar oil spill detection capability	MoD, MoPNG, MoS

Annexure VIII

**The guiding template for the preparing of a new facility
level contingency plan**

The guiding template for the preparing of a new facility level contingency plan

Strategy

1. Introduction
 - 1.1 Authorities and responsibilities
 - 1.2 Coordinating committee
 - 1.3 Statutory requirements
 - 1.4 Mutual aid agreements
 - 1.5 Geographical limits of plan
 - 1.6 Interface with ROSDCP and NOSDCP
2. Risk assessment
 - 2.1 Identification of activities and risks
 - 2.2 Types of oil likely to be spilled
 - 2.3 Probable fate of spilled oil
 - 2.4 Development of oil spill scenarios including worst case discharge
 - 2.5 Shoreline sensitivity mapping
 - 2.6 Shoreline resources, priorities for protection
 - 2.7 Special local considerations
3. Response strategy
 - 3.1 Philosophy and objectives
 - 3.2 Limiting and adverse conditions
 - 3.3 Oil spill response in offshore zones
 - 3.4 Oil spill response in coastal zones
 - 3.5 Shoreline oil spill response
 - 3.6 Storage and disposal of oil and oily waste
4. Equipment
 - 4.1 Marine oil spill response equipment
 - 4.2 Inspection, maintenance and testing
 - 4.3 Shoreline equipment, supplies and services
5. Management
 - 5.1 Crisis manager and financial authorities
 - 5.2 Incident organization chart
 - 5.3 Manpower availability (on-site, on-call)
 - 5.4 Availability of additional manpower
 - 5.5 Advisors and experts – spill response, wildlife, and marine environment
 - 5.6 Training/safety schedules and drill/exercise Programme
6. Communications
 - 6.1 Incident control room and facilities
 - 6.2 Field communications equipment
 - 6.3 Reports, manuals, maps, charts and incident logs

Action and operations

7. Initial procedures
 - 7.1 Notification of oil spill to concerned authorities
 - 7.2 Preliminary estimate of response Tier
 - 7.3 Notifying key team members and authorities
 - 7.4 Manning control room
 - 7.5 Collecting information (oil type, sea/wind forecasts, aerial surveillance, beach reports)
 - 7.6 Estimating fate of slick (24, 48 and 72 hours)
 - 7.7 Identifying resources immediately at risk, informing parties
8. Operations planning
 - 8.1 Assembling full response team
 - 8.2 Identifying immediate response priorities
 - 8.3 Mobilizing immediate response
 - 8.4 Media briefing
 - 8.5 Planning medium-term operations (24-, 48-and 72-hour)
 - 8.6 Deciding to escalate response to higher Tier
 - 8.7 Mobilizing or placing on standby resources required
 - 8.8 Establishing field command post and communications
9. Control of operations
 - 9.1 Establishing a management team with experts and advisors
 - 9.2 Updating information (sea/wind/weather forecasts, aerial surveillance, beach reports)
 - 9.3 Reviewing and planning operations
 - 9.4 Obtaining additional equipment, supplies and manpower
 - 9.5 Preparing daily incident log and management reports
 - 9.6 Preparing operations accounting and financing reports
 - 9.7 Preparing releases for public and press conferences
 - 9.8 Briefing local and government officials
10. Termination of operations
 - 10.1 Deciding final and optimal levels of beach clean-up
 - 10.2 Standing-down equipment, cleaning, maintaining, replacing
 - 10.3 preparing formal detailed report
 - 10.4 Reviewing plans and procedures from lessons learnt

Data directory

Maps/charts

1. Coastal facilities, access roads, telephones, hotels, etc.
2. Coastal charts, currents, tidal information (ranges and streams), prevailing winds
3. Risk locations and probable fate of oil
4. Shoreline resources for priority protection
5. Shoreline types

6. Sea zones and response strategies
7. Coastal zones and response strategies
8. Shoreline zones and clean-up strategies
9. Oil and waste storage/disposal sites
10. Sensitivity maps/atlas

Lists

1. *Primary oil spill equipment*: booms, skimmers, spray equipment, dispersant, absorbents, oil storage, radio communications, etc (manufacturer, type, size, location, transport, contact, delivery time, cost and conditions)
2. *Auxiliary equipment*: tugs and work boats, aircraft, vacuum trucks, tanks and barges, loaders and graders, plastic bags, tools protective clothing, communications equipment, etc (manufacturer, type, size location, transport, contact, delivery time, cost and conditions)
3. *Support equipment*: aircraft, communications, catering, housing, transport, field sanitation and shelter etc (availability, contact, cost and conditions).
4. *Sources of manpower*: contractors, local authorities, caterers, security firms (availability, numbers, skills, contact, cost and conditions)
5. *Experts and advisors*: environment, safety, auditing (availability, contact, cost and conditions)
6. *Local and national government contacts*: (name, rank and responsibility, address, telephone, fax, telex)

Data

1. Specifications of oils commonly traded
2. Wind and weather
3. Information sources

Annexure IX

The format of Annual Return

ANNUAL RETURNS ON PREPAREDNESS FOR OIL SPILL RESPONSE					
1	NAME OF PORT / OIL HANDLING AGENCY				
2	CONTAINMENT EQUIPMENT	DESCRIPTION	LENGTH	QUANTITY (No.)	OPERATIONAL STATUS
3	RECOVERY EQUIPMENT	DESCRIPTION	CAPACITY	QUANTITY (No.)	OPERATIONAL STATUS
4	TEMPORARY STORAGE FACILITY	DESCRIPTION	CAPACITY	QUANTITY (No.)	OPERATIONAL STATUS
5	OSD SPRAYING SYSTEM	DESCRIPTION		QUANTITY (No.)	OPERATIONAL STATUS
6	OIL SPILL DISPERSANT	MAKE		QUANTITY (Kg.)	EXPIRY DATE
7	SHORELINE RESPONSE EQUIPMENT	DESCRIPTION	CAPACITY (if applicable)	QUANTITY (No.)	OPERATIONAL STATUS
8	IMO OPRC LEVEL TRAINED RESPONDERS	NAME	DESIGNATION	CONTACT No.	IMO OPRC LEVEL 1/ 2

9	OIL SPILL RESPONSE CRAFT	CRAFT NAME	DESCRIPTION	RESPONSE CAPABILITY	
				PLEASE PROVIDE PARTICULARS AT SECTIONS 2-6	
10	OSRO PARTICULARS (IF OUTSOURCED)	OPERATOR NAME			
		ADDRESS			
		PHONE NO.			
		FAX NO.			
		E-MAIL			
		ENGAGEMENT EXPIRY DATE			
		EQUIPMENT ON HIRE		PLEASE PROVIDE PARTICULARS AT SECTIONS 2-7	
		IMO OPRC LEVEL TRAINED PERSONNEL ON HIRE		PLEASE PROVIDE PARTICULARS AT SECTION 8	
		MANPOWER ON CALL			
		CRAFT ON HIRE		PLEASE PROVIDE PARTICULARS AT SECTION 9	
11	OIL SPILL CONTINGENCY PLAN		YEAR PUBLISHED	DATE OF LAST REVISION	STATUS OF APPROVAL BY COAST GUARD
12	PERSONNEL TO BE CONTACTED IN CASE OF SPILL	NAME	DESIGNATION	CONTACT PARTICULARS (a) LANDLINE (b) MOBILE (c) FAX (d) E-MAIL	
13	MoU DETAILS (IF ANY)				

Annexure X

The certificate of endorsement

Certificate of Endorsement

(To be certified personally by an officer not below the post of Deputy Conservator of a port facility or the Installation Manager of an oil installation, or offshore installation, or equivalent legally responsible authority)

I hereby certify that:

1. The oil spill contingency plan for the facility under my charge has been prepared with due regard to the relevant international best practices, international conventions, and domestic legislation.
2. The nature and size of the possible threat including the worst case scenario, and the resources consequently at risk have been realistically assessed bearing in mind the probable movement of any oil spill and clearly stated
3. The priorities for protection have been agreed, taking into account the viability of the various protection and clean-up options and clearly spelt out.
4. The strategy for protecting and cleaning the various areas have been agreed and clearly explained.
5. The necessary organization has been outlined, the responsibilities of all those involved have been clearly stated, and all those who have a task to perform are aware of what is expected of them
6. The levels of equipment, materials and manpower are sufficient to deal with the anticipated size of spill. If not, back-up resources been identified and, where necessary, mechanisms for obtaining their release and entry to the country have been established.
7. Temporary storage sites and final disposal routes for collected oil and debris have been identified.
8. The alerting and initial evaluation procedures are fully explained as well as arrangement for continual review of the progress and effectiveness of the clean-up operation
9. The arrangements for ensuring effective communication between shore, sea and air have been described.
10. All aspects of plan have been tested and nothing significant found lacking.
11. The plan is compatible with plans for adjacent areas and other activities.
12. The above is true to the best of my knowledge and belief.
13. I undertake to keep the plan updated at all times and keep the Indian Coast Guard informed of any changes through submission of a fresh certificate of endorsement.

Seal

Place

Signature
Name
Designation
Organisation
Date

Annexure XI

The SOP for pre-booming

Standard Operating Procedure

The Standard Operating Procedures (SOP) for pre-booming will be as follows:-

- The deliverer will deploy the boom such that it completely surrounds the vessel(s) and facility/terminal dock area directly involved in the oil transfer operation or the deliverer may pre-boom the portion of the vessel and transfer area which will provide for maximum containment of any oil spilled into the water.
- The boom will be deployed with a minimum stand-off of five feet away from the sides of a vessel, measured at the waterline. This stand-off may be modified for short durations needed to meet a facility or ship's operational needs.
- The deliverer will periodically check the boom positioning and adjust as necessary throughout the duration of the transfer and specifically during tidal changes and significant wind or wave events.
- For pre-boomed transfers, within one hour of being made aware of a spill, the deliverer will be able to complete deployment of the remaining boom, should it be necessary for containment, protection, or recovery purposes.
- The determination of safe and effective booming must be made prior to starting a transfer or, if conditions change, during a transfer.
- The deliverer must be able to quickly disconnect the entire boom in the event of an emergency.

Alternative Measures

If owing to metrological or other factors or mobility desired of the tanker and it's assisting craft it is not feasible to safely and effectively implement pre-booming as a SOP, the following alternate measures will be taken by the deliverer to address ecological sensitivity concerns of the areas likely to be affected by the spill:-

- As an alternative to pre-booming, a suitable oil spill response craft will be stationed during cargo discharge, in the vicinity of the tanker for immediate response.
- On being made aware of a spill, the deliverer will have the ability to safely commence tracking of the spill in low visibility conditions.
- Within one hour of being made aware of a spill, the deliverer will be able to completely surround the vessel(s) and facility/terminal dock area directly involved in the oil transfer

operation, or the deliverer may pre-boom the portion of the vessel and transfer area which will provide for maximum containment of any oil spilled into the water.

Annexure XII

***Pro forma* for Annual Returns on preparedness for oil spill
response and joint inspection**

Pro forma for Annual Returns on Preparedness for Oil Spill Response and Joint Inspection

Appendix E7/G.Rev.1 to NOS-DCP 2015
(Para 4.7 & 4.9 refers)

MAIN PARTICULARS						
1.	Name *					
2.	Place *					
3.	Head of Agency *					
4.	Head of HSE *					
OIL HANDLING INFORMATION						
5.	Total quantity handled *					
6.	Oil handling jetties	Sl no.	1	2	3	4
		Jetty				
		Length (m)				
7.	No. of SPM's (if any)					
8.	Average no. of Ships handled	Daily	Weekly	Monthly	Annually	
9.	Other oil facilities					
OIL SPILL RESPONSE ORGANISATION						
10.	Chief incident Controller					
11.	Site Incident Controller(s) *	1 *				
		2				
		3				
		4				
12.	Administration & Communication Coordinator					
13.	Support Services	Human Resource Services Coordinator				
14.		Logistics Service Coordinator				
15.		Media and Public Relation Coordinator				
16.		Operations and Technical Coordinator				
17.		Environmental and Scientific Coordinator				
TRAINING						
18.	Training	Date	No. of participants	Nature of training and brief remarks		
EXERCISES						
19.	Mock drills and exercises	Date	Scale/ level of exercise/ drill	Agency conducting exercise	No. of participants	Agencies participated
STATUS OF CONTINGENCY PLAN						
20.	Plan date *					
21.	Plan approval date					
22.	Plan last resubmission date					
23.	Date of last revision					
24.	Remarks on status					

ASSESSMENT OF CONTINGENCY PLAN						
25.	Has there been a realistic assessment of	the nature and size of the possible threat?				
		the resources at risk?				
		the probable movement of oil spill?				
26.	Have priorities for protection been agreed?					
27.	Has strategy for protecting and cleaning the various areas been agreed and clearly explained?					
28.	Has the necessary organisation been outlined and the responsibilities of all those involved been clearly stated with no 'Grey areas'?					
29.	Will all who have a task to perform be aware of what is expected of them?					
30.	Are the levels of following sufficient to deal with the anticipated size of spill?	Equipment?				
		Materials?				
		Manpower?				
	If not	have back-up resources been identified?				
		have mechanisms for obtaining their release and entry to the country been established?				
31.	Have the following been identified for collected oil and debris?	temporary storage sites				
		final disposal routes				
32.	Are the alerting and initial evaluation procedures fully explained?					
33.	Are the arrangements for continual review of the progress and effectiveness of the clean-up operation fully explained?					
34.	Have arrangements for ensuring effective communication been described?					
35.	Have all aspects of the plan been tested and nothing significant found lacking?					
36.	Is the plan compatible with plans for adjacent areas and other activities?					
RESOURCES AT RISK IN WORST CASE SCENARIO						
37.	Environment	Coral reefs (m ²)	Swamps/ marshes (m ²)	Fish/ spawning grounds (m ²)	Bird breeding/ flocking areas (m ²)	Estuaries (m ²)
38.	Commercial *	Agricultural land (km ²)	Fish farms (m ²)	Aquaculture farms (m ²)	Water intakes (Name & no)	Salt Pans (m ²)
39.	Plankton	Marine mammals		Sheltered shoreline	Shallow sub- tidal	
40.	Recreational	Tourist beaches (Names)	Amenity beaches (Names)	Bathing beaches (Names)	Pilgrimage beaches (Names)	
41.	Wildlife and forest	Mangroves (m ²)	Endangered Species (names)	Marine National parks (m ²)	Wild life habitats parks (m ²)	

RESPONSE RESOURCES					
42.	Containment equipment *	Description	Length	Quantity (no.)	Operational status
43.	Recovery equipment *	Description	Capacity	Quantity (no.)	Operational status
44.	Temporary storage facility *	Description	Capacity	Quantity (no.)	Operational status
45.	OSD spraying system *	Description	Quantity (no.)	Operational status	
46.	Oil spill dispersant	Make	Quantity (liters.)	Expiry date	
47.	Shoreline response equipment	Description (if applicable)	Capacity	Quantity(no.)	Operational status
TRAINED RESPONDERS					
48.	IMO OPRC level 1 Trained Responders *	Name	Designation	Contact no.	Date of certificate
49.	IMO OPRC level 2 Trained Responders *				
50.	Oil spill response craft	Craft name	Description	Response capability	
				Please fill particulars at Sl. 42-46	

EXTERNAL RESOURCES				
51.	OSRO particulars	Operator name		
		Address		
		Phone no.		
		Fax no.		
		E-mail		
		Engagement expiry date		
		Equipment on hire	Yes/No	Please fill particulars at Sl. 42-47
		Trained responders on hire	Yes/No	Please fill particulars at Sl. 48-49
		Manpower on call	Yes/No	Please fill particulars at Sl. 48-49
		Craft on hire	Yes/No	Please fill particulars at Sl. 50
52.	MoU details (if any)			
FUTURE PLAN				
53.	Proposed jetty/ terminal/ SPM			
54.	Proposed acquisition of response equipment			
CERTIFICATION				
(To be certified personally by an officer not below the post of Deputy Conservator of a port facility or the Installation Manager of an oil installation, or offshore installation, or equivalent legally responsible authority)				
55.	Certified By	Name: *		
		Designation: *		
		Contact No: *		
		Mobile No: *		
		Fax No: *		
		Email Id: *		
		Date: *		
INTERACTION WITH AUTHORITIES RELEVANT FOR SPILL MANAGEMENT				
56.	Interaction Date	Official interacted with	Brief outcome of interaction	
COMMENTS (for Coast Guard Use Only)				
		(Check relevant box)		
		Unsatisfactory	Satisfactory	Very Satisfactory
57.	Response Preparedness			
58.	Efficiency	Equipment handling		
59.	Adequacy	Equipment		
		Trained Manpower		
		Crafts and vessels		
		Infrastructure		
		Support		
60.	Overall assessment			
61.	Final assessment comments			
Name:		Designation:		Signature:
Date:				
Note : (*) Required field mandatory				

Oil Spill Disposal → Agencies.

29/06/2016

*from.
KPT.*

**STATEMENT SHOWING KANDLA PORT REGISTERED PARTIES FOR REMOVAL
OF GARBAGE, USED OIL/WASTE OIL ETC.**

Sr. No.	Name of Party	License for Removal of	Last Validity of License	Remarks
1	M/s. Harish A. Pandya 15, Brahm Samaj Bldg, Plot-106, Sec-08 Behind Oslo Cinema, G'dham- Kachchh	Dry Soild Waste (Non-hazardous) Kandla, Vadinar & Tuna	From 18/12/2015 to 17/12/2016	info@harishpandya.com
2	M/s. Alicid Organic Industries Ltd., Fact.- 207/208 Hanumant Henduva, Opp. Gujcomasol, Near Khari River, Highway Post - Palavasana, Mehsana - 2.(Guj)	Waste Oil/Used Oil Kandla & Vadinar	From 5/12/2015 to 4/12/2016	aligidorganic@gmail.com naazshippingservice@hahoo.co.in
3	M/s. Shree Venkatesh Engineering Works, Valsura Road Jamnagar-361 002	Dry Soild Waste (Non-hazardous) Vadinar Port	From 12/12/2012 to 11/12/2013	admin@venkateshengg.com Not renewed
4	M/s Continental Petroleum Limited A-166 & F-162-165, RIICO Industrial Area, Behror - 301 701 Dist :- Alwar (Rajasthan)	Used Oil/ Waste Oil Kandla	From 14/10/2015 to 13/10/2016	conpetco@gmail.com Not renewed
5	M/s. Industrial Esters & Chemicals P. Ltd., 202, Madhav Appartment, Jawahar Road, Ghatkopar (East), Mumbai- 400 077	Waste Oil/Used Oil Kandla	From 2/12/2015 to 1/12/2016	sludgeoil16@yahoo.co.in
6	M/s. Anna Petrochem Pvt. Ltd., E-49, RICCO Growth Center, Phase-II P.O. :Maval, Ambaji Industrial Area, Abu Road - 307 026 (Rajasthan)	Waste Oil /used oil Kandla & Vadinar	From 4/9/2015 to 3/9/2016	annapetrochemempvtltd@yahoo.com annapetrochemempvtltd@gmail.com
7	M/s. Jay Ambe Thinchem, Plot No.- C-1/B-2010, IV Phase, GIDC, Vapi -396 195	Waste Oil/Used Oil Kandla	From 7/5/2015 to 6/5/2016	sludgeoilindia@yahoo.com
8	M/s Gujarat Petrochem Plot No.48-50, GIDC, Vartej Bhavnagar	Waste Oil/Used Oil Kandla	24/12/2009 to 23/12/2010	gujoilad1@yahoo.com Not renewed
9	M/s. Reliance Barrel supply Company 200/34, Behind Kashiram Textile Mill, Narol - Ahmedabad-382 405	Waste Oil/ Used Oil Kandla Port	From 11/03/2013 to 10/03/2014	Not renewed
10	M/s. Hind Petrochem & Refinery Survey No.109 & 111, Part of village Pratapnagar Ta.Savli Dist :- Vadodara	Waste Oil/ Used Oil Kandla Port	From 11/08/2014 to 10/08/2015	hindpetro@hotmail.com Not renewed
11	M/s Gujarat Mobil Pvt.Ltd. R.Survey No.62, Paiki,Behind Plot No.62/A,B,C Vill :- Mamsan Dist : Bhavnagar	Waste Oil/ Used Oil Kandla Port	From 21/12/2011 to 20/12/2012	gmp11996@gmail.com Not renewed

12	M/s Sanna Oil Process, New Good Luck Market, Opp.PWD stores, Chandola lake, Narol Road, A'bad-380028	Waste oil/ Used oil Kandla Port	From 21/01/2016 to 20/01/2017	kandla.sludgeremoval35@gmail.com shanaoilprocess@yahoo.com
13	M/s Balaji Rang Udyog Pvt. Ltd. Plot No.44,MIDC, Taloja Industrial Area(NCZ), Taloja - 410208 Dist : Raigad(MS)	Waste Oil Kandla Port	From 28/12/2011 to 30/06/2012	Not renewed
14	M/s Shri Rang Petrochem Industries 51/A, AKVN Industrial Area, Meghnagar-457779 Dist : Jhabua (M.P.)	Waste Oil/Used Oil Kandla Port	From 26/02/2013 to 25/02/2014	srpimp05@rediffmail.com Not renewed
15	M/s. United Shipping Company Plot No.167, Sector-1/A G'dham- Kachchh	Waste Oil/Used Oil Kandla Port	From 10/06/2015 to 9/06/2016	info@risinggroup.co sunil@risinggroup.co pritam@risinggroup.co
16	M/s Tanu Petrochem Pvt.Ltd. Plot No.238, PHASE-II,IDA, Pashamailaram (U), Patancheru(M) Medak District - 502 307 (AP)	Used Oil/ Waste Oil Kandla	From 6/07/2012 to 5/07/2013	Tanu_Petrochem@yahoo.com Not renewed
17	M/s Navkar Enterprise, Block - 185/186,Village :- Chachravadi, Tehsil :- Sanand, Dist :- Ahmedabad (Guj)	Waste Oil/Used Oil Kandla/ Vadinar	From 8/09/2015 to 7/09/2016	pjani885@gmail.com
18	M/s. Fine Refiners Pvt. Ltd. Plot-40, GIDC, Vartej, Bhavnagar - 364 401 (Guj)	Used Oil/ Waste Oil Kandla	From 20/04/2016 to 19/04/2017	info@finerefiners.com
19	M/s Vishwa Trade Link Inc., Plot No.170/2/A, TP-03, Anjar - Kachchh	Dry Soild Waste (Non-hazardious) Kandla/Vadinar	From 3/12/2014 to 2/12/2015	vishwatradelink@gmail.com umit_jani@yahoo.com
20	M/s. Chirag Enterprise, SRC Shop No.05, Khanna Market, G'dham- Kachchh	Dry Soild Waste Non-hazardious Kandla	From 18/5/2012 to 17/5/2013	nur_sekh@yahoo.com Not renewed
21	M/s. Naaz Shipping Services, Office No.35, First Floor, Grain Merchant Association Bldg. Plot No.297, Ward-12-B, Near Old Court, Gandhidham	Dry Soild Waste Non-hazardious Kandla /Vadinar	From 23/9/2015 to 22/9/2016	naazshippingservice@hahoo.co.in nasirkhan685@gmail.com
22	M/s Jai Ambe Industries 11,Uma Industrial Estate,Opp. Mahalaxmi Rubtech,Vasna, Iyava village Ta:-Sanand- Dist.A'bad	Used Oil/ Waste Oil Kandla	From 7/11/2012 to 6/11/2013	hapandya2003@yahoo.com Not renewed

23	M/s Daman Ganga Paper Mill Pvt.Ltd. Plot No.257/258, Silvasa Road, GIDC, Vapi Valsad	Used Oil/ Waste Oil Kandla	From 17/12/2013 to 16/12/2014	damanganga@damanganga.com Not renewed
24	M/s abc Petrochem Pvt.Ltd Gut No.10, Vill :-Vardha, Tal. Wada, Dist.:- Thane (MS)	Used Oil/ Waste Oil Kandla	From 12/12/2012 to 11/12/2013	Not renewed
25	M/s R.S.Oil Industries Junglepur, Jalan Industrial Complex, Baniyara, P.O.Begri, Domjur Howrah-711411	Used Oil/ Waste Oil Kandla	From 7/1/2013 to 6/1/2014	rsoilindgo@gmail.com Not renewed
26	M/s Kutch Petrochem Pvt Ltd. Plot No.121, Sect- 9-C, Behind Ashok Leyland Gandhidham-Kachchh	Used Oil/ Waste Oil Kandla/Vadinar	From 29/1/2016 to 28/1/2017	kutchppl@rediffmail.com karanpandya@yahoo.in thakarjimmy@gmail.com
27	M/s Talha Traders Plot No.B-510, NU-4, Sapnanagar Gandhidham-Kachchh	Dry Soild Waste Non-hazardious Kandla	From 26/7/2013 to 25/7/2014	Not renewed
28	M/s Omega Marine Services Shop No.2, Brahm samaj Building Plot No. 106, Sector-8, Gandhidham	Dry Soild Waste Non-hazardious Kandla	From 12/5/2016 to 11/5/2017	omegamvn@hotmail.com karanpandya@yahoo.in thakarjimmy@gmail.com
29	M/s North East Lubrica Pvt.Ltd. Factory :- Survey No.404, Village Abitghar, Tal :- Wada, Dist :- Thane -421 303 (MS)	Used Oil/ Waste Oil Kandla	From 24/1/2014 to 23/1/2015	www.nelubrica.com Not renewed
30	M/s Rajdeep Enterprise, Factory :- Survey No.246, Plot No.5, Opp. Galaxy, Bearings Ltd., Rajkot-Gondal N.H.No.8-B, Shapar (Veraval)	Used Oil/ Waste Oil Kandla	From 19/5/2015 to 18/5/2016	rajdeep_enterprise@yahoo.co.in
31	M/s Poonam Petrochem Pvt. Ltd. 513, Nasibullah Compound, Kurla- Kalina Road, Near Baghdadad Hotel, Kurla (W) Mumbai- 400 070	Used Oil/ Waste Oil Kandla	From 6/12/2014 to 5/12/2015	poonampetro@gmail.com Not renewed
32	M/s Priyanshi Corporation C/o Maruti Petroleum, Shop No.2 N.H.-8 B, Shapar Veraval Ta.Kotda, Sangani, Dist-Rajkot-360 024	Used Oil/ Waste Oil Kandla	From 19/8/2015 to 18/8/2016	Contact No.7383599838 Mr.Sharad Jain
33	M/s Atlas Organic Pvt.Ltd. Office No.204/206, Elisbridge Shopping Centre, Opp Town Hall, Ashram Road, A'bad -380 006	Used Oil/ Waste Oil Kandla	From 17/9/2015 to 16/9/2016	atlasorganics@yahoo.com
34	M/s Shine Petrochem A-804, Samudra Complex, Near Classic Gold Hotel, Off-C.G.Road Navrangpura- A'bad	Used Oil/ Waste Oil Kandla	From 9/9/2015 to 8/9/2016	shinepetrochem@gmail.com
35	M/s Amar Hydro Carbon Pvt Ltd. Plot No.36, Survey No.165/1 to 180/1+2, Narayan Estate, Near IOC Pump, Iyava Tal. Sanand, Dist- A'bad	Used Oil/ Waste Oil Kandla	From 14/10/2015 to 13/10/2016	amarhydrocarbon@gmail.com

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Annexure -C

**Regular Monitoring of Mangrove Plantation (1400 ha) carried out by
Deendayal Port Authority, Kandla**

DPA Work Order No: WK/EG/4751/Part/ (Marine Ecology Monitoring)/10

Dt.03/05/2021

Submitted to



**Deendayal Port Authority
Administrative office building**

Post box no. 50

Gandhidham (Kachchh)

Gujarat-370201

Submitted by



Gujarat Institute of Desert Ecology

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MAY 2022



Certificate

This is to state that this Final report of the work entitled, **“Regular Monitoring of Mangrove Plantation (1400 Ha) carried out by Deendayal Port Authority (Statutory Requirement)”** has been prepared in the line with the work order issued by DPA vide No. EG/WK/4751/Part (Marine Ecology Monitoring)/10. Dt. 03.05.2021.

