



सत्यमेव जयते

File No: 10-8/2005-IA.III
Government of India
Ministry of Environment, Forest and
Climate Change
IA Division



Date 23/02/2026



To,

Dr Anil Kumar Trivedi
dighi port limited
605, 6th Floor, Hallmark Business Plaza, Opp. Guru Nanak Hospital, Bandra (East), MUMBAI,
MAHARASHTRA, 400051
dighi.env@adani.com

Subject: **Construction of balance work of Dighi Port, in Taluka Murud and Taluka Shrivardhan, District Raigad, Maharashtra by M/s Dighi Port Limited- Environment and CRZ clearance regarding.**

Sir/Madam,

This is in reference to your application submitted to MoEF&CC vide proposal number IA/MH/INFRA1/561671/2025 dated 16/12/2025 for grant of prior Environmental Clearance (EC) to the proposed project under the provision of the EIA Notification 2006 and as amended thereof.

2. The particulars of the proposal are as below :

(i) EC Identification No.	EC25A3501MH5165331N
(ii) File No.	10-8/2005-IA.III
(iii) Clearance Type	EC and CRZ
(iv) Category	A
(v) Project/Activity Included Schedule No.	7(e) Ports, harbors, breakwaters, dredging
(vi) Sector	INFRA-1
(vii) Name of Project	Construction of balance work of Dighi Port, Taluka Murud and Taluka Shrivardhan, District Raigad, Maharashtra by M/s Dighi Port Limited
(viii) Name of Company/Organization	dighi port limited
(ix) Location of Project (District, State)	RAIGAD, MAHARASHTRA
(x) Issuing Authority	MoEF&CC
(xi) Applicability of General Conditions as per EIA Notification, 2006	No

3. The proposal is for Construction of balance work of Dighi Port, in Taluka Murud and Taluka Shrivardhan, District Raigad, Maharashtra by M/s Dighi Port Limited.

4. M/s Dighi Port Limited (DPL) obtained Environment and CRZ clearance vide letter no.10-8/2005-IA-III dated 30th September, 2005 from Ministry of Environment Forest & Climate Change (MoEF&CC) for development of Dighi port. Further, Corrigendum in environmental clearance was issued on 26th December, 2005 clarified regarding Phases. Phases-I involves development of 4 new multipurpose berths and strengthening & upgrading of existing (one number) berth. Subsequently EC Corrigendum was issued on 25th June 2012 to treat the EC issued on 30th September 2005 as EC and CRZ clearance and also DPL was permitted to handle LPG as per the corrigendum letter. Further corrigendum to EC & CRZ clearance was issued on 27th January, 2022 mentioning the berth dimensions.

5. M/s DPL has permission to develop 5 numbers of berths i.e. 2 number of berths including strengthening of existing berth on south side (Dighi Side) and 3 new berths on the north side (Agardanda Side) of Rajpuri creek along with breakwater, reclamation of port back-up area, and other associated facilities to cater to all kinds of dry cargo, project cargo, container cargo, liquid cargo, and LPG etc. The erstwhile developer of Dighi port commenced construction after obtaining EC in 2005. Out of the five approved berths, two berths on the south side and two berths on north side are constructed and are operational;. One berth is yet to be constructed in addition to breakwater, reclamation and other associated facilities. M/s DPL has applied the present proposal for Construction of balance work (1 berth of 325-meter quay length on the north side, construction of 1400-meter breakwater on the south side and reclamation of approx. 27 Ha area behind the berth on north side in addition to breakwater, reclamation and other associated facilities) of Dighi Port, Taluka Murud and Taluka Shrivardhan, District Raigad, Maharashtra by M/s Dighi Port Limited.

