



காமராஜர் துறைமுக நிறுவனம்
कामराजर पोर्ट लिमिटेड
Kamarajar Port Limited

(A company of Chennai Port Trust)
(Ministry of Ports, Shipping and Waterways - Government of India)



फाइल संख्या: KPL/MS/HSE/ENV/MoEFCC/2025

तारीख: 17.12.2025

सेवा में/To,

The Deputy Director General of Forests (C),

Ministry of Environment, Forest and Climate Change (MoEFCC),

Regional Office (SEZ), 1st Floor,

Addl. Office Block for GPOA, Sastri Bhawan,

Haddows Road, Nungambakkam, Chennai – 600 006.

महोदय/Sir,

विषय/Sub: Submission of Half-yearly compliance report on the conditions stipulated vide Environmental Clearance letters issued to various projects of Kamarajar Port – April 2025 to September 2025 - reg.

Please find enclosed herewith the compliance reports for the period of April 2025 to September 2025, on the conditions put forth by Ministry of Environment & Forests and Climate change, in the environmental clearances issued for the following projects.

1. Construction of new Satellite Port at Ennore, near Madras. Ministry's letter Ref: J-16011/9/87-IA, III dated 28.9.1992.
2. Development of Terminals for marine liquids, coal, iron and containers in second phase and associated capital dredging at Ennore port. Ministry's letter F. No. 10-28/2005-1A-III dated 19th May, 2006.
3. Development of Terminals for marine liquids, coal, iron and containers in second phase and associated capital dredging at Ennore port. Ministry's letter F. No. 10-28/2005-1A-III dated 10th September, 2007.
4. CRZ and Environmental clearance for the construction of General Cargo Berth at Ennore port cargo terminal project. MoEF Letter F.No.11-21/2009-IA-III dated 23.7.2009.
5. Expansion and modernization of existing handling of Multicargo container terminal at Kamarajar Port by M/s. Kamarajar Port Limited - Environmental and CRZ clearance (Development of Multicargo berth (270m) and container terminal (730m). MoEF's letter F.No. 10-28/2005-IA-III dated 24.12.2014.

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:2:

6. Development of additional coal berths (CB3 and CB4) at Kamarajar Port, Tamil Nadu by M/s. KPL Environmental and CRZ clearance –MoEF’s Letter F.No. 11-51/2012-IA-III dated 12.03.2015.
7. Development of facilities envisaged in the Port Master Plan (Phase-III) by M/s Kamarajar Port Limited – MoEF’s letter F. No. 11-51/2012-IA-III dated 30.10.2018.
8. CRZ Clearance for Establishment of 1MLD RO Desalination Plant at M/s.Kamarajar Port Ltd., by M/s. M/s.Kamarajar Port Ltd., Vallur Post, Chennai, Tamilnadu.
9. Environmental Clearance for the “Changes in the cargo handling profile of the operational multi-cargo terminal within the existing cargo handling capacity of 2 MTPA at Operational Ennore Bulk Terminal Private Limited located at Kamarajar port, EC identification No. EC24A3501TN5763791N, F.No:10-28/2005-IA.III, dated 10.11.2024
10. Capacity Optimisation of Existing Operational Ennore Coal Terminal Pvt. Ltd., (ECTPL) at Kamarajar Port Ltd., Environmental clearance, F.No. 10-28/2005-IA-III dated 17.07.2023, amendment dated 14.11.2025

While the modification of iron ore terminal to handle coal by M/s SICAL Iron Ore Terminal Ltd, was in progress after grant of Environmental Clearance from Ministry, the Lender to the project M/s YES Bank Ltd, has given notice for ‘Event of financial default on M/s SICAL Iron Ore Terminal Ltd., (SIOTL) to KPL on 07.11.2020. Accordingly, in line with the License agreement, KPL has served “*Notice of Intent to Terminate*” to M/s SICAL Iron Ore Terminal Ltd on 20.12.2020. Subsequent to that, the License Agreement No. 20 of 2016 dated 11.7.2016 executed between KPL and M/s SIOTL stands terminated with effect from 19.6.2021 consequent to issuance of Termination Notice dated 22.3.2021 by KPL. As directed by the Committee of Creditors, the liquidation process of M/s SICAL Iron Ore Terminal Ltd., is in progress.

Consequent to that, the project ‘*Modification of Iron Ore Terminal to handle Coal*’ is presently stalled due to the above said reasons; hence the half-yearly compliance report for the said project is not included in the above list.

This is for kind information and records please.

Yours faithfully,



Chief Manager (HSE)

Encl: As above.

Cc to: 1. **Regional Director**, Scientist-E, Central Pollution Control Board, Regional Office, Chennai, Email:vlaxmi@cpcb.nic.in

2. **The District Environmental Engineer**, 88/A, SIPCOT Industrial Area, Gummidipoondi, Thiruvallur-601201, Email:deegummidipoondi@gmail.com

**Environmental Clearance for the “CONSTRUCTION OF NEW SATELLITE PORT AT ENNORE”,
F.No J-16011/9/87-IA, III dated 28.9.1992**

Ennore Port has been planned and developed for the receiving coal exclusively for Thermal Power Stations of Tamilnadu Electricity Board. The Port was declared as Major Port on 23.03.1999. Later, the port has renamed as Kamarajar Port in the year 2017. The commercial operations of the Port were commenced on 22.06.2001 with the capacity of 16MTPA (2 coal berths-8MTPA each) which are currently operation for TANGEDCO.

S. No.	EC Conditions	Compliance Status
(i)	The total land area of the Project should be limited to 400 Ha as proposed	<p>As per Environment clearance letter issued by Ministry of Environment & Forests for the “Construction of new satellite port at Ennore near Madras in Tamilnadu” vide letter dated 28.9.1992, the total land area accorded was 400 ha. Subsequently port had developed new projects under Phase-II and port has developed various new projects phase wise.</p> <p>Port has acquired 950 Acres of land from TIDCO during the year 2002 and obtained Environment & CRZ clearance for the development of second phase project at KPL. The stack yard for the coal, iron ore, tank farm for Marine Liquid Terminal were developed in these lands. Ministry of Environment & Forests had accorded Environment and CRZ clearances vide No. 10-28/2005–IA-III dated 19th May 2006.</p> <p>For subsequent developments, Port had acquired 679 Acres of land from Salt Department during the year 2010 & 2014. The lands were meant for the development of stackyard for additional Coal berths (CB3&4). Ministry of Environment & Forests had accorded Environment and CRZ clearances vide letter No. F.No.11-51/2012-IA.III dated 12th March 2015.</p> <p>The total land area of port is 2787.29 Acres. The remaining portion of the land is shown in the Development of facilities envisaged in the Port master plan project, for which Environment & CRZ clearance is sought. At present, the total Port area is 1128.45 Ha. The details of land procured by KPL is tabulated and enclosed herewith as Annexure-I.</p>
(ii)	Hill features of Karikkal and Bodiparai hills should not be destroyed for the construction of	No quarrying operation was carried out in Bodaparai hill. After completion of construction of the breakwaters, the quarry was

S. No.	EC Conditions	Compliance Status
	breakwater since this will drastically change the landscape.	handed over to District Collector, Vellore by the Chennai Port vide letter No.11/6828/96/E dated 07.01.2002, along with abandonment certificate for closure of Karikkal quarry issued by Directorate of Mines, Safety Oorgaum.
(iii)	Quarrying operations must be carried out with utmost care giving consideration to the topography, vegetation and drainage system in consultation with expert institutions like Centre for Mining Environment, Indian School of Mines, Dhanbad. Quarrying site must be rehabilitated properly keeping in view such measures as proper terracing, additional top soil and reforestration. Major blasting in the port area should not be undertaken;	Complied. Chennai Port Authority had informed that rehabilitation of the quarry site was taken up and restored. Director of Mines safety, Oorgaum had issued Abandonment Certificate for closure of Karikkal quarry.
(iv)	A detailed Environment Management Plan should be prepared for each of the quarry site proposed and proper landscaping should form part of these operations. This should be included as a condition in the contracts. Its full implementation is the responsibility of the project authorities;	Complied. The Environmental Management Plan for the quarrying site was reportedly prepared by M/s. Chennai Port Authority at that point of time.
(v)	Alternate sources of water supply other than tapping of ground water through bore wells must be explored to avoid intrusion of salt water since fresh water is scare in the island. A specific study should be undertaken on the ground water potential, recharge capacity, present drawl and future plans in an integrated manner. State/central ground Water Board should be fully involved in this study. The report should be submitted within one year.	Complied. No ground water is being tapped for the port activities. At present, the source of freshwater is CMWSSB and permission in this regard has been obtained by the project proponent vide letter no. CMWSSB/RO-II/WSC-01/2014, dated 28.04.2014 for a capacity of 1000KLD. Copy of the said letter is enclosed herewith as Annexure-1
(vi)	Dredging operations must be undertaken in stages in consultation with some expert institution like CWPRS, in such a way as to ensure that these operations do not deteriorate the surface water quality which must be maintained within the prescribed standards. Water parameters should be measured on regular intervals to monitor water quality. Dredging material should not be used for filling up any water body;	Complied. This condition pertains to the construction phase. However, CWPRS was engaged for hydrodynamic and ship maneuver studies before taking up dredging activities. The port is operational at present.
(vii)	Large scale dumping of waste shall not be undertaken by the Project Authorities without clearance from the environment angle. This is to ensure that marine ecology of the area is not	Complied.

S. No.	EC Conditions	Compliance Status												
	affected by dumping in the marshy lagoon/low level areas;													
(viii)	A green belt of appropriate width (say 200 meters) must be provided along the periphery of the port excluding the water area. Adequate provision for the initial cost for greening and maintenance has to be made in the project cost and subsequent annual budget for the port;	<p>Complied.</p> <p>A greenbelt along the periphery of the port (approx. 200m) excluding the water area was developed.</p> <p>At present, port is having 636.14 Acres of greenbelt which is 22.82% of the total area of the port. The greenbelt includes planted trees of 210.74 Acres, natural cover 349.26 Acres and mangroves in an area of 76.14 Acres.</p> <p>Port has incurred the following expenditure towards greenbelt during last five years</p> <table border="1" data-bbox="878 806 1224 1089"> <thead> <tr> <th data-bbox="878 806 1049 911">Fin. year</th> <th data-bbox="1049 806 1224 911">Amount spent in Lakhs Rs.</th> </tr> </thead> <tbody> <tr> <td data-bbox="878 911 1049 947">2021-22</td> <td data-bbox="1049 911 1224 947">16.78</td> </tr> <tr> <td data-bbox="878 947 1049 982">2022-23</td> <td data-bbox="1049 947 1224 982">28.90</td> </tr> <tr> <td data-bbox="878 982 1049 1018">2023-24</td> <td data-bbox="1049 982 1224 1018">46.57</td> </tr> <tr> <td data-bbox="878 1018 1049 1054">2024-25</td> <td data-bbox="1049 1018 1224 1054">35.12</td> </tr> <tr> <td data-bbox="878 1054 1049 1089">2025-26</td> <td data-bbox="1049 1054 1224 1089">21.65</td> </tr> </tbody> </table>	Fin. year	Amount spent in Lakhs Rs.	2021-22	16.78	2022-23	28.90	2023-24	46.57	2024-25	35.12	2025-26	21.65
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(ix)	Green belt development of 50 ha of land instead of 25 ha proposed inside the port should be developed. This may spread in different pockets in vacant areas and need not be concentrated on one area. Apart from this green belt area of about 5.00 million sq m available in the island should be sustained by providing proper maintenance. Appropriate fund allocation towards initial cost for greening and maintenance of 50 ha of land and 5.00 million sq m available in the island has to be provided in the project cost and in the subsequent annual budget of the port;	<p>Complied.</p> <p>Port has acquired additional land from various Government authorities only like TIDCO, TNEB, salt Department, except 31.97 Acres of land which was transferred from private party (patta land). At present total Port area is 1128.45 Ha. At present port is having a green belt area of 636.1 acres which includes a green belt (planted) 210.74 acres, green cover (natural) 349.26 and mangroves in an area of 76.14 acres.</p>												
(x)	Suitable low lying areas should be identified for mangrove plantation and provision of the required amount must be made for this purpose in the project cost by the project authorities;	<p>Complied.</p> <p>Port in association with Tamilnadu Forest Department had identified and planted mangroves along the coast line between Ennore and Pulicat. Tamilnadu Forest Department vide letter no. D2/6240/99 dated 05.09.2003 has informed to dig channels and planting of mangrove species at Thangal Perungalam (7.75ha) and at Kalanchi (7.5ha)</p>												

S. No.	EC Conditions	Compliance Status
		<p>respectively. Copy of the letter is enclosed herewith as Annexure-2</p> <p>At present, port is having 76.14 Acres of mangroves planted in its area lying outside the custom bound area.</p>
(xi)	The project authorities must ensure that no cutting of trees take up place in the project area.	<p>Complied.</p> <p>No cutting of trees is done.</p>
(xii)	With the operation of Ennore Port as a measure of decongestion of Madras port the traffic in Madras port must be gradually reduced. Ministry of Surface Transport, Madras Port Trust and Ennore Port Trust must ensure that adequate measures in this regard are taken.	<p>Complied.</p> <p>Handling of coal completely shifted from Chennai Port to Kamarajar port. No coal is stored inside the Kamarajar Port premises. The coal unloaded from the ships is being transported to NCTPS through closed elevated conveyors.</p>
(xiii)	<p>To control dust pollution from coal, following measures must be adopted.</p> <p>(a) Totally enclosed continuous loaders / unloaders and conveyor system should be adopted</p> <p>(b) Dust extraction system should be provided at all transfer points to minimize dust generation during stacking, loading, transferring operations as well as to minimize wind blown dust from the stack yard, proper water spraying should be done.</p>	<p>Complied.</p> <p>Dust pollution preventive measures have been taken up by TNEB, the operators of the Berths. Coal from the ship is unloaded through shore based gantry cranes with grab unloaders and fed to the conveyor system to the thermal power plant. No coal is stored inside the port. In addition to the covered conveyor system, water sprinklers have been provided in the hoppers for suppression of coal dust emanating while discharging coal from the vessels. Cleaning up of the operational area/jetty after every unloading operation to prevent pilling up of material is being done. The coal is stored inside North Chennai Thermal Power Station premises .</p>
(xiv)	Air pollution monitoring stations at strategic locations must be set up in the port area and in the neighborhood for monitoring dust/particulate matter at regular intervals. Adequate funds must be allocated towards this in the project cost.	<p>Complied.</p> <p>The environmental monitoring locations have been set up in and around port area. The monitoring and analysis is being carried out for ambient air, noise levels, ground water quality, surface water quality, sediment quality and effluent water quality through NABL accredited and MoEFCC recognized laboratory. Copy of the latest report is enclosed herewith as Annexure-3</p>
(xv)	To contain noise levels within the prescribed standards roofed conveyor belts should be deployed. Noise pollution in the port area should be reduced by putting up sound barriers at suitable locations. To	<p>Complied.</p> <p>The coal unloaded from the ships is being transported to NCTPS through closed elevated</p>

S. No.	EC Conditions	Compliance Status
	protect the workers from high noise levels ear muffs/plugs should be provided.	<p>conveyors. There is no generation of noise during the unloading operations.</p> <p>There is no generation of noise pollution during the operations. Noise levels at the work zones were monitored regularly.</p> <p>However, workers working in the berth area are also provided with PPE like hard hat, earmuffs/plugs etc.</p>
(xvi)	Water pollution monitoring stations at strategic points must be set up in the project area to monitor water quality and marine pollution at regular intervals.	The environmental monitoring locations have been set up in and around port area. The monitoring and analysis is being carried out for ambient air, noise levels, ground water quality, surface water quality, sediment quality and effluent water quality through NABL accredited and MoEFCC recognized laboratory. Copy of the latest report is enclosed herewith as Annexure-3
(xvii)	To contain accidental spillage of oil, the project authorities should deploy oil booms, multipurpose anti pollution craft, oil recovery cum reception craft, chemical dispersant and other equipment such as shovels, swabs, waste collection bags, etc.	<p>Complied.</p> <p>As per NOSDCP guidelines, Port has Oil Spill Contingency Plan (OSCP) approved by Director General Coast Guard and put in place. Port is having Category-B, Tier-1 Spill response equipment as per the approved OSCP. Copy of the Oil Spill Response Plan is enclosed herewith Annexure-4</p>
(xviii)	An environment division must be set up in Ennore port headed by Environment Manager with appropriate strength of Environment Engineers, Forest officers, forest guards and other laboratory staff. An environmental laboratory for Air Water and solid waste monitoring must be set up with adequate equipment and qualified staff. Adequate fund for establishment of laboratory must be provided in the project cost. The annual recurring cost for the laboratory and Environmental Division must be provided for in the annual budget of the port.	<p>Complied.</p> <p>Port is having Environmental Cell under HSE-Division of Marine Services Department, headed by General Manager (MS). The compliance of Environmental Management Plan of the Port is being monitored by Environmental Cell of HSE division.</p> <p>Port has engaged M/s. Nitya Laboratories, an MoEF & CC recognized and NABL accredited laboratory to carry out the regular sampling and testing of various environmental parameters.</p> <p>Tamilnadu Pollution Control Board also monitors the Ambient Air Quality and Noise levels inside the port. The air quality level are found well within the limits. A copy of the report is enclosed herewith.</p>

S. No.	EC Conditions	Compliance Status
		<p>The details of expenditure incurred towards Environmental management by KPL during the compliance period is Rs.55,30,000/- (Excl.GST), furnished herewith as below:</p> <ol style="list-style-type: none"> 1. Environmental Monitoring = Rs. 8,70,000/- (Excl. GST). 2. Solid Waste Management = Rs. 29,64,000/- (Excl. GST). 3. Greenbelt plantation & Maintenance = Rs. 5,26,000/- (Excl. GST). 4. O&M Cost for STPs = Rs.11,70,000/- (Excl. GST).
(xix)	<p>The Ennore Port Trust authorities must draw up a Disaster Management Plan and get it approved by the nodal department of the state Government and forwards it to the Ministry for approval.</p>	<p>Complied.</p> <p>Port is having Disaster management & Crises Management Plans approved by the Ministry of Ports, Shipping & Waterways. Copies of the plans are enclosed herewith as Annexure-5 & 6.</p>
(xx)	<p>Adequate measure must be taken to protect the Pulicat Lake, a bird sanctuary for several species of resident and migratory water birds and having potential for fishing as an important economic activity of the area.</p>	<p>Complied.</p> <p>The Pulicat lake is situated about 20KM away from the location of the Kamarajar port.</p>
(xxi)	<p>A Monitoring Committee will be set up by the project authorities to review the implementation of the above conditions with representatives from MoEF, State forest Department, State pollution Control Board and representative of Port Authority.</p>	<p>Partly complied.</p> <p>Environmental compliance of the Port is being taken care by the HSE Section of the Port. Officials of TNPCB inspects the Port/operational locations periodically to check the compliance status. However, there is no separate environmental monitoring committee constituted.</p>
(xxiii)	<p>The project authorities must ensure that project out sees if any must be adequately compensated and rehabilitated.</p>	<p>Complied.</p> <p>The Project outsees were properly compensated and rehabilitated at the time of land acquisition by the TNEB, Govt of Tamilnadu.</p>

Environmental clearance for the development of Terminals for marine liquids, coal, iron and containers in Second phase and associated dredging at Ennore Port, F.No. 10-28/2005–IA-III dated 19th May 2006

S. No.	EC Conditions	Compliance Status
1	All the conditions stipulated in the No Objection Certificate from “Tamil Nadu State Pollution Control Board vide their letter No.T12/TNPCB/Misc/F.3322/TVLR/05 dt. 7/12/06 should be strictly implemented.	<p>Complied.</p> <p>No Objection Certificate was obtained from “Tamil Nadu State Pollution Control Board” and complied with the all conditions stipulated.</p> <p>Copy of NOC is enclosed herewith as Annexure-7</p>
2	Groins and other suitable structures should be constructed to prevent the closing of the mouth of Ennore creek.	<p>Complied.</p> <p>Kamarajar Port has completed the groins work through TN State Public Works Dept. at a cost of Rs.141.05 Crores.</p> <p>Copies of the work completion certificate and photographs are attached herewith Annexure-8</p>
3	The DPR and the technical details to be awarded to the BOT operators should be provided to MoEF for post project monitoring within 6 months from the date of receipt of this letter.	<p>Complied.</p> <p>As per records, DPRs for iron ore terminal and coal terminals were submitted to Regional Office of MoEFCC, vide PP’s letter No. EPL/MS/49/2008, dated 13.03.2008.</p> <p>The DPR for the marine liquid terminal was submitted vide letter dated 03.07.2007.</p> <p>Copies of the letter is enclosed herewith as Annexure-9</p>
4	The marine terminal should be set up outside CRZ area	<p>Complied.</p> <p>The terminal areas are developed outside CRZ boundaries as per approved CZMP.</p>
5	Recommendations of Risk analysis report should be strictly implemented and a comprehensive quantitative Risk Analysis should be carried out before operationalizing the project.	<p>Complied.</p> <p>Kamarajar Port has carried out the OSID Audit to the Oil terminal during the year 2023. Recommendations were implemented by the terminal operator M/s. Ennore Tank Terminal Pvt. Ltd.,</p>