This report covers the study conducted during the period between May'2021 and May'2022.

Authorized Signatory



Institute Seal

PROJECT TEAM

Project Co-ordinator: Dr. V. Vijay Kumar, Director

Name of the Staff	Designation	Role
Dr. M. Jaikumar	Senior Scientist	Principal Investigator
Dr. Durga Prasad Behera	Project Scientist	Team Member
Dr. R. Ravinesh	Project Scientist	Team Member
Dr. Dhara Dixit	Project Scientist	Team Member
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Dr. L. Prabhadevi	Advisor	Team Member
Mr. Dayesh Parmar	Project Officer (RS&GIS)	Team Member
Mr. Sai Vineeth Perla	Senior Research Fellow	Team Member
Ms. Bhagavati Kannad	Junior Research Fellow	Team Member
Ms. Pallavi Joshi	Junior Research Fellow	Team Member

Snapshot of the Project, “Regular Monitoring of Mangrove Plantation (1400 Ha) carried out by Deendayal Port Authority (Statutory requirement)”

S. No	Components of the Study	Remarks
1	Deendayal Port's letter sanctioning the project	EG/ WK/4751/Part/ (Marine Ecology Monitoring)/10 dated 3/5/2021
2	Duration of the project	One year from 24.05.2021 to 23.05.2022
3	Period of the survey carried out for various components	July-2021 – April 2022
4	Survey area within the port limit	Sat Saida Bet, Nakti creek and Kantiyajal mangrove plantation sites
5	No of locations sampled within the port limits	05 blocks in Sat Saida Bet, 02 blocks in Nakti creek and 3 block at Kantiyajal
6	Components of the report	
6a	Mangrove density	<u>Sat Saida Bet:</u> Density of <i>A. marina</i> varied from 1300 to 3500 and individuals/ha and tree height ranging from 70 - 260cm <u>Nakti creek:</u> Density of <i>A. marina</i> varied from 900 – 3400 individuals/ha and tree height ranges from 72 - 280 cm. <u>Kantiyajal:</u> Density of <i>A. marina</i> varied from 1200 - 5200 individuals/ha tree height ranges from 13-220 cm. The density of <i>R. mucronata</i> at Kantiyajal was 1800 to 3500 individuals/ha and height ranges from 13 to 210 cm.
6b	Mangrove survival	The highest survival rate for <i>A. marina</i> plantation in 150 ha area at Kantiyajal was 75%, followed by 50ha area at Sat Saida bet (62.7%) and Nakti (54%).
6c	Assessment of below ground Carbon stock	The below ground Total Biomass Carbon of <i>A. marina</i> plantation varied from 42.36t/ha to 79.5t/ha. The highest below ground carbon stock potential was at Sat Saida Island.
6d	Assessment of above ground carbon	The above ground biomass was maximum 210.0 gm at Sat Saida Bet while at Nakti it was 161.0gm and at Kantiyajal 164.60gm.
7d	Management	The restoration efforts to be done to improve the sparse mangrove patches with multi-species plantation initiatives along with promotion of natural regeneration through long term efforts.
8	Status of 2017-2018 plantation	Sat Saida Bet

		<p>Average density of <i>A. marina</i> plants 2031 - 5387 individuals/ha with average height ranging from 39 - 113 cm.</p> <p>Nakti creek</p> <p>Plant density (<i>A. marina</i>) varied from 2340 – 2370 individuals/ha with average height from 53 - 84 cm. Very few <i>R. mucronata</i> and <i>C. tagal</i> plants survived.</p> <p>Kantiyajal</p> <p><i>A. marina</i> average density between 1460 and 2220 individuals/ha with an average height between 32 -37 cm. Average density of <i>R. mucronata</i> was 1280 individuals/ha with an average height of 30 cm and <i>R. mucronata</i> as frontline vegetation along the fringes of the block.</p> <p>Highest survival rate (88.8%) for <i>A. marina</i> plantation in 150 ha at Kantiyajal followed by <i>A. marina</i> plantation in 20 ha at Sat Saida bet (81.6%) during 2017-2018. The Total Biomass Carbon of <i>A. marina</i> plantation varied from 0.041 to 0.202 Mg/ha. The highest Carbon sequestration potential was of Nakti creek during 2017-2018.</p>
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1 Introduction

Mangrove forests make up one of the most productive and biologically diverse ecosystems on the planet. They grow in a variety of depths of salt water with breathing roots or Pneumatophores providing habitat for different macro and micro faunal species. The ability of mangroves to absorb up to four times more carbon dioxide by area than other terrestrial forests recognize their importance in global warming (Donato *et. al.*, 2011). The mangroves are economically important by supporting fisheries, ecotourism and carbon sequestration (Baig *et. al.*, 2015). Over the years, the global scientific community has widely realized the ecological role of mangroves and the services they provide. Despite the benefits it provides, mangroves are being overexploited and deteriorated for various reasons and area under mangrove cover decreased at an alarming rate and poorly restored (UNEP, 2014). Thus, researchers eventually tried to restore mangrove through plantation/conservation to retain the ecological and economic values, and as a result the rate of loss has been decreased and stabilized during the period of 1980 to 2000 compared to the terrestrial forest loss (Duraiappah *et. al.*, 2005). India has a total of 7516.6 km coastline distributed among nine maritime states and four Union Territories (Anon, 2001), of which Gujarat possesses the longest coastline extending to 1650 km. A total of 46 true mangrove species belonging to 14 families and 22 genera are found in Indian mangrove habitats (Ragavan *et. al.*, 2016). Around 3 % of the earth's total mangrove vegetation is found in India (FSI, 2021). Gujarat has the country's second-largest mangrove cover (1175Km²).

Mangrove being the woody habitats forms the vital carbon sinks in the coastal regions. Deendayal Port Authority (hereafter DPA) has been involved in the mangrove plantation activity as per the specifications by the Ministry of Environment Forests and Climate Change, Govt. of India, (hereafter MoEFCC) in the port premises and the adjoining creek environments in order to mitigate the environmental impacts due to the Port's regular activities in the coastal waters and the land. The coastal water itself can absorb the atmospheric carbon dioxide, and the microscopic phytoplankton tends to remove a huge amount of it through photosynthesis and diffusing oxygen into the water. The monitoring of the mangrove plantation carried out by the DPA has been undertaken by Gujarat Institute of Desert Ecology (hereafter GUIDE) regularly as per the specification in the work order (EG/WK/4751/part Marine Ecology Monitoring)/10 dated 03.05.21. This report describes the monitoring results of the mangrove plantation managed by the DPA at Nakti creek, Kantiyajal and Sat Saida Bet during the period of 2021 to 2022.

2 Objectives of the study

This study aims to assess the growth and survival rate of mangrove plantations, factors affecting the health of the mangrove and suggest appropriate remedial measures and techniques for conserving them.

The specific objectives are:

- i. To evaluate 1400 Ha of mangrove plantation at Sat Saida Bet, Nakti creek in Kachchh coast, and Kantiyajal in Bharuch district carried out by the Gujarat Ecology Commission (GEC), and the Department of Forest, Govt. of Gujarat.
- ii. To assess the extent of the plantation, health status, survival of the sapling, mortality rate and growth of the planted mangroves.
- iii. To provide a comprehensive overview of both the composition and distribution of the planted mangroves.
- iv. To assess the potential below ground carbon stock of the mangrove plantation in view of climate change.

3 Mangroves as blue-carbon stock

Mangrove ecosystems are large and dynamic carbon reservoirs, involved in the global carbon cycle and a potential sink of atmospheric carbon dioxide (Clark, 2001; Matsui *et. al.*, 2010). Currently, the world's mangroves store carbon equivalent to over 21 gigatons of CO₂. Destruction of mangrove ecosystems releases this carbon into the atmosphere, accelerating the rate of climate change. (Lovelock *et. al.*, 2022). It has been estimated that mangroves prevent more than \$65 billion in property damages and reduce flood risk to some 15 million people every year (Spalding *et. al.*, 2021). In the face of accelerating climate change, mangroves are significant contributors to ecosystem-based adaptation, with a robust capacity to support lives and livelihoods, even in the expected future changes predicted by most of the general circulation models (IPCC 2013). A salient feature of mangrove forests is converting carbon dioxide to organic carbon at higher rates than almost any other existing habitat on earth (Ezcurra *et al.*, 2016). This 'blue carbon' is stored both in the living plants and their thick muddy soils, where it can remain fixed for centuries.

Although the area covered by mangrove forests represents only a tiny fraction of the tropical forests, their position at the terrestrial-ocean interface and possible exchange with coastal ocean

waters make a unique contribution to the total carbon cycle in the coastal ocean (Twilley, 1992). The contribution of coastal and marine ecosystems to mitigate climate change through carbon sequestration and storage is much more compared to their terrestrial counterparts (Steven *et. al.*, 2008; Yee. 2010). Blue carbon sinks include open oceans, kelp forests, salt marshes, sea grass beds, coral reefs and mangroves. Management of these blue carbon sinks is currently not being accounted for in most of the climate change policies and is excluded from national carbon inventories and international carbon payment schemes (Lasco, 2004). There are two different mangrove biomass estimation methods well established viz. field measurement and remote sensing & GIS-based approach. Amongst them, the field measurement has been considered to be precise and accurate (Petrokofsky *et al.*, 2012). Further, field-based data is also required for validation in remote sensing and GIS-based approach. Hence, in recent years, field measurements have been conducted to support and collate satellite data for meaningful estimations. Approximation of the global carbon cycle done through, scaling- up of successful protection and restoration measures (Lovelock *et. al.*, 2022). And additionally, these coastal ecosystems provide numerous benefits and services that are essential for climate change adaptation, including coastal protection and food security for many communities globally (IUCN 2017). On an implementation global level, carbon stores in different level viz., mangroves, salt marshes and seagrasses can be included in national accounting, according to the Intergovernmental Panel on Climate Change (IPCC 2013). Although there was no record of sea grass in the DPA area (GUIDE 2018).

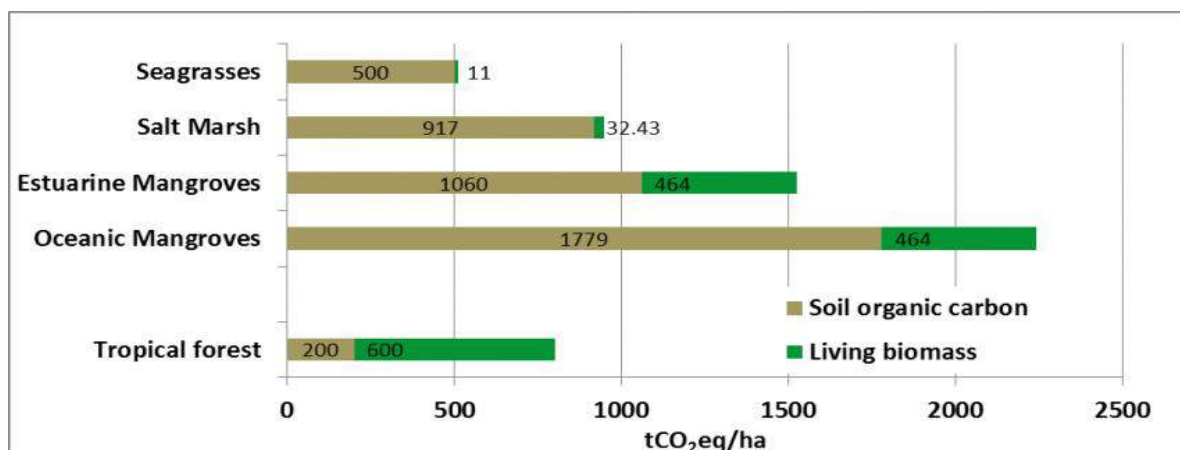


Figure 1. Different level of Carbon Storage
 (Source-IPCC, 2013 Supplement to the 2006 Guidelines for National Greenhouse Gas Inventories: Wetlands).

4 Rationale

DPA is one of the largest ports in India, having one of the largest coastal habitats, with mangroves (24328.7ha) and mudflats (31089.06 ha) around its jurisdiction. The Port Authority has been very keen and dedicated in restoring the environmental quality of both the shore line and the coastal zone by implementing reliable modern technologies with the participation of the state and central government departments and the local people. Besides the legal mandates, the port authority itself has been implementing projects, time to time towards the conservation of the mangrove and other plants and protecting their coastal habitats and measures been taken to conserve and preserve mangroves within the DPA area, to retain the ecosystem services of mangroves. Accordingly, DPA has carried out mangrove plantation in 1400 ha between 2005 and 2019 through various implementing agencies at Sat Saida Bet and Nakti creek in Kandla and Kantiyajal in Bharuch district. The DPA has entrusted the task of evaluating the status of 1400 ha of mangrove plantation in these locations to the GUIDE, Bhuj. The detailed report on the mangrove plantation evaluation is submitted to the DPA time to time.

5 Study Area

5.1 Deendayal Port Environment

Deendayal Port in Kachchh District of Gujarat State (formerly Kandla Port Trust), operated by Deendayal Port Authority (DPA), is a gateway Port to the hinterland in the western and northern states of India. It is one of the 11 major Ports of India situated at 22°59'39.77'' N latitude and; 70°13'20.14'' E longitude on Kandla creek at Gulf of Kachchh. The inclusion of Karachi Port in Pakistan after India's partition and heavy traffic congestion at the then Bombay Port gave impetus for promoting Deendayal Port during the 1950s. In 1955, Deendayal Port acquired the status of a major Port in India. Because of its proximity to the Gulf countries. Large quantities of crude petroleum and other assorted cargo are imported through Deendayal Port.

The Port presently has 14 jetties, six oil terminals, and several allied facilities for handling dry and liquid cargo. Regular expansion/developmental activities such as the addition of jetties, allied Special Economic Zones (SEZ hereafter), industrial parks and ship bunkering facilities are underway to cope with the increasing cargo handling demands. Shri Mansukh Mandaviya, Minister of State for Ports, Shipping and Waterways (I/C) appreciated the efforts taken by Deendayal Port and added that it is indeed the major achievements in the challenging COVID

times and it is significant indication that economy is bouncing back to achieve pre-COVID times. Major commodities handled by the Deendayal Port are Crude Oil, Petroleum product, Coal, Salt, Edible Oil, Fertilizer, Sugar, Timber, Soya bean, Wheat. This major achievement can be attributed to the user-friendly approach of port with the Shipping fraternity / stakeholders and constant consultations with them to improve Ease of Doing Business. An assortment of liquid and dry cargo is being handled at Deendayal Port. The dry cargo includes fertilizers, iron scrap, steel, food grain, metal products, ores, cement, coal, machinery, sugar, wooden logs, salt extractions, etc. The liquid cargo includes edible oil, crude oil and other petroleum products. DPA created a new record by handling 127.10 million metric tonnes of cargo during FY 2021-22 compared to 117.566 MMT in FY 2020-21, with a growth of 8.11%. Incidentally, DPA is the only major Indian Port to handle more than 127 MMT cargo throughput, and it has also registered as the highest cargo throughput in its history. The Port has handled 3151 vessels during FY 2021-22 compared to 3095 vessels in FY 2019-20. While the Port has flagged off several projects related to infrastructure creation, DPA has successfully awarded the work of augmentation of Liquid cargo handling capacity by revamping the existing pipeline network at the oil jetty area in September 2021.

Deendayal Port is a natural harbour located on the eastern bank of North-South trending Kandla creek at an aerial distance of 145 km from the Gulf's mouth. Being located at the inner end of the Gulf of Kachchh (GoK), Deendayal Port has a fragile marine ecosystem with a vast expanse of mangroves, mudflats, creek systems and allied biota. The Port location is marked by a network of major and minor mangrove-lined creek systems with a vast extent of mudflats. The coastal belt in and around the Port has an irregular and dissected configuration. Due to its location, the tidal amplitude varies, experiencing 6.66 m during Mean High-Water Spring (MHWS) and 0.78 m during Mean Low Water Spring (MLWS) with an MSL of 3.88 m. Commensurate with the increasing tidal amplitude, vast intertidal expanses are present in and around the Port environment. This, along with the occurrence of mudflats, enables mangrove formations at the intertidal belts. Annual rainfall during 2021 was 466 mm, which is often irregular (GWRDC, 2021). There are no perennial or seasonal rivers in Gandhidham taluka. Total rainy days during the monsoon season is limited to only 15-20 days and used to be erratic. Freshwater input into the near coastal waters is relatively meagre and appears to have less influence on the ambient coastal water quality except during monsoon months, during which freshwater through flash floods get discharged in the near coastal waters. The annual average humidity is 60%, which increases to 80% during the southwest monsoon (June to September)

and decreases to 50% during November-December. The average wind speed is 4.65 m/s, with a maximum wind speed of 10.61 m/s during June. The drought phenomenon is common with two drought years in a cycle of 5 years. The annual mean maximum and minimum temperatures are 42.8°C and 21.3°C, respectively (Table 1).

The coastal belt in and around the Kandla region is characterized by a network of creek systems and mudflats covered by sparse halophytic vegetation, creek water and salt-encrusted land mass, which forms the major land forms. The surrounding environment in a radius of 10 km from the Port is mostly built-up areas consisting of salt works, human habitations and Port related structures on the west and north, creek system, mangrove formations and mudflats on the east and south. The Deendayal Port and its surroundings have mangroves, mudflats and creek systems as major ecological entities. Various ecosystem services provided by the mangrove ecosystem is depicted in Fig-2 (IUCN-2017).

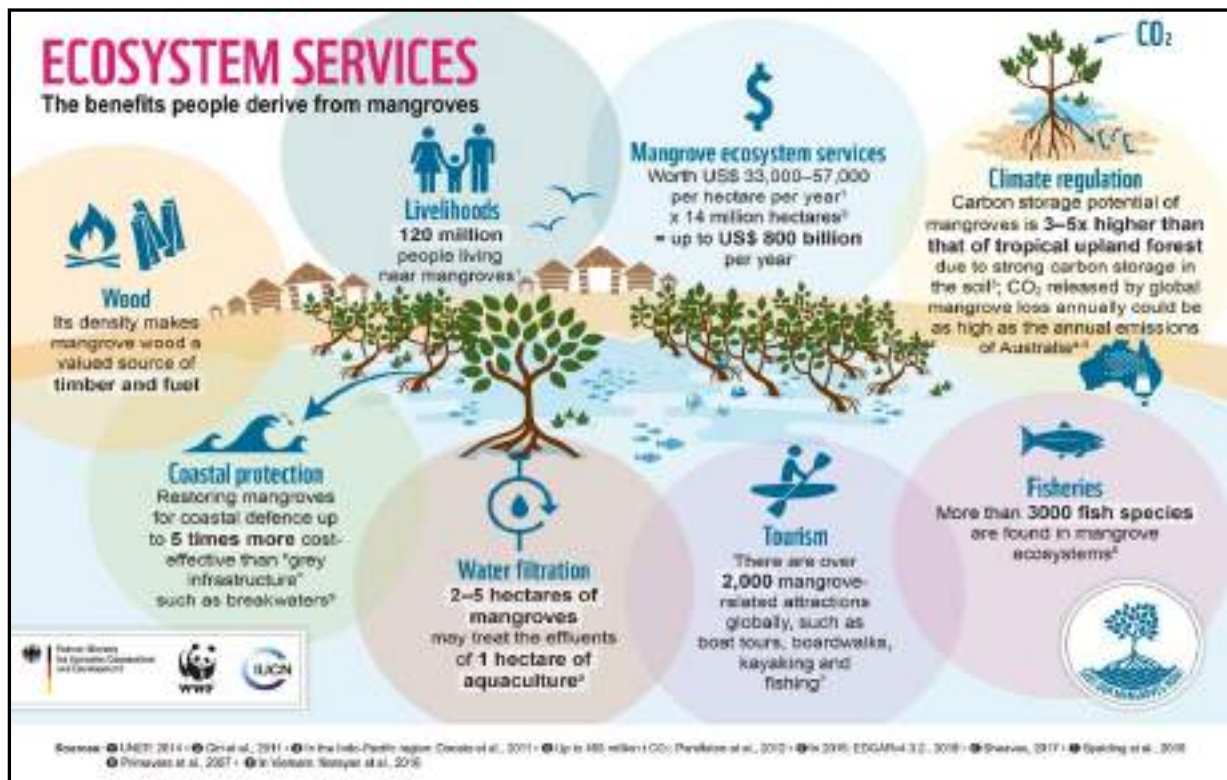


Figure 2. Schematic diagram of Ecosystem services of Mangroves (IUCN, 2017)

Table 1. Environmental setting of the Deendayal Port region

Sl. No.	Particulars	Details
1	Deendayal Port Co-ordinates	22° 59'39.77' N, 70°13'20.14'' E
2	Elevation above Mean Sea level	~20 ft
3	Climatic Conditions	As per Meteorological Station, Deendayal Port Annual Mean Max Temp: 42.8°C Annual Mean Min Temp: 21.3°C Rainfall: 466 mm (Annual mean 2021)
4	Land Use of nearby areas	Comparatively flat marshy land with stunted and dense mangrove formation, mudflats, creek systems, coastal halophytes, saltpans and salt swamps
5	Nearest Highway	National Highway 8A
6	Nearest Railway Station	Gandhidham RS
7	Nearest major airport	Bhuj (~60 km, NW)
8	Nearest Village habitation	Tuna (~12 km, North)
9	Nearest Major Town	Gandhidham (12 km, Northwest)
10	Reserved Forest	Nil
11	Historically Important Places	Nil
12	Rivers/streams around the project environs	Nil
13	Major Dams and barrages	Nil
14	Survey of India Topo sheet covering the proposed site and surroundings	41J1 and 41I4
15	Seismic Zone	Zone –V

5.2 Details of plantation sites

The present study focused on the assessment of the present status of the mangrove at Sat Saida bet and Nakti creek in the Kandla (Kachchh) and Kantiyajal in the Bharuch district vicinity covering eight blocks occupying an area of 1300 ha, where plantation activities have been conducted during the period between 2005 and 2017. However, the present study (2021-2022) will also cover the additional 100 ha plantations carried out at Sat Saida bet (50 ha), and Kantiyajal (50 ha) during 2018 and 2019 with a total coverage area of 1400ha. The primary goal of this study is to assess the survival rate of mangrove plantations and the carbon sequestration potential of planted mangroves and suggest achievable conservation measures. The details of the mangrove plantation work carried out in a phased manner by the DPA is presented in Fig -3 & 4 and Table 2, 3 & 4.

Table 2. Details of the implemented mangrove plantation activities by DPA

Location	Year of Plantation	Area (ha)	Species planted	Implementing Agency
Sat Saida Bet, Kachchh district	2005-2006	20	<i>A. marina</i>	Gujarat Institute of Desert Ecology, Bhuj
	2011-2012	200	<i>A. marina</i>	Forest Department, GoG
	2012-2013	300	<i>A. marina</i>	Forest Department, GoG
	2013-2014	330	<i>A. marina</i>	Forest Department, GoG
	2018-2019	50	<i>A. marina</i>	Gujarat Ecology Commission
Nakti Creek, Kachchh district	2008-2009	50	<i>A. marina</i>	M/s. Patel Construction Co, Gandhidham
	2010-2011	100	<i>A. marina</i> <i>R. mucronata</i> <i>C. tagal</i>	Gujarat Ecology Commission
Kantiyajal, Bharuch District	2015-2016	150	<i>A. marina</i>	Gujarat Ecology Commission
	2016-2017	150	<i>A. marina</i> <i>R. mucronata</i>	Gujarat Ecology Commission
	2018-2019	50	<i>A. marina</i>	Gujarat Ecology Commission
Total		1400		

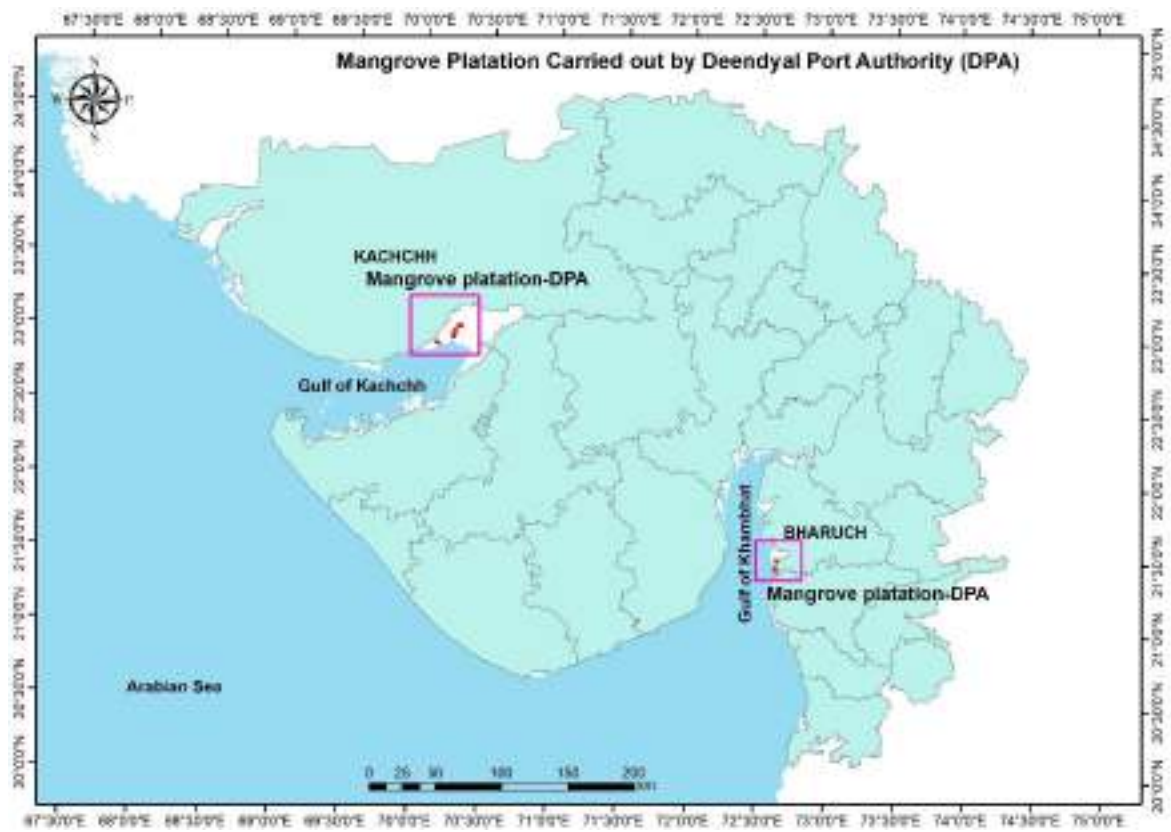


Figure 3. Mangrove plantation carried out by DPA at Kantiyajal and in the Gulf of Kachchh



Figure 4. Location of Mangrove Plantation sites at Sat Saida Bet and Natki creek

5.3 Regular mapping through GIS & RS

Mangrove plantations in 1400 ha was regularly monitored and mapped using RS and GIS facilities as part of the conservation and management efforts. The difference in mangrove density was assessed through ArcGIS (version 9.3) and ERDAS (version 9.3) and areas having restoration priority was identified for plantation activity.