6. Status of work completed under the project and balance activities proposed under project as per EC and CRZ clearance, 2005 and its subsequent amendments are as following:

S. No.	Component	Approved As per EC and CRZ 2005 and Subsequent Amendments	Activities Completed	Balance Work (Current proposal)
1	Total length of berth	5 multipurpose berths having total quay length of 1625 meter	4 multipurpose berths are constructed: 2 on North side and 2 on South side	Construction of 1 multipurpose berth (325m) on the North side (Agardanda) of Dighi port.
2	Total reclamation	141 Ha	114 Ha	Reclamation of 27 Ha along the proposed berth
3	Total land acquired.	139.5 Ha	139.5 Ha	No land acquisition proposed
4	Total area	280.5 Ha	Not applicable	No change in approved total area of project
5	Breakwater	Breakwater on south side	None	To construct breakwater of 1400 meter on the south side
6	Total water	1.4 Million liters per	Not applicable	No additional water

	requirement	day (MLD)		requirement
7	Cargo handling	23.65 Million Metric Ton Per Annum (MMTPA)	Not applicable	No addition in the approved quantity
8	Power requirement	240 MW	Not applicable	No change
9	Type of cargo Handling:	The total cargo handling capacity of the existing port is 23.65 MMTPA. The North Terminal has an installed capacity of 12.75 MMTPA, comprising container cargo of 3.5 MMTPA (equivalent to 0.25 MTEU), bulk and multipurpose cargo of 8.0 MMTPA, and LNG/LPG handling capacity of 1.25 MMTPA. The South Terminal has an installed capacity of 10.90 MMTPA, which includes bulk and multipurpose cargo of 2.40 MMTPA, LNG/LPG handling capacity of 5.0 MMTPA, and liquid cargo handling capacity of 3.50 MMTPA.	Not applicable	No change

7. The proposed project falls under 7(e), Category-A, Ports, Harbors, breakwater, dredging as per EIA Notification 2006. Total Project Cost is Rs.1,570 crores.

8. Details of Terms of References (ToR): The proposal was considered by the Expert Appraisal Committee (EAC) for Infrastructure, CRZ and other miscellaneous projects in its 308th meeting during 15th-16th September, 2022, the EAC after detailed deliberation recommended for grant of TOR under the provisions of Ministry's Notification S.O.1247 (E) dated 18th March, 2021 and exempted the project for conduct of public hearing, as the project has been implemented 80% of the work w.r.t. earlier EC dated 30th September, 2005. Ministry granted the TOR vide letter no. File No 10-8/2005-IA.III dated 07/11/2022.

Classification	Area	
	Sq.km	Percentage (%)
Water Bodies	267.7	54.22

Built-up	5.33	1.08
Barren Land	40.02	8.11
Sandy Area	1.53	0.31
Vegetation	25.64	5.19
Scrubland	99.57	20.17
Mangroves	17.91	3.63
Agriculture	36	7.29
Total	493.7	100

10. Terrain and Topography: The location of the proposed project is majorly highly contoured and hilly. Overall terrain shows undulations and predominant hilly throughout the study area. At some places, contours are closely spaced, and steep slopes are seen in many areas. Several small hills are spread across the study area. The highest point within the study area is 345 m above mean sea level whereas the lowest point is at 0 m above mean sea level.

11. Details of water bodies: The entire stretch of the Rajpuri Creek is falling within the study area. Due to undulating terrain, a number of small streams/ nallah and other rivers flow downhill and join the creek or sea. The entire stretch of Rajpuri creek in the study area is saline with Mangroves especially at North Bay (between Agardanda and Usadi) and south bay (between Dighi and Harvit). At a few places in the study area, streams were found completely dried.

12. Water Requirements: The peak water requirement during the construction phase is estimated to be approximately 1.0 MLD. The required water for construction activities will be met through water tankers (browsers) and the existing water supply system. The water requirement during the operation phase will be met through the existing supply of 1.4 MLD. The existing port has approval to draw up to 2.0 MLD of water from the Kudki Dam. At present, two Sewage Treatment Plants (STPs), each with a capacity of 15 KLD, are operational at the South and North Terminals. As part of the balance work proposal, an Effluent Treatment Plant (ETP) with a capacity of 180 KLD and an additional STP with a capacity of 50 KLD will be designed and installed.

