

22-05-06



No.10-28/2005-IA-III
Government of India
Ministry of Environment and Forests
(IA-III Division)

Paryavaran Bhavan,
CGO Complex, Lodhi Road,
New Delhi - 110003.

Dated the 19th May, 2006

Sub: Ennore Port Expansion Proposals - Development of Terminals for marine liquids, coal, iron, and containers in Second phase and associated capital dredging at Ennore Port Environmental Clearance - regarding.

Reference is invited to your letter No.30060/EC.3/2005-1, dated 6.12.2005 and No.7317/EC.3/2006-1, dated 29.3.2006 from Environment and Forests Department, Government of Tamil Nadu regarding the above project. Subsequent letters No.EPL/74/2005, dated 2.8.2005, dated 8.12.2005, dated 16.12.2005, dated 1.2.2006, dated 27.2.2006, dated 17.3.2006 from M/s Ennore Port Trust has also been taken into account. No Objection Certificate from Tamil Nadu State Pollution Control Board vide their letter No.T12/TNPCB/Misc/F.3322/TVLR/05, dated 7.12.2005 has also been obtained.

The project pertains to expansion of the Port and development facilities in the Ennore Port. M/s Ennore Port Limited (EPL) have proposed to undertake capital dredging to deepen the port and navigational channels as part of their II Phase of development. The above facilities have been proposed, *inter-alia*, to shift the dusty cargo from Chennai Port, which is within urban limits. The capital dredging in the navigational channel is estimated to be about 6.00 million metric cube and in the basin about 9.5 million metre cube. About 4 million metre cube dredged material will be utilised for reclamation of the low lying areas within the Port limits in order to create operational back up areas. The rest 11.5 million metre cube of dredged material will be disposed of at appropriate locations in the open sea, for beach nourishment and land development north of Northern breakwaters. In order to maintain the channel maintenance dredging will be carried out through out the year and the dredged material of 0.6 million metre cubes will be disposed of into the sea.

The requirement of the dredging of the Port basin, berthing areas and channel arises as existing depths in the Ennore Port basin and approach channels are (-)15.5 metres and (-)16 metres respectively which is inadequate to handle vessels of 1,50,000 DWT with 16.5 metre draught. Hence the requirements of the depth are, along the berth - 18 metres below CD, turning basin 18.5 below CD and approach channel 20 metre and 19 metres below CD in the outer and inner channel respectively.

Apart from the dredging, the EPL also proposes to expand the Port area for creating:

- (i) An iron ore berth to handle 12 Million Metric Tonnes Annually (MTPA).
- (ii) The coal berth to handle 8 MTPA.
- (iii) The container terminal to handle 3 MTPA.
- ✓ (iv) Marine liquid terminal to handle about 3 MTPA of liquid cargo, comprising of LPG, POL products and chemicals such as benzene, styrene and Linear Alkyl Benzene) (LAB), etc.

The following facilities have also been proposed to be undertaken:

- i) Railways - Railway sidings connecting the nearby Athipattu Station with Ennore Port for movement of cargoes.
- ii) Storage yard/staking yard - the staking areas for iron ore and coal are proposed to be located at about 2.5 kms outside the port and west of Ennore Creek.
- iii) A conveyor corridor connects the berths and stack yards.
- iv) In order to create the stack yard, the existing land from (+) 1.4 metre will be raised to about (+) 2.5 metre cd.

* COPY TO

Environmental officer, EPL

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Total estimated cost of the project is around Rs.1,550 crores. Public Hearing has been conducted for the project on 15.7.2005.

