



File No: File No.10/35/2023-IA.III
Government of India
Ministry of Environment, Forest and Climate Change
IA Division



Date 21/09/2026



To,

Ravikumar K
V.O.CHIDAMBARANAR PORT TRUST
V.O.Chidambaranar Port Trust Harbour Estate Thoothukkudi , Mullakadu, Tuticorin, TamilNadu,
Harbour Estate, 628004
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Subject:

The proposal is for Development of Berths I to IV comprises of construction of Berths 1 to 4 (Berths 1 & 2 - CT 1, Berths 3 & 4 - CT 2) of 1000m quay length for each CT (Outer) and mechanization of the berths to handle the container cargoes with a minimum capacity of 4MTEU as Container Terminals including Dredging and construction of Breakwater at VOC Port on DBFOT Basis, Mullakadu-village, Tuticorin-Tehsil, Tuticorin-District, Tamil Nadu by M/s V.O. Chidambaranar Port Trust-Environmental and CRZ clearance regarding.

Sir/Madam,

This is in reference to your application submitted vide proposal number IA/TN/INFRA1/553401/2026 dated 02/04/2026 for grant of prior Environmental and CRZ Clearance (EC) to the proposed project under the provision of the EIA Notification 2006 and CRZ Notification, 2011 as amended thereof.

2. The particulars of the proposal are as below :

(i) EC Identification No.	EC25A3501TN5503935N
(ii) File No.	File No.10/35/2023-IA.III
(iii) Clearance Type	Fresh EC and CRZ
(iv) Category	A
(v) Project/Activity Included Schedule No.	7(e) Ports, harbors, breakwaters, dredging
(vi) Sector	INFRA-1
(vii) Name of Project	Development of Berths I to IV (Outer) as Container Terminals including Dredging and construction of Breakwater at VOC Port on DBFOT Basis
(viii) Name of Company/Organization	V.O.CHIDAMBARANAR PORT TRUST
(ix) Location of Project (District, State)	TUTICORIN, TAMIL NADU
(x) Issuing Authority	

3. The proposal is for Development of Berths I to IV comprises of construction of Berths 1 to 4 (Berths 1 & 2 - CT 1, Berths 3 & 4 - CT 2) of 1000m quay length for each CT (Outer) and mechanization of the berths to handle the container cargoes with a minimum capacity of 4 MTEU as Container Terminals including Dredging and construction of Breakwater at VOC Port on DBFOT Basis, Mullakadu-village, Tuticorin-Tehsil, Tuticorin-District, Tamil Nadu by M/s V.O. Chidambaranar Port Trust.
4. Earlier, EC and CRZ clearance was granted by the Ministry for Construction of North Cargo Berth—III and IV and dredging in front of North Cargo Berth II, III, and IV and filling up of dredged material into reclaim the land inside VOC Port Complex, Tamil Nadu by M/s V.O. Chidambaranar port Trust vide letter no.11-139/2010-IA.III dated 2nd January, 2015. Subsequently, Environmental and CRZ clearance was granted by the Ministry for Deepening the Harbour Basin and Approach Channel to handle 15.20m draught vessels, Modification of Port entrance, Construction of 6 Nos. of Berths and Strengthening/Upgradation of existing Berths-1 to 9, NCB-I and NCB-II at V.O.Chidambaranar Port by M/s V.O. Chidambaranar Port Trust. Vide letter no.10-55/2017-IA-III dated 25th February, 2019.
5. Now the Project Proponent submitted the application for development of two no's of Container terminals(CT) which comprises of construction of Berths 1 to 4 (Berths 1&2-CT 1, Berths 3&4-CT 2) of 1000m quay length for each CT and mechanization of the berths to handle the container cargoes with a minimum capacity of 4 MTEU's along with construction of breakwater in the Northern and Southern side (5635m length approx.), Rubble Bund for reclamation of dredged materials, Capital dredging alongside the berth and Outer Harbour basin to (-)18.9m and approach channel to (-)19.4m to handle 18m draught vessels (approx. dredging quantity = 18.48 M.Cu.m). The capacity of the two container terminals is assessed to be 80 MMTPA (4 MTEUs). The proposed project site falls under V.O.C Port limit. The geo coordinates of the project location is Latitude from 8°44'40.91"N to 8°40'36.61"N Longitude from 78°12'47.69"E to 78°18'26.18"E.
6. The proposed project falls under Schedule 7(e) Ports, harbors, breakwaters, dredging Category 'A' as per the EIA Notification 2006. The cost of the project Rs.8,500 Cr.
7. Details of Terms of References(ToR): The ToR proposal was considered in 30th meetings of Expert Appraisal Committee held during 19th-20th June, 2023, and ToR was granted by the Ministry vide letter no.10/35/2023-IA.III dated 29/08/2023.
8. Details of Public Hearing: The public hearing is conducted at Thoothukkudi district Tamil Nadu dated 03/09/2024.