13. Diversion of forestland: The instant proposal does not involve any forestland, therefore no diversion of the forestland is involved.

14. Details of wildlife conservation plan: There is a turtle-nesting site at the 10.5 Km distance from the project location. The project site is located 5 Km from Phansad Wildlife Sanctuary which is notified by the MoEF&CC on 17th May, 2017 and Kasabe Murud village is falling under ESZ which is located about 4 Km towards North. During the survey, thirteen schedule I species were observed. A wildlife conservation plan is prepared for the wildlife species.

15. Details of Tree Cutting and Green Belt Development: The project does not involve any tree cutting. An area of 7.13 ha is available as an existing green belt with suitable native species along the periphery of the project boundary, and an amount of 75,00,000/- has been allocated for green belt development.

16. Waste Management: During the construction phase, approximately 18.7 Mm³ of material will be generated from dredging activities, out of which about 1.45 Mm³ of dredged material will be utilized for reclamation. The excess dredged material will be disposed of at an offshore location approximately 18 km away from the port, as identified and finalized through modelling studies. During the operation and maintenance phase, about 6.2 Mm³ of dredged material is expected to be generated and will be disposed of

at the same offshore location (approximately 18 km from the port) identified through modelling studies. Further, during the construction phase, approximately 40 kg/day of municipal solid waste will be generated from the proposed project. The waste will be collected in different coloured bins. During the operation phase, around 60 TPA of non-hazardous solid waste will be generated and disposed of in accordance with the Solid Waste Management Rules, 2016, and amendments thereof. Biodegradable waste will be treated in Organic Waste Converters (OWCs) installed at the respective terminals, and the manure generated will be used for landscaping purposes. Non-biodegradable waste will be sent to authorized recyclers. In addition, two Sewage Treatment Plants (STPs) of 15 KLD capacity each are currently operational at the North and South Terminals. To meet future requirements, it is proposed to install an additional STP of 50 KLD capacity and an Effluent Treatment Plant (ETP) of 180 KLD capacity for the treatment of wastewater generated during operations.

17. Details of CRZ: Physical demarcation of the High Tide Line (HTL) and Low Tide Line (LTL), and delineation of the Coastal Regulation Zone (CRZ) boundaries were carried out by the National Centre for Sustainable Coastal Management (NCSCM). The proposed project activities, such as berth connectivity, backup yard, and berth, fall within the CRZ area. The component-wise classification is as follows:

Proposed/Existing Project Activities		Project Activities covers under CRZ categories (area in Square Meters)				Outside of CRZ area
		CRZ IB - Intertidal Zone	CRZ III - No Development Zone	CRZ IVA	CRZ IVB	
		Proposed Activities	Proposed Berth Connectivity (P5)	2126	-	
	Proposed Backup yard (P4)	279565	-	-	-	-
	Proposed Basin Area (P3)	35098.5	-	-	76327.9	-
	Proposed Berth (P2)	11210.3	-	-	-	-
	Proposed Breakwater (P1)	4365.93	-	66944	-	-
Existing Activities	Existing Backup Yard (E1)	471301	164994	-	1347.76	1261958.18
	Existing Basin Area (E2)	113186	115.54	-	816468	-
	Existing Berth (E3)	31886.1	13288.1	-	-	-
	Existing Berth Connectivity (E4)	2825.93	-	-	-	-
	Existing Channel (E5)	-	-	2423074	621657	-

	Existing Turning Circle (E6)	-	-	-	196100	-
Total area		951565	178398	2490018	1711900	1261958.18

18. Maharashtra Coastal Zone Management Authority (MCZMA) has recommended the proposal vide letter no.IA/MH/CRZ/530669/2025 dated 06th August, 2025.

