

F.No.10-22/2016-IA-III
Government of India
Ministry of Environment, Forest and Climate Change
(IA.III Section)

Indira Paryavaran Bhawan,
Jor Bagh Road, New Delhi - 3

Date: 17th September, 2019

To,

The Joint President
M/s Mundra International Airport Pvt Ltd
Adani House, Near Mithakhali Six Roads, Navrangpura,
Ahmedabad - 380009, Gujarat
E-mail: mundraairport@gmail.com

Subject: Development of Commercial Airport at Mundra, Kutch District, Gujarat by M/s Mundra International Airport Pvt Ltd - Environmental Clearance - reg.

Sir,

This has reference to your online proposal No. IA/GJ/MIS/84054/2016 dated 23rd January, 2019, submitted to this Ministry for grant of Environmental Clearance (EC) in terms of the provisions of the Environment Impact Assessment (EIA) Notification, 2006 under the Environment (Protection) Act, 1986.

2. The proposal for grant of environmental clearance to the project 'Development of Commercial Airport' at Mundra, Kutch District, Gujarat by M/s Mundra International Airport Pvt Ltd was considered by the Expert Appraisal Committee (Infra-2) in its 38th meeting held during 6-8 February, 2019 and 42nd meeting held during 10-12 July, 2019. The details of the project, as per the documents submitted by the project proponent, and also as informed during the above meeting, are under:-

- (i) The proposal is for Development of Commercial Airport at Mundra, Kutch District, Gujarat at Plot No. Baroi: 244, 207, 238, Goarsama: 52, 53, 24/1,2; 25/1,2,3; 26, 34/1; 34/6; 34/7, 34/8; 34/9; 34/10; 23/1,2; 27, Shekhadia: 81/2; 120, Luni: 468/4; 468/5 Tehsil Mundra Taluka, District Kutch, Gujarat.
- (ii) Total area of the project is 522 ha. Out of this, 170 ha area is in possession of APSEZ. A land parcel of 167 ha is abandoned Salt Pan exists in the South extended from ESE to WSE and a total of 185 ha is forest land for which Stage-1 Forest clearance has been obtained. The existing airstrip is constructed on 45 Ha land. The project is proposed to be commissioned in 2021-22.
- (iii) The expansion is proposed to develop the existing airstrip into a full-fledged commercial airport serving B-747:400 category aircrafts. A dedicated aerospace manufacturing facility will also be part of the proposed project. The B-747:400 is the latest, longest ranging and best-selling model of the 747 family.
- (iv) The project involves the construction of facilities like runway (length of 4000 m and width of 60 m) including shoulders at the orientation of 05-23; taxiways will be constructed with the length of 5000 m and width of 44 m including shoulders; passenger apron of 294 m length and 140 m width, cargo apron of 543 m length and 145 m width to be constructed. Isolation Bay with the length of 80 m and 80 m width will also be constructed.
- (v) Total water requirement of the project is about 560 KLD during construction phase while the requirement of water during operation phase is 120 KLD out of which 40 KLD will be used for industrial purpose. APSEZ will provide water for the project. During operation phase, around 52 KLD of wastewater will be generated including 16



KLD of industrial effluent which will be sent to CETP of APSEZ. The remaining 36 KLD of wastewater will be treated in the proposed 50 KLD STP of the airport and will be reused for landscaping and flushing purpose, thereby complying to zero discharge concept.