S. No	Date of Public Hearing	Detail of Paper advertisement	Venue and Location	Presided by
1.	03/09/2024	Advertisement was published in newspapers namely Times of India" and in Tamil in "Daily Thanthi" on 23.07.2024	Located at village-Mullakadu(Part),Sub-district-Thoothukkudi-District-Tuticorin Tamil Nadu	District Revenue Officer

9. Land use/cover: land use and land cover of project site is given as follows.

S.No	Name	Area in Ha	Percentage (%)
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1	Water Bodies	53974.29	90.81
2	Settlement	1617.89	2.72
3	Salt Land	2242.21	3.77
4	Open Land	760.61	1.28
5	Dens Land	126.83	0.21
6	Scrub Land	715.49	1.20
Total		59437.32	100

10. Terrain and topography: The entire area near the site is already in use for carrying out port related activities by V.O Chidambaranar Port and is proposed in V.O.C Port water limit.

11. Water Requirement: The total water requirement for the proposed outer harbour development is estimated to be 50 KLD during the construction phase and approximately 29.25 KLD during the operation phase, which will be sourced from the Thamirabarani River.

12. Details of tree cutting and green belt development: There is no tree cutting involved in the project. An area of 10.1 ha has been proposed for the development of greenbelt.

13. Diversion of forest land: There is no forest land involved in the project. The proposed project neither passes through nor falls within 10 km of radius of any Eco sensitive/protected areas notified under Wildlife Protection Act 1972, National Parks, Sanctuaries and Tiger Reserves etc.

14. CRZ Classification: CRZ Classification as per approved CZMP of the proposed project site falls is as follows CRZ-IB, CRZ-II and CRZ-IV A.

S.No	Proposed Developmental activities	Area in Hectare		
		CRZ IB	CRZ II	CRZ IVA
1	Approach Channel	-	-	66.88
2	Approach Channel	-	-	61.88
3	Approach Channel	-	-	68.58
4	Approach Channel	-	-	55.45
	Eastern Break water	-	-	1.16
	North Break water	-	-	3.33
5	Approach channel	-	-	29.02
6	Common User Area	-	-	12.54
7	CT-1 Backup Yard	-	-	35.01
8	CT-2 Backup Yard	-	-	31.38
9	Eastern Break water	-	-	6.76
10	For Future Development	-	-	15.30
11	North Break water	-	-	5.05
12	South Break water	-	-	4.68
13	Turning circle	-	-	32.27
14	Proposed Reclaimed land	0.16	0.14	7.48
15	Proposed Reclaimed land	-	1.08	33.67

The DCZMA for Thoothukudi district has recommended the proposal to SCZMA in the meeting held

on 27.03.2025. TNSCZMA has recommended the proposal vide letter no. P1/DOECC/644/2025 dated 19.09.2025.

15. Certified EC Compliance Report(CCR): IRO, MoEF&CC, Chennai inspected the site on 27^h March 2026 and issued the certified EC compliance report vide letter no. CCR No. RO/TN/CCR/387914/2026 dated 30^h March 2026.

