

F.No.11-22/2019-IA-III
Government of India
Ministry of Environment, Forest and Climate Change
(IA.III Section)

Indira Paryavaran Bhawan,
Jor Bagh Road, New Delhi-3
Dated: 2nd December, 2019

To,

✓ M/s Marine Infrastructure Developer Pvt. Ltd (MIDPL),
Kattupalli Port, Katupalli village,
Ponneri Taluk, Tiruvallur - 600120,
Tamil Nadu

Sub: CRZ Clearance for development of rail corridor at Kattupalli Port at Katupalli village, Ponneri Taluk, Tiruvallur District, Tamil Nadu - reg.

Sir,

This has reference to your online proposal No. IA/TN/CRZ/110252/2019 received in this Ministry for CRZ Clearance of the above mentioned project proposal, in accordance with the provisions of the Coastal Regulation Zone (CRZ) Notification, 2011 issued under the Environment (Protection) Act, 1986.

2. The proposal was considered by the Expert Appraisal Committee (EAC) for Infrastructure Development, Coastal Regulation Zone, Building/ Construction and Miscellaneous projects, in its 219th, 221st & 224th meetings held on 25.07.2019, 19.08.2019 & 24.09.2019 respectively. The details of the project as per the documents submitted and presented during the aforesaid meeting are as under:

- (i) MIDPL, intends to develop a rail corridor for the port facility for handling port cargoes by connecting the existing port facility to the nearest existing rail connectivity that connects the Kamaraj Port to the Southern Railway line (Chennai-Gudur). The proposed rail corridor will be developed and operated by MIDPL.
- (ii) The rail corridor will be developed parallel to the Buckingham Canal on the eastern side by replacing the existing Kattupalli road and a new road connectivity will be developed east of the proposed rail corridor by shifting the KPL Port boundary to further east.
- (iii) The proposed rail corridor partly falls under CRZ-I(A), CRZ-I(B), CRZ-II, CRZ-III and CRZ-IV(B) as per CRZ Notification, 2011.
- (iv) No forest land is involved along the project route. About 2.5% area of activity in mangrove buffer zone is involved.
- (v) There are no ESA/marine park etc. within 10km of the proposed alignment.
- (vi) As part of the proposed development, Railway Yard (including R&D yard facility) will also be developed within the MIDPL port facility with associated supporting facilities.



- (vii) The salient features of the proposed rail corridor is given in the below mentioned table:

S.N	Description	Details
1.	Proposed connectivity/serving points	Existing MIDPL to existing Rail connectivity of Kamarajar Port
2.	Design Axle Load	25 tonnes
3.	Length of corridor	6.08 km
4.	Gauge	Broad Gauge (1676 mm)
5.	Ruling gradient	1 in 150
6.	Number of curves	17 nos.
7.	Bridges (including pipe/box culverts, steel girder bridges)	14 nos.
8.	Number of level crossings	2 nos.
9.	Details of rails	60 kg rail
10.	Details of sleepers	PSC sleeper with 1540 sleeper density
11.	Details of ballast	65mm size track ballast of 300mm cushion
12.	Points and crossings	Fan shaped curved switches as per latest RDSO design
13.	Signaling arrangements at serving points and proposed crossings	Not interlocked
14.	OHE and Traction	Electrified

- (viii) A new road network will be developed parallelly along the proposed rail corridor on the eastern side upto Tamil Nadu Industrial Development Corporation (TIDCO) road by shifting Kamarajar Port Boundary wall to further east which can be used for both public and port traffic activity.
- (ix) As part of the development, two level crossing and 14 bridges/culverts are proposed to have suitable cross drainage and underground pipelines.
- (x) Reception & Dispatch (R&D) yard is proposed to be developed at Ch.3842m an R&D yard is proposed with 4 lines of conventional full rake of length at 6 m c/c distance. Also, an IMWB (In-Motion Weigh Bridge) is proposed before the yard entry at CH.3700m which will be linked to FOID (Freight Operations Information System).
- (xi) Handling yard is proposed to be developed at Ch.5355m. The handling yard consist of three handling lines of conventional full rake length for handling Container, Fertilizer and agro products, coal and minerals etc. The proposed handling yard ends at Ch.6084.01m inside the port area. The following facilities that will be developed inside the handling yard viz:
- Coal handling – 1 line of conventional full rake length with manual Handling by Pay Loader/Mechanised Handling by Wagon Loader
 - Fertilizer handling – 1 Line of conventional full rake length with Manual Handling/Mechanised Handling

