



Government of India
Ministry of Environment, Forest and Climate Change
(Impact Assessment Division)

To,

The Chief Engineer

DEENDAYAL PORT TRUST

A.O. Building ,Annex, P.O.Box No. 50 , Gandhidham- Kutch,,kutch,Gujarat-370201

Subject: Grant of Environmental Clearance (EC) to the proposed Project Activity under the provision of EIA Notification 2006-regarding

Sir/Madam,

This is in reference to your application for Environmental Clearance (EC) in respect of project submitted to the Ministry vide proposal number IA/GJ/NCP/280634/2018 dated 12 Dec 2022. The particulars of the environmental clearance granted to the project are as below.

1. EC Identification No.	EC24A033GJ192347
2. File No.	10-26/2018-IA.III
3. Project Type	Expansion
4. Category	A
5. Project/Activity including Schedule No.	7(e) Ports, Harbours
6. Name of Project	Augmentation of Liquid Cargo Handling Capacity from 8 MMTPA to 23.8 MMTPA Through Modernisation of Existing Pipeline Network at Oil Jetty Area, Deendayal Port Trust, Kandla
7. Name of Company/Organization	DEENDAYAL PORT TRUST
8. Location of Project	Gujarat
9. TOR Date	N/A

The project details along with terms and conditions are appended herewith from page no 2 onwards.

Date: 01/01/2024

(e-signed)
Amardeep Raju
Scientist E
IA - (INFRA-1 sector)

Note: A valid environmental clearance shall be one that has EC identification number & E-Sign generated from PARIVESH. Please quote identification number in all future correspondence.

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2. The proposal is for augmentation of Liquid Cargo Handling Capacity from 8 MMTPA to 23.8 MMTPA through modernization of existing pipeline network at Oil Jetty Area, Deendayal Port Trust, Kandla, Tal Gandhidam, Dist.Kutch, Gujarat by M/s Kandla Port Trust.

3. Presently Deendayal Port Authority (Erstwhile Deendayal Port Trust) has six oil jetties (OJ no, 1 to 4–DPA & OJ 5 & 6–IFFCO & IOCL respectively) located on western side of Kandla Creek. The five oil jetties presently have a total of 167 nos. pipelines of these, 125 pipelines will be scrapped and the remaining 42 pipelines will be retained 84 new higher capacity pipelines for improving the efficiency and safety over the existing trestle will be laid. The work also envisages replacing inspection of the steel trestles over which the pipelines run and replacing the damaged trestles. Entire project area located within existing Oil Jetty Area of Deendayal Port Authority, Kandla.

4. The Project will be implemented in three phases:

Phase 1: Removal of marine unloading arms, their connected airlines in Oil Jetty 1 & Oil Jetty 4 and Flushing Lines in Oil Jetty and asking M/s HPCL (now taken over by M/s ONGC Ltd.), M/S BPCL, M/S IOCL, M/S IFFCO, M/S Synthetics & Chemicals to remove their redundant pipelines.

Phase 2: Commissioning of Newly Laid Edible Oil Pipelines and subsequently removal of Existing Edible Oil Pipelines by the respective stakeholders. This will be taken up during the final stages of completion of Phase 1.

Phase 3: Removal of Existing Chemical pipelines by the respective stakeholders and laying of New chemical pipelines.

5. The first oil jetty was commissioned during year 1965 & subsequently, other oil jetties were commissioned. DPA has obtained EC and CRZ clearance for the “Development of plots for construction of liquid storage tank farm at Kandla Port Trust at Kandla” vide letter no. F.No. 10-36/2008-IA-III dated 02/02/2010 (for the proposed installation of tanks for storage/handling of the petroleum products and edible oil and laying of inter terminal pipelines) and obtained its extension of validity of EC and CRZ clearance on 18/08/2015 for a period up to 01.02.2020. Out of total 17 plots, DPA allotted 13 plots (3, 4, 5, 6, 7, 10, 12, 13, 14, 15, 17, 18 & 19) to various plot allottees. Further, Ministry of Environment, forest and climate change (CRZ Division) vide letter no. F.No. 19-2/2018-IA.III dated 15/04/2019 clarified on the applicability of CRZ clearance stating that “The need for further CRZ Clearance by the plot holders in the DPT area for which a composite EC & CRZ clearance has been issued therefore does not seem to arise”. All plot allottees (13 No.s) have established their tank farms including interconnecting pipelines from various oil jetties to their terminals. DPA obtained consolidated consent and Authorization from GPCB for the Commercial operation. DPA had obtained the consolidated Consent and Authorization from the GPCB for the said oil jetties and handling of liquid cargo Consent order no. AWH- 43365 Vide