16. Details of shoreline changes: The proposed development includes construction of breakwaters on the northern and southern sides with a total length of approximately 5635 m. In addition, a rubble bund of about 3200 m in length is proposed for reclamation of dredged materials. The overall dredging quantity is estimated to be approximately 18.48 million cubic meters, which includes dredging alongside the berth and harbour basin up to (-) 18.9 m and the approach channel up to (-) 19.4 m, to facilitate handling of vessels with up to 18 m draft. The Outer harbour is proposed to be executed phased manner is as follows:

Stage-I Development	Stage-II Development	Stage-III Development
i. The Outer harbour is proposed to be executed. ii. Construction of breakwater (5635m length approx.). iii. Capital dredging in the Turning circle basin to (-)16.9m and approach channel to (-)17.4m to handle 16m draught vessels (approx. dredging quantity = 9.73 M.Cu.m). iv. Construction of Rubble Bund for a length of 3200m for reclamation of dredged materials. v. Construction of Container Terminal 1 of 1000m quay length. The design of berth civil structure needs to be done to handle vessels up to 21m draught of 22,000 TEU vessels. vi. Mechanization of the Container Terminal (CT1) providing container handling equipment like quay gantry cranes, RTGCs, reach stacker, tractor trailers, IT systems etc., vii. Installation of Navigational Buoys in the channel.	i. Capital dredging alongside the Container Terminal 2 to (-)16.9m to handle 16m draught vessels (approx. dredging quantity = 1.23 M.Cu.m). ii. Construction of Container Terminal 2 of 1000m quay length. The design of berth civil structure needs to be done to handle vessels up to 21m draught of 22,000 TEU vessels. iii. Mechanization of the Container Terminal (CT2) providing container handling equipment like quay gantry cranes, RTGCs, reach stacker, tractor trailers, IT systems etc.,	Capital dredging in the Turning circle basin to (-) 18.9m and approach channel to (-)19.4m to handle 18m draught vessels in CT1 & CT 2 (approx. dredging quantity=7.52 M.Cu.m).

17. Waste Management: No labor camp is proposed at the site during the construction phase. Management of solid waste will be done by proper segregation, collection, disposal during operation phase. Solid Waste Management shall be done as per TNPCB/CPCB norms and under no circumstances treated or untreated liquid waste will be discharged into marine water. The construction debris will be

utilized for filling low lying areas. Municipal solid waste will be handled as per the Municipal Solid Waste Management and handling Rules by MoEF&CC.

18. Land Acquisition and R&R: The construction of terminal berth will be done in existing port limit only and no human settlements are present and hence, no R&R is envisaged.

19. Employment Opportunity: During construction phase, no. of employment will be approx. 50 and during Operational phase, no. of employment will be 150. Thus, total 200 no. of people will be benefitted during operation phase of the project.

20. Benefits of project: Moving back transshipment of Indian and Indian sub-continent cargo to an Indian port is an important objective for the Government. VOC Port appears to be the most suitable location for developing such a Transshipment hub. It has the key requisites (draft, proximity to main route, gateway traffic) to attract a large share of cargo moving between Asia and Europe, Africa and East Coast of America. Availability of a state-of-art Container Transshipment Terminal for the exporters, importers & Traders for movement of containers in a faster mode at lower costs. Facilitation to attract mainline Container vessels capacities to call at VOC Port for direct shipment of Containers to destination Ports. Shipment of Containers through larger vessels direct to destination Ports will avoid transshipment costs & save as freight rates (Economics of Scale). Construction of the project works will provide business to various contractors and employment opportunity for the population. The project will be a catalyst to attract more investments in the vicinity and pave way for the economic development of the region.

21. Details of court case: There is no court case involved in the project.

22. The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 455th meeting of Expert Appraisal Committee held on 15th-16th July, 2026 **recommended** the project for grant of environmental and CRZ clearance under EIA Notification, 2006 and CRZ notification, 2011 as amended with stipulated specific conditions along with other Standard EC Conditions.

23. The Ministry of Environment, Forest and Climate Change has considered the proposal based on the recommendations of the Expert Appraisal Committee (Infrastructure, CRZ and other Miscellaneous projects) and hereby decided to grant Environmental and CRZ Clearance for 'Development of Berths I to IV comprises of construction of Berths 1 to 4 (Berths 1&2- CT 1, Berths 3&4-CT 2) of 1000m quay length for each CT(Outer) and mechanization of the berths to handle the container cargoes with a minimum capacity of 4MTEU as Container Terminals including Dredging and construction of Breakwater at VOC Port on DBFOT Basis, Mullakadu-village, Thoothukudi(Tuticorin)-Tehsil, Thoothukudi(Tuticorin)-District, Tamil Nadu by M/s V.O. Chidambaranar Port Trust' under EIA Notification, 2006 and CRZ notification, 2011 as amended subject to strict compliance of the following specific conditions, in addition to all standard conditions applicable for such projects.

