No.CIDCO/GM(Airport)/2016/ 143

Date : 8th August, 2016

To,

Dr.A.Mehrotra,
Director(S),
Ministry of Environment & Forest,
Regional Office, Western Region,
Kendriya Paryavaran Bhavn,
Link Road No.3, E-5, Ravi Shankar Nagar,
Bhopal – 462016 (MP)
Telefax : 0755-2465054
e-mail: ajaymehrotra13@gmail.com

To,

The In-Charge Zonal Office,
Central Pollution Control Board,
Parivesh Bhavan,
Opp. VMC Ward No.10,
Subhanpura,
Vadodara-390023
Gujarat.

To,

The Member Secretary,
Maharashtra Pollution Control Board,
Kalpataru Point, 3rd Floor,
Sion-Matunga Scheme Road No.8,
Opp.Sion Circle
Mumbai-400022

Sub : **Navi Mumbai International Airport (NMIA)**
- **Submission of Half Yearly Compliance Report.**

Ref : i) Ministry's Letter No.10-53/2009-I.A.III dtd.22.11.2010

Dear Sir,

Enclosed please find herewith the point-wise compliance of conditions stipulated in the letter No.10-53/2009-I.A.III dtd.22.11.2010, granting Environment & CRZ Clearance to Navi Mumbai International Airport. The soft copy of the same on CD is also enclosed.

We hope you find the same in order.

Thanking you.

Yours faithfully,

T/C SE(AP-II)

(D.R.Hartalkar)
General Manager(Airport)

Encl : As above.

CITY AND INDUSTRIAL DEVELOPMENT CORPORATION OF MAHARASHTRA LIMITED

REGD. OFFICE:
"NIRMAL", 2nd Floor, Nariman Point,
Mumbai - 400 021.
PHONE : (Reception) +91-22-6650 0900 / 6650 0928
FAX : +91-22-2202 2509 / 6650 0933

HEAD OFFICE:
CIDCO Bhavan, CBD Belapur,
Navi Mumbai - 400 614.
PHONE : +91-22-6791 8100
FAX : +91-22-6791 8166

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Half Yearly Compliance Report

01. Name of the Project	:	Navi Mumbai International Airport(NMIA) at Navi Mumbai, Taluka Panvel, Dist. Raigad Maharashtra.
02. MoEF Clearance Letter : No. & Date.		10-53/2009-I.A.III dtd. 22.11.2010.
03. Compliance Period.	:	01.01.2016 to 30.06.2016.
04. Project Code	:	F.No.10-53/2009-IA.III.
05. Compliance in Brief.	:	All the conditions of Environment Clearance (EC) are being complied. Public has been informed about the grant of EC by advertisement in newspaper DNA, Mumbai on 30.11.2010 and Lokmat (Marathi) on 30.11.2010 and copies of Newspaper cutting were submitted to Regional Office at Bhopal.

A copy of letter granting EC by MoEF was sent to office of Commissioner, Konkan Division, Collector, Raigad, C.E.O., Zilha Parishad, B.D.O., Panchayat Samitee and the Sarpanch of Six Villages in the project area and local NGO from whom suggestions/representation were received while processing the proposal.

The High Level Advisory and Monitoring Committee (HLAMC) has been constituted by Govt. of Mah. vide its Order No.CID-3311/Pra.Kra.203/UD-10 dtd. 13th May, 2011. A copy of this Order has been submitted to Regional Office, Bhopal.

The updated EIA study report was submitted to all the concerned departments of GoI and GoM vide letter No.CIDCO/GM/Airport/49 dtd. 21st April, 2011.

The land use plan in sanctioned development plan of Navi Mumbai is amended by incorporating 615 Ha. area as No Development Zone vide Govt. Order No.TPS-1711/2495/C.R.202/11/UD-12 dtd.21st March, 2012 to plant and protect mangrove areas / green areas.

The Govt. of Mah. has issued Notification bearing No.TPS:17112/475/CR-58/UD/12 dated 10th January, 2013;for an area around proposed International Airport called "the Navi Mumbai Airport Influence Notified Area" NAINA and appointed CIDCO to be Special Planning Authority.

The Wildlife Clearance is recommended in the 29th Meeting of Standing Committee vide letter No.P.No.6-43/2007 WL-I dtd. 1st August, 2013 of Wildlife Division of Ministry of Environment & Forest, Govt. of India.

The High Court of Mumbai permitted CIDCO to clear Mangroves for the development of NMIA vide its Order dtd. 29th October, 2013 in NoM.419 of 2011.

In Principle approval for the first stage Forest Clearance is accorded vide Letter No.F.No.8-95/2012-FC dtd. 17th December, 2013.

Urban Development Department, Govt. of Maharashtra has issued the G.R.No.CID/1812/P.K.275/UD-10, dtd.1st March, 2014 for rehabilitation of families falling in airport zone.

The CRZ clearance for off-site physical infrastructure of roads, bridges and interchanges has been granted by MCZMA vide letter no. MCZMA-2016/CR-6/TC-4 dated 15th February 2016.

Present Status of Compliance to Condition as stipulated in E&CRZ Clearance No.10-53/2009-I.A. III dtd. 22.11.2010 is given as under:

Sl. No.	Particular	Compliance
	Specific Condition	
I.	**Construction Phase**	
	(i) "Consent for Establishment" shall be obtained from State Pollution Control Board under Air and Water Act and a copy shall be submitted to the Ministry before start of any construction work at the site.	'Consent for Establishment" was obtained from Maharashtra State Pollution Control Board vide letter no Format 1.0/BO/CAC-Cell/EIC-RD-3151-15/CE/CAC-12995 dtd. 14.10.2015.
	(ii) CIDCO shall rehabilitate about 3000 families of 10 settlements from 7 villages falling within the airport zone as per the R & R policy of the Government of India or the Government of Maharashtra, which ever is more beneficial to the project affected persons.	Urban Development Department, Govt. of Maharashtra issued the G.R.No.CID/1812/P.K.275/UD-10, dtd.1st March, 2014 for rehabilitation of families falling in airport zone. The process of rehabilitation of families is in progress.
	(iii) CIDCO shall obtain necessary permission from Hon'ble High Court of Bombay for cutting or damaging of mangroves and clearance under Forest Conservation Act 1980 as per the orders in respect of notice of Motion no. 417 of 2006 in PIL no. 87/2006, as required.	The Wildlife Clearance was recommended in the 29th Meeting of Standing Committee vide letter No.P.No.6-43/2007 WL-I dtd. 1st August, 2013 of Wildlife Division of Ministry of Environment & Forest, Govt. of India. The High Court of Mumbai permitted CIDCO to clear Mangroves for the development of NMIA vide its Order dtd. 29th October, 2013 in NoM.419 of 2011. In Principle approval for the Stage 1 Forest Clearance was accorded vide Letter No.F.No.8-95/2012-FC dtd. 17th December, 2013. Stage 2 Forest Clearance is in advance stage of approval

	[iv] The plantation and protection of mangroves over an area of 615 ha (245 hectares of good quality Mangroves Park shall be developed at Vaghivli on the north of the airport area + 60 hectare area located on the west side of the airport site around Moha creek and Panvel Creek + 310 hectares area on the northeast of the airport site between Gadhi River, Mankhurd Panvel Rail corridor and National Highway 4B shall be declared as No-development zone and CIDCO shall under take the development as Mangroves park/green area) would be developed and maintained in the shape of Biodiversity Mangrove Parks well before the airport project is initiated and its progress reported to the high level committee mentioned below at (xxxiii). CIDCO shall formally amend the land use in the sectioned development plan of Navi Mumbai following the due procedure under MRTP Act to achieve this objective.	The proposal of amendment of Navi Mumbai Development Plan incorporating 615 Ha. of area as No Development Zone to undertake the plantation and protection of Mangrove has been approved by Urban Development Department, Govt. of Maharashtra vide G.R.No.TPS/1711/2495/C.R.202/11/UD-12 dated 21st March, 2012 and the same will be undertaken with the help of concerned department of Govt. of Maharashtra.
	v) The proposed re-coursing of tidally influenced water body outlets from Ulwe river has a large cross sectional area at the middle with the river/creek on either end remaining unchanged with its natural course. The whole system should function as was functioning earlier without airport project. Surface runoff should not be let into the channel just because the area of cross section is large. The whole airport area will be reclaimed and the level raised to 7m whereas the existing level all around the airport will continue to be low in its natural state. There will be flow all around due to surface runoff. This additional quantity must be collected by appropriate drainage system and let into Gadhi River and not into the re-coursing channel. The recourse channel may be able to take it but not the river or creek on either side of the channel. This aspect shall be examined by CIDCO in details to avoid the flooding of the low-lying areas besides inducting other hydrological and environmental studies.	CWPRS, Pune was requested to carry out 1D, 2D & physical Model studies based on the MoEF's approved layout plan of airport covering 1160 Ha. The report of 1D Model and physical model are submitted to CIDCO. The study for 2-D mathematical model is completed and Final Report from CWPRS is under finalization.

	(vi] The entire system shall be studied as one composite system with appropriate boundary conditions to reflect the worst conditions – minimum 100 years to be specified and compliance ensured such as - flooding, surface runoff not only from the airport but also from surrounding areas as well, normal flow, tidal flow due to tidal surge having a long return period, possible obstructions to flow, tributaries joining the main river etc so as to take appropriate protection and remedial measures. Due to construction of recourse Channels and also due to tail end of the Gadhi & Ulwe Rivers into Panvel Creek, there is a need to prepare a Comprehensive Master Plan for Surface drainage and Flood protection, keeping in view the proposed developments. CIDCO shall submit the above Master Plan to the Ministry.	Data on the topography of area surrounding the airport is collected. The master drainage plan of airport and surrounding area is being prepared.
	(vii] Systemic and periodic monitoring mechanism need to be put in place by CIDCO to assess the impact on sub-surface flow/ impact on aquifers as well as surface water bodies in different seasons. Necessary additional environmental protection measures to be adopted to address the impact of proposed development in coastal sub-subsurface flow as well as impact on aquifers.	A comprehensive periodic monitoring scheme would be prepared and incorporated in Bid Documents to monitor the sub-surface flows during construction, operation phase of project by the Special Purpose Vehicle to be incorporated for project implementation.
	(viii] CIDCO shall prepare a Management Plan to handle the runoff from the airport and to ensure that runoff associated risks/ impacts such as siltation in receiving water body are avoided and are taken care within airport area during monsoons.	The Master Drainage Plan Report of Airport and its surrounding area is being prepared which includes the issue of management of runoff and associated risks during the monsoon. The report will be finalized after receipt of reports from CWPRS, Pune.

	[ix] On the northern part of the airport there is a secondary channel of the Gadhi River which will be filled up for the airport runway construction. This will be replaced by a shorter channel along the northern boundary of the airport. The channel shall be designed appropriately through overall modeling study so that the channel provides tidal water to the mangrove park and moderate tidal flows under worst environmental conditions. Need for widening and deepening of Gadhi River may also be studied simultaneously, if required. The revised widths and depths of recourse channels shall be determined with modified drainage and worst rainfall/tide conditions including appropriate factor of safety.	The proposed North connecting channel shall be designed in accordance with the Model studies being carried out at CWPRS, Pune.
	[x] The flow channels and the low lying mangrove area which will receive water from diverted recourse/ Channels should remain undisturbed. No road, embankment or any other construction shall be permitted. Any island formed due to deposition of sediment in front of Panvel creek shall be periodically removed.	All the flow channels in No Development Zone (615 Ha.) shall be kept undisturbed and any deposition of sediment in Panvel Creek shall be removed periodically.
	[xi] A detailed map shall be submitted by CIDCO to the Ministry with quantification of affected mangrove area with density i.e. initial proposal & modified proposal and proposed mangrove forestation with species. The work on the proposed compensatory mangrove park should commence well before the construction of the airport is undertaken. The mangrove irrigation systems and diverse species selections for all the four areas may be scientifically made. The river front development in all the areas not protected by adequate mangrove buffer along the Panvel creek and Gadhi river may be considered through studies.	Mumbai University has quantified the affected Mangrove and same is incorporated in updated EIA Report. The Scheme for regeneration of Mangroves is prepared by M/s. Lewis Environment Services USA., and implementation of same is proposed to be carried out by CIDCO in consultation with the State Forest Department before the commencement of construction works of the airport.

	[xii]Whatever EIA data was submitted and presented was related to a situation for "no airport condition". The project proposal has under gone many changes in terms of converting the lagoon as Mangrove Park, shifting of non-aeronautical activities to the south etc. Updated EIA report with all the modifications and commitments given by CIDCO shall be submitted to the MoEF, MPCB and to MCZMA. This updated EIA report will serve as the preliminary baseline data. CIDCO shall submit the second report (EIA Report II) after finalization of all the facilities followed by Comprehensive EIA report prepared with approved layout of the airport, new hydrological scenario, altered topography and land use. The Comprehensive EIA report should also include ecological aspects answering quires raised by BNHS and several other points raised during the meeting. After completion of Phase I of the project, the CIDCO shall conduct the "Environmental Audit" with a reputed organization and the audit shall also include the "Validation of the conclusions drawn in the EIA Report" and to submit to MoEF, MPCB and to MCZMA and shall be uploaded on the website.	Updated EIA Study Report is submitted. Comprehensive EIA Study Report will be submitted upon the completion of studies by CWPRS.
	[xiii] The water quality of the River Gadhi, Ulwe, the Panvel Creek and the ground water is to be monitored on quarterly basis for TOC, Pb, Cd and Hg at all the locations identified in the EIA study for a period of at least 2 years from the commencement for the construction work and the quarterly reports to be submitted to Ministry of Environment and Forests Govt. of India and Maharashtra State Pollution Control Board.	A detailed water quality monitoring scheme has been worked out. The necessary tests will be conducted during pre-construction, construction and operation period through MoEF accredited Lab appointed by the CIDCO/ the Special Purpose Vehicle to be incorporated for project implementation and quarterly report will be submitted. The first report on the above for pre-construction period is enclosed as Annexure.