19. The site inspection was carried out by IRO, MoEF&CC, Nagpur on 10th-11th October, 2025 and the certified compliance Report was issued vide letter no.EC-2921/RON/2024-NGP/14861 dated 18th November, 2025.

20. Shoreline change: Capital dredging of approximately 18.7 million m³ is proposed for the project. Out of this, about 1.41 million m³ of dredged material will be utilized for reclamation and ground improvement, while the remaining 17.29 million m³ will be disposed of at the designated offshore disposal site. Maintenance dredging is estimated to generate about 6.2 million m³ of material. The identified disposal area is located at a water depth of approximately –20 m MSL, situated at a distance of nearly 18 km from the southern breakwater. Dispersion modelling studies has been conducted and indicate that the disposal of dredged material will have negligible impact on the coastal region.

21. Reclamation: The instant proposal also involves the construction of 1,400-metre-long breakwater on the southern side of the project area, along with reclamation of approximately 27 ha of area behind the berth on the northern side. .

22. Land acquisition and R&R issues involved: The total land available for the port is 280.5 ha and is under the possession of Dighi Port Limited. Since no additional land acquisition is involved in the proposed project, Resettlement and Rehabilitation (R&R) is not envisaged.

23. Employment opportunity: In current operations, existing manpower at site is 170 nos. For proposed development during the construction phase, minimum 200 workers will be employed. Total manpower required for the proposed project is 300 persons, out of which direct employment will get 50 persons and indirect employment will get 250 members.

24. Benefits of the project: The proposed project will contribute to strengthening India's seaport infrastructure to address the growing challenges of the global economy and facilitate integration of Indian trade through enhanced productivity, operational efficiency, and adoption of state-of-the-art technologies in line with global developments in the shipping sector. The project is also expected to provide significant socio-economic benefits to the region by generating direct and indirect employment, creating ancillary business opportunities, and enhancing global exposure for locally available specialised skills, indigenous products, food, culture, art, and other merchandise. In addition, the project will contribute to national and state revenues and support the development of transport infrastructure and allied facilities, including medical, health, education, and communication services in the region, thereby leading to overall improvement in socio-economic conditions and standard of living in the surrounding areas.

25. Detail of Court Case: There is no court cases involved in the project.

26. The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 432nd meeting during 15th-16th January and **recommended** the project for grant of environmental

and CRZ clearance with stipulated specific conditions along with other Standard EC Conditions. The minutes of the meeting and all the project documents are available on PARIVESH portal which can be accessed from the PARIVESH portal by scanning the QR Code above

27. 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 'Construction of balance work of Dighi Port, in Taluka Murud and Taluka Shrivardhan, District Raigad, Maharashtra by M/s Dighi Port Limited' under the EIA Notification, 2006 and CRZ notification, 2019 as amended, subject to strict compliance of the following specific conditions, in addition to all standard conditions applicable for such projects.

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

Copy To

1. The Principal Secretary, Environment Department, Government of Maharashtra, 2nd Floor, Room No. 217, Annexe Building, Mantralaya, Mumbai-400 032, Maharashtra.
2. The Principal Chief Conservator of Forests, Department of Forests, Govt. of Maharashtra, Ramgiri Road, Civil Lines Near Government Press, Nagpur-440 001, Maharashtra.
3. The Deputy Director General of Forests (Central), Ministry of Environment, Forest and Climate Change (MoEF&CC), Integrated Regional Office Nagpur, Ground Floor, East Wing, New Secretariat Building, Civil Lines, Nagpur-440 001, Maharashtra.
4. The Chairman, Central Pollution Control Board, Parivesh Bhawan, CBD-cum-Office Complex, East Arjun Nagar, Delhi-110 032.
5. The Member Secretary, Maharashtra Jeevan Pradhikaran, Express Towers, 4th Floor, Nariman Point, Mumbai-400 021, Maharashtra.
6. Compliance and Monitoring Division, Ministry of Environment, Forest and Climate Change (MoEF&CC), Indira Paryavaran Bhawan, Jor Bagh Road, New Delhi-110 003.
7. Parivesh Portal.
8. Guard File/ Monitoring File/ Record File.