- (vi) The existing waste recovery facility at SEZ will be utilised to segregate and recycle the dry waste generated during construction phase. The wet waste will be used for manure production. For operation phase, proper bins shall be kept for collecting different types of waste. The biodegradable waste shall be used for producing biogas/manure to be used in the airport itself. As a part of solid waste management, ~240 kg/day of solid waste, generated will be collected and disposed as per established laws and procedures. Apart from this, the construction waste generated will be to the tune of 0.2 million tonnes and disposed as per Construction and Demolition Waste Management Rules, 2016. Approx 0.8 tonnes per day of solid waste will be generated during operation of proposed Airport. The wastes will be collected, segregated and disposed as per Solid Waste Management Rules, 2016.
- (vii) Power required for the entire airport would be 10,000 kW, which will be provided by MPSEZ Utilities Pvt. Ltd. Procurement and installation of three standby DG sets of 500 kVA each will be done for necessary power back up.
- (viii) Solar panels are proposed to be installed wherever possible in order to reduce energy consumption.
- (ix) Rainwater harvesting for ground water recharge has not been considered in this case as the ground water is saline. It is proposed to accumulate rainwater and store it in tanks during the monsoon season and utilise this water for various activities inside the airport premises to reduce consumption of fresh water. 5 tanks with holding capacity of 57 m³ will be constructed for storing rainwater during monsoon season.
- (x) Parking for 150 cars, 5 buses, 20 VIP cars will be provided apart from parking space for AAI and Airlines staff car / scooter parking area at 100 m away from any building as per BCAS norms.
- (xi) The project was granted Terms of Reference vide letter F.No.10-22/2016-IA.III dated 4th May, 2016 and further amended vide dated 18th September, 2017 for inclusion of Aerospace manufacturing facility and exclusion of CRZ area.
- (xii) No National Park/ Wild Life Sanctuary/Eco-Sensitive Zone exist in 10 km radius area.
- (xiii) Public hearing was conducted on 24.07.2018. Main issues raised during Public hearing were about Management of Water Bodies, fishermen Access Road to sea, road safety, increase in Noise Levels, supply of fodder to local villages and Education Facilities etc. All the issues were satisfactorily addressed.
- (xiv) No court cases involved with this project.
- (xv) The existing airstrip has obtained NOC from Gujarat State Pollution Control Board.
- (xvi) Investment/cost of the project is Rs. 1,400 Crores.
- (xvii) Employment generation: The facility will generate direct employment opportunities for 825 persons and indirect employment for 7,500 persons during the operation phase. During construction phase, employment opportunities for 1,200 persons will be generated.
- (xviii) Benefits of the project: Besides improved air connectivity in the region and provision of employment for local people, the project is expected to bring improvement in educational, community health, sustainable livelihood and rural infrastructural fronts.



3. The project/activity is covered under category 'A' of item 7(a) 'Airports' of the Schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central Level by sectoral EAC.

4. During deliberation, the Committee was informed that total proposed area of the project is 522 ha. The existing airstrip is constructed on 45 ha land and additional 477 ha land is required for the proposed expansion. 170 ha of land is in possession of APSEZ, 167 ha is abandoned salt works and 185 ha is forest land for which Stage-1 forest clearance has been obtained. The Gulf of Kutch is located at a distance of 1.2 km from the project site in SSE direction and there are few small water bodies and distributaries in the study area.

During deliberation, the EAC noted that when the proposal was first considered by EAC in its 38th meeting held during 6-8 February, 2019, the Committee was opined that, for examining the site and for better understanding of the proposal, a site visit is required to be carried out. Accordingly, the Committee recommended that Sub-Committee be constituted by the Ministry which will visit the site and submit its report for further deliberation. In view of addressing the aforesaid observations a three member sub-committee was constituted by MoEF&CC consisting of Dr. N. P. Shukla, Dr. Manoranjan Hota and Dr. V. S. Naidu. Site visit of the sub-committee to M/s Mundra International Airport Private Limited (MIAPL) was carried out on 19-21st April 2019 and report was submitted to EAC.

5. The EAC deliberated upon the report of the sub-committee. The Committee also deliberated upon the issues raised during the Public Hearing/Public Consultation meeting conducted by the Gujarat Pollution Control Board on 24.07.2018. The Committee noted that the issues raised regarding Management of Water Bodies, Fishermen Access Road to sea, Road Safety, Increase in Noise Levels, Supply of fodder to local villages, Education Facilities, Employment, Ecological Development, Development activities for local fishermen, women Education and Employment, Agricultural Development and Drinking water related issues have been responded satisfactorily by the project proponent and incorporated in the final EIA-EMP report.

