सत्यमेव जयते

File No: 11-79/2013-IA.III
Government of India
Ministry of Environment, Forest and Climate Change
IA Division
****

Date **15/07/2026**

To,

Rakesh Singh Sisodia
JSW Dharamtar Port Private Limited
JSW Centre, Bandra Kurla Complex, Bandra East Mumbai , , MUMBAI, MAHARASHTRA, , 400051
unitheddesk.dppl@jsw.in

Subject: **The proposal is for expansion of cargo handling capacity from 33.95 MTPA to 54.0 MTPA at Dharamtar Jetty facility (Phase III) in village Dolvi of District Raigad, Maharashtra by M/s JSW Dharamtar Port Pvt Ltd-Environmental and CRZ clearance regarding.**

Sir/Madam,

This is in reference to your application submitted to MoEF&CC vide proposal number IA/MH/INFRA1/559990/2025 dated 11/12/2025 for grant of prior Environmental and CRZ Clearance to the proposed project under the provision of the EIA Notification 2006 and CRZ notification, 2011 as amended thereof.

2. The particulars of the proposal are as below :

(i) EC Identification No.	EC25A3501MH5212335N
(ii) File No.	11-79/2013-IA.III
(iii) Clearance Type	Environmental and CRZ Clearance
(iv) Category	A
(v) Project/Activity Included Schedule No.	7(e) Ports, harbors, breakwaters, dredging
(vi) Sector	INFRA-1
(vii) Name of Project	Proposed Expansion of Dharamtar Jetty facility (Phase III) in village Dolvi of District Raigad, Maharashtra
(viii) Name of Company/Organization	JSW Dharamtar Port Private Limited
(ix) Location of Project (District, State)	RAIGAD, MAHARASHTRA
(x) Issuing Authority	MoEF&CC
(xi) Applicability of General Conditions as per	No

3. The proposal is for Expansion of cargo handling capacity from 33.95 MTPA to 54.0 MTPA at Dharamtar Jetty facility (Phase III) in village Dolvi of District Raigad, Maharashtra by M/s JSW Dharamtar Port Pvt Ltd. The proposed project is located on the bank of Dharamtar creek near Dolvi village in Taluka Pen of Raigad district. The indicative coordinates of the existing and proposed jetty are Latitudes 18°42'18"-18°43'00"N Longitudes 73°01'58" - 73°01'09"E.

4. Environmental and CRZ Clearance for Expansion of Dharamtar Jetty facility in Village Dolvi of District Raigad, Maharashtra by M/s JSW Dharamtar Port Pvt Ltd, comprising quay of 1750m with cargo handling capacity of 33.95 MTPA has been granted by the MoEFCC vide letter no. F.No.11-79/2013-IA.II dated 26.11.2015 and was subsequently amended vide letters dated 26.03.2016 and 10.01.2020. The existing jetty facilities which are under operation now as a part of Phase II development, includes 9 nos of operational berths (Berth Nos. 1 to 9) constructed over a length of about 1050m out of the approved length of 1750m.

5. The instant proposal is proposes Phase III expansion for increase in cargo handling capacity from 33.95 MTPA to 54.0 MTPA at Dharamtar Jetty facility located in the village Dolvi, District Raigad, Maharashtra. Proposed additional cargo shall be handled in the remaining berth length of 700 m (Berth No. 10 to 13) in addition to existing operational jetty of 1050 m. The details of the existing and proposed expansion are as follows:

Details	Existing	After Expansion
Total Cargo Handling	33.95 MTPA	54.0 MTPA
Barge Size	2000 DWT to 3700 DWT	2000 DWT to 3700 DWT
		6000 DWT
Mini Bulk Carrier Size	8000 DWT	8000 DWT
Barge Unloaders	2 no. X 550 tph	2 no. X 550 tph
	5 no. X 2500 tph	5 no. X 2500 tph
		5 no. X 2500 tph
Mobile Harbour Crane	2 no. X 900 tph	2 no. X 900 tph
		1 X 1200 tph
Covered storage capacity	Yard A – 125 X 380 m	Yard A – 125 X 380 m
	Yard B – 125 X 400 m	Yard B – 125 X 400 m
Stacker	2 Nos	2 Nos
Reclaimers	Bucket wheel reclaimer- 3 Nos	Bucket wheel reclaimer- 3 Nos
	Portal reclaimer- 2 Nos	Portal reclaimer- 2 Nos
	Stacker cum reclaimer- 1 No	Stacker cum reclaimer- 1 No
Cross Country Conveyor	1 X 1200; 1 x 1500; 4 x 3000 tph	1 X 1200; 1 x 1500; 4 x 3000 tph

Jetty Outgoing Conveyor	1 X 1000; 2 x 5000 tph	1 X 1000; 2 x 5000 tph
		2 x 5000 tph
Sub- station	2 Nos.	3 Nos.
Pump house	1 No.	2 Nos.

