

CITY AND INDUSTRIAL DEVELOPMENT CORPORATION OF MAHARASHTRA LIMITED

(CIN - U99999 MH 1970 SGC - 014574)

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CIDCO/GM(ENV&F)/NMIA/2019/938

11 September 2020

Ref. No.

Date :

**Deputy Director General of Forests (C),
Regional Office, Western Region,
Ministry of Environment, Forests & Climate Change (MoEF & CC)
Ground Floor, East Wing, New Secretariat Building,
Civil Lines, Nagpur-440001**

Sub: Submission of Six-Monthly Compliance Report (January - June 2020) for Environmental and CRZ Clearance in respect of proposed Navi Mumbai International Airport.

Ref: Environmental and CRZ Clearance granted by MoEF, Government of India vide letter No. 10-53/2009-IA.III dated 22nd November 2010 and Extension of Validity granted by MoEF & CC vide letter No. 10-53/2009-IA.III dated 20th December 2017.

Dear Sir,

With reference to the above, we are submitting herewith the six-monthly Environmental Compliance Status report as per the following:

1. EC Compliance Report for the period of **January - June 2020**
2. Environmental Monitoring Reports (**Annexure-XI**)
3. Latest Status report of Mangrove afforestation with Photographs (**Annexure -VIII**)

CIDCO also desires to inform the Regional Office of MoEF & CC that based on approval of the Government of India and the Government of Maharashtra, NMIA project was taken up on Public Private Partnership (PPP) basis. After a global bidding process, CIDCO issued Letter of Award dated 25 October 2017 to Mumbai International Airport Pvt Ltd (MIAL) as Concessionaire for the project (Annexure II**). A Special Purpose Vehicle, namely Navi Mumbai International Airport Pvt Ltd (NMIAL) was formed for execution of the project with CIDCO holding 26% share and MIAL holding 74% share in the SPV. NMIAL is to Design, Build, Finance, Operate and Transfer (DBFOT) the Navi Mumbai International Airport over a concession period of 30 years, which is further extendable by 10 years.**

As per Concession Agreement (CA) dated 08 January 2018 signed between CIDCO and NMIAL, NMIAL shall develop the airport over 1160 Ha and will be responsible for obtaining and complying all applicable permits for the construction, operation and maintenance of the airport project (relevant extracts of CA enclosed as **Annexure III**).

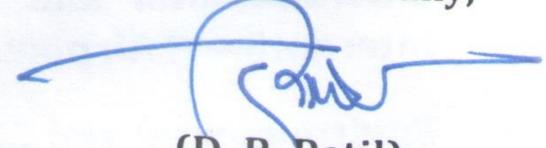
CIDCO has granted NOC for transfer of EC and CRZ clearance dt 10th Feb 2020 on NMIAL and it is understood that NMIAL has approached MoEF & CC for transfer of EC.

The six-monthly report for the last six months is being made as a complete document giving all details of statutory permissions obtained subsequent to grant of EC and CRZ clearance and point wise compliance status of the EC and CRZ clearance with all supporting documents. **(Annexure I to XVII)**

We hope the above is to your satisfaction.

Thanking You,

Yours faithfully,


(D. R. Patil)
General Manager
Environment & Forests
CIDCO

Encl.: a/a

CC:

1. The Member Secretary, Maharashtra Pollution Control Board, 3rd Floor, Kalpataru Point, Sion, Mumbai - 400 022.
2. The Zonal Officer, Central Pollution Control Board, Parivesh Bhavan, Opp. VNC ward office No. 10, Subhanpura, Vadodara - 390023.
3. The Chairman, Maharashtra Coastal Zone Management Authority, Room No. 217, Mantralaya (Annex Building), Mumbai - 400 032.
4. Monitoring Cell, MoEF & CC, Indira Paryavaran Bhavan, Jor Bagh Road, New Delhi - 3.

HALF YEARLY COMPLIANCE REPORT

1.	Name of the Project	:	Navi Mumbai International Airport (NMIA) at Navi Mumbai, Taluka Panvel, Dist. Raigad, Maharashtra.
02	MoEF & CC Clearance No. & Date	:	F. No. 10-53/2009-I.A.III dtd. 22.11.10
	Extension of Validity	:	F. No. 10-53/2009-IA.III dt 20.12.17 upto 21.11.2020
03	Compliance Period	:	01.01.2020 to 30.06.2020
04	Project & Statutory Clearances Update	:	The various conditions of Environment & CRZ Clearance (EC) are being complied. Public was 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 & CRZ clearance by MoEF was sent to office of Commissioner, Konkan Division, Collector, Raigad, C.E.O., Zilha Parishad, B.D.O., Panchayat Samiti and the Sarpanch of Six Villages in the project area and local NGO from whom suggestions/representation were received while processing the proposal.
			The updated EIA study report was submitted to all the concerned departments of Gol and GoM vide letter No. CIDCO/GM/Airport/49 dt. 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.21 st March, 2012
			The Govt. of Maharashtra issued Notification bearing No.TPS:17112/475/CR-58/UD/12 dated 10 th January, 2013; for an area around proposed International Airport called "Navi Mumbai Airport Influence Notified Area" NAINA and appointed CIDCO as Special Planning Authority.
			The Wildlife Clearance was recommended in the 29th Meeting of Standing Committee vide letter No.F.No.6-43/2007 WL-I dtd. 1st August, 2013 of Wildlife Division of Ministry of Environment & Forest, Govt. of India.

