

MAHARASHTRA COASTAL ZONE MANAGEMENT AUTHORITY

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No. IA/MH/CRZ/439228/2023
Office of the -
Maharashtra Coastal Zone Management
Authority, Environment & Climate Change
Department, 15th Floor, New Administrative
Building, Mantralaya, Mumbai- 400 032
Date: 06th February, 2024

To,
Director (IA-III), Coastal Zone Regulation,
Ministry of Environment, Forests & Climate Change,
Indira Paryavaran bhavan, Jor Bagh Road,
New Delhi - 110 003.

Subject: Development of a Greenfield port at Vadhavan, District Palghar by
Jawaharlal Nehru Port Authority (JNPA)

The Maharashtra Coastal Zone Management Authority in its 171st meeting held on 15th December, 2023 and 172nd meeting held on 05th February, 2024 deliberated the subject proposal for development of a Greenfield port at Vadhavan, District Palghar.

2. The Chairman, JNPA along with consultant & other officials from JNPA presented the proposal before the Authority. The JNPA is the major container port in India serving as a gateway port patronised by all major container shipping lines operating in international seaborne trade. However, JNPA has exhausted its potential to expand further due to geographical and natural limitations and therefore, additional cargo will have to be served by other ports which too are likely to exhaust their container cargo handling capacity considering India's container cargo projections in the context of growing international trade coupled with positive economic growth. Further, vessel size has been increasing due to growing international trade and benefits of economy of scale. It is thus obvious that the country needs a new container handling port with deeper draft to thwart the impending situation of demand supply mismatch due to full capacity utilization of JNPA and other ports in India.

3. Considering the nation's projected demand of international trade, detailed research studies were carried out for identifying the sites for construction of a Major Port where large vessels can berth round the year and the international seaborne trade can be carried out. Consequently, proposed port site at Vadhavan in Dahanu taluka of Palghar district was identified which has unique natural features for construction of a modern all weather port. The proposed site has 18 metres draft naturally available in the port and 20 metres navigational channel also naturally available which drastically minimises capital and maintenance dredging. Vadhavan Port is planned to be developed by JNPA and Maharashtra Maritime Board (MMB) as Joint Venture Project with equity share of 74% & 26% respectively.

4. The proposed port is located at near Dahanu, abutting northern boundary of Palghar district of Maharashtra at co-ordinates Latitude 19°55.8'N and Longitude 72°39.6'E. Port site has natural and strategic advantages. The site is about 150 km north of Mumbai and about 150 km west Nashik and about 180 km south of Surat respectively.

5. Breakwater of about 10.14 Km, Reclamation in the intertidal / offshore area including shore protection of 1,448 ha., 571 Ha (1410.97 acres) land for rail and road connectivity, Port Cargo handling Equipments and utilities etc. Project area is 17, 471 Ha out of which 16,906 Ha is port limit & 571 Ha outside port limit.

- Water front area is 15363.5 Ha.
- Reclamation area is 1448 Ha.

- Berth area- 63.5 Ha
- Reclamation Quantity- 200Mcum with marine borrow pit located offshore of Daman coast at 50 km from port

Phase I of the project involves following component

JNPA (landlord) Inside Port

- Breakwater of total length 10.14 km main breakwater
- Dredging 6.98 M cum in phase-1 and 21.5Mcum in phase
- Port craft/ Tug berth of 200 m.
- Total Reclamation area inside the port 1448 ha. with 116 2 ha. in Phase 1
- Road inside the port 32 km
- DFC rail yard 227.5 ha.
- Buildings with area of 23,500 m2
- Pavement inside port.
- Outside Port
- Land acquisition 571 ha. For road and rail connectivity
- External road connectivity of 33.4 km with 120m wide corridor
- Rail linkage area length 12 km 60 m wide corridor
- Water pipeline from Surya river which is about 22 km from port site
- Power line from Boisar power station 20 km from port

Concessionaire (Operator)

