

CITY AND INDUSTRIAL DEVELOPMENT CORPORATION OF MAHARASHTRA LIMITED

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Ref. No.

No.CIDCO/GM(Airport)/2016/ 54

Date : 1st March, 2016

To,

Dr.A.Mehrotra,
Director(S),
Ministry of Environment & Forest,
Regional Office, Western Region,
Kendriya Paryavaran Bhavn,
Link Road No.3, E-5, Ravi Shankar Nagar,
Bhopal - 462016 (MP)
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To,

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

To,

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

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

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


Dear Sir,

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

We hope you find the same in order.

Thanking you.

Yours faithfully,



- 01/03/2016

(K.L.Dhake)
General Manager(Airport)
CIDCO Ltd., CBD-Belapur,
Navi Mumbai.

Encl : As above.

Half Yearly Compliance Report

01. Name of the Project : Navi Mumbai International Airport(NMIA) at Navi Mumbai, Taluka Panvel, Dist. Raigad Maharashtra.
02. MoEF Clearance Letter : 10-53/2009-I.A.III dtd. 22.11.2010.
No. & Date.
03. Compliance Period. : 01.06.2015 to 31.12.2015.
04. Project Code : F.No.10-53/2009-IA.III.
05. Compliance in Brief. : All the conditions of Environment Clearance (EC) are being complied. Public has been informed about the grant of EC by advertisement in newspaper DNA, Mumbai on 30.11.2010 and Lokmat (Marathi) on 30.11.2010 and copies of Newspaper cutting were submitted to Regional Office at Bhopal.

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

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

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

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

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

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

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

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

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

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

Sl. No.	Particular	Compliance
	Specific Condition	
I.	Construction Phase	
	(i) "Consent for Establishment" shall be obtained from State Pollution Control Board under Air and Water Act and a copy shall be submitted to the Ministry before start of any construction work at the site.	'Consent for Establishment' is obtained from Maharashtra State Pollution Control Board vide letter no Format 1.0/BO/CAC-Cell/EIC-RD-3151-15/CE/CAC-12995 dtd. 14.10.2015 & copy of the same is attached hearewith.
	(ii) CIDCO shall rehabilitate about 3000 families of 10 settlements from 7 villages falling within the airport zone as per the R & R policy of the Government of India or the Government of Maharashtra, which ever is more beneficial to the project affected persons.	Urban Development Department, Govt. of Maharashtra has issued the G.R.No.CID/1812/P.K.275/UD-10, dtd.1 st March, 2014 for rehabilitation of families falling in airport zone.The process of rehabilitation of families is in progress.
	(iii) CIDCO shall obtain necessary permission from Hon'ble High Court of Bombay for cutting or damaging of mangroves and clearance under Forest Conservation Act 1980 as per the orders in respect of notice of Motion no. 417 of 2006 in PIL no. 87/2006, as required.	<p>The Wildlife Clearance is recommended in the 29th Meeting of Standing Committee vide letter No.P.No.6-43/2007 WL-I dtd. 1st August, 2013 of Wildlife Division of Ministry of Environment & Forest, Govt. of India.</p> <p>The High Court of Mumbai permitted CIDCO to clear Mangroves for the development of NMIA vide its Order dtd. 29th October, 2013 in NoM.419 of 2011.</p> <p>In Principal approval for the first stage Forest Clearance is accorded vide Letter No.F.No.8-95/2012-FC dtd. 17th December, 2013.</p> <p>The process of approval of 2nd stage i.e final Forest Clearance is in advance stage in the office of State Forest Department.</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 MRTTP Act to achieve this objective.</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 21st March, 2012 and the same will be undertaken with the help of concerned department of Govt. of Maharashtra.</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 & physical Model studies based on the MoEF's approved layout plan of airport covering 1160 Ha. The report of 1D Model and physical model are submitted to CIDCO. The study for 2-D mathematical model is completed and Final Report from CWPRS is under finalization. A draft final report from CWPRS has been received and the same is being considered for approval.</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 & 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 collected. The master drainage plan of airport and surrounding area is being prepared 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 prepared and incorporated in Bid Documents to monitor the sub-surface flows during construction, operation phase of project by the Special Purpose Vehicle to be incorporated for project implementation.</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 which includes the issue of management of runoff and associated risks during the monsoon. The report will be finalized after receipt of reports from CWPRS, Pune.</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 proposed North connecting channel 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 channels 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 & 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 for regeneration of Mangrove is prepared by M/s. Lewis Environment Services USA., and implementation of same is proposed to be carried out by CIDCO in consultation with the State Forest Department before the commencement of construction works of the airport.</p>