	[xiv] The waste water generated from the aircraft maintenance hangers may contain hazardous materials like lead, chromium, Sulphates, Phenolic compounds, V.O.C's etc. The surface runoff from the airport area shall also contain oils, grease, Sulphates etc, which cannot be sent directly to sewage treatment plant for the treatment. A separate treatment plant for managing the waste water shall be specified and adopted.	Provision of oil separator chamber is made in the airport drainage plan to separate the oil and grease from water before letting out to drainage system of airport.
	[xv] Based on the geological profile underneath the proposed airport, suitable consolidation factor shall be arrived to assess the additional noise/ vibration levels that would be produced during impact of landing & take off the air crafts simultaneously on both the runways. Further, the partially quarried hills in the vicinity will become a rebound shell for noise. CIDCO shall examine the details of noise/ vibration levels those are likely to be increased both during day and night time and the mitigative measures shall be installed to reduce the (noise/ vibration levels) impacts.	The runway pavement shall be designed taking into consideration subsoil condition beneath so as to minimize noise/vibration.
	[xvi] Standard instrument arrival and departure procedure shall be designed to minimise the noise levels within the permissible limits for the area falling in the funnel near the airport on either side.	The matter has been already taken up with AAI/DGCA to work out SID & STAR to minimize the noise level in funnel during operation of Airport.

	[xvii] Energy conservation to the extent of 20% shall be incorporated in the bidding documents including water conservation (reuse/recycle, rain water harvesting and water efficient fixtures) and other green building practices for various buildings proposed within the airport complex. CIDCO shall consider ECBC Guidelines 2009 to achieve the energy – efficient design.	Energy saving to the tune of 20% shall be achieved by making it a mandatory contractual condition in Bid Document.
	[xviii] CIDCO shall prepare a detailed traffic management plan to take care of increased vehicular traffic which should also cover/ clearly delineate widening/ increasing the existing roads and associated road infrastructure approving/ installation of road safety features/ pedestrian facility/FOB/under passes etc (that can be done by carrying out road safety audits). Measures shall be taken to prevent encroachment along/within the ROWs on connecting/ main arterial roads.	Based on recommendation by M/s. Lea Associates to enhance the airport connectivity and to manage increased traffic, measures/actions to be taken are initiated.
	[xix] Necessary road (National and State Highways) and rail connectivity shall also be upgraded to handle the increased passenger and cargo traffic, in addition to metro for transition of passengers. The proposal of Havorport shall not be taken up on the north part of the airport area as this shall damage the mangroves.	The National and State Highway surrounding the airport is being upgraded for increased traffic by MJPRCL and PWD. The proposal is to widen the existing National and Highways in the airport vicinity to 8 Lane with service roads and further to 6 Lane with service roads. Widening of Sion – Panvel highway upto 10 lanes is completed.

	[xx] The measures should be taken to improve public transportation including dedicated road / MRTS corridors to access to Airport, may also be considered for the same. Energy Efficient dedicated rail based public transport facility; suburban/ metro train in particular, may be created between the Santa Cruz and the Navi Mumbai Airport in addition to all other links connecting various parts of Mumbai city.	M/s.Lea Associate in its study has covered this aspect and actions to enhance the Public Transportation facilities to the airport are being initiated by the concerned Authorities.
	[xxi] Traffic Management during construction phase should be clearly planned so that the traffic situation is not further worsened on the existing connecting roads. Installations of Noise barrier/ Green Belts should be clearly indicated in the plan (After identifying critical locations).	Navi Mumbai Traffic Police will be consulted for preparing traffic management plan during construction and post construction stage to manage the traffic on the transport system.
	[xxii] To avoid accidental damage (fire, hazardous material waste handling, oil spills, wastewater disposal) in the adjacent ecologically fragile surroundings and mangrove area – a risk assessment plan and disaster management plan should be prepared and with periodic compliance of safety measures in place to avoid loss due accidental damage that could have been otherwise avoided. Further CIDCO shall appoint a dedicated professional team/cell to handle disaster and associated risks.	National Institute of Disaster Management, New Delhi is being appointed for preparing Risk Assessment and Disaster Management Plan for Airport. Based on suggestion, a Cell would be placed to handle the disaster and associated risks.

	[xxiii] In addition to the above – CIDCO shall ensure that all the risks (such as fire, hazardous material waste handling, oil spills, waste – both liquid/solid wastes) associated/ resultant risk during various stages of development (like planning, construction, operation) are managed within the airport area. In case of any unforeseen event as stated above the liability – environmental and social will rest with the developer/CIDCO, the decision of the high level Committee, stipulated below will be full and final for liability fixations.	An Environment cell is proposed to be created in CIDCO as well as in the SPV of NMIA who shall monitor and ensure the pollutants are within permissible limits and submit the report to HLAMC.
	[xxiv] The compliance report of the monitoring committee shall be made 'public' (put online and/or also displayed for wider dissemination of compliance) at all stages (planning, construction, operation) to ensure effective monitoring and compliance of conditions.	The compliance report of Monitoring Committee is being placed on Web site.
	[xxv] Environment Management Plan or associated monitoring plan shall ensure that mitigation measures detailed out in terms of role, responsibility, budgetary provisions, timeline for completion, frequency of monitoring and compliance etc.	An Environment cell is proposed to be created in CIDCO as well as in the SPV of NMIA who shall monitor and ensure the pollutants are within permissible limits and submit the report to HLAMC.
	[xxvi] In order to meet all the essential aeronautical requirements and the further airport expansions, no property development shall be undertaken within the proposed aeronautical Airport Zone area (1160ha).	This condition shall be complied by making provision in contractual condition in Bid Document.

	[xxvii]The Master plan/ Development plan of Navi Mumbai shall be revised and recasted in view of the airport development to avoid and unplanned haphazard growth around the airport. The landuse should take care of bird menace including that from the Mangrove Parks.	The Navi Mumbai Development Plan is already revised in accordance with MoEF condition vide Govt. Order No.TPS-1711/2495/C.R. 202/11/UD-12 dtd. 21st March, 2012 and further periodic revision would be carried out to suit need of airport. Accordingly, the Govt. of Mah. has issued Notification bearing No.TPS:17112/475/CR-58/UD/12 dated 10th January, 2013;for an area around proposed International Airport called "the Navi Mumbai Airport Influence Notified Area" NAINA and appointed CIDCO as the Special Planning Authority.
	[xxviii] All other nearby villages, if not required to be relocated should be provided with best possible infrastructure so that they compare well with the adjoining ultra modern airport infrastructure.	All the nearby village are being provided physical and social infrastructure under gaothan expansion scheme. & Grant in Aid is also provided to villages for improvement
	[xxix] CRZ provisions shall be applicable on the tidally influenced diverted channels of Ulwe and Gadhi Rivers and CIDCO shall finalise the Airport plans accordingly.	Complied.
	[xxx] Any cutting or filling up the airport site will create significant turbidity problem. CIDCO shall examine the impact on the marine life. The details will be put up on the website every 3 months.	Turbidity during construction shall be monitored and kept within the limit by taking suitable precautions during construction by the proposed Environment cell. An agency is appointed to carry out regular environmental monitoring at pre-defined locations around the airport. The Agency has submitted its reports which the status of surface and subsurface water status before cutting/filling of airport site.
	[xxxi]CIDCO shall conduct the baseline survey of avian fauna before the start of construction and the details shall be put up every 3 months on the website in association with BNHS.	BNHS is appointed to do the periodic base line survey of avian fauna and quarterly as well as annual reports are being received and placed on CIDCO'S website.
	[xxxii]The Environmental Clearance/CRZ Clearance is recommended below is only for the Navi Mumbai Airport project. CIDCO shall obtain the Environmental and CRZ clearance separately for off airport facilities and other off infrastructure projects after finalising the locations and details as may be required under the EIA Notification 2006 and the CRZ	The CRZ clearance for off-site physical infrastructure of roads, bridges and interchanges has been granted by MCZMA vide letter no. MCZMA-2016/CR-6/TC-4 dated 15th February 2016.

	Notification.	

	[xxxiii]Taking a cue from the man-made 26/11 incident arising out of external threat to our country, a strategic airport safety and security plan covering also surrounding inhabited areas of the airport shall be prepared and put in place in consultation with appropriate government departments	An Airport security report is being prepared for submission to DGCA, AAI., BCAS.
	[xxxiv]A high level advisory and monitoring committee which should include International experts of repute, reporting directly to the highest Airport Management Authority shall be constituted by CIDCO to plan, execute and maintain the environmental issues/ recommendations mentioned above. The monitoring shall be done at various stages (planning, construction, operation) of project for compliance of conditions. Budgetory provisions shall be made to the satisfaction of this Committee. The committee shall meet at least once in three months and the decisions taken in the meetings shall be put up on the web site for public information.	A High Level Advisory and Monitoring Committee (HLAMC) has been constituted by Govt. of Mah. vide its Order No.CID-3311/Pra.Kra.203/UD-10 dtd. 13th May, 2011. A copy of this Order has been submitted to Regional Office, Bhopal.
	[xxxv]Regular modeling study of air, noise shall be carried out due to the increase in traffic	Same as I.(vii)
	[xxxvi]The solid waste shall be properly collected, segregated and disposed as per the provision of Solid Waste (Management and Handling) Rules, 2000.	The condition shall be complied by incorporating the conditions in contractual document of Project implementation.
	[xxxvii]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	A suitable condition incorporated in the bid document being prepared for selection of strategic partner.

	completion of the project.	
	[xxxviii]A First Aid Room will be provided in the project both during construction and operation of the project.	A suitable condition incorporated in the bid document being prepared for selection of strategic investor
	[xxxix]Disposal of muck during construction phase should not create any adverse effect on the neighboring communities and be disposed taking the necessary precautions for general safety and health aspects of people, only in approved sites with the approval of competent authority.	A suitable condition will be incorporated in the bid document being prepared for selection of strategic partner.
	[xl] Soil and ground water samples will be tested to ascertain that there is no threat to ground water quality by leaching of heavy metals and other toxic contaminants.	Same as I.(vii)
	[xli] Construction spoils, including bituminous material and other hazardous materials, must not be allowed to contaminate watercourses and the dump sites for such material must be secured so that they should not leach into the ground water.	Same as I.(vii)
	[xlii] Installation and operation of DG set shall comply with the guidelines of CPCB.	A suitable condition incorporated in the bid document being prepared for selection of strategic partner.
	[xliii] The diesel generator sets to be used during construction phase should be low sulphur diesel type and should conform to Environment (Protection) Rules prescribed for air and noise emission standards.	A suitable condition incorporated in the bid document being prepared for selection of strategic partner.
	[xliv] The diesel required for operating DG sets shall be stored in underground tanks and if required, clearance from Chief Controller of Explosives shall be taken.	A suitable condition incorporated in the bid document being prepared for selection of strategic partner.

	[xlv] Vehicles hired for bringing construction material to the site should be in good condition and should have a pollution check certificate and should conform to applicable air and noise emission standards and should be operated only during non-peak hours.	A suitable condition incorporated in the bid document being prepared for selection of strategic partner
	[xlvi] Ambient noise levels should conform to residential standards both during day and night. Incremental pollution loads on the ambient air and noise quality should be closely monitored during construction phase. Adequate measures should be made to reduce ambient air and noise level during construction phase, so as to conform to the stipulated standards by CPCB/ MPCB.	A suitable condition incorporated in the bid document being prepared for selection of strategic partner.
	[xlvii] Fly ash should be used as building material in the construction as per the provisions of Fly Ash Notification of September, 1999 and amended as on 27th August, 2003.	A suitable condition incorporated in the bid document being prepared for selection of strategic partner.
	[xlviii] Ready mixed concrete must be used in building construction.	A suitable condition incorporated in the bid document being prepared for selection of strategic partner .
	[xlix] Storm water control and its re-use as per CGWB and BIS standards for various applications.	A suitable condition incorporated in the bid document being prepared for selection of strategic partner.
	(l) Water demand during construction should be reduced by use of pre-mixed concrete, curing agents and This condition need to be incorporated in the Bid Document to be issued to prospective bidders. This condition need to be incorporated in the Bid Document to be issued to prospective bidders.other best practices referred.	This condition would be complied by making it as contractual condition in the Bid document.
	(li) Use of glass may be reduced by upto 40% to reduce the electricity consumption and load on air-conditioning. If necessary, use high quality double glass with special reflective coating in windows.	This condition would be complied by making it as contractual condition in the Bid document being prepaid for selection of strategic partner.

	(lii) The approval of the competent authority shall be obtained for structural safety of the buildings due to earthquake, adequacy of fire fighting equipments, etc. as per National Building Code including protection measures from lightening etc.	This condition would be complied by making it as contractual condition in the Bid document being prepared for selection of strategic partner.
	(liii) Regular supervision of the above and other measures for monitoring should be in place all through the construction phase, so as to avoid disturbance to the surroundings.	This condition would be complied by making it as contractual condition in the Bid document.