- Container terminals including storage yard, equipment, terminal pavements, drainage, utilities networks etc., with total berth length of 9000 m (4 terminals in Phase-1 and 5 terminals in Phase 2 each of 1000 m length) capable of handling vessels of 24,000 TEU and above with 24,000 TEU design container vessels
- Multipurpose berths of 1000 m (4 berths each of 250 m) including equipment, storage yard/ shed
- 1 Ro Ro berth of 250 m including storage and onshore facilities
- 4 Liquid cargo terminals including pipelines and tank farm

6. The matter was deliberated in 241st meeting of the Expert Appraisal Committee (EAC), New Delhi on 25th – 26th August, 2020. Accordingly, on 7th October 2020, the MoEF&CC approved the TOR for the said Project and for preparation of an EIA/ EMP report including condition to obtain NOC from Dahanu Taluka Environment Protection Authority (DTEPA), a monitoring body constituted by MoEF in the year 1991. As per ToR all the studies were completed and submitted to Dahanu Taluka Environment Protection Authority (DTEPA). The DTEPA has granted permission to establish and develop the Vadhavan port in the Dahanu Taluka on 31st July 2023.

7. The Authority noted that the EIA report has been prepared by M/s ENKAY ENVIRO SERVICES PRIVATE LTD (QCI/ NABET Certificate No. NABET/ EIA / 2023 / RA 01830). The Detailed Project Report (DPR) has been prepared for the project which is part of the EIA report.

8. Various studies have been carried out which are part of EIA as Annexures.
- Detailed Project Report for Development of Greenfield Vadhavan Port by Royal Haskoning DHV (May 2023)
 - Demarcation of HTL and LTL for preparation of CZMP report by Institute of Remote Sensing, Chennai (October 2023)
 - Mathematical Model Studies to assess the impact of proposed capital dredging on tidal hydrodynamics of nearby area of proposed port at Vadhvan by Central Water and Power Research Station (T. R. 5970-November 2021)

- iv. Mathematical Model Studies to assess the impact of Proposed Port Development at Vadhavan on Flooding in Dahanu Creek and Nearby Control area under Cyclonic Conditions by Central Water and Power Research Station (T. R. 6173 -October 2023)
- v. Marine biodiversity management plan for the proposed greenfield port at Vadhavan, Palghar district, Maharashtra by CSIR National Institute of Oceanography (SSP 3374-October 2023)
- vi. 2D Desktop Navigation Simulation Study by DHI/ Force (March 2022)
- vii. Traffic analysis in the vicinity of proposed port at Vadhavan by Indian Institute of Technology, Mumbai (May 2021)
- viii. Dispersion of silt during dredging from marine Burrow pit for reclamation by Department of Ocean Engineering, Indian institute of technology Madras, Chennai (October 2022)
- ix. Impact of Breakwaters and Transport Carrier on the Erosion/ Accretion for the Vadhavan Port' by National Centre for Coastal research (NCCR) and Indian National Centre for Ocean Information Services (INCOIS), Ministry of Earth Sciences. (September 2023)
- x. Biodiversity study for the proposed Burrow pit region in arabian sea with Reference to development of vadhavan port, Palghar, Maharashtra by Zoological Survey of India (October 2023)
- xi. Impact study of proposed Vadhavan Port on Coastal Fisheries by Central Marine Fisheries Research Institute (October 2023)
- xii. Impact Assessment of Proposed Sand Mining on the Marine Fisheries and Fishermen Community of Daman Union Territory is carried out by Central Marine Fisheries Research Institute (October 2023)
- xiii. Social Impact Assessment Report Vadhavan Port by Southern Enviro Engineers Pvt. Ltd., Hyderabad (March 2022)
- xiv. Dahanu Taluka Environmental Protection Authority (DTEPA) Order dated 31 July 2023 granted permission to JNPA to establish and develop the Vadhvan port in the Dahanu Taluka
- xv. Letter From Ministry Of Earth Sciences, Government of India dated 25th May, 2023
- xvi. Marine Biodiversity at Shankodhar Point, Dahanu Taluk, Maharashtra conducted by CSIR-National Institute of Oceanography (June 2023)

8. The Authority deliberated the various anticipated Environment Impact and Mitigation Measures as reported in the EIA report.