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		The Bombay High Court permitted CIDCO to clear Mangroves for the development of NMIA vide its Order dt. 29 th October, 2013 in NoM.419 of 2011.
		In Principle approval for the first stage Forest Clearance for NMIA project was accorded vide Letter No.F.No.8-95/2012-FC dt. 17 th December, 2013 .
		Urban Development Department, Govt. of Maharashtra issued the G.R. No. CID/1812 /P.K.275/UD-10, dt.1 st March, 2014 & 28 th May 2014 for Land Acquisition & Resettlement & Rehabilitation of families falling in airport site.
		The Ministry of Environment, Forest and Climate Change (MoEF and CC) (Wild life Division) vide its letter no. F No. 6-48/2015 WL (34 th meeting) dt 30.06.2015 amended condition (iv) of the earlier NBWL clearance requiring Mangrove Sanctuary adjacent to NMIA site in the interest of human safety.
		Maharashtra Pollution Control Board granted Consent to Establish for Phase I of the NMIA project vide Consent Order No. Consent Order No: - Format 1.0/BO/CAC-cell/EIC-RD-3154-15/CE/CAC- 12955 dt 14.10.2015 valid upto : 14.10.2020
		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. MoEF and CC vide its letter F/10-53/2009-IA-III dt 26 th Dec 2018 has recommended partial waiver in condition imposed by the EAC in the 112 th meeting dt 11 May 2012 to the arterial road along the north boundary that <i>in mangrove areas the road should be on stilts</i> . CIDCO then approached MCZMA for amendment in its clearance Order. MCZMA issued amendment letter vide no. MCZMA-2019/CR-16/T.C.-4 dated 4 th April 2019.
		Final approval / Stage 2 Forest Clearance granted by MoEF & CC vide F. No8-95/2012-FC dt. 24 th April 2017 for NMIA project
		Proposal for shifting of Electric High Voltage Tension (EHVT) Lines was cleared by MOEFCC vide letter dt

		28.08.17
		Comprehensive EIA study report was submitted to MoEF & CC, MCZMA and MPCB vide letter No. CIDCO/SE(AP-II)/NMIA/2017/ dt. 29 th August, 2017
		MoEF&CC has granted extension of validity to the Environment & CRZ Clearance for 3 years, vide its letter No: F. No. 10-53/2009-IA.III dt. 20.12.17 upto 21.11.2020
		Amendment has been sought for re-routing of EHVT lines in CRZ area so as to save time of execution and reduce impact on mangroves. MoEFCC has sanctioned CRZ clearance for the amendment vide its letter No.-F.No. II-38/2016-IA-III dtd 6 th Nov. 2018
		Forest Clearance Stage I for shifting of EHVT Lines was received vide letter dt. 02.08.18
		CIDCO had applied for Environmental clearance for Area development Project for Commercial development over 143 Ha area to the south of the airport for Non aeronautical activities. The said case was appraised by the SEAC-2 committee in its meeting dt 26.10.2018 and. EC was issued in Sept 2019.
		Monitoring Committee for Compliance of Forest Clearance conditions headed by Head of Forest Forces (HOFF) visited the site on 12 th Dec. 2018 and checked compliance to the Forest Clearance.
		Stage I clearance obtained for mangrove cutting over 9.0361 Ha area was obtained for shifting of EHVT lines vide letter No. FC-II/ MH-102/2019- NGP/5386 dt 11.06.2019
		SEIAA granted EC on 11 th Sept. 2019 to CIDCO for Area development Project for Commercial development over 143 Ha area to the south of the airport for Non aeronautical activities.
		The Bombay High Court permitted CIDCO to clear Mangroves for the rerouting of EHVT lines for development of NMIA vide its Order dt. 19 th December, 2019 in WP no 22362 of 2019.
		Forest department has granted working permission dt 03.02.2020 for start of work for cutting of mangroves for

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		EHVT project.
		Stage II clearance for mangrove cutting for shifting of EHVT has been applied to the Forest Department and is awaited.
		Copies of all statutory permissions obtained by CIDCO and are enclosed as Annexure I
05	Present Status of Handover of site to Concessionaire	After a global bidding process, CIDCO selected Mumbai International Airport Ltd (MIAL) as Concessionaire for developing the airport project.
		CIDCO issued Letter of Award dated 25 October 2017 to Mumbai International Airport Pvt Ltd (MIAL) as Concessionaire for Navi Mumbai International Airport project- Letter of award to MIAL is enclosed as Annexure - II
		A special purpose vehicle called Navi Mumbai International Airport Ltd (NMIAL) has been formed with MIAL and CIDCO having equity participation of 74% and 26 % respectively. NMIAL is to Design, Build, Finance, Operate and Transfer (DBFOT) the Navi Mumbai International Airport over a concession period of 30 years, which is further extendable by 10 years.
		Concession agreement was signed between CIDCO and NMIAL dtd 08 th Jan 2018. Government of Maharashtra signed a State Support Undertaking with NMIAL assuring support for the project. Extracts of relevant pages of Concession agreement and State Government Support agreement is enclosed in Annexure III
		CIDCO has completed most of the pre-construction land development works at site. This comprised: <ul style="list-style-type: none"> ➤ Cutting of hills on site up to 8m AMSL, and filling of site up to 5.5m AMSL; ➤ Ground Improvement works; ➤ R and R of nearly 2558 structures in 10 gaothans by developing seven R and R pockets near the airport site and shifting of PAPs, handover of plots etc ➤ Construction of sea wall /retaining wall and Bund Road along the northern boundary of site; ➤ Cutting and/or transplantation of trees in non forest area in the site as directed by Tree authority ➤ Cutting of mangroves under supervision of Forest Department and compensatory plantation of mangroves through Mangrove cell/FDCM in identified