Sl. No.	Particular	Compliance
	Specific Condition	
II.	**Operation Phase**	
	i) Diesel power generating sets proposed as source of back up power for elevators and common area illumination during operation phase 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 Maharashtra Pollution Control Board.	This condition would be complied by making it as contractual condition in the Bid document.
	ii) Noise should be controlled to ensure that it does not exceed the prescribed standards. During night time the noise levels measured at the boundary of the building shall be restricted to the permissible levels to comply with the prevalent regulations.	This condition would be complied by making it as contractual condition in the Bid document.
	iii) The green belt of the adequate width and density preferably with local species along the periphery of the plot shall be raised so as to provide protection against particulates and noise.	This condition would be complied by making it as contractual condition in the Bid document.
	iv) Weep holes in the compound walls shall be provided to ensure natural drainage of rain water in the catchment area during the monsoon period.	This condition would be complied by making it as contractual condition in the Bid document.

	v] Rain water harvesting for roof run- off and surface run- off, should be implemented. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease. The borewell for rainwater recharging should be kept at least 5 mts. above the highest ground water table.	The condition would be complied by making it as contractual condition in bid document.
	vi) The ground water level and its quality should be monitored regularly in consultation with Central Ground Water Authority.	Same as I (vii)
	vii] Traffic congestion near the entry and exit points from the roads adjoining the proposed project site must be avoided. Parking should be fully internalized and no public space should be utilized.	This condition would be complied by making it as contractual condition in the Bid document.
	viii] Energy conservation measures like installation of CFLs/TFLs for the lighting the areas outside the building should be integral part of the project design and should be in place before project commissioning. Use 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. Use of solar panels may be done to the extent possible.	This condition would be complied by making it as contractual condition in the Bid document being prepared for selection of strategic partner.
	ix] Efforts should be made to use solar energy to the maximum extent possible.	The condition would be complied by making it as contractual condition in the bid document being prepared for selection of strategic partner.

III.	**General Conditions:** (i) In the event of any change in the project profile a fresh reference shall be made to the Ministry of Environment and Forests.	**Noted. .**
	(ii) 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.	**Noted.**
	This Ministry or any other competent authority may stipulate any additional conditions subsequently, if deemed necessary, for environmental protection, which shall be complied with.	**Will be complied**
	(iii) Full support should be extended to the officers of this Ministry's Regional Office at Bhopal and the offices of the Central and 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.	**Will be complied**
8.	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 Municipal Solid Wastes (Management and Handling) Rules, 2000 including the amendments and rules made thereafter.	**Noted.**
9.	All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department and Civil Aviation Department from height point of view, Forest Conservation Act, 1980 and Wildlife (Protection) Act, 1972 etc. shall be obtained, as applicable by project proponents from the respective competent authorities.	MoCA, Defence Clearance, Stage 1 forest and wildlife, CRZ clearance for off-site physical infrastructure of roads, bridges and interchanges clearance and Hon.'ble Bombay High Court permission are obtained and other statutory clearances, if any, shall be obtained as applicable from competent authorities, at appropriate time.

10	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 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 Bhopal.	***Complied.***
11	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, if applicable to this project.	**Noted.**
12	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.**
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, NOx (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.	**Noted for Compliance.**
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.	**Being Complied.**

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 MoEF by e-mail.	**Noted for Compliance.**

I/c SE (AP-II)

G.M (Airport)
CIDCO

ANNEXURE

ENVIRONMENTAL COMPLIANCE MONITORING REPORT
for
Navi Mumbai International Airport (NMIA)

Sponsor:

City And Industrial Development Corporation of Maharashtra Ltd (CIDCO)

Period:

January to June 2016

PREPARED BY

ADITYA ENVIRONMENTAL SERVICES PVT.LTD.
MOEFCC Recognized Laboratory under EP Act 1986
Accredited under ISO 9001: 2008 & OHSAS 18001: 2007 by ICQS QCI NABET Accredited EIA Consultancy Organization
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1. INTRODUCTION

Mumbai Metropolitan Region (MMR) comprises of areas in and around Mumbai city and includes parts of Mumbai, Thane and Raigad Districts. Mumbai is known as the commercial capital of India and MMR is an industrial and technologically advanced region, which has experienced rapid growth in income and employment. The increasing trend in trading, business and financial services, demands highest order of infrastructure. There is need to enhance the capacity of airport as the existing airport in Mumbai experiencing tremendous pressure for meeting the air traffic demands of this vibrant region. Realizing the need of second airport for Mumbai, the Government of Maharashtra granted approval and appointed City & industrial Development Corporation of Maharashtra Limited (CIDCO) as Nodal agency for implementation.

The site for the airport was selected near Panvel in Raigad district of Maharashtra state with central coordinates 18°59'33.00"N and 73°4'18.00"E. The Director General of Civil Aviation (DGCA) has approved the site. Environmental Impact Assessment (EIA) study was conducted by Centre for Environmental Science and Engineering (CESE), Indian Institute of Technology (IIT) Mumbai and updated report submitted in April 2011. Environmental Clearance was granted by Ministry of Environment and Forests vide F. No. 10-53/2009- IA.III dt 22.11.2010.

Pre-development works for the site started in September 2016~~5~~ and as compliance to the Environmental clearance, CIDCO appointed Aditya Environmental Services Pvt. Ltd. (AESPL) to conduct Compliance Environmental Monitoring for the New Mumbai International Airport (NMIA) vide order no. CIDCO / T&C / CGM (T & A)/ STE (S-I& A)/2015/867 dated 28.05.2015. The assignment comprises monitoring of following parameters in and around the surrounding project area:

- Ambient air monitoring
- Ambient noise level monitoring
- Soil, ground/surface water
- Marine water and sediments for biological and physicochemical parameters.

The sampling locations fixed by CIDCO for compliance monitoring every quarter as per Tender No. CIDCO / T&C / NIMA / EC-22-11-2010/7.I.vii/xiii/xxx/010/251 dated. 16.02.2012 are as given in Chapter II.

2. SCOPE OF MONITORING WORK

2.1 Scope of Monitoring Work as per CIDCO Tender:

Scope of monitoring work as per CIDCO tender are as given below:

Table 2.1 *Scope of Environmental Monitoring Work as per CIDCO Tender*

Sr. No.	Parameters – as per Annexure B	Location	Frequency	Samples / Year
1.	**Ambient Air Quality:** PM 2.5, PM 10, SO_2, NO_X, CO, Lead, Ammonia, Hydrocarbon (nMHC).	12	2 Stations per Month, @ one sample per station	24
2.	**Noise: Parameters: Leq Noise level** - Day time & Night time separately.	12	Same as per Air Quality	24
3.	**Soil: Parameters:** pH, Texture class, Organic carbon, Electrical Conductivity, Available Nitrogen, Available Phosphorus, Available Potassium, SO_4, Chloride, Calcium, Magnesium, Iron, Manganese, Cu, Hg, Cd, As, Pb, Zn, Al, Ni, Co, Cr, Na & K.	10	1 Sample at each station per 6 monthly periods. 10 x 1 x2 =20 samples per year	20
4.	**Ground Water Quality Parameters:** pH, Temperature, Turbidity, Alkalinity, Salinity, Total Nitrogen, Total Phosphorous, DO, BOD, COD, O&G, Residual Chlorine, Total Hardness, Chloride, TDS, Na, Fluorides (as F), NO_3, Mn, K, Fe, SO_4, Phenol, Hexa Chromium, Cu, Cd, As, Hg, Pb, Zn, Fecal Coliform (MF count/ml), Coliform Colonies, Phytoplankton, Total Heterotrophic Bacteria (spc /mL) & Chlorophyll.	10	5 Location per Month @ 1 Sample per location = 5 samples per month	60
5.	**Marine/Surface Water Quality: Physico Chemical parameters:** PH, Floating materials, Turbidity, Temperature, Salinity (ppt, %0), TSS, TDS, TOC, DO, BOD, O&G, SO_4, NO_2, NO_3, NH_3-N, Inorganic PO_4, Ca, Mg, Fe, Cr, Cu, As, Cd, Hg, Pb, Zn.	13	For 3 seasons No. of samples 26 samples per season 26 x 3 =78 samples per year	78
6.	**Marine/Surface Water Quality: Biological parameters:** Seasonal sampling & testing (SPC) of: Phytoplankton, Zooplankton, Macrofauna, Meiofauna, Microbiology, Benthos, Diversity Indices & Coliform colonies (MPN)	3 (2 at Gadhi river entrance & 1 at Ulwe) River)	For 3 seasons. No. of Samples - 3x3 **= 9** per year	9

2.2 Locations of Monitoring:

Sampling Locations have been specified by CIDCO in its Tender. The monitoring was carried out at the same locations as fixed by CIDCO. Details of monitoring stations for

Ambient Air Quality, Ambient Noise, Soil, Ground Water, Marine Water- physicochemical & biological and Sediment, and along with location maps showing station locations are as given below:

Table 2.2 *Details of Ambient Air Quality Monitoring Stations as per CIDCO Tender*

Station Code	Station	Remarks
A1	Panvel CIDCO Office	Location of meteorological station and in residential zone
A2	Khandeshwar Railway Station	Commercial activity center
A3	Kalamboli CIDCO Office	Receptor oriented as it is in residential zone
A4	Kharghar Nodal Office	Receptor oriented as it is in residential zone
A5	Belapur CIDCO Bhavan	Major commercial activity center, heavy traffic movement
A6	Pargaon High School	Rural and mixed area
A7	Gavanphata Water Tank	Near to main traffic junction and hence heavy traffic movement
A8	Ambuja Cement Ltd	Industrial activity center
A9	Kille Gaothan Guest House	Receptor oriented as it is in residential zone
A10	Panchsheel Guest House	Receptor oriented as it is in residential zone
A11	Airport Entry – West	High vehicular movement at the entry / exit at the west side, near Aamra Marg
A12	Airport Entry – East	High vehicular movement at the entry / exit at the east side, near NH4B

Figure 2.1: *Map of Ambient Air Quality Monitoring Stations as per CIDCO Tender*

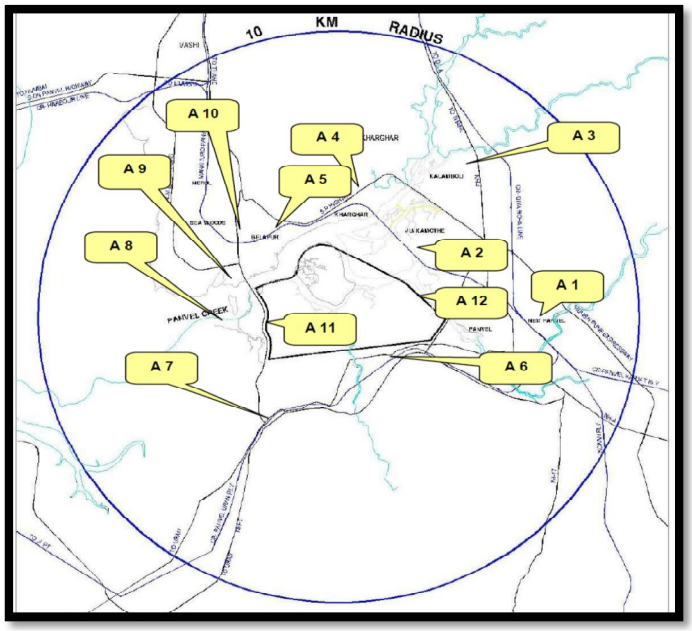


Table 2.3: *Ambient Noise Level Monitoring Stations as per CIDCO Tender*

Sr. No.	Station Name	Category of area
N1	Ambuja Cement Limited	Industrial area
N2	CIDCO Bhavan, CBD Belapur	Commercial area
N3	Palaspa Junction	Commercial area
N4	Teen Tank Gavanphata	Commercial area
N5	Panvel CIDCO Office	Residential Area (Mixed category)
N6	Kharghar Nodal Office	Residential Area
N7	Panchsheel Guest House	Residential Area
N8	Pargaon School	Sensitive area (Mixed category)
N9	MES School	Sensitive area (Mixed category)
N10	MGM Hospital, Kalamboli	Sensitive area (Mixed category)
N11	Swapna Nagri	Residential Area (Mixed category)
N12	Karnala Bird Sanctuary	Sensitive area