9. The Authority in its earlier 171st meeting held on 15th December, 2023 asked JNPA to submit their replies on query raised by the Expert Members pertaining to EIA report, erosion / accretion studies, reclamation material etc. The Authority noted the replies of the JNPA

10. The Authority further noted the Status of the project as per approved CZMP, 2019. superimposing on Approved CZMP as per CRZ Notification 2019 is prepared by Institute of Remote Sensing (IRS), Chennai (October 2023).

11. The proposed details viz Approach Trestle, Breakwater, Navigational Area, Offshore Reclamation Area, Sheltered Area within Vadhavan Port Limits lies in CRZ-IVA and the reclamation area near shore in within Vadhavan Port Limits lies in CRZ-IB, CRZ-III(200m to 500m from HTL), CRZ-III (No Development Zone), CRZ-IVA, and outside CRZ areas as per approved CZMP (Map nos: MH 95, 97, 98 & 99) vide CRZ notification 2019 of MoEF&CC

12. The remaining Area where there is no development proposed within Vadhavan Port Limits lies in CRZ-IA, CRZ-IA (50m Mangrove Buffer Zone), CRZ-IB, CRZ-III (No Development Zone), and CRZ-IVA areas as per approved CZMP (Map nos: MH 95, 97, 98 & 99) vide CRZ notification 2019 of MoEF & CC.

13. The proposed Road and Rail Alignment for the port connectivity lies in CRZ-IB, CRZ-III (200m to 500m from HTL), CRZ-III (No Development Zone) and Outside CRZ areas as per approved CZMP (Map nos: MH 95, 97, 98 & 99) vide CRZ notification 2019 of MoEF & CC.

The detailed CRZ status is depicted in Table below.

SI.NO	DESCRIPTION	PROJECT DETAILS	CRZ-CLASSIFICATION	AREA IN ACRES	TOTAL AREA IN ACRES
1	AREA FOR PROPOSED DEVELOPMENT WITHIN VADHAVAN PORT LIMITS	APPROACH TRESTLE	CRZ-IVA	45.26	8763.2
		BREAKWATER	CRZ-IVA	444.36	
		NAVIGATIONAL AREA	CRZ-IVA	3004.28	
		OFFSHORE RECLAMATION AREA	CRZ-IVA	3388.87	
		RECLAMATION AREA NEAR SHORE	CRZ-IB	131.67	
			CRZ-III (200M TO 500M FROM HTL)	12.14	
			CRZ-III (NDZ)	22.86	
			CRZ-IVA	417.8	
SHELTERED AREA	CRZ-IVA	1246.41	49.56		
2	REMAINING AREA WITHIN VADHAVAN PORT LIMITS	NIL	CRZ-IA (50m Mangrove Buffer)	126.48	33214.37
			CRZ-IA	98.25	
			CRZ-IB	426.28	
			CRZ-III-NDZ	19.71	
			CRZ-IVA	32543.64	
Grand Total				41977.57	41977.57
SI.NO	DESCRIPTION	PROJECT DETAILS	CRZ-CLASSIFICATION	LENGTH IN METERS	TOTAL LENGTH IN METERS
3	PROPOSED ROAD ALIGNMENT FOR THE PORT CONNECTIVITY	PROPOSED ROAD	CRZ-IB	277.29	34033.32
			CRZ-III (200m to 500m from HTL)	257.89	
			CRZ-III-NDZ	491.77	
			Outside CRZ	33006.36	
4	PROPOSED RAIL ALIGNMENT FOR THE PORT CONNECTIVITY	PROPOSED RAILWAY LINE	CRZ-IB	217.26	21735.45
			CRZ-III (200m to 500m from HTL)	355.71	
			CRZ-III-NDZ	514.39	
			Outside CRZ	20648.1	
Grand Total				55768.77	55768.77

