



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

To,

The Vice President Environment

M/S. GANGAVARAM PORT LIMITED

M/s.Gangavaram Port Limited Peda Gantyada Mandal, Visakhapatnam
District,,Visakhapatnam,Andhra Pradesh-530044

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/AP/NCP/237816/2021 dated 10 Nov 2021. The particulars of the environmental clearance granted to the project are as below.

- | | |
|---|--|
| 1. EC Identification No. | EC21A033AP141550 |
| 2. File No. | 10/51/2021-IA.III |
| 3. Project Type | Expansion7 |
| 4. Category | A |
| 5. Project/Activity including Schedule No. | 7(e) Ports, Harbours |
| 6. Name of Project | Environment & CRZ Clearance under Clause 7 (ii) of EIA Notification, 2006 and amendments thereafter – Increase in cargo handling capacity from 40.95 to 60.95 MTPA with existing 9 berths and within approved project area of 1800 acre through modernisation/mechanisation at Gangavaram Port |
| 7. Name of Company/Organization | M/S. GANGAVARAM PORT LIMITED |
| 8. Location of Project | Andhra Pradesh |
| 9. TOR Date | N/A |

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

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

Date: 24/12/2021

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. Gangavaram Port obtained Environmental and CRZ Clearance for a cargo handling capacity of 16.54 MTPA for the construction of four berths (dry bulk cargo-1, Fertilizer/limestone-1, container terminal-1 and break/multipurpose-1) and one exclusive berth for port crafts besides providing warehousing facilities and transit sheds vide EC No. 10-3/2005-IA.III dated 11.03.2005. Subsequently for development of fifth berth, GPL obtained EC & CRZ Clearance vide order F.No.10-14/2009-IA.III dated 19.03.2010.

3. EC & CRZ clearance for Phase – II was obtained vide Order F.No.11-91/2010-IA-III, dated 07.02.2012 with capacity augmentation from 16.54 MTPA to 40.95 MTPA and four additional berths (one mechanized coal berth to handle cape-size coal carrier and three multipurpose berths), for which, environmental public consultation was held on 12.05.2011 as per EIA notification, 2006 (as amended).

4. At present stage, Gangavaram port is operating with nine berths and provides cargo handling services for a variety of bulk and break bulk including coal, iron ore, Multi Cargo (Agri products, Slag, Lime stone, Steel products etc.), Fertilizer, Industrial Raw Materials such as Gypsum, Aluminum Ingots, Gypsum etc. During the last six years' cargo handling has been increased upto 34.45 MTPA. By increasing the operational efficiency of existing port infrastructure without any marine infrastructure development, cargo handling capacity can be enhanced from approved capacity of 40.95 MTPA to 60.95 MTPA.

5. An application has been made by GPL for environmental and CRZ clearance under Clause 7(ii) for prior Environmental Clearance (EC) under Expansion or Modernization or Change of product mix in existing projects, of EIA notification, 2006 and amendments thereafter as:

- a. No additional marine infrastructure such as berths, capital dredging, breakwater, reclamation is proposed. No additional land is proposed as sufficient land is available within already approved port boundary of 1800-acre area,
- b. No CRZ -I (A) area present within port area as well as port limit and only material handling systems such as cranes and permissible back-up infrastructure will be created within CRZ - II area of port area.
- c. Development /modernization of port back-up area is majorly in non CRZ area and partially falling in CRZ-II area of approved 1800-acre area. CRZ from 1 application along with EIA report submitted to APCZMA and recommendation from APCZMA was obtained vide Letter No. 338/CRZ/Port/2021 dated 24/10/2021.
- d. No addition of any new cargo type in the current proposal and only increase in cargo handling capacity through modernization/mechanization of approved cargo profile (type) in the current proposal. Approximately 70 % of proposed 20 MTPA, 7.75 MTPA is non-dusty cargo (container, steel products, agri-products etc.)
- e. Modernization/mechanization of port will lead to reduction in carbon emissions due to increase in cargo evacuation through railway and up-gradation as well as addition of material handling systems including covered conveyor etc. will reduce inter-carting.

6. Public consultation has been already carried out for 9 berths and 1800-acre area as per EIA Notification, 2006 and amendments thereafter. Points raised during public hearing such as providing jobs, dust control measures, greenbelt development and CSR activities like support on health, education medical were addressed properly and there is no major grievance from public/regulatory authorities.