S. No.	EC Conditions	Compliance Status
		<p>M/s.Ennore Tank Terminals Pvt. Ltd., operating Marine Liquid Terminal had also carried out Risk Analysis through M/s.Root Thinker Pvt. Ltd., Copy of the Risk Analysis report is enclosed herewith Annexure-10</p> <p>With regard to M/s. Ennore Coal Terminal Pvt. Ltd, Safety Audits are being carried out by the port every year by engaging National Safety Council and the recommendations implemented by the terminal operator M/s.Ennore Coal Terminal Pvt. Ltd.,</p> <p>With regard to M/s AECTPL, Operational Risk assessment was carried out and recommendations are being implemented. Operational Risk Assessment report submitted vide letter No. AECTPL/KPL/ EC-compliance/Env/02/dtd 13.07.2018.</p>
6	Approval from Chief Controller of Explosives should be obtained for hazardous chemicals storage, transfer and related activities.	<p>Complied.</p> <p>Marine Liquid Terminal, license was obtained for the Storage Terminal from the Chief Controller of Explosives vide Licence No. P/HQ/TN/15/4648 (P191324), valid till 31.12.2017. Copy is enclosed herewith as Annexure-11.</p> <p>Coal Terminal has also obtained PESO License for storage of Class B products of 40KL vide License No. P/SC/TN/14/6874 (P285092), valid till 31.12.2032. Copy is enclosed herewith as Annexure-12.</p> <p>With regard to M/s AECTPL, the terminal is not storing any hazardous chemicals.</p>
7	The reclamation of the port area should be carried out with the dredged materials. Dredged material should not be dumped into the sea. No reclamation should be carried out outside the port limits.	<p>Complied.</p> <p>The dredged material was used for beach nourishment and filling up of low lying area within the port limits.</p> <p>However, MoEFCC vide letter dated 6th September, 2006 had directed</p>

S. No.	EC Conditions	Compliance Status
		subsequently that dredged material not suitable for reclamation and beach nourishment should be disposed off in the sea. No reclamation is carried outside the port limits.
8	The coastal protection works should be carried out after detailed hydrodynamic modeling studies and it should be ensured that no erosion or accretion takes place in other areas due to the shore protection works.	<p>Complied.</p> <p>KPL had carried out the study through Central Water and Power Research Station, Pune. The study reports were submitted to MoEFCC vide our letter No. EPL/49/MS/2007 dated 8.12.2009. Copy of the report is herewith as Annexure-13.</p> <p>As per the report, construction of sand trap beach nourishment etc., was carried out.</p>
9	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.	<p>Complied.</p> <p>Reclamation carried out for the creation of stack yards for coal and iron ore are upto 4.5 m height, which is about 2 m above the flood level.</p>
10	The wave tranquillity study and the ship manoeuvring studies carried out should be taken into account while operating the port.	<p>Complied.</p> <p>Wave tranquillity study and ship manoeuvring studies were carried out through CWPRS and the port is in operational phase.</p> <p>Copies of the report is herewith as Annexure-14 & 15.</p>
11	The project proponent should ensure that during construction and operation of the port, there will be no impact on the livelihood of the fishermen. The fishermen should be provided free access to carry out the fishing activity.	<p>Complied.</p> <p>Due to port operations, there is no adverse impact on fishing activities.</p>
12	All necessary precaution while undertaking construction and operation of the port should be taken up keeping in view, the bathymetric changes caused due to tsunami.	<p>Complied.</p> <p>This condition pertains to the construction phase of the terminals, however, there was no bathymetry change due to Tsunami. After Tsunami, bathymetry survey was carried out and confirmed.</p>
13	All development in the port should be carried out in accordance with the Coastal Regulation Zone	<p>Complied.</p>

S. No.	EC Conditions	Compliance Status
	Notification, 1991 and approved Coastal Zone Management Plan of Tamil Nadu.	All development activities are carried out in accordance with the CRZ Notification.
14	The project proponent should undertake a comprehensive hydrodynamic modeling 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.	<p>Complied.</p> <p>Hydrodynamic modelling study with regard to river diversion works was carried out by NIOT, Chennai and submitted to MoEFCC vide our letter No. EPL/49/MS/2007 dated 5/8/2008. The study was made based on the present site conditions. MoEFCC vide letter dated 15.12.2008 had communicated to comply with the recommendation of the study. Copy of the report is enclosed herewith Annexure-16</p> <p>Accordingly, the works of formation of protection bunds along the sides of the river are completed on 23.08.2018.</p>
15	Construction of labour camps should be located outside Coastal Regulation Zone areas and should be provided with adequate cooking and sanitation facilities.	<p>Complied.</p> <p>No labour camps were established inside the port. Construction of the terminals is completed and the terminals are in operation.</p>
16	The project-affected people, of any should be properly compensated and rehabilitated.	<p>Complied.</p> <p>The land has been transferred from TNEB, TIDCO and Salt Department, Government of India. Hence no direct project affected people by Kamarajar Port Limited.</p>
B	General conditions	Compliance Status
1	Development of the proposed channel should be undertaken meticulously conforming to the applicable 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.	<p>Complied.</p> <p>Port being a regulatory authority by itself, All constructions and plans are approved by port itself.</p>
2	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	<p>Complied.</p> <p>Kamarajar Port is monitoring the environment. Port has engaged M/s. Nitya Laboratories, a MoEFCC and NABL accredited laboratory for</p>

S. No.	EC Conditions	Compliance Status
	<p>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.</p>	<p>sampling and testing of various environmental parameters inside the port.</p> <p>M/s. ETTPL, the BOT operator handling POL projects is monitoring the environment by engaging a laboratory M/s. Green Chem Solution (P) Ltd., once in a month and ensuring that it meets TNPCB norms. Further, TNPCB also visits the terminal for monitoring of air once in a year. The analysis reports are enclosed herewith as Annexure-17</p> <p>The operator of the coal terminal M/s. Ennore Coal Terminal Pvt Ltd., is monitoring the environment by engaging laboratories for sampling and testing of parameters. The reports are submitted to TNPCB regularly. Copy of the report is enclosed herewith as Annexure-18</p> <p>M/s AECTPL has awarded Environmental Monitoring services to NABL accredited laboratory. Ambient Air Quality, Noise Level, DG Stack emission, Marine & Surface water, sea sediment analysis are carried out on regular basis. The reports are being submitted to TNPCB also as part of the six monthly compliance reports. Monitoring reports are properly maintained and made available for inspection to Pollution Control Agencies, as and when required. Environmental Monitoring report for the compliance period is enclosed herewith as Annexure-19.</p>
3	<p>Adequate provisions for infrastructure facilities such as water supply, fuel for cooking, sanitation etc. Must be provided for the laborers during the construction period in order to avoid damage to the environment. Colonies for the laborers 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.</p>	<p>Complied.</p> <p>No labour camps were established inside the port. Construction of the terminal is completed and the terminals are in operation.</p>
4	<p>To prevent discharge of sewage and other liquid wastes into the water bodies, adequate system for collection and treatment of the wastes must be</p>	<p>Complied.</p>

S. No.	EC Conditions	Compliance Status																								
	provided. No sewage and other liquid wastes without treatment should be allowed to enter into the water bodies.	<p>Port and its terminal operators have installed 113KLD STPs inside the port premises. The domestic sewage is treated and the recycled water is used for greenbelt development. The environmental monitoring reports enclosed with this report are containing the results of STP outlets also.</p> <p>The summary of results of STP treated water analysis is as below.</p> <table border="1" data-bbox="959 573 1435 867"> <thead> <tr> <th>Parameter</th> <th>Unit</th> <th>Min</th> <th>Max</th> </tr> </thead> <tbody> <tr> <td>pH</td> <td>-</td> <td>6.62</td> <td>7.04</td> </tr> <tr> <td>TSS</td> <td>mg/l</td> <td>12</td> <td>25</td> </tr> <tr> <td>BOD</td> <td>mg/l</td> <td>8</td> <td>17</td> </tr> <tr> <td>COD</td> <td>mg/l</td> <td>20</td> <td>56</td> </tr> <tr> <td>Faecal Coliform</td> <td>MPN/100ml</td> <td>20</td> <td>80</td> </tr> </tbody> </table>	Parameter	Unit	Min	Max	pH	-	6.62	7.04	TSS	mg/l	12	25	BOD	mg/l	8	17	COD	mg/l	20	56	Faecal Coliform	MPN/100ml	20	80
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5	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.	<p>Complied.</p> <p>Kamarajar port is having Port “Waste Oil, Sewage and Other Waste Disposal Policy-2019” for the disposal of waste oil through empanelled list of TNPCB/CPCB approved waste oil recyclers.</p> <p>Port has engaged a contractor for the collection, segregation and disposal of solid wastes generated inside the port and from ships. The collected wastes like plastics, metals, wood, paper, cans, etc are segregated and sent to approved re-cyclers/industries for further beneficial use or for re-cycling. Hazardous wastes are sent to TSDF at Gummidipoondi.</p>																								
8	The quarrying material required for the construction purpose shall be obtained only from the approved quarries/borrow areas. Adequate safeguard measures shall be taken up to ensure that the overburden and rocks at the quarry side do not find their way into water bodies.	<p>Complied.</p> <p>There was no requirement of quarrying the material for the Port. The construction of the terminals was carried out well within the breakwaters, the same was completed and they are in operation.</p>																								
9	For employing unskilled, semi-skilled and skilled workers for the project, preference shall be given to local people.	<p>Complied.</p>																								

S. No.	EC Conditions	Compliance Status
		<p>As port operates in a landlord model with no direct involvement in the cargo operations, Port through its BOT Operators, had given preference to the local people in employment.</p> <p>With regard to Container Terminal operated by M/s. AECTPL, the terminal operator has engaged the local people also during construction phase & also during the operation phase through contracts.</p> <p>With regard to Marine Liquid Terminal operated by M/s. ETTPL, the terminal operator has given preference to the local people in employment.</p> <p>With regard to Common User Coal Terminal operated by M/s. ECTPL, the terminal operator has engaged local people during construction phase & also in the operation phase. About 1000 people from the surrounding areas are employed by various terminal operators.</p> <p>Apart from the above, Port has also engaged about 100nos. of Self Help Group women workers belonging to Attipattu and Kattupalli village for taking up of plantation, maintenance of green belt and other miscellaneous petty works.</p>
10	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.	Port is having an approved Crisis and Disaster Management Plans. However, with the subsequent development of various new projects phase wise, Port has updated the Disaster Management Plan (DMP) in line with National Disaster Management Authority Guidelines 2019. Copies of the plans are Annexed with this report.
11	A separate Environmental Management Cell with suitable qualified staff to carry out various environments should be set up under the charge of a senior Executive who will report directly to the Chief Executive of the Company.	<p>Complied.</p> <p>Port is having Environmental Cell under HSE-Division of Marine Services Department, headed by General Manager (MS). The</p>

S. No.	EC Conditions	Compliance Status
		<p>compliance of Environmental Management Plan of the Port is monitoring by Environmental Cell of HSE division.</p> <p>With regard to Common User Coal Terminal operated by M/s ECTPL, a separate Environment team is established at H.O to take care of all environmental activities.</p> <p>With regard to Container Terminal operated by M/s AECTPL, a separate EMC with suitable qualified staff has been put in place by AECTPL for taking care of various day to day environmental monitoring compliance and allied activities. Environmental Department headed by Dy. General Manager-Environment who reports to Chief Executive Officer of the company and well supported by Environmental Management Team at H.O.</p> <p>With regard to Marine Liquid Terminal operated by M/s ETTPL, the terminal operator has appointed a safety officer to care of safety and environment.</p>
12	<p>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.</p>	<p>Complied.</p> <p>The details of expenditure incurred towards Environmental management by KPL during the compliance period is Rs.55,30,000/- (Excl. GST), furnished herewith as below:</p> <ol style="list-style-type: none"> 1. Environmental Monitoring = Rs. 8,70,000/- (Excl. GST). 2. Solid Waste Management = Rs. 29,64,000/- (Excl. GST). 3. Greenbelt plantation & Maintenance = Rs.5,26,000/- (Excl. GST). 4. O&M Cost for STPs = Rs.11,70,000/-(Excl. GST). <p>Apart from the above, the terminal operators also incurring expenditure towards environmental protection measures.</p>

S. No.	EC Conditions	Compliance Status																																	
		<p>With regard to M/s ECTPL, the terminal operator has incurred an amount of Rs.167.41 Lakhs during the financial year 2024-25.</p> <p>With regard to M/s AECTPL, the terminal operator is earmarked for a separate environmental budget every year. All the expenses are recorded in the advanced accounting system of the organization. Expenditure for Environmental Management during the compliance period is Rs.17.46 Lakhs. The breakup details are as follows:</p> <table border="1" data-bbox="959 779 1437 1045"> <thead> <tr> <th>S No</th> <th>Description</th> <th>Amount in Lakhs Rs.</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Environmental Monitoring</td> <td>8.44</td> </tr> <tr> <td>2</td> <td>Greenbelt</td> <td>5.16</td> </tr> <tr> <td>3</td> <td>STP – O & M</td> <td>1.90</td> </tr> <tr> <td>4</td> <td>Integrated Waste Management system</td> <td>1.96</td> </tr> <tr> <td colspan="2">Total</td> <td>17.46</td> </tr> </tbody> </table> <p>The expenditure incurred by M/s ETTPL during the compliance period is Rs.36.98 Lakhs. The breakup details are as follows:</p> <table border="1" data-bbox="959 1234 1437 1472"> <thead> <tr> <th>S. No</th> <th>Description</th> <th>Amount in Lakhs Rs.</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Environmental protection</td> <td>33.29</td> </tr> <tr> <td>2</td> <td>Environmental monitoring</td> <td>2.17</td> </tr> <tr> <td>4</td> <td>Hazardous Waste Management</td> <td>1.52</td> </tr> <tr> <td colspan="2">Total</td> <td>36.98</td> </tr> </tbody> </table>	S No	Description	Amount in Lakhs Rs.	1	Environmental Monitoring	8.44	2	Greenbelt	5.16	3	STP – O & M	1.90	4	Integrated Waste Management system	1.96	Total		17.46	S. No	Description	Amount in Lakhs Rs.	1	Environmental protection	33.29	2	Environmental monitoring	2.17	4	Hazardous Waste Management	1.52	Total		36.98
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13	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 taken reports in respect if mitigate measures and other environmental protection activities.	<p>Being complied with.</p> <p>All necessary support is being extended during the visit of officials of TNPCB & MoEFCC.</p> <p>With regard to M/s ECTPL, TNPCB officials inspect the terminal on monthly basis. All the necessary support is being provided during their site visit.</p> <p>With regard to M/s AECTPL, TNPCB officials are visiting the</p>																																	

S. No.	EC Conditions	Compliance Status
		<p>terminal on monthly basis. All the necessary support is being provided during the site visit.</p> <p>With regard to M/s ETTPL, necessary support is being extended by the terminal operators during the visit of officials.</p>
14	<p>In case there is an intention of deviation or alteration 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 proponent should be responsible for implementing the suggested safeguard measures.</p>	<p>Complied.</p> <p>(a) The specific condition (vii) was amended as “<i>the dredged material not suitable for reclamation of the low-lying areas of the port land and beach nourishment should be disposed off in the sea at the designated disposal site</i>” vide MoEF&CC letter No. 10-28/2005-IA-III, dated 06.09.2006.</p> <p>(b) The quay length of the container terminal was increased from 700m to 1000m vide MoEF & CC letter No. 10-28/2005-IA-III, dated 10.09.2007 and again modified into 730m for container and 270m for multipurpose cargo terminal vide MoEF&CC letter No. 10-28/2005-IA-III, dated 24.12.2014</p>
15	<p>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.</p>	<p>Noted please.</p>
16	<p>This Ministry or any other competent authority may stipulate any additional conditions subsequently, if deemed necessary for environmental protection, which shall be complied with.</p>	<p>Noted for compliance.</p>
17	<p>The Project proponent should advertise at least 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 the copies of clearance letters are available with the state pollution Control Board and may also be seen at web site of the Ministry of Environment & Forests at http://www.envfor.nic.in. The advertisement should be forwarded to the Regional office of this Ministry at Bangalore.</p>	<p>Complied.</p> <p>It was advertised in the vernacular Tamil and English newspapers on 02/06/2006. This was communicated to regional office of MOEF & CC vide EPL letter No. EPL/74/2005 dated 29/5/2006.</p>

S. No.	EC Conditions	Compliance Status		
18	The project proponents should inform the Regional Office as well as Ministry, the date of financial closure and final approval of the project by the concerned authorities and the date of start of development work.	Complied. The details are as given below.		
		Project	Date of approval by Competent Authority	Date of Financial Closure
		Marine Liquid Terminal	16-02-2004	30.9.2006
		Coal Terminal	04-07-2006.	27.9.2007
		Iron ore Terminal	20-06-2006.	27.09.2007
		Container Terminal	14.2.2014	15.3.2014
		Capital Dredging (Phase – I)	16-04-2007	---
		Capital Dredging (Phase – IIA)	05-12-2009	---
		Deepening of ECTPL, CB1 & CB2 and its approaches	18.10.2014	---

Amendment in the Environmental clearance for the development of Terminals for marine liquids, coal, iron and containers in Second phase and associated dredging at Ennore Port, F.No. 10-28/2005-IA-III dated 10.09.2007

Ref: MoEF Letter No. 10-28/2005-IA-III dated 10th September 2007.

Back ground information

MoEF had accorded environmental clearance vide letter No. 10-28/2005-IA-III dated 19th May 2006 for the following projects:-

1. Marine Liquid Terminal to handle 3 MTPA.
2. Coal Terminal other than TNEB Users to handle 8 MTPA.
3. Iron Ore Terminal to handle 12 MTPA.
4. Container Terminal for a quay length of 700m to handle 12 MTPA.
5. Associated Capital Dredging of 15.50 million cubic meters.

Kamarajar Port Limited requested for amendment of the above environmental clearance **with respect to the Container Terminal**, for the following reasons:

Reason for Modification of Environmental Clearance

- i. The draft policy for maritime sector (Ports, merchant Shipping and IWT) suggested that Port Planning for the Development of Container Terminal should have a quay length of 1000m and capacity of 1.50 million TEUs.
- ii. In accordance the NMDP prepared by Dept. of Shipping included the Development of Container Terminal at Ennore Port with 1000 meters.
- iii. Department of Shipping has formulated an Action Plan for development of 18 Berths in various major Ports, which includes the Container Terminal of 1000 m quay length at Ennore Port during the financial year, 2007-08.
- iv. Accordingly, it was proposed to reconfigure the container Terminal from 700 m to 1000m.
- v. Reconfiguration of the quay length of the proposed container Terminal from 700 m to 1000 m would require an associated capital dredging of additional 4 million cu.m
- vi. Reconfiguration would revise the capacity of the Container Terminal from 1.0 million TEUs to 1.50 million TEUs.

MoEF had accorded environmental clearance vide letter No. 10-28/2005-IA-III dated 10th September 2007

Status of the project:

Further KPL modified the above Environment Clearance for the development of Container Terminal and Multi Cargo Terminal.

Amendment to the Environmental clearance from MoEF&CC

MoEF&CC has accorded environmental clearance for the development of container terminal in the 730m quay length and multi cargo berth in the 230m quay length vide its communication No. 10-28/2005-IA.III dated 24.12.2014.

