

C/179

No:CIDCO/GM(Airport)/2012/34

13<sup>th</sup> August, 2012.

To  
Dr.A. Mehrotra,  
Director(S),  
Ministry of Environment & Forests,  
Regional Office, Western Region,  
Kendriya Paryavaran Bhavan,  
Link Road No.3,  
E-5, Ravi Shankar Nagar,  
Bhopal-462016 (MP).  
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To  
The In-charge Zonal Office,  
Central Pollution Control Board,  
Parivesh Bhavan,  
Opp. VMC Ward Office No.10,  
Subhanpura,  
Vadodara-390023  
Gujarat.

To,  
The Member Secretary,  
Maharashtra Pollution Control Board,  
Kalpataru Point, 3<sup>rd</sup> floor,  
Sion-Matunga Scheme Road No.8,  
Opp. Sion Circle,  
Sion(East),  
Mumbai-400 022.

**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,

Encl : As above.

  
13/8/12  
(S. R. Darade)  
General Manager(Airport)

## Half Yearly Compliance Report

- 01. Name of the Project :** Navi Mumbai International Airport 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. :** 01.01.2012 to 30.06.2012.
- 04. Project Code :** F.No.10-53/2009-IA.III.
- 05. Compliance in Brief. :** *All the condition 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 was 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.*

*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. 13<sup>th</sup> 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 department of Gol and GoM vide letter No.CIDCO/GM/Airport/49 dtd. 21<sup>st</sup> 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<sup>st</sup> March, 2012 to undertake development & protection of Mangrove Park and green area.*

**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
	<b>Specific Condition</b>	
<b>I.</b>	<b>Construction Phase</b>	
	(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.	Will be obtained before taking up construction work of airport.

	<p>(ii) CIDCO shall rehabilitate about 3000 families of 10 settlements from 7 villages falling within the airport zone as per the R &amp; R policy of the Government of India or the Government of Maharashtra, which ever is more beneficial to the project affected persons.</p>	<p>The draft R &amp; R Policy has been prepared in tune with R&amp;R Policy of Govt. of India and Maharashtra Project Affected Persons Rehabilitation Act, 1999. The Policy was discussed with the stake holders.</p> <p>The Govt. of Maharashtra has authorized Divisional Commissioner, Konkan Region, to consult Airport Project Affected Persons &amp; Villagers and to finalize the Policy. Accordingly, Divisional Commissioner, Konkan Region is consulting the stakeholders and the policy is being finalized for submission to GoM for approval and implementation.</p>
	<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>	<p>The process of obtaining Forest Clearance has commenced on 6<sup>th</sup> December, 2010 and proposal is processed in concerned department of GoM for recommendation to MoEF.</p> <p>A Notice of Motion (NoM) is filed in Hon'ble Bombay High Court in the month of August, 2011 and the hearing is in progress.</p>
	<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 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><b>Partially Complied.</b></p> <p>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 21<sup>st</sup> March, 2012.</p>

	<p>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.</p>	<p>CWPRS, Pune is requested to carry out 1D, 2D &amp; physical Model studies based on the MoEF's approved layout plan of airport covering 1160 Ha. The report of ID Model and physical mode are submitted to CIDCO. The study for 2-D mathematical model is completed and report from CWPRS is expected shortly.</p>
	<p>(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 &amp; 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.</p>	<p>Data collection on the topography of area surrounding the airport is being conducted. The master drainage plan of airport and surrounding area will be prepared once all reports from CWPRS are received, for submission to MoEF.</p>

	<p>(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-surface flow as well as impact on aquifers.</p>	<p>A comprehensive periodic monitoring scheme would be made and incorporated in Bid Documents to monitor the sub-surface flow during construction, operation phase of project by the Special purpose vehicle to be incorporated for project implementation.</p>
	<p>(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.</p>	<p>The Master Drainage Plan Report of Airport and its surrounding area is being prepared 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.</p>
	<p>(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.</p>	<p>The North connecting channel proposed shall be designed in accordance with the Model studies being carried out at CWPRS., Pune.</p>
	<p>[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.</p>	<p>All the flow channel in No Development Zone (615 Ha.) shall be kept undisturbed and any deposition of sediment in Panvel Creek shall be removed periodically.</p>

	<p>[xi] A detailed map shall be submitted by CIDCO to the Ministry with quantification of affected mangrove area with density i.e. initial proposal &amp; 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.</p>	<p>Mumbai University has quantified the affected Mangrove and same is incorporated in updated EIA Report. The Scheme of regeneration of Mangrove is prepared by M/s.Lewis Environment, USA., and implementation of same is proposed to be carried out by the State Forest Department before the commencement of construction work of the airport.</p>
	<p>[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.</p>	<p>Updated EIA Study Report is submitted.</p> <p>Comprehensive EIA Study Report will be submitted upon the completion of studies by CWPRS and finalization of detail Project Report including Revised Master Plan of Airport.</p>

	<p>[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.</p>	<p>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 Corporation and quarterly report will be submitted to MoEF and MPCB once the construction on site is taken up.</p>
	<p>[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.</p>	<p>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.</p>
	<p>[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 &amp; 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.</p>	<p>The runway pavement shall be designed taking into consideration subsoil condition beneath so as to minimize noise/vibration.</p>
	<p>[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.</p>	<p>The matter has been already taken up with AAI/DGCA to work out SID &amp; STAR to minimize the noise level in funnel.</p>