6. The proposed project falls under 7(e) Ports, harbors, breakwaters, dredging Category 'A' as per the EIA Notification, 2006 as amended. The cost of the project is Rs.950 Crores.
7. Terms of references: The Terms of Reference (ToR) proposal was considered in the 360th meeting of the Expert Appraisal Committee held on 21st March, 2024 and the committee, after detailed deliberation, recommended the grant of the ToR. The Ministry granted the ToR vide letter no. 11-79/2013-IA.III dated 19.5.2024.

Details of Public Hearing:	Detail of Paper advertisement	Venue and Location	Presided by
Public Hearing was conducted on 22nd August, 2025 at Raigad, Maharashtra.	The advertisement was published in newspaper 'The express times, Krishibal , Raigadh times'	Village-Wave, Pen, district Raigad,Maharashtra.	Additional District Magistrate

8. Terrain and topography: The proposed project location lies on a flat contour on the eastern bank of the Dharamtar creek in Raigad district. The district represents a hilly zone in the eastern part, which is highly uneven in altitude and covered with forest. This hill range is characterized by ruggedness and uneven topography.
9. Details of water bodies: The proposed project is located in Dharamtar Creek in the estuary of Amba River. The narrow branches of the Dharamtar creek traverse through the northern region of the existing port facility. The proposed project does not obstruct flow of creek water. Therefore, no impact is anticipated on the drainage pattern of the project site.
10. Water requirement: The water requirement for the existing jetty is about 30 m3 /hr and after expansion the water requirement will increase to 45 m3 /hr. Water shall be required for drinking and domestic purpose, sprinkling at material handling yard and gardening. This water requirement is proposed to be met from the existing allocation to JSWSL from Amba River, Nagothane, and K.T. Bandhara.
11. Tree cutting and green belt development: The instant proposal does not involve any tree cutting. An existing greenbelt area of about 1.0619 ha (10,619.1 sqm) has been developed, and an additional greenbelt area of 0.1383 ha (1,383.4 sqm) is proposed. Accordingly, the total greenbelt area proposed at DPPL will be about 1.20 ha (12,002.5 sqm).
12. Forest Diversion: The project does not involve any diversion of forest land. The project is not located within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves etc. The project is also not located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC.
13. Details of Rain Water Harvesting: Rain water harvesting system is provided where the rain water from terminal building terraces is collected and used for various port activities including flushing and gardening. The excess water is sent to recharge pits. Considering about 650 sqm of terrace area available and average rainfall of 3000mm in the region, the total rainwater which can be harvested is estimated to be 1950cum. Rain water recharge pit of 7 M Length X 2.2 M Width X 2 M Height is provided at the back side of DSS-1 and recharge pit of 10 M Length X 5M Widths X 2 M Height shall be provided.
14. Waste Management : The jetty operations would generate about 188 kg/day of municipal solid waste. the waste will be segregated along with hazardous waste at source, stored separately, and handed over to

MPCB-approved recyclers. Runoff from the storage yard containing high suspended solids will be treated in a settling tank, with sludge comprising coal and iron ore dust returned to the storage yard, clarified overflow reused for dust suppression, and excess discharged into the outfall drain. Approximately 30 KLD of sewage from toilet blocks will be treated through an existing STP of 50 m^3/day capacity at the jetty, adequate for the proposed expansion; biological waste from the STP will be disposed of as per MPCB norms, and treated sewage will be reused for greenbelt development and/or discharged into local drains without impacting ground or surface water quality.

