

F.No.11-51/2012-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: 30<sup>th</sup> October, 2018

To,

**The General Manager,  
M/s Kamarajar Port Ltd**  
Near NCTPS Vallur Post,  
Chennai - 600 120 (Tamil Nadu)  
Email: [info@epl.gov.in](mailto:info@epl.gov.in)

**Subject: Development of the facilities envisaged in the Port Master Plan (Phase III) by M/s Kamarajar Port Limited - Environmental & CRZ Clearance - reg.**

Sir,

This has reference to your online Proposal No. IA/TN/MIS/31769/2015 dated 24<sup>th</sup> July, 2017, submitted to this Ministry for grant of Environmental and CRZ Clearance in terms of the provisions of the Environment Impact Assessment (EIA) Notification, 2006 and Coastal Regulation Zone (CRZ) Notification, 2011, under the Environment (Protection), Act, 1986.

2. The proposal for 'Development of the facilities envisaged in the Port Master Plan (Phase III)' by M/s Kamarajar Port Limited was considered by the Expert Appraisal Committee (Infra-2) in the Ministry in its 21<sup>st</sup> meeting held on 21-24 August, 2017, 25<sup>th</sup> meeting held on 29-30 November, 2017, 31<sup>st</sup> meeting held on 29-30 May, 2018 and 34<sup>th</sup> meeting held on 24-26 September, 2018.

3. The details of the project, as per the documents submitted by the project proponent, and also as informed during the above said EAC meeting, are reported to be as under:-

- (i) Kamarajar Port (erstwhile Ennore Port) is the 12<sup>th</sup> Major Port and the only Corporate Major port in the country. It is located on the East coast of India in the State of Tamil Nadu.
- (ii) Development of Ennore Port Project at a cost of Rs.1058.52 Crores was completed and commissioned in June, 2001 with two Coal Berths in Phase-I to handle thermal coal for the Thermal Power Stations of Tamil Nadu.
- (iii) After the commissioning of Ennore Port, keeping in view the trade demand to handle other cargo items like LPG, POL, Chemicals, Edible Oils, Containers, etc., , the Phase II Expansion of Ennore Port was planned. Ministry of Environment and Forests had accorded Environmental Clearance vide letter No.10-28/2005-IA-III dated 19<sup>th</sup> May, 2006 for the following projects including associated capital dredging of 15.5 million cubic meters.
  - Marine Liquid Terminal to handle 3 MTPA (BOT basis)
  - Coal Terminal to handle 8 MTPA (BOT basis)
  - Iron Ore Terminal to handle 12 MTPA (BOT basis)

- Container Terminal to handle 12 MTPA (700mtr quay length) and subsequently modified to handle 18 MTPA (1000 mtr quay length) vide MoEF letter No.10-28/2005-IA-III dated 10<sup>th</sup> September, 2007.
- (iv) Subsequently, a General Cargo Berth with Car parking area was developed for the export of Cars and handling project cargo, etc. Ministry of Environment and Forests had accorded clearance vide Letter No. 11-21/2009-IA-III dated 23<sup>rd</sup> July, 2009. The container terminal, which was cleared in the Phase II expansion was modified to handle containers in a quay length 730 m to handle cargo of 16.8 MTPA and a multi cargo berth in a quay length of 270m to handle 2.0 MTPA are being developed. MoEF&CC vide letter No. 10-28/2005-IA.III dated 24<sup>th</sup> December, 2014 has accorded environmental clearance.
- (v) An LNG terminal is also being developed inside the port by M/s. IOCL. MoEF&CC has accorded Environment & CRZ clearance vide letter No. 11-30/2011-IA.III dated 10<sup>th</sup> February, 2014. Further, Port developed two additional coal berths (CB3 & CB4) each 9 MTPA capacity. MoEF&CC has accorded environmental and CRZ clearance vides No F.11-51/2012-IA.III dated 12<sup>th</sup> March, 2015.
- (vi) **Present expansion proposals- Master plan projects Phase III**

Due to cargo demand and to effectively use the facilities already created, it is proposed to develop the following projects (as shown in Table below) as envisaged in the Kamarajar Port master plan phase III. The projects will be developed in a phased manner in line with the market requirements, well within the existing break waters (Port Basin) and in the lands owned by Kamarajar Port.