6. 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 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, while considering to accord of environmental clearance. Based on the recommendation of the EAC, the Ministry of Environment, Forest and Climate Change hereby accords Environmental Clearance to the project 'Development of Commercial Airport' at Mundra', Kutch District, Gujarat by M/s Mundra International Airport Pvt Ltd under the provisions of the EIA Notification, 2006 and amendments/circulars issued thereon, and subject to the specific and general conditions as under:-

A. SPECIFIC CONDITIONS:

- (i) The land acquisition / purchase shall be in conformity to the LARR Act, 2013 and any other laws and regulations governing land acquisition.
- (ii) Clearance from Directorate General of Civil Aviation (DGCA) and Airports Authority of India (AAI) for safety and project facilities shall be obtained.
- (iii) Consent to Establish/Operate for the project shall be obtained from the State Pollution Control Board as required under the Air (Prevention and Control of Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.
- (iv) Notification GSR 94(E) dated 25.01.2018 of MoEF&CC regarding Mandatory Implementation of Dust Mitigation Measures for Construction and Demolition Activities shall be complied with.

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- (v) The total water demand including the recycling water will be about 120 KLD. The fresh water requirement for the airport operations will be 100 KLD and recycled water 20 KLD. Out of which 40 KLD will be used for industrial purpose. The fresh water requirement will be met from APSEZ Utility Division. No ground water shall be extracted without prior permission from CGWA.
- (vi) Aircraft maintenance, sensitivity of the location where activities are undertaken, and control of runoff of potential contaminants, chemicals etc shall be properly implemented and reported.
- (vii) The present wastewater generation from the existing operations is about 52 KLD of including 16 KLD of industrial effluent which will be sent to CETP of APSEZ. The remaining 36 KLD of wastewater will be treated in the proposed 50 KLD STP located at the airport. The treated water will be re-used for landscaping and flushing purpose at the airport. As proposed the Airport will operate on zero liquid discharge principle.
- (viii) During construction and operational phase AAQ monitoring should include PM₁₀, PM_{2.5}, SO₂, NO_x, NH₃, CO, CH₄ and Benzene.
- (ix) Professional and experienced agencies be consulted for providing appropriate green cover.
- (x) All necessary arrangements be provided to fishermen approaching to the sea for their livelihood. While providing these facilities, it must be ensured that applicable norms of Airport Authority of India (AAI) and Directorate General of Civil Aviation (DGCA) are be complied with.
- (xi) A peripheral road with bus services for the access of fishermen to the sea shall be developed.
- (xii) During airport operation period, noise should be controlled to ensure that it does not exceed the prescribed standards. During night time the noise levels measured at the boundary of the building shall be restricted to the permissible levels to comply with the prevalent regulations. A monitoring station for ambient air and noise levels shall be provided in the village nearest to the airport.
- (xiii) Traffic Management Plan as submitted shall be implemented in letter and spirit. Apart, 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. 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.
- (xiv) An onsite disaster management plan shall be drawn up to account for risks and accidents. This onsite plan shall be dovetailed with the onsite management plan for the district.
- (xv) No tree cutting/transplantation of existing trees has been proposed in the instant project. The landscape planning should include plantation of native species. The plantation species should be carefully chosen to avoid bird nesting and to improve pollution control and noise control measures. Water intensive and/or invasive species should not be used for landscaping. Adequate area shall be provided for green belt development and landscaping. The green belt development shall be done in consultation with Gujarat Institute of Desert Ecology (GUIDE).



- (xvi) A water security plan to the satisfaction of the CGWA shall be drawn up to include augmenting water supply and sanitation facilities and recharge of ground water in at least two villages and schools, as part of the C.S.R. activities.
- (xvii) The company shall draw up and implement a corporate social Responsibility plan as per the Company's Act of 2013.
- (xviii) 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. 3.51 Crore (@0.25% of project Cost) shall be earmarked under Corporate Environment Responsibility (CER) for the activities such as Biodiversity, Water Conservation and Water Recharge Projects, Fisherman alternate livelihood, Women Empowerment Project to promote entrepreneurship and Agriculture Promotion. The activities proposed under CER shall be restricted to the affected area around the project. The entire activities proposed under the CER shall be treated as project and shall be monitored. The monitoring report shall be submitted to the regional office as a part of half yearly compliance report, and to the District Collector. It should be posted on the website of the project proponent.