letter no. PC/CCA-Kutch-812/GPCB ID 28494/93560 dated 05/10/2011 valid up to 21/07/2015, Consent order no. AWH- 72820 Vide letter no. GPCB/CCA-Kutch-812(2)/GPCB ID 28494/327172 dated 11/09/2015 valid up to 21/07/2020, Renewal of the Consent order no. AWH-110594 Vide letter no. GPCB/CCA-Kutch-812(5)/GPCB ID 28494/581914 dated 22/01/2021 valid up to 21/07/2025.

6. The proposed project falls under category 'A' of item 7 (e) i.e. 'Ports, harbours, break waters, dredging' of the schedule to the EIA Notification, 2006 and its subsequent amendments. The total project cost is estimated to be Rs. 170.42 Crores.

7. Terms of References (ToR): ToR was recommended by the EAC (infra-2) in its 30th meeting held on 18th -20th April, 2018 and it was granted vide letter No. 10-26/2018-IA.III dated 14th June, 2018. Amendment in ToR was recommended by the EAC (infra-2) in its 51st meeting held on 21st -22nd May, 2020 and it was granted vide letter even no dated 11th June, 2020.

8. Public Hearing: Public Hearing was conducted by Gujarat Pollution Control Board, in district kutch, Gujarat on 10.12.2021. The details of the public hearing is as following:

S.no	Date	Village/Venue	District and State	Chaired by
1	10 th December, 2021	Parking Plot of DPT near Kutch Salt Junction, Kandla Village,	Dist. kutch, Gujarat.	Additional District Magistrate, kutch

9. Land Use Land Cover of the Project site is.

S.no.	Land use/Land cover	Area(ha)	Percentage (%)	Remarks, if any
1	Built-up Area on dry land	8.0	21.16	Entirely within Customs Bonded Area of the port
2	Creek	24.0	63.49	
3	Inter-tidal Zone / Mudflat	3.55	9.39	
4	Mangrove	2.25	5.95	
Total		37.8	100	

10. Terrain and topographical features: The study area is extremely flat. The land is just above the mean sea level. The entire project area is located on the bank of Kandla Creek and is within the Oil Jetty Area of Deendayal Port. No acquisition of additional land will be necessary.

11. Details of water bodies, impact on drainage: The project site is located on the western bank of the Kandla Creek, which joins the Gulf of Kutch ~6.5 km south of oil Jetty 1. Off the project site, the Kandla Creek is more than 1 km wide. The western part of the study area is drained by Kandla Creek, Khori Creek and Nakti Creek, all of which join the Gulf of Kutch. About 3.4 km

north Oil Jetty 5, the Kandla Creek bifurcates into 2 Creeks, Sanu Creek and Phang Creek, which extend further north and north-east through a network of smaller tidal creeks / channels. The eastern half of the study area is dominated by an uninhabited tidal mud-flat called “Sath-Saida Bet”. The western ~1/3 of the Sath-saida Bet drains into the Kandla Creek, whereas the eastern ~2/3 drains into another creek further east.

12. Water Requirement: The domestic water requirement for the existing Oil jetty area is 200 KLD and it will remain unchanged after proposed revamping and replacement of the pipelines. The potable water is supplied mostly by Gujarat Water Supply and Sewerage. Board (GWSSB), an agency of the Government of Gujarat. If there is any shortfall the water is supplied in tankers. Sewage generated at the township is treated in sewage treatment plant. The entire quantity of treated sewage (700 m³ /day) is reused in existing Deendayal Port for miscellaneous purposes. The pipeline revamping and replacement project is not expected to lead to any increase in water demand.

13. Tree cutting: No tree cutting involved in the proposed project. The proposed revamping and replacement of pipelines will be done on already existing Oil Jetty area.