	<p>[xii] Whatever EIA data was submitted and presented was related to a situation for “no airport condition”. The project proposal has undergone 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 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>Updated EIA Study Report is submitted.</p> <p>Comprehensive EIA Study Report will be submitted upon the completion of studies by CWPRS.</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 CIDCO/ the Special Purpose Vehicle to be incorporated for project implementation 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 & 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 & 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>Based on recommendation in the report M/s. Lea Associates to enhance the airport connectivity and to manage increased traffic and suggest measures/actions to be taken are initiated.</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 Highways in the airport vicinity to 8 Lane with service roads and further to 6 Lane with service roads The bidding process for above works is under progress. . Widening of Sion – Panvel highway upto 10 lanes is completed.</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 by the concerned Authorities.</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 will be consulted for preparing traffic management plan during construction and post construction stage 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 cell is proposed to be created in CIDCO as well as in the SPV of NMIA who shall monitor and ensure the pollutants are within permissible limits and submit the report to HLAMC.</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 is being placed on 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 cell is proposed to be created in CIDCO as well as in the SPV of NMIA who shall monitor and ensure the pollutants are within permissible limits and submit the report to HLAMC.</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 vide Govt. Order No.TPS-1711/2495/C.R. 202/11/UD-12 dtd. 21st March, 2012 and further periodic revision would be carried out to suit need of airport. Accordingly, the Govt. of Mah. has issued Notification bearing No.TPS:17112/475/CR-58/UD/12 dated 10th January, 2013; for an area around proposed International Airport called "the Navi Mumbai Airport Influence Notified Area" NAINA and appointed CIDCO as the Special Planning Authority.</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 gaathan expansion scheme. & Grant in Aid is also provided to villages for improvement</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>Complied.</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 precautions during construction by the proposed Environment cell. An agency is appointed to carry out regular environmental monitoring at pre defined location around the airport.</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 quarterly as annual reports are being received and placed on CIDCO'S website.</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 & CRZ clearance for off-site physical infrastructure of roads, bridges and interchange has been considered in 112th EAC Committee meeting held on 7th May, 2011 based on the recommendation of MCZMA in its meeting held on 28th Feb., 2012. The Environment and CRZ clearance letter for the same is awaited from MoEF.</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	An Airport security report is being finalized for submission to DGCA, AAI., BCAS.
	[xxxiv]A high level advisory and monitoring committee which should include International experts of repute, reporting directly to the highest Airport Management Authority shall be constituted by CIDCO to plan, execute and maintain the environmental issues/ recommendations mentioned above. The monitoring shall be done at various stages (planning, construction, operation) of project for compliance of conditions. 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.	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 th May, 2011. A copy of this Order has been submitted to Regional Office, Bhopal.
	[xxxv]Regular modeling study of air, noise shall be carried out due to the increase in traffic	Same as I.(vii)
	[xxxvi]The solid waste shall be properly collected, segregated and disposed as per the provision of Solid Waste (Management and Handling) Rules, 2000.	The condition shall be complied by incorporating the conditions in contractual document of Project implementation.
	[xxxvii]Provision shall be made for the housing of construction labour within the site with all necessary infrastructure and facilities such as fuel for cooking, mobile toilets, mobile STP, safe drinking water, medical health care, crèche etc. The housing may be in the form of temporary structures to be removed after the completion of the project.	A suitable condition will be incorporated in the bid document being prepared for selection of strategic partner.

	[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 partner.
	[xl] Soil and ground water samples will be tested to ascertain that there is no threat to ground water quality by leaching of heavy metals and other toxic contaminants.	Same as I.(vii)
	[xli] Construction spoils, including bituminous material and other hazardous materials, must not be allowed to contaminate watercourses and the dump sites for such material must be secured so that they should not leach into the ground water.	Same as I.(vii)
	[xlii] Installation and operation of DG set shall comply with the guidelines of CPCB.	A suitable condition will be incorporated in the bid document being prepared for selection of strategic partner.
	[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.	A suitable condition will be incorporated in the bid document being prepared for selection of strategic partner.
	[xliv] The diesel required for operating DG sets shall be stored in underground tanks and if required, clearance from Chief Controller of Explosives shall be taken.	A suitable condition will be incorporated in the bid document being prepared for selection of strategic partner.

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

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

Sl. No.	Particular	Compliance
	Specific Condition	
II.	Operation Phase	
	i) Diesel power generating sets proposed as source of back up power for elevators and common area illumination during operation phase should be of enclosed type and conform to rules made under the Environment (Protection) Act, 1986. The height of stack of DG sets should be equal to the height needed for the combined capacity of all proposed DG sets. Use of low sulphur diesel. The location of the DG sets may be decided with in consultation with Maharashtra Pollution Control Board.	This condition would be complied by making it as contractual condition in the Bid document.
	ii) Noise should be controlled to ensure that it does not exceed the prescribed standards. During night time the noise levels measured at the boundary of the building shall be restricted to the permissible levels to comply with the prevalent regulations.	This condition would be complied by making it as contractual condition in the Bid document.
	iii) The green belt of the adequate width and density preferably with local species along the periphery of the plot shall be raised so as to provide protection against particulates and noise.	This condition would be complied by making it as contractual condition in the Bid document.
	iv) Weep holes in the compound walls shall be provided to ensure natural drainage of rain water in the catchment area during the monsoon period.	This condition would be complied by making it as contractual condition in the Bid document.