5.4 Land use/ Land cover

From April, 2017 to March, 2022 within the span of 5 years the overall mangrove area increased from 19319 ha to 24328 ha (43.7%) (Table-5). Most of the mudflat area converted to Mangrove area, and hence a decreasing trend of the mudflat is clearly observed. Good monsoon and favorable environmental conditions have positively impacted the mangroves to flourish (Saravanakumar *et. al.*, 2008, Das *et. al* 2019). The Figure -5 and 6 clearly depicts the year wise increase in mangrove area in the DPA vicinity and at present 24% of the total area is covered by mangroves.

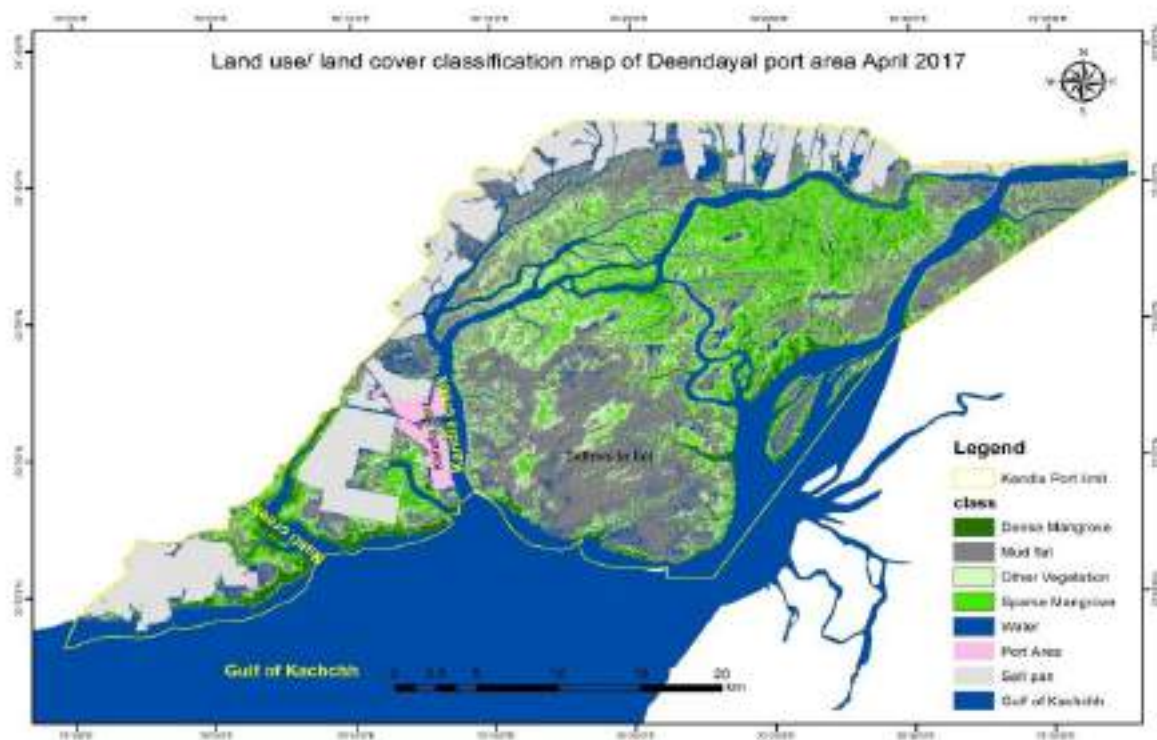


Figure 5. Land use/Land cover classification in Deendayal port area – (April 2017)



Figure 6. Land use/ land cover classification map of DPA (March-2022)

Table 3. Land use /land cover statistics in the DPA area for April-2017 and March-2022

Class name	Area (ha) in 2017	Area(ha) in 2022	Area difference in 5 years	Percentage (%)
Mangrove	19319.71	24328.7	+5009	+43.7
Mudflat	31293.43	31089.06	-204.37	-1.8
Other vegetation	12438.8	11561.2	-877.6	-7.7
Port Area	1243.67	1436.75	+193.08	+1.7
Salt pan	15016.1	15545.7	+529.6	+4.6
Water bodies	20674.3	16024.6	-4649.7	-40.6
Total	99986.01	99986.01	11463.35	100

5.5 Mangrove plantation at Nakti creek (150 ha)

A total of 150 ha of mangrove plantation was carried out in Nakti creek with two blocks with an area of 100 ha and 50 ha, by two agencies; M/s. Patel Construction Co, Gandhidham (2008-09) (Fig.6,7 & Table 4) and Gujarat Ecology Commission (2010-11), respectively. The plantation was carried out using three different techniques like transplantation of nursery raised saplings, *otla* bed, and direct seed dibbling methods. For the 50ha block in Nakti creek, *A. marina* was planted (Table 6). In the second block (other side of Nakti creek) *Ceriops tagal* was also sown. In the third block, located on the eastern side of the second block, seeds of *A. marina* were sown. The fourth block plantation was done alongside the minor creek system along the bund and road, where propagules of *Rhizophora mucronata* and *Ceriops tagal* were planted in the 100ha (Table 5). The mangrove plant density at the 100 Ha and 50 Ha plot was found increased from 2007 as deduced from the imageries as shown in Figure 8 and 11.

Table 4. Sampling location of Nakti Creek (150 ha)

Block Area covered	Quadrante no.	Latitude	Longitude
100ha	1	22°58'8.09"	70°7.' 22.34"
	2	22°57'53.06"	70°7.' 18.92"
	3	22°58'0.58"	70°7.' 22.43"
	4	22°57'51.90"	70°7.' 27.09"
	5	22°58'3.87"	70°7.' 42.02"
	6	22°57'27.48"	70°8.' 30.93"
	7	22°57'35.06"	70°8.' 18.55"
	8	22°57'42.10"	70°8.' 10.82"
	9	22°57'40.82"	70°8.' 26.84"
	10	22°57'11.00"	70°8.' 59.69"
50ha	1	22°57'39.35"	70°8.' 8.05"
	2	22°57'28.36"	70°8.' 20.38"
	3	22°57'15.00"	70°8.' 54.57"
	4	22°57'56.23"	70°8.' 4.12"
	5	22°57'17.46"	70°8.' 39.60"

Table 5. *A marina* plantation (2010-2011) in 100 ha at Nakti creek

S. No.	Sampling Location		Density (Ha)	Height (cm)	St. Dev
Q1	22° 57 50.0 N	70° 09 40.8 E	1200	55.3	14.7
Q2	22 °57 47.8 N	70° 09 42.4 E	2000	67.1	21.04
Q3	22 °57 46.1N	70 °09 42.8E	1200	70.1	29.3
Q4	22° 57 42.4N	70 °09 44.3E	2000	80.1	41.4
Q5	22° 57 41.6N	70° 09 46.2E	3200	90.9	28.3
Q6	22°57 31.1N	70° 09 49.6E	2700	90.9	23.4
Q7	22°57 39.8 N	70° 09 48.8E	3400	82.8	19.9
Q8	22°57 38.6 N	70 °09 51.2E	3500	88.9	20.6
Q9	22°57 38.2N	70 09 54.5 E	2500	115.9	28.2
Q10	22°57 37.5 N	70 09 52.9 E	2000	99.5	17.8
Average			2370	84	--



Figure 7. Mangrove plantation 100 ha at Nakti creek during 2017-2018

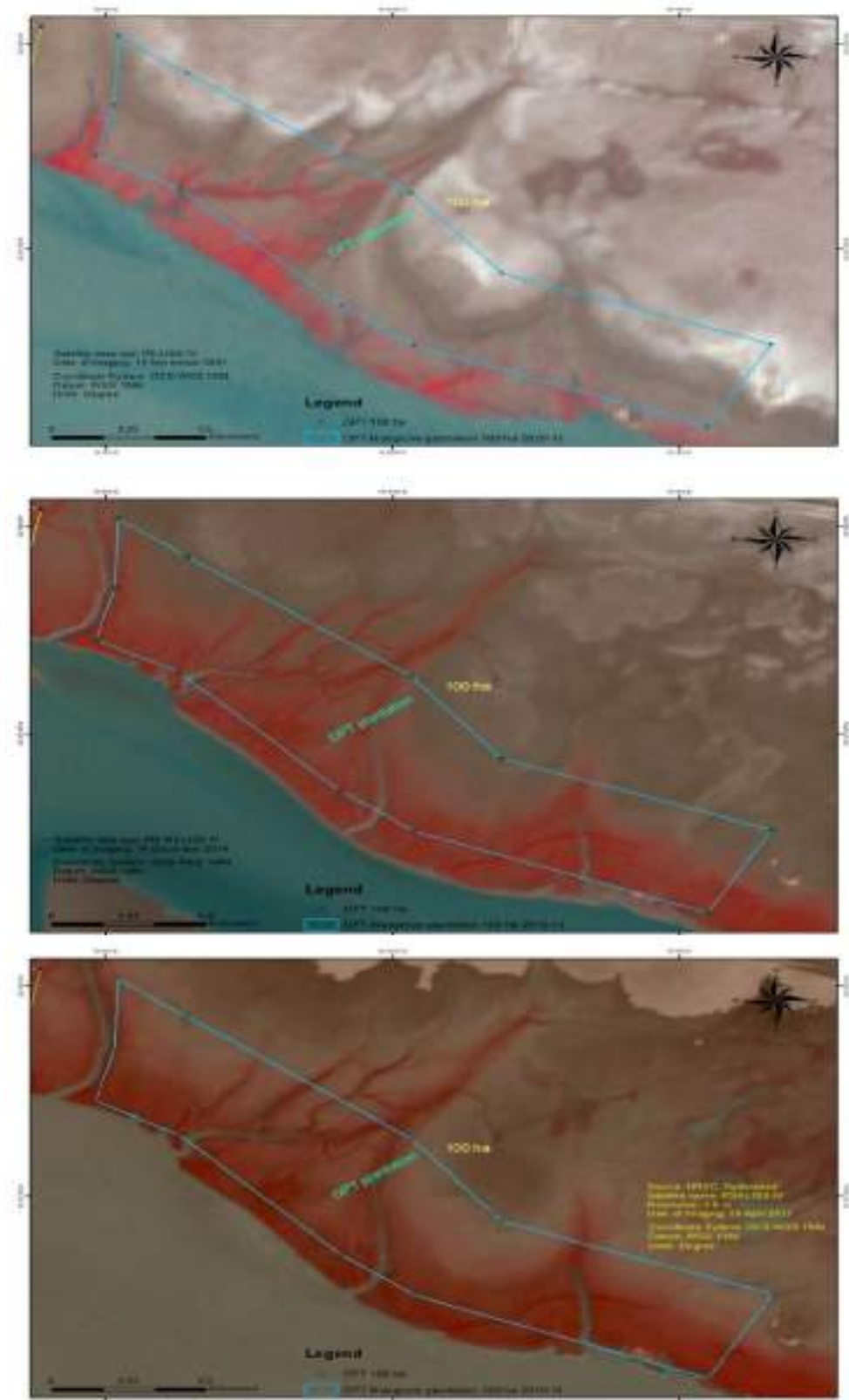


Figure 8. Satellite images of mangrove plantation at Nakti creek (2007,2014 & 2018).

Table 6. *A marina* plantation (2008-2009) in 50 ha at Nakti creek

Sl. No.	Sampling Location		Density (Ha)	Height (cm)	St. Dev
Q1	22° 57' 12.9N	70° 09' 04.9 E	3000	53.8	19.6
Q2	22°57' 11.6 N	70° 09'04.5 E	3000	64.8	18.4
Q3	22°57'10.9 N	70°09' 04.7 E	2400	70.5	24.0
Q4	22°57'10.3 N	70°09' 05.4 E	2800	65.8	19.2
Q5	22°57'09.6 N	70°09'06.2 E	2500	63.0	15.9
Q6	22°57'09.1 N	70°09'07.2 E	2700	60.2	15.2
Q7	22°57'09.1 N	70°09'08.2 E	2500	40.9	15.6
Q8	22°57'09.2 N	70°09'08.4 E	0	0.0	0.0
Q9	22°57'08.1 N	70°09'10.0 E	2700	54.1	15.6
Q10	22°57'07.7 N	70°09'10.3 E	1800	60.9	24.6
Average			2340	53	--



Figure 9. Mangrove plantation 50 ha at Nakti creek during 2008-2009



Figure 10. Mangrove plantation 50 ha at Nakti creek during 2017-2018

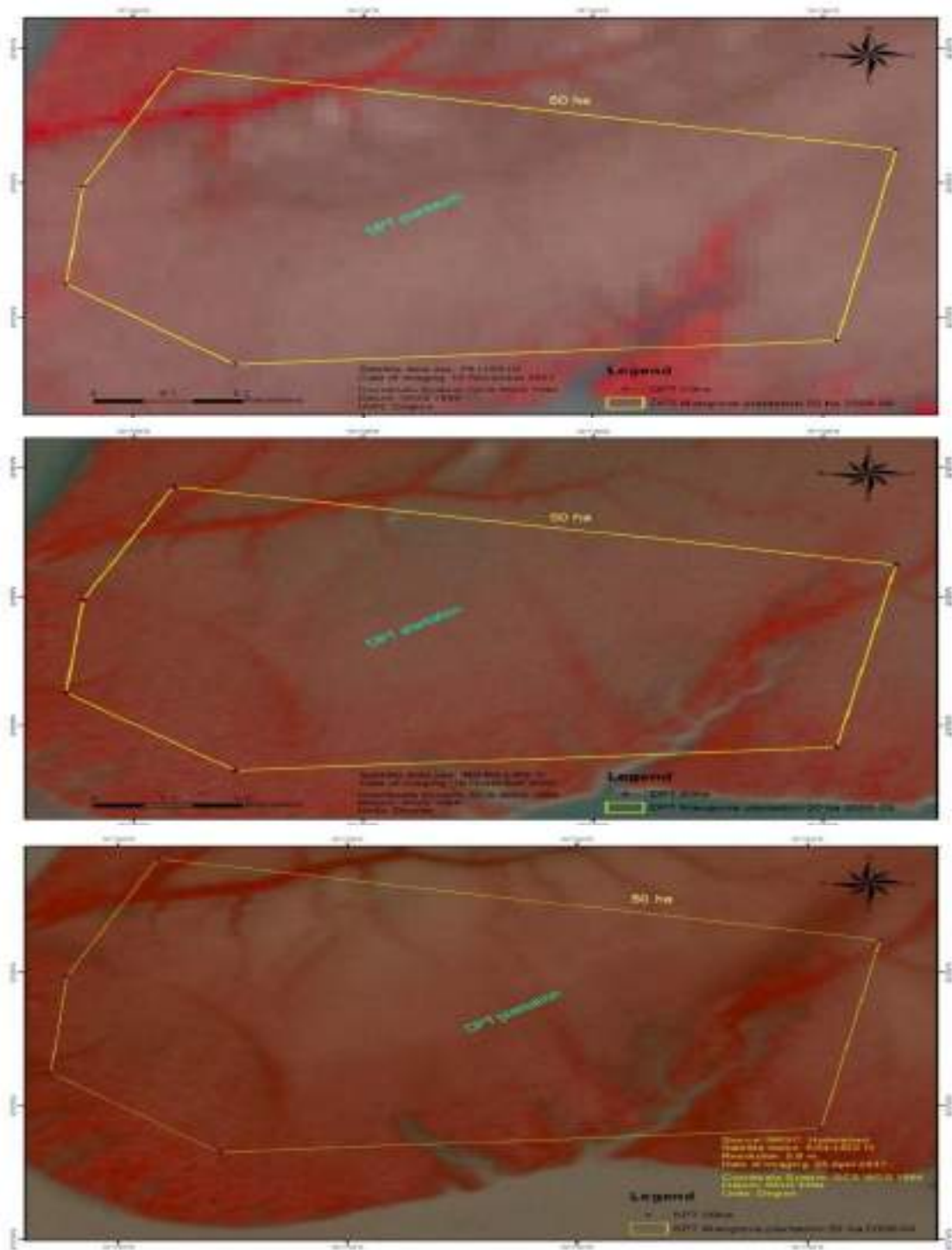


Figure 11 Satellite images of 50 ha mangrove plantation at Nakti creek during the years 2007,2014 & 2018.

5.6 Plantation at Kantiyajal (350 ha)

The plantation site at Kantiyajal has naturally growing *A. marina* extending from the lower littoral to the mid-littoral zone. The plantation site is located near (N 21°27'01.1'', to 21°26'54.24'' and E 72°40'36.04, to 72°38'58.22'') to this luxuriantly growing mangrove patch. The site is behind the naturally growing plants away from the waterline; however, everyday tidal flushing keeps this site relatively healthy. The total 350 ha mangrove plantation was conducted in separate blocks, like 150 ha each during 2015-2016 and 2016-2017 and 50ha during 2018-2019 at Kantiyajal (Fig-12,15 & 16). Of the total 150 ha, 70 ha plantation activities were carried out following nursery raised saplings and the remaining 80 ha area by *Otla* beds of 1 x 1 x 1 m prepared to improve mangrove density. *A. marina* saplings were transplanted at a distance of 2.5 x 2 m. In total, 32,000 such beds were prepared in the 80 ha (Table 7,8 & 9). All plantation activities were taken care of by Gujarat Ecology Commission. *A. marina* was the preferred species for plantation in both blocks. The Figures 15 and 16 explains the sparse distribution of the plants as well as their stunted growth on the monitored plots.

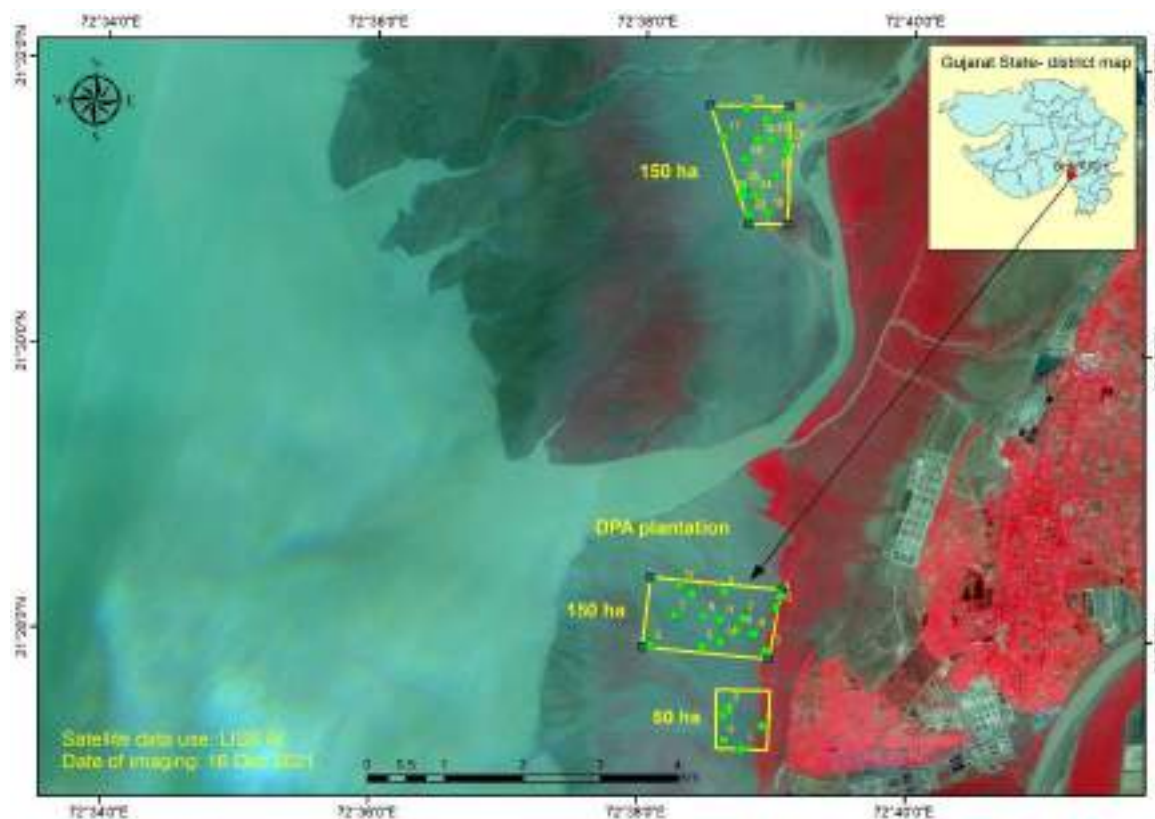


Figure 12. Mangrove plantation at Kantiyajal (350 ha)

Table 7. Sampling location of Kantiyajal (350 ha)

Block area covered	Quadrante no.	Latitude	Longitude
150ha	1	21°28'17.76"	72°38'24.00"
	2	21°28'9.12"	72°38'16.08"
	3	21°27'56.16"	72°38'5.64"
	4	21°28'17.76"	72°39'3.24"
	5	21°27'56.16"	72°38'28.68"
	6	21°28'8.76"	72°38'29.40"
	7	21°28'8.04"	72°38'46.68"
	8	21°28'1.56"	72°38'51.72"
	9	21°28'19.20"	72°38'38.04"
	10	21°28'3.00"	72°38'43.80"
	11	21°28'7.32"	72°38'36.24"
	12	21°28'21.72"	72°38'17.88"
	13	21°27'54.72"	72°38'56.76"
	14	27°57.96"	72°38'36.60"
	15	21°28'12.72"	72°39'1.44"
Block area covered	Quadrante no.	Latitude	Longitude
150 ha	1	21°30'58.68"	72°38'55.32"
	2	21°31'30.00"	72°38'35.16"
	3	21°31'29.64"	72°38'49.92"
	4	21°31'41.88"	72°38'45.24"
	5	21°31'37.56"	72°38'53.52"
	6	21°31'29.64"	72°38'56.40"
	7	21°31'5.88"	72°38'44.52"
	8	21°30'57.60"	72°38'46.68"
	9	21°31'5.88"	72°38'49.56"
	10	21°31'9.12"	72°38'43.80"
	11	21°31'14.52"	72°38'58.92"
	12	21°31'24.96"	72°39'2.52"
	13	21°31'20.64"	72°38'44.88"
	14	21°31'27.12"	72°39'4.32"
	15	21°31'39.00"	72°39'4.32"
Block area covered	Quadrante no.	Latitude	Longitude
50ha	1	21°27'13.32"	72°38'47.04"
	2	21°27'27.36"	72°38'38.40"
	3	21°27'30.60"	72°38'40.92"
	4	21°27'22.68"	72°38'56.04"
	5	21°27'16.92"	72°38'39.12"

Table 8 Mangrove plantation (2015-2016) in 150 ha at Kantiyajal

<i>A. marina</i>					
Sl. No.	Sampling Location		Density (Ha)	Height (cm)	St. Dev
Q1	21° 28' 5.2" N	72° 38' 57.0" E	2000	29.8	9.0
Q2	21° 28' 22.19" N	72° 38' 12.43" E	2200	42.4	10.9
Q3	21° 28' 14.73" N	72° 38' 52.97" E	1900	41.1	13.9
Q4	21° 28' 05.00" N	72° 38' 58.66" E	1000	38.1	7.1
Q5	21° 28' 56.68" N	72° 38' 50.88" E	0	0.0	0.0
Q6	21° 28' 59.18" N	72° 38' 28.70" E	1600	40.9	11.6
Q7	21° 28' 15.05" N	72° 38' 32.30" E	1900	36.0	11.3
Q8	21° 28' 17.86" N	72° 38' 39.86" E	0	0.0	0.0
Q9	21° 28' 18.73" N	72° 38' 50.30" E	2200	44.2	12.0
Q10	21° 28' 00.43" N	72° 38' 08.02" E	1800	45.8	9.7
Average			1460	32	--
<i>R. mucronate</i>					
Sl. No.	Sampling Location		Density (Ha)	Height (cm)	St. Dev
Q1	21° 28' 20.93" N	72° 38' 22.20" E	1700	32.5	7.4
Q2	21° 28' 16.56" N	72° 38' 27.88" E	1400	41.4	4.5
Q3	21° 28' 19.69" N	72° 38' 11.96" E	0	0.0	0.0
Q4	21° 28' 9.32" N	72° 38' 7.73" E	700	39.4	7.4
Q5	21° 28' 19.73" N	72° 38' 57.43" E	0	0.0	0.0
Q6	21° 28' 11.18" N	72° 38' 5.68" E	400	36.0	2.0
Q7	21° 28' 5.26" N	72° 38' 4.07" E	300	26.0	1.8
Q8	21° 28' 8.12" N	72° 38' 57.79" E	0	0.0	0.0
Q9	21° 28' 23.34" N	72° 38' 48.32" E	800	45.6	8.6
Q10	21° 28' 17.6" N	72° 38' 40.84" E	800	48.4	13.0
Q11	21° 31' 7.25" N	72° 38' 44.82" E	2800	40.6	11.5
Q12	21° 31' 6.76" N	72° 38' 52.51" E	2300	43.4	10.4
Q13	21° 31' 3.83" N	72° 38' 49.30" E	0	0.0	0.0
Q14	21° 31' 0.54" N	72° 38' 45.11" E	2200	35.9	6.8
Q15	21° 31' 0.58" N	72° 38' 39.17" E	2600	42.4	8.7
Q16	21° 31' 1.28" N	72° 38' 33.98" E	0	0.0	0.0
Q17	21° 31' 5.42" N	72° 38' 33.96" E	2300	44.9	9.8
Q18	21° 31' 7.28" N	72° 38' 38.40" E	2800	39.4	11.5
Q19	21° 31' 7.10" N	72° 38' 42.80" E	2400	42.7	12.7
Q20	21° 31' 3.75" N	72° 38' 44.30" E	2100	44.8	12.9
Average			1280.0	30	--

Table 9. *A marina* (2016-2017) in 150 ha at Kantiyajal

Sl. No.	Sampling Location		Density (Ha)	Height (cm)	St. Dev
Q1	21° 30 58.13" N	72° 38 59.38" E	2600	44.4	13.9
Q2	21° 31 0.49" N	72° 38 48.24" E	2200	41.9	12.7
Q3	21° 31 11.8" N	72° 38 41.61" E	2300	42.9	14.7
Q4	21° 31 15.00" N	72° 38 49.07" E	3000	44.0	9.2
Q5	21° 31 26.22" N	72° 38 46.59" E	2800	37.3	11.8
Q6	21° 31 25.92" N	72° 38 53.85" E	0	0.0	0.0
Q7	21° 31 35.09" N	72° 38 5.04" E	2100	42.1	12.2
Q8	21° 31 13.63" N	72° 38 58.43" E	2400	40.5	12.0
Q9	21° 31 5.94" N	72° 38 53.41" E	2500	41.2	10.4
Q10	21° 31 41.71" N	72° 38 34.34" E	2300	40.0	10.9
Average			2220.0	37	--



