

File No.: 11-7/2012-IA.III
[Proposal No. IA/GJ/MIS/51652/2012]

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

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

Dated: 20th November, 2020

To

M/s Adani Ports and Special Economic Zone Ltd,
Adani House, Nr. Mithakhali circle,
Navrangpura, Ahmedabad -380 009
Gujarat.

Subject: Ship Recycling facility at West Port, Mundra, Kutch by M/s. Adani Ports and Special Economic Zone Limited (APSEZL) - Environmental and CRZ Clearance
Sir,

This has reference to your online proposal to this Ministry on 25th Apr 2016 regarding Environmental and CRZ Clearance for Ship Recycling facility at West Port, Mundra, Kutch by M/s. Adani Ports and Special Economic Zone Limited (APSEZL).

2. The proposed project implies to set up a new Ship Recycling Facility adjacent to the existing Mundra West Port in Mundra Taluka of Kachchh District in Gujarat. The proposed project will recycle ships of up to ~16000 Light Displacement Tonnage (LDT: ~80000 DWT). About 0.3 million tonnes per year (mt/yr) (~236300 t/yr of re-rollable scrap, ~ 28900 t/yr of melting scrap, ~7000 t/yr of cast iron, ~3400 t/yr of non-ferrous metals, ~12100 t/yr of usable machinery and ~10600 t/yr of misc. items) of ship's materials is expected to be recovered from recycled ships. The proposed project will not involve any acquisition of private land such as agricultural land, grazing land or homestead. The air bag method of ship breaking will be followed. In this method the ship will be winched on to dry land over a slip-way made of inflatable marine air bags. Once on dry land, the ship will be allowed to settle on keel blocks. After receipt of necessary statutory clearances, the residual fuel, lubricants refrigerants, detachable miscellaneous items will be pumped out / dismantled and salvaged. The ships will be cut up with LPG-oxygen torches. The recovered materials will cut to manageable sizes and dispatched to buyers by trucks.

3. The estimated annual requirements of LPG and Oxygen are 1140 t and 7350 t, respectively. These gases will be supplied in cylinders. Water will be required at the site for dust suppression (@ 60 m³/day), green belt irrigation (@ 15 m³/day) and drinking purposes (@ 85 m³/day). Sea water may be used for dust suppression. Fresh water will be supplied by Gujarat Water Infrastructure Limited or water desalination plant of APSEZL.

4. The project will be set up on land which is already reclaimed by dumping dredge spoils generated on account of expansion of West Port under the approved Waterfront Development Plan. There will be 10 plots and a common vehicle parking area will be constructed over 1.9432 ha. The total land requirement has been estimated to be 40.7432 ha. Of this, 19.8000 ha area will

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be used for breaking of ships, 1.613 ha will be used for Green Belt, 5.850 ha for Material Storage, 8.537 ha for other Infrastructure besides the common vehicle parking area; 3.000 ha area shall remain vacant.

5. The proposed project is located within the port limits. APSEZL had received Environmental and CRZ Clearance for Water Front Development Project from Ministry of Environment and Forests, Govt. of India, vide letter no.10-47 / 2008 – IA-III dated 12th January, 2009 and addendum dated 19th January, 2009.

6. The total cost estimated for this project is Rs. 146.792 Crores. The proposed project is categorized under 7(b) Category 'A'. CRZ recommendations have been obtained from Gujarat Coastal Zone Management Authority (GCZMA) vide their letter no. ENV-10- 2013-106-E dated 18th January, 2014.

7. The proposed ship recycling facility complex shall not draw any fresh water from any nearby water body or ground water. Sea water up to 60 m³/day will be required at the site for dust suppression. Fresh water up to 100 m³/day will be required for green belt irrigation (15 m³ /day) and domestic purposes (85 m³ /day). Fresh water will be supplied by Gujarat Water Infrastructure Limited (GWIL) or Desalination Plant of APSEZL.