7. Following are the Cargo Handling Capacity through Modernization:

S. No.	Name of the cargo	Existing Cargo (MTPA) (Consented Quantity)	Additional Cargo (MTPA)	Total Cargo (MTPA)
1	Containers	0.25	7.75	8.00
2	Multi Cargo: Agri products, (Food grains in bags or bulk, Chickpeas, Cereals, Pulses, Sugar, Raw Sugar), Slag, Lime Stone, Bauxite, Steel Products (Steel Beams, Coils, Billets, Angles, Channels, Project Cargo), Bulk Alumina & Other cargos.	6.20	6.50	12.70
3	Coal	25.00	3.25	28.25
4	Iron ore	3.00	2.50	5.50
5	Fertilizer	2.50	0	2.50
6	Industrial Raw Material (Ferro silicon, Charge Chrome, Chrome ore, Coal Tar (Bags), Aluminum Ingots, Aluminum Billets, Bentonite, Pig iron, Manganese ore, Wood items, Paper bundles, CP Coke Bauxite, gypsum, clinker, scrap)	3.50	0	3.50
7	Liquid cargo (edible oil, caustic lye)	0.50	0	0.50

8. The proposed project falls under 7(e), Category-A, Ports, Harbours as per EIA Notification 2006. The proposed project is for expansion under Clause 7(ii) of EIA Notification, 2006 (as amended). Total investment/cost of the project is about Rs 5055 Crores.

9. Geo-coordinates of the project site is as following:

From: 17°39'39.162"N	To: 17°37'41.643"
From: 83°14'8.411" E	To: 83°15'44.670"E

10. Land use /Land breakup of the proposed project site is as following:

Sl. No.	LU/LC	Area (Ha)	Percentage %
1	Built up - Port	314.69	43.2
2	Vegetated/Open Area	359.95	49.41
3	Rocky Area	40.46	5.56
4	Open Scrub land	11.82	1.62
5	Water Reservoir	1.51	0.21
Total		728.43	100

11. Terrain and topographical features: Eastern boundary of the port ground level varies from 0.8 m to 1.0 m and towards the western boundary of port location ground levels are higher than 2.0 m with respect to MSL.

12. Water requirements: The total water requirement during construction period is 1.0 MLD. The water required for proposed expansion/modernisation activity is 378 KLD which

will be sourced from treated water of STP (10 KLD) and remaining 368 KLD shall be sourced from VISCOW. Permission for withdrawal of 1200 KLD from VISCOW is available and additional water requirement application is filed to VISCOW.

13. Waste Management: It is estimated that domestic solid waste generated will be ~3.6 T/m. Discarded material and plastic material waste is estimated to be 0.25 T/m. The solid waste sludge from STP is ~ 5.5 kg/day. Used oil, spent oil, Wastes/Residue containing oil, Oil soaked rags, cotton waste, discarded containers, barrels & used battery will be collected and disposed to approved vendors and same will be continued to proposed project. Hazardous wastes generated at the port shall be disposed-off through authorized vendors duly adhering under guidelines of Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 and its amendment.

14. STP Details: The sewage generated at the project site will be treated in existing STP. GPL is operating two STPs of capacity 30 KLD near to harbour gate location beside stores and 5 KLD near Main gate. Another 15 KLD STP is proposed to meet the modernization/mechanisation plan. Treated water will be utilized for green belt.

15. Tree cutting: Clearance of vegetation shall be carried out as per project requirement. Clearance of scrub vegetation with few tree species such as *Phoenix sylvestris* (Etha), *Acacia Nilotic* (Nalla tumma) and *Borassus flabellifer* (Thadi) is envisaged near the proposed backup area.

16. Green Belt development: Greenbelt/area is developed in an extent of 318.21 Acres within the port range covering periphery of yards, roads, buildings and along conveyor belt. In total, Greenbelt has been developed more than 10% of the total area and 50m width in the boundary of the port.

17. CRZ details: The project falls majorly in Non CRZ area and partly falling in CRZ-II as per approved CZMP map (Map Nos. AP 114,115 and 116) and the activities proposed within CRZ area are permissible as per CRZ notification, 2011. No marine side construction activity is proposed under this modernization. APCZMA recommendations obtained vide Letter no. 338/CRZ/Port/2021 dated 24/10/2021.

18. Foreshore details: No additional marine infrastructure such as berths, breakwater, capital dredging and reclamation is proposed.

19. Employment potential: Total man power requirement during the construction phase is approximately 200 to 250 workers. During operation phase, direct employment of 100 and indirect employment of 500 workers are envisaged.

20. Benefits of the project: The proposed expansion project will have major positive impact on Induced development, Improved Socio-economic conditions, Quality of Life, Employment Opportunities, Revenue Generation, Corporate Social Responsibility etc.

21. Details of court cases: No court cases are pending against the proposed project.

22. The EAC based on the information submitted and clarifications provided by the project proponent and detailed discussions held on all the issues in its 281st meeting on 24th - 25th November, 2021, recommended the project for grant of environmental and CRZ clearance under clause 7(ii) of EIA Notification, 2006, with stipulated specific conditions along with other Standard EC Conditions.