The proposal has been examined in the Ministry of Environment & Forests and environmental clearance to this project is hereby accorded under Coastal Regulation Zone, Notification, 1991 and Environmental Impact Assessment Notification, 1994 subject to effective implementation of the following conditions:

A. SPECIFIC CONDITIONS:

- (i) All the conditions stipulated in the No Objection Certificate from Tamil State Pollution Control Board vide their letter No.T12/TNPCB/Misc/F.3322/TVLR/05, dated 7.12.2005 should be strictly implemented.
- (ii) Groins and other suitable structures should be constructed to prevent the closing of the mouth of Ennore creek.
- (iii) The DPR and the technical details to be awarded to the BOT operator should be provided to MoEF for post project monitoring within 6 months from the date of receipt of this letter.
- (iv) The marine terminal should be set up outside CRZ area.
- (v) Recommendations of Risk analysis report should be strictly implemented and a comprehensive quantitative Risk Analysis should be carried out before operationalizing the project.
- (vi) Approval from Chief Controller of Explosives should be obtained for hazardous chemicals storage, transfer and related activities.
- (vii) The reclamation of the port area should be carried out with the dredged material. Dredged material should not be dumped into the sea. No reclamation should be carried outside the port limits.
- (viii) The coastal protection works should be carried out after detailed hydrodynamic modelling studies and it should be ensured that no erosion or accretion takes place in other areas due to the shore protection works.
- (ix) Reclamation of 500 acres should be carried out only for port development. The height of the reclaimed area will be maintained above the maximum flood level.
- (x) The wave tranquility study and the ship manuring studies carried out should be taken into account while operating the port.
- (xi) The project proponent should ensure that during construction and operation of the port there will be no impact on the livelihood of the fisherman. The fishermen should be provided free access to carry out the fishing activity.
- (xii) All necessary precaution while undertaking construction and operation of the port should be taken keeping in view the bathymetric changes caused due to tsunami.
- (xiii) All development in the port should be carried out in accordance with the Coastal Regulation Zone Notification, 1991 and approved Coastal Zone Management Plan of Tamil Nadu.
- (xiv) The project proponent should undertake a comprehensive hydrodynamic modelling study with regard to river diversion and submit the report to the Ministry within 6 months from the date of receipt of this letter. Further, the unit should comply with all the findings/recommendations of the study.


- (xv) Construction labour camps should be located outside Coastal Regulation Zone areas and should be provided with adequate cooking and sanitation facilities.
- (xvi) The project affected people, of any should be properly compensated and rehabilitated.

B. GENERAL CONDITIONS:

- (i) Development of the proposed channel should be undertaken meticulously conforming to the existing Central/local rules and regulations including Coastal Regulation Zone Notification, 1991 and its amendments. All the construction designs/drawings relating to the proposed development activities must have approvals of the concerned State Government Department/Agencies.
- (ii) A well-equipped laboratory with suitable instruments to monitor the quality of air and water shall be set up as to ensure that the quality of ambient air and water conforms to the prescribed standards. The laboratory will also be equipped with qualified manpower including a marine biologist so that the marine water quality is regularly monitored in order to ensure that the marine life is not adversely affected as a result of implementation of the said project. The quality of ambient air and water shall be monitored periodically in all the seasons and the results should be properly maintained for inspection of the concerned pollution control agencies. The periodic monitoring reports at least once in 6 months must be send to this Ministry (Regional Office at Bangalore) and Pollution Control Committee.
- (iii) Adequate provisions for infrastructure facilities such as water supply, fuel for cooking, sanitation etc. must be provided for the laborors during the construction period in order to avoid damage to the environment. Colonies for the laborors should not be located in Coastal Regulation Zone area. It should also be ensured that the construction workers do not cut trees including mangroves for fuel wood purpose.
- (iv) To prevent discharge of sewage and other liquid wastes into the water bodies, adequate system for collection and treatment of the wastes must be provided. No sewage and other liquid wastes without treatment should be allowed to enter into the water bodies.
- (v) Appropriate facility should be created for the collection of solid and liquid wastes generated by the barges/vessels and their safe treatment and disposal should be ensured to avoid possible contamination of the water bodies.
- (vi) Necessary navigational aids such as channel markers should be provided to prevent accidents. Internationally recognized safety standards shall be applied in case of barge/vessel movements.
- (vii) The project authorities should take appropriate community development and welfare measures for villagers in the vicinity of the project site, including drinking water facilities. A separate fund should be allocated for this purpose.
- (viii) The quarrying material required for the construction purpose should be obtained only from the approved quarries/borrow areas. Adequate safeguard measures shall be taken to ensure that the overburden and rocks at the quarry site do not find their way into water bodies.
- (ix) For employing unskilled, semi skilled and skilled workers for the project, preference should be given to local people.
- (x) The recommendations made in the Environmental Management Plan and Disaster Management Plan, as contained in the Environmental Impact Assessment and Risk Analysis Reports of the project shall be effectively implemented.
- (xi) A separate Environmental Management Cell with suitable qualified staff to carry out various environment should be set up under the charge of a Senior Executive who will report directly to the Chief Executive of the Company.