14. The Authority deliberated the project and observed that this is a mega project and important for the Maharashtra State from development & economic point of view. This will generate the considerable employment opportunities for the local people and will contribute to Wealth of the Nation. The Ministry of Ports, Shipping and Waterways has issued an Office Memorandum dated 6th Jan, 2021 stating that the VadHAVAN Port is a nationally important project and has a cabinet approval.

15. The Authority advised the real time monitoring during construction and operation phase and further period of time is required to truly understand the impact of reclamation & breakwater on shoreline near the project site. The Authority further suggested that JNPA shall constitute a separate dedicated inhouse environment cell with adequate expert staff for the Vadhavan port project which will ensure all compliance of various studies carried out for the project and will carry out environment monitoring. The Cell shall also engage a reputed / competent organization in the field of Coastal engineering for monitoring the 10 km coastline around the project site during the construction phase and post construction up to next 15 years in order to truly understand the impact of the port & its reclamation on coastline its erosion/ accretion status and remedial measure required if any.

16. The recommendations of the Zoology survey of India, CMFRI, CWPRS, Social Impact assessment report, National Centre for Coastal Research (NCCR), Marine Biodiversity Management plan by NIO, Ministry of Earth science & Studies etc should be followed in letter and spirit. In the light of various representations were received from the local people, JNPA shall initiate all possible measures to address the concerns of local people, especially fisher folks. The JNPA officials submitted that the public hearing has been conducted on 19.1.2024. The Authority suggested that the JNPA shall ensure implementation of the action plan on the issues raised during the public hearing.

17. The Authority further felt that apart from dedicated environment cell, there should be a technical committee headed by JNPA for evaluation & effectiveness of mitigations / remedial measures during construction & operation phase. The said technical committee shall have experts from marine ecology, coastal engineering, representative from reputed Govt institute like IIT/ IIM, representative of CMFRI, MPCB, representative from DTEPA, representative of NIO and other experts as deemed fit by the Chairman, JNPA. The said committee shall be meeting once in a quarter.

18. The Authority noted the provision of the CRZ Notification, 2019

1) As per para 5.1.2, CRZ I(B) of CRZ Notification, 2019:

(i) Land reclamation, bunding, etc. shall be permitted only for activities such as,-

(a) foreshore facilities like ports, harbours, Jetties, wharves, quays, slipway, bridges, hover ports for coast guard, sea links, etc;

(e) maintenance and clearing of waterways, channels, ports and hover ports for coast guard;

(ii) Activities related to waterfront or directly needing foreshore facilities such as ports and harbours, jetties, quays, wharves, erosion control measures, breakwaters, pipelines, lighthouses, navigational safety facilities, coastal police stations, Indian coast guard stations and the like.

(v) Facilities for receipt and storage of petroleum products and liquefied natural gas as specified in Annexure-II to this notification, subject to implementation of safety regulations including guidelines issued by the Oil Industry Safety Directorate in the Ministry of Petroleum and Natural Gas and guidelines issued by the Ministry of Environment, Forest and Climate Change, provided that such facilities are for receipt and storage of fertilizers and raw materials required for fertilizers, like ammonia, phosphoric acid, sulphur; sulphuric acid, nitric acid, etc.

(vi) Storage of non-hazardous cargo i.e. edible oil, fertilizers and food grains in notified Ports

(xv) Pipelines, conveying systems including transmission lines.

2) As per para 5.3, CRZ III of CRZ Notification, 2019:

(i) Activities as permitted in CRZ-I B, shall also be permissible in CRZ-III, in so far as applicable.

