

**File No.: 10-1/2017-IA-III**  
**Proposal No. IA/GJ/MIS/61679/2017**  
Government of India  
Ministry of Environment, Forest and Climate Change  
(Impact Assessment Division)

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

**Dated: 20<sup>th</sup> November, 2020**

To

**The Chief Engineer**  
M/s Deendayal Port Trust  
Administrative Office Building  
Post Box No. 50  
Gandhidham (Kutch)  
Gujarat – 30201

**Subject: Expansion of port by creation of water front facilities (Oil Jetties 8,9,10 & 11) and development of land of area 554 acres for associated facilities for storage at Old Kandla, Gandhidham, Kachchh (Gujarat) by M/s Deendayal Port Trust (formerly known as Kandla Port Trust) - Environmental and CRZ Clearance.**

Sir,

This has reference to your online proposal to this Ministry on 5<sup>th</sup> August, 2020 regarding Environmental and CRZ Clearance for expansion of port by creation of water front facilities (Oil Jetties 8,9,10 & 11) and development of land of area 554 acres for associated facilities for storage at Old Kandla, Gandhidham, Kachchh (Gujarat) by M/s Deendayal Port Trust (formerly known as Kandla Port Trust)

2. The capacity of each jetty is 3.5 MMTPA for handling all types of liquid cargo. Area proposed for development is 554 acres (Mangrove area including 70 m buffer etc., have been excluded from the total area). Dredging quantity for capital dredging and maintenance dredging will be 16,56,058 m<sup>3</sup> and 1,07,500 m<sup>3</sup>/annum, respectively. The dredged material will be disposed at designated dumping ground (Latitude 22°51'00" & Longitude 70°10'00"). Total plot for storage will be 11 Nos. Tentative Tank Capacity will be 2.28 Million KL and number of Pipelines on each jetty will be 9 (chemicals, Edible Oil, Fire fighting, water supply, air, etc).

3. The project is located at Deendayal Port Trust, Old Kandla, Gandhidham – Kutch, Gujarat with Geo-coordinates Latitude: 23.051704 To 23.069488; Longitude: 70.181017 to 70.219725. The cost of the project is Rs. 1505.74 Crores. Other activities within the DPT had obtained EC's individually, certified compliances are obtained for the same. The project is proposed in the district of Kutch and is located on the West bank of Kandla Creek, which runs into the Gulf of Kutch at a distance of 90 nautical miles from the Arabian Sea. No forest land is involved in the proposed project and hence, forest clearance is not applicable. No. of people to be employed will be 100nos (Indirect employment generation).

4. The other parameters of the project, as per the documents submitted by the project proponent, and also as informed during the above said EAC meeting, are reported to be as under:-



- i. The terrain is flat with elevation from sea level to up to 3m MSL. Topography at the site location is generally flat with average ground level of about 6.5m CD. Topsoil appears marshy. Gulf of Kutch at 11.65km and Sang River at 371.5m. There is no stream or nala is passing through the project site. The area (10 km area) around the project site is drained by Sakar River, Sang River and Churva River. All the rivers in study area are draining towards sea. The entire area is drainage north to south towards sea coast.
- ii. Approx. 20 m<sup>3</sup>/day of water will be required for domestic consumption; the important source of water is the 14.5million m<sup>3</sup> capacity reservoir of Tapar Dam, besides a number of deep tube wells. The project does not lie in Critically Polluted area.
- iii. There is no Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves etc located within 10 km of the project boundary. Further there is no Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC within 10 km radius.
- iv. There would be approximately 100 persons employed in the oil jetties 8 -11 (maximum number of permanent and contract workers at any given time). Expected waste generation quantity from proposed project is approximately 75kg/day (@0.75kg/capita/day) of non-hazardous domestic waste (food waste, general solid waste and plastic waste) that will need collection and disposal. With the implementation of standard waste handling practices in line with MARPOL requirements, potential impacts resulting from the generation of non-hazardous waste is expected to be of low significance. The waste water will be treated in the existing STP of DPT.
- v. No tree cutting is involved in this project. Mangrove plantation is being done by DPT in phased manner. Land clearance will only remove herbs and shrubs of common species. The project is employing renewable energy sources such as day lighting & passive solar panels, using energy efficient electrical appliances, regular maintenance of all powered equipment to ensure appropriate fuel consumption rates.
- vi. A provision for storm water collection has been made for harvesting the rainwater and using it for irrigation or fire fighting purpose. The main storm water drains are proposed as trapezoidal drains of 0.95m base width and 1.3m depth to cater for 10ARI rainfall. The storm water storage proposed will also act as a buffer to cater for the risk for flooding due high intensity rainfall coincident with the high tide.
- vii. The project involves foreshore facilities. Dredging requirement is 16, 56,058 m<sup>3</sup> (Berth basin + Patches in approach channel) and Maintenance Dredging of 1, 07,500 m<sup>3</sup> per annum is required. The dredged material will be disposed at designated dumping ground (Latitude 22°51'00" & Longitude 70°10'00"). Storage of permissible liquid cargo as permitted. 3.5 MMTPA each (3.5 X 4 =14 MMTPA total Capacity) for handling all types of liquid cargo. No handling of dusty cargo is proposed. Oil spill contingency plan has been prepared.