Figure 13. Mangrove plantation 150 ha at Kantiyajal-Block 1 during 2018



Figure 14. Mangrove plantation 150 ha at Kantiyajal-Block 2 during 2018

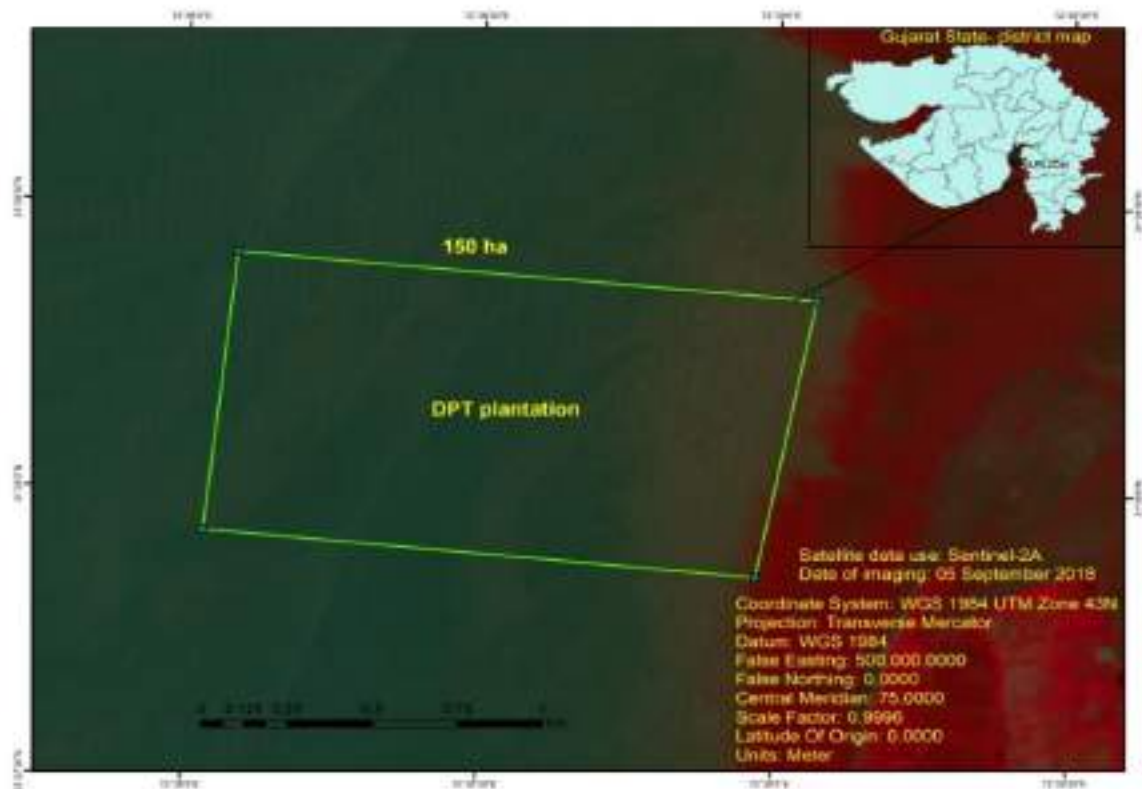


Figure 15. Satellite imageries of the plantation at Kantiyajal-block 1 (2018)

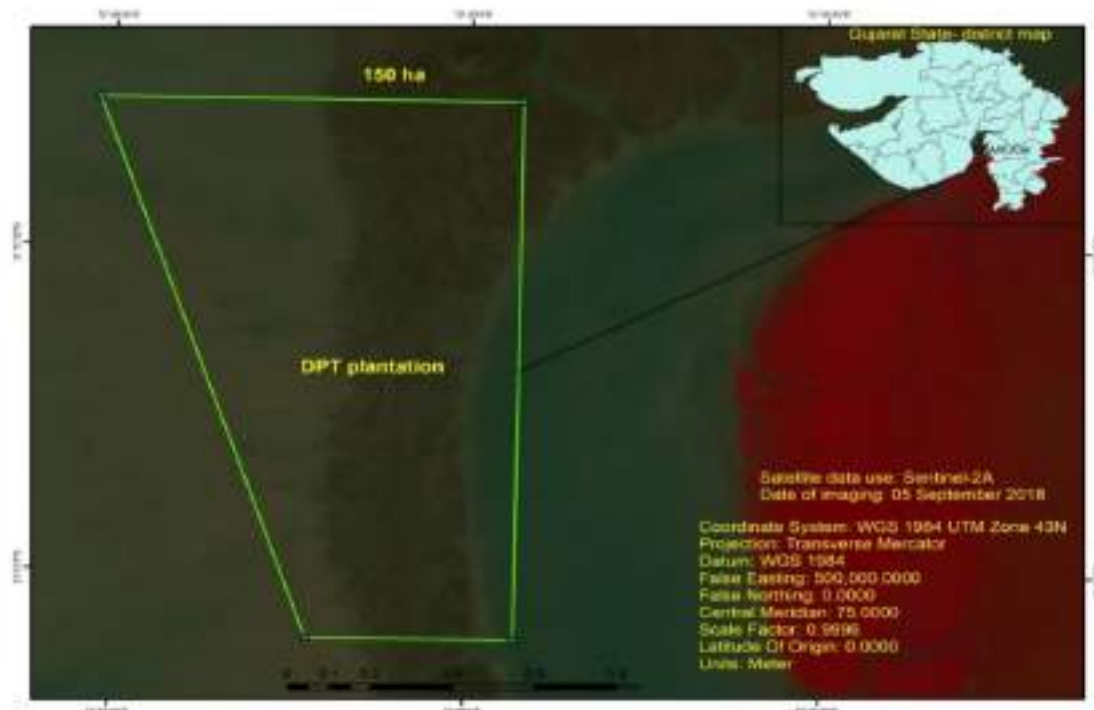


Figure 16. Satellite imageries of the plantation at Kantiyajal-block 2 (2018)

5.7 Plantation at Sat Saida bet (900 ha)

A total of 900 ha of mangrove assessment were carried out in Sat Saida bet with five blocks mentioned in Table 10 and 11 with an area of 330ha, 300 ha, 200 ha, 20 ha and 50ha by Gujarat institute of desert ecology (2005-2006), Department of Forest, Government of Gujarat (2011-2014), and Gujarat Ecology Commission during (2018-2019) the period between 2005 and 2019 respectively. Sat Saida bet is situated on the eastern bank of Kandla creek of Gulf of Kachchh, the unique Island of 253.8 km² area is located opposite to Deendayal port, having sparse mangroves, dense mangroves, mudflats and halophytic vegetation. Surrounded by Kandla creek and its branches in the west, Navlakhi creek and its branches on the east and Sara and Phang creek on its north, Sat Saida bet is a highly potential site for mangrove plantation with its vast mudflat. Many major, medium and minor creek systems of Kandla and Navlakhi creeks ramify into this Island in varying length and dimension, supplying tidal water to the interior regions. Southern border of the Island represents the innermost end of Gulf of Kachchh with very few minor creek systems (Fig. 18,20,22 & 24). It is known that mudflats experiencing favourable tidal amplitude are suitable for mangrove plantation. Therefore, Sat Saida Bet area was chosen by DPA to carry out the mangrove plantation and restoration activities. The details showing five years (2017-2022) change in the land cover area is given in Table 12,13,14 & 15. The present study was conducted to evaluate the plantation success including the percentage of survival rate, growth, and tree density. The baseline density was fixed at the rate of 4000/ha of *A. marina* was considered for calculating survival percentage as per GEC (2015-2017). The year wise analysis of the imageries of the sites at Sat Saida Bet clearly shows the increase in the plant density at 20 Ha, 300 Ha and 330 Ha, though the survival and height of the plants are comparatively less. Whereas, at 200 Ha plantation site, the plant density has been decreased than the previous monitoring period (2018).

Table 10. Sampling locations at Sat Saida Bet (630 ha)

Block Area covered	Quadrat no.	Latitude	Longitude	Block Area covered	Quadrat no.	Latitude	Longitude
330 ha.	1	23°4'25"	70°18'4"	300 ha.	1	23°0'44"	70°15'16"
	2	23°4'41"	70°18'6"		2	23°0'42"	70°15'20"
	3	23°4'55"	70°18'8"		3	23° 1'3"	70°14'42"
	4	23°4'46"	70°18'10"		4	23° 0'57"	70°14'52"
	5	23°4'40"	70°18'19"		5	23° 0'47"	70°14'50"
	6	23°4'36"	70°18'18"		6	23° 0'42"	70°14'56"
	7	23°4'32"	70°18'24"		7	23° 0'51"	70°15'3"
	8	23°4'30"	70°18'33"		8	23° 0'38"	70°14'57"
	9	23°4'29"	70°18'28"		9	23° 0'41"	70°15'3"
	10	23°4'32"	70°18'19"		10	23° 0'34"	70°15'1"
	11	23°4'29"	70°18'10"		11	23° 0'46"	70°15'10"
	12	23°4'21"	70°18'9"		12	23° 0'41"	70°15'20"
	13	23°4'13"	70°18'4"		13	23° 0'39"	70°15'28"
	14	23°4'10"	70°18'58"		14	23° 0'10"	70°15'32"
	15	23°4'12"	70°17'49"		15	23° 0'5"	70°15'28"
	16	23°4'11"	70°17'48"		16	23° 0'0"	70°15'22"
	17	23°4'8"	70°17'49"		17	23° 0'4"	70°15'17"
	18	23°4'7"	70°17'51"		18	23° 0'13"	70°15'24"
	19	23°4'8"	70°17'52"		19	23° 0'22"	70°15'30"
	20	23°4'9"	70°17'54"		20	23° 0'21"	70°15'35"
	21	23°4'11"	70°17'57"		21	23° 0'19"	70°15'40"
	22	23°4'11"	70°17'59"		22	23° 0'20"	70°14'55"
	23	23°4'12"	70°17'59"		23	23° 0'30"	70°14'54"
	24	23°4'13"	70°17'57"		24	23° 0'37"	70°14'57"
	25	23°4'14"	70°17'54"		25	23° 0'36"	70°14'43"
	26	23°4'13"	70°17'52"		26	23° 0'33"	70°14'36"
	27	23° 4'53"	70°17'2"		27	23° 0'26"	70°14'29"
	28	23° 4'43"	70°17'1"		28	23° 0'26"	70°14'36"
	29	23° 4'38"	70°17'3"		29	23° 0'18"	70°14'40"
	30	23° 4'33"	70°17'16"		30	23° 0'18"	70°14'49"
	31	23° 4'28"	70°17'22"				
	32	23° 4'23"	70°17'26"				
	33	23° 4'35"	70°17'24"				

Table 11. Sampling location of Sat Saida Bet (270 ha)

Block Area covered	Quad rate no.	Latitude	Longitude	Block Area covered	Quadrat no.	Latitude	Longitude
200 ha.	1	23°2'42"	70°16'10"	50 ha.	1	23° 4'41.24"	70°16'52.19"
	2	23°2'35"	70°15'28"		2	23° 4'50.78"	70°16'51.53"
	3	23°2'36"	70°15'26"		3	23° 5'1.73"	70°16'55.65"
	4	23°2'39"	70°15'29"		4	23° 4'19.15"	70°17'16.46"
	5	23° 2'25.36"	70°15'26.37"		5	23° 3'59.06"	70°17'27.14"
	6	23°2'41"	70°15'30"				
	7	23° 2'39.21"	70°15'37.25"	20 ha.	1	23° 4'27.43"	70°16'58.03"
	8	23°2'48"	70°15'8"		2	23° 4'16.41"	70°16'53.03"
	9	23°2'48"	70°15'9"				
	10	23° 2'29.30"	70°15'52.53"				
	11	23°2'51"	70°15'9"				
	12	23°2'50"	70°15'8"				
	13	23°2'52"	70°15'11"				
	14	23°2'5"	70°15'28"				
	15	23° 2'48.85"	70°15'50.81"				
	16	23°2'4"	70°15'35"				
	17	23° 2'7.74"	70°15'28.60"				
	18	23°2'7"	70°15'36"				
	19	23°2'8"	70°15'40"				
	20	23°2'12"	70°16'16"				

Table 12. *Avicennia marina* plantation (2005-2006) in 20 ha at Sat Saida bet

Sl. No.	Sampling Location		Density (Ha)	Height (cm)	St. Dev
Q1	23° 04'' 43.38N	70° 16''47.88E	4400	109	28.34
Q2	23° 04'' 48.18N	70° 16''48.18E	4900	115	24.7
Q3	23° 04'' 43.77N	70° 16''48.41E	5600	110	26.2
Q4	23° 04'' 44.38N	70° 16''47.99E	5700	110	27.7
Q5	23° 04'' 44.10N	70° 16''48.18E	5100	124	29.2
Q6	23° 04'' 48.17N	70° 16''48.17E	4900	135	30.7
Q7	23° 04'' 44.37N	70° 16''48.99E	5300	103	32.2
Q8	23° 04'' 43.49N	70° 16''48.69E	5300	100	34.44
Q9	23° 04'' 44.14N	70° 16''48.93E	6100	121	35.2
Q10	23° 04'' 44.99N	70° 16''47.63E	5200	104	36.7
Q11	23° 04'' 43.07N	70° 16''49.06E	4900	136	29.2
Q12	23° 04'' 43.85N	70° 16''49.88E	5200	105	28.22
Q13	23° 04'' 44.61N	70° 16''48.75E	6100	102	32.15
Q14	23° 04'' 43.53N	70° 16''49.25E	6300	110	33.22
Q15	23° 04'' 44.04N	70° 16''50.02E	5800	110	31.2
Average			5387	113	--



Figure 17. Mangrove plantation at Sat Saida bet 20 ha during 2005-2006

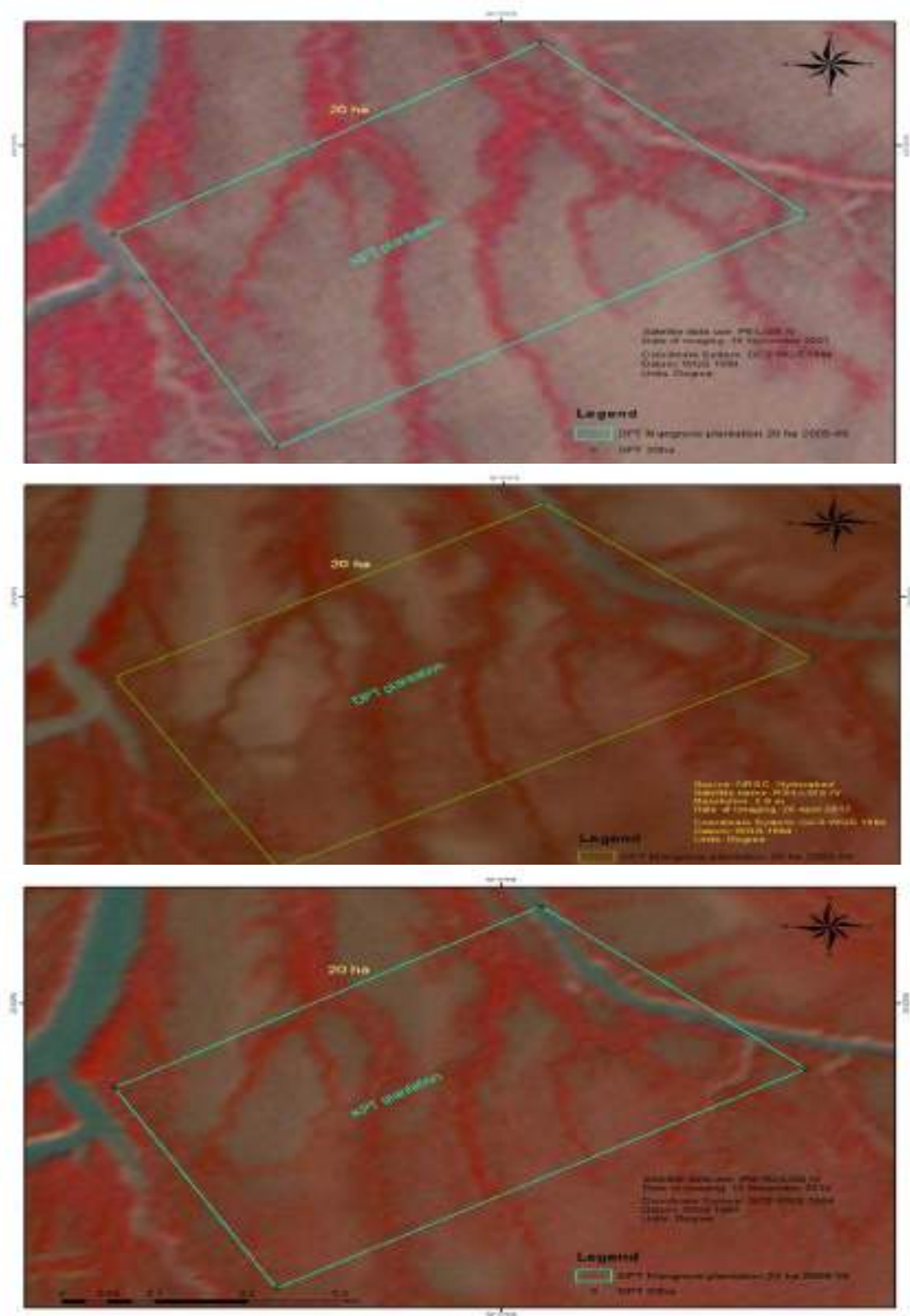


Figure 18. Satellite imagerys of the plantation at Sat Saida Bet (2005-2006, 2014 & 2018)

Table 13. *Avicennia marina* plantation (2011-2012) in 200 ha at Sat Saida bet

Sl. No.	Sampling Location		Density (Ha)	Height (cm)	St. Dev
Q1	23° 00'' 48.4N	70° 15'' 49.5E	3000	33.6	9.6
Q2	23° 00'' 50.5° N	70° 15'' 50.0 E	0	0	0
Q3	23° 00 ''53.1° N	70°15'' 49.2 E	2700	55.9	9.5
Q4	23° 00 ''50.9° N	70° 15'' 47.2 E	3300	31.8	14.9
Q5	23° 00 ''50.1° N	70°15'' 45.4 E	3500	43.7	14
Q6	23° 00 ''49° N	70°15'' 43.5 E	3500	53.5	16.6
Q7	23° 00'' 49.3° N	70°15'' 41.3 E	3500	58.8	26.5
Q8	23° 00'' 51.4° N	70°15'' 42E	1700	47.9	18.7
Q9	23° 00'' 76.9° N	70°13'' .50 E	4000	52.7	18.9
Q10	23° 00 ''52.2° N	70°15'' 37.9E	4600	53.6	24
Q11	23° 00'' 51.7° N	70°15'' 35.6E	2100	69.9	22.1
Q12	23° 00 ''52.4N	70°15'' 34.4E	2600	52.7	19.6
Q13	23° 00 ''53.2° N	70°15'' 33.3E	3500	63.4	19.2
Q14	23° 00'' 55.1° N	70°15'' 32.4 E	4000	57.6	18.9
Q15	23° 00'' 57.2° N	70°15'' 33.4 E	2500	40.8	15.7
Q16	23° 00 ''57.9° N	70°15 ''35.6 E	0	0	0
Q17	23° 00'' 3.6° N	70°15'' 35.6 E	500	46.6	14.9
Average			2647	45	--



Figure 19. Mangrove plantation 200 ha at Sat Saida bet during 2017-2018

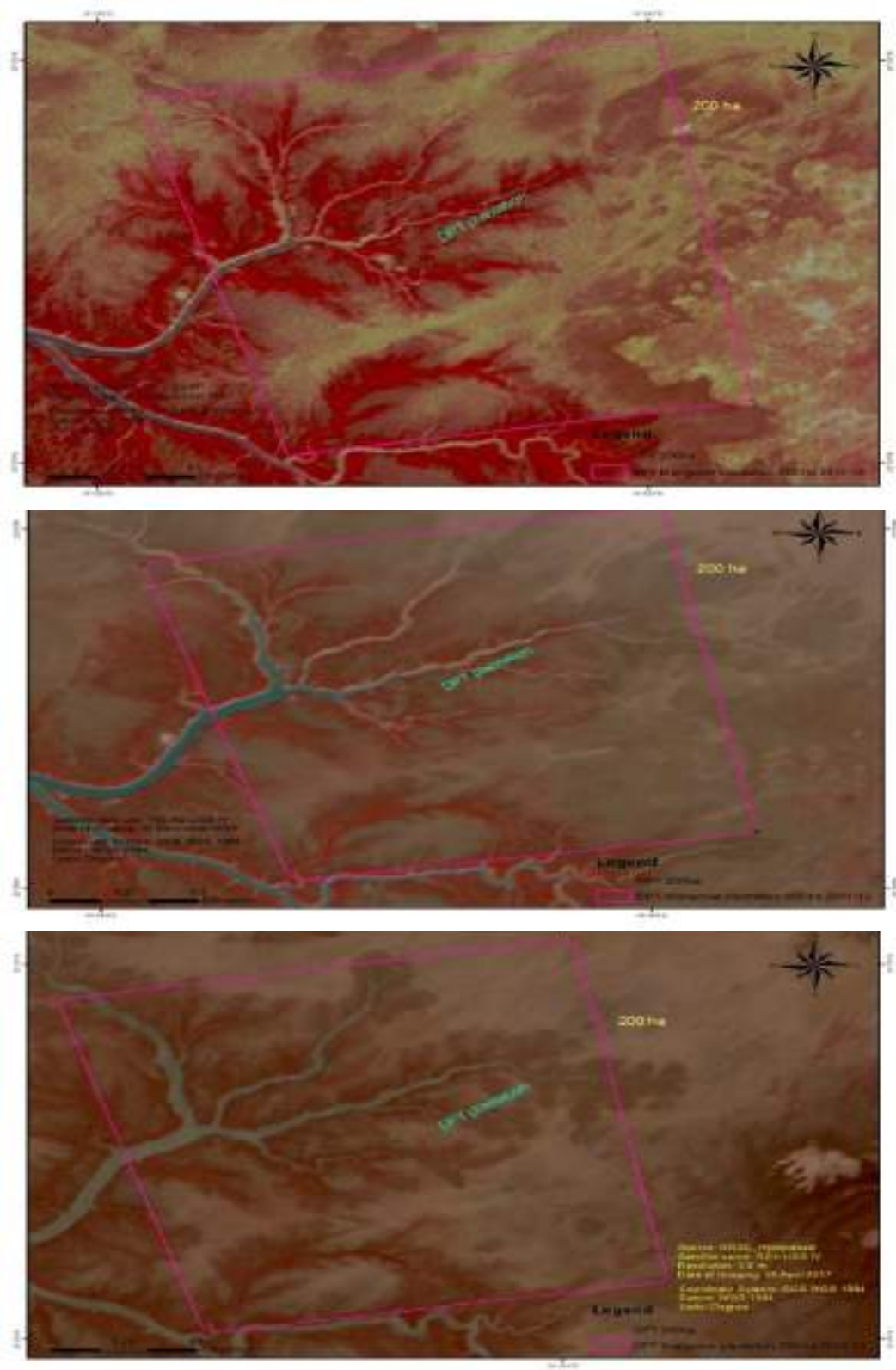


Figure 20 . Satellite imageries of the plantation at Sat Saida Bet (2007, 2014 & 2018)

Table 14. *Avicennia marina* plantation (2012-2013) in 300 ha at Sat Saida bet

Sl. No.	Sampling Location		Density (Ha)	Height (cm)	St. Dev
Q1	23°02.06604 N	70° 13.25285 E	3600	68.1	25.9
Q2	23°01.93788 N	70°13.244884 E	3700	46.1	19.7
Q3	23° 1.507972 N	70°13 23.2248E	1500	40.9	10.8
Q4	23° 14.5986N	70°15.2648E	1100	35.5	15.6
Q5	23°15.948N	70°15.28626 E	0	0	0
Q6	23°17.128 N	70°15. 30816 E	0	0	0
Q7	23°19.636 N	70°15. 29886 E	0	0	0
Q8	23°18.814N	70°15. 27636 E	1000	31.4	13.4
Q9	23°18.838N	70°15.27648 E	4200	44.5	20.5
Q10	23°19.768N	70°15. 26198 E	1400	31.6	13.8
Q11	23°11.3704N	70°15.231 E	2800	59	20.3
Q12	23°1 1.3644N	70°15. 231 E	3600	56	22.1
Q13	23°11.7004N	70°15.2334 E	2500	70.2	23.5
Q14	23°16.61N	70°15.25192 E	2900	59.4	21
Q15	23°1 1.4514 N	70°15.27484 E	500	22.2	6.4
Q16	23°1 1.4418 N	70°15.27336 E	3700	57.2	22.7
Average			2031	39	--



Figure 21. Mangrove plantation 300 ha at Sat Saida bet during 2017-2018

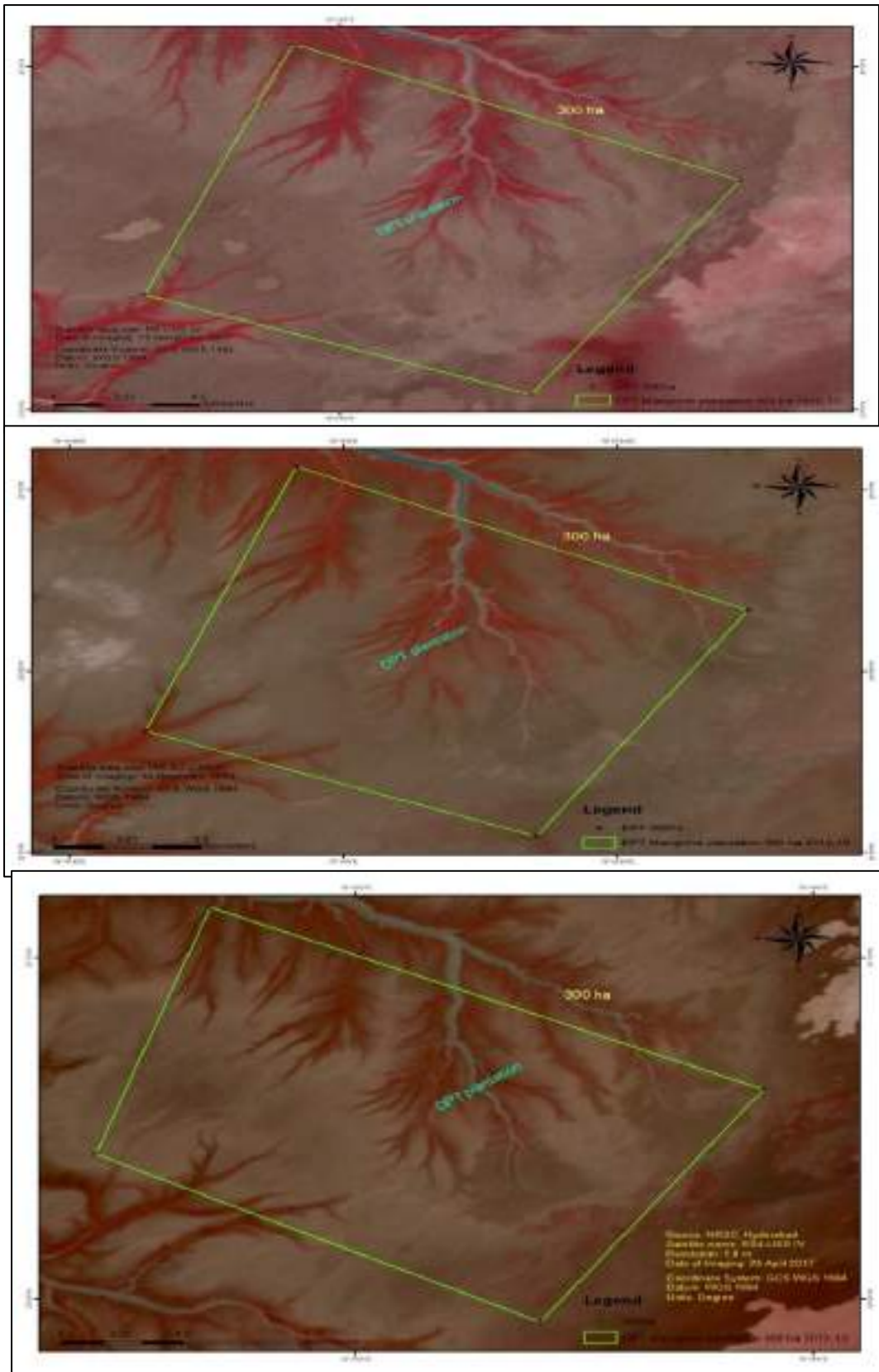


Figure 22. Satellite imageries of the plantation at Sat Saida Bet (2007, 2012-13 & 2014)