23. 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 Clearance for the “*Increase in cargo handling capacity from 40.95 to 60.95 MTPA with existing 9 berths and within approved project area of 1800 acre through modernisation/mechanisation at Gangavaram Port, Pedagantyada Mandal, Visakhapatnam District, Andhra Pradesh by M/s Gangavaram Port Limited*” under Clause 7(ii) of 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. No construction activity beyond the existing layout area shall be undertaken for the project. Only modernization/mechanization as envisaged in the present proposal shall be permissible.
- ii. Erosion of shoreline has been noted at the project location and adjoining areas due to existing port and hence Shore Management plan and beach nourishment plan need to be prepared and an implementation report needs to be submitted to the Ministry as a part of 6 monthly compliance report. Beach Nourishment strategy has to be developed with the help from a reputed scientific institute specialized in the subject.
- iii. All the recommendations and conditions specified by the Andhra Pradesh Coastal Zone Management Authority (APCZMA) vide letter No 338/CRZ/Port/2021 dated 24th October 2021 shall be complied with.
- iv. 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.
- v. Necessary approvals to be taken during implementation and commissioning from statutory bodies concerned.
- vi. 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 reports to the regional office of MoEF&CC.
- vii. Spillage of fuel / engine oil and lubricants from the 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.
- viii. 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.

- ix. Necessary arrangement for general safety and occupational health of people should be done in letter and spirit.
- x. The dust suppression measures for the proposed increase in the cargo should be ensured through mechanized handling of cargo and conveyance.
- xi. The waste water from oil spillage or cargo should be treated and disposed.
- xii. 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 including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory Afforestation 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

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 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. PM₁₀ and PM_{2.5} in reference to PM emission, and SO₂ and NO_x in reference to SO₂ and NO_x emissions) within and outside the project area at least at four locations, covering upwind and downwind directions.
- (ii) Appropriate Air Pollution Control (APC) system shall be provided for all the dust generating points including fugitive dust from all vulnerable sources, so as to comply prescribed emission standards.
- (iii) Shrouding shall be carried out in the work site enclosing the dock/proposed facility area. This will act as dust curtain as well achieving zero dust discharge from the site. These curtain or shroud will be immensely effective in restricting disturbance from wind in affecting the dry dock operations, preventing waste dispersion, improving working conditions through provision of shade for the workers.



- (iv) Dust collectors shall be deployed in all areas where blasting (surface cleaning) and painting operations are to be carried out, supplemented by stacks for effective dispersion.
- (v) The Vessels shall comply the emission norms prescribed from time to time.
- (vi) Diesel power generating sets proposed as source of backup power should be of enclosed type and conform to rules made under the Environment (Protection) Act, 1986. The height of stack of DG sets should be equal to the height needed for the combined capacity of all proposed DG sets. Use of low sulphur diesel. The location of the DG sets may be decided with in consultation with State Pollution Control Board.
- (vii) A detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 05 kms radius of the project is maintained and improved upon after the implementation of the project. This plan should be based on cumulative impact of all development and increased habitation being carried out or proposed to be carried out by the project or other agencies in this 05 Kms radius of the site in different scenarios of space and time and the traffic management plan shall be duly validated and certified by the State Urban Development department and the P.W.D./ competent authority for road augmentation and shall also have their consent to the implementation of components of the plan which involve the participation of these departments.

III. Water quality monitoring and preservation:

- (i) 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.
- (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 offices and project areas.

VI. Waste management:

- (i) Dredged material shall be disposed safely in the designated areas.
- (ii) Shoreline should not be disturbed due to dumping. Periodical study on shore line changes shall be conducted and mitigation carried out, if necessary. The details shall be submitted along with the six monthly monitoring reports.
- (iii) Necessary arrangements for the treatment of the effluents and solid wastes must be made and it must be ensured that they conform to the standards laid down by the competent authorities including the Central or State Pollution Control Board and under the Environment (Protection) Act, 1986.
- (iv) The solid wastes shall be managed and disposed as per the norms of the Solid Waste Management Rules, 2016.
- (v) Any wastes from construction and demolition activities related thereto shall be managed so as to strictly conform to the Construction and Demolition Waste Management Rules, 2016.



- (vi) A certificate from the competent authority handling municipal solid wastes should be obtained, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project.
- (vii) Used CFLs and TFLs should be properly collected and disposed off/sent for recycling as per the prevailing guidelines/ rules of the regulatory authority to avoid mercury contamination.
- (viii) Oil spill contingency plan shall be prepared and part of DMP to tackle emergencies. The equipment and recovery of oil from a spill would be assessed. Guidelines given in MARPOL and Shipping Acts for oil spill management would be followed. Mechanism for integration of terminals oil contingency plan with the overall area contingency plan under the co-ordination of Coast should be covered.