		<p>area as per NMDP</p> <ul style="list-style-type: none"> ➤ Construction of Ulwe recourse channel on the south of site ➤ Shifting /relocation of existing Utilities; ➤ Re-routing of High Voltage Transmission Lines.
		NMIA Master Plan has been approved by the Director General of Civil Aviation (DGCA) and Bureau of Civil Aviation Security (BCAS), as required for all airport projects, in August 2018
		CIDCO has given NOC to M/s Navi Mumbai International Airport Private Limited (NMIAL) vide letter No. CIDCO/T&C/CT&CP/NMIA/1317 dt 10 th Feb 2020 for transfer of EC and CRZ clearance on NMIAL. Copy of NOC granted by CIDCO to NMIA vide above letter is enclosed as Annexure IV.
		: NMIAL has applied to MOEFCC vide proposal No. IA/MH/MIS/236/2009 (SW/163866/2020) dt 16 July 2020 for transfer of EC and CRZ clearance on its name
		<p>CIDCO has handed over the site to NMIAL in a phase wise starting from 7th July 2018 (1124 Ha). As on date total of 1156 Ha has been handed over to NMIAL</p> <p>Copy of handover of site to Concessionaire is enclosed in Annexure V.</p>

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

Sl. No	Particular	Compliance status (Jan – Jun 2020)
	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” obtained from MPCB vide letter dt. 14.10.2015 for Phase 1 of Airport having validity 5 years from date of issue of letter or commissioning of Phase 1 COD, whichever is earlier (Annexure I gives details of all statutory permissions obtained for the project by CIDCO including Consent for Establishment)

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	(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.	<p>R&R package approved vide UDD, GoM G.R. dt.1st March, 2014 and 28th May 2014 for rehabilitation of families falling in airport site. The package exceeds the requirements of LARR 2013 and also provides special incentives for shifting/ relocation. CIDCO has developed seven R and R pockets and PAPs have been given adequate facilities at each R and R pocket.</p> <p>Annexure VI-A gives details of the seven R and R pockets.</p> <p>As of 30th Jun 2020, about 2558 agreements are executed, 2572 structures demolished, and 2330 plots given possession (95% structures are removed from site)</p>
	(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.	<p>The Bombay High Court permitted CIDCO to clear Mangroves for the development of NMIA vide its Order dt. 29th October, 2013 in NoM.419 of 2011 in PIL No. 87/2006.</p> <p>Annexure I gives details of all statutory permissions obtained for the project including Bombay HC Order</p> <p>HOFF has visited site for checking compliance to Clearances granted under Forest Conservation Act, 1980 and report for compliance to FC conditions is enclosed as Annexure – VIB.</p>
	[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	<p>The Urban Development Department has sanctioned change in Navi Mumbai Development Plan in March 2012 to include the Mangrove pockets. Copy of approval granted is enclosed as Annexure VII</p> <p>Work of plantation & Protection of 310ha + 60ha + 20 ha has been completed by Mangrove Cell, State</p>

		<p>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.</p>	<p>Forest department. In addition to this, 108 ha mangrove plantation has been completed in Kolekhar village near this NDZ as per the Forest clearance condition of compensatory mangrove plantation. Details of mangrove pockets development including compensatory mangrove plantation and development of other pockets is enclosed as Annexure VIII.</p> <p>BNHS, after carrying out Baseline survey of Avi Fauna around the Airport for 5 years, gave the following recommendations: (ref condn no: 7(I) xxxi)</p> <ul style="list-style-type: none"> -NMIA and adjoining areas to be made unsuitable for congregatory birds, development and protection of other suitable sites to the south and west of NMIA - Mangrove Park should be located away from the airport influence zone considering the bird hazard issue <p>Considering the above recommendation and also since the villagers have not vacated the village, the island will be protected as NDZ for the time being and mangroves will be retained in their natural state.</p>
	[v]	<p>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</p>	<ol style="list-style-type: none"> 1. CWPRS, Pune carried out 1D, 2D mathematical & physical Model studies based on the MoEF's approved layout plan of airport covering 1160 Ha. CIDCO/ NMIAL is designing the project, including the airport drainage system, as well as the master drainage plan of surrounding areas by incorporating the various recommendations of CWPRS 2. The detailed drainage plan for the airport is prepared by the Concessionaire as a part of Master

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		<p>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.</p>	<p>Plan preparation, incorporating CWPRS recommendations and abiding by EC conditions. The whole Storm Water from Airport area is planned to discharge in Gadhi River. CIDCO will be monitoring the same.</p> <p>3. The master drainage plan for the airport and surrounding area is prepared by CIDCO, considering the core airport area and the various developments around the airport, based on CIDCO's design norms and as per CWPRS recommendations. NMIAL is also integrating the plans with CIDCO plans / CWPRS recommendations</p> <p>4. The Master plan developed by NMIA has ensured that there will be no discharge into the Ulwe recourse channel from Airport as mandated in EC. CIDCO has signed long term MOU with CWPRS, so that the drainage plans for all areas in Navi Mumbai prepared by it are checked by CWPRS. This practice is followed for all areas near the proposed airport also.</p> <p>5. Annexure IX gives summary of various studies done by CWPRS till date and their major recommendations and status of compliance</p>
	(vi]	<p>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</p>	<p>Data on the topography of area surrounding the airport is collected. The master drainage plan of airport and surrounding area is prepared for the worst conditions (highest high tide, tidal surge, maximum rainfall condition and flooding in all rivers and a safety factor which is dependent upon climate surge). A 100 year return period has been selected to decide the worst rainfall conditions. NMIAL has also engaged CWPRS for checking the Internal drainage system designed for the airport</p>