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

Copy To

1. The Deputy Director General, Regional Office, Deputy Director General Of Forests (C) Ministry Of Environment Forest And Climate Change क्षेत्रीय कार्यालय प्रथम तल जीपीओ के लिए अतिरिक्त कार्यालय ब्लॉक शास्त्री भवन हैडोर्ज़ रोड नुंगमबककम चेन्नई -600006, N/A, N/A, ro.moefccc@gov.in
2. The Monitoring Cell MoEFCC, Compliance & Monitoring Division, Indira Paryavaran Bhawan Jor Bagh Road New Delhi, South, Delhi, moefcc-monitoring@gov.in
3. The Member Secretary, CPCB, Parivesh Bhawan Cbd-Cum-Office Complex East Arjun Nagar, East, Delhi, mscb.cpcb@nic.in
4. The Member Secretary, SPCB/PCC, No. 76 Mount Salai Guindy, Chennai, Tamil Nadu, memsec@tnpcb.gov.in
5. The Secretary, Department of Environment Climate Change and Forests Department Government of Tamil Nadu,

Annexure 1

Specific EC Conditions for (Ports, Harbors, Breakwaters, Dredging)

1. Specific Conditions

S. No	EC Conditions
1.1	All the recommendations and conditions specified by the TamilNadu Coastal Zone Management Authority (CZMA) vide letter No. P1/DOECC/644/2025 dated 19.09.2025 shall be complied with and the status of the implementation shall be submitted to the Concern IRO, MoEF&CC along with the six monthly EC compliance report.
1.2	The Project Proponent shall submit details of operational arrangements, storage facilities, traffic management measures, safety systems and pollution control mechanisms to ensure safe and efficient handling of cargo and vessel operations without causing congestion or adverse environmental impacts along with 6 monthly compliance report
1.3	A comprehensive Cumulative Impact Assessment Study shall be carried out covering cargo handling operations and associated infrastructure. The study shall assess cumulative impacts on air quality, water quality, marine ecology, sediment quality, noise, traffic, socio-economic environment, occupational health and safety, and disaster management, and the recommendations shall be incorporated into the Environmental Management Plan (EMP) and compliance should be submitted along with 6 monthly compliance report.
1.4	The Project Proponent shall ensure that the proposed increase in vessel numbers and revised berthing configuration are designed and managed in a manner that avoids congestion, delays and navigational safety concerns within the port infrastructure.
1.5	A detailed Berth Occupancy and Marine Traffic Management Plan shall be prepared and implemented to demonstrate that the proposed vessel traffic can be accommodated safely within the existing infrastructure without compromising navigational safety or operational efficiency.
1.6	The Project Proponent shall provide and maintain firefighting infrastructure commensurate with the proposed increase in vessel traffic and other cargo handling. The system shall include firewater storage, hydrant networks, foam-based firefighting systems, emergency shutdown arrangements, gas detection systems and trained emergency response personnel. Periodic mock drills shall be conducted and records maintained.
1.7	Project Proponent shall strive to enhance the Green Belt under the campaign "एक_पेड़_माँ_के_नाम" and the details of the trees planted would be uploaded on the portal.

Standard EC Conditions for (Ports, harbors, breakwaters, dredging)

1. Statutory Compliance

S. No	EC Conditions
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.
1.2	A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project should be obtained.
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.

2. Air Quality Monitoring And Preservation

S. No	EC Conditions
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.
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.
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.
2.4	The Vessels shall comply the emission norms prescribed from time to time.
2.5	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.
2.6	A detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 05 kms radius of the project is maintained and improved upon after the implementation of the project. This plan should be based on cumulative impact of all development and increased habitation being carried out or proposed to be carried out by the project or other agencies in this 05 Kms radius of the site in different scenarios of space and time 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.