Figure 2.2: *Map of Noise Level Monitoring Stations as per CIDCO Tender*

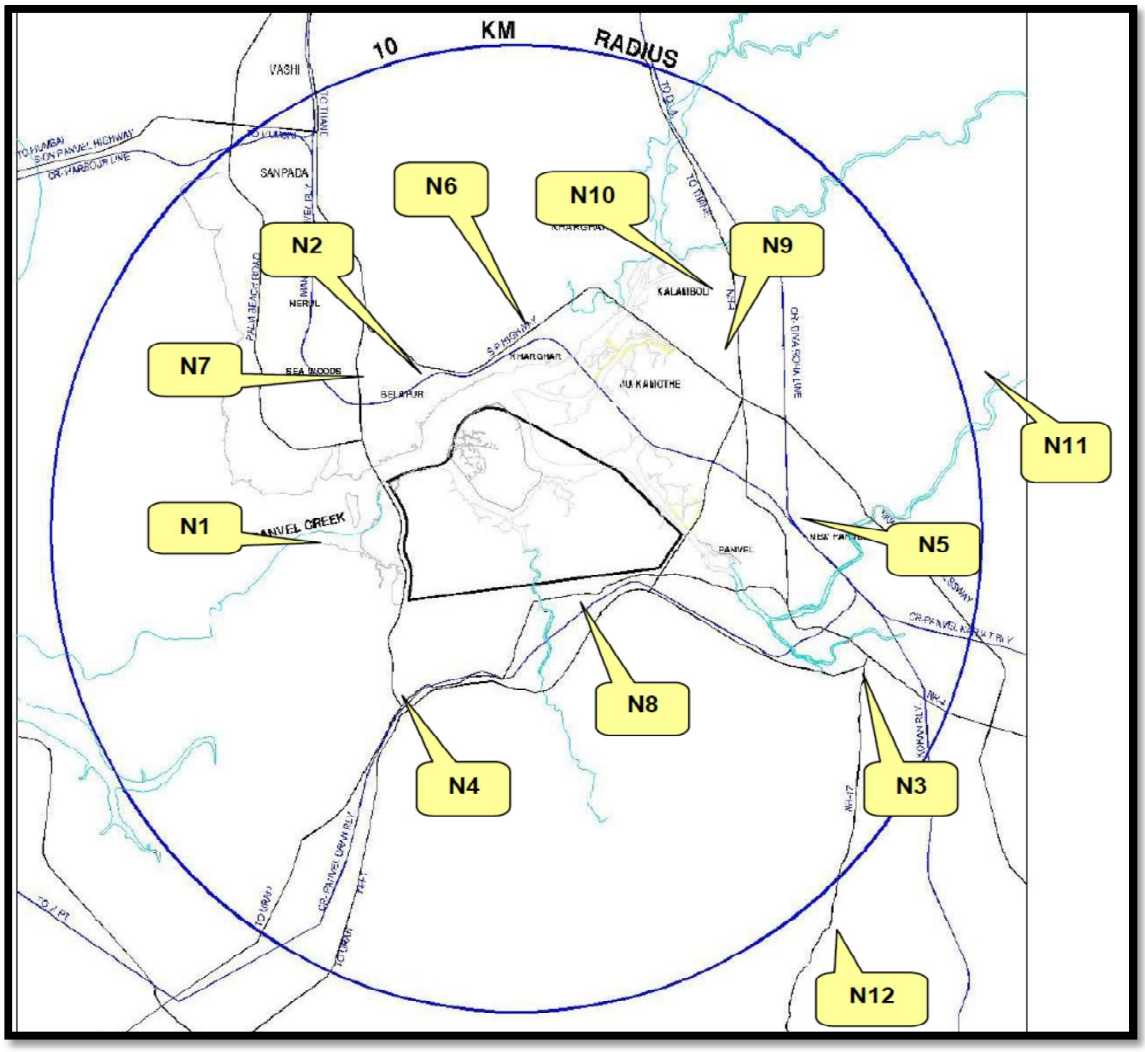


Table 2.4 *Soil Quality Monitoring Stations as per CIDCO Tender*

Station Code	Stations Name
S1	Targhar
S2	Kopar
S3	Kombadbhuje
S4	Koli
S5	Vaghivali
S6	Ganeshpuri
S7	Ulve
S8	Pargaon
S9	Vaghivalivada
S10	Chinchpada

Figure 2.3: ***Map of Soil Quality Monitoring Stations as per CIDCO Tender***

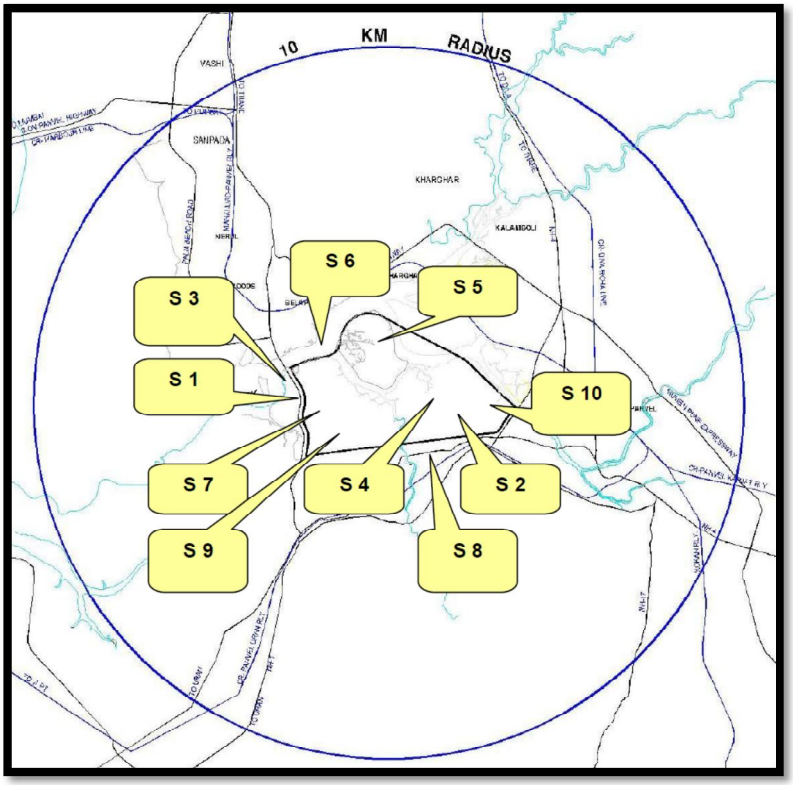


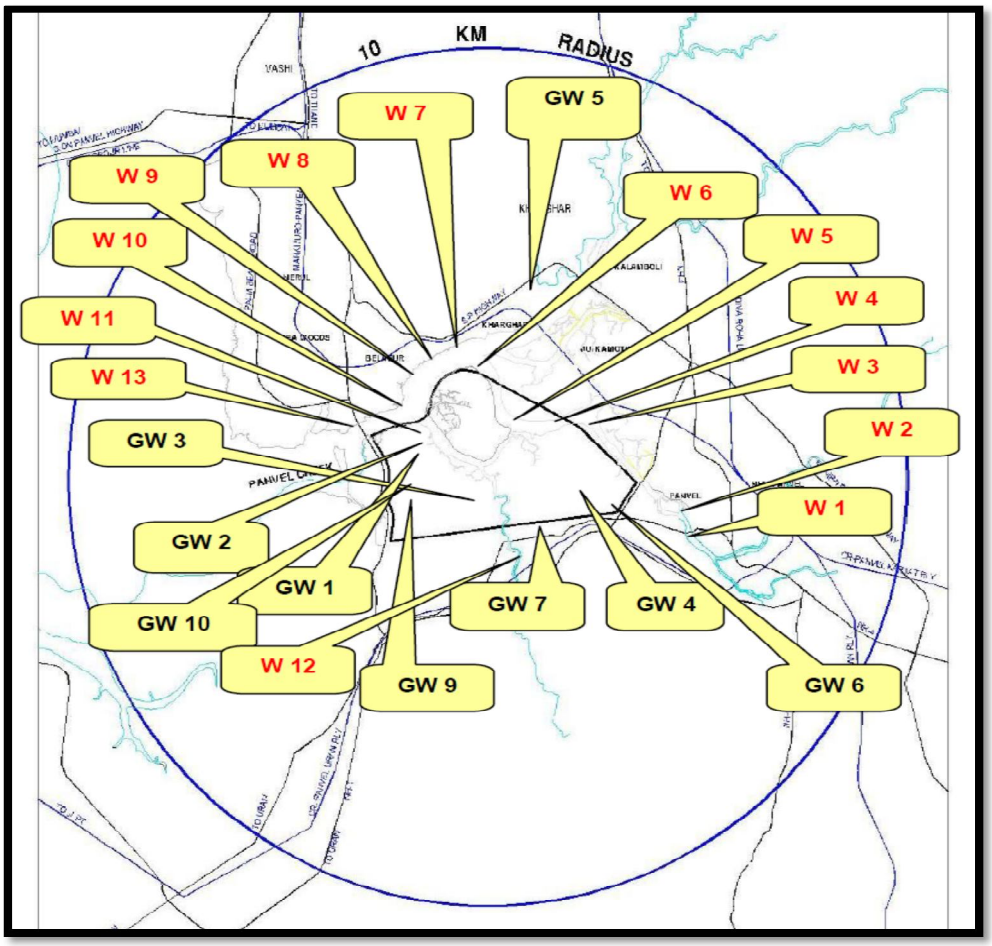
Table 2.5: *Details of Ground Water Quality Monitoring Stations as per CIDCO Tender*

Station Code	Stations Name
GW1	Open well at Kombadbhuje
GW2	A well near pond at Ganeshpuri
GW3	Open well at Vaghivalivada
GW4	Open well at Koli
GW5	Open well at Kopar
GW6	Open well at Chinchpada
GW7	A well near pond at Pargaon
GW8	A well near pond at Vaghivali
GW9	Open well at Ulwe
GW10	A well near pond at Targhar

Table 2.6: *Details of Marine Water Quality Monitoring Stations as per CIDCO Tender*

Station Code	Station details / Location
W1	Extreme end of Gadhi River (upstream side)
W2	Near Pargaon village (200m from W1) in Gadhi River
W3	Near Jui Village (300m from W2) in Gadhi River
W4	Near Kopar Khadi (300m from W3) in Gadhi River
W5	Near Vaghivali village (500m from W4) in Gadhi River
W6	Vaghivali creek junction (300m from W5) in Gadhi River
W7	Near Kharghar Rly Station (300m) in Gadhi River
W8	Near Belpada (300m from W7) in Gadhi River
W9	Near Konkan Bhavan (300m from W8) in Gadhi River
W10	Near Divala village (300m from W10) in Gadhi River
W11	At Junction of Ulwe and Gadhi Rivers in Panvel Creek
W12	In Ulwe River
W13	Near Rathi bander in Panvel Creek

Figure 2.4: *Map of Surface Marine and Ground Water & Sediment Monitoring Stations as per CIDCO Tender*



2.3 Period/Time of Sampling:

The sampling survey was carried out as per following schedule during the January to June 2016.

Table 2.7: *Period/Time of Sampling for this Survey*

Month	Parameter	Sampling Stations	Dates of Sampling	Time Period
January 2016	AAQ	A11 & A12	29.01.16	24 hours starting from 1000am
	NLS	N3 & N12	29.01.16	24 hours starting from 1000am
	Soil	S4 & S2	30.01.16	Grab sample
	Ground Water	Gw1, GW2, GW8, GW9 & GW5	30.01.16	Grab sample
February 2016	AAQ	A1 & A3	27.02.16	24 hours starting from 1000am
	NLS	N5 & N10	30.02.16	24 hours starting from 1000am
	Soil	S8 & S10	26.02.16	Grab sample
	Ground Water	GW3, GW4, GW5, GW6 & GW7	26.02.16	Grab sample
March 2016	AAQ	A4 & A5	30.03.16	24 hours starting from 1000am
	NLS	N2 & N6	30.03.16	24 hours starting from 1000am
	Soil	S3 & S7	31.03.16	Grab sample
	Ground Water	GW1, GW2, GW8, GW9 & GW10	31.03.16	Grab sample
	Marine Water	W1, W2, W3, W4, W5, W6, W7, W8, W9, W10, W11, W12 & W13	30-31.03.16	Grab sample
April 2016	AAQ	A2 & A6	27.04.16	24 hours starting from 1000am
	NLS	N9 & N8	27.04.16	24 hours starting from 1000am
	Soil	S2 & S4	27.04.16	Grab sample
	Ground Water	GW3, GW4, GW5, GW6 & GW7	27.04.16	Grab sample
May 2016	AAQ	A9 & A10	23.05.16	24 hours starting from 1000am
	NLS	N7 & N11	23.05.16	24 hours starting from 1000am
	Soil	S5 & S9	24.05.16	Grab sample
	Ground Water	GW1, GW2, GW8, GW9 & GW10	23.05.16	Grab sample
June 2016	AAQ	A7 & A9	27.06.16	24 hours starting from 1000am

Month	Parameter	Sampling Stations	Dates of Sampling	Time Period
	NLS	N1 & N4	27.06.16	24 hours starting from 1000am
	Soil	S2 & S4	28.06.16	Grab sample
	Ground Water	GW3, GW4, GW5, GW6 & GW7	28.06.16	Grab sample

As per the Tender Conditions Marine & surface water physico- chemical sampling was required to be done for 3 stations per quarter @ 2 samples per station – 13 stations to be accommodated in one of the quarter- total 78 samples as also Marine Biological/sediment Analysis was required to be done at 9 locations per year. This would have meant to cover totally different 3 locations every quarter – which would not have given any meaningful interpretation.

AESPL therefore approached CIDCO vide its email dt 10.10.2015 requesting for covering all 13 sample locations in each quarter at two samples per location- i.e. 26 samples totally. Thus over 3 quarters, total 78 samples will be covered. CIDCO has vide its email dt 05.11.2015 clarified that they are acceptable to revised work plan. Hence, AESPL team collected samples at 13 locations from 30-31 March 2016.

2.4 Constraints in completing Environmental Baseline Monitoring as per CIDCO Tender:

- Sediment samples at locations W2, W7 and W11 could not be collected due to rocky substratum.