Annexure 1

Specific EC Conditions for (Ports, Harbors, Breakwaters, Dredging)

1. Specific Conditions

S. No	EC Conditions
1.1	The detailed biodiversity assessment and conservation/mitigation plan be developed by a reputed institute or by a team of experts of national repute. The recommendations of the biodiversity conservation plan shall be implemented in true spirit in consultation with the concerned state forest department. If any specific mitigation measures are recommended by the State Forest Department, the same shall be incorporated in the Plan. The biodiversity assessment and conservation/mitigation plan shall be submitted to the Concern IRO, MoEFCC within 6 months along with the first 6-monthly EC compliance report and compliance of implementation of this plan shall be submitted in

S. No	EC Conditions
	subsequent 6 monthly compliance reports.
1.2	All The recommendations of the Marine Biodiversity Assessment Report prepared by National Institute of Oceanography (NIO, Goa) shall be implemented in true spirit. The Marine Biodiversity Assessment and conservation/mitigation plan prepared by the National Institute of Oceanography (NIO, Goa), shall be implemented in true spirit, and the compliance of the same shall be submitted to the Concern IRO, MoEFCC along with the 6 monthly EC and CRZ compliance report.
1.3	The Mangrove Conservation Plan shall undertake mangrove plantation and/or restoration activities in consultation with the State Forest Department or any other competent authority as an integral part of the Environmental Management Plan (EMP), and compliance status shall be reported in the half-yearly EC and CRZ compliance report and shall be submitted to the concern IRO, MoEF&CC.
1.4	The PP shall prepare and execute the eco park improvement plan at the project cost which shall include enrichment and reforestation of the park and improvement of the water body. The plan shall be submitted to the IRO of MOEFCC along with first 6 monthly compliance reports and progress of implementation of the plan shall be submitted in subsequent 6 monthly compliance reports.
1.5	The PP shall prepare a comprehensive rain water harvesting scheme for the benefit of villages around the project and execute it at the project cost. The scheme shall be submitted to the IRO of MOEFCC along with first 6 monthly compliance reports and progress of implementation of the plan shall be submitted in subsequent 6 monthly compliance reports.
1.6	The Project proponent shall ensure that no creeks or rivers are blocked or altered due to any activities at the project site and free flow of water is maintained.
1.7	All the recommendations and conditions specified by the Maharashtra Coastal Zone Management Authority (MCZMA) vide letter No.IA/MH/CRZ/530669/2025 dated 06 th August, 2025 shall be complied with.
1.8	BLEVE study shall be conducted for deciding the safe location of LPG storage in the port. Location is to be reviewed as per outcome of the study. The report of the study shall also be submitted to the IRO along with the first 6 monthly compliance reports along with action taken on this report.
1.9	Considering the recent cyclones natural calamity emergency management plan shall be in place before the start of the project.
1.10	Emergency Response Plan (ERP) shall be based on the guidelines prepared by OISD, DGMS and

S. No	EC Conditions
	Govt. of India.
1.11	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 Concern IRO, MoEF&CC, along with half-yearly compliance report.
1.12	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.
1.13	All liquid waste arising from the proposed development will be disposed of as per the norms prescribed by the Central/State Pollution Control Board. There shall not be any disposal of untreated effluent into the sea/coastal water bodies. It shall be ensured that the wastewater generated is treated in the STP as committed by the project proponent. The treated waste water shall be reused for landscaping, flushing, and/or HVAC cooling purposes, etc. within the development. The project proponent should also make alternate arrangements for situations arising due to malfunctioning of STP. There shall be regular monitoring of standard parameters of the effluent discharge from STP under intimation to the SPCB.
1.14	Cargo handling area shall be provided with the adequate number of high-efficiency dust extraction systems. Loading and unloading areas including all the transfer points should also have efficient dust control arrangements. These should be properly maintained and operated.
1.15	Storage of the cargo shall be accommodated with a Stacker reclaimed inside provided with DFS (Atomized Automatic Sprinkling System) including peripheral drainage system, internal roads, firefighting system, etc.
1.16	The wind net should be erected in the upwind direction to reduce wind speed hitting the Anthracite coal, Iron and Cement. The wind net should not be erected as a rigid structure. It should be allowed to get sagged in order to avoid the swirling effect.
1.17	Effective safeguard measures, such as regular water sprinkling, shall be carried out in critical areas prone to air pollution and having a high level of particulate matter such as around loading and unloading points 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.
1.18	The project proponent shall install at least 4 systems to carry out Ambient Air Quality monitoring