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		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.	area so that it ties very well with the Master Drainage system planned for the area. Recommendations of the CWPRS report and their compliance is submitted to MOEFCC as a part of Comprehensive EIA report. The master drainage plan for the airport and surrounding area is prepared by CIDCO, based on CIDCO's design norms and as per CWPRS recommendations which was submitted to MoEF in 2017. Ack. Copy of letter submitted is enclosed as Annexure - X
	(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.	CIDCO has appointed a Laboratory recognized by MoEF & CC, for monitoring the various environmental parameters of river water and groundwater, on monthly basis around the airport, in order to establish the pre-construction/during construction data. A copy of Environmental Monitoring report for the last six months (Jan-Jun 2020) is attached as ANNEXURE XI .
	(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 prepared which includes the issue of management of runoff and associated risks during the monsoon. CWPRS studies show that siltation rates in Gadhi River and Panvel creek are fairly low and obstructions due to such factors are considered while designing Master Drainage layout.
	(ix)	On the northern part of the airport there is a secondary	The proposed North connecting channel is designed in accordance with the Model

		<p>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.</p>	<p>studies carried out at CWPRS, Pune.</p> <p>As per CWPRS recommendations Northern Channel is planned with 75 m width.</p> <p>Studies carried out with 75 m Northern channel having bed levels of -2 m and -1 m revealed that there is no significant changes in Maxima flood levels predicted with earlier studies as reported in CWPRS report.</p> <p>At present 60% area of the channel is covered by Mangroves. and hence retained as it is however sufficient care is ensured that flow is not obstructed.</p>
	[x]	<p>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.</p>	<p>All the flow channels in No Development Zone (615 Ha.) are kept undisturbed and any deposition of sediment in Panvel Creek is removed periodically. CWPRS studies show that siltation rates in Gadhi River and Panvel creek are fairly low and obstructions due to such factors are considered while designing Master Drainage layout.</p>
	[xi]	<p>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</p>	<p>Mumbai University has quantified the affected mangroves using Satellite Imagery for years 1995, 2000, 2005 and 2010 and also qualitative analysis is done by field study to ascertain Density & Dominance of affected mangrove area. The same was incorporated in the Updated EIA Report of 2011 and Comprehensive EIA Report 2017.</p>

		<p>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.</p>	<p>CIDCO has developed compensatory mangrove plantation over 108.67 Ha at S. No. 27, village Kolhekhar in between Jui creek and Taloja creek through the Mangrove Cell of State Forest Dept (Annexure XII).</p> <p>CIDCO modified Navi Mumbai Development Plan (NMDP) to provide mangrove cover in four NDZ pockets over 616.2 Ha was approved by GoM vide G.R. dt 12.03.12 (Annexure VII)</p> <p>The scheme for regeneration of Mangroves is prepared through a consultant M/s. Lewis Environment Services USA. The regeneration of mangroves was done in a phased manner, in consultation with the Mangrove Cell of State Forest Dept. through FDCM in the 310 Ha of NDZ to the North East of airport, 60 Ha in Moha Creek and 20 Ha on North of Airport Certificate from Mangrove Cell, Forest department of completion of Mangrove regeneration over 380 Ha and photographs showing the compensatory mangrove development is enclosed as Annexure VIII.</p> <p>CIDCO's position regarding development of Mangrove biodiversity park is replied in item sr. no. (iv) above.</p> <p>Scheme for river front development is being prepared by CIDCO. In addition to the mangrove protection along the river bank, a river front development plan will be in place, so as to ensure adequate bank protection.</p>
	[xii]	<p>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</p>	<p>Updated EIA report was submitted to MoEF, MPCB and MCZMA on 21st April, 2011.</p> <p>A Comprehensive EIA report incorporating the various studies /</p>

		<p>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 queries 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.</p>	<p>activities carried out by CIDCO post Environmental Clearance, has been prepared and submitted to MoEF, MPCB and MCZMA dtd 29th August, 2017.</p> <p>Environmental Audit will be conducted after commissioning of phase 1 of the airport. The same has been mandated in the Concession Agreement for NMIA.</p>
	[xiii]	<p>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</p>	<p>Water quality monitoring during on-going pre-development work is being carried out by CIDCO through MoEF & CC recognized Lab and regular reports are being submitted to MoEF & CC.</p> <p>During construction and operation period also monitoring of the water quality will be carried out by Concessionaire and the EPC contractor and supervised by CIDCO.</p>

Ref : EC Granted to NMIA Project by MOEFCC

		submitted to Ministry of Environment and Forests Govt. of India and Maharashtra State Pollution Control Board.	Water quality is being monitored on monthly basis and reports are being submitted to MoEFCC as a part of Six-Monthly compliance reports.
	[xiv]	The waste water generated from the aircraft maintenance hangars 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 silt traps and oil separator chamber will be made by the Concessionaire to separate the Suspended solids and oil and grease from water before discharging surface drains into nearby water bodies. The waste water from the maintenance hangars will be treated by physicochemical treatment and treated effluent sent to Sewage Treatment Plants (2 nos) to be put up within site. The treated water will be monitored regularly for parameters as set in Consent granted by MPCB.
	[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 mitigation measures shall be installed to reduce the (noise/ vibration levels) impacts.	CIDCO has made it mandatory on the Concessionaire that all the applicable permits as obtained by it shall be kept updated and complied by the Concessionaire. The runway pavement will be designed taking into consideration subsoil condition beneath so as to minimize noise/vibration. Necessary actions to reduce noise/vibration levels during the operations phase shall be taken by Concessionaire - The same has been mandated in the Concession Agreement for NMIA. It will be further monitored by CIDCO.