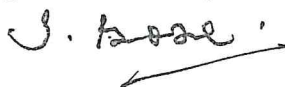
B. STANDARD CONDITIONS:

I. Statutory compliance:

- i. The project proponent shall obtain forest clearance under the provisions of Forest (Conservation) Act, 1980, in case of the diversion of forest land for non-forest purpose involved in the project.
- ii. The project proponent shall obtain clearance from the National Board for Wildlife, if applicable.
- iii. The project proponent shall prepare a Site-Specific Conservation Plan & Wildlife Management Plan and approved by the Chief Wildlife Warden. The recommendations of the approved Site-Specific Conservation Plan/Wildlife Management Plan shall be implemented in consultation with the State Forest Department. The implementation report shall be furnished along with the six-monthly compliance report (in case of the presence of schedule-I species in the study area).
- iv. The project proponent shall obtain the necessary permission from the Central Ground Water Authority, in case of drawl of ground water / from the competent authority concerned in case of drawl of surface water required for the project.
- v. 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.
- vi. All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Civil Aviation Department shall be obtained, as applicable by project proponents from the respective competent authorities.

I. Air quality monitoring and preservation:

- i. During construction and operational phase AAQ monitoring should include PM₁₀, PM_{2.5}, SO₂, NO_x, NH₃, CO, CH₄ and Benzene.
- ii. 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 airport area at least at four locations (one within and three outside the plant area at an angle of 120° each), covering upwind and downwind directions.



- iii. Soil and other construction materials should be sprayed with water prior to any loading, unloading or transfer operation so as to maintain the dusty material wet
- iv. The excavation working area should be sprayed with water after operation so as to maintain the entire surface wet.
- v. Excavated materials shall be handled and transported in a manner that they do not cause any problems of air pollution.
- vi. The soil/construction materials carried by the vehicle should be covered by impervious sheeting to ensure that the dusty materials do not leak from the vehicle.

II. Water quality monitoring and preservation:

- i. Aircraft maintenance, sensitivity of the location where activities are undertaken, and control of runoff of potential contaminants, chemicals etc shall be properly implemented and reported.
- ii. Run off from chemicals and other contaminants from aircraft maintenance and other areas within the airport shall be suitably contained and treated before disposal. A spillage and contaminant containment plan shall be drawn up and implemented to the satisfaction of the State Pollution Control Board.
- iii. Proper drainage systems, emergency containment in the event of a major spill during monsoon season etc. shall be provided.
- iv. The runoff from paved structures like Runways, Taxiways, can be routed through drains to oil separation tanks and sedimentation basins before being discharged into rainwater harvesting structures.
- v. Storm water drains are to be built for discharging storm water from the air-field to avoid flooding/water logging in project area. Domestic and industrial waste water shall not be allowed to be discharged into storm water drains.
- vi. Rain water harvesting for roof run-off and surface run-off, as plan submitted should be implemented. Rain water harvesting structures shall conform to CGWA designs. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease.
- 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. 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.
- ix. A detailed drainage plan for rain water shall be drawn up and implemented.
- x. No ground water shall be extracted without prior permission from CGWA.
- xi. A water security plan to the satisfaction of the CGWA shall be drawn up to include augmenting water supply and sanitation facilities and recharge of ground water in at least two villages and schools, as part of the C.S.R. activities.

III. 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 and power machinery and equipment on-site should not exceed the prescribed limit. Equipment should be regularly serviced. Attention should also be given

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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. During airport operation period, noise should be controlled to ensure that it does not exceed the prescribed standards. During night time the noise levels measured at the boundary of the building shall be restricted to the permissible levels to comply with the prevalent regulations. A monitoring station for ambient air and noise levels shall be provided in the village nearest to the airport.
- v. Where construction activity is likely to cause noise nuisance to nearby residents, restrict operation hours between 7 am to 6 pm.

IV. Energy Conservation measures:

- i. Energy conservation measures like installation of LED for the lighting the areas outside the building should be integral part of the project design and should be in place before project commissioning.