S. No.	EC Conditions	Compliance Status
Special Conditions:		
(i)	It should be ensured that no mangroves are destroyed during reclamation.	Complied. No mangroves are present at container project site inside the port.
(ii)	The proposed extension to the project should not cause any shoreline change abutting Ennore Port.	Complied. The proposed extension of the project was addition of 300m to the quay length of 700m of the container terminal. The alignment of the berth is in the same direction of the existing quay abutting the land side which is within the existing breakwaters. At present, the container terminal is handling 11.68MTPA in the 730m quay length and multi cargo berth of 2MTPA in 270m quay length as per Ministry's clearance No. 10-288/2005-IA.III, dated 24.12.2014
(iii)	Adequate provision for beach nourishment and sand by pass should be provided.	Complied. The dredged material was used as beach nourishment in the north of north break water and filling up of back up area.
(iv)	The dredged material obtained should be utilized for filling up of backup area.	Complied. About 2.0 million cubic meter of dredged material was used as filling up of back up area.
(v)	All conditions stipulated in the environmental clearance letter of even number dated 19.5.2006 should be strictly complied with.	Complied. All stipulated conditions applicable in the environmental clearance letters are being complied with and the compliance reports are submitted to Regional Office of MoEF & CC, Chennai.
(vi)	The additional dredged material of 4 million cubic meters obtained from the project should not be disposed of into the sea.	Complied. The dredged material was used as beach nourishment and filling up of back up area.
(vii)	The reclaimed area should be used as container stackyards only.	Complied. Reclaimed area was used as container stack yard.
(viii)	Adequate drainage facilities should be provided in the reclaimed area along with collection and treatment system for treating the run-off from the container stackyard.	Complied. Adequate drainage facilities are provided at container yard to collect the run-off. The terminal facility is equipped with STP of 25KLD capacity to treat the domestic sewage.
(ix)	Necessary approvals/clearances should be obtained from the Tamil Nadu Coastal Zone Management	Complied.

S. No.	EC Conditions	Compliance Status
	Authority and Tamil Nadu Pollution Control Board before implementing the project.	Tamil Nadu Coastal Zone Management Authority has recommended the project vide letter No. 17250/EC-3/2009-1 dated 26.10.2009. TNPCCB has accorded the renewal of Consent To Operate (CTO) for the facility vide orders nos. 2108136876855 & 2108236876855 dated 24.08.2021 under Water and Air Acts., valid till 31.03.2026.
General Conditions:		
(i)	Construction of the proposed structures should be undertaken meticulously conforming to the existing Central/local rules and regulations including Coastal Regulation Zone Notification 1991 & its amendments. All the construction designs/drawings relating to the proposed construction activities must have approvals of the concerned State Government Departments/ Agencies.	Noted and complied with. All the necessary approvals from TNSCZMA and TNPCCB for the development and operation of the container terminal
(ii)	Adequate provisions for infrastructure facilities such as water supply, fuel, sanitation, etc. should be ensured for construction workers during the construction phase of the project so as to avoid felling of trees/mangroves and pollution of water and the surroundings.	Complied with. Construction of the Terminals was completed, and the projects are under operation.
(iii)	The project authorities must make necessary arrangements for disposal of solid wastes and for the treatment of effluents by providing a proper wastewater treatment plant outside the CRZ area. The quality of treated effluents, solid wastes and noise level etc. must conform to the standards laid down by the competent authorities including the Central/State Pollution Control Board and the Union Ministry of Environment and Forests under the Environment (Protection) Act, 1986, whichever are more stringent.	Complied with. M/s. AECTPL has installed and operating 25 KLD sewage treatment plant to collect and treat the sewage generated from the terminal. The entire treated water is being used for horticulture purpose. M/s AECTPL has implemented integrated waste management system-waste segregation yard. All the solid waste generated is being handled in line to Solid Waste Management Rules' 2016 as amended. M/s AECTPL vision is based on adoption of 5R principle of Solid Waste Management i.e reduce, Reuse, Reprocess, Recycle & recover. All waste is being handled inline to 5R principle.
(iv)	The proponent shall obtain the requisite consents for discharge of effluents and emissions under the Water (Prevention and Control of Pollution) Act, 1974 and the Air (Prevention and Control of Pollution) Act, 1981 from the Tamil Nadu Pollution Control Board before commissioning of the project and a copy of each of these shall be sent to this Ministry.	Complied with. The quay length 1000m was bifurcated into 730m quay length to handle containers of 11.68 MTPA and in the remaining 270m to develop Multi Cargo terminal to handle 2.0 MTPA of cargo. Environmental clearance for the above

S. No.	EC Conditions	Compliance Status
		<p>was obtained from MoEF&CC vide letter dated 10-28/2005-IA.III dated 24.12.2014.</p> <p>TNPCB has accorded the renewal of Consent To Operate (CTO) for the facility, vide their orders nos. 2108136876855 & 2108236876855 dated 24.08.2021 under Water and Air Acts., valid till 31.03.2026.</p>
(v)	<p>The proponents shall provide for a regular monitoring mechanism so as to ensure that the treated effluents conform to the prescribed standards. The records of analysis reports must be properly maintained and made available for inspection to the concerned State/Central officials during their visits.</p>	<p>Complied.</p> <p>The terminal operator M/s AECTPL has awarded Environmental monitoring services to a NABL accredited laboratory. Monitoring of Ambient Air Quality, Noise, Stack, STP, Drinking water, Marine Surface Water, Sea Sediment is carried out on regular basis. The reports are being submitted to Tamilnadu Pollution Control Board on monthly basis and also as part of six monthly compliance report. Environment Monitoring report for the compliance period is enclosed herewith.</p> <p>Reports are made available for the inspection to the concerned State/central officials during their visits. A copy of the report is annexed at Annexure-2</p>
(vi)	<p>In order to carry out the environmental monitoring during the operational phase of the projects, the project authorities should provide an environmental laboratory well equipped with standard equipment and facilities and qualified manpower to carry out the testing of various environmental parameters.</p>	<p>Complied.</p> <p>Environmental Monitoring is being carried out through NABL accredited laboratory. Monitoring of Ambient Air Quality, Noise, Stack and STP is carried out on regular basis. The reports are being submitted to Tamilnadu Pollution Control Board on monthly basis and also as part of six monthly compliance reports. A copy of the report is annexed at Annexure-16.</p>
(vii)	<p>The sand dunes and mangroves, if any, on the site should not be disturbed in any way.</p>	<p>Complied.</p> <p>No sand dunes or mangroves present inside the port project site. The same was depicted in the CRZ Map (1:4000 Scale) prepared as per approved CZMP. Copy of the map is enclosed herewith as Annexure-17</p>
(viii)	<p>A copy of the clearance letter will be marked to the concerned Panchayat/local NGO, if any, from whom any suggestion/ representation has been received while processing the proposal.</p>	<p>Complied.</p> <p>No suggestion or representation was received from Panchayat/local NGO while processing the proposal.</p>
(ix)	<p>The Tamil Nadu Pollution Control Board should display a copy of the clearance letter at the Regional</p>	<p>Complied with.</p> <p>No action needed as far as KPL is concerned.</p>

S. No.	EC Conditions	Compliance Status																		
	Office, District Industries Centre and Collectors Office/Tahsildar office for 30 days.																			
(x)	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's Regional Office at Bangalore and the State Pollution Control Board.	<p>The environmental expenditure carried out by the container terminal operator M/s AECTPL during the compliance period is Rs. 14.10 Lakhs.</p> <p>The breakup details are as follows.</p> <table border="1" data-bbox="883 394 1476 659"> <thead> <tr> <th data-bbox="883 394 969 449">S.No</th> <th data-bbox="969 394 1149 449">Description</th> <th data-bbox="1149 394 1476 449">Amount Rs. in Lakhs</th> </tr> </thead> <tbody> <tr> <td data-bbox="883 449 969 537">1</td> <td data-bbox="969 449 1149 537">Environmental Monitoring</td> <td data-bbox="1149 449 1476 537">4.26</td> </tr> <tr> <td data-bbox="883 537 969 569">2</td> <td data-bbox="969 537 1149 569">Greenbelt</td> <td data-bbox="1149 537 1476 569">3.77</td> </tr> <tr> <td data-bbox="883 569 969 600">3</td> <td data-bbox="969 569 1149 600">STP-O&M</td> <td data-bbox="1149 569 1476 600">4.25</td> </tr> <tr> <td data-bbox="883 600 969 632">4</td> <td data-bbox="969 600 1149 632">IWMS</td> <td data-bbox="1149 600 1476 632">1.82</td> </tr> <tr> <td colspan="2" data-bbox="883 632 1149 659" style="text-align: center;">Total</td> <td data-bbox="1149 632 1476 659">14.10</td> </tr> </tbody> </table>	S.No	Description	Amount Rs. in Lakhs	1	Environmental Monitoring	4.26	2	Greenbelt	3.77	3	STP-O&M	4.25	4	IWMS	1.82	Total		14.10
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(xii)	In case of deviation or alteration 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.	<p>Complied.</p> <p>The quay length of the container terminal of 1000m length was bifurcated into 730m quay length to handle containers of 11.68 MTPA and in the remaining 230m to develop Multi Cargo terminal to handle 2.0 MTPA of cargo. Environmental clearance for the above was obtained from MoEF&CC vide letter dated 10-28/2005-IA.III dated 24.12.2014.</p>																		
(xiii)	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.	<p>Agreed to comply.</p>																		
(xiv)	This Ministry or any other competent authority may stipulate any other additional conditions subsequently, if deemed necessary for environmental protection, which shall be complied with.	<p>Noted.</p>																		

S. No.	EC Conditions	Compliance Status
(xv)	<p>The Project proponent should advertise at least 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 the copies of clearance letters are available with the state pollution Control Board and may also be seen at web site of the Ministry of Environment & Forest at http://www.envfor.nic.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.</p>	<p>Complied.</p> <p>It was advertised in the vernacular Tamil and English newspapers on 17/9/2008. A copy of the same was submitted to this office as part of six monthly compliance report.</p> <p>Copy of the same is enclosed herewith as Annexure-18</p>
(xvi)	<p>The project proponents should inform the Regional Office at Bangalore 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.</p>	<p>Complied.</p> <p>Informed the financial closure of the project as part of half yearly compliance report.</p>

Environmental clearance for the construction of General Cargo Berth at Ennore port cargo terminal project, F.No: MoEF Ltr No. 11-21/2009-IA-III dated 23.7.2009

Present status of the project:

Ministry of Environment, Forests and Climate Change had accorded Environmental & CRZ Clearance to Kamarajar Port Limited vide letter dated 23.07.2009. A General Cargo berth with Car storage/parking yard was developed for the export of automobiles and handling of project cargo, etc., with a consented capacity of 3 Million Tons Per Annum equivalent to 2 Lakhs cars and 0.5 Million Tons of project cargo. At present, the terminal is operational.

S. No.	EC Conditions	Compliance Status
(i)	As the Ennore expressway is very busy. It is suggested to examine the details of traffic analysis and incorporate necessary improvement study the impact of additional traffic due to the proposed development	Complied. The copy of report on traffic analysis carried out by M/s. Wilber Smith Association Pvt. Ltd., was sent to MoEFCC vide our letter dated 17.2.2010. Copy of the report is enclosed herewith as Annexure-19
(ii)	No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area.	Complied. No construction works other than those permitted in the Coastal Regulation Zone Notification are carried out in Coastal Regulation Zone area.
(iii)	Oil spills if any shall be properly collected and disposed as per the Rules.	Complied. Only automobiles & project cargo are handled at this terminal. No spill cases occur in this terminal. However, the PP reported that the accidental spills if any will be tackled as per the approved Oil Spill Contingency Plan.
(iv)	The project proponent shall set up separate environmental management cell for effective implementation of the stipulated environmental safeguards under the supervision of a Senior Executive.	Complied. Port is having Environmental Cell under HSE-Division of Marine Services Department, headed by General Manager (MS). The compliance of Environmental Management Plan of the Port is monitoring by Environmental Cell of HSE division. Port is monitoring the environment. Port has engaged M/s. Nitya Laboratories (MoEF & CC/ NABL certified) for sampling and testing of various environmental parameters.
(v)	The project proponent shall take up mangrove plantation/green belt in the project area, wherever possible. Adequate budget shall be provided in the Environment Management Plan for such mangrove development.	Complied. As reported in the biodiversity management plan of the port, there is a greenbelt of 636.14 Acres in the port premises which is 22.82% of their total area.

S. No.	EC Conditions	Compliance Status																		
(vi)	The funds earmarked for environment management plan shall be included in the budget and this shall not be diverted for any other purposes.	<p>Complied.</p> <p>The details of expenditure incurred towards Environmental management by Kamarajar port is as below.</p> <table border="1" data-bbox="894 380 1317 1041"> <thead> <tr> <th data-bbox="894 380 1003 411"><i>FY</i></th> <th data-bbox="1003 380 1170 411"><i>Activities</i></th> <th data-bbox="1170 380 1317 411"><i>Actual</i></th> </tr> </thead> <tbody> <tr> <td data-bbox="894 411 1003 443">2021-22</td> <td data-bbox="1003 411 1170 443">Environmenta</td> <td data-bbox="1170 411 1317 443">Rs.1.07 Cr</td> </tr> <tr> <td data-bbox="894 443 1003 474">2022-23</td> <td data-bbox="1003 443 1170 474">l monitoring</td> <td data-bbox="1170 443 1317 474">Rs. 1.56 Cr</td> </tr> <tr> <td data-bbox="894 474 1003 506">2023-24</td> <td data-bbox="1003 474 1170 506">(viz., ambient</td> <td data-bbox="1170 474 1317 506">Rs.1.37 Cr</td> </tr> <tr> <td data-bbox="894 506 1003 537">2024-25</td> <td data-bbox="1003 506 1170 537">air quality,</td> <td data-bbox="1170 506 1317 537">Rs. 1.53 Cr</td> </tr> <tr> <td data-bbox="894 537 1003 1041">2025-26</td> <td data-bbox="1003 537 1170 1041">noise levels, surface water quality, marine water quality, ground water quality, sediment quality etc.,) solid & hazardous waste management, operation and maintenance of ETPs, greenbelt development</td> <td data-bbox="1170 537 1317 1041">Rs. 0.72 Cr (as on 30.09.2025)</td> </tr> </tbody> </table>	<i>FY</i>	<i>Activities</i>	<i>Actual</i>	2021-22	Environmenta	Rs.1.07 Cr	2022-23	l monitoring	Rs. 1.56 Cr	2023-24	(viz., ambient	Rs.1.37 Cr	2024-25	air quality,	Rs. 1.53 Cr	2025-26	noise levels, surface water quality, marine water quality, ground water quality, sediment quality etc.,) solid & hazardous waste management, operation and maintenance of ETPs, greenbelt development	Rs. 0.72 Cr (as on 30.09.2025)
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(i)	The construction of the structures should be undertaken as per the plans approved by the concerned local authorities/local administration, meticulously conforming to the existing local and Central rules and regulations including the provisions of Coastal Regulation Zone Notification dated 19.02.1991 and the approved Coastal Zone Management Plan of Tamil Nadu.	<p>Complied.</p> <p>All constructions and plans are approved by port itself as port is a regulatory authority by itself.</p>																		
(ii)	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.	<p>Complied with.</p> <p>Local labors were engaged during the construction and the labour camps were located outside the CRZ area.</p>																		
(iii)	Appropriate measures must be taken while undertaking digging activities to avoid any likely degradation of water quality.	<p>Complied with.</p> <p>Digging activities were carried out during the construction of berth. Marine water quality was monitored to notice any degradation of water quality.</p>																		
(iv)	<i>Borrow sites for each quarry sites for road construction material and dump sites must be identified keeping in view the following:</i>																			
	a. No excavation or dumping on private property is carried out without written consent of the owner.	<p>Complied with.</p>																		

S. No.	EC Conditions	Compliance Status
		No excavation was carried out in the project area or any material dumped in any private property. Concrete structure on pile foundation was carried out.
	b. No excavation or dumping shall be allowed on wetlands, forest areas or other ecologically valuable or sensitive locations.	No excavation or dumping was carried out on wetlands or any ecologically sensitive areas during the development of the project.
	Excavation work shall be done in close consultation with the Soil Conservation and Watershed Development Agencies working in the area, and	Complied with. No excavation work was carried in the project area.
	Construction spoils including bituminous material and other hazardous materials must not be allowed to contaminate water courses and the dump sites for such materials must be secured so that they shall not leach into the ground water.	Complied with. No construction spoils or any other hazardous materials such as bituminous were generated during the construction process.
(v)	The construction material shall be obtained only from approved quarries. In case new quarries are to be opened, specific approvals from the competent authority shall be obtained in this regard.	Complied with. Construction material does not involve any quarry materials other than blue granite. Only iron & metal steel are used for RCC.
(vi)	Adequate precautions shall be taken during transportation of the construction material so that it does not affect the environment adversely.	Complied with. Adequate measures like covering the material etc. were undertaken during the transportation of construction material.
(vii)	Full support shall be extended to the officers of this Ministry/ Regional Office at Bangalore 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.	Complied. Port has extended full support during the inspection to the site.
(viii)	Ministry of Environment & Forests 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.	Agreed to comply. The condition is noted and assured to abide by this condition.
(ix)	The Ministry reserves the right to revoke this clearance if any of the conditions stipulated are not complied with the satisfaction of the Ministry	Agreed to comply.
(x)	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 and Forests.	
(xi)	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.	Complied. KPL has informed MoEF&CC and RO of MoEF&CC vide its letter No. EPL/MS/Env/GCB/1/ 08, dated 07.12.2009.

S. No.	EC Conditions	Compliance Status
(xii)	Tamil Nadu State Pollution Control Board shall display a copy of the clearance letter at the Regional Office, District Industries Center and Collector's Office/ Tehsildar's Office for 30 days.	Complied. A copy of the Environmental Clearance was submitted to the O/o DEE, TNPCB for displaying at their premises.
7	These 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.	Complied. PP had obtained Consent To Establish from TNPCB vide orders No. 5442 (Air) and 5502 (Water). PP has obtained Consent To Operate from TNPCB vide order No. 2208243924105 (Air) and 2208143924105 (Water) for the terminal, valid till 31.03.2027.
8	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 Wild (Protection) Act, 1972 etc. shall be obtained, as applicable by project proponents from the respective competent authorities.	Complied with. The terminal is exclusively for export/import of brand-new assembled automobiles; hence the said clearances are not applicable to this terminal.
9	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 Clearance and copies of clearance letters are available with the Tamil Nadu State Pollution Control Board and may also be seen on the website of the Ministry of Environment and Forests at http://www.envfor.nic.in . The advertisement should be made within 10 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 Bangalore.	Complied with. The receipt of the environment and CRZ clearance was advertised in two local news papers on 6.8.2009. The copies of the advertisements were forwarded to MoEF, RO, Bangalore vide our letter No.EPL/MS/Env/GCB/01/2008 dated 25.8.2009. 1. 'The Dinamani dated: 06.08.2009 2. The New Indian Express, dt: 06.08.2009. Copy of the advertisement published in the newspapers is enclosed herewith as Annexure-20
10	Environmental 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.	Agreed to comply. The condition is noted and assured to abide by this condition..
11	Any appeal against this Environmental Clearance shall lie with the National Environment Appellate Authority, if preferred, within a period of 30 days as prescribed under Section 11 of the National Environment Appellate Act, 1997.	Complied. There was no appeal against this environmental clearance before NGT.
12	A copy of the Clearance letter shall be sent by the proponent to concerned Panchayat, ZillaParishad/Municipal Corporation, Urban	Complied.