**Master plan projects Phase III**

S. No.	Description	Qty	Capacity
1	Automobile export/import terminal- (2 Berths)	2 nos	6 MTPA
2	Container terminal -1000m quay length (3 berths)	3 nos	24 MTPA
3	Marine Liquid Terminal	1nos	5 MTPA
4	IOC captive jetty	1 nos	5 MTPA
5	Bulk terminal (coal/ore/other type-2 Berths)	2 nos	18 MTPA
6	Multi cargo berth	1 no	2 MTPA
7	Associated capital dredging for the above projects	33.0 million m <sup>3</sup>	
	<b>Total number of berths</b>	10 Nos.	60 MTPA

- (vii) Disposal of dredge material: The total quantity of capital dredging for Master plan Phase III projects development will be 33 million cum. KPL has proposed to dispose the entire volume at the designated offshore disposal location or to use a minor part of the dredge sediments for land reclamation/ beach nourishment if necessity arises. In that case, the dredging quantity of 5 million cum to 10 million cum will be used for reclaiming the area between north of north break water to the northern boundary of the port (1.8 km length). Also

the dredged sand can be utilized for reclaiming the land associated with Northern Rail Connectivity projects and other projects based on requirement. The rest of 23 million cum to 28 million cum will be disposed into the sea at a suitable location offshore. If the above is not possible the entire quantity will be dumped at sea in the designated area.

- (viii) The area for offshore disposal was chosen 5400 m x 5400 m spread over 5 km to 10 km offshore at varying depth from 25 to 50 m CD water depth. After the suggestions by the State CRZ Committee, it has been extended to 6000 m x 6000 m spread over the depth of 25 to 55 m CD as per the revised study conducted by M/s Indomer.
- (ix) The site falls in inter tidal zone CRZ-IB, CRZ-III and CRZ IV areas. The proposed facilities fall under the limits of Kamarajar Port. As per CRZ notification 2011, the proposed facilities are permissible activities under CRZ III. Recommendation of Coastal Zone Management Authority granted vide Letter No.: 12311/EC.3/2017-1, dated 20<sup>th</sup> July, 2017
- (x) Name of eco-sensitive area and distance from the project site: No. However Buckingham canal, Kosasthalaiyar river and few mangrove patches are in and around the project area. The development of the bulk terminal stack yard, conveyor routing will be constructed without affecting the above.
- (xi) Adequate quantity of water (1000 KLD) is available from Chennai Metro water supply. However additional quantity required if any will be met through outsourced external agency.
- (xii) There will be only mechanical waste generation from the proposed project. Port has facilitated reception facilities under MARPOL for the disposal of solid waste. Wastes generated from port and from the visiting ships are sent to various re-cyclers for further beneficial use.
- (xiii) Port has facilitated reception facilities under MARPOL for the disposal of Waste/ used oil from the ships through empanelled list of CPCB approved waste oil recyclers.
- (xiv) ToR was granted to the project vide F.No.11-51/2012-IA.III dated 8<sup>th</sup> January, 2016.
- (xv) Public hearing was conducted by the Tamil Nadu Pollution Control Board on 5<sup>th</sup> August, 2016.
- (xvi) Tamil Nadu Coastal Zone Management Authority has recommended the project vide letter No. 12311/EC.3/2017-1 dated 20.07.2017.
- (xvii) Investment/Cost of the project is Rs. 6415 Crores (for eight projects).
- (xviii) Employment potential: It will generate marginal/indirect employment opportunities.
- (xix) Benefits of the project: It will help for Socio-Economic development of the region and the state. The proposed project will generate marginal/indirect employment opportunities.