Table 15. *Avicennia marina* plantation (2013-2014) in 330 ha at Sat Saida bet

S. No.	Sampling Locations		Density (Ha)	Height (cm)	St. Dev
Q1	23°04'48.34" N	70° 17' 10.05" E	4400	109	28.34
Q2	23°04'46.55" N	70° 17' 13.94" E	4900	115	24.7
Q3	23°04'45.14" N	70° 17' 18.65" E	4100	110	26.2
Q4	23°04'41.97" N	70° 17' 16.66" E	5600	110	27.7
Q5	23°04'50.58" N	70° 17' 16.68" E	2900	124	29.2
Q6	23°04'44.43" N	70° 17' 16.54" E	4900	135	30.7
Q7	23°04'49.39" N	70° 17' 15.54" E	2800	103	32.2
Q8	23°04'45.35" N	70° 17' 06.79" E	5300	100	34.44
Q9	23°04'42.94" N	70° 17' 09.32" E	5200	121	35.2
Q10	23°04'40.49" N	70° 17' 13.53" E	2900	86	36.7
Q11	23°04'46.46" N	70° 17' 12.37" E	4900	73	29.2
Q12	23°04'44.26" N	70° 17' 15.86" E	5200	105	28.22
Q13	23°04'48.25" N	70° 17' 12.93" E	6100	102	32.15
Q14	23°04'44.174" N	70° 17' 16.32" E	6300	70	33.22
Q15	23°04'38.25" N	70° 17' 10.33" E	5800	110	31.2
Q16	23°04'40.41" N	70° 17' 12.07" E	3500	62	16.1
Q17	23°04'40.76" N	70° 17' 12.89" E	2600	51	14.7
Q18	23°04'38.16" N	70° 17' 20.60" E	3600	43	12.2
Q19	23°04'38.76" N	70° 17' 10.60" E	3300	45	11.1
Q20	23°04'40.69" N	70° 17' 06.48" E	2300	66	23.7
Q21	23°04'49.68" N	70° 17' 14.62" E	3600	72	9.3
Q22	23°04'47.10" N	70° 17' 03.65" E	3100	78	17.6
Q23	23°04'49.42" N	70° 17' 07.81" E	3300	85	19.2
Q24	23°04'49.87" N	70° 17' 10.23" E	2600	64	17.2
Average			4133	89	--



Figure 23. Mangrove plantation 330 ha at Sat Saida bet during 2013-2014

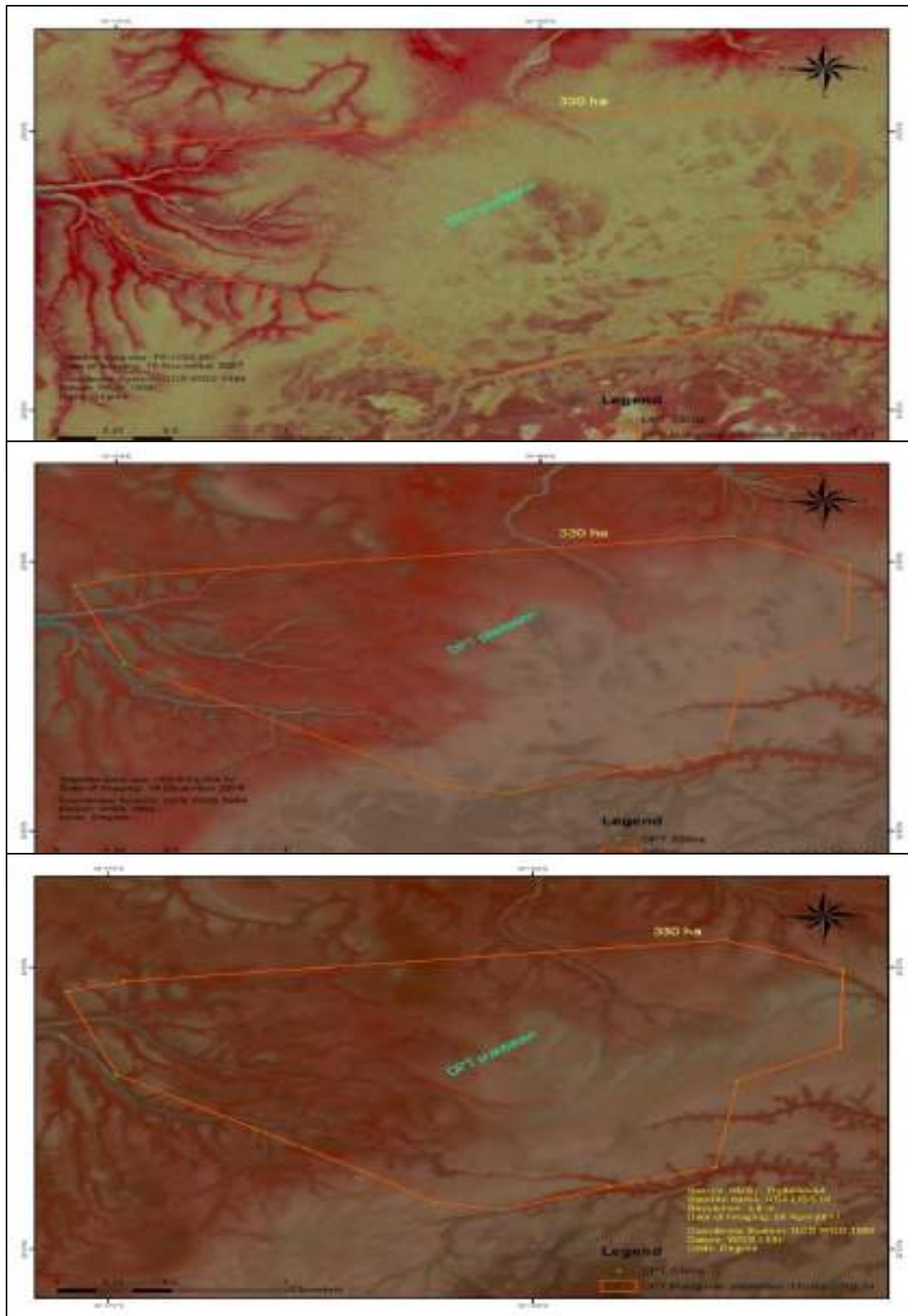


Figure 24. Satellite imageries of the plantation at Sat Saida Bet (2007, 2014 & 2018)

6 Results

The mangrove monitoring study results of the three sites, Nakti creek Kantiyajal and Sat Saida bet are presented below.

6.1 Mangrove plantation evaluation at Nakti creek

6.1.1 Evaluation of *Avicennia marina* Plantation at Nakti creek (2021-2022) 100 ha

In total, ten quadrats were laid at Nakti creek block to assess the *A. marina* survival percentage. The survival rate was recorded to be 40%, lower than the survival rate of recorded in Nakti creek within 50 ha plot. The plantation density ranged from 900 individuals/ha to 3400 individuals/ha, with an average density of 1600 individuals/ha (Table 16). In this block, the height of the plants ranged between 70- 280 cm, with an average height of 118.9 cm was recorded. The GBH in this plantation varied from 6 to 12 cm, with an average value of 6.8 cm. The minimum and maximum canopy cover in this plantation stand ranged from 0.30 to 1.5 m² with a mean value of 0.8 m². Even though the plantation activities were carried out near the creek system, the poor survival of planted mangroves could be due to mixed plantation techniques. *R. mucronata* saplings were recorded outside the quadrats with heights varying from 50-60 cm. Around ten individuals were seen during the entire survey. Thus, it was apparent that the plantation of *R. mucronata* showed poor survival rate as this species needs 20-25 days of tidal flushing in a month and can tolerate only moderate salinity.

Table 16. Details of mangrove plantation at Nakti creek (100 ha)

S. No	Density (Plants/Ha)	Height (cm)			GBH (cm)			Canopy cover (m ²)		
		Min	Max	Average	Min	Max	Average	Min	Max	Average
1	2200	70	170	120	7	9	8	0.42	1.25	0.8
2	1700	100	280	190	6	11	8.5	0.42	1.5	0.96
3	2300	100	235	167.5	7	12	9.5	1.32	1.5	1.4
4	1700	70	170	120	7	11	9	0.3	0.85	0.6
5	0	0	0	0	0	0	0	0	0	0
6	3400	70	180	125	7	8	7.5	1.32	0.75	1.03
7	2900	100	190	145	8	7	7.5	1.56	1.1	1.3
8	900	80	210	145	7	10	8.5	0.56	1.25	0.9
9	900	100	252	176	7	12	9.5	0.72	1.5	1.1
10	0	0	0	0	0	0	0	0	0	0
Overall average Density (plants/ha) 1600.0		69.0	168.7	118.9	5.6	8.0	6.8	0.7	1.0	0.8

6.1.2 Mangrove evaluation at Nakti creek (2021-2022) 50ha

Two mangrove plantation sites with an area of 50 ha and 100 ha were developed at the north-eastern bank of Nakti creek, one of the major creek systems of Kandla. The main creek and its branches are getting inundated by 3-4 m of tidal water during the high tide period. The two mangrove plantation sites developed is adjacent to each other with a good tidal flooding area. The findings based on-site visits and subsequent data are given in Table in 17.

To evaluate the *A. marina* plantation success at Nakti creek i.e., survival percentage and growth rate, an initial plantation density of 4000 saplings/ha as a baseline density was considered. Therefore, in the present study, six quadrates of 10×10m each were laid to evaluate the growth and survival of *A. marina*. The results revealed that the survival rate of *A. marina* in this block was 55 percent. The density ranged from 900 individuals/ha as high as 2800 individuals/ha, with an average density of 2200 individuals /ha. Similarly, the plant height ranged between 70 cm and 210 cm, with an average of 129.2 cm. The canopy cover ranged between 0.3 m² to 1.5 m² with an average of 0.8 m². The Girth at base (here after GB) values are ranged from 7 cm to 46 cm, with an average of 20.4 cm. The larger values of GB indicate the presence of multiple stems. It is known that direct dibbling and plantation of nursery raised trees are superior to the *Otla* bed technique. Moderate survival (55%) of the planted *A. marina* could be attributed to mixed plantation techniques as more than two species, namely *Rhizophora mucronata* and *Ceriops tagal* were also planted at this site.

Table 17. Details of mangrove plantation at Nakti creek (50 ha)

S. No	Density (Plants/Ha)	Height (cm)			GBH (cm)			Canopy cover (m ²)		
		Min	Max	Average	Min	Max	Average	Min	Max	Average
1	2400	100	175	137.5	7	37	22	0.42	1.2	0.8
2	2300	100	185	142.5	7	37	22	0.3	1.35	0.8
3	2800	100	210	155	7	46	26.5	0.3	1.5	0.9
4	2300	100	160	130	7	26	16.5	0.3	1.1	0.7
5	2500	80	120	100	7	34	20.5	0.56	0.75	0.7
6	900	70	150	110	8	22	15	1	0.8	0.9
Avg	2200.0	91.7	166.7	129.2	7.2	33.7	20.4	0.5	1.1	0.8

During the field surveys, it was recorded that the saplings were invaded by the alga *Enteromorpha* sp. and regular tidal flushing was lacking. Due to all these factors a variation of mortality of different tree species was recorded along the Nakti creek.

6.2 Kantiyajal mangrove plantation (350 ha)

The 350 ha mangrove plantation was carried out at the coastal stretch of Katpor village near Kantiyajal in Bharuch district. This plantation was carried out in two blocks of 150 ha each during the year 2015-16 and 2016-17 and 50 ha during the year 2019-20. The Gujarat Ecology Commission (GEC), Gandhinagar executed this plantation with the help of community participation by Samity at the Katpor village.

6.2.1 *Avicennia marina* and *Rhizophora mucronata* plantation (2015-2016) 150 ha

Sixteen quadrats were laid in this block for assessing mangrove species survival success. As per the earlier report by GEC (2015-2017), at this site, it was evident that this block had *R. mucronata* saplings in addition to *A. marina* (Table 18, 19 & 20). An overall average density of 3000 individuals/ha was recorded for *A. marina*. The tree density varied from 1200 to 5200 individuals/ha. The height of the plants ranged from 0.90 m to 2.20 m, with an average of 1.5 m. The GB of the plants ranged from 7.0 to 25 cm with an average of 14.2 cm. The canopy cover of the mangrove plants varied between 0.56 m² and 2.4 m² with an average of 1.3 m².



Plate 1. *Ceriops tagal* stands at Nakti creek Plantation site



Plate 2. *Rhizophora mucronata* stands at Nakti creek Plantation site



Plate 3. *Avicennia marina* (100 ha) plantation at Nakti creek

Table 18. Details of *A. marina* & *R. mucronata* plantation at Kantiyajal (150 ha)

Quadrat	Density	Height (m)			GBH (cm)			Canopy cover (m ²)		
		Min	Max	Average	Min	Max	Average	Min	Max	Average
Q1	5200	1	1.9	1.45	7	20	13.5	0.56	1.82	1.19
Q2	3600	1.2	2	1.6	11	25	18	1.1	2.1	1.6
Q3	4000	0.9	1.9	1.4	8	16	12	0.9	1.56	1.23
Q4	3600	1.25	1.9	1.575	9	25	17	0.72	2.4	1.56
Q5	3600	1.1	1.75	1.425	9	22	15.5	0.72	1.1	0.91
Q6	3200	1	2.1	1.55	7	20	13.5	0.72	1.82	1.27
Q7	2800	1.2	2.1	1.65	12	23	17.5	1.2	2.4	1.8
Q8	1200	1.1	1.6	1.35	7	13	10	1.1	1.2	1.15
Q9	1600	1.2	2.2	1.7	8.5	18	13.25	0.72	2.1	1.41
Q10	1200	1	1.2	1.1	8	15	11.5	0.72	1.1	0.91
Overall average	3000	1.1	1.9	1.5	8.7	19.7	14.2	0.85	1.76	1.3

6.2.2 *Rhizophora mucronata* plantation (2016-2017) 150 ha

The assessment of the *R. mucronata* plantation at this site showed an overall density of 2520 individuals/ha (Table 19). The average height of *R. mucronate* plants was 129.5 cm, and the average canopy cover was 0.9 m² in this block. *R. mucronata* being a frontline mangrove, its plantation was carried out towards the lower intertidal region. Continuous tidal flushing following appropriate zonation patterns during plantation could be attributed to a higher survival percentage of *R. mucronata*. The survival and growth of the mangrove plantation at this site was (63%) comparatively good because of continuous water inundation and availability of extensive intertidal mudflats.

Table 19. Details of mangrove plantation of *Rhizophora mucronata* at Kantiyajal (150 ha)

Quadrat	Density	Height (cm)			GBH (cm)			Canopy cover (m ²)		
		Min	Max	Average	Min	Max	Average	Min	Max	Average
Q1	3500	85	175	130	5	9	22	0.52	1	0.76
Q2	2500	100	185	142.5	7	11	22	0.65	1.5	1.075
Q3	2800	110	210	160	8	12.5	26.5	1.1	1.3	1.2
Q4	2000	70	160	115	5	8	16.5	0.3	1.1	0.7
Q5	1800	80	120	100	3	5	20.5	0.6	0.75	0.675
Overall average	2520.0	89.0	170.0	129.5	5.6	9.1	21.5	0.6	1.1	0.9

6.2.3 *Avicennia marina* plantation (2018-2019) 50 ha

During the field surveys at this site saplings of both *A. marina* and *R. mucronata* saplings were also noticed (Table 20). An average density of 2480 individuals/ha was recorded for *A. marina*. The plant density varied between of 2100 individuals/ha, to 2800 individuals/ha. The height of the plants ranged from 13 cm to 97 cm, with an average of 57.28 cm. The survival and growth of the mangrove plantation at this site (62%) was comparatively high because of continuous water inundation on the extended intertidal mudflats.

Table 20. Evaluation of *A. marina* plantation at Kantiyajal (50 ha) during 2018-2019

Quadrat	Density	Height (cm)		
		Min	Max	Average
Q1	2700	37	52	44.5
Q2	2100	57	93	75
Q3	2200	62	97	79.5
Q4	2600	55	73	64
Q5	2800	13	34	23.4
Average	2480	44.8	69.8	57.28



Plate 4. *Avicennia marina* plantation at Kantiyajal coast



Plate 5. *Rhizophora mucronata* plantation at Kantiyajal coast

6.3 Monitoring of mangrove plantation at Sat-Saida Bet

6.3.1 Monitoring of *Avicennia marina* at Sat-Saida Bet (2021-2022) 20 ha

During 2005-2006, the mangrove plantation at Sat Saida Bet was carried out at Dharkadia creek banks in 20 ha. The two sites on both the banks of Dharkadia creek were planted with *A. marina* by Gujarat Institute of Desert Ecology through transplanting nursery-grown seedlings and direct seed sowing for gap filling.

In total, 2 quadrats were laid at this site to assess the survival percentage of the *A. marina*. The results of the growth of these plantations are presented in Table 21. The *A. marina* plants in the 20 ha area showed tree density varying from 2100/ha to a maximum 2500/ha, and the overall average was 2300 /ha. The overall average plant height of this site was 175cm. and the survival rate was 57.5 %. The GB ranged from 7 cm to 15 cm, with an average of 10.5 cm, while the average canopy cover was 1.89 m². The area was moderately dense, with *A. marina* being predominant species (Plate-16).

Additionally, the area being slightly cooler due to frequent tidal exposures and is inhabited by snakes. As the area remains moist due to the tidal influx, assessment of the area becomes

difficult. This area also supports avifauna like Oriental darter (*Anhinga melanogaster*), Painted stork (*Mycteria leucocephala*), crab plovers (*Dromas ardeola*) etc.

Table 21. Evaluation of *A. marina* plantation at Sat Saida Bet (20 ha)

Quadrat	Density	Height (cm)			Girth (cm)			Canopy (m ²)		
		Min	Max	Average	Min	Max	Average	Min	Max	Average
Q-1	2100	180	200	190	8	15	11.5	1.14	3.21	2.175
Q-2	2500	110	160	160	7	12	9.5	1.1	2.1	1.6
Average	2300	180	180	175	7.5	13.5	10.5	1.12	2.66	1.89



Plate 6. Sat Saida Bet *Avicennia marina* plantation

6.3.2 Monitoring of *Avicennia marina* plantation at Sat Saida bet (2021-2022) 200 ha.

Mangrove plantation in 200 ha was initiated by Forest Department, Kachchh circle during 2011-2012 on DPA's request. Forest Department (Anjar circle) initiated the plantation activities at Sat Saida Bet during the rainy season of June 2011. The plantation site is opposite to Deendayal port oil jetty and is around 2 km from the bank of Sat Saida bet. A buffer zone of

nearly 2 km was allowed between the waterfront from the banks of Sat Saida bet and the plantation site. The seeds of *A. marina* were used for plantation activities due to the prevailing high salinity in the area. Raised bed method (*Otla*) was followed as the plantation technique, and *A. marina* seeds were collected from Kandla mangroves for plantation work.

In total, 20 quadrats were laid at this site to assess the survival percentage of the *A. marina*. The growth of these plantations was assessed, and the results were presented in Tables 22. The *A. marina* plants in the 200-ha area showed tree density varying from 1800/ha to a maximum 2800/ha, and the overall average was 2250 /ha. The overall average plant height of this site was 117.8 cm and the survival rate was 56.25 %. The GBH ranges from 7 cm to 11 cm with an average of 8.3 cm, while the average canopy cover was 1.1 m².

Additionally, the area supported the luxuriant growth of halophytes like *Salicornia brachiata*, *Sesuvium sp.* and *Salvadora persica*. The area becomes dry during low tides and gets converted to a hard surface, making it accessible. Interestingly, despite the dryness of the area, snakes were recorded. It was observed that they take shelter under the canopy cover and camouflage themselves by intertwining with the stem of mangroves.

6.3.3 Monitoring of *Avicennia marina* plantation (2021-2022) 300 ha.

The *A. marina* mangrove plantation carried out during 2012-2013 in 300 ha by the Range office of the Forest Department at Anjar. Initially, raised bed method was followed for mangrove plantations but was eventually replaced by direct seed sowing. In a few places, direct seed dibbling was also done.

In total, 30 quadrates were laid at this site to assess the survival percentage of the *A. marina*. The growth of these plantations was assessed, and the results are presented in Table 23. The *A. marina* plants in the 300ha area showed tree density varying from 1300/ha to a maximum 3500/ha, and the overall average was 2247/ha. The overall average plant height of this site was 125.3cm, and the survival rate was 56.17 %. The GB ranges from 0.63 cm to 19 cm with an average of 9.16 cm, while the average canopy cover was 1.44 m².

Table 22. Details of mangrove plantation of *A. marina* at Sat Saida Bet (200 Ha)

Quadrat	Density	Height (cm)			Girth (cm)			Canopy cover (m ²)		
		Min	Max	Average	Min	Max	Average	Min	Max	Average
Q-1	2200	110	140	125	7	10	8.5	0.34	1.24	0.79
Q-2	1800	120	110	115	7	9	8	1	1.57	1.285
Q-3	2500	100	130	115	9	11	10	1	1.34	1.17
Q-4	1800	100	110	105	7	9	8	0.59	1.24	0.915
Q-5	2400	130	140	135	7	11	9	0.89	1.95	1.42
Q-6	2200	110	120	115	7	9	8	0.98	1.4	1.19
Q-7	2400	120	130	125	7	10	8.5	1	1.49	1.245
Q-8	1800	100	120	110	7	10	8.5	0.48	0.67	0.575
Q-9	2200	100	110	105	7	8	7.5	0.34	0.59	0.465
Q-10	1800	130	140	135	7	9	8	1	1.77	1.385
Q-11	2700	120	130	125	7	10	8.5	1	1.8	1.4
Q-12	2200	80	100	90	7	9	8	0.23	1.67	0.95
Q-13	1900	120	150	135	7	8	7.5	1.29	1.78	1.535
Q-14	2800	110	120	115	7	8	7.5	1	1.3	1.15
Q-15	2200	90	110	100	8	9	8.5	1.07	1.29	1.18
Q-16	2400	110	140	125	8	11	9.5	1.2	1.5	1.35
Q-17	2200	120	140	130	8	10	9	1	1.64	1.32
Q-18	2500	80	120	100	5	8	6.5	1.04	1.34	1.19
Q-19	2200	110	130	120	7	8	7.5	0.54	0.76	0.65
Q-20	2800	120	140	130	8	11	9.5	0.72	0.9	0.81
Average	2250	109	126.5	117.8	7.2	9.4	8.3	0.8	1.4	1.1

Table 23. Details of mangroves plantation of *A. marina* at Sat Saida Bet (300 Ha)

Quadrat No	Density	Height(cm)			Girth(cm)			Canopy cover (m ²)		
		Min	Max	Avg	Min	Max	Avg	Min	Max	Average
Q-1	2200	120	160	140	9	19	14	1.32	2.7	2.01
Q-2	1500	100	120	110	11	12	11.5	1.56	1.75	1.65
Q-3	2500	90	130	110	0.99	10	5.5	0.96	1.69	1.325
Q-4	1900	120	140	130	9	12	10.5	1	1.39	1.195
Q-5	2600	90	180	135	7	18	12.5	1	1.69	1.345
Q-6	2100	90	140	115	8	9	8.5	1	2.19	1.595
Q-7	2500	100	130	115	7	11	9	1	2.56	1.78
Q-8	2500	90	120	105	0	9	4.5	0.47	1.39	0.93
Q-9	1900	100	120	110	7	12	9.5	1	1.22	1.11
Q-10	2600	110	190	150	10	16	13	1	1.38	1.19
Q-11	2100	110	190	150	12	20	16	1	2.79	1.895
Q-12	2500	120	270	195	9	24	16.5	2	4.46	3.23
Q-13	2200	130	260	195	11	21	16	3	4.39	3.695
Q-14	2200	90	120	105	5	10	7.5	0.39	2.35	1.37
Q-15	2100	130	170	150	11	13	12	0.56	1.67	1.115
Q-16	1800	90	140	115	6	10	8	0.76	1.36	1.06
Q-17	1800	120	130	125	7	9	8	1.2	1.32	1.26
Q-18	2200	80	100	90	5	7	6	0.65	1.02	0.835
Q-19	2200	90	120	105	6	7	6.5	0.89	1.29	1.09
Q-20	1300	130	140	135	7	9	8	0.9	1.34	1.12
Q-21	2200	100	120	110	6	9	7.5	0.79	1.1	0.945
Q-22	1500	80	130	105	6	10	8	0.63	1.35	0.99
Q-23	2200	110	140	125	7	9	8	1	1.45	1.225
Q-24	2800	100	110	105	5	7	6	0.56	1.06	0.81
Q-25	2900	105	130	117.5	7	11	9	1.38	2	1.69
Q-26	3500	120	150	135	9	13	11	1	2	1.5
Q-27	2200	110	130	120	0	9	4.5	1.02	1.89	1.455
Q-28	2400	100	140	120	0	9	4.5	1	1.68	1.34
Q-29	2800	110	150	130	0	10	5	0.64	1.83	1.235
Q-30	2200	70	140	105	0.63	16	8.315	1	1.45	1.225
Average	2247	103.5	147	125.25	6.29	12.03	9.16	1.02	1.86	1.44

6.3.4 Monitoring of *Avicennia marina* plantation (2021-2022) 330 ha.

During 2013-14, these sites were planted with *A. marina*, plants with nursery raised saplings and direct dibbling methods, respectively. In total, 33 quadrates were laid at this site to assess the survival percentage of the *A. marina*. The growth of these plantations was assessed, and the results are presented in Table 24. The *A. marina* plants in the 330 ha area showed the tree density varying from 1800/ha to a maximum of 3200/ha, and the overall average was 2509/ha. The overall average plant height of this site was 132.3cm, and the survival rate was 62.7 %. The girth at base ranges from 5 cm to 24 cm with an average of 9.61 cm, while the average canopy cover was 1.35 m².