3) As per para 5.4, CRZ IV of CRZ Notification, 2019:

Activities shall be permitted and regulated in the CRZ IV areas as under:-

(ii) Land reclamation, bunding, etc to be permitted only for activities such as.-

(a) foreshore facilities like ports, harbours, Jetties, wharves, quays, slipway, bridges, sea links and hover ports for coast guard ,etc;

(iii)Activities related to waterfront or directly needing foreshore facilities, such as ports and harbours, jetties, quays, wharves, erosion control measures, breakwaters, pipelines, navigational safety facilities and the like.

4) As per para 7(ii) of CRZ Notification, 2019:

All development activities or projects in CRZ-I and CRZ-IV areas, which are regulated or permissible as per this notification, shall be dealt with by Ministry of Environment, Forest and Climate Change for CRZ clearance, based on the recommendation of the concerned Coastal Zone Management Authority.

5) Project is a category A project under EIA Notification, 2006. As per 7(iv) of the CRZ Notification, 2019:

Projects or activities which attract the provisions of this notification as also the provisions of EIA notification, 2006 number S.O. 1533(E), dated the 14th September, 2006, shall be dealt with for a composite Environmental and CRZ clearance under EIA Notification, 2006 by the concerned approving Authority, based on recommendations of the concerned Coastal Zone Management Authority, as per delegations i.e., State Environmental Impact Assessment Authority (hereinafter referred to as the SEIAA) or the Ministry of Environment, Forest and Climate Change for category 'B' and category 'A' projects respectively.

19. In the light of above, the Authority after detailed discussion and deliberation decided to recommend the proposal to MoEF&CC, New Delhi from CRZ point of view subject to following conditions:

Specific Conditions:

- i. The proposed Vadhavan port project should be carried out strictly as per the provisions of CRZ Notification, 2019 as amended from time to time and with a commitment of protection and conservation of coastal environment.
- ii. JNPA to consider the Climatic conditions & Climate Change induced coastal Hazards like storm, surges, sea level rise, flooding etc during the implementation of the project. Necessary Disaster management plan / safety measures along with oil spill plan should be formulated and implanted in spirit.
- iii. JNPA shall set up full-fledged separate dedicated inhouse environment cell with adequate expert staff on deputation from GoI / State Government with required experience for the Vadhavan port project which will ensure all compliance of various studies carried out for