3. METHODOLOGY ADOPTED FOR ENVIRONMENTAL MONITORING

3.1 AMBIENT AIR QUALITY

3.1.1 Reconnaissance Survey:

Reconnaissance survey in study area (10km around proposed airport site) shows that sources of air pollution include the following:

- heavy traffic along Amara Marg, NH4B and Uran / JNPT Road
- construction activity
- industries in Panvel industrial estate (private)
- burning of poor quality fuels in villages within proposed site and nearby

In order to arrest the deterioration in air quality, Govt. of India has enacted Air (Prevention and Control of Pollution) Act in 1981. The responsibility has been further emphasized under Environment (Protection) Act, 1986. Therefore, Central Pollution Control Board had published guideline for measurement of Ambient Air Pollutants Quality Monitoring (NAAQM) in November 2009 at national level.

3.1.2 Methodology for Ambient Air Quality Monitoring:

To monitor Air Pollutants in Ambient air following method of analysis adopted

S N	Parameter	Sampling Equipment	Method of Analysis	Reference
1.	PM_{10}	RSPM Sampler/ Glass Fiber filter paper.	Gravimetric analysis	CPCB Guidelines Manual 2011
2.	$PM_{2.5}$	$PM_{2.5}$ Sampler/Filter – PTFE, Teflon membrane	Gravimetric analysis	CPCB Guidelines Manual 2011
3.	SO_2	Absorption in TCM	West & Gaeke Method	CPCB Guidelines Manual 2011
4.	NO_X	Absorption in NaOH	Jacob – Hochheiser (Sodium Arsenic)	CPCB Guidelines Manual 2011
5.	CO	Sampling in Tedler bags / CO Meter	GC with Methaniser	CPCB Guidelines Manual 2011
6.	Lead	Sampling using EPM 2000 equivalent Glass Fiber Filter paper	AAS Method	CPCB Guidelines Manual 2011
7.	NH_3	Absorption in sulfuric acid	Indophenol Method	CPCB Guidelines Manual 2011
8.	nMHC	Collection Activated Carbon	Gas Chromatography	APHA

3.1.3 SELECTION OF AIR SAMPLING LOCATION

Selection of representative location is very important. Following precautions to be taken:

- It should be away from source & other interferences
- Install sampler at free flowing well mixed area (3m) above ground level
- Install Pre - Calibrated Air Samplers with pre weighted Filter papers
- Transport the samples to reach earliest at laboratory for further analysis
- Gaseous Samples were preserved in cold box before taking to laboratory

3.2 AMBIENT NOISE LEVEL

3.2.1 Reconnaissance Survey:

Reconnaissance survey in study area (10km around proposed airport site) shows that sources of air pollution include the following:

- heavy traffic along Amara Marg, NH4B and Uran/JNPT Road
- construction activity
- industries in Panvel industrial estate (private)
- noise from human habitats/villages within proposed site and nearby

Noise pollution in urban areas is now being recognized as a major environmental issue around the world. With increasing awareness of the adverse impacts of noise on human health, more and more people becoming less tolerant to environmental noise. The objective of this exercise is to assess the baseline status within study area and to compare the noise levels with Ambient Noise Standards for the area.

3.2.2 Methodology for Sample Collection

Integrated Sound Level Meter C390 was used for undertaking the surveys and installed on tripods at the selected locations over a 24-hour period. This Meter is then taken to laboratory where the data collected is downloaded onto PC using specialized software.

Center C-390 Sound level Meter with data logger

Noise is measured in decibel (dB) and 'A' weighting is used for this entire monitoring since in this method of frequency weighting, the signal generated reproduces the way the human ear responds to a range of acoustic frequencies. Leq: The equivalent continuous Sound Pressure Level for a particular duration. The Day-Night Equivalent Sound Level refers to average sound exposure over a 24- hour period. Leq day & night values are calculated from hourly Leq values, with the Leq values for the night time increased by 10 dB to reflect the greater disturbance potential from night time noises.

3.3 Soil

The purpose of soil testing is to identify the soil fertility that the plants or crop, in a given area will experience.

3.3.1 Reconnaissance Survey:

The study area is rural in character and large tracts are being cultivated as paddy fields. Soil is also seen plentifully at bottom of hills where it supports large vegetation.

3.3.2 Methodology of Sample Collection:

Soil samples are collected after removing top two inches – which may contain high amount of organic carbon and humus. The soil area and volume could be a large field, a small garden, or simply the root zone of a single tree or shrub. The most difficult step in soil testing is accurately representing the desired area of soil. When the sampling area is determined, a sufficient number of soil cores taken to acquire a representative sample. This is generally 10 to 20 cores. The depth of sample for surface soils was taken from 0 to 6 inches or as deep as the primary tillage.

Soil samples collected from proposed project stations by using stainless steel soil sampling probe, packed in labeled polythene bags & send for analyze the physicochemical characteristics. The sample so collected is then made representative by coning- quartering and then stored in plastic bags, sealed and then sent to laboratory for analysis.

3.4 GROUND WATER SAMPLING

3.4.1 Reconnaissance Survey:

The villages in study area use ground water from open/bore well and use it for drinking and other domestic purposes. Ground water gets contaminated due to bad sanitary habits such as

washing of utensils, cattle and bathing and location of septic tanks in/near the open wells.

3.3.2 Methodology of Sampling:

Ground water sample is collected by using containers and the sampling container is rinsed before using it for storing water samples. Ground water samples are stored in two separate containers for Physicochemical & Microbiological analysis and preservatives added as recommended by Standard Methods APHA, stored in cold storage box and transferred to the laboratory for the further analysis.

Figure 3.1: Ground Water Sampling in Progress

3.5 MARINE WATER, SEDIMENTS & PLANKTON SAMPLING EQUIPMENTS

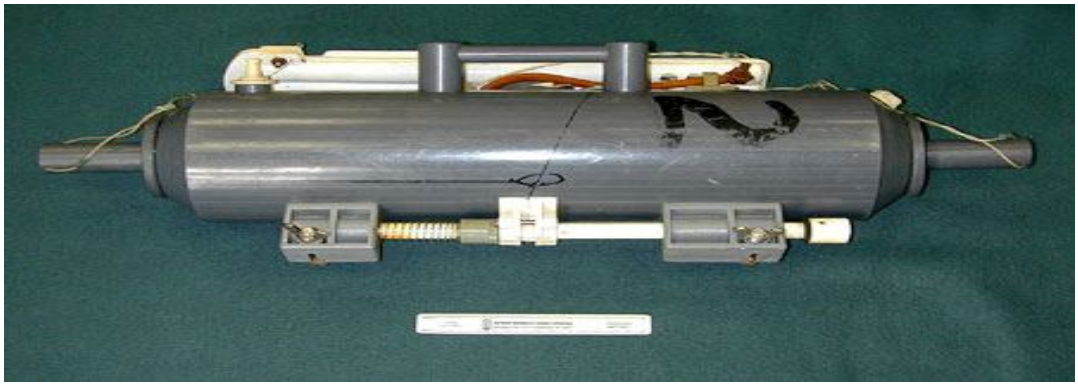
3.5.1 Reconnaissance Survey:

The study area represents complex hydrodynamic system. The Ulwe river flows down through the mountains (to the south) in the centre of project site and joins the Panvel creek. The Gadhi river flows from the East to the West. The Ulwe river will be diverted/retrained as part of the project and the Gadhi river will be partly retrained towards the northern part of the site. The river Gadhi receives sewage from Panvel town and nearby areas. Both the rivers drain into the Panvel creek which drains into the Arabian sea to the west. The Panvel creek also received treated effluents from CETP at MIDC Taloja and sewage from NMMC STPs in Nerul.

3.5.2 Methodology of Sampling:

3.5.2.1 Niskin Bottle - Marine Water Sampler

This Water Sampler is used to collect samples at various water depths and can operate at any depth on a cable or line with a messenger.



3.5.2.2 Plankton Net - Biological Samples

This plankton net operates a cable or lined by hand or behind a boat, it can be towed vertically or horizontally. Nets comes in varieties of size (Mesh no 00 equal an aperture of 0.30 inches)

3.5.2.3 Grab Sampler - For Marine Sediments

Sediment grab operate at any depth on a cable or line by free fall (without a messenger). It is extremely heavy and can take samples of hardest rocky ocean bottoms.

Grab Sampler

3.5.2.4 Selection of Stations, Preservation and Transportation of Samples:

Marine samples were collected from sampling locations in Gadhi River, Ulwe River and Panvel Creek at the locations indicated by CIDCO – in all 26 samples were collected from 13 sampling locations for physicochemical samples (Stations 1 to 10 are located in Gadhi River & Station 11 & 13 are in Panvel Creek while station 12 in Ulwe River), while 3 samples were collected 1 from Ulwe river and 2 at entrance of Gadhi rivers for biological samples. A good amount of mangrove vegetation was noted on either side of stream from station 4 to 6. Sampling locations were approached by boat (wherever possible) and collection done irrespective of tide. Depending of water depth at sampling location during sampling, both (surface and bottom) samples were collected. The samples were preserved and taken to laboratory using vehicle on same day.

Zooplankton sampling in progress

Marine water sampling in progress

noting sampling coordinates by GPS

Zooplankton sampling in progress

General arrangement onboard

Sediment sampling in progress

Sampling team onboard

3.6 Laboratory Credentials

Sampling and analysis was done by laboratory of Aditya Environmental Services Pvt Ltd located at Plot P-1, MIDC Commercial plots, Mohopada, Tal Panvel, Dist Raigad.

- Our Environmental Laboratory is recognized by Ministry of Environment & Forest (MoEFCC), Govt. of India under Environment (Protection) Act, 1986
- Environmental sampling conducted by our experienced, qualified environmental staff & Analysis and reporting by approved Government Analyst.
- Instruments used for sampling are from reputed manufacturer & are regularly calibrated.
- Chemicals used will be Analytical Reagent grade and from reputed manufacturer.
- Analytical Instrumentation used in the laboratory is regularly calibrated.
- We have regular program of Preventive Maintenance & Annual Maintenance for all critical equipment's.
- Ground Water, Soil Analysis - using APHA, BIS, ASTM & CPCB standards Methods for water Analysis.
- Standard Methods Adopted in the laboratory are those prescribed by APHA, BIS, ASTM & CPCB for water, waste & marine water analysis using methods as per NIO (National Institute of Oceanography) Manual
- We have CRMs (Certified Reference Material) for heavy metals from reputed manufacturers for heavy metals and Standard sea water which we use for analysis
- We are regularly participating in Proficiency testing with reputed Organizations like Central Pollution Control Board (CPCB), Goa State Pollution Control Board and others as also Intra laboratory QC testing to check performance of our chemists
- Overall approach & methodology is with Annexure IA Scope of the work & the Best practices as per prevailing norms of Central Pollution Board /Ministry of Environment & Forest etc / Internationally adopted practices.

4. COMPILATION OF DATA & INFERENCE

4.1 AMBIENT AIR QUALITY MONITORING REPORT

4.1.1 AAQM DATA

Ambient Air quality was monitored with relevant parameters as per NAAQS standards published by CPCB in November 2009 considering that the present project is for development of International Airport for Navi Mumbai area. Data is compiled and presented below:

Table 4.1: *Ambient air quality monitoring of various stations of project area during January to June 2016*

Sampling Locations	Airport Entry – West (A11)	Airport Entry – East (A12)	Panvel CIDCO Office (A1)	Kalmboli CIDCO Office (A3)	Kharghar CIDCO Office (A4)	CBD CIDCO Office (A5)	Pargaon High School (A6)	Near Khandeshwar Rly. Station (A2)	Kille Goathan Guest House (A9)	Panchseel Guest House (A10)	Gavanphata Water Tank (A7)	Amuja Cement Ltd. (A8)	Limit #	Unit
Sampling Date	**29.01.2016**		**27.02.2016**		**30.03.2016**		**27.04.2016**		**23.05.16**		**27.06.16**			
$PM_{2.5}$	41.2	42.9	41.2	42.9	45.2	42.7	40.8	42.1	43.6	43.7	42.5	36.3	60	µg/m³
PM_{10}	61.2	55.4	62.9	54.4	67.4	54.8	58.7	59.2	72.9	68.7	64.6	60.8	100	µg/m³
SO_2	11.3	11.1	11.7	11.9	10.1	10.5	13.4	13.8	12.3	12.3	13.2	12.4	80	µg/m³
NO_X	10.2	9.8	12.9	12.9	15.5	14.8	11.8	11.1	12.4	12.7	14.0	13.5	80	µg/m³
CO	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.1	0.2	0.2	4	mg/ m³
Lead	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	1	µg/m³
NH_3	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	400	µg/m³
NMHC	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	MD	0.24	ppm

ND – Not detected. (Note # Limits as per National Ambient Air Quality Standards (NAAQS), 2009)

4.1.2 INFERENCE OF AAQM DATA

The concentration of Particulate Matter – 10 μ (PM10) matter was observed above 50 $\mu g/m^3$ at all sampling locations in this period. The level of Particulate Matter - 2.5 μ (PM 2.5) was observed under NAAQS limit. Amongst gaseous pollutant, Nitrogen Oxide level, Sulfur dioxide levels and Carbon monoxide are under NAAQS limit. Concentration of Lead, Ammonia and NMHC was not detected during the survey period. Over all air pollutants level was observed below NAAQS standards.