Plate 7. Monitoring of *A. marina* on field

Table 24. Details of mangroves plantation of *A. marina* at Sat Saida Bet (300 ha)

Quadrat	Density	Height (cm)			Girth (cm)				Canopy cover(m ²)	
		Min	Max	Avg	Min	Max	Avg	Min	Max	Avg
1	2400	70	90	80	5	6	5.5	0.4	1.2	0.8
2	3200	110	120	115	7	8	7.5	0.28	1.62	0.95
3	2200	90	110	100	7	8	7.5	0.36	1.23	0.795
4	2600	80	100	90	5	6	5.5	1.2	2.2	1.7
5	3200	100	120	110	6	8	7	0.38	1.36	0.87
6	2200	80	90	85	5	7	6	0.7	1.9	1.3
7	3000	100	110	105	4	6	5	0.5	0.9	0.7
8	2500	110	125	117.5	6	9	7.5	0.42	1.23	0.825
9	1900	110	130	120	7	10	8.5	1.08	1.23	1.155
10	2600	110	120	115	7	9	8	0.89	1.26	1.075
11	2100	120	180	150	8	12	10	0.78	1.47	1.125
12	2500	105	150	127.5	7	14	10.5	0.42	1.68	1.05
13	2700	150	190	170	10	16	13	0.8	1.59	1.195
14	2200	110	170	140	7	18	12.5	0.89	2.38	1.635
15	2900	110	180	145	7	17	12	0.54	2.1	1.32
16	3500	110	130	120	6	10	8	0.9	1.2	1.05
17	2200	130	150	140	7	15	11	1.08	2.24	1.66
18	2400	110	140	125	7	12	9.5	0.9	2.36	1.63
19	2200	120	170	145	9	15	12	1.39	2.49	1.94
20	2400	120	140	130	7	12	9.5	1.17	2.35	1.76
21	1800	90	110	100	6	9	7.5	0.89	1.02	0.955
22	2500	100	120	110	9	10	9.5	0.64	0.98	0.81
23	3200	140	170	155	9	13	11	0.9	1.39	1.145
24	2500	80	120	100	6	8	7	0.38	0.76	0.57
25	2500	110	130	120	7	8	7.5	0.34	1.24	0.79
26	1900	110	130	120	7	9	8	0.79	1.1	0.945
27	2600	100	150	125	7	10	8.5	0.88	2.89	1.885
28	2200	100	110	105	7	10	8.5	0.54	1.96	1.25
29	2100	150	250	200	10	22	16	2.34	3.5	2.92
30	2400	160	210	185	1	18	9.5	1.78	2.7	2.24
31	2500	210	260	235	16	24	20	1.98	3.86	2.92
32	2500	150	240	195	11	19	15	2.28	2.46	2.37
33	3200	160	210	185	10	16	13	0.72	1.67	1.195
Average	2509	115	149	132	7.3	12	9.61	0.90	1.80	1.35

6.3.5 Monitoring of *Avicennia marina* plantation (2021-2022) 50ha.

During 2018-19, this site was planted with *A. marina*, plants with nursery raised saplings and direct dibbling methods, respectively by Gujarat Ecology Commission. In total, five quadrates were laid at this site to assess the survival percentage of the *A. marina*. The growth of these plantations was assessed, and the results are presented in Table 25. The *A. marina* plants in the 50 ha area showed tree density varying from 1600/ha to a maximum of 2500/ha, and the overall average was 2060/ha. The overall average plant height of this site was 141.6cm, and the survival rate was 51.5 %. The girth ranges from 8 cm to 19 cm with an average of 12.2 cm, while the average canopy cover was 1.45 m².

Table 25. Details of mangroves plantation of *A. marina* at Sat Saida Bet (50 Ha)

Quadrat No	Density	Height(cm)			Girth(cm)			Canopy(m ²)		
		Max	Min	Avg	Max	Min	Average	Max	Min	Average
Q-1	1900	180	140	160	18	11	14.5	2.98	0.9	1.94
Q-2	2200	160	136	148	15	12	13.5	2.57	0.48	1.525
Q-3	2500	150	110	130	12	9	10.5	1.82	0.59	1.205
Q-4	2100	190	110	150	19	8	13.5	2.36	1.04	1.7
Q-5	1600	130	110	120	10	8	9	1.34	0.46	0.9
Avg	2060	162	121	141.6	14.8	9.6	12.2	2.214	0.69	1.45

7 Regeneration and recruitment class

The regeneration class and recruitment class density were recorded in Sat Saida bet. The overall average density of the regeneration class (saplings with a height of <50 cm) of mangroves in the sampling site recorded was 43,658 plants/ha. The highest regeneration class (62,121 plants/ha) was recorded at 330 ha block, indicating the suitability of the site for germination and survival of young plants (Fig-25, 26). The lowest density of the regeneration class (25,667 plants/ha) was recorded at the 300 Ha block. In the case of recruitment class plants, the overall average density recorded was 5071 plants/ha. The maximum recorded at 330 Ha block (6061 plants/ha), and the minimum at 300 ha block. These results indicate that the 300 Ha block is not conducive for the growth of mangroves.

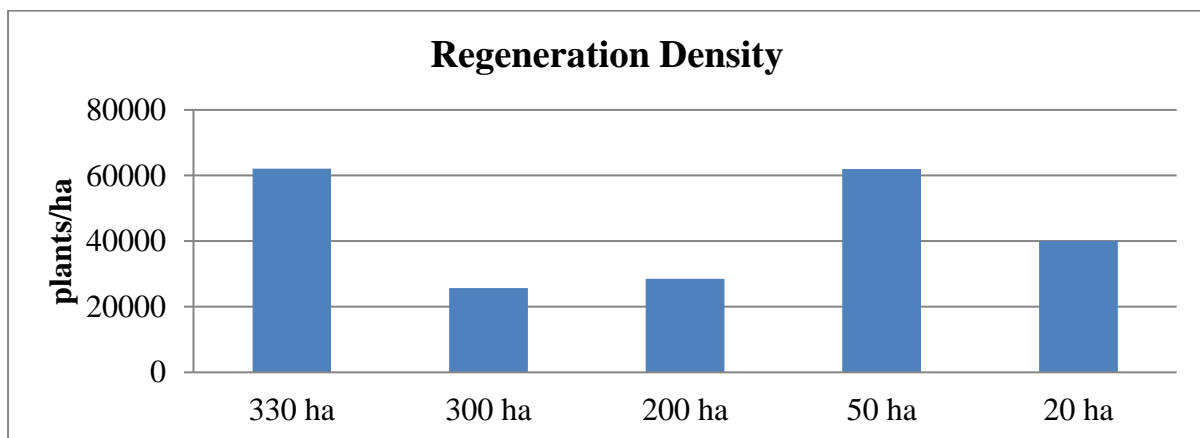


Figure 25. Regeneration class density at Sat Saida Bet

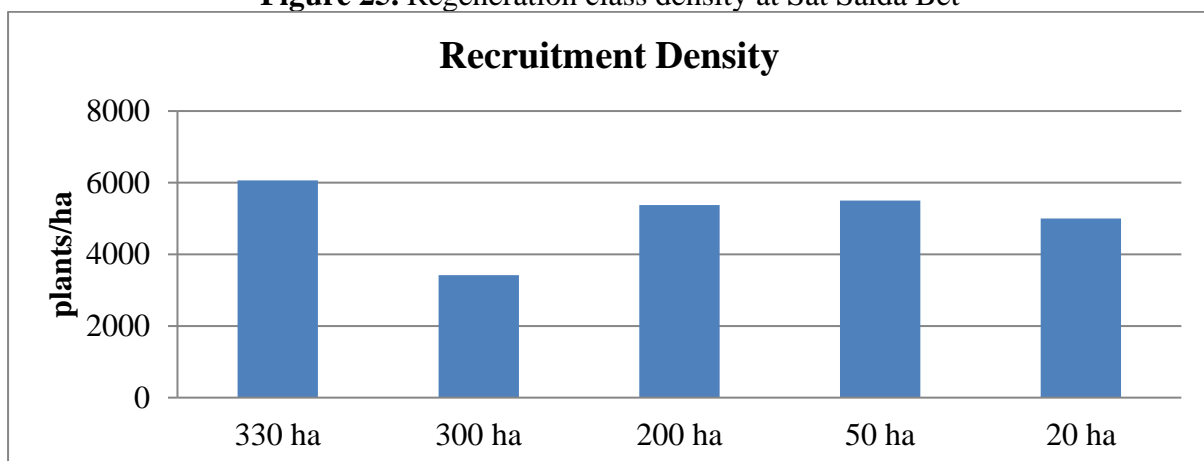


Figure 26. Recruitment class density at Sat Saida Bet

The regeneration class density was highest in 330 ha block followed by 50 ha, 20 ha, 200 ha and lowest in 300 ha. The recruitment class density was highest in 330 ha followed by 50 ha, 200 ha, 20 ha and lowest in 300 ha.

Table 26. Assessment of plant characteristics (Mean) at the plantation sites during 2017-2018

Site	Parameters	150 ha	150ha
Kantiyajal	Plant density (No/ha)	2220 (<i>A .marina</i>)	1460 (<i>A.marina</i>) 1280 (<i>R.mucronata</i>)
	Height(cm)	37	32 (<i>A.marina</i>) 30 (<i>R.mucronata</i>)
	Survival rate (%)	88.8	58.4 (<i>A. marina</i>) 64.0 (<i>R. mucronata</i>)
Nakti creek	Plant density (No/ha)	2370	-
	Height (cm)	53 – 84	-
	Survival rate	35.9	-
Sat Saida Bet	Plant density (No/ha)	4133	2031 to 5387
	Height (cm)	89	39 – 113
	Survival rate (%)	62.6%	81.6

8 Soil Biomass Carbon

8.1 Soil biomass carbon stock potential at Nakti creek mangrove site

At Nakti creek, the below ground soil carbon stock of the *A. marina* plantation was 51.76 t/ha and 62.74t/ha at 50 ha and 100ha respectively. At the 100 ha mangrove plantation area, the soil biomass carbon stock ranged from 42.36 to 84.32 t/ha with an average of 62.74 t/ha. Among the two locations, 100 ha plantation site at Nakti creek showed the higher soil Total Biomass Carbon stock (Table 27, 28).

Table 27. Soil Carbon stock in Nakti mangrove plantation site- 100 ha

Sampling Blocks	Depths	TOC (%)	Total carbon (%)	Bulk Density (g/ cm ³)	Carbon stock (%)	Carbon stock in 1 m (t/ha)
NC 1	25 cm	0.34	0.18	1.28	5.83	84.315
	50 cm	0.37	0.20	1.30	12.85	
	75 cm	0.43	0.23	1.25	21.56	
	100 cm	0.61	0.33	1.35	44.08	
NC 2	25 cm	0.43	0.23	1.33	7.66	58.63
	50 cm	0.4	0.21	1.25	13.37	
	75 cm	0.34	0.18	1.32	17.94	
	100 cm	0.28	0.15	1.31	19.65	
NC 3	25 cm	0.24	0.13	1.32	4.22	45.27
	50 cm	0.27	0.14	1.27	9.14	
	75 cm	0.21	0.11	1.28	10.80	
	100 cm	0.3	0.16	1.32	21.11	
Average Carbon stock (%)						62.74

Table 28. Soil Carbon stock in Nakti mangrove plantation site - 50 ha

Sampling Blocks	Different depths	TOC%	Total carbon (%)	Bulk Density (g/m ³)	Carbon stock (%)	Carbon in 1 m stock (t/ha)
NC 1	25 cm	0.21	0.11	1.41	3.95	42.364
	50 cm	0.24	0.13	1.25	8.02	
	75 cm	0.24	0.13	1.28	12.34	
	100 cm	0.27	0.14	1.25	18.05	
NC 2	25 cm	0.33	0.18	1.37	6.04	59.12
	50 cm	0.24	0.13	1.33	8.56	
	75 cm	0.3	0.16	1.39	16.71	
	100 cm	0.39	0.21	1.33	27.81	
NC 3	25 cm	0.51	0.27	1.28	8.74	53.79
	50 cm	0.33	0.18	1.32	11.61	
	75 cm	0.27	0.14	1.33	14.44	
	100 cm	0.27	0.14	1.32	19.00	
Average of Carbon stock (%)						51.6

Table 29. Average Carbon Stock at Nakti Creek

Plantation (ha)	Avg. Carbon stock 1 m depth (%)
100	62.74
50	51.6
Avg	57.17

8.2 Soil biomass carbon stock potential at Kantiyajal mangrove site

At Kantiyajal creek, the average soil biomass carbon of the *A. marina* plantation was 53.13t/ha (150ha) and it ranged from 46.4 to 59.7 t/ha. Among the three locations, 150 ha *A. marina* plantation site showed the highest soil biomass carbon stock potential at Kantiyajal (Table 30,31,32 & 33). The overall average 1 meter depth soil carbon stock was 53.35t/ha.

Table 30. Soil Carbon stock in Kantiyajal mangrove plantation site- 150 ha (*A. marina*)

Sampling Blocks	Different depths	TOC%	Total carbon (%)	Bulk Density (g/ m ³)	Carbon stock (%)	Carbon stock in 1 m(t/ha)
KC-1	25 cm	0.30	0.15	1.27	4.8	54.7
	50 cm	0.42	0.21	1.20	12.6	
	75 cm	0.34	0.17	1.19	15.2	
	100 cm	0.52	0.26	1.22	22.2	
KC- 2	25 cm	0.34	0.17	1.21	5.1	54.0
	50 cm	0.40	0.20	1.18	11.8	
	75 cm	0.38	0.19	1.20	17.1	
	100 cm	0.46	0.23	1.24	20.0	
Average Carbon stock (%)						54.4

Table 31. Soil Carbon stock in Kantiyajal mangrove plantation site- 150 ha (*R. mucronata*)

Sampling Blocks	Different depths	TOC %	Total carbon (%)	Bulk Density (g/ m ³)	Carbon stock (%)	Carbon stock in 1 m(t/ha)
KC-1	25 cm	0.38	0.19	1.09	5.2	47.7
	50 cm	0.29	0.145	1.22	8.8	
	75 cm	0.39	0.195	1.16	17.0	
	100 cm	0.49	0.145	1.21	20.8	
KC- 2	25 cm	0.36	0.18	1.26	5.7	59.7
	50 cm	0.37	0.185	1.23	11.4	
	75 cm	0.62	0.31	1.19	27.7	
	100 cm	0.37	0.185	1.16	15.0	
Average Carbon stock (%)						53.69

Table 32. Soil Carbon stock in Kantiyajal mangrove plantation site- 50 ha (*A.marina*)

Sampling Blocks	Different depths	% of TOC	Total carbon (%)	Bulk Density (g/ m ³)	Carbon stock (%)	Carbon stock in 1 m(t/ha)
KC- 1	25 cm	0.29	0.145	1.24	4.5	57.5
	50 cm	0.36	0.18	1.25	11.3	
	75 cm	0.39	0.195	1.23	18.0	
	100 cm	0.54	0.27	1.26	23.8	
KC- 2	25 cm	0.32	0.16	1.24	5.0	46.4
	50 cm	0.38	0.19	1.09	10.4	
	75 cm	0.37	0.185	1.24	17.2	
	100 cm	0.32	0.16	1.24	13.9	
Average of Carbon stock (%)						51.97

Table 33. Average Carbon Stock at Kantiyajal Creek

Plantation (ha)	Avg. Carbon stock 1 m depth (%)
150	54.4
150	53.69
50	51.97
Avg	53.35

8.3 Soil carbon stock potential at Sat Saida bet at mangrove site

At Sat Saida bet the overall average soil biomass carbon of *A. marina* plantation site was 68.17 t/ha. Whereas, at the five blocks of mangrove plantation area, the soil biomass carbon ranged from 54.5 t/ha (50ha) to 79.5 t/ha (200ha). The soil carbon sequestration potential was highest in 200 ha plot followed by 300, 20, 330 and 50 ha plantation blocks (Table 34-39).

Table 34. Soil Carbon stock in Sat Saida bet mangrove plantation site- 300 ha

Sampling Blocks	Different depths	% of TOC	Total carbon (%)	Bulk Density (g/cm ³)	Carbon stock (%)	Carbon stock in 1 m (t/ha)
Sample-1	25 cm	0.37	0.185	1.30	6	69.3
	50 cm	0.40	0.2	1.29	12.9	
	75 cm	0.37	0.185	1.26	17.5	
	100 cm	0.53	0.265	1.24	32.9	
Sample- 2	25 cm	0.35	0.175	1.23	5.4	73.9
	50 cm	0.48	0.24	1.30	15.6	
	75 cm	0.39	0.195	1.22	17.8	
	100 cm	0.58	0.29	1.21	53.1	
Average of Carbon stock (%)						71.5

Table 35. Soil Carbon stock in Sat-Saida bet mangrove plantation site- 200 ha

Sampling Blocks	Different depths	% of TOC	Total carbon (%)	Bulk Density (g/cm ³)	Carbon stock (%)	Carbon stock in 1 m (t/ha)
Sample-1	25 cm	0.39	0.195	1.23	6.0	78.1
	50 cm	0.36	0.18	1.22	11.0	
	75 cm	0.67	0.335	1.13	28.4	
	100 cm	0.59	0.295	1.24	32.7	
Sample- 2	25 cm	0.42	0.21	1.21	11.6	80.9
	50 cm	0.35	0.175	1.26	11.0	
	75 cm	0.58	0.29	1.27	27.6	
	100 cm	0.52	0.26	1.18	30.7	
Average of Carbon stock (%)						79.5

Table 36. Soil Carbon stock in Sat Saida bet mangrove plantation site- 330 ha

Sampling Blocks	Different depths	% of TOC	Total carbon (%)	Bulk Density (g/cm ³)	Carbon stock (%)	Carbon stock in 1 m (t/ha)
Sample-1	25 cm	0.42	0.21	1.09	5.7	64.8
	50 cm	0.32	0.16	1.29	10.3	
	75 cm	0.37	0.185	1.24	17.2	
	100 cm	0.53	0.25	1.23	31.5	
Sample- 2	25 cm	0.48	0.24	1.13	6.8	55.9
	50 cm	0.34	0.17	1.24	10.5	
	75 cm	0.30	0.15	1.30	14.6	
	100 cm	0.42	0.21	1.14	23.9	
Average of Carbon stock (%)						60.3

Table 37. Soil Carbon stock in Sat Saida bet mangrove plantation site- 50 ha

Sampling Blocks	Different depths	% of TOC	Total carbon (%)	Bulk Density (g/cm ³)	Carbon stock (%)	Carbon stock in 1 m (t/ha)
Sample-1	25 cm	0.31	0.155	1.26	4.9	62.8
	50 cm	0.36	0.18	1.30	11.7	
	75 cm	0.39	0.195	1.06	15.5	
	100 cm	0.50	0.25	1.23	30.8	
Sample- 2	25 cm	0.32	0.16	1.13	5.0	54.2
	50 cm	0.33	0.165	1.24	10.8	
	75 cm	0.38	0.19	1.30	17.8	
	100 cm	0.34	0.17	1.14	20.6	
Average of Carbon stock (%)						58.5

Table 38 Soil Carbon stock in Sat Saida Bet mangrove plantation site- 20 ha

Sampling Blocks	Different depths	% of TOC	Total carbon (%)	Bulk Density (g/cm ³)	Carbon stock (%)	Carbon stock in 1 m (t/ha)
Sample-1	25 cm	0.35	0.175	1.32	5.8	74.5
	50 cm	0.37	0.185	1.18	10.9	
	75 cm	0.39	0.22	1.32	21.8	
	100 cm	0.55	0.275	1.31	36	
Sample- 2	25 cm	0.35	0.175	1.19	5.2	67.6
	50 cm	0.175	0.195	1.34	13.1	
	75 cm	0.29	0.27	1.32	26.7	
	100 cm	0.26	0.19	1.19	22.6	
Average of Carbon stock (%)						71.0

Table 39. Average Carbon Stock of all the sites at Sat Saida Bet

Plantation (ha)	Avg. Carbon stock 1 m depth (%)
300 ha	71.5
200 ha	79.5
330 ha	60.3
50 ha	58.5
20 ha	71.0
Avg	68.18

8.4 Details of carbon Sequestration at the plantation sites

The above ground biomass varied 113.30 to 210.0gm at Sat Saida Bet while at Kantiyajal it was minimum 121.74 to 164.60 gm/ha. At Nakti creek site it was minimum 133.86 and maximum 161.02 gm/ha during the present investigation (Table 40,41 & 42). The below ground biomass was comparatively less than the above ground values. At Sat Saida Bet it ranged from 22.70 to 62.80gm and that from Kantiyajal were 21.96 to 38.23gm. The below ground biomass at Nakti varied between 29.83 and 42.30gm. The Total Biomass Carbon calculated in the different plantation sites at Sat Saida varied from 112.10kg/ha to 232.74 kg/ha. The values of carbon biomass at Kantiyajal varied from 123.69 to 178.86kg/ha whereas at Nakti it varied between 142.02 and 173.46 kg/ha.

Table 40. Details of Carbon stock at Sat Saida during 2022

Carbon Sequestration - Dry weight basis (gm)										
50ha										
Sample	Root	Leaves	Stem	Plant Biomass Below ground	Plant Biomass Above Ground	Total Biomass	Total Biomass Carbon	Total Biomass Carbon (mg/ha)	Total Biomass Carbon (kg/ha)	Carbon equivalent (%)
sample-1	39.80	108.90	48.60	39.80	157.50	197.30	82.87	168325.71	168.33	617.76
sample-2	32.90	80.90	29.60	32.90	110.50	143.40	60.23	122341.14	122.34	448.99
20ha										
sample-1	29.40	80.10	37.70	29.40	117.80	147.20	61.82	125583.09	125.58	460.89
sample-2	24.60	86.40	26.90	24.60	113.30	137.90	57.92	117648.83	117.65	431.77
200ha										
sample-1	22.70	69.30	34.40	22.70	57.10	79.80	33.52	68081.05	68.08	249.86
sample-2	36.10	90.10	43.70	36.10	79.80	115.90	48.68	98879.62	98.88	362.89
300ha										
sample-1	62.80	140.30	69.70	62.80	210.00	272.80	114.58	232738.23	232.74	854.15
sample-2	39.50	93.50	32.90	39.50	126.40	165.90	69.68	141536.92	141.54	519.44
330ha										
sample-1	37.10	64.90	29.40	37.10	94.30	131.40	55.19	112103.38	112.10	411.42
sample-2	34.40	94.60	45.20	34.40	139.80	174.20	73.16	148618.03	148.62	545.43

Table 41. Details of Carbon stock at Kantiyajal during 2022

Dry weight (Gram)				Carbon Sequestration						
150ha										
Sample	Root	leaves	stem	Plant Biomass Below ground	Plant Biomass Above Ground	Total Biomass	Total Biomass Carbon	Total Biomass Carbon (mg/ha)	Total Biomass Carbon (mg/ha)	Carbon equivalent (%)
sample-1	34.29	112.30	52.30	34.29	164.60	198.89	83.53	169682.21	169.68	622.73
sample-3	38.23	124.12	47.30	38.23	171.42	209.65	88.05	178862.06	178.86	656.42
150ha										
sample-1	32.86	115.80	43.70	32.86	159.50	192.36	80.79	164111.16	164.11	602.29
sample-2	35.12	108.30	39.42	35.12	147.72	182.84	76.79	155989.21	155.99	572.48
50ha										
sample-1	21.96	84.62	38.40	21.96	123.02	144.98	60.89	123689.11	123.69	453.94
sample-2	24.30	92.14	29.60	24.30	121.74	146.04	61.34	124593.44	124.59	457.26

Table 42. Details of Carbon stock at Nakti creek during 2022

Dry weight (Gram)				Carbon Sequestration						
50 ha										
Sample	Root	leaves	Stem	Below ground	Above Ground Biomass	Total Biomass	Total Biomass Carbon	Total Biomass Carbon (mg/ha)	Total Biomass Carbon (kg/ha)	Carbon equivalent (%)
Sample-1	37.50	112.96	34.60	37.50	147.56	185.06	77.73	157883.20	157.88	579.43
Sample-2	32.90	98.63	36.94	32.90	135.57	168.47	70.76	143729.51	143.73	527.49
Sample-3	35.64	126.23	28.72	35.64	154.95	190.59	80.05	162601.10	162.60	596.75
100 ha										
Sample-1	32.61	94.35	39.51	32.61	133.86	166.47	69.92	142023.21	142.02	521.23
Sample-2	29.83	103.42	34.26	29.83	137.68	167.51	70.35	142910.49	142.91	524.48
Sample-3	42.30	129.18	31.84	42.30	161.02	203.32	85.39	173461.64	173.46	636.60

9 Phyto-sociological observation

9.1 Halophytes

Halophytes are classified based on their growth conditions as obligate halophytes, facultative halophytes, and habitat-indifferent halophytes. In the present study, four major halophytes were recorded within the selected DPA sites during the survey, viz: *Salicornia brachiata*, *Aeluropus lagopoides*, *Salvadora persica* and *Sesuvium portulacastrum*. Among the halophyte species, *Salicornia brachiata* & *Sesuvium portulacastrum* was found to be equally distributed in Sat Saida bet.

At the plantation site, mangroves associated plants such as *Salvadora* spp and *Ipomea* spp, were found at the high tide level; the halophytes, *Suaeda* spp, *Sesuvium* have also occurred in many sites. During the field visit, several mangroves associated fauna such as mudskippers, bivalves, crabs, gastropods and other fishes were found inside the plantation sites.



Plate 8. Mangrove associated Halophytes

10 Discussion

In the present study, the overall percentage survival of the plants on Sat Saida bet in 5 different blocks was observed between 51.5% to 62.7% at different plot size and in different geophysical condition. This indicates that *A. marina* species is capable of adapting to a wide range of salinity variations and substratum types. For germination success, matured seeds should be collected and transported with proper moisture content for plantation. (Clarke and Allaway, 1993; McKee, 1995; McGuinness, 1997; Clarke *et. al.*, 2001). The recruitment and growth of established mangrove seedlings and their survival to the sapling stage are mainly determined by the availability of light and nutrients (Smith, 1987; Ellison and Farnsworth, 1993) and the influence of physicochemical factors (McKee, 1995, Koch and Snedaker 1997) at Nakti creek, survival rate ranges from 40% to 54% at 100 ha and 50ha, respectively. At Kantiyajal creek, *A. marina* plantation survival rate varies from 62% to 75% within 50 ha and 150ha respectively. The survival rate of *R.mucronata* is 63% at 150 ha plantation site. This clearly indicates that *A. marina* tolerates wide ranges of temperature and salinity to withstand in extreme environmental conditions (Das *et al.*, 2019).