VII. Green Belt:

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

VIII. Marine Ecology:

- (i) Dredging shall not be carried out during the fish breeding and spawning seasons.
- (ii) Dredging, etc shall be carried out in the confined manner to reduce the impacts on marine environment.
- (iii) The dredging schedule shall be so planned that the turbidity developed is dispersed soon enough to prevent any stress on the fish population.
- (iv) While carrying out dredging, an independent monitoring shall be carried out through a Government Agency/Institute to assess the impact and necessary measures shall be taken on priority basis if any adverse impact is observed.
- (v) A detailed marine biodiversity management plan shall be prepared through the NIO or any other institute of repute on marine, brackish water and fresh water ecology and biodiversity and submitted to and implemented to the satisfaction of the State Biodiversity Board and the CRZ authority. The report shall be based on a study of the impact of the project activities on the intertidal biotopes, corals and coral communities, molluscs, sea grasses, sea weeds, sub-tidal habitats, fishes, other marine and aquatic micro, macro and mega flora and fauna including benthos, plankton, turtles, birds etc. as also the productivity. The data collection and impact assessment shall be as per standards survey methods and include underwater photography.
- (vi) Marine ecology shall be monitored regularly also in terms of sea weeds, sea grasses, mudflats, sand dunes, fisheries, echinoderms, shrimps, turtles, corals, coastal vegetation, mangroves and other marine biodiversity components including all micro, macro and mega floral and faunal components of marine biodiversity.
- (vii) The project proponent shall ensure that water traffic does not impact the aquatic wildlife sanctuaries that fall along the stretch of the river.

IX. Public hearing and human health issues:

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

X. Environment Responsibility:

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



XI. Miscellaneous:

- (i) The project proponent shall make public the environmental clearance granted for their project along with the environmental conditions and safeguards at their cost by prominently advertising it at least in two local newspapers of the District or State, of which one shall be in the vernacular language within seven days and in addition this shall also be displayed in the project proponent's website permanently.
- (ii) The copies of the environmental clearance shall be submitted by the project proponents to the Heads of local bodies, Panchayats and Municipal Bodies in addition to the relevant offices of the Government who in turn has to display the same for 30 days from the date of receipt.
- (iii) The project proponent shall upload the status of compliance of the stipulated environment clearance conditions, including results of monitored data on their website and update the same on half-yearly basis.
- (iv) The project proponent shall submit six-monthly reports on the status of the compliance of the stipulated environmental conditions on the website of the ministry of Environment, Forest and Climate Change at environment clearance portal.
- (v) The project proponent shall submit the environmental statement for each financial year in Form-V to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently and put on the website of the company.
- (vi) The criteria pollutant levels namely; PM_{2.5}, PM₁₀, SO₂, NO_x (ambient levels) or critical sectoral parameters, indicated for the project shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.
- (vii) The project proponent shall inform the Regional Office as well as the Ministry, the date of financial closure and final approval of the project by the concerned authorities, commencing the land development work and start of production operation by the project.
- (viii) The project authorities must strictly adhere to the stipulations made by the State Pollution Control Board and the State Government.
- (ix) The project proponent shall abide by all the commitments and recommendations made in the EIA/EMP report, commitment made during Public Hearing and also that during their presentation to the Expert Appraisal Committee.
- (x) No further expansion or modifications in the project shall be carried out without prior approval of the Ministry of Environment, Forests and Climate Change (MoEF&CC).
- (xi) Concealing factual data or submission of false/fabricated data may result in revocation of this environmental clearance and attract action under the provisions of Environment (Protection) Act, 1986.
- (xii) The Ministry may revoke or suspend the clearance, if implementation of any of the above conditions is not satisfactory 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.
- (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.

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



(Amardeep Raju)
Scientist-E

Copy to:

1. The Principal Secretary, Department of Environment, Forest, Science & Technology, Government of Andhra Pradesh, Hyderabad, A.P.
2. The Member Secretary, AP Pollution Control Board, Chalamalavaii Street, Kasturibaipet, Vijayawada - 520 010.
3. The Chairman, Central Pollution Control Board, Parivesh Bhawan, CBD-cum-Office Complex, East Arjun Nagar, Delhi -32
4. The Additional Principal Chief Conservator of Forests (C), Aranya Bhavan, K.M. Munshi Road, Nagarampalem, Guntur-522 004, Andhra Pradesh.
5. Monitoring Cell, MoEF&CC, Indira Paryavaran Bhavan, New Delhi.
6. Guard File/Record File
7. Notice Board.



(Amardeep Raju)
Scientist-E