	<p>[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.</p>	<p>Energy saving to the tune of 20% shall be achieved by making it a mandatory contractual condition in Bid Document.</p>
	<p>[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.</p>	<p>M/s.Lea Associates is appointed to study and suggest measures to be taken to enhance the airport connectivity and to manage increased traffic. The necessary actions are initiated in accordance with the findings of studies.</p>
	<p>[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.</p>	<p>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 State Highway in airport vicinity to 8 Lane and further to 6 Lane.</p>
	<p>[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.</p>	<p>M/s.Lea Associate in its study has covered this aspect and actions to enhance the public transportation to reach the airport is initiated.</p>



	<p>[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).</p>	<p>Navi Mumbai Traffic Police is being consulted for preparing traffic management plan during construction and post construction to manage the traffic on transport system.</p>
	<p>[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.</p>	<p>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.</p>
	<p>[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.</p>	<p>An Environment shell 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.</p>
	<p>[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>	<p>The compliance report of Monitoring Committee shall be placed on concerned Web site.</p>

	<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.</p>	<p>An Environment shell 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.</p>
	<p>[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).</p>	<p>This condition shall be complied by making provision in contractual condition in Bid Document.</p>
	<p>[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.</p>	<p>The Navi Mumbai Development Plan is already revised in accordance with MoEF condition and further periodic revision would be carried out to suit need of airport and environment.</p>
	<p>[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.</p>	<p>All the nearby village are being provided physical and social infrastructure under village expansion scheme.</p>
	<p>[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.</p>	<p>The Master Plan of Airport is revised keeping in view the CRZ provision.</p>
	<p>[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.</p>	<p>Turbidity during construction shall be monitored and kept within the limit by taking suitable precaution during construction by the proposed Environment shell. Work will be stopped if it is required to keep turbidity within limit.</p>

	<p>[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.</p>	<p>BNHS is appointed to do the periodic base line survey of avian fauna and first quarterly report has been received.</p>
	<p>[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 Notification.</p>	<p>The proposal for Environment &amp; CRZ clearance for office physical infrastructure of roads, bridges and interchange has been considered in 112<sup>th</sup> EAC Committee meeting held on 7<sup>th</sup> May, 2011 and 28<sup>th</sup> Feb., 2012. Upon the recommendation of MCZMA, the Environment and CRZ clearance letter is awaited from MoEF.</p>
	<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</p>	<p>An Airport security report is being finalized for submission to DGCA, AAI., BCAS.</p>
	<p>[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. 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.</p>	<p><i>Complied.</i></p>

	[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 condition 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 completion of the project.	A suitable condition will be incorporated in the bid document being prepared for selection of strategic investor.
	[xxxviii]A First Aid Room will be provided in the project both during construction and operation of the project.	A suitable condition will be 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 investor
	[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 will be incorporated in the bid document being prepared for selection of strategic investor.

	[xlvi] 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 will be incorporated in the bid document being prepared for selection of strategic investor.
	[xlv] 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 will be incorporated in the bid document being prepared for selection of strategic investor.
	[xlvi] 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 will be incorporated in the bid document being prepared for selection of strategic investor.
	[xlvii] 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 will be incorporated in the bid document being prepared for selection of strategic investor.
	[xlviii] 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 <sup>th</sup> August, 2003.	A suitable condition will be incorporated in the bid document being prepared for selection of strategic investor.
	[xlviii] Ready mixed concrete must be used in building construction.	A suitable condition will be incorporated in the bid document being prepared for selection of strategic investor.
	[xlix] Storm water control and its re-use as per CGWB and BIS standards for various applications.	A suitable condition will be incorporated in the bid document being prepared for selection of strategic investor.

	(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 prospective bidders.other best practices referred.	This condition would be complied by making it as contractual condition in the Bid document.
	(ii) Use of glass may be reduced by upto 40% to reduce the electricity consumption and load on airconditioning. 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.
	(iii) 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.
	(iiii) 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
	<b>Specific Condition</b>	
II.	<b>Operation Phase</b>	
	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.

	<p>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.</p>	<p>This condition would be complied by making it as contractual condition in the Bid document.</p>
	<p>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.</p>	<p>This condition would be complied by making it as contractual condition in the Bid document.</p>
	<p>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.</p>	<p>This condition would be complied by making it as contractual condition in the Bid document.</p>
	<p>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.</p>	<p>The condition would be complied by making it as contractual condition in bid document.</p>
	<p>vi) The ground water level and its quality should be monitored regularly in consultation with Central Ground Water Authority</p>	<p>Same as I (vii)</p>
	<p>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.</p>	<p>This condition would be complied by making it as contractual condition in the Bid document.</p>

	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.
	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.
<b>III.</b>	<b><u>General Conditions:</u></b> (i) In the event of any change in the project profile a fresh reference shall be made to the Ministry of Environment and Forests.	<b>Noted. .</b>
	(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.	<b>Noted.</b>
	This Ministry or any other competent authority may stipulate any additional conditions subsequently, if deemed necessary, for environmental protection, which shall be complied with.	<b>Noted.</b>
	(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.	<b>Noted.</b>



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.	<b>Noted.</b>
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.	<b>Noted for Compliance.</b> MoCA & Defense Clearance are obtained and other statutory clearances is in process and same will be obtained before commencing the construction work of airport.
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 <a href="http://www.envfor.nic.in">http://www.envfor.nic.in</a> . 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.	<b>Complied.</b>
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.	<b>Noted.</b>
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.	<b>Complied.</b>

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 <sub>2</sub> , NO <sub>x</sub> (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.	<b>Noted for Compliance.</b>
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.	<b>Being Complied.</b>
15	The environmental statement for each financial year ending 31 <sup>st</sup> 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.	<b>Noted for Compliance.</b>

  
(S. R. Darade)  
General Manager(Airport)  
CIDCO