S. No	EC Conditions
	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.
1.19	An 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 with the prescribed fugitive emission standards.
1.20	The project proponent shall abide by all the commitments and recommendations made in Form-II, EIA/EMP report, and also that have been made during their presentation to EAC.
1.21	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 the Solid Waste Management Rules, 2016. E-Waste Management Rules, 2016, and Plastic Waste Management Rules, 2016 shall be complied with.
1.22	There should not be any groundwater extraction in the CRZ areas.
1.23	The Hazardous waste generated shall be properly collected and handled as per the provisions of Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016.
1.24	No Solid Waste will be disposed of in the Coastal Regulatory Zone area. The Solid Waste shall be properly collected, segregated, and disposed as per the provision of Solid Waste Management Rules, 2016.
1.25	The project proponent shall install necessary oil spill mitigation measures in the shipyard.
1.26	No hazardous chemicals shall be stored in the Coastal Regulation Zone area.
1.27	The Project Proponent (PP) shall conduct health impact studies through a reputed institute to assess the effects on the local community and evaluate the effectiveness of proposed mitigation measures.
1.28	The Project Proponent (PP) shall conduct training and capacity building for personnel involved in

S. No	EC Conditions
	oil spill response and hazardous waste management.
1.29	Necessary approvals be taken during implementation and commissioning from statutory bodies concerned.
1.30	Project Proponent shall strive to enhance the Green Belt and that the trees planted in this regard would be planted under the campaign " एक_पेड़_मैं_के_नाम ", and the details of the trees planted would be uploaded on the portal https://merilife.nic.in .
1.31	The wastewater generated from the activity shall be collected, treated, and reused properly. Ships/barges/vessels shall not be allowed to release any oil bilge waste or ballast water in the sea. Any effluents from the Jetty which have leachable characteristics shall be segregated and recycled/disposed as per SPCB guidelines. Ships/vessels calling at the jetty shall not dump waste/bilge water during the berthing period.

Standard EC Conditions for (Ports, harbors, breakwaters, dredging)

1. Statutory Compliance

S. No	EC Conditions
1.1	Construction activity shall be carried out strictly according to the provisions of CRZ Notification, 2019 and the State Coastal Zone Management Plan as drawn up by the State Government. No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area.
1.2	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.
1.3	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.

2. Air Quality Monitoring And Preservation

S. No	EC Conditions
2.1	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 PM2.5 in reference to PM emission, and SO2 and NOx in reference to SO2 and NOx emissions) within and outside the project area at least at four locations, covering upwind and downwind directions.
2.2	Appropriate Air Pollution Control (APC) system shall be provided for all the dust generating points

S. No	EC Conditions
	including fugitive dust from all vulnerable sources, so as to comply prescribed emission standards.
2.3	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.
2.4	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.
2.5	The Vessels shall comply the emission norms prescribed from time to time.
2.6	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.
2.7	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.

3. Water Quality Monitoring And Preservation

S. No	EC Conditions
3.1	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.
3.2	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.
3.3	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.
3.4	Measures should be taken to contain, control and recover the accidental spills of fuel and cargo handle.
3.5	The project proponents will draw up and implement a plan for the management of temperature differences between intake waters and discharge waters.