8. Public hearing for the project was conducted on 30th July, 2013 at Primary School Compound, Tunda Village. The public consultation process was supervised and presided over by Shri D.B. Shah, Resident Additional Collector and Additional District Magistrate, Kutch. He was assisted by Shri J.D. Priyadarshi, Regional Officer, GPCB, Bhuj as representative of The Member Secretary, GPCB.

In response to various issues raised during the PH, APSEZL pointed out that the proposed project does not envisage blocking of any creek. Since the project site has hardly any vegetation, the possibility of destruction of mangroves does not arise. The nearest mangroves area is 1.6 km away. The proposed project will have no impact on fisheries as the ships coming to the project for recycling will use the same approach channel as ships coming to West Port. All solid and liquid wastes will be collected and dispatched to authorized treatment facilities located at a distance from the shoreline. No wastes will be burnt in the open in the vicinity of the project which will minimize the possibility of air pollution. As regards employment, APSEZL said that 1500 people would be directly employed at the proposed project and local people will be given preference in employment. As regards health risks to workers, APSEZL said that all workers will be issued appropriate personnel protective equipment which will minimize the risk of occupation related health problems.

9. The effluents which are likely to be generated from the proposed project are Ballast water, Bilge water, Slops generated during washing of cargo tanks and pipelines of oil tankers, Oily water generated due to washing of fuel tanks prior to cutting and sewage from the facility's offices, rest rooms and canteens.

No untreated effluents will be discharged into the sea. All effluents generated at the project will be trucked to ETP for treatment. Also since all recycling activities will take place well away from the HTL, no solid wastes will go into the sea. About ~2200 t/yr of solid wastes will be generated, which will be sorted and packed as hazardous and non-hazardous which will all be disposed to authorize TSDF. Effluents remaining on board and generated during cutting will be collected and sent by tankers to an existing 2.5 MLD Common Effluent Treatment Plant (CETP), which may



be expanded. Domestic effluents of 70 m³ /day generated at the project will be sent by tankers to APSEZL's Common Effluent Treatment Plant (CETP), which has capacity to spare.

10. Under this project, 1.613 ha of plantations will be created within the initial 2 years. The green belt should be planted close to the source or to the area to be protected to optimize the attenuation within physical limitations. Plantation will serve to prevent the spread of fugitive dust generated due material handling, attenuate noise generated by the project and Increases green cover and improve aesthetics.

11. The project will directly employ about 1500 people. Another 5 - 6 times that number of people is expected to be indirectly employed (i.e. in supporting services and downstream industries).

12. Benefits of the project: Dispose of Old Resource Guzzling Ships. About 236,000 t/yr of semi-finished steel and 39000 t/yr of scrap metal will be produced consuming only a small amount of non-renewable natural resources as compared to producing the same amount of steel utilizing basic raw materials. About 23,000 t/yr of machinery, spare parts and other valuable materials will be recovered for re-use and / or recycling.

13. The project proponent along with the EIA consultant M/s Mecon Limited made a presentation through Video Conferencing during 243rd meeting of Expert Appraisal Committee (EAC) on 28-30th September, 2020. The EAC based on the information submitted and clarifications provided by the project proponent and detailed discussions held on all the issues, recommended the project for grant of environmental and CRZ clearance with stipulated specific conditions along with other Standard EC Conditions as specified by the Ministry vide OM dated 4th January, 2019 for the said project/activity.

14. The Ministry of Environment, Forest and Climate Change has considered the proposal based on the recommendations of the Expert Appraisal Committee (Infrastructure, CRZ and other Miscellaneous projects) and hereby decided to grant Environmental and CRZ Clearance for the "Ship Recycling facility at West Port, Mundra, Kutch, Gujarat" under the EIA Notification, 2006 as amended and CRZ Notification 2011, subject to strict compliance of the following specific conditions, in addition to all standard conditions applicable for such projects.

A. SPECIFIC CONDITIONS

- (i) All the recommendations and conditions specified by Gujarat Coastal Zone Management Authority vide letter no. ENV-10-2013-106-E dated 18th January, 2014 shall be complied with.
- (ii) The PP shall carry out all the outcomes and recommendations in the Cumulative Impact Assessment study.
- (iii) Necessary approvals are to be taken during implementation and commissioning from statutory bodies concerned.
- (iv) 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.