14. Diversion of forest land: There are no forests in the study area. However there are mangroves on the banks of the tidal channels and tidal mud flats in the study area. Beyond the tidal influenced area, the area is semi-arid. The proposed revamping and replacement of pipelines will be done on already existing Oil Jetty area. No new berths will be constructed nor there any proposal to increase the size of the ships presently being handled at the oil jetties. No acquisition of additional land will be required.

15. The proposed project is not located within 10 km of Protected Areas (PA), National Parks, Sanctuaries and Tiger Reserves etc and there are no Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) in 10 km radius area.

16. Waste Management: During normal operation of the pipelines no solid wastes will be generated. first a new pipeline should be laid and then only old pipeline should be removed. After detailed deliberations, the sequence for laying of pipelines and removal of old ones has been arrived. This should be strictly followed. Presently, every year about 3600 tonnes of used oil and oily residues are generated at Deendayal Port. These hazardous wastes are packed in labelled plastic drums. Deendayal port has licensed several waste disposal contractors who have necessary authorizations from Central Pollution Control Board (CPCB) and Gujarat Pollution Control Board (GPCB). The wastes are collected by these contractors and taken away for proper disposal with proper documentation. Copies of the documents in the prescribed forms are submitted to DPT as well as GPCB.

17. The oil / sludge removed by Pigging of the revamped pipeline network of the Oil Jetty Area will be considered as Hazardous wastes and disposed off in accordance with the “Hazardous



and Other Wastes (Management and Transboundary Movement) Rules, 2016” & its subsequent amendments. The wastes will be packed in leak-proof containers which will be labelled and temporarily stored in a designated place before being sent to an authorized waste Treatment, Storage & Disposal Facility (TSDF) for proper disposal.

18. The layout on CRZ map of 1:4000 scale prepared by IRS Chennai. MCZMA recommended the project to MoEF& CC vide letter no. ENV-10-2021-41-T dated 25th August, 2022. As per the MCZMA recommendations. The Project Falls in CRZ I(A) (Mangrove), CRZ-I(B), CRZ-III and CRZ-IV. The proposed activities are permissible activities as per the provisions of CRZ Notification 2011.

19. ~130 m - ~220 m offshore. The Jetties are linked to the shore by concrete bridges which also carry power lines and pipelines. The pipelines from the six oil jetties converge at “Y Junction” on the shore from where pipes lead to various storage facilities. The laying of pipeline for the proposed revamping will be entirely on the existing structure like Jetties, Pipelines and Trestles etc and the work involves removal of old pipelines and replacement of the same with the new pipelines. The project does not envisage digging of any foundations. No new berths will be constructed nor there any proposal to increase the size of the ships presently being handled at the oil jetties. Hence no dredging will be required. The new pipelines will be laid on the existing pipe bridges after scrapping some of the existing pipelines. The pipelines are located several feet above the High Tide Line. No land filling will be necessary. There is no proposal to construct any new structure either offshore or on land under the present proposal.

20. The oil jetties were constructed since 1965 i.e much before the EIA notification and CRZ notification therefore, the subject proposal was inspected as per the stipulated condition mentioned in the Consolidated Consent and Authorization order no. AWH-110594 dated 22/01/2021, on 06/09/2022 by the IRO, Gandhinagar. Accordingly detailed monitoring report along with observations had been issued by the IRO, Gandhinagar vide letter no. File No. J-11/77-2022-IROGNR dated 14/11/2022.

21. Land acquisition and R&R issues: No acquisition of additional land will be required for the proposed project.

22. Employment Potential: Deendayal Port Trust employs 2634 persons. It is expected that maximum ~200 workers will be directly engaged at any given time during construction. These will be contractors’ workers. The revamped pipelines will be operated by an external O&M agency hired by DPT.

23. Benefits of the project: Some of existing marine unloading arms and pipelines are no longer in use. They are occupying valuable space. The space freed by scrapping of redundant pipelines can be put to other valuable use. Deendayal Port Trust has decided to revamp the existing pipeline network leading from Oil Jetties, 1, 2, 3 & 4. Some of the existing pipelines along with



allied structures leading from Oil Jetties to the Y-Junction will be scrapped. It has been estimated that-3500 tonnes of pipes and allied structures will be scrapped. These will be replaced by pipelines of higher capacity for improving the efficiency and safety for handling Edible Oils, Chemicals and utilities as Air & Water. This will not only increase cargo-throughput (from 8 to 10 million tonnes per year) but also increase cargo-mix. During the construction period several highly skilled, skilled as well as unskilled workers and other personnel will be employed. As part of its Corporate Environmental Responsibility (CER), DPT shall implement social infrastructure improvement projects in the area in consultation with local people.