3. Water Quality Monitoring And Preservation

S. No	EC Conditions
3.1	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.
3.2	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.
3.3	No ships docking at the proposed project site will discharge its on-board waste water untreated in to the estuary/ channel. All such wastewater load will be diverted to the proposed Effluent Treatment Plant of the project site.
3.4	Measures should be taken to contain, control and recover the accidental spills of fuel and cargo handle.
3.5	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.
3.6	Total fresh water use shall not exceed the proposed requirement as provided in the project details. Prior permission from competent authority shall be obtained for use of fresh water.
3.7	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.
3.8	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.
3.9	No diversion of the natural course of the river shall be made without prior permission from the Ministry of Water resources.
3.10	All the erosion control measures shall be taken at water front 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.

4. Noise Monitoring And Prevention

S. No	EC Conditions
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 Ministry as a part of six-monthly compliance report.
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 equipments.
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.

S. No	EC Conditions
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.

5. Energy Conservation Measures

S. No	EC Conditions
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;
5.2	Provide LED lights in offices and project areas.

6. Waste Management

S. No	EC Conditions
6.1	Dredged material shall be disposed safely in the designated areas.
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.
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.
6.4	The solid wastes shall be managed and disposed as per the norms of the Solid Waste Management Rules, 2016.
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.
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.
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.
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.

7. Green Belt

S. No	EC Conditions
7.1	Green belt shall be developed in area as provided in project details with a native tree species in accordance with CPCB guidelines.
7.2	Top soil shall be separately stored and used in the development of green belt.

8. Marine Ecology

S. No	EC Conditions
8.1	Dredging shall not be carried out during the fish breeding and spawning seasons.
8.2	Dredging, etc shall be carried out in the confined manner to reduce the impacts on marine environment.
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.
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.
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.
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.
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.

9. Public Hearing And Human Health Issues

S. No	EC Conditions
9.1	The work space 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.
9.2	Workers shall be strictly enforced to wear personal protective equipments like dust mask, ear muffs or ear plugs, whenever and wherever necessary/ required. Special visco-elastic gloves will be used

S. No	EC Conditions
	by labour exposed to hazards from vibration.
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 to CTSDF.
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.
9.5	Emergency preparedness plan based on the Hazard identification and Risk Assessment (HIRA) and Disaster Management Plan shall be implemented.
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. The housing may be in the form of temporary structures to be removed after the completion of the project.
9.7	Occupational health surveillance of the workers shall be done on a regular basis.

10. Environment Responsibility

S. No	EC Conditions
10.1	The company shall have a well laid down environmental policy duly approved by the Board of Directors. The environmental policy should prescribe for standard operating procedures to have proper checks and balances and to bring into focus any infringements/deviation/violation of the environmental / forest /wildlife norms/ conditions. The company shall have defined system of reporting infringements / deviation / violation of the environmental / forest / wildlife norms / conditions and / or shareholders / stake holders. The copy of the board resolution in this regard shall be submitted to the MoEF&CC as a part of six-monthly report.
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.
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 account and not to be diverted for any other purpose. Year wise progress of implementation of action plan shall be reported to the Ministry/Regional Office along with the Six Monthly Compliance Report.
10.4	Self environmental audit shall be conducted annually. Every three years third party environmental audit shall be carried out.

11. Miscellaneous

S. No	EC Conditions
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.
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.
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.
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.
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.
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.
11.7	The project authorities must strictly adhere to the stipulations made by the State Pollution Control Board and the State Government.
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.
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).
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.
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.
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.
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

S. No	EC Conditions
	furnishing the requisite data / information/monitoring reports.
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.
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.