4. The project/activity is covered under category A of item 7 (e) i.e. Ports, harbours, break waters, dredging' of the schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level by sectoral EAC.



5. The Expert Appraisal Committee (Infra-2) discussed the project in detailed in its 21<sup>st</sup> meeting held on 21-24 August, 2017, 25<sup>th</sup> meeting held on 29-30 November, 2017, 31<sup>st</sup> meeting held on 29-30 May, 2018 and 34<sup>th</sup> meeting held on 24-26 September, 2018. The Committee also discussed the report submitted by the sub-committee (constituted vide minutes of 25<sup>th</sup> EAC (Infra-2) meeting held on 29-30 November, 2017). The recommendations of the sub-committee are as follows:

- a. As per the latest map no development zone shall be maintained 100m on either side of the Kosasthalaiyar river. Besides 50 m buffer zone shall be maintained from the mangrove boundary as marked in the Map (Fig No-3).
- b. Though the area including the portion of Kosasthalaiyar river has been transferred to KPL, no activity shall be carried out in this zone by maintaining a buffer of 100m since water bodies and wet lands are more important than the development activity.
- c. Further the area in the southern side meant for Commercial building, office and parking terminal shall be relocated to some other area on the northern side (within the existing port limit where sufficient land is available). NGT has also pointed out relocation of the above facilities in their order.
- d. The referred Culverts i.e. C1 to C6 (Fig No-3) shall be widened to facilitate the free flow of water.
- e. KPL will strengthen their Environmental Management Cell.
- f. KPL Shall consider more employment opportunities to the local people

6. The Committee also deliberated upon the Certified Compliance report issued by MOEF&CC Regional Office, Chennai vide letter dated 30.12.2016 with respect to environmental & CRZ clearance issued earlier to M/s Kamrajar Port Ltd and Action taken report submitted by the project proponent. The Committee noted that non compliance points were satisfactorily addressed by the project proponent. The committee after being satisfied with the submission of the above, recommended the project for grant of Environmental and CRZ Clearance for the project 'Development of the facilities envisaged in the Port Master Plan (Phase III)' by M/s Kamarajar Port Limited, under the provisions of the EIA Notification, 2006 and CRZ Notification, 2011 and amendments thereto and circulars issued thereon and subject to the compliance of the following specific and general conditions as under:-

**A. SPECIFIC CONDITIONS:**

- (i) The project is recommended for grant of Environmental and CRZ Clearance subject to final outcome of cases [Shri R. Ravimaran, Chennai (NGT Case No.8 of 2016) and Meena Thanthai K. R. Selvaraj Kumar, Chennai (NGT Case No.152 of 2016)] which are sub-judice in the Hon'ble National Green Tribunal (NGT) South Zone, Chennai, Tamil Nadu.
- (ii) Construction activity shall be carried out strictly according to the provisions of the CRZ Notification, 2011. No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area.
- (iii) All the recommendations and conditions specified by the Tamil Nadu Coastal Zone Management Authority who has recommended the project vide letter No. 12311/EC.3/2017-1 dated 20.07.2017 shall be complied with.