S. No.	EC Conditions	Compliance Status
	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.	<p>No public hearing was conducted as the same was not recommended by MoEF & CC in the ToR. No suggestions / representations were received while processing the proposal.</p> <p>The clearance letter was put on the KPL website.</p>
13	The proponent shall upload the status of compliance of the stipulated EC 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, the respective Zonal Office of CPCB and the SPCB. The criteria pollutant levels namely; SPM, RSPM, SO ₂ , NO _x (ambient levels as well as stack emissions) or critical sectoral parameters, indicated for the project shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.	<p>Complied.</p> <p>The status of compliance of the stipulated EC conditions and the results of the monitored data is being submitted in the 'parivseh' portal of MoEFCC and hardcopies are submitted to Regional office of MoEFCC.</p> <p>The same can be seen at PP's website kamarajarport.in/environment_clearance_details_info</p>
14	The project proponent shall also submit six monthly reports on the status of compliance of the stipulated EC conditions including results of monitored data (both in hard copies as well as by e-mail) to the respective Regional Office of MoEF, the respective Zonal Office of CPCB and the SPCB.	<p>Complied.</p> <p>The status of compliance of the stipulated EC conditions and the results of the monitored data is being submitted in the 'parivseh' portal of MoEFCC and hardcopies are submitted to Regional office of MoEFCC.</p> <p>The same can be seen at PP's website kamarajarport.in/environment_clearance_details_info</p>
15	The environmental statement for each financial year ending 31st 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 EC conditions and shall also be sent to the respective Regional Offices of MoEFCC by email.	<p>Complied.</p> <p>The Environmental statement is being submitted to RO, MoEFCC and TNPCB as part of six monthly compliance report.</p> <p>Copy of the statement for the FY 2024-25 is enclosed herewith as Annexure-21</p>

Environmental Clearance for the “Expansion and modernization of existing handling of Multicargo container terminal at Kamarajar Port, Tamil Nadu by M/s. Kamarajar Port Limited- Environmental and CRZ Clearance. F.No. 10-28/2005–IA-III dated 24.12.2014

Status of the project:

The development of multicargo container terminal is divided into container terminal of 730m quay length with 16.8MTPA capacity and 270m quay multi cargo bulk cargo terminal. The Bulk cargo terminal is developed for a capacity of 2MTPA. While the container terminal is operated by M/s.Adani Ennore Container Terminal Pvt Ltd., whereas bulk cargo terminal is operated by M/s.Ennore Bulk Terminal Pvt. Ltd., on BOT basis. The terminal handles bulk cargoes like sugar, cobble stones, steel cargoes, granite, food grains, timber log etc.,

S. No.	EC Conditions	Compliance Status
1	“Consent for Establishment” for the present project, shall be obtained from State Pollution Control Board under Air (Prevention and Control of Pollution) Act, 1981 and Water (Prevention and Control of Pollution) Act, 1974.	Kamarajar Port has obtained “Consent to Establish” from Tamilnadu Pollution Control Board (TNPCB) for handling container cargo of 16.8 MTPA vide consent order No. 170126235691 (Air Act) and 170116235691 (Water Act) dated 21.04.2017 valid till 31.03.2024. TNPCB has accorded renewal of Consent To Operate for the terminal vide their orders nos. 2108136876855 & 2108236876855 under Water and Air Acts., vide till 31.03.2026. With regard to M/s Ennore Bulk Terminal (EBTPL), TNPCB accorded Consent To Establish vide order No. 15012566008 & 15011566008, dated 25.05.2015 and Consent to operate vide Order No.1808212438509 (Air) and 1808112438509 (Water) dtd. 19.06.2023, valid upto 31.03.2028.
2	Quantity of cargo should be handled in accordance with the details provided in the Form-1	Complied. The quantity of cargo handled at the terminals during FY 2024-25 is as follows: Container Terminal: 13.15 MTPA Bulk Terminal: 2.1 MTPA
3	All the recommendations and conditions stipulated by Tamil Nadu Coastal Zone Management Authority (TNCZMA) No. 30060/EC.3/2005-1 dated 06.12.2005, shall be complied with.	Complied. The compliance of the TNSCMA conditions are mostly related to construction phase and it is to submit that all the conditions were complied during development of the terminal.
4	All the conditions as prescribed in the earlier Clearance letter no. 10-28/2005-IA-III dated	Complied.

S. No.	EC Conditions	Compliance Status
	19.05.2006 and 10.09.2007, shall be complied.	The compliance to the conditions stipulated in the earlier clearances is given separately and complied
5	All the recommendation of the EIA/EMP & Risk Assessment and Disaster Management Report shall be complied with letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation submitted in the EIA report shall be submitted to MoEF&CC along with half yearly compliance report to MoEF&CC-RO	Complied. The compliance status on recommendation of the EIA/EMP & Risk Assessment and Disaster Management Report in matrix format which enclosed herewith as Annexure-22
6	The commitment made by the Proponent to the issue raised during Public Hearing shall be implemented by the Proponent.	Refer below. There was no direction given by the Ministry to conduct the public hearing in respect of this project.
7	<p>Corporate Environment Responsibility:</p> <p>a) The Company shall have a well laid down Environment Policy approved by the Board of Directors.</p> <p>b) The Environment Policy shall prescribe for standard operating process/producers to bring into focus any infringements/ deviation/violation of the environmental or forest norms/ conditions.</p> <p>c) The hierarchical system or Administrative Order of the company to deal with environmental issues and for ensuring compliance with the environmental clearance conditions shall be furnished.</p> <p>To have proper checks and balances, the company shall have a well laid down system of reporting of non-compliances/violations of environmental norms to the Board of Directors of the company and/or shareholders or stakeholders at large.</p>	<p>Complied.</p> <p>With regard to Container Terminal, the terminal operator M/s. AECTPL is having approved QHSE policy. The terminal operator M/s. AECTPL is having approved SOPs.</p> <p>With regard to Multicargo terminal, the terminal operator M/s EBTPL is having Group Environmental Policy. The firm is having Group Environmental Policy.</p> <p>Kamarajar Port and its terminal operators are having Standard Operating Procedures (SOPs) to address corrective, preventive, deviations and violations.</p>
(i)	Appropriate measures must be taken while understanding digging activities to avoid any likely degradation of water quality.	Complied. Construction completed and the project is under operation.

S. No.	EC Conditions	Compliance Status
(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.	Agreed to comply. Full support is being extended to the officers of IRO, MoEF & CC, Chennai, CPCB & TNPCB during their inspection and site visits. During the compliance period, monthly visits were made by TNPCB officials and all necessary support were extended.
(iii)	A six-monthly monitoring report shall need to be submitted by the project proponent to the Regional Office of this Ministry at Chennai regarding the implementation of the stipulated conditions.	Complied with. The six-monthly compliance status report on the conditions stipulated vide Environmental clearance letters is being sent to Regional Office of MoEF & CC and Tamilnadu Pollution Control Board.
(iv)	Ministry of Environment, Forest & 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.	Agreed to comply.
(v)	The Ministry reserves the right to revoke this clearance if any of the condition stipulated are not complied with the satisfaction of the Ministry.	Agreed to comply.
(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 & Climate Change.	Agreed to comply.
(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 and the date of start of land development work.	Complied. The commencement of operation of the terminal vide half yearly compliance report.
(viii)	A copy of the clearance letter shall be marked to concern Panchayat/local NGO, if any, from whom any suggestion/representation has been made received while processing the proposal.	Refer below. No suggestions/ representations were received from the panchayat/NGOs during processing of this proposal
(ix)	The project proponent shall set up separate environmental management cell for effective implementation of the stipulated environmental safeguards under the supervision of a Senior Executive.	Complied. With regard to container terminal, the terminal operator M/s AECTPL is having a separate EMC with suitable qualified staff has been put in place by AECTPL for taking care of various day to day environmental monitoring compliance and allied activities. Environmental Department headed by

S. No.	EC Conditions	Compliance Status
		<p>Senior Manager-Environment, who is well supported by Environmental Management Team at H.O.</p> <p>With regard to multicargo terminal, the terminal operator M/s. EBTPPL has established a separate environmental team at HO is taking care of all environmental activities.</p>
(x)	<p>The funds earmarked for environment management plan shall be included in the budget and this shall not be diverted for any purposes.</p>	<p>Complied with.</p> <p>Complied.</p> <p>The terminal operators M/s.AECTPL and M/s.EBTPPL have spent an amount of Rs.19.83 Lakhs and Rs.1.63 Lakhs during the last compliance period. The terminal operators are maintaining separate environmental heads for the same.</p>
5	<p>These 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.</p>	<p>Complied.</p> <p>PP has obtained Consent To Operate from TNPCB for container terminal vide consent order No. 170126235691 (Air Act) and 170116235691 (Water Act) dated 21.04.2017 valid till 31.03.2024 orders nos. 2108136876855 & 2108236876855 under Water and Air Acts., vide till 31.03.2026.</p> <p>PP has obtained Consent to operate vide Order No.1808212438509 (Air) and 1808112438509 (Water) dtd. 19.06.2023, valid upto 31.03.2028.</p>
6	<p>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 authority.</p>	<p>Complied.</p> <p>The multi cargo terminal operator M/s.EBTPPL has obtained Fire Services License 786/2024 dated 19.01.2024 valid till 18.01.2025. Copy of the fire license is enclosed herewith as Annexure-23</p>
7	<p>The project proponent shall advertise in atleast two local Newspaper 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 Tamil Nadu State Pollution Control</p>	<p>Complied.</p> <p>The advertisement was given in the local Tamil newspaper Dinamani & New Indian Express paper on 04.02.2015 intimating the accordance of Environmental & CRZ clearance for the project. The copy of the same was forwarded to MoEF&CC.</p>

S. No.	EC Conditions	Compliance Status
	Board and may also be seen on the website of the Ministry of Environment, Forest & 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.	Copy of the advertisement clipping is enclosed herewith as Annexure-24
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.	Agreed to comply. Port has taken note of it and assured to abide by the condition.
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.	Refer below. There is no appeal against this environmental clearance before Hon'ble NGT.
10	Status of compliance to the various stipulated environmental conditions and environment safeguards will be uploaded by the project proponent in its website.	Complied. The status of the Environmental Compliance is uploaded in the website of project proponent, https://kamarajarport.in/environment_clearance_details_info#gsc.tab=0
11	A copy of the clearance letter shall be sent by the proponent to concerned Panchayat, Zilla Parisad /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.	Complied. As reported by the project proponent, the copy of the environmental clearance was forwarded to the Local Panchayat and uploaded in the website of project proponent, https://kamarajarport.in/environment_clearance_details_info#gsc.tab=0 .
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, the respective Zonal Office of CPCB and the SPCB.	Complied. The six monthly compliance reports along with monitoring data are being submitted to Ministry's Regional Office and are uploaded in project proponent website.
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	Complied. The six monthly compliance reports along with monitoring data are being submitted to Ministry's Regional Office and are uploaded in project proponent website

S. No.	EC Conditions	Compliance Status
	respective Regional Office of MoEF, the respect Zonal of CPCB and SPCB.	
14	The environment statement for each financial year ending 31st 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 be sent to the respective Regional Office of MoEF&CC by e-mail.	Complied. The latest Environmental Statement for the period 01.04.2024 to 31.03.2025 is enclosed herewith as Annexure-25

KAMARAJAR PORT LIMITED



Compliance Report

On

Ministry's guidelines for

**DEVELOPMENT OF ADDITIONAL COAL BERTHS (CB3 AND CB4) AT
KAMARAJAR PORT, TAMIL NADU BY M/S. KAMARAJAR PORT LTD.,**

Ministry’s guidelines for the Kamarajar Ports project “Development of additional coal berths (CB3 and CB4) at Kamarajar Port, Tamil Nadu by M/s. Kamarajar Port Limited (Formerly known as Ennore Port Limited)- Environmental and CRZ clearance-reg.

Ref: MoEF’s Notification F.No.11-51/2012-IA.III dated 12th March 2015

Construction of Coal Berth No. 3

Construction of Coal berth No 3 for TNEB was planned for a capacity of 9 MTPA at an estimated cost of 209.68 crores. The agreement was signed between M/s ITD Cementation India Ltd., on 20th January 2015, and the work was commenced on 02nd June 2015 and completed on 13.12.2017. Though the berth construction was completed on 13.12.2017, since the other berth infrastructure being constructed, the terminal is yet to commission.

Construction of Coal Berth No. 4

Construction of Coal berth No 4 for TNEB was planned for a capacity of 9 MTPA at an estimated cost of 255.79 crores. The agreement was signed between M/s Afcons Infrastructure Ltd., on 20th July 2015, and the work was commenced on 19th August 2015 and completed on 31.05.2018. Though the berth construction was completed on 31.05.2018, since the other berth infrastructure being constructed, the terminal is yet to commission.

S.No	Specific Conditions	Compliance Status
A (i)	“Consent for Establishment” shall be obtained from State Pollution Control Board under Air (Prevention and Control of Pollution) Act, 1981 and Water (Prevention and Control of Pollution) Act, 1974.	Complied with. Tamil Nadu Pollution Control Board has accorded consent to Establish for the project vide Consent Order No. 15061355540 dated 31.8.2015 and Proceedings No. T6/TNPCB/F.0044AMB/RL/AMB/W/2015 dated 31.8.2015 for Water and Proceedings No. T6/TNPCB/F.0044AMB/RL/AMB /A/2015 dated 31.8.2015 for Air.
(ii)	Dust screens shall be provided with a height of 2 meter above the maximum stack height. Water sprinkling shall be carried out for settling dust. Three layers of green belt of all growing trees shall be provided on all sides.	Agreed to comply during operation phase.
(iii)	Water sprinkler should be provided in the area of coal loading and unloading, storage and vehicle path/roads.	Agreed to comply.

(iv)	Energy conservation measures shall be provided which may include use of solar panels, wind mill etc.	Complied. At present, port and its terminal operators have installed solar power plant with a capacity of 1.32 MWh and drawing renewable energy.
(v)	There shall be no washing of conveyor belt.	Agreed to comply.
(vi)	All the conditions stipulated by Tamil Nadu Coastal Zone Management Authority (TNCZMA) vide Ltr No. 23187 /EC.3/2014-1,dated 16.12.2014, shall be complied with.	Agreed to comply.
(vii)	All the recommendation of the EIA/EMP, Disaster Management Plan shall be strictly complied within letter and spirit. 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 MoEF & CC along with half yearly compliance report to MoEF & CC - RO.	Agreed to comply.
(viii)	Cargo shall be unloaded directly into hopper from the ship and transportation of coal shall be through covered/closed trucks/ rail only. Closed conveyor belt shall be used for loading the product in the barges.	The project is yet to be commissioned. Cargo shall be unloaded directly into hopper from the ships and transported through elevated closed conveyor systems to the stack yard/thermal power plants TNEB.
(ix)	The dredge material shall be reused for low level rising wherever possible and excess shall be dumped into sea at the designated dumping areas identified based on mathematical model studies.	Agreed to comply. Portion of the dredged material was dumped in the sea.
(x)	To prevent discharge of sewage and other liquid waste including ballast into marine environment, adequate system for collection, treatment and disposal of liquid waste must be provided.	Agreed to comply.

(xi)	Necessary arrangements for the treatment of the effluents and solid waste must be made and it must be ensured that the untreated effluents and solid wastes are not discharged into the water or on the beach; and no effluent or solid waste shall be discharged on the beach.	Agreed to comply.
(xii)	The quality of treated effluents, solids wastes, emission and noise levels and the like, from the project area must 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.	Complied. Monitoring of ambient air, marine water, noise levels were carried out during construction phase. The same will be continued during operation phase too.
(xiii)	The project proponent shall set up separate Environmental management cell for effective implementation of the stipulated environmental safeguards under the supervision of a Senior Executive.	Complied. Port is having Environmental Cell under HSE-Division of Marine Services Department, headed by General Manager (MS). The compliance of Environmental Management Plan of the Port is monitoring by Environmental Cell of HSE division.
(xiv)	The commitment made by the proponent to the issues raised during Public Hearing shall be implemented by the Proponent.	Noted for compliance.
(xv)	Corporate Environment Responsibility: a) The Company shall have a well laid down Environment Policy approved by the Board of Directors. b) The Environment Policy shall prescribe for standard operating process/producers to bring into focus any infringements/ deviation/violation of the environmental or forest norms/conditions. c) The hierarchical system or	Complied. Kamarajar Port Limited is having an Environmental Management System Policy. The environmental safeguard measures as laid down in the policy are being implemented. Agreed to comply.

	<p>Administrative Order of the company to deal with environmental issues and for ensuring compliance with the environmental clearance conditions shall be furnished.</p> <p>To have proper checks and balances, the company shall have a well laid down system of reporting of non-compliances/violations of environmental norms to the Board of Directors of the company and/or shareholders or stakeholders at large.</p>	<p>Agreed to comply.</p>
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B. General conditions

S.No	General Conditions	Compliance Status
(i)	Appropriate measures must be taken while understanding digging activities to avoid any likely degradation of water quality.	<p>Agreed to comply.</p> <p>Port is regularly monitoring the marine water quality during the construction activities.</p>
(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.	<p>Agreed to comply.</p> <p>Full support will be extended to the officers of the Ministry/Regional office at Chennai.</p>
(iii)	A six-Monthly monitoring report shall need to be submitted by the project proponent to the Regional Office of this Ministry at Chennai regarding the implementation of the stipulated conditions.	<p>Complied.</p>
(iv)	Ministry of Environment, Forest & Climate Change or any other component 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.	<p>Agreed to comply.</p>

(v)	The Ministry reserves the right to revoke this clearance if any of the condition stipulated are not complied with the satisfaction of the Ministry.	Agreed to comply.
(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 & Climate Change.	Agreed to comply. There is no change in the project profile.
(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 and the date of start of land development work.	<p><u>Construction of Coal Berth No. 3</u> Coal berth No 3 for TNEB was planned for a capacity of 9 MTPA at an estimated cost of 209.68 crores.</p> <p><u>Date of financial closure- internal resources:</u> Date of final approval of the project by concerned authorities- KPL Board approved it on 9.6.2015</p> <p>Date of start of land development works- 2.6.2015.</p> <p><u>Construction of Coal Berth No. 4</u> Construction of Coal berth No 4 for TNEB was planned for a capacity of 9 MTPA at an estimated cost of 255.79 crores.</p> <p><u>Date of financial closure - internal resources:</u> Date of final approval of the project by concerned authorities.</p> <p>KPL Board approved it on 21.2.2015 Date of start of land development works- 19.8.2015.</p>
(viii)	A copy of the clearance letter shall be marked to concern Panchayat/local NGO, if any, from whom any suggestion/representation has been made received while processing the proposal.	Complied with. KPL has advertised in two local Newspapers informing that the project has been accorded with Environmental and CRZ clearance. The copy of the clearance letter was forwarded to

		the local Panchayat vide letter dated 26.3.2015.
(ix)	Full support should be extended to the officers of this Ministry's Regional Office at Chennai and the offices of the Central and Tamil Nadu State Pollution control Board by the project proponents during their inspection for monitoring purposes, by furnishing full details and action plans including the action taken reports in respect of mitigative measures and other environmental protection activities.	Full support is being extended to the officers of Ministry of Environment, Forests & Climate Change.
(x)	The funds earmarked for environmental protection measures shall be kept in separate account and shall not be diverted for other purpose. Year-wise expenditure shall be reported to this Ministry and its concerned Regional Office.	Noted for compliance.
5	These 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.	Complied. KPL is enforcing the provisions of Water (Prevention and Control of Pollution) Act 1974, the Air (Prevention and Control of Pollution) Act 1981 and the Environment (Protection) Act, 1986. With regard to the Public Liability Insurance, Port has obtained 'Public Liability Insurance' through Oriental Insurance Company Ltd., and put in place.
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 authority.	Complied. Presently, no diesel is stored inside the project area. Clearances from Fire Department, Chief Controller of explosives, Civil Aviation Department, Forest conservation Act are not applicable for the above project.
7	The project proponent shall advertise in at least two local Newspaper widely circulated	Complied.

	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 Tamil Nadu State Pollution Control Board and may also be seen on the website of the Ministry of Environment, Forest & 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.	It was advertised in the vernacular Tamil and English newspapers on 25.3.2015 in the New Indian Express and Tamil Paper Dinamani.
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.	Agreed to comply.
9	Status of compliance to the various stipulated environmental conditions and environment safeguards will be uploaded by the project proponent in its website.	Complied.
10	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.	There is no appeal against this EC was made with National Green Tribunal. However, a case was filed before the Hon'ble National Green Tribunal [NGT] (SZ) vide application nos. 8/2016, 152/2016 & 198/2016 regarding dumping of dredged soil/ debris in the CRZ area. The proceedings on the case are in progress.
11	A copy of the clearance letter shall be sent by the proponent to concerned Panchayat, ZillaParisad/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.	Complied. The copy of the clearance letter was forwarded to local body. The copy of the clearance letter was also uploaded in KPL website.
12	The proponent shall upload the status of compliance of the stipulated Clearance conditions, including results of monitored	Complied. The compliance reports are sent to Regional

	data on their website and shall update the same periodically. It shall simultaneously be sent to the regional Office of MoEF, the respective Zonal Office of CPCB and the SPCB.	office of MoEF&CC, O/o of District Environment Engineer, TNPCB and Member Secretary, TNPCB.
13	The environment statement for each financial year ending 31 st 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 be sent to the respective Regional Office of MoEF&CC by e-mail.	Agreed to comply.

Point wise compliance report to the conditions given in the Tamil Nadu Coastal Zone Management Authority letter No. 23187/EC.3/2014-1, dated 16.12.2014 for additional coal berths (CB3 & CB4), which are under construction.