15. Details of CRZ area: Since Dharamtar port is located inside of creek area. NCSCM has prepared the shoreline change map for the Dharamtar creek. As per the CRZ report, the project is located in CRZ IVB area as per approved CZMP 2019. The details of proposed project activities falls under CRZ categories are as follows:

S. No.	Proposed Project Activities	Mangrove – CRZ IA	50 m Mangrove Buffer Zone – CRZ IA	Intertidal Zone – CRZ IB	No Development Zone – CRZ III	Waterbody – CRZ IV	Out of CRZ Area
1	Berths (10, 11, 12 and 13)	–	8655.65	–	–	16013.50	–
2	Stilt Conveyor	514.37	3950.41	142.27	72.29	7.91	3061.69
3	DER-I	–	151.59	–	–	–	–
4	DPPL Container Area	–	1898.49	–	2,220.50	–	–
5	DPPL Storage	–	2705.64	–	174.06	–	–
6	Junction House on Stilt Conveyor	411.98	404.50	225.00	–	–	–
7	RMHS	–	682.62	663.41	–	–	–
8	Stilt Approach	364.52	2926.07	–	–	–	–
9	DPPL Liquid Storage	–	–	1,052.18	2,057.90	–	3,016.56
Total		1290.87	21374.97	2082.86	4524.75	16021.41	6078.25

16. The project is recommended by the Maharashtra Coastal Zone Management Authority (MCZMA) vide letter no. IA/MH/CRZ/551942/2025 dated 29.10.2025.

17. JSWSL Dolvi has carried out plantations in 248.0 Ha of land outside the plant area. Of this, 51.0 Ha has been carried out in degraded forest areas with the assistance of the Forest department and 197 Ha of Mangroves and other plantations have been carried out in nearby village areas with consent of local village Sarpanchs and Tehsildar. Mangrove area from the Port activity area will be segregated by erecting 15 ft high screens. Similarly, necessary facilities will be created to prevent coal dust spillage and wastewater discharge through proper drainage and barricading. JSW Foundation has signed a MoU with the Mangrove

Cell for conservation of mangroves. JSW shall prepare a mangrove conservation plan in consultation with the Maharashtra Mangrove Cell/State Mangrove Department, for their recommendation and preparation of conservation plan.

18. Shoreline study: NCSCM has prepared the shoreline change map for the Dharamtar creek which shows most of the coastline of the creek is stable. Since Dharamtar port is located inside of the creek area, the waves are damped and diminished as it reaches the proposed location, due to the non-reflective shores with mangroves and mud banks located on the banks of the meandering river.

19. Dredging and dredge disposal: Navigation of 8000 DWT MBCs would require minimum 5 m dredging below the chart datum. This depth would ensure safe movement of the design vessels and handle the required cargo. At the berth, a dredged depth of about 5.0 m CD is required to be created with a MSL of about 0.45 m; this will afford about 10% under keel clearance at low waters. Since the location is inside a very tranquil and protected environment, this under keel clearance would be sufficient even for the rocky beds. This would involve Capital Dredging of about 4,155,300 m^3. Out of this, the hard material dredged will be about 1,000,000 m^3, which will be used for filling lowlying areas behind the berths. The balance of about 3,155,300 m^3 of soft material will be dumped at designated locations near Mumbai Port Area as identified by MMB through CWPRS Model Report. Maintenance dredging quantity shall remain the same as 2,000,000 m^3 as per existing environmental and CRZ clearance.

20. Cargo Handling capacity: The existing and proposed cargo handling facilities are as follows:

S. No.	Commodity	Existing Quantity (in MTPA)	Total Qty. after Expansion (in MTPA)
1	Iron Bearing Raw Material (IBRM)	17.0	26.0
2	Coal Bearing Raw Material (CBRM)	8.00	10.0
3	Fluxes	3.00	7.00
4	HR coil, Sheets, CR coil in containers, Finished Steel Products, Steel Scrap	2.50	3.00
5	Slag / Fly Ash	1.00	1.00
6	Cement & Clinker	1.60	4.00
7	Edible Oil & Chemical cargo	-	1.00
8	Containers	0.85	1.00
9	Fertilizer, FRM, Gypsum, etc.	-	1.00
Grand Total (MTPA)		33.95	54.0

DSS & DFDS systems has been deployed in the existing material handling systems. Similar systems will be deployed at all the proposed Barge Unloaders as well as in the conveying systems. JSW DPPL will explore the feasibility and install floating containment booms along the Jetty area during operations to prevent floating coal particles and debris from spreading downstream and implement suitably.

21. The site inspection was carried out by IRO, MoEF&CC, Nagpur on 30th March, 2025 and the certified compliance Report was issued vide letter no.18-C-52/2015(SEAC)-14395 dated 25.06.2025. The sub-committee visited the site on 13th February, 2026 and made certain recommendations.

22. Land Acquisition and R&R: This project does not involve land acquisition hence no R&R envisaged.

23. Employment: The project will provide permanent employment to 50 persons and temporary employment to about 200 persons.