The results of the 1400 ha plantation study at Kantiyajal, shows higher survival rate than the Sat saida bet and Nakti creek, this is because of site to site variations in temperature, salinity and rainfall (Das *et. al.* 2019. In the plantation sites, higher survival was reported for *A. marina*, whereas the high rates of survival, for stilt-rooted *Rhizophora* species were planted as propagules as influenced by plant spacing (Kodikara *et. al.*, 2017). The results of the present study are in conformity with the findings that several abiotic and biotic factors, including the local climatic conditions, determine the survival and growth of recruitment classes. It is to be highlighted that the aftercare by the local people and the management is very much important above all for achieving high survival rates of mangrove plantation efforts. The mangrove survival rates are dependent on factors like

- **Biological factors** – mangrove species and infestation of pests (e.g. algae, barnacles, insect larvae)
- **Physical factors** – tidal level and inundation, substrate, waves/typhoons, sedimentation.
- **Human factors** – harvesting of materials for fodder, grazing, fishing gear, management and enforcement.

Well-planned and executed mangrove planting efforts also results in poor survival rate because of a lack of participation by local communities, cultural barriers and adequate after-care (e.g., watering and removal of objects that are entangled with planted individuals) needed for long-term success (Blum and Herr, 2017). In most of the mangrove plantation, poor survival rate, due to restoration projects is often related to the high susceptibility of propagules, seedlings and saplings to wind and wave erosion, flooding and desiccation. The low survival of the recruitment class can be attributed by both the biotic (competition with native and planted vegetation) and abiotic factors (like erratic change in salinity, temperature wave energy and rainfall), site suitability (like high or low inundation, plantation area).

Effective coordination of multiple stakeholders in a given mangrove project was seen to have provided long-term positive impacts for both mangroves and dependent communities. Implementing agencies and community organizers could also contribute to greater success rates if well-trained and equipped by the appropriate environmental specialists (Flint *et al.*, 2018).

Mangrove rehabilitation and restoration are considered one of the most effective management options globally for dealing with lost or damaged mangrove forests (Ellison *et. al.*, 2020). Although planting mangroves for restoration and afforestation has been conducted in some regions in Bangladesh (1993) and Vietnam (Hong *et. al.*, 1996) are not always successful. Many biotic and abiotic influences, including predation, seed recruitment, soil characteristics, colonization rates, salinity and temperate, can reduce the survival of the mangroves, in both early (e.g., nursery) and late stages of the planting process (Lewis, 2005). Instead, mangrove restoration projects tend to use specific success criteria; for example, mangrove restoration efforts with an 85-90% survival rate after a defined number of years of monitoring are described as successful projects (Walters *et. al.*, 2008; Locatelli *et. al.*, 2014).

11 Summary

Mangrove formations in the Kachchh coast are predominated by a single species, *i.e.* *A. marina*, with the sporadic occurrence of *R. mucronata* and *C. tagal*. The present study was carried out at Sat Saida bet and Nakti creek in Kandla and at the vicinity of Kantiyajal covering ten blocks to evaluate mangrove plantations carried out in 1400 ha during the period between 2005 to 2019. The major goal of this study was to assess the mangrove plantation survival percentage to assess the carbon sequestration potential of planted mangroves, to understand the ecological issues related to plantation success, and suggest conservation measures. The mangrove plantation was carried out in temporally from 2005 onwards. The plantation work in Sat Saida started from 2005-2006 (20 ha), followed by 200 ha in 2011-2012, 300 ha in 2012-2013, and 330 ha during the 2013-2014. The plantation work in Nakti creek was initiated in year 2008-2009 (50 ha) followed by 100 ha during 2010-2011. In Kantiyajal the plantation work initiated from 2015-2016 (150 ha) followed by 150 ha during 2016-2017 and 100 ha during 2018-2019. Due to the prevalence of high salinity in the region, *A. marina* was the preferred species for plantation. Although, *R. mucronata* and *C. tagal* were also planted in small pockets at Nakti creek, and *R. mucronata* was attempted at Kantiyajal along with *A. marina*. Among the different plantation areas, maximum density and height of plants were observed at Kantiyanjal. However, the survival rate was highest (75%) for *A. marina* plantation in 150 ha planted during 2016-2017 followed by *R. mucronata* plantation at 150 ha in Kantiyanjal (2016-2017), 330 ha of *A. marina* at Sat Saida bet (62.7%) planted during 2013-2014. The lowest survival rate was observed in Nakti creek (40%) within 100 ha area carried out during 2010-2011. In this site, especially multi species plantation activity was carried out using *R. mucronata*, *Ceriops tagal* and *A. marina*. In rest of the blocks, the survival percentage did not reach the minimum expected (67%) despite of the mangrove species planted. Based on the field monitoring and evaluation data, it is advised to prefer nursery bed and direct seed sowing methods to the *Otla* method, since mangrove areas raised through the *Otla* method undergo high mortality rates even when initial survival rates are high.

The soil Total Biomass Carbon of *A. marina* plantation was lowest (42.36t/ha) in Nakti creek 100 ha plot and highest in 200 ha plot of Sat Saida bet (68.17t/ha). Among the three locations, *i.e.* Sat Saida bet, Nakti creek and Kantiyajal, the highest carbon sequestration potential was recorded at Sat Saida Bet.

12 Suggestions and recommendations

The Global Mangrove Alliance (GMA), a coalition of international nature conservation Organizations, has set the ambitious target of restoring 20% of mangroves over the current extent by 2030 (Quarto, 2013; Bayraktarov *et al.*, 2016; Wylie *et al.*, 2016; Kodikara *et al.*, 2017). Based on the data collected during the present and previous field survey, the following recommendations are suggested for current and future plantation activities.

12.1 Management approach

The present study indicates that ten blocks are the most suitable sites for further promoting mangrove plantation activities in Sat Saida Bet, as they have already shown survival success and there was space available for gap filling. The following conservation measures are suggested for the planted mangroves in order to improve their survival and make them a mature mangrove formation over the period of time:

- Appropriate site selection needs to be done.
- Both field observation and high-resolution mapping need to be used as a part of mangrove monitoring, conservation and management efforts.
- Site specific appropriate plantation techniques to be opted considering the hydro-geological features to avoid high mortality among mangrove plant species.
- Watering the nursery bed at some regular intervals with freshwater is required.
- Regular tidal flushing and inundation are to be ensured at the selected mangrove sites.
- Manual removal of algal entanglement and barnacle infestation on mangrove to be done periodically.
- Monitoring of existing mangrove plantation to control human interventions to avoid grazing by livestock.
- Mangrove plantation to be carried out using seed source from nearest area possible
- Restoration of mangroves, where it already exists, to be done instead of creating new plantation sites.
- Appropriate restoration efforts are needed such as deepening and de-silting and widening of canals.

- Normal tidal hydrology should not be disrupted and the availability of water-borne dispersal of seeds should be allowed.
- Awareness and outreach programmes for DPA staff and other stakeholders would strengthen the plantation efforts.
- Multispecies plantation is to be preferred while planning
- Involvement of stakeholder communities from the nearby villages to be initiated.

The most relevant suggestive measures for successful mangrove restoration efforts are described below:

12.2 Identification of suitable sites

By far, site selection within the broader landscape for a plantation is the most important criterion that determines the plantation's success. For successful plantation, it is essential that the existing bio-physical conditions of the coastal landscape in a broader and general manner are to be thoroughly understood.

12.3 Identification of stress factors

It is important that in any conservation efforts, stressors acting on the mangroves are to be identified and removed in order to maintain the ecosystem balance. Mangrove environment will continue to be stable and balanced if there are no external stressors such as change in hydrology, soil, water salinity, pH, soil texture and wave energy. In addition, anthropogenic stress factors such as collection of fodder and other resources, tree felling and other habitat modification activities will severely affect the ecosystem. It would be necessary to find the factors causing stand degradation and scientifically addressing it to remove the stressors allowing mangroves to flourish.

12.4 Bio-physical management

Mostly, micro-topography controls the distribution and wellbeing of mangroves, and physical processes play a dominant role in the formation and functioning of mangrove ecosystem. A list of bio-physical parameters such as the gradient of the intertidal belt, soil nature, number of days of tidal flushing, presence/absence of natural mangroves in the vicinity and availability of adequate intertidal extent are to be considered, and grades should be assigned in a scale of 1 to 10. Duration of tidal flushing, which is influenced by the gradient of the intertidal extent is very essential.

12.5Community-based management

Involving local people and fishermen living nearby and use their traditional knowledge will render the site selection easier since they are well versed with the local conditions, especially tidal flushing rate. In addition, short term and small-scale feasibility trials could be conducted in order to ascertain the suitability of the site.

To encourage both motivation and engagement, the needs of the community need to be assessed and addressed towards their socioeconomic development for the direct benefit of community members (Flint *et al.*, 2018). Ideally, mangroves within the DPA jurisdiction should be subjected to intense management regime to protect them. It was proven in many instances that involving the stakeholder communities in the surrounding villagers will yield better results in mangrove plantation and restoration activities. Effective coordination of multiple stakeholders in a given mangrove project or programme has provided long-term positive impacts for both mangroves and dependent communities. Though the population in the port surroundings has different livelihood activities, fishermen community could be targeted to involve them in community-based mangrove restoration and management. The community-based organization *i.e.*, Samithi roles and responsibilities with reference to mangrove conservation in their vicinity should be well defined and that would play a vital role in conserving these mangrove patches.

12.6Physical protection

Physical protection of natural stand is often the best conservation measure that will fetch positive results. Employees of Deendayal port need to be made aware with the environmental and ecological significance of mangroves and other coastal resources within the port limits. Licenses for salt works and other Port allied industries are awarded by port authorities without understanding the ecological and environmental rules and regulations governing them which often lead to legal and environmental bottleneck at a later stage. Short-term awareness programs in a continuous basis to port employees could be conducted by seasoned marine/mangrove ecologists.

13 Future considerations

In all future plantation activities along with *A. marina*, other compatible species like *R. mucronata*, *C. tagal* and *A. corniculatum* which are available at Sat Saida Bet shall be chosen where ever suitable environmental parameters are available during post monsoon season. Further, such efforts would serve to create a seed bank in due course of time which would eventually convert single species stand of *A. marina* into multi-species assemblages. It is suggested that in future plantation activities, nursery raised saplings along with direct dibbling of seeds and propagules should be preferred rather than following the raised bed (*Otla*) method in order to have high survival rate of the plants. Raised bed plantation are to be conducted only on the suitable sites and not everywhere, for which surveys should be conducted before the initiation of plantation activities. Mangrove restoration is possible by enhancing the natural recruitment of propagules and seeds of the species for which the hydrologic manipulation of the mangrove plantation site is to be done so as to retain them in the bottom sediment and germinate. It is necessary to make sure that tidal water inundation is sufficient for the survival of the seedlings. Through appropriate restoration measures, the existing sparse mangroves could be converted into dense patches by regular gap filling and replantation in the already established blocks. The large plants will provide a protective shield for the newly planted or emerging young plants from water currents during the tidal water movements. Thus, it is suggested to carry out restoration activities along with direct plantation to improve mangrove vegetation cover in DPA. Based on the present monitoring results, it is inferred that Sat Saida Bet could be an ideal site for all future mangrove restoration activities with bio-physical amendments such as de-silting existing creeks, joining all the existing minor creeks with one another through modified creek systems. Increased tidal flooding and hydro-period will extend the mangrove formation in this location along with converting sparse mangrove vegetation into dense mangroves over a period of time. Earlier mangrove vegetation analysis studies at Kandla and Tuna mangroves (GUIDE, 2012 and 2015) have clearly indicated that density and addition of younger classes is good enough to become mature trees. To sum up, through sustainable long -term management practices, the mangroves can be made into a fully grown and functional ecosystem with enhanced ecosystem services.

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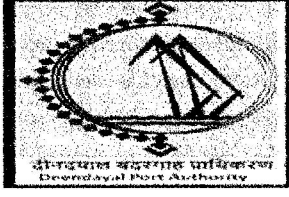
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Annexure -D

DEENDAYAL PORT AUTHORITY



Administrative Office Building
Post Box NO. 50
GANDHIDHAM (Kutch).
Gujarat: 370 201.
Fax: (02836) 220050
Ph.: (02836) 220038

www.deendayalport.gov.in

NO.EG/WK/4751/Part (Greenbelt-GUIDE) 196

Dated : 31/5/2022

✓ M/S Gujarat Institute of Desert Ecology,
P.O.Box No. 83,
Opp. Changleshwar Temple, Mundra Road,
Bhuj (Kachchh)- 370 001, Gujarat (India).
Tel.: 02832-329408, 235025.
Tele/Fax: 02832-235027

Email: desert_ecology@yahoo.com

Kind Attn.: Dr.V.Vijay Kumar, Director, M/s GUIDE, Bhuj.

Sub: Greenbelt Development in Deendayal Port Authority and its Surrounding Areas Charcoal site (Phase-I).

Ref.: M/s GUIDE, Bhuj offer vide letter no. M/s GUIDE, Bhuj vide communication no. GUIDE/DPA/GRN/080/2022-23 dated 24/5/2022.

Sir,

Your offer for the subject work submitted vide above referred letter dated 24/5/2022 amounting to Rs. 38,22,900.00 + applicable GST (Rupees Thirty-Eight Lakhs Twenty-Two Thousand and Nine Hundred Only Plus Eighteen Percent GST), with all terms & conditions mentioned in the offer letter, has been accepted **(Copy of offer letter M/s GUIDE attached)**.

2. Scope of work:

Development of Greenbelt in Charcoal site – Kandla, DPA and its surrounding areas. The activities under the Greenbelt Development include; inventory of suitable sites for greenbelt development in DPA, soil & Moisture conservation and management at Plantation sites, selection of suitable species of Plants for plantation, Procurement and plantation of plant saplings and seeds (5000 plants), along with management and monitoring of plantation, including drip/tanker water supply for a period 1 year.

.....Cont.....

3. Obligation of Deendayal Port Authority :

- Assistance regarding the statutory clearance from authorities concerned to be rendered by DPA for field visits/plantation activities.

4. The Terms of Payment:

1. 50% of the project budget to be paid to GUIDE within 15 days from the date of acceptance of Work order by GUIDE.
2. 20% of the project budget to be paid to GUIDE within 15 days from the date of completion of plantation works.
3. 20% of the project budget to be paid to GUIDE within 15 days from the date of submission Progress Report (December 2022).
4. 10% of the project budget to be paid to GUIDE within 15 days from the date of submission of Final Completion Report (May 2023).

5. Time Period : One year (from 5/6/2022 to 4/6/2023).

6. Kindly send the acceptance of this work order & start the work w.e.f. 5/6/2022 .

Thanking you.

Yours faithfully,



Superintending Engineer (PL) & EMC (I/c)
Deendayal Port Authority

Copy To :1) A.O.(W/A) - The proposal has been approved by the Board in its meeting held on 27/5/2022.

The expenditure shall be charged to the scheme
Environmental Services & Clearance thereof
(Allocation: 841/587/9744 WC - 5-13001).

- 2) TPA to CE for kind information of the Chief Engineer, please.
- 3) DA (PL) for further necessary action.
- 4) M/s Precitech Laboratorie ,Vapi, Environmental Management Cell to coordinate with M/s GUIDE,Bhuj.
- 5) RAO, DPA

Annexure -E

CSR Activities at Decadavul Port Trust

Details of CSR

Sr. No	Year	Board Resolution For Budget Provision	Board Approved Budget Provision	Board Resolution for approval of the CSR activities	Board Approved Amount For CSR Activities	Actual exp. upto Nov'20 (Rs. In Lakhs)	Net balance (Rs. In Lakhs)	Remarks
1	2	3	4	5	6	7	6-7	
1	2011-2012	369 of 28.03.2012	3.00 Cr					
2	2012-2013	17 of 31.05.2012	4.00 Cr					
3	2013-2014	99 of 30.09.2013	6.43 Cr	64 of 30.08.2012	564.00 Lakh	564.00	Nil	Works completed
4	2014-2015	322 of 21.11.2014	1.07 Cr	20 of 16.04.2015	236.22 Lakh	188.18	8.04	Works in progress
5	2015-2016	151 of 12.02.2016	1.50 Cr	48 of 12.08.2016	28.00 Lakh	5.00	23.00	Works in progress
6	2016-2017	138 of 06.01.2017	2.60 Cr	52 of 2.8.2017	140.30 Lakh	146.00	-5.70	Works completed
7	2017-2018	41 of 2.08.2017	7.02 Cr	15 of 04.05.2018	155.10 Lakh	115.37	39.73	Works in progress
8	2018-19	51 of 07.08.2019	6.70 Cr	111 of 4.12.2018	154.90 Lakh	50.50	104.40	Works in progress
					1278.52 Lakh	1069.05	209.47	
9	2019-20	58 of 10.10.2019	5.49 Cr	92 of 06.12.2019	1838.57 Lakh	Nil		MoS approval is awaited
		Total	37.81 Cr		3117.09 Lakh	Spent in PM Fund for COVID-19-800 Lakhs		

Year-wise details of CSR works undertaken by DPT during 2012 – 13 to 2019 – 20 are given in **Tables 7.3a, 7.3b, 7.3c, 7.3d, 7.3e, 7.3f and 7.3g.**

Table 7.3a: CSR Works Undertaken by DPT during 2011-12 and 2012 – 13

Sl. No.	Name of Work	Cost (Rs. In lakhs)
1	Repair of road from Dr. Baba Saheb Ambedkar Circle to NH 8A (via Ganesh Nagar)	518
2	Repair of road from S.T. Bus Stand to Sunderpuri Cross Road via Collector Road	
3	Repair of road from NH 8A Railway Crossing to Maninagar (along railway track)	
4	Repair of road from Khanna Market Road (Collector Road) to Green Palace Hotel	
5	Construction of internal roads at "Shri Ram" Harijan Co-operative Housing Society (near Kidana)	
6	Construction of cremation ground and graveyard with other facilities at Vadinar	19.44
7	Providing cement concrete internal roads in Village Vadinar Stage - I	16.16
8	Approach road provided for developing tourism at Village Veera near Harsidhi Mata Temple	4.65
9	Water tank along with R.O. provided near developing tourism area	0.30
10	Creating facilities of flooring and steps surrounding lake to stop soil erosion and attract tourists at Village Veera.	4.80
	TOTAL	563.35

Table 7.3b: CSR Works Undertaken by DPT during 2014-15

Sl. No.	Name of Work	Cost (Rs. In lakhs)
1	Construction of community hall – cum – school at Maheshwari Nagar, Gandhidham	51.90
2	Renovation of "Muktidham" (cremation ground) at Kandla	10.65
3	Sunderpuri – 1 Valmiki Community Hall	5.00
4	Sunderpuri – 2 Valmiki Community Hall	5.00
5	Ganeshnagar Community Hall	10.00
6	Jagjivan Maheshwari Community Hall	10.00
7	Various works of road at Sapnanagar	99.19
8	Construction of compound wall in the dam of Jogninar Village	14.48
	TOTAL	206.22

Table 7.3c: CSR Works Undertaken by DPT during 2015-16

Sl. No.	Name of Work	Cost (Rs. In lakhs)
1	Construction of Bus Stand at Vadinar Village	10.00
2	Providing drainage system at Vadinar Village	6.00
3	Providing and laying of water supply lines in Vadinar Village	6.00
4	Road from Gandhidham Post Office to Merchantile Marine Department Office along with toilet facilities	60.00
5	Construction of toilets for girls / women at Khari Rohar, Village	3.00
6	Construction of toilets for girls at Mathak Primary School, Mathak, Village	3.00
	TOTAL	88.00

Table 7.3d: CSR Works Approved by DPT Board for 2016-17

Sl. No.	Name of Work	Cost (Rs. In lakhs)
1	RCC community hall at Harsidhi Mata Temple, Village Veera, Anjar Taluka	19.00
2	Fabricated Community Hall at Sanghad Village, Anjar Taluka	21.00
3	CSR Works for Shri Maheshwari Meghavad Samaj, Gandhidham at graveyard behind Redison Hotel	8.00
4	CSR Works for Shri Dhanraj Matiyadev Mukti Dham, Sector 14, Rotary Nagar, Gandhidham	30.50
5	CSR Works for Nirvasit Harijan Co-operative Housing Society, Gandhidham Health Cum Education Centre	41.00
6	CSR Works for Shri Rotary Nagar Primary School, Gandhidham	2.80
7	CSR Works at NU-4, NU-10(B) Sapnanagar & Saktinagar, Golden Jubilee Park at Gandhidham	18.00
	TOTAL	140.30

Table 7.3e: CSR Works Approved for 2017-18

Sl. No.	Name of Work	Proposal Received from / / Name of Organization / N.G.O	Cost (Rs. In lakhs)
1	CSR Works at Shri Ganesh Nagar High School, Gandhidham	Principal, Shri Ganesh Nagar Govt High School, Gandhidham	38.30 Lakhs
2	CSR Works for MOLANA AZAD Primary School, Kandla	Shri M L Bellani, Trustee, DPT, Shri Kandla Port Education Society, New Kandla	7.00 Lakhs
3	Grant financial contribution for facility of Army Cantonment for 50 nos. air coolers at Kutch Border Area	Shri Vinod L Chavda, MP	15 Lakhs
4	40% of the estimated cost of providing drainage lines at Tuna and Vandi villages under Swachh Bharat Abhiyan.	Shri Sarpanch, Tuna Village & Vandi village & Shri M L Bellani, Trustee, DPT	Rs. 39.80 Lakhs <i>Approx. estimated Cost Rs.99.50 Lakhs, of which 40% to be contributed by DPT.</i>
5	CSR works for S.H.N. Academy English School (managed by Indian Inst. Of Sindhology – Bharati Sindhu Vidyapeeth), Adipur	Director, S.H.N Academy English School	40 Lakhs
6	Construction of internal roads at Bhaktinagar Society, Kidana	Smt Maltiben Maheshwari, MLA	15 Lakh
	TOTAL		155.10

Table 7.3f: CSR Works Approved for 2018-19

Sl. No.	Name of Work	Proposal Received from / / Name of Organization / N.G.O	Cost (Rs. In lakhs)
1	CSR work to Donate 100 Nos of Computers to Daughters of Martyred Soldiers in the country under the "BETI BACHAO BETI PADHAO" program by Atharva Foundation, Mumbai	Chairman, Atharva Foundation, Mumbai	24.00
2	CSR work to Donate ONE (40 Seater) School Bus for Deaf Children Students for the Institute of Mata Lachmi Rotary Society, Adipur	Mata Lachmi Rotary Society, Adipur	18.00
3	CSR work to Providing One R.O Plant with Cooler at PanchyatPrathmikSala, Gadpadar Village for the ANARDE Foundation, Kandla&Gandhidham Center.	Dist. Rural Development Officer, Annarde Foundation-Kandla & Gandhidham	1.50
4	CSR work for Providing Drainage Line at MeghparBorichi village, AnjarTaluka	Shri Vasanbhai Ahir, MLA, Gujarat Govt	25.00
5	CSR work for Construction of Health Centre at Kidana Village	Shri Vinod L Chavda, MP	13.00
6	CSR work to provide 4 Nos. of Big Dust Bin for MithiRoharJuth Gram Panchayat.	Shri Sarapanch, Mithi RoharJuth Gram Panchayat	3.40

Sl. No.	Name of Work	Proposal Received from // Name of Organization / N.G.O	Cost (Rs. In lakhs)
7	CSR work for Renovation & construction of shed at CharanSamaj, Gandhidham –Adipur.	Shri Vinod L Chavda, MP	10.00
8	CSR Work for Renovation/Repairing of Ceiling of School Building at A. P Vidhyalay, Kandla.	Smt Maltiben K. Maheshwary, MP, Gandhidham.	10.00
9	CSR work for Construction of Over Head Tank & Providing 10 Nos of Computers (for students) of NavjivanViklangSevashray, Bhachau, Kutch	Shri Jitendra Joshi, Founder Secretary, Shri Navjivan Viklang Sevashray, Bhachau, Kutch	9.50
10	CSR work to Provide Books & Tuition fees for Educational facilities to weaker section children of ValmikiSamaj, Kutch.	Shri Manohar Jala, Chairman of "National Commission of Safai Karamcharis"	2.00
11	CSR work to provide Water Purifier & Cooler for the ST. Joseph's Hospital, Gandhidham	Smt. Maltiben K Mahewari, MLA, Gandhidham	1.50
12	CSR work for Construction of Second Floor (Phase – I) for Training Centre of "GarbhSanskran Kendra" "Samarth Bharat Abhiyan" of Kutch Kalyan Sangh, Gandhidham	Shri Vinod L Chavda, MP, Kutch	37.00
TOTAL			154.90

Table 7.3g: CSR works approved for the year 2019-20 (approval from Ministry of Shipping still awaited)

Sl. No.	Name of Work	Proposal Received from // Name of Organization / N.G.O	Cost (Rs. In lakhs)
1	CSR activities for Providing Drainage line at Nani Nagalpar village.	Sarpanch of Village:-Nani Nagalpar, Taluk: Anjar.	3.00
2	CSR activities for Development of ANGANWADI Building at School no- 12 at Ward no 3 & 6 at Anjar.	Shri Vasanhbai Ahir, MLA	7.00
3	CSR activities for Improving the facilities of Garden at Sapna Nagar(NU-4)& (NU-10 B), Gandhidham.	Shri K P Maheshwari, Resident Sapnanagar, Gandhidham	18.00
4	CSR activities for Providing of Plastic Shredding Machine to Mirror Charitable Trust, Gandhidham.	Mirror Charitable Trust, Gandhidham	4.75
5	CSR activities for development of School premises of Shri Guru Nanak Edu. Society, Gim.	Shri Guru Nanak Education Society, Gandhidham.	30.00
6	CSR activities for the improvement of the facilities at St. Joseph Hospital & Shantisadan at Gandhidham	St. Joseph Hospital Trust, Gandhidham	20.00
7	CSR activities for the improvement of the facilities at SVP (SardarValabhbbhai Patel) Multipurpose Hall at Gandhidham	Request from MarwadiYuva Munch & UNION Gandhidham	500.00
8	Consideration of Expenditure for running of St Ann's High School at Vadinar of last 5 years 2014 to 2019 under CSR.	Proposal from COM, OOT Vadinar, DPT	825.00
9	CSR activities for development of school premises of Shri Adipur Group Kanya Sala no-1 at Adipur	Principal, Shri Adipur Group KanyaSala, Adipur	6.50
10	CSR activities for development of school premises of Shri Jagjivan Nagar Panchyat Prathmiksala, Gandhidham.	Principal, Shri Jagjivan Nagar Panchyat Prathmiksala, Gandhidham.	16.50
11	CSR activities for development of school premises of Ganeshnagar Government high school, Gandhidham.	Shri Vinod L Chavda, MP, Kutch	9.00
12	CSR activities for improving greenery, increase carbon sequestration and beat Pollution at Kandla, DPT reg.	Work awarded to Forest Department, Bhuj	352.32
13	CSR activities for providing infrastructures facilities at "Bhiratna Sarmas Kanya Chhatralaya" under the Trust of Samaj Nav- Nirman at Mirjapur highway, Ta Bhuj.	SamajNav- Nirman at Mirjapur highway, Ta Bhuj.	46.50
TOTAL			1838.57

List of CSR applications received from various NGOs , Organizations , Village Sharpanchs etc for the FY 2021-22 .