- Container handling yard – 1 lines of conventional full rake length with Manual handling by Reach Stacker
 - R&D yard – 4 lines (line no. 1 to 4) of conventional full rake length.
 - BV siding – 2 nos.
 - Development of 2nos. of In-Motion Weigh Bridge (IMWB). One for coal correction inside the R&D Yard and another for IMWB as a common facility for all the lines before the take-off point of R&D yard with associated FOIS building.
 - Construction of new operation/commercial building of approx. 200m2 with sanitation facility for railway crew and guard will be developed.
 - All R&D lines are proposed to be electrified with conventional OHE and handling lines are proposed to be top wired.
 - Necessary signaling and OHE arrangements for efficient operations on proposed railway line will be provided in consultation with Southern Railways.
- (xii) The proposed rail corridor will be developed over an area of 31.175 Ha. The land breakup details of the same are presented in below table:

S.No	Land Details	Area in “Ha”
1.	MIDPL Port Land	1.295
2.	LTSB Land	22.66
3.	Other Industrial Land	6.9
4.	TIDCO Land	0.32
Total Land Area		31.175

- (xiii) The power requirement of 8.11kW for the construction phase will be sourced from the existing power supply of 2500kVA from Tamil Nadu Electricity Board (TNEB). For the operation phase, additional 25kV of 50Hz Single Phase of power will be sourced from TNEB.
- (xiv) The existing water requirement of 60KLD is sourced from Chennai Metro Water Supply and Sewerage Board (CMWSSB). The same will be utilized for construction and operation phase of the proposed project. The water demand for the proposed project during construction phase will be app. 2.92 ML. No additional water will be sourced for proposed rail corridor during operation phase. No ground water withdrawal will be undertaken for sourcing water for the project requirement.
- (xv) The proposed project will cater to the direct and indirect employment potential to the average level of about 400 peoples.
- (xvi) The proposed project will be developed with above developments by the estimated cost of Rs 51.806 Crores.
- (xvii) The Tamil Nadu Coastal Zone Management Authority has recommended the above proposal for clearance vide their letter No. 9561/EC.3/2019-1, dated 20.06.2019.



3. Based on the recommendation of the Tamil Nadu Coastal Zone Management Authority issued vide its letter No. 9561/EC.3/2019-1, dated 20.06.2019, and information submitted as at para no. 2 above and information provided during the presentation before the Expert Appraisal Committee and others, the Ministry of Environment, Forest and Climate Change, in acceptance of the recommendation of the Expert Appraisal Committee (CRZ), hereby accords CRZ Clearance to the above project viz '*Development of rail corridor at Kattupalli Port at Katupalli village, Ponneri Taluk, Tiruvallur District, Tamil Nadu*', under the provision of CRZ Notification, 2011 and amendments thereto and circulars issued thereon, and subject to compliance of the following specific and general conditions as under:

PART A – SPECIFIC CONDITIONS:

- (i) A revised and robust conservation, plantation of native mangroves and management plan for immediate implementation in consultation with the concerned agency in the State shall be prepared within six months and implemented during the course of execution of the project.
- (ii) No groundwater shall be extracted to meet with the water requirements during the construction and/or operation phase of the project.
- (iii) Construction camps (if any) shall be located outside the CRZ areas and any physical infrastructure setup during construction shall be removed within a month of completion of the project.
- (iv) As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1st May, 2018, and proposed by the project proponent, an amount of Rs. 1.03 crores i.e @2% of project Cost) shall be earmarked under Corporate Environment Responsibility (CER) for the activities such as support to local government, schools, sanitation and health including construction of public toilets in the surrounding villages, as per need based assessment carried out. The activities proposed under CER shall be restricted to the affected area around the project.
- (v) No construction (including cemented/concretised parking space for vehicles) shall be made in the NDZ area.
- (vi) Management of solid waste in accordance with the Solid Waste Management Rules, 2016 shall be strictly implemented.
- (vii) All conditions/recommendations stipulated by the Tamil Nadu Coastal Zone Management Authority (TNCZMA) vide their letter No. 9561/EC.3/2019-1, dated 20.06.2019, shall strictly be complied with.
- (viii) 'Consent to Establish' and /or 'Consent to Operate' shall be obtained from State Pollution Control Board under the provisions of Air (Prevention and Control of

Pollution) Act, 1981 and / or the Water (Prevention and Control of Pollution) Act, 1974, as may be applicable.

- (ix) There shall be no dressing or alteration of the sand dunes present in the vicinity and the same shall be kept undisturbed. No alteration of natural features including landscape changes shall be undertaken for beautification, recreation and other such purpose.
- (x) Construction shall be strictly in accordance with the provisions of CRZ Notification, 2011 and as amended from time to time.
- (xi) No permanent labour camp, machinery and material storage shall be allowed in CRZ area.
- (xii) Temporary toilets will be provided for all construction labour. Suitable toilet fixtures for water conservation shall be provided. Fixtures for showers, toilet flushing and drinking should be of low flow either by use of aerators or pressure reducing devices or sensor based control.
- (xiii) Disposal of muck during construction phase should not create any adverse effect on the neighbouring communities and be disposed taking the necessary precautions for general safety and health aspects of people, only in approved sites with the approval of competent authority.
- (xiv) All liquid waste arising from the proposed development will be disposed of as per the norms prescribed by 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 arrangement for situation 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.
- (xv) Any hazardous waste generated during construction phase, shall be disposed off as per applicable rules and norms with necessary approvals of the State Pollution Control Board.
- (xvi) Project Proponent shall ensure regular operation and maintenance of the STP to meet the effluent discharge standards laid down under the rules and should also meet conditions (if any) stipulated in Consent to Establish and Consent to Operate.
- (xvii) Ambient noise levels should conform to residential standards both during day and night as per Noise Pollution (Control and Regulation) Rules, 2000.



Incremental pollution loads on the ambient air and noise quality should be closely monitored during construction phase. Adequate measures should be made to reduce ambient air and noise level during construction phase, so as to conform to the ambient noise standards.

- (xviii) Diesel power generating sets proposed as source of back-up power should conform to rules notified under the Environment (Protection) Act, 1986 for diesel generator sets.
- (xix) Energy conservation measures like installation of CFLs/TFLs for the lighting the areas outside the building should be integral part of the project design and should be in place before project commissioning. 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. Use of solar panels may be done to the extent possible.

PART B - GENERAL CONDITIONS:

- (i) A copy of the clearance letter shall be uploaded on the website of the concerned State Coastal Zone Management Authority/State Pollution Control Board. The Clearance letter shall also be displayed at the Regional Office, District Industries centre and Collector's Office/ Tehsildar's office for 30 days.
- (ii) A six-monthly monitoring report shall need to be submitted by the project proponent to the concerned regional Office of this Ministry regarding the implementation of the stipulated conditions.
- (iii) The Ministry of Environment, Forest & Climate Change or any other competent authority may stipulate any additional conditions or modify the existing ones, if necessary in the interest of environment and the same shall be complied with.
- (iv) Concealing factual data or submission of false/fabricated data and failure to comply with any of the conditions mentioned above may result in withdrawal of this clearance and attract action under the provisions of Environment (Protection) Act, 1986.
- (v) The above stipulations would be enforced among others under the provisions of the Water (Prevention and Control of Pollution) Act, 1974, the Air (Prevention and control of Pollution) Act, 1981, the Environment (Protection) Act, 1986, the Public Liability (Insurance) Act, 1991, the EIA Notification, 2006 and the extant CRZ regulations.
- (vi) Full co-operation shall be extended to the officials from the Regional Office of MoEF&CC, during monitoring of implementation of environmental safeguards stipulated. It shall be ensured that documents/data sought pertinent is made available to the monitoring team. A complete set of all the documents submitted