5. The project falls under item 7 (e) – Ports & Harbours of Schedule to the EIA Notification, 2006 and the proposal was considered in earlier meetings of EAC for ToR during 13<sup>th</sup> -15<sup>th</sup> February, 2017 and 27<sup>th</sup> -29<sup>th</sup> June, 2017. The ToR was issued by the Ministry vide F.No: 10-1/2017-IA-III dated 04.08.2017.



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6. The proposal was appraised by the Gujarat Coastal Zone Management Authority (GCZMA) and recommended the proposal vide letter No. ENV-10-2018-24-T cell dated 30<sup>th</sup> July, 2020.

7. The Public Hearing for the project was exempted by the EAC as per para 7 (II) of the EIA notification, 2006, as it was held earlier in November, 2014 for the same area.

8. The project proponent along with the EIA consultant M/s SV Enviro Labs & Consultants, Enviro House, made a presentation through Video Conferencing during 246<sup>th</sup> meeting of Expert Appraisal Committee (EAC) on 20<sup>th</sup> – 21<sup>st</sup> October, 2020. The EAC based on the information submitted and clarifications provided by the project proponent and detailed discussions held on all the issues, recommended the project for grant of environmental and CRZ clearance with stipulated specific conditions along with other Standard EC Conditions as specified by the Ministry vide OM dated 4<sup>th</sup> January, 2019 for the said project/activity

9. The Ministry of Environment, Forest and Climate Change has considered the proposal based on the recommendations of the Expert Appraisal Committee (Infrastructure, CRZ and other Miscellaneous projects) and hereby decided to grant Environmental and CRZ Clearance for the "Expansion of port by creation of water front facilities (Oil Jetties 8,9,10 & 11) and development of land of area 554 acres for associated facilities for storage at Old Kandla, Gandhidham, Kachchh (Gujarat) by M/s Deendayal Port Trust (formerly known as Kandla Port Trust)" under the EIA Notification, 2006 as amended and CRZ Notification 2011, subject to strict compliance of the following specific conditions, in addition to all standard conditions applicable for such projects.

- (i) The Environmental and CRZ Clearance to the project is primarily under provisions of EIA Notification, 2006 and CRZ Notification, 2011. It does not tantamount to approvals/consent/permissions etc required to be obtained under any other Act/Rule/regulation. The Project Proponent is under obligation to obtain approvals /clearances under any other Acts/ Regulations or Statutes as applicable to the project.
- (ii) The project proponent shall abide by all the commitments and recommendations made in the Form-II, EIA and EMP report and also that have been made during their presentation to EAC.
- (iii) Construction activity shall be carried out strictly according to the provisions of the CRZ Notification, 2011. No construction works other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area.
- (iv) All the recommendations and conditions specified by the Gujarat Coastal Zone Management Authority (GCZMA) vide letter No. ENV-10-2018-24-T cell dated 30<sup>th</sup> July, 2020 shall be complied with.
- (v) The Project proponent shall ensure that no creeks or rivers are blocked due to any activities at the project site and free flow of water is maintained. Creek water monitoring program shall be implemented during the construction phase
- (vi) Dredging shall not be carried out during the fish breeding season. Dredging, etc. shall be carried out in confined manner to reduce the impacts on marine environment. Silt curtains shall be used to minimize spreading of silt plume during dredging using online



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monitoring system. Turbidity should be monitored during the dredging. No removal of silt curtain unless baseline values are achieved.