Sr.No	Name of Scheme	Proposal Received from / Name of Organization / N.G.O	Brief Details
1	CSR activities for the development of gardening at Sector -5 , Gim	Shri Sarvodaya Co-Operative Housing Society Ltd	Appx Cost – Rs 25.00 Lakhs Cost for – Comp wall, Benches, Plantation, walkway, other facilities (Land is reserved for Garden development only since from 50 years)
2	CSR activities for providing various facilities in SHRI GANESHNAGAR GOVT HIGHSCHOOL, GANDHIDHAM	Principal of School	Appx cost –Rs 20.00 Lakhs (Two times CSR works carried out at school by DPT)
3	CSR activities for the VadhiyarVankarSamajvaadi, NaviSunderpuriGim	SmtMaltiben K Maheswari, MLA	Appx Cost Rs 6.00 Lakhs Cost for Const. of Comp Wall
4	CSR activities for Construction work of Cabin at Oslo Area- Gim	SmtMaltiben& Shri VinadChavda	Cost not mentioned.
5	CSR activities & Land requirement forAkhil Kutch SamastaMeghvanshiGurjarmeghwal Charitable Trust ,Gim.	Shri Akhil Kutch SamastaMeghvanshiGurjarmeghwal Charitable Trust. Shri Dharmendra R Gohil	Cost Not mentioned. (demand of Land for development of SAMAJ VADI in Gandhidham)
6	CSR Activities for providing Water supply pipe line, Play ground and sports equipment, electric facilities, drinking water facilities for poor people & Fishermen at VANDI Village.	Shri R RKhambhra, PRO , Collector Office, Bhuj.	Appx Cost Rs 51.00 Lakhs (Last year also applied by village Sarpanch) & Recommended by Shri VASANBHAI AHIR, MLA, Shri V L Chavda, MP)
7	CSR activities for the Tuna village,	Sarpanch, Tuna village	Appx Cost Rs. 25 Lakhs Cost for :-

List of CSR applications received from various NGOs , Organizations , Village Sharpnachs etc for the FY 2021-22 .

Sr.No	Name of Scheme	Proposal Received from / Name of Organization / N.G.O	Brief Details
	Ta -Gim		2 No Fab shed 20'x20'x1250= 10 Lakh 2 Nos of Agnawadi =10 Lakh Fab shed for school=5 Lakh
8	CSR activities for the Global Vision India Foundation, Gim	Global vision India Foundation, G'dham	Requirement of Land –OR- Old building at Gandhidham for foundation of welfare activities.
9	CSR activities for the UNITED ORPHANAGE FOR THE DISABLED, TAMIL NADU	UNITED ORPHANAGE FOR THE DISABLED, TAMIL NADU	Cost Rs 25,000.00 (Winter sweaters for children)
10	CSR activities for the Garden Development on already bounded area with Compound wall near Plot no 448 Sector-1/A, Gandhidham.	Residents, near Plot no 448, Sector-1/A, Gim.	AppxCost Rs 20.00 Lakhs (Requirement to provide benches, drinking water facility, plantation, lightings & walkways in side bounded area)
11	CSR activities for donation of Land for the Shri SUNDARPUI Govt Primary School, Gim	SmtMalti ben Maheshwari, MLA	(request for Land Requirement)
12	CSR activities for Extension of Adarsh Primary School building, Adipur	GandhidhamMatri Mandal, English Medium School, Adipur	Appx Cost Rs. 40.00 Lakhs (Construction for 4 Rooms extension) (Trust registered under Societies Registration Act XXI -1860, Reg No F-42 dtd 23.9.1965. Land belong to Trust)
13	CSR Activities for providing HD projector for KANYA MAHA VIDYALAYA, Adipur	Principal, KANYA MAHA VIDYALAYA, Adipur	Cost Rs 1.50 Lakhs (School Managed by G'dhamMaitry Mandal, Adipur)

List of CSR applications received from various NGOs , Organizations , Village Sharpnchs etc for the FY 2021-22 .

Sr.No	Name of Scheme	Proposal Received from / Name of Organization / N.G.O	Brief Details
14	CSR activities for DONATION various Medical Equipment for the Hospital of Gandhidham Jain SevaSamiti, Adipur	Gandhidham Jain SevaSamiti, Adipur	Cost for :- 1) Fresenius Haemodialysis Machine Rs 38.00 Lakh 2) Maltislice Helical CT Scanner- Rs 52.00 Lakhs 3) Others Rs 54.00 Lakhs (Total Appx Cost Rs 144 Lakhs)
15	CSR activities for SHRI VIDI JUTH GRAM PANCHAYAT, Vidi, Anjar	Sarpanch, Vidi Gram	Appx Cost Rs 30.00 Lakhs Cost for- Drainage , Garbage vehicle, and Cattle shed (Already applied earlier at Sr-5/12)
16	CSR activities for SOS CHILDREN'S VILLAGES INDIA, Madhapar, Bhuj	Director, SOS Children's Village of India-Bhuj	Appx Cost Rs 31.00 Lakhs (request for Financial support towards parentless and abandoned Children Education support located at Bhuj) & support to women working in SOS.
17	Gujarat Biodiversity Board, Gandhinagar invites to involved National & Global endeavour of conservation of biodiversity by creating financial partnership with GBB under CSR programme of expenditure to be incurred 187 Lakh.	GUJARAT BIODIVERSITY BOARD, GANDHINAGAR	Requirement- Financial Support from DPT for AppxRs 1.88 Cr. (Cost for various meetings, collection of primary data from villagers , processing of documentation, printing , TA DA of Technical support & Miscexp for 150 Peoples Biodiversity Register (PBR).

List of CSR applications received from various NGOs , Organizations , Village Sharpnachs etc for the FY 2021-22 .

Sr.No	Name of Scheme	Proposal Received from / Name of Organization / N.G.O	Brief Details
18	CSR activities for providing furniture & Home appliances for ROJAVANAM TRUST at Madurai.	Shri Arul Kannan, Director	Appx Cost Rs 30 Lakhs (seeking help to provide facilities to Aged & Homeless people living in Trust and Purchasing of New Ambulance)
19	CSR activities for providing Dialysis Machine for treatment of Kidney patients at "ST JOSEPH'S HOSPITAL TRUST" at Gandhidham.	Sr. Franciline, Administrator of Hospital.	Appx Cost Rs 31.36 Lakhs (Cost of 5 Nos of Dialysis Machines for treatment of kidney patients)
20	CSR activities for providing facilities in Girls Hostel of Gasturba Gandhi BalikaVidhyalay, Gandhidham.	Shri Vinod L Chavda, MP	Appx cost Rs 30 Lakhs. (Cost of Comp Wall, Entrance gate, Girls toilets etc)
21	CSR works for providing Oxygen Generator Plant and 45 KV Silent Generator for COVID HOSPITAL at Swami LilashahKutia, Adipur.	Secretary, BHARAT VIKAS PARISHAD, Gandhidham	Appx Cost Rs 80.00 Lakhs (Facilities for 100 Beds of COVID patient which it to be extend upto 240 Beds)
22	CSR works for providing Two Numbers of Oxygen Concentrator and others medical equipment for the Trust ,Antarjal, Gim.	President SHRI SARV JEEV KALYAN TRUST, ANTARJAL, Gandhidham	Appx Cost Rs21.50 Lakhs (Facilities to be provided for the treatment of CORONA PATIENTS at their trust.)
23	CSR works for providing Fabricated Shed , Construction of Compound Wall and Land levelling for the Cattle of GauSevaSamiti-Tappar at Gram-Tappar, Ta Anjar.	Shri Vinod Chavda, MP & Presedent , GauSevaSamiti, village Tappar, Ta-Anjar	Appx Cost Rs84 Lakhs (Facilities to be provided for Cattle shelters at Village.) (Land belongs to Gram-panchayat)
24	CSR works for Construction of Auditorium Hall at RSETI (Rural Self Employment Training Institute) at	Shri Vinod Chavda, MP & Director of RSETI, Bhuj	Cost not mentioned. (Facilities to be provided

List of CSR applications received from various NGOs , Organizations , Village Sharpnchs etc for the FY 2021-22 .

Sr.No	Name of Scheme	Proposal Received from / Name of Organization / N.G.O	Brief Details
	Bhujodi-Bhuj.		for the people needs Self-employment activities.)
25	CSR works for Providing of Furniture for the School "SHRI GALPADAR PANCHAYAT PRATHMIC KUMAR GROUP SALA " atGalpadar Village Ta Gim.	Principal, SHRI GALPADAR PANCHAYAT PRATHMIC KUMAR GROUP SALA " atGalpadar Village Ta Gim.	Cost not mentioned. (Facilities to be provided for the Students of Workers & poor village people who study in the school.)
26	Construction of Shed, hall and Gate for the DADA Bhagwandas Charitable Trust, Adipur. (Sr no -4)	Shri Vinod Chavda, MP & DADA BHAGWANDAS CharitableTrust, Gandhidham	<u>As per CSR Guideline-</u> ➤ Promoting gender equality and empowering women ➤ Eradicating extreme hunger and poverty (Considered shed and hall) Fab Shelter Shed - 30'x100' x 1250=37.00 Lakh & RCC Hall – 20'x100'x1500=30.00 Lakh (Appx Cost Rs67.00 Lakhs) Land authority belongs to Trust given by GDA and NOC given by SRC.Doc submitted.
27	CSR work for reconstruction of the Internal Roads of the Sector-9B-C and Sector-10 area in Gandhidham.	President, Shri TejaKangad, The Gandhidham Chamber of Commerce and Industry, Gandhidham.	Cost not mentioned.

List of CSR applications received from various NGOs , Organizations , Village Sharpanchsetc for the FY 2021-22 .

Sr.No	Name of Scheme	Proposal Received from / Name of Organization / N.G.O	Brief Details
	<u>CSR Applications kept pending in last year Agenda:-</u>		
27	CSR Activities for providing Water supply pipe line, Play ground and sports equipment, electric facilities, drinking water facilities for poor people & Fishermen at VANDI Village. (Sr no-3)	Sarpanch ,Village-VANDI , Ta- Anjar (Recommd. By Shri VASANBHAI AHIR, MLA, Shri V L Chavda, MP)	<u>As per CSR Guideline-</u> ➤ Env Sustainability ➤ Eradicating extreme hunger and poverty (to be Consider for health Center ,Drainage line, Water sump etc activities) (Appx Cost - 51.00 Lakhs) (Land authorization of Gram Panchayat)
28	Construction of Shed, hall and Gate for the DADA Bhagwandas Charitable Trust, Adipur. (Sr no -4)	DADA BHAGWANDAS CharitableTrust, Gandhidham (Recommd. By Shri V L Chavda, MP)	<u>As per CSR Guideline-</u> ➤ Promoting gender equality and empowering women ➤ Eradicating extreme hunger and poverty (Considered shed and hall) Fab Shed - 30'x100' x 1250=37.00 Lakh & RCC Hall – 20'x100'x1500=30.00 Lakh (Appx Cost Rs 67.00 Lakhs) Land authority belongs to Trust given by GDA and NOC given by SRC. Doc submitted.
29	10 Nos of Computers required for ShirMaheswarinagar Panchayat Girls Primary School, Gandhidham& Boys Group School, Gandhidham. (Sr no-8)	Maheswarinagar Panchayat Primary Kanya Sala, Gandhidham (Contact no 9913903686)	AppxRs 5.00 Lakhs <u>As per CSR Guideline-</u> ➤ Promotion of Education (to be consider for 20 Computers)

List of CSR applications received from various NGOs , Organizations , Village Sharpnchsetc for the FY 2021-22 .

Sr.No	Name of Scheme	Proposal Received from / Name of Organization / N.G.O	Brief Details
			Visited the site. Land belongs to MahewariMeghwadSamaj given by SRC for school purpose, doc are awaited.
30	Construction of Shed and Roof at JeparMatiyadev, shamsanbhumi at Kidana village & Maheswari Community Hall at JuniSundarpuri, Gandhidham. (Sr no-10)	Shri VINOD CHAVDA, MP	AppxRs 15.00 Lakhs (Land authorization not mentioned)
31	Drainage, road, Dust bins, & shed for Cattle shelters at VIDI Village, Ta –Anjar. (Sr no- 12)	Village- VIDI, Ta: Anjar	AppxRs 30.00 Lakhs <u>As per CSR Guideline-</u> ➤ Env Sustainability ➤ Eradicating extreme hunger and poverty (Consider for Garbage vehicle & Drainage Cost)
32	Education, Women empowerment and Primary health care services at Kutch area. (Sr no-13)	Light of Life Trust, Mumbai.	Cost not mentioned.
33	Request for Help Divyang persons to employment by providing machineries. (Sr no-14)	Kutch DivyangSangthan, Gandhidham.	Cost not mentioned
34	Construction of 2 nd Floor of Shri MaheswariMeghwadSamaj, Gandhidham. (Sr no-20)	Shri MaheswariMeghwadSamaj, Gandhidham	AppxRs. 15.00 Lakhs (Visited the site and Land ownership documents awaited) (Name plate of DPT fixed at the Asset)

List of CSR applications received from various NGOs , Organizations , Village Sharpanchsetc for the FY 2021-22 .

Sr.No	Name of Scheme	Proposal Received from / Name of Organization / N.G.O	Brief Details
35	Installation of Mini Science Center at Anjar and Gandhidham. (Sr no-21)	STEM Learning Pvt Ltd, Mumbai.	Cost not mentioned.
36	CSR work for Shri Rampar Gram Panchayat. ➤ Wall Plastering for Cattles -7 Lakhs ➤ Shed for Cattel's-15 Lakhs (Sr no-25)	Shri Sarpanch, Rampar Village.	AppxRs 22.00 Lakhs (Land authorization of Gram Panchayat and under taking submitted by applicant)
37	CSR activities for the 45,000 Patients over the period of 3 years by "SMILE FOUNDATION", Mumbai. 1. Concept for Nutrition covering 3 years 2. Concept for Mobile Health Unit reaching beneficiaries for 3 years 3. Concept for Vocational Training with NGO (Sr no-29)	Proposal from "SMILE FOUNDATION " Mumbai.	Appx Cost- Rs 539 Lakhs for 3 years
38	Development of Park in Public utility plot in between Block "C" & "D" of Sapna Nagar (NU-4) , Gandhidham (Sr no -31)	Shri RAVI MAHESHWARI, DPT	Land belongs to DPT earmarked for recreational purpose. (Total Cost – Rs88.75 Lakhs)
39	CSR works for NariJanshsktiVikas Foundation at Gandhidham near Shakti Nagar. (Sr no-33)	NariJanshsktiVikas Foundation, Ahmedabad	➤ Promoting gender equality and empowering women ➤ Env Sustainability ➤ Under promotion of education (Consider for Computers with printers, Sewing machine & RO plant Cost Rs 48 Lakhs)

Annexure -F

DEENDAYAL PORT TRUST

DETAILS OF MANGROVE PLANTATION ALREDY CARRIED OUT & Proposed To be Carried Out :

Sr. No	Name of the Organization	Total Mangrove Plantation carried out in Hectares till date and place of plantation and agency	Cost incurred
(A) <u>MANGROVE PLANTATION ALREDY CARRIED OUT</u>			
1	DEENDAYAL PORT TRUST (CRZ Recommendation 13 th to 16 th CB issued by the GCZMA) (Total 1000 ha.)	20 Hectares – 2005-06 Satsida Bet,Kandla, by GUIDE,Bhuj 50 Hectares – 2008-09 Nakti Creek,Kandla by Patel Construction 100 Hectares – 2010-11 Nakti Creek ,Kandla by GEC. (Board 29/1/2010) 200 Hectares – 2011-12 by Forest Department, GoG at Satsaida Bet 300 Hectares – 2012-13 by Forest Department, GoG at Satsaida Bet 330 Hectares – 2013-14 by Forest Department, GoG at Satsaida Bet TOTAL 1000 HA.	Rs. 8.8 lakhs Rs. 27.4 lakhs Rs.24.5 lakhs Rs. 66.5 lakhs Rs. 157.5 lakhs (total 630 hectares)
2	Creation of Berthing & allied Facilities off- tekra near Tuna (Outside Kandla Creek) – EC & CRZ Clearance. (Total 500 ha. – 250Ha. by DPT & 250 ha by Adani (concessionaire) MOU signed with GEC during Vibrant Gujarat Summit 2015 for 300 Ha.	300 Hectares – 2015-17 by GEC at Kantiyajal, Bharuch District	Rs. 90.0 lakhs
3.	EC & CRZ Clearance dated 19/12/2016 for Developing 7 integrated facilities (Condition 100 Ha)	100 Ha. –2018- 20 by GEC	Rs. 45 lakhs
TOTAL MANGROVE Plantation till date by DPT 1400 Ha. – Total 419.7 lakhs			

(B) Proposed Mangrove Plantation

1.	Development of Integrated facilities (Stage-II) within the existing Deendayal Port Trust (Erstwhile Kandla Port Trust) at District Kutch, Gujarat. (1. Setting up of Oil Jetty No.7 ; 2. Setting up of Barge jetty at Jafarwadi ; 3. Setting up of Barge port at Veera; 4. Administrative office building at Tuna Tekra; 5. Road connecting from Veera barge jetty to Tuna gate by M/s Deendayal Port Trust (Erstwhile : Kandla Port Trust) - <u>Environmental & CRZ Clearance accorded by the MoEF&CC,Gol dated 19/12/2020.</u>	<u>50 Ha. as per CRZ Recommendation issued by the GCZMA dated 29/6/2016.</u>	Rs. 45 lakhs
2.	Development of 3 Remaining Integrated Facilities (stage I) within the existing Deendayal Port Trust (Erstwhile : Kandla Port Trust) at Gandhidham, Kutch, Gujarat - <u>Environmental & CRZ Clearance accorded by the MoEF&CC,Gol dated 18/2/2020.</u>	<u>50 Ha. as per CRZ Recommendation issued by the GCZMA dated 29/6/2016. .</u>	

Annexure -G



DEENDAYAL PORT AUTHORITY

(Erstwhile Deendayal Port Trust)

Ministry of Ports, Shipping & Waterways, Govt. of India

Mech. Engg. Deptt.



Tel: (02836)220636 / 270184
FAX: (02836) 270184 / 270475
Email :- cmepdpt@gmail.com
cmepdpt@deendayalport.gov.in

Office of the Chief Mechanical Engineer,
Port & Customs Building,
New Kandla (Kutch), Gujarat-370210

No. DD/WK/3050/Pt-I/ GIM/PC-44

Date: 02.06.2022

Sir,

To,
Gujarat Ecology Commission
Forest & Environment Department
Block No. 18, First Floor, Udhog Bhavan,
Gandhinagar, Gujarat

Sub: Work Order to carry out Mangrove Plantation-reg.

The Competent Authority, Deendayal Port Authority has been pleased to approve:

1. To carry out mangrove plantation in 100 Ha. area with consultation of concern Gujarat Ecology Commission and at tentative estimated cost amounting to Rs. 50,00,000/- (excluding GST) for the said mangrove Plantation to be carried out in an area of 100 Ha. as per the stages mentioned by them in the MoU as follows:

Sr. No.	Terms and Condition	Rs. (in lakhs)
1	50% of the project cost of 100 Ha. Mangrove Plantation after signing the MoU.	Rs. 25.00
2	40% of the project cost of 100 Ha Mangrove Plantation after nursery preparation.	Rs. 20.00
3	10% of the project cost of 100 Ha Mangrove Plantation after plantation and submission of First year progress report.	Rs. 5.00
	Total	50.00

2. To sign MoU with the Gujarat Ecology Commission, Government of Gujarat during the ensuing Vibrant Gujarat Summit 2022, regarding proposed Mangrove Plantation to be carried out in an area of 100 Hectares through the Gujarat Ecology Commission.
3. To authorize Dy. CME & CME (I/c) to sign MoU with the Gujarat Ecology Commission, Government of Gujarat during upcoming Vibrant Gujarat Summit 2022 for proposed Mangrove Plantation in an area of 100 Hectares through GEC.

The Expenditure shall be chargeable under Code 841/587/9744 WC-13001

Authority: Approved by Board vide Resolution No. 30 in the board meeting held on 27.05.2022

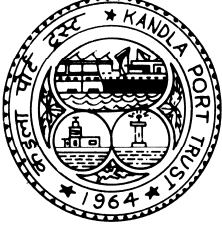
Chief Mechanical Engineer(I/c)
Deendayal Port Authority

Copy to:

- 1) SE(M)
- 2) A.O. (Works Audit)

Annexure -H

DEENDAYAL PORT TRUST



Administrative Office Building
Post Box NO. 50
GANDHIDHAM (Kutch).
Gujarat: 370 201.
Fax: (02836) 220050
Ph.: (02836) 220038

www.deendayalport.gov.in

NO.EG/WK/4783/V/131

Dated : 05/02/2021

To,
M/s Precitech Laboratories Pvt Ltd,
1st Floor, Bhanujyot Complex,
Plot No C5/27, B/h Panchratna Complex,
Nr. GIDC Char Rasta,
VAPI-396195.

Sub: **Work order** for "STRENGTHENING OF EXISTING ENVIRONMENTAL MANAGEMENT CELL AT DEENDAYAL PORT TRUST: Appointment of environment experts for two years further extendable for one year"-**reg.**

Ref: 1) Tender dated 21.06.2019 submitted by M/s Precitech Laboratories Pvt.Ltd, Vapi.
2) Letter of Acceptance vide no-EG/WK/4783/V/100 dtd 01(04).01.2021
3) Letter from DPT no E/WK/4783/V/103 dtd 06.01.2021
4) Performance Guarantee submitted by M/s Precitech Laboratories Pvt Ltd in the form of Bank Guarantee of Rs. 3,60,000.00 vide Bank Guarantee no. 1102921BG0000016 dated 19.01.2021 issued by State Bank of India, Vapi.

Sir,

Kindly refer above cited Letter of Acceptance dtd 01(04).01.2021.

- 2) You shall have to provide Key Experts as per tender requirement during the entire contract period. Accordingly, you shall have to submit the qualification and experience certificates of the Key experts to be appointed at DPT, as per tender conditions for verification & approval.
- 3) Please submit the Agreement of contract as per tender conditions no 1.29.
- 4) Kindly commence the work on or before 15.02.2021.


.....Cont.....

- 2 -

Please note that the time period for providing Consultancy services for the subject work will be initially for two years and further extendable for one year on mutual consent as per tender conditions.

Thanking you.

Yours faithfully,


Superintending Engineer (Design & EMC (i/c))
Deendayal Port Trust

Annexure -I

DEENDAYAL PORT TRUST

ISO 9001 : 2008 : ISO 14001 : 2004

Ph. : 02836-220167

Fax: 02836-233172

website: deendayalport.gov.in

e-mail : secretary@deendayalportgov.in



General Administration Deptt.
Administrative Office Building,
Post Box No. 50,
Gandhidham (Kutch) 370 201

By Speed Post / E-mail

No. GA/PS/4292/HE(PF)/2017/ 304

Dated, 17 January, 2022

OFFER OF CONTRACTUAL ENGAGEMENT AS MANAGER(ENVIRONMENT), IN DEENDAYAL PORT TRUST.

With Reference to your application for contractual engagement as Manager – Environment, in response to the advertisement, inviting applications for the subject position, on assessment and interview before the Services Selection Committee on 06.01.2022, the Competent authority has been pleased to offer the contractual engagement as Manager (Environment) in Deendayal Port Trust, purely on contractual basis, subject to the following terms and conditions :

a) Roles & Responsibilities

- Develop, implement and manage long term port environmental programmes such as the Green Marine Programme, sustainability plan, air strategies, tenant environment plan and tenant lease management.
- Represent the Port in local, state and federal agency meetings.
- Assist in the development and updating of the Port's comprehensive scheme of Harbour improvements and strategic plan.
- Monitor and conduct regular mock drills to train the employees at different levels.

b) Remuneration :-

Your consolidated remuneration per month will be Rs.1,00,000/- (Rupees One Lakh Only). Suitable increase depending upon the performance and variation in the AICP index may be given after successful completion of yearly service. Applicable taxes will be deducted at the time of payment.

c) Period of Contract :

The contract will be for a period of 3 years, extendable by another two years, subject to satisfactory performance.

d) Duty Hours :

You may be posted at/under any department/authority of Deendayal Port Trust, as per requirement, Duty Hours are from 10.00 AM to 06.00 PM or as may be decided by the Administration from time to time. In case of requirement, you may have to work beyond the normal duty hours, for which no other compensation, monetary or otherwise will be considered.

.....
(Mukkannawar Utkarsh Suresh)

Contd....

You will normally be entitled to a weekly off on Sunday. If situation warrants, the weekly day of rest may be changed with prior intimation. For work on any weekly day off / declared national holiday in exigencies of work, a compensatory day of rest as per the convenience of the Administration, in lieu thereof, will be granted and for which no other compensation, monetary or otherwise will be considered.

Failure to report for duty will entail deduction of wages on pro-rata basis.

- e) Medical facility : Only Outdoor Medical treatment facility for self and your spouse will be provided in the Port Trust Hospital. No other medical facilities will be provided to you/ your family.
- f) Leave entitlement : 10 days leave in a year and National Holidays will be given. No other leave will be admissible and for any absence beyond the said leave, pro-rata deduction will be made from the consolidated remuneration.
- g) Accommodation : Suitable accommodation, if available, may be provided, subject to recovery of charges under FR-45A, and the element of HRA excluded from the lumpsum remuneration.
- h) Your engagement on contractual basis is subject to strict adherence to the norms and conduct.
- i) The engagement can be terminated by giving one month's notice in writing from either side. However, in case of unsatisfactory performance or for any act considered derogatory/ detrimental to the interest of Deendayal Port Trust, this contractual engagement will be terminated forthwith.
- j) If you leave without notice or without acceptance of notice of termination, the amount due i.e., consolidated remuneration payable will be forfeited.
- k) You shall not claim any right/title/interest on par with the regular employees of the Port or otherwise.
- l) You shall not have any claim/right whatsoever for regular appointment / absorption in Deendayal Port Trust under any circumstances.
- m) Your contractual engagement is subject to verification of antecedents by the police. If any adverse report is received from the Police, your contractual services are liable to be terminated forthwith.
- n) You will not be permitted to take any other assignment during the period of contract with Deendayal Port Trust.

.....
(Mukkannawar Utkarsh Suresh)

Contd....

- l) On official tour outside Head Quarters, you will be entitled to TA/DA as admissible under the rules.
- m) The terms and conditions shall be amended / modified depending upon the requirement of the Port. Any dispute(s)/difference(s) shall be decided solely by the Chairman, Deendayal Port Trust, which shall be final and binding.
- n) You are required to submit discharge letter / relieving letter from your present employer at the time of joining Deendayal Port Trust, without you may not be allowed to join.
- o) The contractual engagement is subject to your being found medically fit as per the requirements of Deendayal Port Trust.

2. You have to report for medical examination before the Medical Board of DPT at Gopalpuri Hospital on any working day between 10.00 hrs to 12.00 hrs.

3. If you agree to the above terms and conditions, you may convey acceptance by signing the duplicate of the letter in token of your acceptance and submit the same to this office and call at this office with all certificates and two copies of passport size photographs latest by 27th January, 2022 failing which the offer of contractual engagement stands automatically cancelled.


Secretary
Deendayal Port Trust

To
Shri. Mukkanawar Utkarsh Suresh,
21/1, Madhukunj Housing Society,
Near Canara Bank, Panchavati,
Pashan, Pune, Maharashtra - 411008.
Email : utkaish@gmail.com

I accept the above terms and conditions and will report for duty on _____.

Name :

Date :

Copy to: CMO - for conducting Medical Examination.