- (iv) The project proponent shall ensure that the project is in consonance with the new CZMP prepared by the State Government under the provisions of CRZ Notification, 2011.
- (v) 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.
- (vi) As per the latest map no development zone shall be maintained 100m on either side of the Kosasthalaiyar river. Besides 50m buffer zone shall be maintained from the mangrove boundary as marked in the combined map indicating the actual field position taking into consideration both the maps i.e. CRZ Map of Anna University prepared for KPL in 2016 and draft CZMP of TNCZMA 2018.
- (vii) Though the area including the portion of Kosasthalaiyar river has been transferred to KPL, no activity shall be carried out in this zone by maintaining a buffer of 100m since water bodies and wet lands are more important than the development activity.
- (viii) The area in the southern side meant for Commercial building, office and parking terminal shall be relocated to some other area on the northern side (within the existing port limit where sufficient land is available).
- (ix) The referred Culverts i.e. C1 to C6 as marked in the combined map indicating the actual field position taking into consideration both the maps i.e. CRZ Map of Anna University prepared for KPL in 2016 and draft CZMP of TNCZMA 2018 shall be widened to facilitate the free flow of water.
- (x) 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.
- (xi) Dredging shall not be carried out during the fish breeding season.
- (xii) Dredging, etc shall be carried out in the confined manner to reduce the impacts on marine environment including turbidity.
- (xiii) Dredged material shall be disposed safely in the designated areas.
- (xiv) 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 report.
- (xv) While carrying out dredging, an independent monitoring shall be carried out by Government Agency/Institute to check the impact and necessary measures shall be taken on priority basis if any adverse impact is observed.
- (xvi) The fresh water requirement (1000 KLD) for the present project will be met from Chennai Metro water supply. However if additional quantity is required the same will be met through outsourced external agency. However Rain water harvesting shall be followed as per local byelaw and harvested water shall be stored, treated and reused to reduce the additional water requirement since Chennai is a water deficient area, besides use of water efficient appliances.
- (xvii) The concerns expressed during the public hearing held by the Kamrajhar Port Limited needs to be addressed during the project implementation. These would also cover socio-economic and ecological and environmental concerns, besides commitment by the management towards employment opportunities.

- (xviii) Marine ecological studies as carried out by the accredited consultant (Indomar Coastal Hydraulics Pvt Ltd), Chennai and its mitigation measures for protection of phytoplankton, zooplanktons, Macrobenthos etc as given in the EIA-EMP Report shall be complied with in letter and spirit.
- (xix) A copy of the Marine and riparian biodiversity management plan duly validated by the State Biodiversity Board shall be submitted before commencement of implementation.
- (xx) A continuous monitoring programme covering all the seasons on various aspects of the coastal environs need to be undertaken by a competent organization available in the State or by entrusting to the National Institutes/renowned Universities/accredited Consultant with rich experiences in marine science aspects. The monitoring should cover various physico-chemical parameters coupled with biological indices such as microbes, plankton, benthos and fishes on a periodic basis during construction and operation phase of the project. Any deviations in the parameters shall be given adequate care with suitable measures to conserve the marine environment and its resources.
- (xxi) Continuous online monitoring of for air and water covering the total area shall be carried out and the compliance report of the same shall be submitted along with the 6 monthly compliance report to the regional office of MOEF&CC.
- (xxii) Effective and efficient pollution control measures like covered conveyors/stacks (coal, iron ore and other bulk cargo) with fogging/back filters and water sprinkling commencing from ship unloading to stacking to evacuation shall be undertaken. Coal and iron ore stack yards shall be bounded by thick two tier green belt with proper drains and wind barriers wherever necessary.
- (xxiii) 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 as part of the management plan. Marine ecology shall be monitored regularly also in terms of all micro, macro and mega floral and faunal components of marine biodiversity.
- (xxiv) The project proponents would also draw up and implement a management plan for the prevention of fires due to handling of coal.
- (xxv) Spillage of fuel / engine oil and lubricants from the construction site are a source of organic pollution which impacts marine life, particularly benthos. This shall be prevented by suitable precautions and also by providing necessary mechanisms to trap the spillage.
- (xxvi) Necessary arrangements for the treatment of the effluents and solid wastes/ facilitation of reception facilities under MARPOL 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. The provisions of Solid Waste Management Rules, 2016. E- Waste Management Rules, 2016, and Plastic Waste Management Rules, 2016 shall be followed.
- (xxvii) Compliance to Energy Conservation Building (ECBC-2017) shall be ensured for all the building complexes. Solar/wind or other renewable energy shall be installed to meet energy demand of 1% equivalent.