1	There should not be any sea water intrusion or erosion on the adjacent coastal areas due to the proposed construction of two additional berths, dredging and also due to the dumping of dredged material.	Complied. There is no seawater intrusion. The berths are constructed inside the already existing two break waters.
2	Dredged material should be dumped on the landward side and should not be dumped into sea (CRZ IV), intertidal area (CRZIB) of the Buckingham canal and also in the salt pan areas as the salt pan areas are declared as CRZ-IB (intertidal zone) as per approved coastal Zone management plan of Tamil Nadu.	During the development of terminals and capital dredging process, KPL has dumped a quantity of 73000 cum of dredged materials at the south side of NCTPS road and at the west of Port Access Road. A case was filed before the Hon'ble National Green Tribunal [NGT] (SZ) vide application nos. 8/2016, 152/2016 & 198/2016 regarding dumping of dredged soil/ debris in the CRZ area. After hearing, Hon'ble NGT directed KPL to remove the dumped earth in the above said areas. KPL has removed the dumped material and informed the same to the Hon'ble NGT. However, the petitioner has raised objection before the Hon'ble NGT

		<p>that KPL has not removed the materials fully.</p> <p>National Green Tribunal (NGT) vide order dated 20.05.2019 had constituted a committee to inspect and ascertain the present status of the unit (north Chennai Thermal Power station) in respect of fly ash disposal, the damage caused to the environment. The committee inspected the dredged material dumped area and submitted an assessment report to NGT on 17.01.2020. Based on assessment report of the committee, NGT vide orders dated 20.01.2020 had imposed the environmental compensation to KPL to the tune of Rs.8,34,60,000/- (Rupees Eight Crores Thirty Four Lakhs and Sixty Thousand only). KPL filed a petition for reviewing the above order dated 20.01.2020. Hon'ble NGT vide order dated 06.11.2020 reviewed and imposed an interim compensation of Rs.4,00,00,000/- (Rupees Four Crore only) instead of Rs.8,34,60,000/- and directed to deposit the amount within a period of 2 (Two) months with the Central Pollution Control Board (CPCB).</p> <p>KPL has filed a civil appeal before the Hon'ble Supreme Court of India. Hon'ble Supreme Court has issued stay on the petition vide its order dated 05.01.2021.</p>
3	<p>There should not be any impact of dispersal of dredged material on the adjacent L&T shipyard area especially the navigational channels of that shipyard.</p>	<p>National Institute of Ocean Technology (NIOT) had conducted modelling study to identify the marine disposal area for Ennore Port in 2004.</p> <p>NIOT had re-validated the impact of dredged material for further development in 2010.</p> <p>'Outcome of the 2010 Re-validation Study is as below.</p> <p><i>'The effect of dredge spoil is in line with</i></p>

		<p><i>earlier model with the plume moving in NNE-SSW direction and generally parallel to the coast line.</i></p> <p><i>The boundaries of L&T shipyard are sufficiently away from the path of modeled plume drift’.</i></p> <p>The modeled sedimentation rate is 0.3m at dumping site and 0.1m after spreading at 11km away from dump site.</p>
4	A continuous proper air quality monitoring station should be under taken around the project area to implement corrective, mitigate measures immediately on the noticing of any adverse impact.	Agreed to comply during operation phase.
5	Necessary adequate preventive measures should be undertaken to maintain the air quality PM10 level at Ennore Port within the standards and it should not cross the prescribed limit and suitable plan on handling of coal in the project area shall be implemented.	Agreed to comply. Adequate pollution control measures will be implemented during the operational stage.
6	Necessary measures should be taken to control the noise level within the prescribed standard levels.	Agreed to comply. Adequate pollution control measures will be implemented during the operational stage.
7	Closed conveyor system with latest technology should be established for coal handling as indicated in the report.	Agreed to comply.
8	Green belt development shall be implemented.	Agreed to comply.
9	There shall be no extraction of ground water	<p>Agreed to comply.</p> <p>No ground water is extracted inside the port for construction or for operational purpose. Only open dug well are made for horticulture purpose.</p>

10	As indicated in the revised report sufficient allocation of funds should be made to carryout outdoor Environment Social welfare activities.	Noted.
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Environmental Mitigation Measures in Matrix format

S. No	Component	Impact	Mitigation Measures
Construction Phase			
1.	Land	<ul style="list-style-type: none"> • Change in topography of inner dock basin, which will be dredged and converted into marine berthing area. • Land pollution due to discharge of sewage and solid waste onto land. 	<ul style="list-style-type: none"> • Use of removed soil (top soil only) for green belt development. • No change in land use land cover is done as the proposed project site is located within port area, adjacent to the existing coal berths CB 1 and CB2. • Disposal of solid waste through authorized recyclers/contractors. • Local labours are engaged.
2.	Water	<ul style="list-style-type: none"> • Water pollution due to disposal of sewage and construction waste into water body. 	<ul style="list-style-type: none"> • No construction waste is disposed off into the water body.
3.	Air	<ul style="list-style-type: none"> • Generation of PM2.5, PM10, CO, SO2, NO2 	<ul style="list-style-type: none"> • Use of water sprinklers. • Covering of construction and with sheets while transportation and storage. • Low sulphur content diesel for DG sets. • Regular servicing of vehicles and DG sets done. • Compulsory wearing of Personal Protective Equipment (PPE) like dust mask by workers ensured.
4.	Noise and Vibration	<ul style="list-style-type: none"> • Increase in the noise level due to movement of vehicles and construction activities. 	<ul style="list-style-type: none"> • Regular servicing and maintenance of construction machineries, equipments and vehicles done to control noise. • Compulsory wearing of Personal Protective Equipment ensured.

		<ul style="list-style-type: none"> Vibration due to movement of vehicles and construction activities. 	<p>PPE like ear plugs or ear muff by workers ensured.</p> <ul style="list-style-type: none"> The impact due to vibration from vehicular movement is insignificant. Anti-vibration gloves made of visco-elastic material will be compulsorily worn by workers exposed to hand vibration due to continuous hammering etc.
5.	Marine Environment	<ul style="list-style-type: none"> Increase in suspended solid concentration due to dredging in the marine water body. Change in shoreline. 	<ul style="list-style-type: none"> Usage of silt curtains to contain spread of suspended sediment in marine water body. Construction of coal berths are within the two breakwaters. Aspects relating to sediment cell and coastal erosion are not relevant. No change in shoreline.
6.	Biological <ul style="list-style-type: none"> Flora Fauna 	<ul style="list-style-type: none"> Site clearance. Disturbance due to increase in noise. 	<ul style="list-style-type: none"> Green belt development. No operations of heavy machinery.
7.	Socio-Economic	<ul style="list-style-type: none"> Employment generation. 	<ul style="list-style-type: none"> Local people were engaged by the contractors during construction.
Operation Phase:			
8.	Land	<ul style="list-style-type: none"> Pollution due to discharge of sewage. 	<ul style="list-style-type: none"> Sanitation facilities will be provided. Sewage will be collected in septic tank, and will be emptied regularly by the contractor.
9.	Water	<ul style="list-style-type: none"> Consumption of water. Contamination of water body by discharge of untreated sewage. Contamination of water body due to discharge of contaminated storm water runoff. 	<ul style="list-style-type: none"> Water consumption is only for domestic purpose. No process or manufacturing is taking place. Sewage will be collected in septic tank, which will be emptied regularly by contractor. Storm water drainage system.

10.	Air	<ul style="list-style-type: none"> • Coal dust generation. • Emission of air pollutants like CO, SO₂, NO_x from vehicles, heavy machineries and DG sets. 	<ul style="list-style-type: none"> • Installation of coal dust suppression mechanism. • Transportation of coal in closed conveyer system. • Dust masks for workers. • Regular servicing and maintenance of DG set and vehicles. • Air quality will be monitored.
11.	Noise and Vibration	<ul style="list-style-type: none"> • Operation of heavy machineries will result in generation of noise and vibration. 	<ul style="list-style-type: none"> • Ear muffs for workers working near noisy environment.
12.	Marine Environment	<ul style="list-style-type: none"> • Contamination of marine water and bottom sediment due to discharge/disposal of untreated sewage/garbage from the ships/port area into the marine environment. • Any spillage/ runoff from the coal unloading/handling area, windblown dust might also contaminate the marine water quality and sediment quality. 	<ul style="list-style-type: none"> • Coal will be transferred through elevated closed conveyer belt to the stack yard. • Water sprinkler will be installed at the unloading points. • No garbage will be disposed into the sea. The same will be collected by the port and disposed off.
13.	Biological <ul style="list-style-type: none"> • Flora • Fauna 	<ul style="list-style-type: none"> • Dust emission due to storage and handling of coal. 	<ul style="list-style-type: none"> • Coal dust suppression. • Green belt development.
14.	Socio-Economic	<ul style="list-style-type: none"> • Employment opportunity. • Increase in thermal power generation. 	<ul style="list-style-type: none"> • Employment opportunity. • The coal is supplied to thermal power station for the generation of power.
15.	Occupational Health and Safety	<ul style="list-style-type: none"> • Generation of dust during handling and storage of coal leading to respiratory ailments. • Fire hazard due to coal handling and storage. 	<ul style="list-style-type: none"> • Usage of personal protective equipment like dust mask and safety goggle. • Safety training. • Display of visible signages at places of fire hazard. • Cordoning of coal handling area, transportation area and Storage area as No Smoking Zone.

Environmental clearance for the development of the facilities envisaged in the Port Master Plan(Phase III) by M/s Kamarajar Port Limited, F. No. F.No.11-51/2012-1A-111, dated 30.10.2018

Status of the projects

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

Phase III projects

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

Present status:

Port has obtained Consent to Establish for the following terminals: -

1. Automobile Export/Import Terminal-3MMTPA capacity-1Nos. (Consent Nos.2101138790505 & 2101238790505, dated 02.08.2021) under Air & Water Acts.
2. IOC captive jetty-5MMTPA-1Nos. (Consent Nos.2101131814699 & 2101231814699, dated 10.04.2021) under Air & Water Acts.

The consent To Establish for the above said terminal mentioned at Sl.No.1 is inclusive of the associated dredging of 33 million cubic meters for all the Master Plan Projects.

The construction of the Automobile Export/Import Terminal is completed, and commercial operations commenced on 04.01.2024. The development of IOC captive jetty project is in progress and expected to be put in operation from in the second quarter of 2026. The remaining projects as stipulated in the Environmental Clearance letter will be taken in a phased manner.

S. No.	EC Conditions	Compliance Status
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.	Noted. During the development of Coal Berths CB3 & 4, and capital dredging process, KPL has dumped a quantity of 73,000 cum of dredged materials at the south side of NCTPS road and at the west of Port Access Road. A case was filed before the Hon'ble

S. No.	EC Conditions	Compliance Status
		<p>National Green Tribunal [NGT] (SZ) vide application nos. 8/2016, 152/2016 & 198/2016 regarding dumping of dredged soil/ debris in the CRZ area.</p> <p>After hearing, Hon'ble NGT directed KPL to remove the dumped earth in the above said areas. KPL has removed the dumped material and informed the same to the Hon'ble NGT. However, the petitioner has raised objection before the Hon'ble NGT that KPL has not removed the materials fully.</p> <p>National Green Tribunal (NGT) vide order dated 20.05.2019 had constituted a committee to inspect and ascertain the present status of the unit (north Chennai Thermal Power station) in respect of fly ash disposal, the damage caused to the environment. The committee inspected the dredged material dumped area and submitted an assessment report to NGT on 17.01.2020. Based on assessment report of the committee, NGT vide orders dated 20.01.2020 had imposed the environmental compensation to KPL to the tune of Rs.8,34,60,000/- (Rupees Eight Crores Thirty Four Lakhs and Sixty Thousand only). KPL filed a petition for reviewing the above order dated 20.01.2020. Hon'ble NGT vide order dated 06.11.2020 reviewed and imposed an interim compensation of Rs.4,00,00,000/- (Rupees Four Crore only) instead of Rs.8,34,60,000/- and directed to deposit the amount within a period of 2 (Two) months with the Central Pollution Control Board (CPCB).</p> <p>KPL has filed a civil appeal before the Hon'ble Supreme Court of India. Hon'ble Supreme Court has issued a stay on the petition vide its order dated 05.01.2021.</p>
(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.	<p>Partly complied.</p> <p>The construction of IOC captive jetty is under progress in CRZ-IV area. The berth facility for exporting /importing of automobiles (3MTPA) has completed in CRZ-III area.</p> <p>Other projects proposed in CRZ-IB and CRZ-IB and CRZ-III area are yet to be developed.</p>

S. No.	EC Conditions	Compliance Status
(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.	<p>Partly complied.</p> <p>The compliance TNCZMA conditions are mostly related to construction phase of the project. The same are complied for the projects under development/already developed. Port will abide by the conditions of TNSCZMA and will comply with the same for other projects also.</p>
(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.	<p>Agreed to comply.</p> <p>The environmental clearance was accorded to the project proponent on 30.10.2018 as per CRZ notification, 2011. There was no deviation from the proposal submitted to MoEFCC at the time of clearance process</p>
(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.	<p>Complied.</p> <p>Port has obtained Consent to Establish for the following terminals: -</p> <ol style="list-style-type: none"> 1. Automobile Export/Import Terminal-3MMTPA capacity-1Nos. (Consent Nos.2101138790505 & 2101238790505, dated 02.08.2021) under Air & Water Acts. 2. IOC captive jetty-5MMTPA-1Nos. (Consent Nos.2101131814699 & 2101231814699, dated 10.04.2021) under Air & Water Acts. <p>Port has also obtained the consent to operate from TNPCB for the Automobile Export/Import Terminal under Air & Water Acts vide 2304254957162 & 2304157162, dated 10.12.2023.</p>
(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.	<p>Agreed to comply.</p> <p>The construction of IOC captive jetty is under progress in CRZ-IV area. The berth facility for export/import of automobiles (3MTPA) has been developed in CRZ-III area.</p> <p>Other projects proposed in CRZ-IB and CRZ-IB and CRZ-III area are yet to be developed.</p>
(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.	<p>Agreed to comply.</p> <p>Port has not undertaken any of the project in the buffer areas of Kosasthalaiyar river.</p>

S. No.	EC Conditions	Compliance Status
		It is submitted that this condition is noted and assured to abide by the condition.
(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).	Complied. Port has dropped their plan of relocating the office building to southern side. The office building exists in the port premises only.
(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 TNCZMA2018 shall be widened to facilitate the free flow of water.	Complied. Port has widened the culverts C1 to C6 and submitted report to MoEFCC as per records. Copy of the status report is enclosed herewith as Annexure-27
(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.	Complied. No creeks are blocked due to project activity. It is submitted that this condition is noted and assured to abide by the condition.
(xi)	Dredging shall not be carried out during the fish breeding season.	Complied. No dredging is being 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.	Complied. The marine environmental monitoring reports for the dredging operations are submitted to TNPCB. Copy of the latest report is enclosed herewith as Annexure-27
(xiii)	Dredged material shall be disposed safely in the designated areas.	Complied. As per the Environmental management plan of dredging submitted by the Port, the dredge material is dumped in the open sea. The dredging plan is enclosed herewith as Annexure-28
(xiv)	Shoreline should not be disturbed due to dumping. Periodical study on shoreline changes shall be conducted and mitigation carried out, if necessary. The details shall be submitted along with the six monthly monitoring report.	Agreed to comply. Port will conduct the shoreline survey after the completion of dredging operation and submit a copy of the survey report to MoEFCC along with six monthly compliance report. Copy of the recent shoreline survey map is attached herewith as Annexure-28A
(xv)	While carrying out dredging, an independent monitoring shall be carried out by Government Agency/Institute to check the impact and	Complied. The marine environmental monitoring for the dredging operations is carried out through

S. No.	EC Conditions	Compliance Status
	necessary measures shall be taken on priority basis if any adverse impact is observed.	NABL laboratory, and the reports are submitted to TNPCB. Copy of the latest report is enclosed herewith as Annexure-27
(xvi)	The freshwater 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, Rainwater 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.	Partly complied. At present, the water requirement of PP is met from the CMWSSB approved quantity of 1000KLD. PP is developing the seawater reverse osmosis desalination plant of 1MLD capacity which suffices the water demand of PP in future.
(xvii)	The concerns expressed during the public hearing held by the Kamarajar Port Limited need 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.	Agreed to comply. The major concerns raised by the public are related to infrastructure creation to their villages and job preference to the locals which was assured by the port through its terminal operators as and when projects taken up for the development. Port is undertaking the infrastructure activities through DRDA of Thiruvallur District by utilizing its CSR funds. PP has reported that they give preference to the locals through terminal operators when all the terminals are developed.
(xviii)	Marine ecological studies as carried out by the accredited consultant (Indomer 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.	Complied with. Port is having approved Bio Diversity Management Plan and Environmental Management Plan. The recommendations are being complied with to protect marine ecology. Copy of the study report is enclosed herewith Annexure-29
(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.	Complied. A copy of the duly validated Bio-Diversity Management Plan was submitted to RO, MoEF&CC, vide letter dated.02.06.2022.
(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	Complied. Continuous monitoring of various environmental parameters is being carried out by engaging a NABL accredited & MoEF recognized laboratory, M/s.Nitya Laboratories. The monthly monitoring reports are submitted to TNPCB regularly.

S. No.	EC Conditions	Compliance Status
	physicochemical 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.	The same will be continued for the present project also during operation phase.
(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.	<p>Agreed to Comply once the projects are implemented.</p> <p>With regard to IOCL Captive Jetty, monthly water quality, AAQ and stack monitoring test reports pertaining to IOCL projects are attached herewith.</p> <p>With regard to Automobile Export/Import Terminal-II, continuous monitoring of various environmental parameters is being carried out by engaging a NABL accredited & MoEF recognized laboratory, M/s.Nitya Laboratories. The monthly monitoring reports are submitted to TNPCB regularly.</p>
(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 bound by thick two-tier green belt with proper drains and wind barriers wherever necessary.	Agreed to Comply.
(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.	<p>Agreed to Comply.</p> <p>KPL has prepared Bio-Diversity Management Plan and submitted it to Tamilnadu Biodiversity Board (TNBB) for validation and approval. TNBB has accorded approval vide their letter dated 31.12.2021. The Bio-Diversity Management Plan will be implemented as per the timelines indicated.</p> <p>Copy of the study report is enclosed herewith Annexure-29</p>
(xxiv)	The project proponents would also draw up and implement a management plan for the prevention of fires due to the handling of coal.	<p>Agreed to Comply.</p> <p>With regard to IOCL captive Jetty, only POL/LPG products are handled in the facility. Fire prevention for the IOCL Jetty is covered under QRA studies carried out. The jetty has been provided with facilities as per the requirements of OISD 156, 2017 revision.</p>

S. No.	EC Conditions	Compliance Status
(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.	Complied. Port is having approved Oil Spill Contingency Plan and the measures are in place to combat the accidental spills in the port area
(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.	Complied. Port is providing waste reception facilities for the collection and disposal of ship generated wastes as per MARPOL protocols.
(xxvii)	Compliance to Energy Conservation Building Code (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.	Complied. With regard to IOCL Captive Jetty, the project comprises of Solar plant of capacity 100KW peak which is more than 1% of energy demand (700KVA) of IOCL. Kamarajar Port and its terminal operators have installed 1.32MWh solar power plant in its premises. Port draws 80% of its captive usage through renewable sources. In line with ECBC-2017, all the appliances installed at KPL are replaced with higher rated capacity appliances.
(xxviii)	All the recommendations mentioned in the rapid risk assessment report, disaster management plan and safety guidelines shall be implemented.	Partly complied. Recommendations mentioned in the rapid risk assessment report, disaster management plan and safety guidelines are complied for the operational terminals. Port assured to implement this direction for other berths also upon developing.
(xxix)	Measures should be taken to contain, control and recover the accidental spills of fuel and cargo handle.	Complied. Port is having approved Oil Spill Contingency Plan and the measures are in place to combat the accidental spills in the port area. Copy of the OSCP is enclosed herewith as Annexure-30

S. No.	EC Conditions	Compliance Status
(xxx).	Necessary arrangement for general safety and occupational health of people should be done in letter and spirit.	<p>Partly complied.</p> <p>Safety guidelines are compiled for the operational terminals. PP assured that they implement this direction for other berths also upon developing.</p>
(xxxii)	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.	<p>Agreed to Comply.</p> <p>Port agreed to undertake the all mitigation measures stipulated in the EIA report when the terminals developed fully and submit the mitigation plans in matrix format to the Regional office of MoEFCC as part of half yearly compliance reports.</p>
(xxxiii)	KPL will strengthen their Environmental Management Cell.	<p>Complied.</p> <p>Port is having Environmental Cell under HSE-Division of Marine Services Department, headed by General Manager (MS). The compliance of Environmental Management Plan of the Port is monitoring by Environmental Cell of HSE division. However, port is in the process of strengthening its Environmental Management Cell.</p> <p>Port is monitoring the environment. Port has engaged M/s. Nitya Laboratories (MoEF & CC recognized and NABL accredited laboratory) for sampling and testing of various environmental parameters.</p>
(xxxiiii)	KPL Shall consider more employment opportunities to the local people.	<p>Agreed to comply.</p> <p>Port has agreed to provide the preference in employment opportunities to the locals through the BOT terminal operators when the balance terminals are developed</p>
(xxxv)	<p>As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1stMay 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.</p> <p>The activities proposed under</p>	<p>Partly complied.</p> <p>Port is undertaking the CER activities as and when the terminals/projects are taken up in the phased manner. PP has spent an amount of Rs.2.37 Crores against committed Rs.15 Crores. PP assured that they will incur the balance amount as and when other projects are taken up.</p> <p>Copy of the CER expenditure details are enclosed herewith Annexure-31</p>

S. No.	EC Conditions	Compliance Status
	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 22nd 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.	Agreed to Comply. The environmental clearance was accorded to the project proponent on 30.10.2018 as per CRZ notification, 2011. Examined the CZMP map made available during the inspection and found that there was no deviation from the proposal submitted to MoEFCC at the time of clearance process.
B. General Conditions		
(i)	Appropriate measures must be taken while undertaking digging activities to avoid any likely degradation of water quality.	Complied. Appropriate measures are being undertaken to avoid degradation of the 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.	Agreed to Comply. Port has extended its full support and coordination during the field visit.
(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.	Complied. PP submits the six monthly compliance report along with monitoring reports to the MoEFCC. Copy of the same is uploaded in the parivesh portal of MoEFCC and pp's website.
(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.	Agreed to Comply.
(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.	Agreed to Comply.
(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.	Agreed to Comply.