	[xvi]	<p>Standard instrument arrival and departure procedure shall be designed to minimize the noise levels within the permissible limits for the area falling in the funnel near the airport on either side.</p>	<p>While designing the SIDs and STARs by AAI/DGCA, consideration will be given to minimize noise level in the funnel during operation of Airport. The Master Plan prepared by NMIA and CIDCO also proposes to have following Noise attenuation measures:</p> <ul style="list-style-type: none"> • Strict adherence to DGCA/ICAO prescribed environmental Guidelines and Circulars on airport operations • Restricted usage of ground engines run ups to reduce noise • Restricted use of thrust reversal while landing of aircraft to minimize noise in lateral direction • Dual nozzles in the aircraft to reduce the noise levels • Switching off as many engines as possible during idling and taxing • Proper maintenance of ground servicing equipment. • In addition, standard instrument and departure procedure shall also be designed to minimize the noise levels within the permissible limits for the area falling in the funnel near the airport on either side <p>Noise attenuation has been mandated in the Concession Agreement for NMIA</p>
	[xvii]	<p>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.</p>	<p>Necessary energy conservation and water conservation measures will be adopted by the Concessionaire</p> <p>Concession Agreement (CA) for NMIA mandates the Specifications & Standards to be abided by the Concessionaire while designing the Airport including Energy Conservation Building Code (ECBC) 2007 issued by Bureau of Energy Efficiency and revised from time to time.</p> <p>CA also mandates the Concessionaire to comply with all conditions laid down by the Environment & CRZ clearance granted by MoEF & CC and to carry out</p>

			<p>checks to ensure conformity of the Airport with the environmental requirements set forth in applicable Laws and applicable Permits (which include all clearances, consents and approvals).</p> <p>The energy demand is estimated under the Master Plan prepared by the Concessionaire and shows that cumulative peak power demand will be much lower than the CEIA estimate, by adhering to ECBC norms.</p>
	[xviii]	<p>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.</p>	<p>CIDCO carried out a detailed Connectivity Study "Regional and Local Transport Connectivity Plan for Navi Mumbai International Airport" through international consultant M/s. Lea Associates South Asia Pvt Ltd.</p> <p>Lea Associates was given the task of studying the impact of airport in the regional transportation of Mumbai Metropolitan Region (MMR) as well as Navi Mumbai and suggest measures to be taken to enhance the airport connectivity and to manage the increased traffic. Based on the findings of this study, CIDCO and various state Government agencies have taken up various projects for improving the connectivity through various modes, by giving emphasis to public transport.</p>
	[xix]	<p>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 Hoverport shall not be taken up on the north part of the airport area as this shall damage the mangroves.</p>	<p>The National and State Highway surrounding the airport are being upgraded for increased traffic by Mumbai JNPT Port Road Company Ltd (MJPRCL) and PWD. The proposal is to widen the existing National and State Highways in the airport vicinity to 8 Lane with service roads and further to 6 Lane with service roads has been commenced by MJPRCL. Widening of Sion – Panvel highway upto 10 lanes is completed. Further, additional bridges are being constructed at the Thane Creek</p>

			bridge on SP Highway. The Seawoods-Uran Rail link has been recently commissioned as part of this work. These include Mumbai Trans Harbour Link (MTHL) (connecting Sewree and Navi Mumbai) being implemented by MMRDA, expansion of Amra marg (west of NMIA site) and NH4B by pass (east of NMIA site) by MJPRCL, construction of Northern bund road and road to the south of the NMIA project by CIDCO.
	[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 Associates, in its study has covered this aspect and actions to enhance the Public Transportation facilities to the airport are being initiated by the concerned Stakeholders / Authorities. CIDCO has initiated discussions with Mumbai Railway Vikas Corporation Ltd (MRVC) as well as MMRDA for planning a direct metro rail link to the airport. The Master Plan of airport envisages metro connectivity to the terminal and the provision of metro rail for airport has been mandated in the CA and suitable provisions have been made in the Master Plan submitted by the Concessionaire.
	[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).	Traffic Management Plan during construction phase will be prepared by Concessionaire and Navi Mumbai Traffic Police. Noise barriers will be installed as required:-
	[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	All the three Contractors selected for the pre-development works have prepared EHSMP (Environmental Health, Safety Management Plan) as part of Tender conditions. The Safety and Emergency protection measures at site to ensure safety at each contractor works include:

		<p>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.</p>	<ul style="list-style-type: none"> - Work Permit system - Various check lists to ensure - Safety Committee - Periodic safety checks - Tool box talk - All blasting operations by PESO approved person only - Periodic Safety Audit - System of reporting Near Miss and accidents - Risk assessment - First aid box and trained first aiders - Tie- up with nearby hospitals - Accident and near miss investigation and analysis <p>Risk Assessment and Disaster Management Plan is being has been prepared by Concessionaire for development phase of the Airport Construction particularly to gauge the hazards to the nearby eco-fragile area adjacent to the airport. The updation of Disaster Management Plan for construction and operation phases will be done as the project implementation phase.</p> <p>The Concessionaire (NMIAL) also has to abide by the CA and ensure preparedness for disaster management. It mandates the Concessionaire to prepare and publish a Disaster Management Manual before the Commercial Operations Date</p>
	<p>[xxiii]</p>	<p>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</p>	<p>Noted- Actions taken as in (xxii) above</p> <p>NMIAL is preparing an ON site Emergency Management Plan for the construction – this will be suitably developed for Operation phase also as the detailed engineering gets completed and the project reaches the commissioning phase.</p>