- (xxviii) All the recommendations mentioned in the rapid risk assessment report, disaster management plan and safety guidelines shall be implemented.
- (xxix) Measures should be taken to contain, control and recover the accidental spills of fuel and cargo handle.
- (xxx) Necessary arrangement for general safety and occupational health of people should be done in letter and spirit.
- (xxxi) All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to the RO, MoEF&CC along with half yearly compliance report.
- (xxxii) KPL will strengthen their Environmental Management Cell.
- (xxxiii) KPL Shall consider more employment opportunities to the local people
- (xxxiv) As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1<sup>st</sup> May 2018, and proposed by the project proponent, an amount of Rs. 15 Crore (@0.25% of project Cost) shall be earmarked under Corporate Environment Responsibility (CER) for the activities such as strengthening of environmental cell by new recruitments, development of green fields, environmental monitoring surveys, solid waste management, sanitation and sewage facilities, widening of culverts etc. 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.
- (xxxv) The project is recommended for grant of Environmental and CRZ Clearance subject to final outcome/legal opinion on the order dated 22<sup>nd</sup> November, 2017 of Hon'ble NGT in the Original Application No. 424 of 2016 (Earlier O.A. No. 169 of 2015) and Original Application No. 11 of 2014 in the matter of M/s. Mehdad & Anr. Vs. Ministry of Environment, Forests & Climate Change & Ors. and Shamsunder Shridhar Dalvi & Ors. Vs. Govt. of India & Ors.

**B. GENERAL CONDITIONS:**

- (i) Appropriate measures must be taken while undertaking digging activities to avoid any likely degradation of water quality.
- (ii) Full support shall be extended to the officers of this Ministry/ Regional Office at Chennai by the project proponent during inspection of the project for monitoring purposes by furnishing full details and action plan including action taken reports in respect of mitigation measures and other environmental protection activities.
- (iii) A six-Monthly monitoring report shall need to be submitted by the project proponents to the Regional Office of this Ministry at Chennai regarding the implementation of the stipulated conditions.
- (iv) Ministry of Environment, Forest and Climate Change or any other competent authority may stipulate any additional conditions or modify the existing ones, if necessary in the interest of environment and the same shall be complied with.
- (v) The Ministry reserves the right to revoke this clearance if any of the conditions stipulated are not complied with the satisfaction of the Ministry.



- (vi) In the event of a change in project profile or change in the implementation agency, a fresh reference shall be made to the Ministry of Environment, Forest and Climate Change.
- (vii) The project proponents 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 and the date of start of land development work.
- (viii) A copy of the clearance letter shall be marked to concerned Panchayat/local NGO, if any, from whom any suggestion/ representation has been made received while processing the proposal.
- (ix) A copy of this clearance letter shall also be displayed on the website of the concerned State Pollution Control Board. The Clearance letter shall also be displayed at the Regional Office, District Industries centre and Collector's Office/ Tehsildar's office for 30 days.

6. All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Civil Aviation Department, Forest Conservation Act, 1980 and Wildlife (Protection) Act, 1972 etc. shall be obtained, as applicable by project proponents from the respective competent authorities.

7. The project proponent shall advertise in at least two local Newspapers widely circulated in the region, one of which shall be in the vernacular language informing that the project has been accorded Environmental and CRZ Clearance and copies of clearance letters are available with the State Pollution Control Board and may also be seen on the website of the Ministry of Environment, Forest and Climate Change at <http://www.envfor.nic.in>. The advertisement should be made within Seven days from the date of receipt of the Clearance letter and a copy of the same should be forwarded to the Regional office of this Ministry at Chennai.

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

9. Any appeal against this clearance shall lie with the National Green Tribunal, if preferred, within a period of 30 days as prescribed under Section 16 of the National Green Tribunal Act, 2010.

10. Status of compliance to the various stipulated environmental conditions and environmental safeguards will be uploaded by the project proponent in its website.

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

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

13. The project proponent shall also submit six monthly reports on the status of compliance of the stipulated Clearance conditions including results of monitored data



(both in hard copies as well as by e-mail) to the respective Regional Office of MoEF&CC, the respective Zonal Office of CPCB and the SPCB.