S. No.	EC Conditions	Compliance Status
(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.	Agreed to Comply. The financial closure of the terminals will be informed to RO, MoEFCC accordingly.
(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.	Complied. It was Advertised in two local Newspapers informing that the project has been accorded Environmental and CRZ clearance. Further, the Commissioner, Minjur panchayat union, Ponneri taluk, vide KPL's letter dated 22.11.2018. Copy of the letter is enclosed herewith as Annexure-32
(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.	Complied. Copy of the clearance letter was forwarded to Block Development Officer, Thiruvallur District for necessary action at their end.
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.	Complied. Presently, no diesel is stored inside the project area. Clearances from Fire Department, Chief Controller of explosives, Civil Aviation Department, Forest conservation Act are not applicable for the above said project. However, one of the project operator M/s.IOCL has obtained the PESO License for the terminal vide approval No. G-22(47)183, dated 17.08.2021.
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.	Complied It was advertised in the vernacular Tamil and English newspapers on 14.11.2018 in the Indian Express and Tamil paper Dinamani. The same was forwarded to the regional Office of MoEFCC vide PP's letter dated 17.11.2018. Copy of the EC advertisement is enclosed herewith as Annexure-33
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	Agreed to Comply.

S. No.	EC Conditions	Compliance Status
	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.	Agreed to Comply. No appeal is pending against this Environmental Clearance.
10	Status of compliance to the various stipulated environmental conditions and environmental safeguards will be uploaded by the project proponent in its website.	Complied. The status of the conditions stipulated in the environmental clearance is uploaded in PP's website. https://kamarajarport.in/environment_clearance_details_info#gsc.tab=0
11	A copy of the clearance letter shall be sent by the proponent to concerned Panchayat, Zilla Parisad/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.	Complied with. The copy of the clearance letter was forwarded to the Commissioner, Minjur panchayat union, Ponneri Taluk vide KPL letter dated 22.11.2018.
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.	Complied. The status of the conditions stipulated in the environmental clearance is uploaded in PP's website. https://kamarajarport.in/environment_clearance_details_info#gsc.tab=0
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.	Complied. The status of the conditions stipulated in the environmental clearance is uploaded in PP's website. https://kamarajarport.in/environment_clearance_details_info#gsc.tab=0
14	The environmental statement for each financial year ending 31st 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.	Agreed to Comply once the projects put into operation.
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,	Complied. Port has obtained Consent to Establish for the following terminals: -

S. No.	EC Conditions	Compliance Status
	<p>1986, the Public Liability (Insurance) Act, 1991 and EIA Notification 1994, including the amendments and rules made thereafter.</p>	<p>1. Automobile Export/Import Terminal-3MMTPA capacity-1Nos. (Consent Nos.2101138790505 & 2101238790505, dated 02.08.2021) under Air & Water Acts.</p> <p>2. IOC captive jetty-5MMTPA-1Nos. (Consent Nos.2101131814699 & 2101231814699, dated 10.04.2021) under Air & Water Acts.</p> <p>Port also obtained the consent to operate from TNPCB for the Automobile Export/Import Terminal under Air & Water Acts vide 2304254957162 & 2304157162, dated 10.12.2023.</p> <p>Port has obtained public liability insurance through 'Oriental Insurance Company Ltd.'. Copy of the insurance is enclosed herewith as Annexure-34</p>

KAMARAJAR PORT LIMITED



Compliance Report

On

Ministry's guidelines for

**“ESTABLISHMENT OF 1MLD RO DESALINATION PLANT AT KAMARAJAR PORT,
VALLUR POST, CHENNAI-120”**

BY

M/s. KAMARAJAR PORT LIMITED

Point wise compliance report on Ministry's guidelines for Establishment of 1MLD RO Desalination Plant at Kamarajar Port by M/s Kamarajar Port Limited - CRZ clearance.

Ref: MoEF's Ltr No. F.No.11-51/2012-1A-111, dated 22.04.2022

Brief Description of the Project:

Port is obtaining water of 250 KLD against the sanctioned 1 MLD from CMWSB for potable purpose. During summer season, acute shortage of potable water is envisaged. To overcome the water crisis, it was decided to install a Sea Water RO desalination plant of 1 MLD capacity within the port based on the meeting held on 03-03-2018 under the chairmanship of Hon'ble Ministry of Shipping, Road Transport & Highways, Water Resources and Ganga Rejuvenation.

The proposed desalination process will make use of Reverse Osmosis (RO) technology to remove salt from sea water, thereby producing fresh product water. The Sea Water based RO desalination plant is proposed with intake well for withdrawing sea water, intake and outfall conveyance lines, RO plant building to house 2 X 0.5 MLD production units and Outfall disposal unit. The sea water intake structure is proposed at water depth of 4m and the intake pipeline of around 350m connects the sea water intake to the plant. The plant is designed with recovery efficiency of 40% and the total water requirement of the desalination plant is about 117 m³ /hr, out of which 46 m³ /hr of fresh water will be produced and 71 m³ /hr of brine will be disposed into the sea through buried pipe line of diameter 150mm HDPE pipe.

Brine of high salinity will be discharged into the sea and hence Brine dispersion model using Cornell Mixing Zone Expert System (CORMIX) was carried out to ensure proper dispersion. The study indicated that the salinity concentration reduced from 60 ppt to 35.6ppt with 100% dilution within 16m in 5.12 seconds. Hence, the water quality in the environment is not disturbed.

The geographical location of the desalination plant is (13°15'27.67" N, 80°20'8.09" E), intake structure (13°15'28.32"N, 80°20'18.08"E), outfall (13°15'27.34"N, 80°20'39.03"E).

Ministry of Environment, Forests & Climate Change has accorded clearance under CRZ Notification vide letter No. F.No.11-10/2022-IA.III dated 22.04.2022.

Compliance report to the Conditions stipulated vide Ltr No. F.No.11-10/2022-IA.III dated 22.04.2022.

S.No	MoEF Guidelines	Compliance Status
A.	Specific Conditions	
(i)	All construction shall be strictly in accordance with the provisions of CRZ Notification, 2011 and as amended from time to time.	Agreed to comply.
(ii)	No storage reservoir for sea water shall be permitted and only a pipelines conveyance system shall be installed	Agreed to comply.
(iii)	No groundwater shall be extracted within the CRZ area to meet water requirements during the construction and/or operational phase of the project.	Agreed to comply.
(iv)	No excavated material during the construction shall be dumped in water bodies or adjacent areas. The site shall be restored to its near original condition after completion of construction	Agreed to comply.
(v)	Any physical infrastructure set up during construction period shall be removed simultaneously with the completion of laying of each segment of the project.	Agreed to comply.
(vi)	All the conditions stipulated by the Tamil Nadu Coastal Zone Management Authority vide its Letter No. 22895/EC.3/2021-1 dated 08/02/2022, and commitments made by the PP before the CZMA and EAC shall be followed in letter and spirit.	Agreed to comply.
(vii)	All necessary clearance from the concerned authority, as may be applicable should be obtained prior to commencement of the project or activity.	Agreed to comply.

General Conditions		
(i)	Management of solid waste by the Solid Waste Management Rules, 2016 shall be strictly implemented.	Complied with. Kamarajar Port is having effective Solid Waste Management mechanism and same shall be extended to this project also.
(ii)	'Consent to Establish' and /or 'Consent to Operate' shall be obtained from State Pollution Control Board under the provisions of the Air (Prevention and Control of Pollution) Act, 1981 and/or the Water (Prevention and Control of Pollution) Act, 1974, as may be applicable.	Consent To Establish for the project accorded to the project vide consent order Nos. 2201148160108 & 2201248160108, dated 03.11.2022. The installation process is yet to commence. Consent To Operate will be obtained after completion of installation of all the units of Desalination Plant in all aspects.
(iii)	Disposal of muck during the construction phase should not create any adverse effect on the neighbouring communities and be disposed of taking the necessary precautions for general safety and health aspects of people, only in approved sites with the approval of Competent Authority.	Noted for compliance.
(iv)	All liquid waste arising from the proposed development will be disposed of as per the norms prescribed by the Central/ State Pollution Control Board. There shall not be any disposal of untreated effluent into the sea/coastal water bodies. It shall be ensured that the wastewater generated is treated in the STP as committed by the project proponent. The treated waste water shall be reused for landscaping, flushing and/or HVAC cooling purposes etc. within the development. The project proponent should also make alternate arrangements for situations arising due to malfunctioning STP. There shall be regular monitoring of standard parameters of the effluent discharge from STP under intimation to the SPCB.	Noted for compliance.

(v)	Any hazardous waste generated during the construction phase, shall be disposed off as per applicable rules and norms with the necessary approvals of the State Pollution Control Board.	Agreed to comply.
(vi)	A copy of the clearance letter shall be uploaded on the website of the concerned State Coastal Zone Management Authority/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.	Agreed to comply.
(vii)	A six-monthly monitoring report shall need to be submitted by the project proponent to the concerned Regional Office of this Ministry regarding the implementation of the stipulated conditions.	Being complied.
(viii)	The Ministry of Environment, Forest & Climate Change or any other Competent Authority may stipulate any additional conditions or modify the existing ones, if necessary in the interest of the environment and the same shall be complied with.	Agreed to comply.
(ix)	Full co-operation shall be extended to the officials from the Regional Office of MoEF&CC, during monitoring of the implementation of environmental safeguards stipulated. It shall be ensured that documents/data sought pertinent is made available to the monitoring team. A complete set of all the documents submitted to MoEF&CC shall be forwarded to the concerned Regional Office of MoEF&CC.	Agreed to comply.
(x)	In the case of any change(s) in the scope of the project, the project would require a fresh	Agreed to comply.

	appraisal by this Ministry.	
(xi)	The Ministry reserves the right to add additional safeguard measures subsequently, if considered necessary, and to take action to ensure effective implementation of the suggested safeguard measures in a time-bound and satisfactory manner, including revoking the environment clearance under the provisions of the Environmental (Protection) Act, 1986, for non-compliance.	Agreed to comply.
(xii).	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 proponent from the respective Competent Authorities.	Agreed to comply.
(xiii)	The project proponent should 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 CRZ Clearance and copies of clearance letters are available with the State Pollution Control Board (SPCB) and may also be seen on the website of the Ministry of Environment, Forest and Climate Change at https://parivesh.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 concerned Regional Office of this Ministry.	Complied. The clearance to the project was advertised in two local news papers dated 05.05.2022.
(xiv)	A copy of the clearance letter shall be sent by the proponent to the concerned Panchayat, Zilla Parisad/Municipal Corporation, Urban Local Body and the	Complied. The copy of the CRZ clearance letter was forwarded to the Commissioner, Greater

	Local NGO, if any, from whom suggestions/representations, if any, were received while processing the proposal.	Chennai Corporation vide KPL's letter dated 30.04.2022. No representations were received against the project clearance.
(xv)	The proponent shall upload the status of compliance of the stipulated 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.	Being complied. Kamarajar Port uploads the status of compliance of the stipulated conditions, including results of monitored data on its website.
(xvi)	The environmental statement for each financial year ending 31st March in Form-V 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 project proponent along with the status of compliance of clearance conditions and shall also be sent to the respective Regional Office of the Ministry by e-mail.	Complied.
6	This Clearance is subject to the 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.	Agreed to comply.
7	The Ministry reserves the right to stipulate additional conditions if found necessary at subsequent stages and the project proponent shall implement all the said conditions in a time-bound manner. The Ministry may revoke or suspend the CRZ clearance if the	Agreed to comply.

	implementation of any of the above conditions is not found satisfactory.	
8	Concealing factual data or submission of false / fabricated data and failure to comply with any of the conditions mentioned above may result in withdrawal of this clearance and attract action under the provisions of the Environment (Protection) Act, 1986.	Agreed to comply.
9	Any appeal against this CRZ clearance lies with National Green Tribunal, if preferred within a period of 30days as prescribed under Section 16 of the National Green Tribunal Act, 2010	Agreed to comply.
10	The above conditions shall be enforced, inter-alga under the provisions of the Water (Prevention & Control of Pollution) Act, 1974, the Air (Prevention & Control of Pollution) Act, 1981, the Environment (Protection) Act, 1986, Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 and the Public Liability Insurance Act, 1991 along with their amendments and Rules and any other orders passed by the Hon'ble Supreme Court of India / High Courts and any other Court of Law relating to the subject matter.	Agreed to comply.

Conditions stipulated by the Tamil Nadu Coastal Zone Management Authority vide its Letter No. 22895/EC.3/2021-1 dated 08/02/2022.

S.No	Special Conditions	Compliance Status
(i)	All the provisions of the CRZ Notification, 2011 shall be adhere with.	Agreed to comply.
(ii)	The project proponent shall undertake the establishment only after getting the required Clearances from Competent authorities such as Planning Permission, Plan Approval etc.,	Consent To Establish for the project accorded to the project vide consent order Nos. 2201148160108 & 2201248160108, dated 03.11.2022. The installation process

	including the clearance under CRZ Notification, 2011 and other statutory clearances.	is yet to commence. Consent To Operate will be obtained after completion of installation of all the units of Desalination Plant in all aspects.
(iii)	The clearances/approvals from the Revenue Department and Tamil Nadu Maritime Board for laying of pipeline in the areas under their control shall be obtained before the commencement of the establishment.	Consent To Establish for the project accorded to the project vide consent order Nos. 2201148160108 & 2201248160108, dated 03.11.2022. The installation process is yet to commence.
(iv)	The project proponent shall not draw any groundwater in CRZ area, under any circumstances.	Agreed to comply.
(v)	No excavated material during the construction shall be dumped in water bodies or adjacent areas.	Agreed to comply.
(vi)	The project proponent shall adhere to the Construction and Demolition Waste Management Rules, 2018.	Agreed to comply.
(vii)	The project proponent shall ensure that the temporary structures installed for laying of pipe lines are removed within one months of accomplishment of the work.	Agreed to comply.
(viii)	No storage reservoir for sea water shall be permitted and only pipelines conveyance system shall be installed.	Agreed to comply.
(ix)	The project proponent shall ensure that an inbuilt mechanism appropriate for the management of solid waste is in place which shall be pre-requisite for obtaining CTO under Air and Water Acts from the TNPCB.	Agreed to comply.
(x)	The proponent shall furnish the HTL map from Institute of Remote Sensing (IRS), Anna University or from any authorized Institute, authenticated by the Govt. of India for this	The HTL map was submitted to TNSCZMA and MoEF & CC during proposal called for review.

	purpose in the village level 1:4000 Scale, duly marking the proposed project features in the approved CZMP map of Tamil Nadu.	The respective authorities have examined the details and recommended the proposal for CRZ clearance.
(xi)	The Project Proponent has submitted the compliance report with reference to the above conditions and submitted the HTL Demarcation map obtained from the NIOT who is one of the authorized agency for preparation of HTL Demarcation map. With reference to the NoC from the State Pollution Control Board, the Project Proponent has stated that the TNPCB has informed that NoC will be issued in the form of Consent To Establish (CTE) after obtaining CRZ Clearance from the MoEF&S CC, GoI.	Agreed to comply.
B	General Conditions	Compliance Status
(a)	The Project Proponent should ensure that the salinity of the output water does not affect the environment and the organisms.	Agreed to comply.
(b)	The Project Proponent should check the quality of the intake water especially for oil and heavy metals contamination.	Agreed to comply.
(c)	The Project Proponent should ensure that the dredging activity should not hinder with the outlet pipe of the desalination plant.	Agreed to comply.
(d)	The project proponent shall undertake the establishment only after getting all the required Clearances such as Planning Permission, CTE from TNPCB, Clearance under CRZ Notification, 2011 etc., from Competent authorities.	Consent To Establish for the project accorded to the project vide consent order Nos. 2201148160108 & 2201248160108, dated 03.11.2022. The installation process is yet to commence.
(e)	The project proponent shall not draw any groundwater in CRZ area, under any circumstances.	Agreed to comply.

(f)	The temperature of water at the outfall point should be maintained within the prescribed levels. This may be monitored regularly through an institute and fact may be reported to Department of Environment.	Agreed to comply.
(g)	The Project should not affect the fishing activities in any way and also should not hinder the livelihood of the Fishermen.	Agreed to comply.
(h)	All the provisions of the CRZ Notification, 2011 shall be adhered with.	Agreed to comply.
(i)	The project proponent shall undertake the establishment only after getting the required Clearances from Competent authorities such as Planning Permission, Plan Approval etc., including the clearance under CRZ Notification, 2011 and other statutory clearances.	MoEF&CC has accorded the CRZ clearance for the project, vide F.No.11-51/2012-1A-111, dated 22.04.2022. TNPCB has accorded the Consent To Establish for the project, vide consent order Nos. 2201148160108 & 2201248160108, dated 03.11.2022. The installation process is yet to commence.
(j)	The clearances/approvals from the Revenue Department and Tamil Nadu Maritime Board for laying of pipeline in the areas under their control shall be obtained before the commencement of the establishment.	MoEF&CC has accorded the CRZ clearance for the project, vide F.No.11-51/2012-1A-111, dated 22.04.2022. TNPCB has accorded the Consent To Establish for the project, vide consent order Nos. 2201148160108 & 2201248160108, dated 03.11.2022. The installation process is yet to commence.
(k)	No excavated material during the construction shall be dumped in water bodies or adjacent areas.	Agreed to comply.
(l)	The project proponent shall adhere to the Construction and Demolition Waste Management Rules, 2018	Agreed to comply.
(k)	The project proponent shall ensure that the temporary structures installed for laying of	Agreed to comply.

	pipe lines are removed within one month of accomplishment of the work.	
(m)	No storage reservoir for sea water shall be permitted and only pipelines conveyance system shall be installed.	Agreed to comply.
(n)	The project proponent shall ensure that an inbuilt mechanism appropriate for the management of solid waste is in place which shall be pre-requisite for obtaining CTO under Air and Water Acts from the TNPCB.	Agreed to comply.
(o)	The Project Proponent should remit 2% on the total project cost to Environment Management Agency of Tamil Nadu (EMAT) account, towards carrying out need based CER activities.	Complied. An amount of 36lakhs (<i>being 2% of the project cost of Rs.18Crores</i>) was remitted to Environment Management Agency of Tamil Nadu (EMAT) account, towards carrying out CER activities.

Capacity Optimisation of Existing Operational Ennore Coal Terminal Pvt. Ltd., (ECTPL) at Kamarajar Port Ltd., Environmental clearance, F.No. 10-28/2005-IA-III dated 17.07.2023, amendment dated 14.11.2025 & 01.05.2025

MoEF had accorded environmental clearance vide letter No. 10-28/2005-IA-III dated 19th May 2006 for the following projects:-

1. Marine Liquid Terminal to handle 3 MTPA.
2. Coal Terminal other than TNEB Users to handle 8 MTPA.
3. Iron Ore Terminal to handle 12 MTPA.
4. Container Terminal for a quay length of 700m to handle 12 MTPA.
5. Associated Capital Dredging of 15.50 million cubic meters.