4.2 AMBIENT NOISE LEVEL MONITORING REPORT

4.2.1 Noise Level Data

Ambient Noise level was monitored over 24 hours' duration for Day and Night time as per Schedule - II of Environmental Protection Act 1986. Results of analysis are compiled below:

Table 4.2: *Ambient noise level monitoring of various stations of project area during January to June 2016.*

Stn Code	Sampling Location	Sampling Date	Observed Value (Leq) (dB(A))						Limiting Standard (Leq) as per EP Act Schedule II. dB(A)	
			Day Time			Night Time				
			Max	Min	Avg	Max	Min	Avg	Day Time	Night Time
N3	Palaspa Junction	**29.01.16**	95.6	42.6	50.7	64.9	37.1	48.8	**75**	**70**
N12	Karnala Bird Sanctuary		52.6	38.9	47.8	50.9	34.6	38.6	**75**	**70**
N5	Panvel CIDCO Office	**30.02.16**	94.1	51.6	37.9	82.5	59.1	67.9	**75**	**70**
N10	Kalamboli CIDCO Office		73.5	43.6	54.3	80.7	45.1	52.4	**75**	**70**
N6	Kharghar CIDCO Office	**30.03.16**	83.9	51.0	69.9	85.6	54.1	71.2	**75**	**70**
N2	CBD CIDCO Office		116.5	31.0	64.8	85.0	28.6	34.1	**75**	**70**
N9	MES School	**27.04.16**	69.6	46.1	52.8	65.8	40.9	47.6	**75**	**70**
N8	Paragaon High School		73.7	47.0	55.2	79.4	42.0	51.1	**75**	**70**
N11	Swapna Nagri	**23.05.16**	86.8	44.1	66.6	75.0	49.6	54.1	**75**	**70**
N7	Panchsheel Guest House		86.5	34.0	58.7	70.7	36.0	55.1	**75**	**70**
N1	Ambuja Cement Ltd.	**27.06.16**	84.3	27.3	44.2	72.7	26.5	32.8	**75**	**70**
N4	Teen Tank Gavanphata		81.3	39.3	50.4	60.4	33.7	39.3	**75**	**70**

4.2.2 Inference of Noise Data

During day time, the average noise level was observed in the range of 37.9-69.9 dB(A) & during Night time 32.8-71.2 dB(A) at all locations during sampling period. The noise level for day / night time was observed high at Kharghar CIDCO office area due to heavy transportation of commercial vehicles. It is observed sound level are below EP Act Standards at all stations during day time. Sound level is high only at Kharghar CIDCO Office during night time as EP Act standards.

4.3 SOIL QUALITY MONITORING REPORT

4.3.1 Soil Analysis Data

Data on soil analysis is compiled and presented below for the sampling period:

Table 4.3: *Soil analysis of various stations of project area during January to June 2016*

Sr. No.	Locations	Koli (S4)	Kopar (S2)	Paragaon (S8)	Chinchpada (S10)	Kombadbhuje (S3)	Ulwe (S7)	Koli (S4)	Kopar (S2)	Vaghivali (S5)	Vaghivalivada (S9)	Kopar (S2)	Koli (S4)	Unit
	Sampling Date	**30.01.2016**		**26.02.2016**		**31.03.2016**		**27.04.2016**			**24.05.16**	**28.06.16**		
1.	pH	7.42	7.14	7.24	6.82	6.42	6.42	6.31	6.42	6.28	6.32	6.42	6.31	--
2.	TOC	0.8	2.5	1.2	2.4	2.4	1.8	2.2	1.4	1.8	2.1	1.4	2.2	%
3.	TKN	28	28	5.6	2.8	8.6	5.6	5.6	2.8	5.6	5.6	2.8	5.6	mg/kg
4.	Conductivity	179.9	191.6	128.1	132.0	162.1	130.7	153.1	142.0	152.4	138.5	142.0	153.1	µS/cm
5.	Calcium	184	240	114	96	64	82	64	94	58	82	94	64	mg/kg
6.	Magnesium	82	38	62	18	43	35.4	43	36	46	38	36	43	mg/kg
7.	Sulphate	230	150	44	62	160	284	178	234	120	202	234	178	mg/kg
8.	Chlorides	52	71	72	59	82	46	92	52	96	52	52	92	mg/kg
9.	Sodium	18	8	18	24	ND	ND	ND	ND	ND	ND	4	8	mg/kg
10.	Potassium	20	26	24	104	ND	ND	ND	ND	ND	ND	112	123	mg/kg
11.	Phosphates	39	8.7	0.8	ND	1.1	2.0	ND	1.1	ND	0.8	ND	ND	mg/kg
12.	Iron	2.7	3.6	ND	ND	1.2	2.3	1.2	2.1	1.1	1.1	2.1	1.2	mg/kg
13.	Lead	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	mg/kg
14.	Copper	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	mg/kg
15.	Nickel	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	mg/kg
16.	Zinc	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	mg/kg
17.	Chromium	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	mg/kg
18.	Mercury	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	mg/kg
19.	Manganese	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	mg/kg
20.	Aluminum	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	mg/kg
21.	Cobalt	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	mg/kg
22.	Cadmium	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	mg/kg
23.	Arsenic	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	mg/kg

ND – Not Detected

4.3.2 Soil Data Inference:

There was marginal high level (Na, K & Fe) of heavy metals observed (at Koli, Kopar, Chinchpada & Pargaon). This may be due to previous landfilling activity by CIDCO at these sites. Over all soil quality was observed fertile in nature and suitable to grow local plants varieties at all locations.

4.4 GROUND WATER QUALITY ANALYSIS REPORT

4.4.1 GW Analysis Data

The physicochemical analysis of ground water study showed considerable variation and is compiled and presented below:

Table 4.4: *Ground water analysis of various stations of project area during January to June 2016*

Sr. No.	Sampling Locations	Koli (GW 4)			Kopar (GW 5)			Paragaon (GW 7)			Chinchpada (GW 6)			Vaghiwali wada (GW 3)			Ulwe (GW 9)			Ganeshpuri (GW 2)			Vaghivali (GW 8)			Targhar (GW 10)			Kombadbhuje (GW 1)		
	Sampling month	Feb	Apr	Jun	Feb	Apr	Jun	Feb	Apr	Jun	Feb	Apr	Jun	Feb	Apr	Jun	Jan	Mar	May	Jan	Mar	May	Jan	Mar	May	Jan	Mar	May	Jan	Mar	May
1	pH	6.93	6.72	7.58	6.72	6.68	7.81	6.78	6.56	7.75	6.87	6.81	7.18	6.92	6.88	7.44	6.67	6.38	6.33	6.92	6.74	6.65	7.70	7.37	7.35	7.68	7.25	7.03	9.62	7.34	7.01
2	Temperature,° C	27.9	28.1	28.0	28.1	28.9	28.0	27.9	28.3	28.0	28.2	28.0	28.0	28.0	28.2	28.0	28.0	28.0	28.0	28.0	28.0	28.0	28.0	29.0	28.0	28.0	28.0	28.0	28.0	29.0	28.0
3	Turbidity, NTU	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
4	Alkalinity	64	66	60	70	68	72	40	70	50	72	74	78	46	48	48	182	188	176	154	160	110	118	136	110	148	178	156	172	188	164
5	Salinity, ppt	1.5	1.6	1.2	0.85	1.4	0.98	1.3	1.2	1.3	1.3	1.2	1.3	1.1	1.2	1.5	1.8	1.1	1.1	1.2	0.64	0.6	2.10	1.3	1.4	1.6	1.2	0.6	2.4	3.2	0.4
6	TKN	95	5.7	98	ND	ND	ND	ND	ND	ND	ND	ND	ND	25	23.8	ND	1.12	5.6	2.5	2.8	2.8	2.2	89.6	2.8	2.8	8.6	4.48	10.9	7.6	5.6	7.3
7	Total P	2.8	2.6	2.1	2.4	2.2	1.95	2.3	2.0	1.8	2.1	2.2	2.0	1.8	1.6	2.5	3.0	1.1	ND	5.8	1.1	ND	2.3	2.1	ND	3.2	2.4	ND	2.1	1.2	ND
8	DO	6.0	6.0	5.7	5.7	5.6	6.0	5.8	5.0	5.8	4.9	5.0	5.2	5.9	5.9	5.8	5.8	5.9	5.4	5.9	5.2	4.8	5.2	5.6	5.4	5.6	5.6	5.1	5.2	6.2	4.6
9	BOD	22	20	8	16	14	4	8	4	14	4	4	8	12	10	2	10	12	10	10	16	8	28	8	6	20	12	10	8	14	8
10	COD	60	80	29	40	40	19	30	20	48	20	20	29	40	40	10	30	38	50	30	38	30	57	28	30	62	38	30	30	38	30
11	Oil & Grease	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
12	Residual Free Chlorine	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
13	Hardness (as $CaCO_3$)	26	24	32	132	134	112	144	154	158	152	154	144	148	146	130	124	186	124	180	178	170	208	184	180	182	192	178	262	260	220
14	Chlorides(as Cl)	65	65	70	63	64	65	70	72	62	74	72	76	61	63	72	34	52	37	48	64	44	264	91	315	190	46	45	88	68	59
15	TDS	120	140	150	110	120	130	120	120	130	130	140	120	100	90	120	110	210	130	120	160	120	460	220	410	310	140	110	220	130	120
16	Na	52.3	ND	ND	27	ND	ND	44	8	ND	57	ND	ND	12	8	ND	34	12	ND	21	ND	ND	22	ND	ND	28	12	ND	18	10	ND
17	Fluoride (as F)	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	110	ND	ND	0.21	ND	ND	0.13	ND	ND	ND	ND	ND	ND	ND	ND
18	Nitrate	ND	ND	ND	ND	ND	ND	1	ND	ND	ND	ND	ND	4	6	ND	34	1.1	1.7	1.0	ND	1.9	2	ND	1.9	1.0	ND	1.2	ND	4.0	4.0

Sr. No.	Sampling Locations	Koli (GW 4)			Kopar (GW 5)			Paragaon (GW 7)			Chinchpada (GW 6)			Vaghiwali wada (GW 3)			Ulwe (GW 9)			Ganeshpuri (GW 2)			Vaghivali (GW 8)			Targhar (GW 10)			Kombadbhuje (GW 1)		
	Sampling month	Feb	Apr	Jun	Feb	Apr	Jun	Feb	Apr	Jun	Feb	Apr	Jun	Feb	Apr	Jun	Jan	Mar	May	Jan	Mar	May	Jan	Mar	May	Jan	Mar	May	Jan	Mar	May
19	Mn	ND	ND	ND	ND	ND	ND	ND	ND	ND	0.03	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
20	K	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
21	Iron (as Fe)	0.10	0.01	0.15	0.06	0.05	0.08	0.12	0.17	0.13	0.18	0.01	0.11	0.11	0.01	0.09	0.19	0.04	0.03	0.06	0.01	0.04	0.21	0.04	0.09	0.16	0.2	0.04	0.2	0.04	0.03
22	Sulphate	18	16	48	29	30	49	28	22	53	24	21.8	38	29	28	31	26	26	24	28	34	20	28	32	26	21	ND	25	28	28	22
23	Phenol	ND	ND	ND	ND	ND	ND	0.3	ND	ND	0.06	MD	ND	0.42	ND	ND	ND	ND	ND	ND	ND	ND	0.22	ND	ND	ND	ND	ND	ND	ND	ND
24	Hexavalent Chromium	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
25	Cu	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
26	Cd	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
27	As	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
28	Hg	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
29	Pb	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
30	Zn	ND	ND	ND	ND	ND	ND	ND	ND	ND	0.05	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
31	Fecal Coliform	70	230	300	23	430	280	140	2400	240	110	430	130	80	2400	140	<2	<3	<3	<2	<3	<3	30	92	30	<2	<3	<3	<2	<3	<3
32	Coliform Colonies	Present	Absent	Present	Absent	Absent	Present	Present	Present	Present	Present	Absent	Present	Present	Present	Present	Present	Present	Present	Present	Present	Present	Present	Absent	Absent	Present	Present	Present	Present	Present	Present

Sr. No.	Sampling Locations	Koli (GW 4)			Kopar (GW 5)			Paragaon (GW 7)			Chinchpada (GW 6)			Vaghiwali wada (GW 3)			Ulwe (GW 9)			Ganeshpuri (GW 2)			Vaghivali (GW 8)			Targhar (GW 10)			Kombadbhuje (GW 1)		
	Sampling month	**Feb**	**Apr**	**Jun**	**Feb**	**Apr**	**Jun**	**Feb**	**Apr**	**Jun**	**Feb**	**Apr**	**Jun**	**Feb**	**Apr**	**Jun**	**Jan**	**Mar**	**May**	**Jan**	**Mar**	**May**	**Jan**	**Mar**	**May**	**Jan**	**Mar**	**May**	**Jan**	**Mar**	**May**
33	Phytoplankton (no x 10^3/L)	ND	ND	ND	ND	17.2	17.0	15.0	20.2	20.0	ND	7.6	7.2	6.2	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
34	Total Hetrotrophic Bacteria (spc/ml)	70	98	105	85	105	112	90	110	120	82	95	95	95	108	102	95	90	100	88	80	86	100	105	100	105	100	102	98	102	80
35	Chlorophyll (mg/m^3)	ND	ND	ND	ND	11.6	10.3	16.0	18.7	18.2	ND	5.3	5.1	5.3	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND

All physicochemical parameters are expressed in mg/L except pH, Temperature (° C), Turbidity (NTU) and Salinity (%)

ND – Not detected

4.4.2 GW Analysis Inference:

The ground water quality showed considerable variation. Some ground water parameters were within desirable limit, some between desirable and permissible limit and few exceeded the permissible limit. The ground water did not fully comply the quality requirements as per IS 10500 revised in 2012 for purpose of drinking water.