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

15. The above stipulations would be enforced among others under the provisions of Water (Prevention and Control of Pollution) Act 1974, the Air (Prevention and Control of Pollution) Act 1981, the Environment (Protection) Act, 1986, the Public Liability (Insurance) Act, 1991 and EIA Notification 1994, including the amendments and rules made thereafter.

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

  
(Kushal Vashist)  
Director

**Copy to:**

- 1) The Secretary, Department of Environment, No.1, Jeenias Road, Panagal Building, Ground Floor, Saidapet, Chennai-600 015, Tamil Nadu.
- 2) The Addl. Principal Chief Conservator of Forests (Central), Ministry of Environment, Forests and Climate Change, I<sup>st</sup> and II<sup>nd</sup> Floor, Handloom Export Promotion Council, 34, Cathedral Garden Road, Nungambakkam, Chennai-34.
- 3) The Chairman, Central Pollution Control Board Parivesh Bhavan, CBD-cum-Office Complex, East Arjun Nagar, New Delhi - 110 032.
- 4) The Member Secretary, Tamil Nadu Pollution Control Board, 76, Anna Salai, Guindy Industrial Estate, Race View Colony, Guindy, Chennai, Tamil Nadu 600032.
- 5) Monitoring Cell, MoEF&CC, Indira Paryavaran Bhavan, New Delhi.
- 6) Guard File/ Record File/ Notice Board.
- 7) MoEF&CC website.

  
(Kushal Vashist)  
Director

By Speed Post



Environment & Forests (EC-3)  
Department, Secretariat,  
Chennai – 600 009

Letter No. 12311/EC.3/2017-1, Dated: 20.07.2017

From  
Thiru. Md. Nasimuddin, I.A.S.  
Principal Secretary to Government.

To  
The Chairman,  
National Coastal Zone Management Authority,  
Government of India,  
Ministry of Environment, Forests, & Climate Change,  
Agni Wing, 5<sup>th</sup> Floor, Indira Paryavaran Bhawan,  
Jor Bag Road, Aliganj, New Delhi – 110 003. (w.e.)

Sir,

Sub: CRZ- Proposed development of the facilities envisaged in the Port Master Plan (Phase-III) of Kamarajar Port Limited (KPL), at Puzhuthivakkam Village, Ponneri Taluk, Tiruvallur district proposed by the Kamarajar Port Limited, Chennai – Clearance under Coastal Regulation Zone Notification 2011 requested – Regarding.

Ref: From the Member Secretary, Tamil Nadu State Coastal Zone Management Authority/ Director of Environment letter No P1/952/2017 dated 03.07.2017.

I am to enclose a copy of the proposal received from the Member Secretary, Tamil Nadu State Coastal Zone Management Authority/Director of Environment together with its enclosures and to state that the Member Secretary, Tamil Nadu State Coastal Zone Management Authority/ Director of Environment has sent the proposal for clearance under Coastal Regulation Zone Notification, 2011, for the proposed development of the facilities envisaged in the Port Master Plan (Phase-III) of Kamarajar Port Limited (KPL), at Puzhuthivakkam Village, Ponneri Taluk, Tiruvallur district proposed by Kamarajar Port Limited, Chennai and he has furnished following details:-

a. M/s. Ennore Port Limited, Chennai has already developed at Puzhuthivakkam village, Ponneri Taluk, Tiruvallur district the Phase-I operation in 2001 with two coal berths CB1 and CB2 and is under operation since from 2001, with the coal handling capacity of 16 MTPA in order to meet the coal requirement of thermal power plants of TNEB followed by additional coal berth, iron berth, marine liquid berth, general cargo automobile container in 2006. The construction under Phase-II operation of the expansion of the port facilities again with six berths primarily

for handling containers-2 berths, coal – 2 berths, LNG-1 berth, 7 Multi Cargo-1 berth, are under progress.

b. Now the Kamarajar Port Limited has proposed for the development of the facilities envisaged in the Port Master Plan (Phase III) and requested Clearance under CRZ Notification 2011 for the said development. The Phase III expansion contemplates creation of ten berths comprising two Automobile berths/import terminal with the capacity of 6 MTPA, three Container berths (1000m quay length) with the capacity of 24 MTPA, two Marine liquid terminals (including IOC captive jetty) with the capacity of 5 MTPA each, two Bulk cargo terminals with the capacity of 18 MTPA and one Multi cargo berth with the capacity of 2 MTPA. Besides above, the various facilities and activities proposed under Phase III are listed below.