24. Benefits of project: The proposed project shall cater to the increased demands of the Dolvi steel plant proposed for expansion. The project will generate about 250 direct and indirect job opportunities for skilled, semi-skilled and unskilled workers, managers and other administrative works. The dredging will increase the depth of the creek may improve hydraulic conveyance during monsoon periods. The

development of various activities, will improve the cash flow and revenue in the area. The project will provide an impetus to improvement in infrastructure at the local level. The project significantly contributes to the Socio-economic development of the area.

25. Detail of court case: There is no court case involved in the project.

26. The EAC, after detailed deliberations during its 432nd meeting held on 15th–16th January, 2026 and subsequent reconsideration during its 444th meeting held on 23rd–24th April, 2026, recommended grant of Environmental and CRZ Clearance subject to stipulated specific conditions in addition to the Standard EC Conditions.

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 'Expansion of cargo handling capacity from 33.95 MTPA to 54.0 MTPA at Dharamtar Jetty facility (Phase III) in village Dolvi of District Raigad, Maharashtra by M/s JSW Dharamtar Port Pvt Ltd'. 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 Member Secretary, CGWA, 18/11 Jamnagar House Man Singh Road, Central, Delhi, cgwa@nic.in
2. The Member Secretary, CPCB, Parivesh Bhawan Cbd-Cum-Office Complex East Arjun Nagar, East, Delhi, mscb.cpcb@nic.in
3. The District Collector, DC Office, District Collector Office Near Hirakot Lake Tahasil-Alibag District-Raigad Pin - 402201, Raigad, Maharashtra, collector.raigad@maharashtra.gov.in
4. The Monitoring Cell MoEFCC, Compliance & Monitoring Division, Indira Paryavaran Bhawan Jor Bagh Road New Delhi, South, Delhi, moefcc-monitoring@gov.in
5. The Member Secretary, SPCB/PCC, Kalptaru Point 2nd - 4th Floor Opp. Cine Planet Sion Circle Sion (E), Mumbai, Maharashtra, mpcbparivesh@mpcb.gov.in
6. The Deputy Director General, Regional Office, Deputy Director General Of Forests (C) Ministry Of Environment Forest And Climate Change Integrated Regional Office Ground Floor East Wing New Secretariat Building Civil Lines Nagpur-440001., N/A, N/A, apccfcentral-ngp-mef@gov.in
7. The Secretary, Environment Department, Government Of Maharashtra 2nd Floor Room No. 217 Annexe Building Mantralaya Mumbai-400 032 Maharashtra, Mumbai, Maharashtra, psec.env@maharashtra.gov.in
8. The The Principal Chief Conservator of Forests, Department of Forests Govt. of Maharashtra ., Ramgiri Road Civil Lines Near Government Press Nagpur-440 001, Nagpur, Maharashtra, pccf-mh@nic.in

Annexure 1

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

1. Specific Conditions

S. No	EC Conditions
1.1	All the recommendations and conditions specified by the Management Authority (CZMA) vide letter No IA/MH/CRZ/551942/2025 dated 29.10.2025 shall be complied with.
1.2	All the following recommendations mentioned in the site visit report shall be implemented later in spirit and the status of the implementation shall be submitted along with the first six monthly EC