24. Details of Court cases: No Court case is pending against the Project.

25. The EAC, after examining the documents submitted by the project proponent and detailed deliberations in its 345th meeting on 09th-10th November, 2023 and **recommended** the proposal for grant of Environmental Clearance and CRZ clearance subject to all specific and standard conditions applicable for such projects.

26. 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 'augmentation of Liquid Cargo Handling Capacity from 8 MMTPA to 23.8 MMTPA through modernization of existing pipeline network at Oil Jetty Area, Deendayal Port Trust, Kandla, Tal Gandhidam, Dist.Kutch, Gujarat by M/s 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.

SPECIFIC CONDITIONS

- i. Construction activity shall be carried out strictly according to the provisions of the CRZ Notification, 2011. No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area.
- ii. All the recommendations and conditions specified by the Gujarat State Coastal Zone Management Authority (GCZMA) vide letter No ENV-10-2021-41-T dated 25th August, 2022 shall be complied with.
- iii. Consent to Establish/Operate for the project shall be obtained from the State Pollution Control Board as required under the Air (Prevention and Control of Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.
- iv. PP shall ensue while scrapping of 125 old pipeline and laying of 84 new process shall not cause any spillage/leakage.
- v. As proposed by PP Steel scrap will be temporarily stored in designated area before being auctioned off. The storage of steel scrap and any other scrapped material shall be stored temporarily outside the CRZ area.

- vi. Wastes discharged from ships will be handed over to the port's licensed waste disposal contractors.
- vii. No new berths will be constructed nor there any proposal to increase the size of the ships presently being handled at the oil jetties. Hence no dredging shall be carried out.
- viii. The project proponent shall install system carryout to Ambient Air Quality monitoring for common/criterion parameters relevant to the main pollutants released (e.g. PM10 and PM2.5 in reference to PM emission, and SO2 and NOx in reference to SO2 and NOx emissions) within and outside the port area at least at four locations (one within and three outside the port area at an angle of 120° each), covering upwind and downwind directions.
- ix. 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 fugitive emission standards.
- x. The project proponent shall submit monthly summary report of continuous stack emission and air quality monitoring and results of manual stack monitoring and manual monitoring of air quality /fugitive emissions to Regional Office of MoEF&CC, Zonal office of CPCB and Regional Office of SPCB along with six-monthly monitoring report.
- xi. Effective safeguard measures, such as regular water sprinkling shall be carried out in critical areas prone to air pollution and having high level of particulate matter such as around loading and unloading point and all transfer points. Extensive water sprinkling shall be carried out on haul roads. It should be ensured that the Ambient Air Quality parameters conform to the norms prescribed by the Central Pollution Control Board in this regard.
- xii. Risk assessment for spill scenarios and Disaster Management Plan as prepared shall be in place in the environment Management cell of Deendayal Port Authority with all SOP's for various scenarios.
- xiii. Spillage of fuel/engine oil and lubricants from the construction site are a source of organic pollution which impacts marine life, particularly benthos. This shall be prevented by suitable precautions and also by providing necessary mechanisms to trap the spillage.
- xiv. Oil spillage prevention and mitigation scheme shall be prepared. In case of oil spillage/contamination, action plan shall be prepared to clean the site by adopting proven technology. The recyclable waste (oily sludge) and spent oil shall be disposed of to the authorized recyclers.
- xv. Construction spoils, including bituminous material and other hazardous materials, must not be allowed to contaminate watercourses and the dump sites for such material must be secured so that they should not leach into the ground water.
- xvi. The proponent shall put in place the detailed on site and off site Emergency Management Plan as per the Manufacture, Storage and Import of Hazardous Chemical Rules, 1989, as amended to date which may cover the natural disasters also.
- xvii. The company shall develop a contingency plan for H2S release including all necessary aspects from evacuation to resumption of normal operations. The workers shall be provided with personal H2S detectors in locations of high risk of exposure along with self containing breathing apparatus.