- i) Capital Dredging & Disposal of 33 million cubic metre
- ii) Development of Bulk Cargo Stack yard
- iii) Development of Multi Cargo Stack yard
- iv) Construction of Automobile Park yard
- v) Construction of Container Park yard
- vi) Construction of MLT Storage tank
- vii) Erection of Liquid Pipeline
- viii) Construction of Bulk cargo Conveyor belt

c. The Kamarajar Port Limited has proposed to dispose the entire volume at the designated offshore disposal location or to use a minor part of the dredge sediments for land reclamation/ beach nourishment if necessity arises. In that case, the dredging quantity will be used for reclaiming the area between north of north break water to the northern boundary of the port (1.8 km length). Also the dredged sand can be utilized for reclaiming the land associated with Northern Rail Connectivity projects and other projects based on requirement. The rest of the quantity will be disposed into the sea at a suitable location offshore. Further Development of Bulk Cargo Stack yard for the proposed two dry bulk terminals, a stackyard is proposed east of existing iron ore stackyard and west of Kosasthalaiyar River (beyond the CRZ).

d. The applicant has informed that the Project will not involve any new land acquisition or re-settlement/ re-habilitation. The proposed site is falling in inter tidal zone CRZ – I(B), CRZ-III and CRZ IV areas. The Project cost is Rs. 6415 crores. The District Coastal Zone Management Authority for Tiruvallur district has recommended the project for Clearance.

e. With reference to the above project, it is informed that Thiru M.R. Thiyagarajan, President, Meenava Thanthai K.R. Selvakumar Meenavar Nala Sangam has filed an application (N0.52/2017) against the project at the National Green Tribunal (SZ) praying to declare the works of the Kamarajar Port Limited particularly the work of Capital Dredging Phase-III at Kamarajar Port without obtaining CRZ Clearance and authenticated approved Master Plan from the Competent Authority is illegal and contrary to law.

f. As per CRZ Notification 2011, vide para 3 (i) (a) & 3 (iv) (b) construction for the foreshore facilities in CRZ and land reclamation, bunding or disturbing /the natural course of seawater as a measure for control of erosion based on EIA studies is



permissible activity. Further, as per CRZ Notification 2011, vide para 4 (i) (a) clearance shall be given for any activity within the CRZ if it requires waterfront and foreshore activities; However the proposal requires clearance from the Ministry of Environment, Forests and Climate Change, Govt. of India vide para 4 (ii) (a) of CRZ Notification 2011.

g. The subject was placed before the 95<sup>th</sup> meeting of the Tamil Nadu State Coastal Zone Management Authority held on 22.06.2017 and the Authority resolved to recommend the proposal to the Ministry of Environment, Forests and Climate Change, Government of India with the following specific conditions:-