- (vii) As proposed the dredged material can be used to provide an engineered base for marine terminal i.e., oil jetties 8-11 and construction yard. The impact of dredging on the marine environment should be monitored and necessary measures shall be taken on priority basis if any adverse impact is observed.
- (viii) Marine ecological monitoring and its mitigation measures for protection of phytoplankton, zooplanktons, macrobenthos, estuaries, sea-grass, algae, sea weeds, Crustaceans, Fishes, coral reefs and mangroves and migratory birds etc. as given in the EIA-EMP Report shall be complied with in letter and spirit through a reputed university/institute with financial support as desired. Six monthly report of the studies to be provided to the regional office of MoEFCC.
- (ix) Continuous online monitoring of air and water covering the total area shall be carried out and the compliance report of the same shall be submitted along with the 6 monthly compliance report to the regional office of MoEF&CC.
- (x) The actions shall be in accordance with proposed landscape planning concepts to minimise major landscape changes. The change in land use pattern shall be limited to the proposed port limits and be carried out in such a way as to ensure proper drainage by providing surface drainage systems including storm water network.
- (xi) Suitable preventive measures be taken to trap spillage of fuel / engine oil and lubricants from the construction site. Measures should be taken to contain, control and recover the accidental spills of fuel during cargo handling.
- (xii) All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to the RO, MoEF&CC along with half yearly compliance report.
- (xiii) The company shall draw up and implement Corporate Social Responsibility Plan as per the Company's Act of 2013.
- (xiv) As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfill these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.
- (xv) In pursuance of Ministry's OM No stated above the project proponent shall add one annexure in the EIA Report indicating all the commitments made by the PP to the public during public hearing and submit it to the Ministry and the EAC.

## **B. STANDARD CONDITIONS:**

### **I. Statutory compliance:**

- (i) Construction activity shall be carried out strictly according to the provisions of CRZ Notification, 2011 and the State Coastal Zone Management Plan as drawn up by the State



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Government. No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area.

- (ii) A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project should be obtained.
- (iii) All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Coast Guard, Civil Aviation Department shall be obtained, as applicable by project proponents from the respective competent authorities.

## **II. Air quality monitoring and preservation:**

- (i) The project proponent shall install system to carryout Ambient Air Quality monitoring for common/criterion parameters relevant to the main pollutants released (e.g. PM<sub>10</sub> and PM<sub>2.5</sub> in reference to PM emission, and SO<sub>2</sub> and NO<sub>x</sub> in reference to SO<sub>2</sub> and NO<sub>x</sub> emissions) within and outside the project area at least at four locations, covering upwind and downwind directions.
- (ii) Appropriate Air Pollution Control (APC) system shall be provided for all the dust generating points including fugitive dust from all vulnerable sources, so as to comply prescribed emission standards.
- (iii) Shrouding shall be carried out in the work site enclosing the dock/proposed facility area. This will act as dust curtain as well achieving zero dust discharge from the site. These curtain or shroud will be immensely effective in restricting disturbance from wind in affecting the dry dock operations, preventing waste dispersion, improving working conditions through provision of shade for the workers.
- (iv) Dust collectors shall be deployed in all areas where blasting (surface cleaning) and painting operations are to be carried out, supplemented by stacks for effective dispersion.
- (v) The Vessels shall comply the emission norms prescribed from time to time.
- (vi) Diesel power generating sets proposed as source of backup power should be of enclosed type and conform to rules made under the Environment (Protection) Act, 1986. The height of stack of DG sets should be equal to the height needed for the combined capacity of all proposed DG sets. Use of low sulphur diesel. The location of the DG sets may be decided with in consultation with State Pollution Control Board.
- (vii) A detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 05 kms radius of the project is maintained and improved upon after the implementation of the project. This plan should be based on cumulative impact of all development and increased habitation being carried out or proposed to be carried out by the project or other agencies in this 05 Kms radius of the site in different scenarios of space and time and the traffic management plan shall be duly validated and certified by the State Urban Development department and the P.W.D./ competent authority for road augmentation and shall also have their consent to the implementation of components of the plan which involve the participation of these departments.

## **III. Water quality monitoring and preservation:**

- (i) The Project proponent shall ensure that no creeks or rivers are blocked due to any activities at the project site and free flow of water is maintained.

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

#### **IV. Noise monitoring and prevention:**

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

#### **V. Energy Conservation measures:**

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



- (ii) Provide LED lights in their offices and port areas.

#### **VI. Waste management:**

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

#### **VII. Green Belt:**

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

#### **VIII. Marine Ecology:**

- (i) The dredging schedule shall be so planned that the turbidity developed is dispersed soon enough to prevent any stress on the fish population.
- (ii) While carrying out dredging, an independent monitoring shall be carried out through a Government Agency/Institute to assess the impact and necessary measures shall be taken on priority basis if any adverse impact is observed.
- (iii) A detailed marine biodiversity management plan shall be prepared through the NIO or any other institute of repute on marine, brackish water and fresh water ecology and biodiversity and submitted to and implemented to the satisfaction of the State Biodiversity Board and the CRZ authority. The report shall be based on a study of the impact of the project activities on the intertidal biotopes, corals and coral communities, molluscs, sea grasses, sea weeds, sub-tidal habitats, fishes, other marine and aquatic



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micro, macro and mega flora and fauna including benthos, plankton, turtles, birds etc. as also the productivity. The data collection and impact assessment shall be as per standards survey methods and include underwater photography.