The quality of collected ground water was not suitable for drinking purpose due to the presence of Fecal coliform, E. coli colonies & heterotrophic bacteria at all locations i.e. Koli, Kopar, Pargaon, Chinchpada, Vaghiwaliwada, Ulwe, Ganeshpuri, Vaghivali, Targhar & Kombadbhuje.

4.5 MARINE WATER QUALITY ANALYSIS REPORT (PHYSICOCHEMICAL PARAMETERS)

4.5.1 Analytical Data - Physicochemical Parameters:

Table 4.5: *Marine water physicochemical analysis of various stations of project area during March 2016*

Sr. No.	Parameter	W 1	W 2	W 3	W 4	W 5		W 6		W 7		W 8	
		S	S	S	S	S	B	S	B	S	B	S	B
1.	pH	6.94	7.12	7.12	6.89	6.91	6.80	7.17	7.24	7.2	7.16	7.23	6.89
2.	Floating Matter	Absent	Absent	Absent	Absent	Absent	Absent	Absent	Absent	Absent	Absent	Absent	Absent
3.	Turbidity, NTU	ND	ND	ND	ND	ND	ND	ND	3.9	12.3	12.4	ND	ND
4.	Temperature, ° C	28.0	28.0	28.0	28.0	28.0	28.0	28.0	27.0	27.8	28.2	28.0	28.1
5.	Salinity, ppt	2.8	3.5	8.2	12.4	11.1	12.2	12.3	13.4	12.4	12.4	13.2	13.2
6.	TSS	120	120	202	142	356	261	238	318	302	303	62	84
7.	TDS	2030	1210	2360	2810	2640	1360	3040	3540	2210	3380	32355	33700
8.	TOC	1.2	1.6	1.8	1.6	1.8	2.1	1.9	2.2	2.2	2.4	1.4	ND
9.	DO	5.2	5.4	5.4	5.3	5.2	4.2	5.8	5.6	4.5	5.2	5.2	4.9
10.	BOD	12	36	26	12	14	10	10	16	14	16	22	20
11.	O&G	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
12.	Sulphate	21.4	11.0	32.0	14.0	11.4	18.9	25.0	16.0	30.0	30.0	32	22
13.	Nitrite	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
14.	Nitrate	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
15.	TAN	8.4	2.8	2.8	14.0	2.9	3.9	12.4	11.4	6.8	6.8	2.8	2.8
16.	Inorganic PO_4	2.1	2.0	ND	ND	7.2	2.2	1.3	ND	ND	ND	ND	ND

Sr. No.	Parameter	W 1	W 2	W 3	W 4	W 5		W 6		W 7		W 8	
		S	S	S	S	S	B	S	B	S	B	S	B
17.	Ca	108	234	810	148	37.6	52.0	88	43	59	47.2	56	48
18.	Mg	20.4	42	69	84	98.2	11.8	32	47	20.4	20.9	35	10.9
19.	Fe	0.04	ND	ND	0.05	0.04	0.06	0.02	0.03	0.03	0.05	0.03	0.02
20.	Cr	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
21.	Cu	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
22.	As	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
23.	Cd	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
24.	Hg	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
25.	Pb	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
26.	Zn	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND

All parameters are expressed in mg/L except pH, Turbidity (NTU), Temperature (° C) and Salinity (%)

ND- Not Detected

Table 4.6: *Marine water physicochemical analysis of various stations of project area during March 2016* ***continued....***

Sr. No.	Parameter	W 9		W 10		W 11		W 12	W 13	
		S	B	S	B	S	B	S	S	B
1.	pH	6.78	6.76	6.12	6.97	6.87	7.02	7.12	7.12	7.24
2.	Floating Matter	Absent	Absent	Absent	Absent	Absent	Absent	Absent	Absent	Absent
3.	Turbidity, NTU	3.4	3.4	7.12	6.8	6.4	19.2	ND	6.8	12.5
4.	Temperature, ° C	28.1	28.2	27.9	28.3	28.1	27.5	28.3	28.3	28.1
5.	Salinity, ppt	13.6	13.4	12.2	12.4	12.3	12.5	6.1	12.4	12.1
6.	TSS	129	171	167	145	314	381	191	377	376
7.	TDS	3390	3480	3810	3180	3210	3100	3210	3120	3150
8.	TOC	1.8	2.0	1.9	2.1	1.8	1.7	3.8	ND	2.2
9.	DO	5.2	5.4	5.0	5.2	5.2	5.6	5.8	5.5	5.0
10.	BOD	18	18	14	18	24	30	26	20	24
11.	O&G	ND	ND	ND	ND	ND	ND	ND	ND	ND
12.	Sulphate	16.0	11.0	14.0	19.5	35.0	34.0	30.0	32.1	30.4
13.	Nitrite	ND	ND	ND	ND	ND	ND	ND	ND	ND
14.	Nitrate	ND	ND	ND	ND	ND	ND	ND	ND	ND
15.	TAN	8.2	6.4	14.5	6.7	7.5	8.4	4.7	2.24	2.3
16.	Inorganic PO_4	1.2	1.4	ND	ND	ND	ND	4.4	ND	ND

Sr. No.	Parameter	W 9		W 10		W 11		W 12	W 13	
		S	B	S	B	S	B	S	S	B
17.	Ca	37.6	56.8	53.6	59.2	49.6	48.8	42.4	40.0	44.8
18.	Mg	12.8	11.4	10.9	11.4	10.6	11.8	73.4	11.5	12.4
19.	Fe	0.04	0.07	0.07	0.08	0.06	0.05	0.08	0.03	0.03
20.	Cr	ND	ND	ND	ND	ND	ND	ND	ND	ND
21.	Cu	ND	ND	ND	ND	ND	ND	ND	ND	ND
22.	As	ND	ND	ND	ND	ND	ND	ND	ND	ND
23.	Cd	ND	ND	ND	ND	ND	ND	ND	ND	ND
24.	Hg	ND	ND	ND	ND	ND	ND	ND	ND	ND
25.	Pb	ND	ND	ND	ND	ND	ND	ND	ND	ND
26.	Zn	ND	ND	ND	ND	ND	ND	ND	ND	ND

All parameters are expressed in mg/L except pH, Turbidity (NTU), Temperature (° C) and Salinity (%)

ND – Not Detected

4.5.2 Inference - Physicochemical Parameters:

The pH value ranged from 6.12 to 7.23 at surface and 6.76 to 7.24 at bottom suggest the slightly acidic to basic nature of water. Salinity was low due to influx of fresh water. The high total suspended solids were found at bottom of water at station 11 due to accumulation of discharge from surrounding villages in the Panvel Creek.

The Total dissolved solids were noted high which suggest the high concentration of dissolved salts and deteriorated quality of water. Total organic carbon was noted low which suggest there were no accumulation of organic matter in water body.

Dissolve Oxygen level within normal limit suggest good amount of dissolved oxygen in the water body to support living organism. BOD value suggest the presence of biodegradable organic wastes present in water body which comes as domestic waste and discharge of sewage from surrounding areas.

The Sulphate value were found in low concentration which represents anthropogenic contamination. Total ammonical nitrogen were low in water body. Inorganic phosphate was found in low concentration. The concentration of Calcium, Manganese and Iron were low due natural origin. Other toxic metals (Cr, Cu, As, Cd, Hg, Pb and Zn) not detected at all stations.

4.6 MARINE WATER QUALITY ANALYSIS REPORT (BIOLOGICAL PARAMETERS)

4.6.1 Analytical Data - Biological Parameters:

Biological parameters viz. Phytoplankton, Zooplankton, Benthos and Microbiology were analyzed and compiled data is presented below:

Table 4.7: *Marine water biological analysis of various stations of project area during March 2016*

Parameter	W 2	W 11		W12
	S	S	B	S
Phytoplankton				
Population(nox10³/L)	37.6	18.4	7.2	49.6
Total Genera	8	8	9	14
Major Genera	*Thalassiosira Skeletonema Trichodesmium Peridinium*	*Thalassiosira, Guinardia Plerurosigma Coscinodiscus*	*Gyrosigma Thalassiosira Navicula Coscinodiscus*	*Guinardia Thalassiosira Navicula Coscinodiscus*
Diversity Index	1.2	1.4	2.1	2.2
Zooplankton				
Population (no x 10³/100m³)	22	30		16
Total Group	9	11		11
Major Groups	Copepod, Decapods larvae			
Biomass (ml/100m³)	2.08	4.21		1.17
Diversity Index	0.046	0.065		0.66
Benthos				
Population	Sample could Not	Sample could		2.5

Parameter	W 2	W 11		W12
	S	S	B	S
(no x 10^{2}/ m^{2})	be collected due rocky substratum	Not be collected due rocky substratum		
Total Group				2
Major group				Polychaete Amphipods
Biomass (gm/ m^{2})				0.55
Diversity Index				0.693
Microbiology				
Coliform/100 ml	Absent	Absent	Absent	Present
E. coli	Absent	Absent	Absent	Absent

4.6.1 Inferences - Biological Parameters:

4.6.1.1 Phytoplankton

In March 2016, Phytoplankton population density ranges from 18.4-49.6 x 10^{3}/l at surface of stations 2, 11 and 12; population was noted 7.2 x 10^{3}/l at bottom of Station 11. Highest phytoplankton population at station 12 in Ulwe River may be due to influx of domestic water from surrounding villages; total generic groups ranges from 8-14 nos. in March 2016 at surface and 9 genera observed at bottom of station 11. Maximum generic diversity observed at station 12 in Ulwe River.

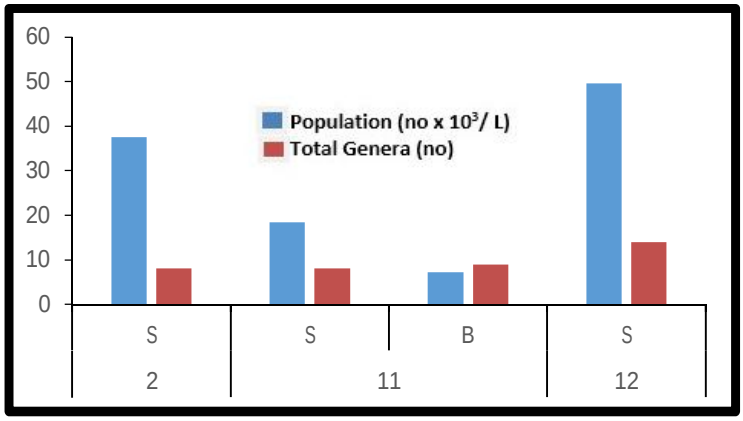


Figure 4.1 : Graphical representation of phytoplankton population and total genera *for March 2016*

Thalassiosira, *Navicula* are most common ones, followed by rest of observed genera like Skeletonema, Coscinodiscus. *Thalassiosira*, *Skeletonema*, *Trichodesmium* and *Peridinum* are major genera in Gadhi River.

The other fresh water phytoplankton genera found are *Phacus* and *Cymbella* (Solitary) in Ulwe River (Station 12). *Thalassiosira* and *Coscinodiscus* are common Genera noted in all stations 2, 11 and 12 mostly present in surface water. Graphical representations of phytoplankton population and total genera is represented in Figure 4.1.

The above graph represents the population of phytoplankton is more at station 12 in Ulwe River and station 2 at Gadhi River, which represents there is discharge of sewage and domestic waste is more. While at station 11 is near to Panvel creek, where phytoplankton population is less. The phytoplankton trend with respect to total number of genera is almost same throughout all stations. Some of the major genera seen were photographed and shown in figure 4.2.

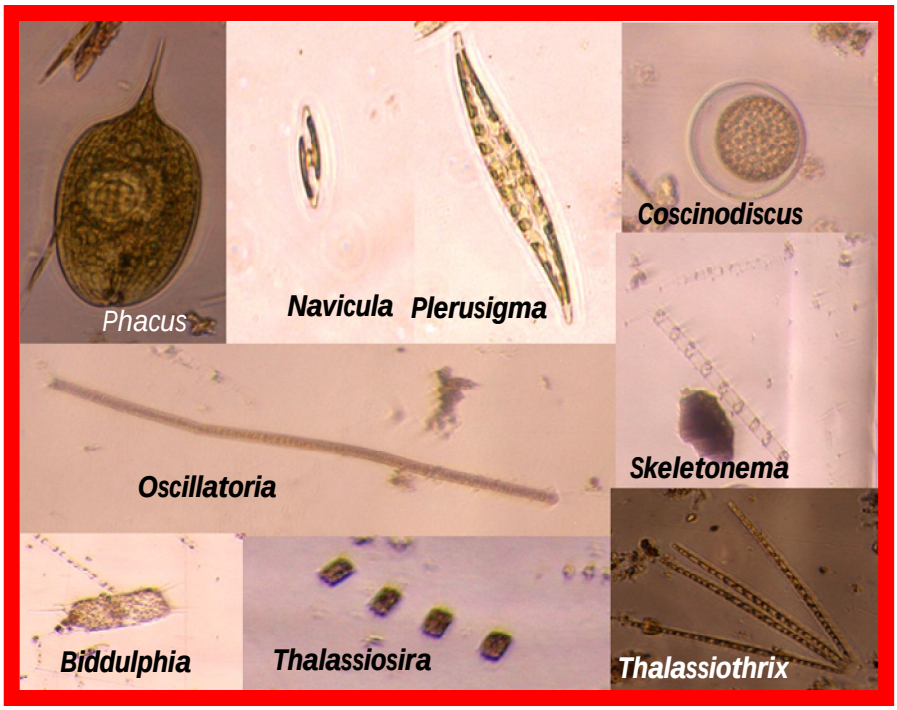


Figure 4.2: Phytoplankton found in samples

4.6.1.2 Zooplankton

In March 2016, the zooplankton biomass ranged from 1.17 -4.21 ml/100 m^3 with population density of 16-30 nox10^3/100m^3 while having low faunal group ranging from 9-11 nos. The zooplankton were noted with high population and averagely group diversity in Gadhi river. Copepods, decapods larvae, gastropods, lamellibranchs were common groups observed as, figures next represents zooplankton standing stock graphically.