to MoEF&CC shall be forwarded to the concerned Regional Office of MoEF&CC.

- (vii) In the case of any change(s) in the scope of the project, the project would require a fresh appraisal by this Ministry.
- (viii) The Ministry reserves the right to add additional safeguard measures subsequently, if considered necessary, and to take action to ensure effective implementation of the suggested safeguard measures in a time bound and satisfactory manner, including revoking of the environment clearance under the provisions of the Environmental (Protection) Act, 1986, for non compliance.
- (ix) All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Civil Aviation Department, Forest Conservation Act, 1980 and Wildlife (Protection) Act, 1972 etc. shall be obtained, as applicable by project proponent from the respective competent authorities.
- (x) The project proponent should advertise in at least two local Newspapers widely circulated in the region, one of which shall be in the vernacular language informing that the project has been accorded CRZ Clearance and copies of clearance letters are available with the State Pollution Control Board (SPCB) and may also be seen on the website of the Ministry of Environment, Forest and Climate Change at <http://www.envfor.nic.in>. The advertisement should be made within Seven days from the date of receipt of the Clearance letter and a copy of the same should be forwarded to the concerned Regional Office of this Ministry.

4. This Clearance is subject to final order of the Hon'ble Supreme Court of India in the matter of Goa Foundation Vs Union of India in Writ Petition (Civil) No.460 of 2004 as may be applicable to this project.

5. Any appeal against this clearance 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.

6. A copy of the clearance letter shall be sent by the proponent to concerned Panchayat, Zilla Parishad/Municipal Corporation, Urban Local Body and the Local NGO, if any, from whom suggestions/ representations, if any, were received while processing the proposal.

7. The proponent shall upload the status of compliance of the stipulated conditions, including results of monitored data on their website and shall update the same periodically. It shall simultaneously be sent to the Regional Office of MoEF&CC, the respective Zonal Office of CPCB and the SPCB.

8. The environmental statement for each financial year ending 31st March in Form-V as is mandated to be submitted by the project proponent to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently, shall also be put on the website of the company along with the status of compliance of clearance conditions and shall also be sent to the respective Regional Office of the Ministry by e-mail.


(W. Bharat Singh)
Director (CRZ)

Copy to:

1. The Principal Secretary, Environment & Forests Department (EC-3), Government of Tamil Nadu, Secretariat, Chennai - 600 009
2. The Chairman, Tamil Nadu Coastal Zone Management Authority, Environment & Forests Department (EC-3), Government of Tamil Nadu, Secretariat, Chennai - 600 009
3. The Member Secretary, Central Pollution Control Board, Parivesh Bhavan, CBD cum Office Complex, East Arjun Nagar, Delhi - 32
4. The Member Secretary, Tamil Nadu Pollution Control Board, No. 76, Anna Salai, Guindy Industrial Estate, Race View Colony, Guindy, Chennai - 600 032
5. The Member Secretary, Tamil Nadu Coastal Zone Management Authority, Department of Environment, No.1, Jeenis Road, Panagal Building, Ground Floor, Saidapet, Chennai - 600 015
6. The Deputy Director General of Forests (C), Ministry of Environment, Forest and Climate Change, Regional Office (SEZ), I and II Floor, Handloom Export Promotion Council, 34, Cathedral Garden Road, Nungambakkam, Chennai - 34
7. Guard File/ Record File/ Monitoring Cell.


(W. Bharat Singh)
Director (CRZ)