Out of the above terminals, the coal terminal was entrusted to Kamarajar Port (KPL) has awarded license to M/s. Chettinad International Coal terminal Private Limited (CICTPL) to develop a terminal on design, build, operate, market and transfer basis in 2006 as a common user coal terminal. The terminal was completed with equipment and conveyor systems, yard and evacuations systems with capacity to handle **8 Million Tons Per Annum (MTPA)** and commenced the operation in the year 2011. In the year 2020, M/s. CICTPL was acquired by M/s. JSW Infrastructure Limited, the infrastructure arm of the JSW group, one of the biggest steel producer in the private sector. Subsequent to acquisition of CICTPL terminal by JSW Infrastructure Limited in the year 2020, the terminal was rechristened as M/s. Ennore Coal Terminal Private Limited (ECTPL).

Amendment-1 to the Environmental clearance from MoEF&CC

Post acquisition of M/s. CICTPL was acquired by M/s. JSW Infrastructure Limited, as per the request of terminal operator, the handling capacity of the terminal is increased from 8MTPA to 9.6MTPA by obtaining the Environmental Clearance. MoEF&CC has accorded environmental clearance for the proposed capacity optimization vide EC Letter No. 10-28/2005-IA.III dated 17.07.2023.

Further, Kamarajar Port sought the amendment in one of the conditions of the EC Clearance dated 17.07.2025 which was approved by MoEFCC vide its order dated 14.11.2023.

Amendment-2 to the Environmental clearance from MoEF&CC

Port has obtained amendment to the above said Environmental Clearance dated 17.07.2023 augmenting the handling capacity from 9.6MTPA to 11 MTPA. MoEFCC has accorded the EC for the project vide letter dated 01.05.2025.

Point wise compliance status for the EC Conditions for the EC Letter No. 10-28/2005-IA.III dated 17.07.2023 and its amendment order dated 14.11.2023.

S. No.	EC Conditions	Compliance Status
General Conditions:		
(i)	The EMP prepared for the capacity enhancement shall be implemented and a compliance report shall be submitted to the IRO of the Ministry.	Complied. 1. Adequate water sprinklers are installed around the stack yard to suppress the dust emission. 2. Wind shields have already been installed in the predominant wind direction of

S. No.	EC Conditions	Compliance Status
		<p>North and South to a height of 12m to arrest the rise if any.</p> <ol style="list-style-type: none"> 3. Greenbelt is being developed with variety of tree species around the stock yard to suppress the dust. 4. At all the coal transfer towers an in build high efficient water sprinkler are installed to mitigate the dust emission. 5. The conveyor is totally covered to protect the emission of coal during coal conveying process. 6. Water spraying nozzles are installed at various locations of the Stacker / Reclaimer to reduce the dust emission with exclusive water tanks and pumps. This is in-build dust suppression system incorporated in the basic design itself. 7. A compound wall of sufficient height is constructed all sides of the coal stock yard to protect the dust emission. 8. Coal is dampened by using water to reduce the dust dispersion. 9. 20 Nos. of peizometric well installed around the stack yard at ECTPL to monitor the ground water quality. ROA is submitted to TNPCCB on monthly basis. <p>Sewage treatment Plant is installed and it is in operation. The outlet water is reused for gardening purpose. Samples are drawn by TNPCCB every month.</p> <p>The photographs of the measures taken are enclosed herewith as Annexure-36</p>
(ii)	Storage of the Coal shall be under covered shed accommodated with a Stacker reclaimed inside provided with DFS (Atomized Automatic Sprinkling System) including peripheral drainage system, internal roads, fire fighting system etc.,	<p>An amendment to this condition was requested by the Port and MoEFCC was considered the same.</p> <p>An amendment to this EC was granted vide EC letter dated 14.11.2023 with certain specific conditions. The compliance status for</p>

S. No.	EC Conditions	Compliance Status
		the same is enclosed herewith as Annexure-I .
(iii)	All conditions mentioned in the EC 10-28/2005-IA.III dated 19th May, 2006 and its amendments vide letter dated 10th September, 2007, 23rd July, 2009, 12th March, 2015 and 30th October, 2018 shall remain same.	Complied. Port submits separate compliance status for the ECs dated 19.05.2006, 10.09.2007, 23.07.2009, 12.03.2015 and 30.10.2018 regularly.
(iv)	The project proponents will not make any changes in the project nature, structure or configuration and limit themselves to activities for which the Environmental clearance has been given earlier and the activities completed within the validity period of earlier EC dated 19th May, 2006, 10th September, 2007 and 23rd July, 2009. In case, there is a change in the scope of the project, fresh Environmental Clearance shall be obtained as per the provisions laid down in the EIA notification, 2006 as amended.	Complied. Port has further obtained amendment to this EC on 14.11.2023. Also, capacity of the terminal is further enhanced to 11 MTPA vide EC letter dated 01.05.2025.
Compliance status report on the EC letter dated 14.11.2023		
1	Storage of the coal shall be accommodated with staker reclaimed inside provided with DFS (Atomized Automatic Sprinkler System).	Complied. Adequate water sprinklers are installed by the terminal operator around the stack yard to suppress the dust emission. The conveyor is fully closed and elevated. Greenbelt is developed along the periphery of the stackyard. Water spraying nozzles are installed at various locations of the Stacker / Re-claimer to reduce the dust emission with exclusive water tanks and pumps. This is in-build dust suppression system incorporated in the basic design itself.
2	A buffer zone of 25m on around the boundary of the coal stack yard shall be developed for protection of the air pollution.	Complied. The terminal operator M/s.ECTPL is developing Greenbelt with variety of tree species around the stock yard to suppress the dust. A buffer zone around the boundary of the coal stack yard is being developed by the

S. No.	EC Conditions	Compliance Status
		terminal operator for protection from air pollution.
3	Project proponent shall install system to carry out ambient air quality system to monitor common criterion relevant to the main pollutants released (e.g., PM10, PM2.5 reference to PM emission and SO2, NOx reference to SO2, NOx emission within and outside the port area atleast at four locations one within and three outside at port area at angle of 120° each) covering upwind and downwind directions.	<p>Complied.</p> <p>The terminal operator M/s.ECTPL has installed the Continuous Ambient Air Quality Monitoring Station and the data is transmitted to CARE Air centre of TNPCB.</p>
4	Appropriate Air Pollution Control (APC) system shall be provided for all the dust generating points including fugitive dust from all vulnerable sources, so as to comply with the fugitive emission standards.	<p>Complied with.</p> <p>The terminal operator had taken pollution control measures to bring down the pollution levels as prescribed by TNPCB by the following measures.</p> <ul style="list-style-type: none"> a) Water sprinklers are installed around the stack yard to suppress the dust emission. b) Wind shields have already been installed in the predominant wind direction of North and South to a height of 12m to arrest the rise if any. c) Greenbelt is being developed with variety of tree species around the stock yard to suppress the dust. d) At all the coal transfer towers an in build high efficient water sprinkler are installed to mitigate the dust emission. e) The conveyor is totally covered to protect the emission of coal during coal conveying process. f) Water spraying nozzles are installed at various locations of the Stacker / Re-claimer to reduce the dust emission with exclusive water tanks and pumps. This is in-build dust suppression system

S. No.	EC Conditions	Compliance Status
		<p>incorporated in the basic design itself. A compound wall of sufficient height is constructed all sides of the coal stock yard to protect the dust emission.</p> <p>g) A compound wall of sufficient height is constructed all sides of the coal stock yard to protect the dust emission.</p> <p>h) Buldozer grader/pay loaders are being used for coal compression to avoid dust elevated levels of dust.</p> <p>Coal is dampened by using water to reduce the dust dispersion.</p> <p>Photographs are enclosed herewith as Annexure-36</p>
5	Project proponent shall submit summary report on monthly continuous stack emission and air quality monitoring and results of manual air quality and manual results of air quality/fugitive emissions to Regional Office of MoEF&CC, Zonal Office of CPCB and Regional Office of SPCB along with six monthly monitoring report.	<p>Complied.</p> <p>The terminal operator is submitting monthly monitoring reports to TNPCB.</p> <p>The results of analysis are submitted to Regional Office of MoEF&CC, Zonal Office of CPCB and Regional Office of SPCB along with six monthly monitoring report.</p>
6	Provide the additional wind shields around the raw material stock piles and the existing wind shields shall be increased to a height adequate to arrest of fugitive dust outside the premises due to wind around the stack piles.	<p>Complied.</p> <p>The height of the windshields are further enhanced to 15m to ensure fugitive dust outside the premises due to wind around the stack piles is arrested.</p>
7	The project proponent shall regularly monitor the ground water quality atleast twice a year (pre & post monsoon) at sufficient number of piezo meters/sampling wells in the plant and adjacent areas through labs recognized under Environment Protection Act, 1986 and NABL accredited laboratories.	<p>Complied.</p> <p>The terminal operator is monitoring the ground water quality at stackyard on monthly basis by NABL accredited laboratory and submitted to the O/o DEE, TNPCB.</p> <p>Copy of the report submitted by the PP enclosed herewith as Annexure-37</p>
8	Garland drains and collection pits of adequate capacity shall be provided for each stock pile to arrest the runoff in the event of heavy rains and to check the water pollution due to surface runoff.	<p>Complied with.</p> <p>The terminal operator had already installed garland drains around the coal stackyard to</p>

S. No.	EC Conditions	Compliance Status										
		<p>collect runoff water during heavy rains and the same is collected at settling pond through catch pits and thereby attaining 'Zero Discharge'.</p> <p>Photographs of the Catch Pits and settling ponds are enclosed herewith as Annexure-36</p>										
9	<p>Effective safeguard measures such as regular water sprinkling shall be carried out in critical areas prone to air pollution and having high level of particulate matter such as around loading, unloading point and all transfer points. Excessive water sprinkling shall be carried out on haul roads. It should ensure that the ambient air quality parameters conform to the norms prescribed by the Central Pollution Control Board in this regard.</p>	<p>Complied.</p> <p>Water sprinklers are installed around the stack yard to suppress the dust emission.</p> <p>All the necessary measures are being taken by the terminal operator during coal loading and unloading operation.</p> <p>Photographs are enclosed herewith as Annexure-36</p>										
10	<p>Coal handling areas shall be provided with adequate number of high efficiency dust extraction system. Loading and unloading areas including all transfer points should also have efficient dust control arrangements. These should be properly operated and maintained.</p>	<p>Complied.</p> <p>Water spraying nozzles are installed at various locations of the Stacker / Re-claimer to reduce the dust emission with exclusive water tanks and pumps. This is in-build dust suppression system incorporated in the basic design itself. A compound wall of sufficient height is constructed all sides of the coal stock yard to protect the dust emission.</p> <p>Photographs are enclosed herewith as Annexure-36</p>										
11	<p>No further expansion or modification in the plant shall be carried out without prior approval of Ministry of Environment, Forests and Climate Change (MoEF&CC).</p>	<p>Complied.</p> <p>Port has obtained EC for capacity enhancement of the terminal 11 MTPA vide EC letter dated 01.05.2025.</p>										
12	<p>Due to the additional mitigation measures, the EMP cost is increased to 480 Lakhs from 205 Lakhs as committed earlier. Committee has noted the same and asked the PP to ensure time bound implementation of above suggested measures.</p>	<p>Complied.</p> <p>The EMP cost incurred by the terminal operator is as below.</p> <table border="1" data-bbox="867 1612 1159 1831"> <thead> <tr> <th data-bbox="867 1612 1013 1675">FY</th> <th data-bbox="1013 1612 1159 1675">Cost in Lakhs Rs.</th> </tr> </thead> <tbody> <tr> <td data-bbox="867 1675 1013 1707">2023-24</td> <td data-bbox="1013 1675 1159 1707">156.2</td> </tr> <tr> <td data-bbox="867 1707 1013 1738">2024-25</td> <td data-bbox="1013 1707 1159 1738">163.5</td> </tr> <tr> <td data-bbox="867 1738 1013 1801">2025-26 (planned)</td> <td data-bbox="1013 1738 1159 1801">160.3</td> </tr> <tr> <td data-bbox="867 1801 1013 1831">Total</td> <td data-bbox="1013 1801 1159 1831">480</td> </tr> </tbody> </table>	FY	Cost in Lakhs Rs.	2023-24	156.2	2024-25	163.5	2025-26 (planned)	160.3	Total	480
FY	Cost in Lakhs Rs.											
2023-24	156.2											
2024-25	163.5											
2025-26 (planned)	160.3											
Total	480											

Environmental Clearance for the “Changes in the cargo handling profile of the operational multi-cargo terminal within the existing cargo handling capacity of 2 MTPA at Operational Ennore Bulk Terminal Private Limited located at Kamarajar port, EC identification No. EC24A3501TN5763791N, F.No:10-28/2005-IA.III, dated 10.11.2024

Status of the project:

The development of multicargo container terminal is divided into container terminal of 730m quay length with 16.8MTPA capacity and 270m quay multi cargo bulk cargo terminal. The Bulk cargo terminal is developed for a capacity of 2MTPA and operated by M/s.Ennore Bulk Terminal Pvt. Ltd., on BOT basis. The terminal handles bulk cargoes like sugar, cobble stones, steel cargoes, granite, food grains, timber log etc.,

MoEFCC has accorded Environmental & CRZ Clearance vide EC identification No. EC24A3501TN5763791N, F.No:10-28/2005-IA.III, dated 10.11.2024 for the terminal to handle additional commodities in the bulk and break bulk category to optimize the utilization of the terminal to its fullest capacity without altering the capacity of the terminal.

S. No.	EC Conditions	Compliance Status
Specific conditions		
1.1	Cargo handling area shall be provided with the adequate number of high efficiency dust extraction system. Loading and unloading areas including all the transfer points should also have efficient dust control arrangements. These should be properly maintained and operated.	<p>Complied.</p> <p>Fog Cannons are installed at all the cargo transfer points to suppress the dust emission. The service roads are wetted with the water by using mobile water tankers fitted with sprinkler cum dispenser.</p> <p>Photographs are enclosed herewith as Annexure-38</p>
1.2	Storage of the cargo shall be accommodated with a Stacker reclaimed inside provided with DFS (Atomized Automatic Sprinkling System) including peripheral drainage system, internal roads, firefighting systems etc.,	<p>Complied.</p> <p>The cargo handling operations are carried out by Mobile Hopper Cranes which doesn't require stacker cum reclaimer. However, water fogging system is in place to mitigate dust emission during the loading and unloading operations of bulk cargoes.</p>
1.3	Effective safeguard measures, such as regular water sprinkling shall be carried out in critical areas prone to air pollution and having high level of particulate matter such as around loading and unloading point and all transfer points. Extensive water sprinkling shall be carried out on haul roads. It should be ensured that the Ambient Air Quality parameters conform to the norms prescribed by the Central Pollution Control Board in this regard	<p>Complied.</p> <p>Regular wetting of bulk cargoes is being carried out by using fog cannons and sprinklers. The service roads are wetted with the water by using mobile water tankers fitted with sprinkler cum dispenser. Ambient air quality survey is carried out regularly through NABL accredited laboratory and TNPCB Laboratory. The monitoring reports are enclosed herewith the report.</p>

S. No.	EC Conditions	Compliance Status
		Photographs are enclosed herewith as Annexure-38
1.4	The project proponent shall install at least 4 systems carryout to Ambient Air Quality monitoring for common/criterion parameters relevant to the main pollutants released (e.g. PM10 and PM2.5 in reference to PM emission, and SO2 and NOx in reference to SO2 and NOx emissions) within and outside the port area at least at four locations (one within and three outside the port area at an angle of 120°each), covering upwind and downwind directions.	Complied. The terminal operator is carrying out the ambient air quality monitoring through NABL accredited laboratory covering four different locations inside the terminal premises. The monitoring reports are enclosed herewith. Copy of the latest report is enclosed herewith as Annexure-39
1.5	Appropriate Air Pollution Control (APC) system shall be provided for all the dust generating points including fugitive dust from all vulnerable sources, so as to comply prescribed fugitive emission standards.	Complied. Fog Cannons are installed at all the cargo transfer points to suppress the dust emission. The service roads are wetted with the water by using mobile water tankers fitted with sprinkler cum dispenser. The other cargo is stored in the closed sheds. Photographs of the sheds are enclosed herewith as Annexure-40
1.6	All the recommendations and conditions specified by the Tamilnadu State Coastal Zone Management Authority (TNCZMA) vide Letter No. efile 687/EC.3/2024-1 dated 13.06.2024 shall be complied and the status of the compliance report shall be submitted to the Concern IRO, MOEF&CC along with the EC and CRZ six monthly compliance report.	Complied. Compliance status of the TNSCZMA recommendations is submitted to MoEFCC along with the half yearly compliance report.
1.7	All the conditions mentioned in the EC/CRZ clearance letter granted by the Ministry vide letter no. 10-28/2005-IA-III dated 24.12.2014 shall remain unchanged and shall be complied with.	Complied. The compliance report for the EC dated 24.12.2014 is submitted separately.
1. Statutory Compliance		
1.1	Construction activity shall be carried out strictly according to the provisions of CRZ Notification, 2011 and the State Coastal Zone Management Plan as drawn up by the State Government. No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area	Complied. The instant EC is for the addition of commodities without altering the existing profile of the terminal and within the consented capacity of 2MTPA. There is no additional infrastructure addition.
1.2	A certificate of adequacy of available power from the agency supplying power to the project along	Complied.

S. No.	EC Conditions	Compliance Status
	with the load allowed for the project should be obtained.	The instant EC is for the addition of commodities without altering the existing profile of the terminal and within the consented capacity of 2MTPA. There is no additional infrastructure and capacity addition. The existing power supply is adequate to cater the needs of the terminal.
1.3	All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Coast Guard, Civil Aviation Department shall be obtained, as applicable by project proponents from the respective competent authorities.	<p>Complied.</p> <p>The terminal operator has obtained Fire License from TN Fire and Rescue Services Dept., vide R.C No.94/B2/2025, dated 29.01.2025. Copy of the license is enclosed herewith.</p>
2. Air Quality Monitoring and Prevention		
2.1	The project proponent shall install system to carryout Ambient Air Quality monitoring for common/criterion parameters relevant to the main pollutants released (e.g. PM10 and PM2.5 in reference to PM emission, and SO2 and NOx in reference to SO2 and NOx emissions) within and outside the project area at least at four locations, covering upwind and downwind directions.	<p>Complied.</p> <p>The terminal operator is carrying out the ambient air quality monitoring through NABL accredited laboratory covering four different locations inside the terminal premises. The monitoring reports are enclosed herewith.</p> <p>Copy of the latest report is enclosed herewith as Annexure-39</p>
2.2	Appropriate Air Pollution Control (APC) system shall be provided for all the dust generating points including fugitive dust from all vulnerable sources, so as to comply prescribed emission standards.	<p>Complied.</p> <p>Fog Cannons are installed at all the cargo transfer points to suppress the dust emission. The service roads are wetted with the water by using mobile water tankers fitted with sprinkler cum dispenser.</p> <p>The other cargo is stored in the closed sheds. Photographs of the sheds are enclosed herewith as Annexure-40</p>

S. No.	EC Conditions	Compliance Status
2.3	Shrouding shall be carried out in the work site enclosing the dock/proposed facility area. This will act as dust curtain as well achieving zero dust discharge from the site. These curtain or shroud will be immensely effective in restricting disturbance from wind in affecting the dry dock operations, preventing waste dispersion, improving working conditions through provision of shade for the workers.	<p>Complied.</p> <p>Windshields are installed in the northeast side of the terminal in which predominant wind flow occurs. Photographs are attached herewith.</p> <p>Photographs of windshields are enclosed herewith as Annexure</p>
2.4	Dust collectors shall be deployed in all areas where blasting (surface cleaning) and painting operations are to be carried out, supplemented by stacks for effective dispersion.	<p>Refer below.</p> <p>The instant EC is for the addition of commodities without altering the existing profile of the terminal and within the consented capacity of 2MTPA. There is no additional infrastructure addition.</p> <p>No blasting operations/surface cleaning operations will takes place in the terminal.</p>
2.5	The vessels shall comply the emission norms prescribed from time to time.	<p>Complied.</p> <p>The vessels are regulated by the Director General of Shipping. The surveyor from DG Shipping inspects and verifies the compliance of emission standards by the ships.</p>
2.6	Diesel power generating sets proposed as source of backup power should be of enclosed type and conform to rules made under the Environment (Protection) Act, 1986. The height of stack of DG sets should be equal to the height needed for the combined capacity of all proposed DG sets. Use of low sulphur diesel. The location of the DG sets may be decided with in consultation with State Pollution Control Board.	<p>Complied.</p> <p>The DG sets installed at site are retrofitted. The emissions standards are monitored by the TNPCB regularly. The monitoring report annexed above contains the emission levels of DG sets.</p> <p>The monitoring report is enclosed herewith Annexure-39</p>
2.7	A detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 05 kms radius of the project is maintained and improved upon after the implementation of the project. This plan should	<p>Complied.</p> <p>A detailed traffic analysis study carried out by the Port during the development of General cargo Berth in the year 2010 considering the</p>