		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.	
	[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.	<p>We have uploaded six monthly compliance report along with monitoring report on website of CIDCO and made available for public.</p> <p>All EC related compliance reports are uploaded on the website at the following link :</p> <p>https://cidco.maharashtra.gov.in/navi_mumbai_airport# under Pre-Development tab</p>
	[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.	The Environment Management Plan detailing the mitigation measures and the Environmental budget is part of CEIA study report and covering various obligations as prescribed under EC. Roles and responsibilities of various parties and timelines of completion are given therein. Concessionaire has now been given NOC by CIDCO to transfer EC and CRZ clearance in its name and approach MoEFCC for fresh EC for the NMIA project. Concessionaire will prepare EIA and EMP for construction and operation phases and submit to MOEFCC along with application for extension of validity of EC and CRZ clearance.
	[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 (1160 ha).	Compliance to this condition has been ensured through the CA which mandates the Concessionaire not to create any encumbrance apart from the ones agreed to by the Concession Agreement for the construction and operation of the Airport including Aeronautical and Non – aeronautical services.

	[xxvii]	<p>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 land use should take care of bird menace including that from the Mangrove Parks.</p>	<p>The Navi Mumbai Development Plan has been revised vide Govt. Order No. TPS-1711/2495/C.R. 202/11/UD-12 dtd. 21st March, 2012 copy enclosed Annexure VII.</p> <p>Navi Mumbai development plan has been prepared for a systematic urban growth and prevent haphazard development. To ensure planned development of airport surroundings, the area around the airport has been designated as Pushpak Node. The land use plan for this area is being prepared in such a manner to complement the airport development and will contain Airport Non-Aeronautical Zone for accommodating ancillary functions of the airport, rehabilitation sites for airport PAPs and a state of the art township called Pushpak Nagar where modern commercial and residential facilities are being planned</p> <p>Further, to avoid haphazard development around the airport, GoM issued notification dated 10th January, 2013, declaring the area around proposed International Airport as "Navi Mumbai Airport Influence Notified Area" (NAINA) and appointed CIDCO as the Special Planning Authority. NAINA is now being planned to absorb the potential growth generated by the Navi Mumbai Airport, and regional transport corridors, both road and metro, are linked to the NAINA network in consultation with MMRDA. (copy of NAINA Notification Annexure XIII).</p> <p>CIDCO has signed long term MOU (10 year) with BNHS (Bombay Natural History Society) for studying Bird movement patterns and to guide regarding all round development of Navi Mumbai to ensure that sufficient foraging grounds exist for birds and the birds do not pose danger to aircraft</p>
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Ref : EC Granted to NMIA Project by MOEFCC

			movements in NMIA.
	[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 villages are being provided physical and social infrastructure under Gaothan expansion scheme & Grant in Aid scheme is implemented to develop social infrastructure in nearby villages for improvement of social infrastructure like water supply, sanitation, providing sewerage system, roads etc.
	[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.	CIDCO has prepared development plan for airport and surrounding facilities accordingly. Master Plan prepared for NMIA development is in strict compliance of the prevailing CRZ provisions. The requirement for compliance in this regard is already built into the CA and will be appropriately ensured. The same shall be monitored by Environment Cell as well as HLAMC.
	[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 pre-construction and construction period is being tested and analyzed regularly through MOEF & CC recognized laboratory appointed to carry out regular environmental monitoring at pre-defined locations in surface waters around the airport. The quarterly monitoring of turbidity is being carried out. These results are then submitted to MPCB and also put up on CIDCO web site https://cidco.maharashtra.gov.in/navi_mumbai_airport# as a part of Six Monthly Compliance Reports. Similar monitoring will be continued by the Concessionaire in future, and monitored by the Environment Cell.
	[xxxii]	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. CIDCO has also signed a long term MOU (ten year period ending 2028) to track Bird movements and advice regarding overall development of Navi

			Mumbai to ensure adequate habitats are maintained for the sustenance and growth of birds and do not endanger flight movements.
	[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 finalizing the locations and details as may be required under the EIA Notification 2006 and the CRZ Notification.	<p>CIDCO has sought separate approvals for associated infrastructure of airport.</p> <p>The CRZ clearance for off-site physical infrastructure of roads, bridges and interchanges has been granted by MCZMA vide letter dated 15th February 2016.</p> <p>CRZ clearance for Shifting of EHVT lines has been granted by MoEF vide letter no. F.No.11-38/2016-Ia.III dated 28th August 2017.</p> <p>Forest Clearance Stage I for shifting of EHVT Lines was received vide letter dt. 02.08.18.</p> <p>The Bombay High Court permitted CIDCO to clear Mangroves for the rerouting of EHVT lines for development of NMIA vide its Order dt. 19th December 2013 in WP no 22362 OF 2019.</p> <p>Process of obtaining Final Forest Clearance under FC Act for Shifting of EHVT lines is in final stage</p>
	[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	Airport safety and security plan will be prepared for submission to DGCA, AAI, BCAS by Concessionaire. The DCA mandates safety requirements and procedures will be followed while developing the plan
	[xxxiv]	A high level advisory and monitoring committee which should include International	High Level Advisory and Monitoring Committee (HLAMC) was constituted by Govt. of Maharashtra vide its Order dtd.