- (v) Safety and health requirements relating to occupational exposure to Asbestos, while ship breaking shall be in compliance with IS11456-1986 and subsequent amendments.
- (vi) Hazardous waste inventory that identifies, quantifies and locates the type of waste on board should be carried out before the ship comes to the shore. Chemical safety data sheets should be made available for each hazardous substance that is identified. As per the High Power Committee, maintaining the complete inventory of hazardous wastes on board is a mandatory task for any ship owner. This inventory shall be submitted by the State Maritime Board to the SPCB to ensure safe disposal of hazardous waste. Further permissions for ship anchoring and beaching will be based on hazardous waste inventory. Removing and cleaning of liquids, fuels and oils: Before start of ship dismantling, all the liquid residues should be removed and cleaned from the ship. This process may continue during the entire ship dismantling process.
- (vii) There should be a safe working and operating procedures ensuring safe accessibility to all the areas and compartments of the ship and safe conditions for hot work.
- (viii) The hazardous wastes identified by the inventory data be properly removed and disposed. Dismantling plan should be drawn before start of the work. This plan forms the basis for sectional breaking of the ship. Waste obtained during dismantling should be sorted and segregated based on the type of waste and disposal option. Specific wastes from the ship breaking yard are as follows: / Asbestos / Polychlorinated biphenyls (PCBs) / Bilge and ballast waters / Oils and fuels / Metal cutting / Paints Removal and Disposal of Miscellaneous Ship Machinery.
- (ix) Best management practices shall be followed for handling, storing and disposing the hazardous materials generated during ship breaking process to ensure safety and health of the workers at the facility.
- (x) The Company should perform air surveillance activities in work areas where asbestos is being removed, including meeting the general monitoring criteria, conducting initial exposure assessments, and performing daily and periodic monitoring. The facility must keep an accurate record of all measurements taken to monitor the workers' exposure to asbestos. Facility is required to conduct medical surveillance for all workers who, for a combined total of 30 or more days per year, are performing asbestos removal work or are exposed at or above the permissible exposure limit. This includes medical examination and consultation prior to beginning work, at least annually, and upon termination of employment. The facility must establish and maintain an accurate record for each worker subject to medical surveillance. These records must be maintained for the duration of the worker's employment, plus an additional 30 years.
- (xi) Facility must ensure that workers are not exposed to air-borne asbestos concentrations in excess of prescribed Permissible Exposure Limits (PELs).
- (xii) Company should provide, at no cost, a training program for employees likely to be exposed to asbestos removal work during the ship breaking.
- (xiii) The removal of paints and coatings, regardless of the process used, generates wastes that must be managed and disposed. The Company should implement procedures to ensure



that all wastes are contained and stored in a manner that will prevent their release into the environment.

- (xiv) To ensure better safety and security of plots, open spaces (buffers) can be created for giving emergency access/ parking to/for fire tenders, installing water lines for emergency services, access to beach, anchoring rescue boats and dinghies.
- (xv) Truck parking facility should be provided for easy accessibility of vehicles for transporting scrap and other materials and to relieve the traffic congestion around the yards. The parking facility should have basic infrastructure like potable water, sanitation, resting, shops, eating joints, vehicle repair shops, fuelling stations, etc., for the drivers. It should also have accommodation for transporter companies/agents. To accommodate more number of vehicles the trucks can be parked angularly.
- (xvi) Facility must ensure that workers are protected from exposure to airborne PCB concentrations. As per OSHA (Occupational Safety and Health Administration) regulations, governing exposure to PCBs in the workplace include two time-weighted averages for chlorodiphenyl.
- (xvii) Monitoring of marine flora and fauna along the project site to be undertaken by university/institute of repute for minimum of 5 years.
- (xviii) As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory aforestation etc, either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also be implemented and become part of EMP.

B. STANDARD CONDITIONS:

I. Statutory compliance:

- (i) 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 works 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, and 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.
- (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.

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


(Amardeep Raju)
Scientist-E

Copy to:

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


(Amardeep Raju)
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