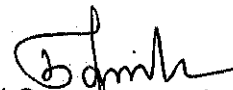
- i. The proposed activities involve capital dredging in Port basin and Navigational channel resulting in a quantity of 33 MCM of dredged material and the dredging is proposed to be carried out for a period of 5 years. A dredge disposal site at a depth of 25-50m depth has been identified for disposal of dredged material amounting to 30 MCM and the disposal will be made in a phased manner for a period of 5 years. The disposal site measures about 30 sq km and the dumped dredged material is expected to rise the sea bed level from 0.5 to 1 m after completion of the dumping. The Authority felt that blanketing of 30 sq km seabed area with a cover of dredge soil upto 1m may affect drastically the benthic fauna of the area. Using the models, the dump area size should be designed in such a way that it extends from 20 km or more from 50m depth in the offshore area with a narrow band of dumping area say 100- 200m width and low discharge rate, leading to marginal increase of sea bed level. Such an arrangement may minimize the damaging effect on fauna. Fine scale bathymetry data should be collected before initiation of dumping in the proposed site and repeated annually till completion of the dumping. A report in this regard has to be submitted to the Authority as a part of Compliance report that will be submitted to the MoEF&CC, GoI after obtaining Environmental Clearance.
- ii. It should be ensured that the proposed construction of Truss does not affect free flow of water.
- iii. No interference of any kind to be done in Mangroves and salt marsh areas, including construction of coal conveyor belt.
- iv. Area under wetlands as elaborated by the EIA report need to be considered and managed as wetlands, and not reclaimed or built up in future.
- v. In addition to the mangroves, the existing patch of sand dune / beach vegetation within the Kamarajar Port Limited (KPL) premises needs to be scientifically studied, covering aspects such as checklist of flora and fauna, diversity, representativeness, population trends, regeneration and recruitment trends, percentage coverage of invasive alien species and presence of breeding populations. The proposed afforestation / green belt programme needs to be based on the above assessment, with habitat specific greening plans being developed and implemented.
- vi. The afforestation / green belt programme needs to be representative of the typical vegetation of the Ennore estuary, covering all the major habitat types including salt marshes. It is further recommended that a set of biological indicators be identified based on the scientific assessment and be used for monitoring the efficacy of the afforestation / greening programme.

- vii. It is also recommended that impact assessment studies be commissioned that cover a select number of species as also the different phases of project execution. The Kamarajar Port Limited shall develop and implement ecological restoration programmes with the support of the Tamil Nadu Forest Department, especially addressing wetlands and wetland bio-diversity.
- viii. In view of the location of the project within the landscape that encompasses a perennial river and its estuarine complex, it is recommended that a dedicated programme be developed and implemented on the hydrological services of the landscape, notably flood mitigation.
- ix. The concerns expressed during the public hearing that was held by the Kamarajar Port need to be addressed during the project implementation. These would cover socio-economic as also ecological and environmental concerns.
- x. Oil Spill Contingency Plan should be prepared and a team of trained men formed to be available 24 X 7 to tackle any disasters.
- xi. A detailed plan for the source segregation and disposal of solid waste (Bio-degradable / non- degradable etc.) generated shall be formulated. Further solid waste such as plastics may be collected and disposed as per rules. ETP should be provided and treatment done meticulously.

2. The Member Secretary, Tamil Nadu State Coastal Zone Management Authority/Director of Environment has sent a copy of proposal along with the reports, HTL map and minutes of the 95<sup>th</sup> meeting of Tamil Nadu State Coastal Zone Management Authority held on 22.06.2017 and requested that the proposal may be recommended to Ministry of Environment, Forests and Climate Change, Government of India.

3. In line with the recommendation of the Tamil Nadu State Coastal Zone Management Authority, this Government recommend the proposal of Member Secretary, Tamil Nadu State Coastal Zone Management Authority / Director of Environment, Chennai for the proposed development of the facilities envisaged in the Port Master Plan (Phase-III) of Kamarajar Port Limited (KPL), at Puzhuthivakkam Village, Ponneri Taluk, Tiruvallur district proposed by the Kamarajar Port Limited, Chennai to the Chairman, National Coastal Zone Management Authority, Government of India, Ministry of Environment, Forests and Climate Change, New Delhi for clearance under Coastal Regulation Zone notification 2011, subject to the conditions mentioned at para 1 (g) above.

Yours faithfully,



*[Signature]* for Principal Secretary to Government  
21.7.17

**Copy to:-**

The Member Secretary, Tamil Nadu State Coastal Zone Management Authority /  
Director of Environment, Chennai – 15.

✓ M/s. Kamarajar Port Ltd., Rajaji Salai, Chennai – 600 001. (with a request to furnish  
20 copies of the proposal to Government of India, Ministry of Environment, Forest &  
Climate Change, New Delhi)