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

#### **IX. Public hearing and human health issues:**

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

#### **X. Environment Responsibility:**

- (i) The company shall have a well laid down environmental policy duly approved by the Board of Directors. The environmental policy should prescribe for standard operating procedures to have proper checks and balances and to bring into focus any infringements/deviation/violation of the environmental / forest /wildlife norms/ conditions. The company shall have defined system of reporting infringements / deviation / violation of the environmental / forest / wildlife norms / conditions and / or shareholders / stake holders. The copy of the board resolution in this regard shall be submitted to the MoEF&CC as a part of six-monthly report.
- (ii) A separate Environmental Cell both at the project and company head quarter level, with qualified personnel shall be set up under the control of senior Executive, who will directly report to the head of the organization.
- (iii) Action plan for implementing EMP and environmental conditions along with responsibility matrix of the company shall be prepared and shall be duly approved by competent authority. The year wise funds earmarked for environmental protection measures shall be kept in separate account and not to be diverted for any other purpose.

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Year wise progress of implementation of action plan shall be reported to the Ministry/Regional Office along with the Six Monthly Compliance Report.

- (iv) Self environmental audit shall be conducted annually. Every three years third party environmental audit shall be carried out.

#### **XI. Miscellaneous:**


- (i) The project proponent shall make public the environmental clearance granted for their project along with the environmental conditions and safeguards at their cost by prominently advertising it at least in two local newspapers of the District or State, of which one shall be in the vernacular language within seven days and in addition this shall also be displayed in the project proponent's website permanently.
- (ii) The copies of the environmental clearance shall be submitted by the project proponents to the Heads of local bodies, Panchayats and Municipal Bodies in addition to the relevant offices of the Government who in turn has to display the same for 30 days from the date of receipt.
- (iii) The project proponent shall upload the status of compliance of the stipulated environment clearance conditions, including results of monitored data on their website and update the same on half-yearly basis.
- (iv) The project proponent shall submit six-monthly reports on the status of the compliance of the stipulated environmental conditions on the website of the ministry of Environment, Forest and Climate Change at environment clearance portal.
- (v) The project proponent shall submit the environmental statement for each financial year in Form-V to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently and put on the website of the company.
- (vi) The criteria pollutant levels namely; PM<sub>2.5</sub>, PM<sub>10</sub>, SO<sub>2</sub>, NO<sub>x</sub> (ambient levels) or critical sectoral parameters, indicated for the project shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.
- (vii) The project proponent shall inform the Regional Office as well as the Ministry, the date of financial closure and final approval of the project by the concerned authorities, commencing the land development work and start of production operation by the project.
- (viii) The project authorities must strictly adhere to the stipulations made by the State Pollution Control Board and the State Government.
- (ix) The project proponent shall abide by all the commitments and recommendations made in the EIA/EMP report, commitment made during Public Hearing and also that during their presentation to the Expert Appraisal Committee.
- (x) No further expansion or modifications in the port area shall be carried out without prior approval of the Ministry of Environment, Forests and Climate Change (MoEF&CC).
- (xi) Concealing factual data or submission of false/fabricated data may result in revocation of this environmental clearance and attract action under the provisions of Environment (Protection) Act, 1986.
- (xii) The Ministry may revoke or suspend the clearance, if implementation of any of the above conditions is not satisfactory.

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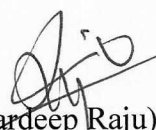
- (xiii) The Ministry reserves the right to stipulate additional conditions if found necessary. The Company in a time bound manner shall implement these conditions.
- (xiv) The Regional Office of this Ministry shall monitor compliance of the stipulated conditions. The project authorities should extend full cooperation to the officer (s) of the Regional Office by furnishing the requisite data / information/monitoring reports.
- (xv) The above conditions shall be enforced, inter-alia under the provisions of the Water (Prevention & Control of Pollution) Act, 1974, the Air (Prevention & Control of Pollution) Act, 1981, the Environment (Protection) Act, 1986, Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 and the Public Liability Insurance Act, 1991 along with their amendments and Rules and any other orders passed by the Hon'ble Supreme Court of India / High Courts and any other Court of Law relating to the subject matter.
- (xvi) Any appeal against this EC shall lie with the National Green Tribunal, if preferred, within a period of 30 days as prescribed under Section 16 of the National Green Tribunal Act, 2010.

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

  
(Amardeep Raju)  
Scientist-E

Copy to:

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

  
(Amardeep Raju)  
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