- the project and will carry out environment monitoring. The Cell shall also engage a reputed / competent organization in the field of Coastal engineering for monitoring the 10 km coastline around the project site during the construction phase and post construction up to next 15 years in order to truly understand the impact of the port & its reclamation on coastline its erosion/ accretion status and remedial measure required if any. Specific adequate fund should be earmarked for the same. It is also suggested to have a third-party monitoring/Audit of such management initiatives.
- iv. Dedicated environment cell in consultation with competent organization shall monitor long term effect of dredging operation on the ecosystem, Dedicated fund should be allocated for the said monitoring, as suggested in the said report.
 - v. JNPA shall strictly follow each and every recommendation of the CMFRI report pertaining to mitigation of impacts on fisheries and capacity building of fisherfolks under directions of the Commissioner Fisheries.
 - a. JNPA shall submit the compliance to the office of commissioner of Fisheries periodically.
 - vi. Noc from the office of Commissioner of Fisheries should be obtained.
 - vii. JNPA shall implement proactive programme/ plan for capacity building of the local fishermen coastal community along with modern equipment and facilities for fishing, drying, cold storage etc by engaging CMFRI. Necessary Compensation / R&R shall be assured for local affected fishermen and coastal community people, as per prevailing Govt policies.
 - viii. JNPA to ensure that the dredged material will be used for the beach nourishment as suggested in the NCCR report.
 - ix. Prior High Court permission should be obtained, as per Hon'ble High Court order dated 17th Sep, 2018 in PIL 87/2006, if the project involves cutting of mangroves or project activities are situated within 50 m mangrove buffer zone area.
 - x. JNPA to ensure that the storage of chemicals/ fertilizer products as permissible in CRZ Notification, 2019 shall only be allowed.
 - xi. JNPA should proactively explore other best international practices for making the port with green initiatives (Five Star Rating).
 - xii. JNPA and its appointed contractors to minimize the impacts by strictly adhering to all mitigation measures suggested in the EIA report. Best practices should be brought in for carrying out the dredging activities to lessen the impact on marine and terrestrial environment.
 - xiii. All recommendations of the Zoology survey of India, CMFRI, CWPRS, Social Impact assessment report, National Centre for Coastal Research (NCCR), Marine Biodiversity Management plan by NIO, Ministry of Earth science & Studies etc should be followed in letter and spirit. PP should ensure that livelihood activities of the fishermen communities should not be hampered due to project activities. The local fishermen will be allowed free and non-discontinuity access to operate their fishing boats. All recommendations of the CMFRI studies concerning the fisheries/ fishermen shall be complied with along with R & R package to be finalised in consultation with GoM , Dept of Fisheries and local communities representatives.
 - xiv. JNPA to ensure that technical committee headed by JNPA is constituted for evaluation & effectiveness of mitigations / remedial measures during construction & operation phase. The said technical committee shall have experts from marine ecology, coastal engineering, representative from reputed Govt institute like IIT/ IIM, representative of CMFRI, MPCB, representative from DTEPA, representative of NIO and other experts as deemed fit by the Chairman, JNPA. The said committee shall meet once in a quarter.
 - xv. All mitigation measures for, reducing marine pollution in coastal waters, seawater quality in the nearshore waters should be monitored regularly and pollution should not cause adverse impacts on fishing and environment. JNPA shall ensure the same with State of Art laboratory along with expert staff either on deputation or to be recruited by JNPA.

- xvi. No labour camp are allowed in CRZ area & it should also be ensured that the waste water from these entities should not be released into sea. Mobile toilets with mobile STPs to be provided in work front area.
- xvii. PP to provide adequate capacity STP to treat the sewage during construction and operation phase and ensure to meet standards prescribed by the MPCB.
- xviii. Prior approval of the MPCB shall be obtained for the project.
- xix. There shall not be any kind of discharge/ disposal in the marine water/ CRZ area.
- xx. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place as per C & D Waste Management Rules, 2016.
- xxi. JNPA shall ensure implementation of the action plan on the issues raised during the public hearing. The PP shall complete all the task as per the action plan submitted with budgetary allocation and time lines.
- xxii. JNPA shall create a dedicated website & weblink for the project and upload all studies report relating to project on website
- xxiii. All other required permissions from the concerned statutory authorities should be obtained prior to commencement of the work.

General Conditions:

a) Construction Phase:

- i. The solid waste generated should be properly collected and segregated. Dry/inert solid waste should be disposed of to the approved sites for land filling after recovering recyclable material.
- ii. Disposal of muck, Construction spoils, including bituminous material during construction phase should not create any adverse effect on the neighboring communities and be disposed taking the necessary precautions for general safety and health aspects of people, only in the approved sites with the approval of competent authority.
- iii. Any hazardous waste generated during construction phase should be disposed of as per applicable rules and norms with necessary approvals of the Maharashtra Pollution Control Board.
- iv. Ambient noise levels should conform to residential standards both during day and night. Incremental pollution loads on the ambient air and noise quality should be closely monitored during construction phase. Adequate measures should be made to reduce ambient air and noise level during construction phase, so as to conform to the stipulated standards by CPCB/MPCB.
- v. Regular supervision of the above and other measures for monitoring should be in place all through the construction phase, so as to avoid disturbance to the surroundings by a separate environment cell /designated person.

b) General MCZMA Conditions:

- i. In case of any change in project profile, the project would require fresh appraisal by the MCZMA.
- ii. The MCZMA or any other competent authority, concerned planning authority may stipulate any additional conditions subsequently, if deemed necessary, for environmental protection, which shall be complied with.
- iii. The clearance accorded to the project under CRZ notification shall be valid for a period of ten years from the date of issue of such clearance: Provided that the period of validity of the CRZ clearance may be extended by a maximum period of one year, if an applicable is made by the applicant within the period of validity of the CRZ Clearance along with the recommendations of the Coastal Zone Management Authority concerned.
- iv. The recommendation from CRZ point of view is being issued without prejudice to the action initiated under EP Act or any court case pending in the court of law and it does not mean that project proponent has not violated any environmental laws in the past and whatever decision under EP Act or of the Hon'ble court will be binding on the project

proponent. Hence this recommendation does not give immunity to the project proponent in the case filed against him, if any or action initiated under EP Act.

- v. PP has to strictly abide by the conditions stipulated by the MCZMA.
 - vi. If applicable Consent for Establishment" shall be obtained from Maharashtra Pollution Control Board under Air and Water Act and a copy shall be submitted to the Environment department before start of any construction work at the site.
 - vii. Under the provisions of Environment (Protection) Act, 1986, legal action shall be initiated against the project proponent if it was found that construction of the project has been started without obtaining MCZMA clearance.
 - viii. No further Expansion or modifications, other than mentioned in the CRZ Notification, 2019 and its amendments, shall be carried out without prior approval of the MCZMA. In case of deviations or alterations in the project proposal from those submitted to MCZMA for clearance, a fresh reference shall be made to the MCZMA as applicable to assess the adequacy of conditions imposed and to add additional environmental protection measures required, if any.
 - ix. MCZMA reserves the right to cancel / revoke CRZ permission in case of any violation of CRZ Notification, 2019 issued by the MoEF&CC, New Delhi amended from time to time without prejudice to any liability on MCZMA.
 - x. The MCZMA clearance is being issued without prejudice to the action initiated under EP Act or any court case pending in the court of law and it does not mean that project proponent has not violated any environmental laws in the past and whatever decision under EP Act or of the Hon'ble court will be binding on the project proponent in the case filed against him, if any or action initiated under EP Act.
 - xi. This MCZMA Clearance is issued purely from an environment point of view without prejudice to any court cases and all other applicable permissions / NoCs shall be obtained before starting proposed work at site.
 - xii. In case of submission of false document and non-compliance of stipulated conditions, MCZMA will revoke or suspend the MCZMA Clearance without any intimation and initiate appropriate legal action under Environment Protection Act, 1986.
 - xiii. The above stipulations would be enforced among others under the Water (Prevention and Control of Pollution) Act, 1974, the Air (Prevention & Control of Pollution) Act, 1981, the Environment (protection) Act, 1986 and rules there under, hazardous Wastes (Management and Handling) Rules, 1989 and its amendments, the public liability Insurance Act, 1991 and its amendments.
 - xiv. Any appeal against this MCZMA clearance shall lie with the National Green Tribunal (Western Zone Bench, Pune) New Administrative building, 1st floor, D wing, Opposite Council Hall, Pune, if prepared, within 30 days as prescribed under section 16 of the National Green Tribunal Act, 2010.
20. Copy of minutes of the meeting is attached herewith.



(Abhay Pimparkar)

Director, Environment & MS, MCZMA

Copy for information to:

1. **PS (Environment) & Chairperson, (MCZMA), Environment & CC Department, Room No. 217 (Annex), Mantralaya, Mumbai - 32.**
2. **Member Secretary, Maharashtra Pollution Control Board, Kalpataru Point, 3rd and 4th floor, Road No. 8, Sion Cir, opp. PVR Theater, Mumbai - 400022**
3. **District Collector, Raigad**
4. **Chairman, Jawaharlal Nehru Port Authority, Admin Building, Sheva, Uran, Raigad - 400 707**
5. **Commissioner Fisheries, Government of Maharashtra**
6. **Select File (TC 4)**