		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. Budgetary 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.	13th May, 2011.
	[xxxv]	Regular modeling study of air, noise shall be carried out due to the increase in traffic	Monthly monitoring of ambient air and noise levels during pre- development stage is in progress and reports are being shared along with six monthly compliance reports with MoEFCC and MPCB. Similar monitoring will be continued during construction and operation phases by the Concessionaire
	[xxxvi]	The solid waste shall be properly collected, segregated and disposed as per the provision of Solid Waste (Management and Handling) Rules, 2000.	Noted – The Master Plan for NMIA airport gives complete details of Solid waste identification, storage and disposal.
	[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,	Presently project is in pre-development phase and necessary facilities are provided by contractors as per contract conditions put up by CIDCO. NMIAL is also mandated to give proper labour housing facilities as part of the CA during construction phase of the airport.

		crèche etc. The housing may be in the form of temporary structures to be removed after the completion of the project.	
	[xxxviii]	A First Aid Room will be provided in the project both during construction and operation of the project.	First aid facilities are provided at offices of various contractors doing the pre-development construction works. In addition CIDCO contract mandates each contractor to maintain an ambulance and have tie up with local Hospital to ensure that in case of emergency necessary facilities are available to working personnel. NMIAL is also mandated to give proper Emergency Health care facilities as part of the CA during construction phase of the airport.
	[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.	Currently, land development work by CIDCO is in progress. Major work ongoing is cutting of hill within the Airport area. Filling works by CIDCO are completed Condition is noted and will be complied when excavation work is undertaken. NMIAL is mandated to properly plan all phases of the construction phase during construction phase of the airport as part of the CA.
	[xli]	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.	CIDCO has appointed a Laboratory recognized by MoEF & CC, for monitoring the various environmental parameters of soil and groundwater, at monitoring stations around the airport, in order to establish the pre-construction phase. A copy of Environmental Monitoring report for last six months (Jan- Jun20) is attached as ANNEXURE XI .
	[xlii]	Construction spoils, including bituminous material and other hazardous materials, must not be allowed to contaminate watercourses and the dump sites for such	CIDCO has appointed a Laboratory recognized by MoEF & CC, for monitoring the various environmental parameters of air, river water and groundwater, at monitoring stations around the airport, in order to establish

		material must be secured so that they should not leach into the ground water.	the pre-construction phase. A copy of Environmental Monitoring report for last six months (Jan- Jun20) is attached as ANNEXURE XI .
	[xlii]	Installation and operation of DG set shall comply with the guidelines of CPCB.	Currently, contractors engaged for pre-development works have installed DG sets which comply the EP Act standards. NMIA is mandated to ensure compliance during construction and operation phases by the CA
	[xlili]	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.	Presently project is pre-development phase and low sulfur fuel HSD is procured & used on day to day basis by the respective contractors. DG sets installed during ongoing pre-development phase are complying EP Act norms. Regular monitoring is being carried out as per norms. NMIA is mandated to ensure compliance during construction and operation phases by the CA
	[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.	Presently project is in the pre-development phase and work is completed Only one of the contractors (M/s Gayatri Infrastructure Projects Pvt. Ltd. has provided underground tanks 2 x 20 KL each) at site. All the other three contractors do not have fuel storage at site and fuel is procured & used on day to day basis by them. DG sets provided for contractor offices have own in built tank. Necessary permissions have been obtained from Petroleum and Explosive Safety Organization (PESO) by M/s Gayatri Infrastructure Pvt Ltd for the underground storage tanks. NMIA is also mandated to ensure compliance during construction and operation phases by the CA
	[xlv]	Vehicles hired for bringing construction material to the site should be in good condition and should have a pollution check certificate and	Vehicles hired for bringing construction material / excavated soil are in good conditions and having valid PUC..

		should conform to applicable air and noise emission standards and should be operated only during non-peak hours.	
	[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.	Ambient & noise levels are being monitored on monthly basis through recognized laboratory during pre-development phase and reports are enclosed as ANNEXURE - XI . It will be also continued during construction phase.
	[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 27 th August, 2003.	Noted and shall be adhered during construction phase.
	[xlviii]	Ready mixed concrete must be used in building construction.	Noted and shall be adhered during construction phase.
	[xlix]	Storm water control and its re-use as per CGWB and BIS standards for various applications.	Noted and shall be adhered during operation phase.
	(I)	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	Noted and incorporated in the EPC bid document by the Concessionaire

		prospective bidders. other best practices referred.	
	(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.	Noted and shall be adhered during construction phase.
	(lii)	The approval of the competent authority shall be obtained for structural safety of the buildings due to earthquake, adequacy of fire fighting equipment, etc. as per National Building Code including protection measures from lightening etc.	CA mandates that the Concessionaire shall conform to National Building Code (NBC) and the requisite permissions shall be obtained as per GDCR and also other Applicable Permits
	(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.	Shall be complied.
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	Noted and shall be adhered during operation phase.

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		Control Board.	
	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.	Noted and shall be adhered during operation phase.
	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.	Noted and shall be adhered during operation phase.
	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.	Noted and shall be implemented during construction phase.
	[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.	This condition will be complied during construction stage – it is proposed to have Rain Water harvesting ponds to the East and South west of the site and the harvested rain water will be used for irrigation purpose
	[vi]	The ground water level and its quality should be monitored regularly in consultation with Central Ground Water Authority.	Noted and shall be adhered during operation phase.