Additional EC Conditions

N/A

Annexure 2

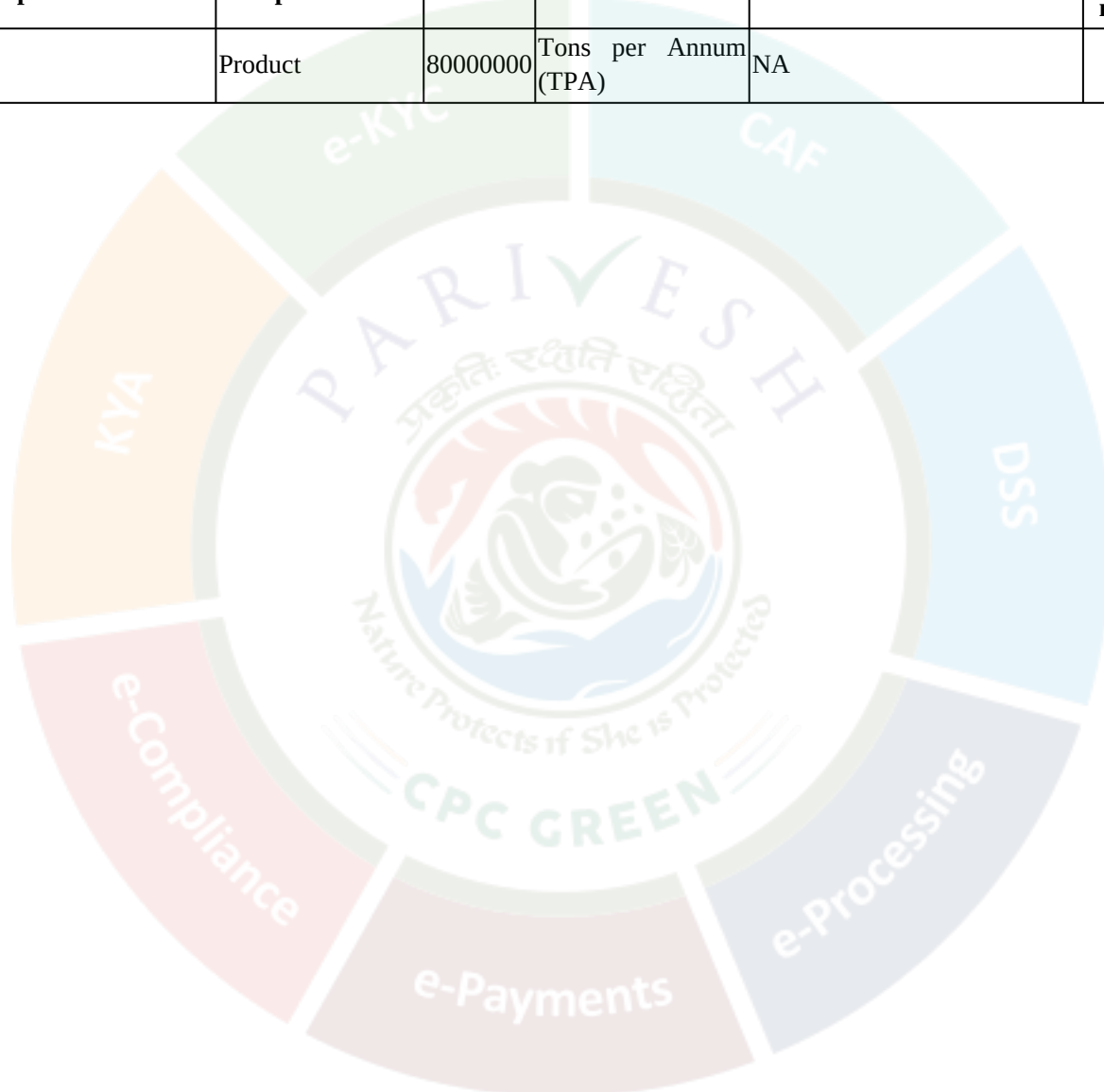
Details of the Project

S. No.	Particulars	Details	
a.	Details of the Project	Development of Berths I to IV (Outer) as Container Terminals including Dredging and construction of Breakwater at VOC Port on DBFOT Basis	
b.	Latitude and Longitude of the project site	8.734402266666368,78.21345277989218 8.749548449509529,78.23943631064104	
c.	Land Requirement (in Ha) of the project or activity	Nature of Land involved	
		Area in Ha	
		Non-Forest Land (A)	512
		Forest Land (B)	0
		Total Land (A+B)	512.0
d.	Date of Public Consultation	Public consultation for the project was held on	
e.	Rehabilitation and Resettlement (R&R) involvement	NO	
f.	Project Cost (in lacs)	850000	
g.	EMP Cost (in lacs)	8000	

S. No.	Particulars	Details
h.	Employment Details	

Details of Products & By-products

Name of the product /By-product	Product / By-product	Quantity	Unit	Mode of Transport / Transmission	Remarks (eg. CAS number)
Product	Product	80000000	Tons per Annum (TPA)	NA	



Signature Not Verified

Digitally Signed by : Dr Amardeep Raju
Member Secretary, MoEFCC (EC)

Date: 21/09/2026