- xviii. Emergency Response Plan (ERP) shall be based on the guidelines prepared by OISD, DGMS and Govt. of India.
- xix. Sediment analysis of harbor at identified locations shall be analyzed and records for past and present period shall be maintained.
- xx. 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.
- xxi. No underwater blasting is permitted.
- xxii. Necessary approvals be taken during implementation and commissioning from statutory bodies concerned.
- xxiii. A site specific biodiversity conservation plan including mitigation measures to be developed from competent nationally/internationally recognized institute with appropriate financial allocation for its implementation.
- xxiv. Shoreline should not be disturbed due to dumping. Periodical study on shore line changes shall be conducted and mitigation carried out, if necessary. The details shall be submitted along with the six monthly monitoring report.
- xxv. A continuous monitoring programme covering all the seasons on various aspects of the coastal and marine environs need to be undertaken by a competent organization available in the State or by entrusting to the National Institutes/renowned Universities/accredited Consultant with rich experiences in marine science aspects. Monitoring should include sea weeds, sea grasses, mudflats, sand dunes, fisheries, mangroves and other marine biodiversity components as part of the management plan.
- xxvi. Necessary arrangements for the treatment of the effluents and solid wastes/ facilitation of reception facilities under MARPOL 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. The provisions of Solid Waste Management Rules, 2016. E- Waste Management Rules, 2016, and Plastic Waste Management Rules, 2016 shall be complied with.
- xxvii. All the commitments made to the public during public hearing/public consultation meeting shall be satisfactorily implemented and adequate budget provision shall be made accordingly.
- xxviii. All the recommendations mentioned in the risk assessment report, disaster management plan and safety guidelines shall be implemented.
- xxix. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory Aforestation etc, either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also be implemented and become part of EMP.



B. STANDARD CONDITIONS:

I. Statutory compliance:

- (i) The project proponent shall prepare a Site-Specific Conservation Plan & Wildlife Management Plan and approved by the Chief Wildlife Warden. The recommendations of the approved Site-Specific Conservation Plan / Wildlife Management Plan shall be implemented in consultation with the State Forest Department. The implementation report shall be furnished along with the six-monthly compliance report (incase of the presence of schedule-I species in the study area).
- (ii) The project proponent shall obtain the necessary permission from the Central Ground Water Authority, in case of drawl of ground water / from the competent authority concerned in case of drawl of surface water required for the project.
- (iii) All excavation related dewatering shall be as duly authorized by the CGWA. A NOC from the CGWA shall be obtained for all dewatering and ground water abstraction.
- (iv) 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.
- (v) All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Coast Guard, Civil Aviation Department shall be obtained, as applicable by project proponents from the respective competent authorities.

II. Air quality monitoring and preservation:

- (i) The project proponent shall install system to carryout Ambient Air Quality monitoring for common/criterion parameters relevant to the main pollutants released (e.g. PM₁₀ and PM_{2.5} in reference to PM emission, and SO₂ and NO_x in reference to SO₂ and NO_x emissions) within and outside the project area at least at four locations, covering upwind and downwind directions.
- (ii) Appropriate Air Pollution Control (APC) system shall be provided for all the dust generating points including fugitive dust from all vulnerable sources, so as to comply prescribed emission standards.
- (iii) Shrouding shall be carried out in the work site enclosing the dock/proposed facility area. This will act as dust curtain as well achieving zero dust discharge from the site. These curtain or shroud will be immensely effective in restricting disturbance from wind in affecting the dry dock operations, preventing waste dispersion, improving working conditions through provision of shade for the workers.
- (iv) Dust collectors shall be deployed in all areas where blasting (surface cleaning) and painting operations are to be carried out, supplemented by stacks for effective dispersion.
- (v) 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.

- (vi) 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) 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.
- (ii) 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.
- (iii) 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.
- (iv) No diversion of the natural course of the river shall be made without prior permission from the Ministry of Water resources.

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 residential areas.

VI. Waste management:

- (i) 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.
- (ii) The solid wastes shall be managed and disposed as per the norms of the Solid Waste Management Rules, 2016.
- (iii) 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.
- (iv) 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.
- (v) 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.