S. No.	EC Conditions	Compliance Status
	<p>be based on cumulative impact of all development and increased habitation being carried out or proposed to be carried out by the project or other agencies in this 05 Kms radius of the site in different scenarios of space and time and the traffic management plan shall be duly validated and certified by the State Urban Development department and the P.W.D./competent authority for road augmentation and shall also have their consent to the implementation of components of the plan which involve the participation of these departments</p>	<p>full master plan of the port. Based on the study, the roads were widened through TNRDC.</p> <p>Copy of the report is enclosed herewith Annexure-43</p>
<p>3. Water Quality Monitoring and Prevention</p>		
3.1	<p>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.</p>	<p>Complied.</p> <p>No creeks or rivers are blocked due to port activities.</p>
3.2	<p>Appropriate measures must be taken while undertaking digging activities to avoid any likely degradation of water quality. Silt curtains shall be used to contain the spreading of suspended sediment during dredging within the dredging area.</p>	<p>Complied.</p> <p>The instant proposal is for including the additional commodities (bulk & break bulk) in cargo profile of the berth. No dredging involved in the project.</p>
3.3	<p>No ships docking at the proposed project site will discharge its on-board waste water untreated into the estuary/ channel. All such wastewater loads will be diverted to the proposed Effluent Treatment Plant of the project site.</p>	<p>Complied.</p> <p>Kamarajar Port facilitates collection and disposal of ship generated wastes falls under MARPOL 73/78 through PCB authorised recyclers. No effluents are released into port water without treatment.</p>
3.4	<p>Measures should be taken to contain, control and recover the accidental spills of fuel and cargo handle.</p>	<p>Complied.</p> <p>Port is having approved Oil Spill Contingency Plan (OSCP) as per NOS-DCP guidelines. The plan includes trained manpower and oil spill response equipment to combat Tier-1 spills within the port limits.</p>
3.5	<p>The project proponents will draw up and implement a plan for the management of temperature differences between intake waters and discharge waters.</p>	<p>Complied.</p> <p>No manufacturing process takes place inside the port premises. No operation generates the boiled water.</p>

S. No.	EC Conditions	Compliance Status
3.6	Spillage of fuel/engine oil and lubricants from the construction site are a source of organic pollution which impacts marine life. This shall be prevented by suitable precautions and also by providing necessary mechanisms to trap the spillage.	<p>Complied.</p> <p>The instant EC is for the addition of commodities without altering the existing profile of the terminal and within the consented capacity of 2MTPA. There is no additional infrastructure addition. However, PP is having approved Oil Spill Contingency Plan (OSCP) as per NOS-DCP guidelines to take care of the accidental spills if any.</p>
3.7	Total freshwater 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.	<p>Complied.</p> <p>CMWSSB has consented 1000KLD fresh water supply for the Port operations. At present, port is utilizing only 30% of the consented demand.</p> <p>However, Port is the process of installation of 1MLD capacity desalination plant for its captive usage.</p>
3.8	Sewage Treatment Plant shall be provided to treat the wastewater generated from the project. Treated water shall be reused for horticulture, flushing, backwash, HVAC purposes and dust suppression.	<p>Complied.</p> <p>The terminal is equipped with Sewage Treatment Plant of 20KPL to treat domestic sewage generated. The treated water is utilised for greenbelt maintenance.</p>
3.9	A certificate from the competent authority for discharging treated effluent/ untreated effluents into the Public sewer/ disposal/ drainage systems along with the final disposal point should be obtained.	<p>Complied.</p> <p>No sewage/effluent is discharged into public sewers/drainages.</p>
3.10	No diversion of the natural course of the river shall be made without prior permission from the Ministry of Water resources.	<p>Complied.</p> <p>The instant EC is for the addition of commodities without altering the existing profile of the terminal and within the consented capacity of 2MTPA. There is no river diversion work involved in this proposal.</p>
3.11	All the erosion control measures shall be taken at waterfront facilities. Earth protection work shall be carried out to avoid erosion of soil from the shoreline/boundary line from the land area into the marine water body.	<p>Complied.</p> <p>Port is well bounded with breakwaters and groins. There is no much erosion takes place in the port waterfront.</p>
4. Noise Monitoring and Prevention		
4.1	Noise level survey shall be carried as per the prescribed guidelines and report in this regard shall be submitted to Regional Officer of the	<p>Complied.</p>

S. No.	EC Conditions	Compliance Status
	Ministry as a part of six-monthly compliance report.	Noise levels are regularly monitored through NABL accredited laboratory and reports are submitted TNPCB. Copy of the latest report is enclosed herewith as Annexure-39
4.2	Noise from vehicles, power machinery and equipment on-site should not exceed the prescribed limit. Equipment should be regularly serviced. Attention should also be given to muffler maintenance and enclosure of noisy equipment.	Complied. Noise levels are regularly monitored through NABL accredited laboratory and reports are submitted TNPCB. PPEs including mufflers are provided to the working staff at the terminal.
4.3	Acoustic enclosures for DG sets, noise barriers for ground-run bays, ear plugs for operating personnel shall be implemented as mitigation measures for noise impact due to ground sources.	Complied. The DG sets installed at site are retrofitted. The emissions standards are monitored by the TNPCB regularly. The monitoring report annexed above contains the emission levels of DG sets. Copy of the latest report of TNPCB laboratory is enclosed herewith as Annexure-44
4.4	The ambient noise levels should conform to the standards prescribed under E(P)A Rules, 1986 viz. 75 dB(A) during day time and 70 dB(A) during night time.	Complied. Noise levels are regularly monitored through NABL accredited laboratory and reports are submitted TNPCB. Copy of the latest report is enclosed herewith as Annexure-39
5. Energy Conservation Measures		
5.1	Provide solar power generation on roof tops of buildings, for solar light system for all common areas, street lights, parking around project area and maintain the same regularly;	Complied. The terminal is using 85% of renewable energy for its operations.
5.2	Provide LED lights in offices and project areas.	Complied. The lights provided in the office premises are of LEDs.
6. Waste Management		
6.1	Dredged material shall be disposed safely in the designated areas.	Complied. The instant proposal is for including the additional commodities (bulk & break bulk) in cargo profile of the berth. No dredging involved in the project.

S. No.	EC Conditions	Compliance Status
6.2	Shoreline should not be disturbed due to dumping. Periodical study on shore line changes shall be conducted and mitigation carried out, if necessary. The details shall be submitted along with the six monthly monitoring reports.	<p>Complied.</p> <p>The instant proposal is for including the additional commodities (bulk & break bulk) in cargo profile of the berth. No dredging involved in the project.</p>
6.3	Necessary arrangements for the treatment of the effluents and solid wastes must be made and it must be ensured that they conform to the standards laid down by the competent authorities including the Central or State Pollution Control Board and under the Environment (Protection) Act, 1986.	<p>Complied.</p> <p>The terminal is equipped with Sewage Treatment Plant of 20KLD for treatment of domestic sewage generated.</p> <p>The terminal generated solid wastes are segregated and disposed to the authorised recyclers of TNPCB for further beneficial use.</p>
6.4	The solid wastes shall be managed and disposed as per the norms of the Solid Waste Management Rules, 2016.	<p>Complied.</p> <p>The ship and port generated solid wastes are segregated into different categories viz., e-wastes, plastics, food wastes, metals etc., and disposed to the authorised recyclers of TNPCB for further beneficial use.</p> <p>The food wastes are treated in the organic waste converter installed inside the port premises.</p>
6.5	Any wastes from construction and demolition activities related thereto shall be managed so as to strictly conform to the Construction and Demolition Waste Management Rules, 2016.	<p>Agreed to comply.</p> <p>However, the instant proposal is for including the additional commodities (bulk & break bulk) in cargo profile of the berth. No demollition of structure is involved.</p>
6.6	A certificate from the competent authority handling municipal solid wastes should be obtained, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project.	<p>Complied.</p> <p>Port and ship generated solid wastes are collected and segregated into different categories viz., e-wastes, plastics, food wastes, metals etc., and disposed to the authorised recyclers of TNPCB for further beneficial use. The records submitted by the PP in this regard are satisfied.</p> <p>Port has obtained consent from the local panchayat in the vicinity to dispose the unseggreable wastes to their yards for environment friendly disposal.</p>

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		Copy of the consent letter is enclosed herewith as Annexure-45
6.7	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.	Complied. The e-wastes are sent to the PCB authorised recyclers for further treatment and environmentally friendly disposal.
6.8	Oil spill contingency plan shall be prepared and part of DMP to tackle emergencies. The equipment and recovery of oil from a spill would be assessed. Guidelines given in MARPOL and Shipping Acts for oil spill management would be followed. Mechanism for integration of terminals oil contingency plan with the overall area contingency plan under the co-ordination of Coast should be covered.	Complied. Kamarajar Port is having Oil Spill Contingency Plan as per NOSDCP guidelines. The plan is approved by the Indian Coast Guard who is the nodal agency for oil spill response operations in India. Copy of the plan is enclosed herewith.
7. Greenbelt		
7.1	Green belt shall be developed in area as provided in project details with a native tree species in accordance with CPCB guidelines.	Complied. Port has developed 636.14 Acres of green belt in its areas which is equivalent to 22.82% of its total area. The greenbelt includes natural green cover, planted and mangrove ecosystem.
7.2	Top soil shall be separately stored and used in the development of green belt.	Complied. The top soil of the project is stored and utilized for the development of greenbelt.
8. Marine Ecology		
8.1	Dredging shall not be carried out during the fish breeding and spawning seasons.	Complied. The instant proposal is for including the additional commodities (bulk & break bulk) in cargo profile of the berth. No dredging is involved. However, port complying with the guidelines of Ministry in this regard. No dredging activity is carried out during fish breeding season.
8.2	Dredging, etc., shall be carried out in the confined manner to reduce the impacts on marine environment.	Complied. The instant proposal is for including the additional commodities (bulk & break bulk) in cargo profile of the berth. No dredging is involved. However, port complying with the guidelines of Ministry in this regard.

S. No.	EC Conditions	Compliance Status
8.3	The dredging schedule shall be so planned that the turbidity developed is dispersed soon enough to prevent any stress on the fish population.	<p>Complied.</p> <p>The instant proposal is for including the additional commodities (bulk & break bulk) in cargo profile of the berth. No dredging is involved. However, port submits the environmental management plan of dredging operations to District Environmental Engineer, TNPCB prior to commencement of the dredging operations.</p>
8.4	While carrying out dredging, an independent monitoring shall be carried out through a Government Agency/Institute to assess the impact and necessary measures shall be taken on priority basis if any adverse impact is observed.	<p>Complied.</p> <p>The instant proposal is for including the additional commodities (bulk & break bulk) in cargo profile of the berth. No dredging is involved. However, port submits the environmental monitoring reports periodically to the District Environmental Engineer, TNPCB when there is dredging operation taken up by the port.</p>
8.5	A detailed marine biodiversity management plan shall be prepared through the NIO or any other institute of repute on marine, brackish water and fresh water ecology and biodiversity and submitted to and implemented to the satisfaction of the State Biodiversity Board and the CRZ authority. The report shall be based on a study of the impact of the project activities on the intertidal biotopes, corals and coral communities, molluscs, sea grasses, sea weeds, sub-tidal habitats, fishes, other marine and aquatic micro, macro and mega flora and fauna including benthos, plankton, turtles, birds etc. as also the productivity. The data collection and impact assessment shall be as per standards survey methods and include underwater photography.	<p>Complied.</p> <p>Port is having Biodiversity Management Plan approved by Tamil Nadu Biodiversity Board. The recommendation of the biodiversity plan are implemented.</p>
8.6	Marine ecology shall be monitored regularly also in terms of sea weeds, sea grasses, mudflats, sand dunes, fisheries, echinoderms, shrimps, turtles, corals, coastal vegetation, mangroves and other marine biodiversity components including all micro, macro and mega floral and faunal components of marine biodiversity.	<p>Agreed to comply.</p> <p>At present port is carrying out marine water quality monitoring through NABL accredited laboratory. All the critical physio-chemical and biological parameter are measured periodically and reports submitted to TNPCB. Port will consider monitoring sea weeds, sea grasses, mudflats, sand dunes, fisheries, echinoderms, shrimps, turtles, corals, coastal vegetation, etc.,</p>

S. No.	EC Conditions	Compliance Status
8.7	The project proponent shall ensure that water traffic does not impact the aquatic wildlife sanctuaries that fall along the stretch of the river.	<p>Complied.</p> <p>There is no aquatic wildlife sanctuaries present in the port waterbody.</p>
9. Public hearing and human health issues		
9.1	The workspace shall be maintained as per international standards for occupational health and safety with provision of fresh air respirators, blowers, and fans to prevent any accumulation and inhalation of undesirable levels of pollutants including VOCs.	<p>Complied.</p> <p>Port is maintaining the occupational health and safety standards in its operational areas. The same being audited through third party auditing firms and reports are submitted to Ministry of Ports, Shipping & Waterways. Copy of the latest audit report is enclosed herewith.</p>
9.2	Workers shall be strictly enforced to wear personal protective equipment like dust masks, earmuffs or ear plugs, whenever and wherever necessary/required. Special visco-elastic gloves will be used by labour exposed to hazards from vibration.	<p>Complied.</p> <p>Port is maintaining the occupational health and safety standards in its operational areas. All the necessary PPEs are provided to the workers from time to time.</p>
9.3	In case of repair of any old vessels, excessive care shall be taken while handling Asbestos & Freon gas. Besides, fully enclosed covering should be provided for the temporary storage of asbestos materials at site before disposal of CTSDf.	<p>Complied.</p> <p>This port doesn't have the facility to repair the ships.</p>
9.4	Safety training shall be given to all workers specific to their work area and every worker and employee will be engaged in fire hazard awareness training and mock drills which will be conducted regularly. All standard safety and occupational hazard measures shall be implemented and monitored by the concerned officials to prevent the occurrence of untoward incidents/accidents.	<p>Complied.</p> <p>Port and its terminal operators regularly conducts trainings to the works on various safety and health aspects. Also, regular mock drills are being conducted by involving all the terminal operators, workers, and other stakeholders.</p>
9.5	Emergency preparedness plan based on the Hazard identification and Risk Assessment (HIRA) and Disaster Management Plan shall be implemented.	<p>Complied.</p> <p>Port is having approved Disaster Management Plan put in place. The plan covers all risk scenarios.</p> <p>Copy of the Disaster Management Plan is enclosed herewith as Annexure-48</p>
9.6	Provision shall be made for the housing of construction labour within the site with all necessary infrastructure and facilities such as fuel for cooking, mobile toilets, mobile STP, safe drinking water, medical health care, crèche etc.	<p>Complied.</p> <p>The instant proposal is for including the additional commodities (bulk & break bulk) in</p>

S. No.	EC Conditions	Compliance Status
	The housing may be in the form of temporary structures to be removed after the completion of the project.	cargo profile of the berth. No additional construction is proposed.
9.7	Occupational health surveillance of the workers shall be done on a regular basis.	<p>Complied.</p> <p>Port and its terminal operators conducts regular screening camps for health surveillance of the workers.</p>
10. Environmental Responsibility		
10.1	The company shall have a well-laid-down environmental policy duly approved by the Board of Directors. The environmental policy should prescribe 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.	<p>Complied.</p> <p>Kamarajar Port is having Environmental Management Policy duly approved by the Board of Directors.</p> <p>Copy of the policy is enclosed herewith as Annexure-48</p>
10.2	A separate Environmental Cell both at the project and company head quarter level, with qualified personnel shall be set up under the control of senior Executive, who will directly report to the head of the organization.	<p>Complied.</p> <p>Port and the terminal have separate Environmental Cells to monitor the Environmental Compliance matters.</p>
10.3	Action plan for implementing EMP and environmental conditions along with responsibility matrix of the company shall be prepared and shall be duly approved by competent authority. The year wise funds earmarked for environmental protection measures shall be kept in separate accounts 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.	<p>Complied.</p> <p>EMP matrix of the terminal is enclosed herewith as Annexure-49</p>
10.4	Self-environmental audit shall be conducted annually. Every three years third party environmental audit shall be carried out.	<p>Complied.</p> <p>Port is conducting environmental audits annually through National Productivity Council, Chennai. Copy of the report is enclosed herewith as Annexure-50</p>

S. No.	EC Conditions	Compliance Status
11. Miscellaneous		
11.1	The project proponent shall make public the environmental clearance granted for their project along with the environmental conditions and safeguards at their cost by prominently advertising it at least in two local newspapers of the District or State, of which one shall be in the vernacular language within seven days and in addition this shall also be displayed in the project proponent's website permanently.	Complied. The issuance of EC is published in the newspaper (one in vernacular and one in English) dated 16.11.2024. Copy of the EC advertisement is enclosed herewith as Annexure-51
11.2	The copies of the environmental clearance shall be submitted by the project proponents to the Heads of local bodies, Panchayats and Municipal Bodies in addition to the relevant offices of the Government who in turn has to display the same for 30 days from the date of receipt.	Complied. A copy of the clearance is forwarded to the Block Development Officer, Minjur and Kattupalli Panchayat vide letter dated 14.11.2025. Copies of the letters are enclosed herewith as Annexure-52
11.3	The project proponent shall upload the status of compliance of the stipulated environment clearance conditions, including results of monitored data on their website and update the same on half-yearly basis.	Complied. The six-monthly compliance reports are submitted to MoEFCC and uploaded in the parivesh portal of MoEFCC and KPL website as well.
11.4	The project proponent shall submit six-monthly reports on the status of the compliance of the stipulated environmental conditions on the website of the ministry of Environment, Forest and Climate Change at environment clearance portal.	Complied. The six-monthly compliance reports are submitted to MoEFCC and uploaded in the parivesh portal of MoEFCC and KPL website as well.
11.5	The project proponent shall submit the environmental statement for each financial year in Form-V to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently and put on the website of the company.	Complied. The Environmental Statement in FORM-V is submitted to MoEFCC and TNPCB as part its six-monthly compliance report. Copy of the Environmental Statement of the terminal is enclosed herewith as Annexure-53
11.6	The criteria pollutant levels namely; PM2.5, PM10, SO2, NOx (ambient levels) or critical sectoral parameters, indicated for the project shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.	Complied. The environmental parameters monitored are displayed at the main gate of the Port.
11.7	The project authorities must strictly adhere to the stipulations made by the State Pollution Control Board and the State Government.	Agreed to Comply.

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11.8	The project proponent shall abide by all the commitments and recommendations made in the EIA/EMP report, commitment made during Public Hearing and also that during their presentation to the Expert Appraisal Committee.	Agreed to Comply.
11.9	No further expansion or modifications in the project shall be carried out without prior approval of the Ministry of Environment, Forests and Climate Change (MoEF&CC).	Agreed to Comply.
11.10	Concealing factual data or submission of false/fabricated data may result in revocation of this environmental clearance and attract action under the provisions of Environment (Protection) Act, 1986.	Agreed to Comply.
11.11	The Ministry may revoke or suspend the clearance, if implementation of any of the above conditions is not satisfactory under the provisions of the Environmental (Protection) Act, 1986, to ensure effective implementation of the suggested safeguard measures in a time bound and satisfactory manner.	Agreed to Comply.
11.12	The Ministry reserves the right to stipulate additional conditions if found necessary. The Company in a time bound manner shall implement these conditions.	Noted.
11.13	The Regional Office of this Ministry shall monitor compliance of the stipulated conditions. The project authorities should extend full cooperation to the officer (s) of the Regional Office by furnishing the requisite data/information/ monitoring reports.	Noted.
11.14	The above conditions shall be enforced, inter-alia under the provisions of the Water (Prevention & Control of Pollution) Act, 1974, the Air (Prevention & Control of Pollution) Act, 1981, the Environment (Protection) Act, 1986, Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 and the Public Liability Insurance Act, 1991 along with their amendments and Rules and any other orders passed by the Hon'ble Supreme Court of India / High Courts and any other Court of Law relating to the subject matter.	Noted.
11.15	Any appeal against this EC shall lie with the National Green Tribunal, if preferred, within a period of 30 days as prescribed under Section 16 of the National Green Tribunal Act, 2010.	Noted.

S. No.	EC Conditions	Compliance Status
12 Specific Conditions		
12.1	The unit shall make the arrangement for protection of possible fire hazards during manufacturing process in material handling. Fire fighting system shall be as per the norms.	<p>Complied.</p> <p>The facility is provided with fire fighting facilities and valid fire license is put in place.</p>