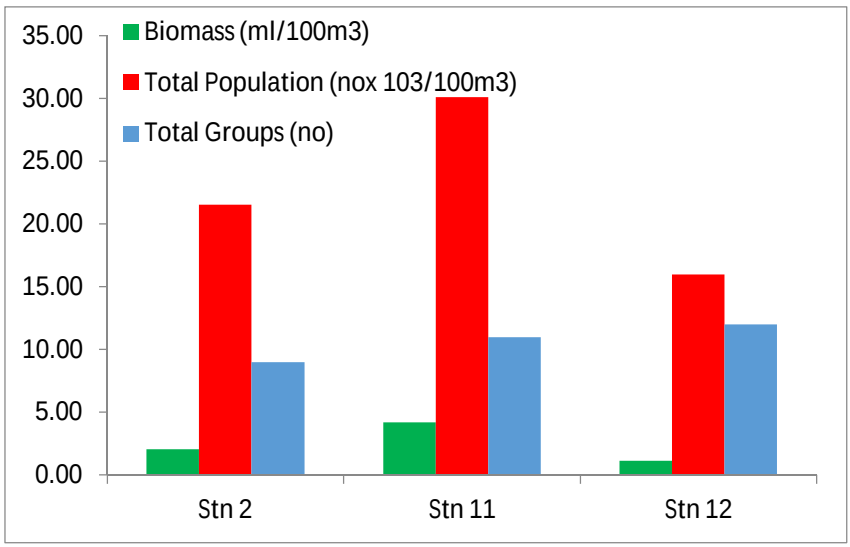


Figure 4.3: *Graphical representations of Zooplankton Biomass, Population and total group for March 2016*

The above graph represents the high biomass reported from station 11; Station 12 shows less population and biomass when compared to station 2 & 11.


Polychaete

Figure 4.4: *Benthic organism found in samples*

4.6.1.3 Benthos

Macro-benthic biomass noted 0.55 gm/m^2 with population 2.5 x 10^2/m^2 and faunal group found were Polychaetes and Amhipods at station 12. No benthic sample was collected at station 2 and 11 because of rocky bottom. The benthic organisms observed was good in terms of living system of Benthos.

The benthic organisms found at sampling area shown in **Figure 4.4** and **Figure 4.5** represents the graphical representations of population of benthic organisms' groups in percentage.

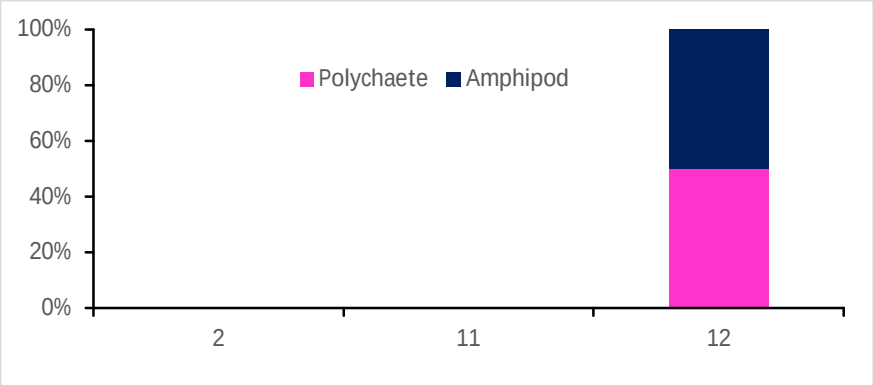


Figure 4.5: *Graphical representation of benthic population for March 2016*

The graph represents the Polychaete as major stable benthic component.

4.6.1.4 Microbiology

Coliform microbes were present in surface samples in stations 12 and absent in remaining surface samples. E coli like organisms were absent in all surface and bottom levels. No specific trend was observed.

5. CHAPTER V: CONCLUSION & RECOMMENDATION

Based on the study of activities planned during pre-development works and on the basis of the environmental baseline monitoring results, certain issues have been identified and steps proposed to mitigate the environmental impacts as suggested below:

5.1 Ambient Air Quality

5.1.1 Observations

As can be seen from analysis data, Table 4.1, the particulate levels are under NAAQS limit in terms of PM10 and PM2.5 – particularly the PM2.5 which is mostly from very heavy automobile traffic.

5.1.2 NMIA Pre- Development Activities and impacts anticipated on Air Quality:

- Construction activities at NMIA during pre-development works include:
- demolition of hill which will generate about 10 crore cum of material like murum and rock of which 6 crore cum will be utilized within site and balance will be taken to fill up nearby areas
- Rehabilitation and re-settlement of nearly 3500 households presently staying in 7 villages within NMIA area

The air will get polluted by activities like excavation, land filling, controlled blasting, construction, material handling and transportation during construction phase due to traffic and high dust levels.

5.1.3 Mitigation Measures Proposed:

Following mitigation measures are strongly proposed to ensure minimal impacts on ambient air quality:

- Use of temporary screens of tin or fabric to create barriers against dust
- Provision for water sprinkling at the construction site and along roads for dust suppression
- Wheel wash system on roads leading out of site to ensure that truck tyres do not spew out dust
- Trucks carrying earth, sand or stone should be covered with tarpaulin to avoid spillage. Overloading of such trucks should be strictly avoided
- Workers working in high dust areas and on earth moving machineries should be provided with face masks/goggles for their protection- such provision should be built into the contract documents
- High tech equipment should be used for controlled (delayed) blasting with proper blast pattern along with cover on rock surface being excavated which will generate minimal noise as well as dust
- Construction machinery and equipment should be maintained in good working condition with PUC Certification for all transport vehicles used. All vehicles &

construction equipment which do not meet vehicular pollution standards will not be allowed within construction site

5.2 Ambient Noise:

5.2.1 Observations from Data:

Ambient Noise levels are within the limits prescribed under Schedule II of Environmental Protection Act 1986, however both Day and Night Time values are towards the higher side (barely meeting the Noise standards)

5.2.2 NMIA Pre- Development Activities and impacts anticipated on Ambient Noise Levels:

Construction activities at NMIA during pre-development works include:

- demolition of hill which will generate about 10 crore cum of material like murum and rock of which 6 crore cum will be utilized within site and balance will be taken to fill up nearby areas
- Rehabilitation and re-settlement of nearly 3500 households presently staying in 7 villages within NMIA area

The ambient noise levels will get affected by activities like (a) use of Earth moving machinery like Excavators, Wheel Loaders etc and trucks for handling and re-handling of excavated material (b) controlled blasting (c) demolition of houses and existing structures

5.2.3 Mitigation Measures Proposed:

Following mitigation measures are strongly proposed to ensure minimal impacts on ambient noise levels:

- Use of te11mporary screens of tin to create barriers against noise propagation in active construction areas
- Workers working in high noise areas and on earth moving machineries should be provided with ear muffs/ear plugs for their protection- such provision should be built into the contract documents
- Trucks and construction machinery should be well maintained to ensure low noise generation. Norms of Noise levels for Construction machinery as specified under EP Act should be strictly followed
- High tech equipment should be used for controlled (delayed) blasting with proper blast pattern along with cover on rock surface being excavated which will generate minimal noise
- construction activity should not be carried out night time hours
- construction machineries and DG sets used should be provided with silencers
- DG sets used should conform to EP Act norms for air pollution and noise

- Before controlled blasting the surrounding villages should be informed, so that they can go to a safe place away from the project site

5.3 Soil

5.3.1 Observations from Data:

Soil is fertile and can support vegetation.

5.3.2. NMIA Pre – Development Activities and impacts anticipated on soil:

Construction activities at NMIA during pre-development works include:

- demolition of hill which will generate about 10 crore cum of material like murum and rock of which 6 crore cum will be utilized within site and balance will be taken to fill up nearby areas
- Site level is currently low and will be increased to +6 to +7m above existing GL by using excavated material

The soil will get affected by above activities.

5.3.3 Mitigation measure proposed:

Following mitigation measures are strongly proposed to ensure minimal impacts on soil quality:

- removal of existing top soil within site by excavating and storing the same for future use.
- Such excavated soil should be stored separately and used as final top layer after landfilling is completed

5.4 Ground Water:

5.4.1 Observations from Data:

Ground Water quality is poor and fails to meet IS 10500:2012 norms at number of locations. The area of the site is low lying and partially inundated during high tide. Ground water occurrence is high and mostly open dug wells are seen in the area.

5.4.2 NMIA Pre- Development Activities and impacts anticipated on Ground Water Quality:

Construction activities at NMIA during pre-development works include:

- demolition of hill which will generate about 10 crore cum of material like murum and rock of which 6 crore cum will be utilized within site and balance will be taken to fill up nearby areas
- Site level is currently low and will be increased to +6 to +7m above existing GL by using excavated material

The ground water quality will get affected by above activities.

5.4.3 Further Study Suggested:

- As per clause (vii) under specific conditions of the Environmental clearance granted for the NMIA project by MOEFCC, "systematic and periodic monitoring mechanism need to be put in place by CIDCO to assess the impact on sub surface flow /impact on aquifers as well as surface water bodies in different seasons. Necessary additional environmental protection measures to be adopted to address the impact of proposed development in coastal sub surface flow as well as impact on aquifers"

The above study needs to be undertaken by a Functional Area Expert specializing in Hydrology/Geo- hydrology urgently in view of the fact that pre-development activities have started.

5.4.4 Mitigation Measures for Rehabilitated Settlements:

As can be seen ground water quality is poor and hence CIDCO should make adequate piped water supply available for people to be accommodated in Rehabilitated settlements.

5.5 Marine Water:

5.5.1 Observations from Data :

Marine Water quality is moderate, may be due to hindrances.

5.5.2 NMIA Pre- Development Activities and impacts anticipated on Marine Water Quality:

- Construction activities at NMIA during pre-development works include:
- demolition of hill which will generate about 10 crore cum of material like murum and rock of which 6 crore cum will be utilized within site and balance will be taken to fill up nearby areas
- Site level is currently low and will be increased to +6 to +7m above existing GL by using excavated material
- The area of the site is partially inundated during high tide

The marine water quality will get affected by activities such as land filling, diversion of courses of Ulwe and training of Gadhi rivers.

5.5.3 Further Study Suggested:

The re- coursing of Ulwe river and training of Gadhi river with provision of special channel to the North of the site in the proposed Master plan needs detailed studies so far as its impacts on marine water quality and drainage on the entire area is considered. The Environmental clearance has several clauses pertaining to this as below:

(v) The proposed re-coursing of tidally influenced water body outlets from Ulwe river has a large cross sectional area at the middle with the river/creek on either end remaining unchanged with its natural course. The whole system should function as was functioning earlier without airport project. Surface runoff should not be let into the channel just because the area of cross section is large. The whole airport area will be reclaimed and the level raised to 7m whereas the existing level all around the airport will continue to be low in its natural state. There will be flow all around due to surface runoff. This additional quantity must be collected by appropriate drainage system and let into Gadhi River and not into the recoursing channel. The recourse channel may be able to take it but not the river or creek on either side of the channel. This aspect shall be examined by CIDCO in details to avoid the flooding of the low-lying areas besides inducting other hydrological and environmental studies.

(vi) The entire system shall be studied as one composite system with appropriate boundary conditions to reflect the worst conditions – minimum 100 years to be specified and compliance ensured such as -flooding, surface runoff not only from the airport but also from surrounding areas as well, normal flow, tidal flow due to tidal surge having a long return period, possible obstructions to flow, tributaries joining the main river etc so as to take appropriate protection and remedial measures. Due to construction of recourse Channels and also due to tail end of the Gadhi & Ulwe Rivers into Panvel Creek, there is a need to prepare a Comprehensive Master Plan for Surface drainage and Flood protection, keeping in view the proposed developments. CIDCO shall submit the above Master Plan to the Ministry.

(ix) On the northern part of the airport there is a secondary channel of the Gadhi River which will be filled up for the airport runway construction. This will be replaced by a shorter channel along the northern boundary of the airport. The channel shall be designed appropriately through overall modeling study so that the channel provides tidal water to the mangrove park and moderate tidal flows under worst environmental conditions. Need for widening and deepening of Gadhi River may also be studied simultaneously, if required. The revised widths and depths of recourse channels shall be determined with modified drainage and worst rainfall/tide conditions including appropriate factor of safety.

The above studies needs to be undertaken on priority in view of the fact that pre-development activities have started.

5.5.4 Mitigation Measures for protection of Marine Water Quality:

Mitigation measures which should be taken up at NMIA during pre-development works:

- landfilling should be taken up in areas away from those land parcels which are inundated during high tide

- for excavated areas and freshly filled up areas, proper garland drains leading to settlement basins followed by filter bunds should be provided so that rain water does not carryover the loose excavated material into marine areas
- polyelectrolytes should be used to help settle loose suspended material in the settlement basins