VII. Green Belt:

- (i) An overall green area of at-least 33% of the Industrial Area should be developed with native species. The green area shall be 40% in case of critically polluted area. The project proponent of the Industrial Area shall comply with the additional commitment made by them in the EIA report regarding the development of green belt.
- (ii) The Industrial Areas are directed to accordingly allocate the area to be developed as green cover to respective individual industrial units so as to achieve the above mentioned condition.
- (iii) The individual industrial unit, at the time of obtaining EC, shall bring a letter from the Industrial Area for the area allocated to them to be developed as green cover as a part of obligation from the Industrial Area.
- (iv) Wherever possible, plantations around the periphery of the Industrial Area, in the downwind direction and along the road sides shall be provided for containment of pollution and for formation of a screen between the industrial area and the outer civil area. The choice of plants should include shrubs of height 1 to 1.5 m and tree of 3 to 5 m height. The intermixing of trees and shrubs should be such that the foliage area density in vertical is almost uniform.
- (v) The parameters like selection of plant species, procedure for plantation, density of tree plantation etc shall be as per the CPCB guidelines.



VIII. Public hearing and human health issues:

- (i) 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.
- (ii) 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.
- (iii) Emergency preparedness plan based on the Hazard identification and Risk Assessment (HIRA) and Disaster Management Plan shall be implemented.
- (iv) 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.
- (v) Occupational health surveillance of the workers shall be done on a regular basis.

X. Environment Responsibility:

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



XI. Miscellaneous:

- (i) The project proponent shall make public the environmental clearance granted for their project along with the environmental conditions and safeguards at their cost by prominently advertising it at least in two local newspapers of the District or State, of which one shall be in the vernacular language within seven days and in addition this shall also be displayed in the project proponent's website permanently.
- (ii) The copies of the environmental clearance shall be submitted by the project proponents to the Heads of local bodies, Panchayats and Municipal Bodies in addition to the relevant offices of the Government who in turn has to display the same for 30 days from the date of receipt.
- (iii) The project proponent shall upload the status of compliance of the stipulated environment clearance conditions, including results of monitored data on their website and update the same on half-yearly basis.
- (iv) The project proponent shall submit six-monthly reports on the status of the compliance of the stipulated environmental conditions on the website of the ministry of Environment, Forest and Climate Change at environment clearance portal.
- (v) The project proponent shall submit the environmental statement for each financial year in Form-V to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently and put on the website of the company.
- (vi) The criteria pollutant levels namely; PM_{2.5}, PM₁₀, SO₂, NO_x (ambient levels) or critical sectoral parameters, indicated for the project shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.
- (vii) The project proponent shall inform the Regional Office as well as the Ministry, the date of financial closure and final approval of the project by the concerned authorities, commencing the land development work and start of production operation by the project.
- (viii) The project authorities must strictly adhere to the stipulations made by the State Pollution Control Board and the State Government.
- (ix) The project proponent shall abide by all the commitments and recommendations made in the EIA/EMP report, commitment made during Public Hearing and also that during their presentation to the Expert Appraisal Committee.
- (x) No further expansion or modifications in the Industrial 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.



- (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.



(Amardeep Raju)
Scientist-E

Copy to:

1. The Secretary, Forest, Environment and Climate Change Department, Govt. of Odisha, KharavelBhavan, Gopabandhu Marg, Keshari Nagar, Bhubaneswar, Odisha 751001.
2. The Deputy Director General of Forests (C), Ministry of Env., Forest and Climate Change, Integrated Regional Office, A/3, Chandersekharapur, Bhubaneswar – 751023.
3. The Chairman, Central Pollution Control Board, PariveshBhawan, CBD-cum-Office Complex, East Arjun Nagar, Delhi – 32.
4. The Member Secretary, Odisha State Pollution Control Board, A/118, Unit-Viii, D A V School Main Road, Gopabandhu Nagar, Near Ommeed, Neelkanth Nagar, Bhubaneswar, Odisha 751012.
5. Monitoring Cell, MoEF&CC, Indira ParyavaranBhavan, New Delhi.
6. PARIVESH Portal.
7. Guard File/Record File.



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