S. No	EC Conditions
	compliance report to the concerned IRO, MOEF&CC.
1.3	a. The mangrove shall be segregated from the port area by creating at least 15ft high screens. Similarly, spillage of coal dust and the wastewater into the mangrove area sandwiched between the jetty and the land area of the port need to be stopped by developing proper drainage and creating small screen barricades on the jetty towards mangrove side.
1.4	b. The port authority should adopt improved mechanized handling practices like continuous ship unloaders, wherever feasible,to minimize coal spillage, and also installation of enclosed and adequately sized receiving hoppers with proper skirting, continuous barge unloading systems for controlled discharge with sealed transfer points should be implemented. In addition, wind barriers, dust suppression systems, and spillage collection arrangements should be installed in the jetty area to ensure that coal moves from the hopper to the stockyard without falling off the belt. The use of mechanised telescopic chutes or controlled discharge systems is also advised to reduce the drop height of coal, thereby minimizing bounce and spillage.
1.5	c. The PP shall prepare a specific mangrove conservation plan for northern side mangroves, which includes plantations and reduction in turbidity of the water by way of stopping the flow of coal dust wastewater and other effluents/ pollutants to these mangroves. This shall be part of the Mangrove conservation plan prepared by the PP in consultation with Mangrove cell . The plan shall be submitted to the IRO of MoEFCC within six months along with the first 6 monthly Compliance report and the progress of implementation of the Plan shall be part of the subsequent 6 monthly Compliance reports.
1.6	d. As committed A Dust-Free Dust Suppression system is to be installed at the Barge Unloaders (BUL) hoppers and chute discharge points to effectively mitigate air pollution at the source
1.7	e. As committed the PP shall explore the feasibility and install floating containment booms along the Jetty area during operations to prevent floating coal particles and debris from spreading downstream and implement suitably.
1.8	f. Regular desilting and removal of accumulated coal particles or debris from the riverbed near the jetty area should be undertaken to maintain natural flow and prevent sediment contamination.
1.9	g. A proper storm water drainage system with sedimentation pits and oil-and-grease traps should be installed in operational areas to prevent contaminated runoff from reaching the river during rainfall.
1.10	h. A continuous river water quality monitoring program should be implemented upstream and downstream of the port area to monitor parameters such as turbidity, suspended solids, dissolved oxygen, and PH. Monitoring results should be periodically reviewed to assess environmental impacts
1.11	i. Turbidity curtains should be installed around active unloading zones to limit the dispersion of suspended coal particles in the water column.Turbidity curtains shall be installed in such a manner that the natural tidal flow is not obstructed or disturbed in the mangrove areas.
1.12	j. Automated real-time monitoring stations shall be established both upstream and downstream of the jetty area to continuously monitor parameters such as turbidity, total suspended solids (TSS), dissolved oxygen (DO), and pH. The data should be logged and reviewed periodically to detect any abnormal changes in river water quality.

S. No	EC Conditions
1.13	k. For the areas where degradation of mangroves has occurred, a detailed root cause analysis should be carried out by the Maharashtra Mangrove Cell/State Mangrove Department. Based on the findings, a comprehensive Mangrove Conservation and Management Plan developed should be revised and implemented in consultation with the State Mangrove Department to ensure long-term protection and ecological restoration of the mangrove ecosystem.
1.14	l. A dedicated jetty surface runoff management system should be installed, consisting of collection drains, sedimentation pits, and filtration units. This system will capture coal dust and sediments generated during cargo handling before the water is discharged into the river, thereby preventing contamination.
1.15	m. Regular cleaning of the jetty with the deployment of a sweeping machine in order to control fugitive dust falling over creek water and runoff during monsoon.
1.16	The EMP prepared for the capacity enhancement shall be implemented and a compliance report shall be submitted to the IRO of the Ministry.
1.17	Cargo handling area shall be provided with more covered storage shed, especially for coal cargo, using globally available advance technology and adequate number of high efficiency dust suppression systems. Loading and unloading areas including all the transfer points should also have efficient dust control arrangements. These should be properly maintained and operated.
1.18	To reduce the fugitive dust emissions, the PP should attempt the complete mechanisation of cargo handling using automated, enclosed and environmentally controlled systems designed for high capacity throughput, efficiency and dust reduction. A Plan should be prepared for mechanisation of cargo handling and should be attempted to be executed in a phased manner.
1.19	PP shall explore the possibility for a fully enclosed conveyor belt system from port to rail siding to ensure safe, efficient, and environmentally sound operations, while minimizing dust emissions and spillage.
1.20	The detailed cargo evacuation plan, including transportation through the existing port access road and the proposed rail connectivity, shall be submitted as part of the EIA/EMP report.
1.21	PP shall clearly specify the products proposed under the project. Details of the product types, quantities, and their end-use should be provided to enable proper assessment of the project scope. This information is essential for evaluating the associated environmental impacts, storage and handling requirements, and overall feasibility of the proposed activities.
1.22	The Project Proponent shall incorporate appropriate mitigation and environmental management measures based on the findings of the above studies.
1.23	Project Proponent shall strive to enhance the Green Belt under the campaign" एक_पेड़_माा_के_नाम " and the details of the trees planted would be uploaded on the portal https://merilife.nic.in.
1.24	Submit a detailed greenbelt development plan within timeline.

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 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

S. No	EC Conditions
	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.
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

S. No	EC Conditions
	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.
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

S. No	EC Conditions
	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.
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.

S. No	EC Conditions
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.
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).

S. No	EC Conditions
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.

12. Specific Conditions

S. No	EC Conditions
12.1	The unit shall make the arrangement for protection of possible fire hazards during manufacturing process in material handling. Fire fighting system shall be as per the norms.

Signature Not Verified

Digitally Signed by : Dr Amardeep Raju
Member Secretary, MoEFCC (EC)

Date: 15/07/2026