- (xii) The funds earmarked for environment protection measures should be maintained in a separate account and there should be no diversion of these funds for any other purpose. A year-wise expenditure on environmental safeguards should be reported to this Ministry.
- (xiii) Full support should be extended to the officers of this Ministry's Regional Office at Bangalore and the officers of the Central and State Pollution Control Boards by the project proponent during this inspection for monitoring purposes, by furnishing full details and action plans including the action plans including the action taken reports in respect of mitigative measures and other environmental protection activities.
- (xiv) In case there is an intention of deviation or alternation in the project including the implementing agency, a fresh reference should be made to this Ministry for modification in the clearance conditions or imposition of new ones for ensuring environmental protection. The project proponents should be responsible for implementing the suggested safeguard measures.
- (xv) This Ministry reserves the right to revoke this clearance, if any of the conditions stipulated are not complied with to the satisfaction of this Ministry.
- (xvi) This Ministry or any other competent authority may stipulate any additional conditions subsequently, if deemed necessary for environmental protection, which shall be complied with.
- (xvii) The project proponent should advertise atleast in two local newspapers widely circulated in the region around the project, one of which shall be in the vernacular language of the locality concerned informing that the project has been accorded environmental clearance and copies of clearance letters are available with the State Pollution Control Board and may also be seen at Website of the Ministry of Environment & Forests at <http://www.envfornic.in>. The advertisement should be made within 7 days from the date of issue of the clearance letter and a copy of the same should be forwarded to the Regional Office of this Ministry at Bangalore.
- (xviii) The project proponents should 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.

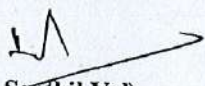
The above mentioned stipulations will be enforced among others under the Water (Prevention and Control of Pollution) Act, 1974, the Air (Prevention and Control of Pollution) Act, 1981, the Environment (Protection) Act, 1986; the Hazardous Chemicals (Manufacture, Storage and Import) Rules, 1989, the Coastal Regulation Zone Notification, 1991 and its subsequent amendments and the Public Liability Insurance Act, 1991 and the Rules made thereunder from time to time. The project proponents should also ensure that the proposal complies with the provisions of the approved Coastal Zone Management Plan of Tamil Nadu and Supreme Court's order dated 18th April, 1996 in the Writ Petition No.664 of 1993 to the extent the same are applicable to this proposal.


(A. Senthil Vel)
Additional Director


To,
✓ The Chairman-cum-Managing Director,
Ennore Port Limited,
15, Kasturirangan Road,
Alwarpet, Chennai - 600018.

Copy to:

1. The Chief Conservator of Forests (Central), Ministry of Environment & Forests, Regional Office (Southern Zone) Kendriya Sadan, 4th Floor, E&F Wings, 17th Main Road, 1 Block, Koranmangla, Bangalore - 560034.
2. The Chairman, Central Pollution Control Board, Parivesh Bhavan, CBD-cum-Office Complex, East Arjun Nagar, Delhi - 110032.
3. The Secretary to Government, Environment and Forests (EC.3) Department, Government of Tamil Nadu, Secretariat, Chennai - 600 009.
4. The Chairman, Tamil Nadu Pollution Control Board, 76, Mount Salai, Guindy, Chennai - 600 032.
5. DIG (SU), Regional Office Cell, Ministry of Environment & Forests, New Delhi.
6. Guard File.
7. Monitoring Cell.
8. Director (EI), Ministry of Environment & Forests, New Delhi.


(A. Senthil Vel)
Additional Director

(For specific conditions (vii) amended on 6.9.2006)


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