	[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.	Noted and shall be implemented during operation phase.
	[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.	Noted and shall be implemented during operation phase.
	ix]	Efforts should be made to use solar energy to the maximum extent possible.	This condition would be complied at appropriate time

Compliance to additional conditions stipulated by MoEF while granting Extension of Validity for Environmental and CRZ Clearance to NMIA Project

No.	EC Condition	Compliance status (Jan – Jun 2020)
1.	Certified report on sources and availability of water from the local body supplying water along with the permission received by them for the shall be submitted. This report shall specify the total annual water availability with the organization (local Body), the quantity of water already committed to other development projects, the quantity of water committed for this project	Water Adequacy Report was already submitted as a part of Compliance report for the period of Jan- June 2018 vide letter no. CIDCO/ GM (ENV & F)/NMIA/2018/184 dated 21 st Sept. 2018. Copy of letter enclosed as Annexure XV

Ref : EC Granted to NMIA Project by MOEFCC

	and the balance water available for distribution. This should be specified separately for ground water and surface water sources and ensure that there is no impact on other uses.	
2.	Detailed traffic management and traffic decongestion plan, to ensure that the current level of service of the roads within a 5 kms radius of the project site is maintained and improved upon, shall be drawn up through an organization of repute and specializing in Transportation Planning within next 6 months. This should be based on the cumulative impact of all development and increased inhabitation being carried out by the project or other agencies in this 5 kms radius from the site under different scenarios of space and time and shall be implemented to the satisfaction of State Urban Development and Transports Departments with the consent of all the concerned implementing agencies.	CIDCO & MMRDA has appointed consultant for carrying out study for Detailed traffic management and traffic decongestion plan for Airport. Draft Final Report has been submitted by consultant. Meeting of stakeholders held on 6 th Nov. 2019 over draft Final Report. Based on above Final report is prepared & Submitted to MoEF . Copy of letter enclosed as Annexure XVI
3.	Treated effluents shall also be used for irrigation and Road side plantation after taking due permissions from the concerned authorities/Forest department.	Shall be complied in Operation Phase
4.	Project proponent shall satisfactorily address all the complaints that have been received against the project and submit a compliance report to the Ministry.	Compliance has been submitted to MoEF vide letter No. CIDCO/ GM (ENV & F)/NMIA/2017/1017 dated 2 nd November 2017. Copy of letter is enclosed as Annexure XVII
5.	The extension of validity is being granted for the original proposal for which Environmental and CRZ Clearance was granted earlier. The Project proponents will not make any changes any changes in the	Shall be Complied.

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	project nature, structure and configuration and limit themselves to activities for which the Environmental and CRZ Clearance has been given earlier.	

GENERAL CONDITIONS:

EC Condition		Compliance status (Jan – Jun 2020)
(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.
(iii)	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
(iv)	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	Noted.

	Municipal Solid Wastes (Management and Handling) Rules, 2000 including the amendments and rules made thereafter.	
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.	<p>Ministry of Civil Aviation (MoCA), Defense Clearance, Stage 1 forest clearance, Wildlife and Final Forest clearance, 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.</p> <p>Wildlife Clearance was recommended in the 29th Meeting of Standing Committee and communicated vide Minutes No. P.No.6-43/2007 WL-I dtd. 1st August, 2013 of Wildlife Division of Ministry of Environment & Forest, Govt. of India. Later on vide the Minutes of 34th Standing Committee of NBWL, No: 6-48/2015 WL dtd 30th June 2015, amendment to condition no (iv) was issued with respect to development of mangrove sanctuary .</p> <p>Stage II Forest clearance for shifting of EHV lines is applied for and is awaited. All other clearances are obtained.</p>
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	Complied.

	Clearance letter and a copy of the same should be forwarded to the Regional office of this Ministry at Bhopal.	
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 , NO _x (ambient levels as well as stack emissions) or critical sectoral parameters, indicated for the project shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.	All EC related compliance reports are uploaded on the website at the following link: https://cidco.maharashtra.gov.in/navi_mumbai_airport# under Pre- Development tab
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	Being Complied.

	gate of the company in the public domain.	
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 31 st March in Form-V as is mandated to be submitted by the project proponent to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently, shall also be put on the website of the company along with the status of compliance of EC conditions and shall also be sent to the respective Regional Offices of MoEF by e-mail.	Will be submitted in Operation Phase of project

Date:



General Manager (E and F)
CIDCO

LIST OF ANNEXURES

Number	Contents
I	Copies of all Statutory clearances obtained for the project by CIDCO
II	Letter of Award –MIAL
III	Extracts of Concession Agreement And State Govt. support agreement
IV	NOC granted by CIDCO to NMIAL for Transfer of EC and CRZ clearance
V	Copy of handover of site to NMIAL
VIA	Details of R & R sites
VIB	HoFF site visit report
VII	Amendment in NMDP – NDZ pockets
VIII	Details of Mangrove Pockets Development including compensatory mangrove plantation and developments of other pockets
IX	Summary of various studies done by CWPRS till date and their major recommendations and status of compliance including copy of submission made to MOEFCC on Master Drainage Plan
X	Copy of letter to MoEF – Master Drainage plan Report
XI	Environmental Monitoring report for the last six months (Jan-Jun 2020)
XII	Details of compliance submitted by FDCM -109 Ha Mangrove Plantation
XIII	Notification NAINA
XIV	PUC Certificates
XV	Letter to MoEF – Water Adequacy report
XVI	Letter to MoEF – LEA Report – Transportation Planning
XVII	Letter to MoEF addressing NGO