V. Waste management:

- ii. Notification GSR 94(E) dated 25.01.2018 of MoEF&CC regarding Mandatory Implementation of Dust Mitigation Measures for Construction and Demolition Activities shall be complied with.
- iii. Soil stockpile shall be managed in such a manner that dust emission and sediment runoff are minimized. Ensure that soil stockpiles are designed with no slope greater than 2:1 (horizontal/vertical).
- iv. The project activity shall conform to the Fly Ash notification issued under the E.P. Act of 1986.
- v. Solid inert waste found on construction sites consists of building rubble, demolition material, concrete, bricks, timber, plastic, glass, metals, bitumen etc shall be reused/recycled or disposed off as per Solid Waste Management Rules, 2016 and Construction and Demolition Waste Management Rules, 2016.
- vi. Any wastes from construction and demolition activities related thereto shall be managed so as to strictly conform to the Construction and Demolition Rules, 2016.
- vii. The project proponents shall implement a management plan duly approved by the State Pollution Control Board and obtain its permissions for the safe handling and disposal of:
 - a. Trash collected in flight and disposed at the airport including segregation, collection and disposed.
 - b. Toilet wastes and sewage collected from aircrafts and disposed at the Airport.
 - c. Wastes arising out of maintenance and workshops
 - d. Wastes arising out of eateries and shops situated inside the airport complex.
 - e. Hazardous and other wastes
- viii. The solid wastes shall be segregated as per the norms of the Solid Waste Management Rules, 2016. Recycling of wastes such as paper, glass (produced from terminals and aircraft caterers), metal (at aircraft maintenance site), plastics (from aircrafts, terminals and offices), wood, waste oil and solvents (from maintenance and engineering operations), kitchen wastes and vegetable oils (from caterers) shall be carried out. Solid wastes shall be disposed in accordance to the Solid Waste Management Rules, 2016 as amended.



- ix. 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.
- x. 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.

VI. Green Belt:

- I. Green belt shall be developed in area as provided in project details, with native tree species in accordance with Forest Department. The greenbelt shall inter alia cover the entire periphery of the Air Port.
- II. Top soil shall be separately stored and used in the development of green belt.

III. Public hearing and Human health issues:

- i. Construction site should be adequately barricaded before the construction begins.
- ii. Traffic congestion near the entry and exit points from the roads adjoining the airport shall be avoided. Parking should be fully internalized and no public space should be utilized.
- iii. Provision of Electro-mechanical doors for toilets meant for disabled passengers. Children nursing/feeding room to be located conveniently near arrival and departure gates.
- iv. Emergency preparedness plan based on the Hazard identification and Risk Assessment (HIRA) and Disaster Management Plan shall be implemented.
- v. 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.
- vi. An onsite disaster management plan shall be drawn up to account for risks and accidents. This onsite plan shall be dovetailed with the onsite management plan for the district.
- vii. Occupational health surveillance of the workers shall be done on a regular basis.

IV. Corporate 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.

V. 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; PM₁₀, PM_{2.5}, SO₂, NO_x (ambient levels) 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 made during their presentation to the Expert Appraisal Committee.
- x. No further expansion or modifications in the plant 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/NGT 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.

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


(Dr. Subrata Bose)
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Copy to:

- 1) The Secretary to Government (Environment and Ecology), Forest, Forests & Environment Department, Government of Gujarat Block 14, 8th Floor, Sachivalaya, Gandhinagar - 382 010, Gujarat.
- 2) The Addl. Principal Chief Conservator of Forests (Central) Ministry of Environment, Forest and Climate Change, Regional Office (WZ) E-5, Kendriya Paryavaran Bhawan, E-5 Arera Colony, Link Road - 3 Ravishankar Nagar, Bhopal - 462016.
- 3) The Chairman, Central Pollution Control Board Parivesh Bhavan, CBD-cum-Office Complex, East Arjun Nagar, New Delhi - 110 032.
- 4) The Member Secretary, Gujarat Pollution Control Board, Paryavaran Bhavan, Sector-10A, Gandhinagar - 382010, Gujarat.
- 5) Monitoring Cell, MoEF&CC, Indira Paryavaran Bhavan, New Delhi.
- 6) Guard File/ Record File/ Notice Board.
- 7) MoEF&CC website.


(Dr. Subrata Bose)
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