S. No	EC Conditions
3.6	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.
3.7	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.
3.8	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.
3.9	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.
3.10	No diversion of the natural course of the river shall be made without prior permission from the Ministry of Water resources.
3.11	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.

4. Noise Monitoring And Prevention

S. No	EC Conditions
4.1	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.
4.2	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.
4.3	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.
4.4	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.

5. Energy Conservation Measures

S. No	EC Conditions
5.1	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;
5.2	Provide LED lights in offices and project areas.

6. Waste Management

S. No	EC Conditions
6.1	Dredged material shall be disposed safely in the designated areas.
6.2	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.
6.3	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.
6.4	The solid wastes shall be managed and disposed as per the norms of the Solid Waste Management Rules, 2016.
6.5	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.
6.6	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.
6.7	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.
6.8	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.

7. Green Belt

S. No	EC Conditions
7.1	Green belt shall be developed in area as provided in project details with a native tree species in accordance with CPCB guidelines.
7.2	Top soil shall be separately stored and used in the development of green belt.

8. Marine Ecology

S. No	EC Conditions
8.1	Dredging shall not be carried out during the fish breeding and spawning seasons.
8.2	Dredging, etc shall be carried out in the confined manner to reduce the impacts on marine environment.

S. No	EC Conditions
8.3	The dredging schedule shall be so planned that the turbidity developed is dispersed soon enough to prevent any stress on the fish population.
8.4	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.
8.5	A detailed marine biodiversity management plan shall be prepared through the NIO or any other institute of repute on marine, brackish water and fresh water ecology and biodiversity and submitted to and implemented to the satisfaction of the State Biodiversity Board and the CRZ authority. The report shall be based on a study of the impact of the project activities on the intertidal biotopes, corals and coral communities, molluscs, sea grasses, sea weeds, sub-tidal habitats, fishes, other marine and aquatic micro, macro and mega flora and fauna including benthos, plankton, turtles, birds etc. as also the productivity. The data collection and impact assessment shall be as per standards survey methods and include underwater photography.
8.6	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.
8.7	The project proponent shall ensure that water traffic does not impact the aquatic wildlife sanctuaries that fall along the stretch of the river.

9. Public Hearing And Human Health Issues

S. No	EC Conditions
9.1	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.
9.2	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.
9.3	In case of repair of any old vessels, excessive care shall be taken while handling Asbestos & Freon gas. Besides, fully enclosed covering should be provided for the temporary storage of asbestos materials at site before disposal to CTSDF.
9.4	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.
9.5	Emergency preparedness plan based on the Hazard identification and Risk Assessment (HIRA) and Disaster Management Plan shall be implemented.

S. No	EC Conditions
9.6	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.
9.7	Occupational health surveillance of the workers shall be done on a regular basis.

10. Environment Responsibility

S. No	EC Conditions
10.1	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.
10.2	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.
10.3	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.
10.4	Self environmental audit shall be conducted annually. Every three years third party environmental audit shall be carried out.

11. Miscellaneous

S. No	EC Conditions
11.1	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.
11.2	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.
11.3	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.

S. No	EC Conditions
11.4	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.
11.5	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.
11.6	The criteria pollutant levels namely; PM2.5, PM10, SO2, NOx (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.
11.7	The project authorities must strictly adhere to the stipulations made by the State Pollution Control Board and the State Government.
11.8	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.
11.9	No further expansion or modifications in the project shall be carried out without prior approval of the Ministry of Environment, Forests and Climate Change (MoEF&CC).
11.10	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.
11.11	The Ministry may revoke or suspend the clearance, if implementation of any of the above conditions is not satisfactory under the provisions of the Environmental (Protection) Act, 1986, to ensure effective implementation of the suggested safeguard measures in a time bound and satisfactory manner.
11.12	The Ministry reserves the right to stipulate additional conditions if found necessary. The Company in a time bound manner shall implement these conditions.
11.13	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.
11.14	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.
11.15	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.