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

III.	General Conditions: (i) In the event of any change in the project profile a fresh reference shall be made to the Ministry of Environment and Forests.	Noted. .
	(ii) This Ministry reserves the right to revoke this clearance, if any, of the conditions stipulated are not complied with to the satisfaction of this Ministry.	Noted.
	This Ministry or any other competent authority may stipulate any additional conditions subsequently, if deemed necessary, for environmental protection, which shall be complied with.	Will be complied
	(iii) Full support should be extended to the officers of this Ministry's Regional Office at Bhopal and the offices of the Central and State Pollution Control Board by the project proponents during their inspection for monitoring purposes, by furnishing full details and action plans including the action taken reports in respect of mitigative measures and other environmental protection activities.	Will be complied
8.	These stipulations would be enforced among others under the provisions of water (Prevention and Control of Pollution) Act, 1974 the Air (Prevention and Control of Pollution) Act 1981, the Environment (Protection) Act, 1986, the Public Liability (Insurance) Act, 1991 and Municipal Solid Wastes (Management and Handling) Rules, 2000 including the amendments and rules made thereafter.	Noted.
9.	All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department and Civil Aviation Department from height point of view, Forest Conservation Act, 1980 and Wildlife (Protection) Act, 1972 etc. shall be obtained, as applicable by project proponents from the respective competent authorities.	MoCA, Defense Clearance, first-stage forest and wildlife clearance and Hon.'ble High Court permission are obtained and other statutory clearances, if any, shall be obtained as applicable from competent authorities, at appropriate time.

10	The project proponent should advertise in at least two local Newspapers widely circulated in the region, one of which shall be in the vernacular language informing that the project has been accorded CRZ Clearance and copies of clearance letters are available with the State Pollution Control Board and may also be seen on the website of the Ministry of Environment and Forests at http://www.envfor.nic.in . The advertisement should be made within 10 days from the date of receipt of the Clearance letter and a copy of the same should be forwarded to the Regional office of this Ministry at Bhopal.	Complied.
11	Environmental clearance is subject to final order of the Hon'ble Supreme Court of India in the matter of Goa Foundation Vs. Union of India in Writ Petition (Civil) No.460 of 2004, if applicable to this project.	Noted.
12	A copy of the clearance letter shall be sent by the proponent to concerned Panchayat, Zilla Parisad / Municipal Corporation, Urban Local Body and the Local NGO, if any, from whom suggestions/ representations, if any, were received while processing the proposal. The clearance letter shall also be put on the website of the company by the proponent.	Complied.
13	The proponent shall upload the status of compliance of the stipulated EC conditions, including results of monitored data on their website and shall update the same periodically. It shall simultaneously be sent to the Regional Office of MoEF, the respective Zonal Office of CPCB and the SPCB. The criteria pollutant levels namely; SPM, RSPM, SO ₂ , 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.	Noted for Compliance.
14	The project proponent shall also submit six monthly reports on the status of compliance of the stipulated EC conditions including results of monitored data (both in hard copies as well as by e-mail) to the respective Regional Office of MoEF, the respective Zonal Office of CPCB and the SPCB.	Being Complied.

15	The environmental statement for each financial year ending 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.	Noted for Compliance.
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[Handwritten Signature]
01/03/2016

(K. L. Dhake)
General Manager(Airport)
CIDCO

MAHARASHTRA POLLUTION CONTROL BOARD

Phone : 4010437/4020781
/4037124/4035273
Fax : 24044532/4024068 /4023516
Email : enquiry@mpcb.gov.in
Visit At : <http://mpcb.gov.in>



Kalpitaru Point, 3rd & 4th floor, Sion- Matunga
Scheme Road No. 8, Opp. Cine Planet Cinema, Near
Sion Circle, Sion (E).
Mumbai - 400 022

Consent order No :- Format1.0/BO/CAC-cell//EIC-RD-3154-15/CE/CAC- 12995

Date- 14/10/2015

To,
The Superintendent Engineer (AP-R/R)
NIMA Project, CIDCO, Tower No. 10,
3rd Floor, Commercial Complex, Belapur Railway Station,
CBD Belapur, Navi Mumbai-400 614.

Subject: Consent to Establish for construction of PHASE-I of Proposed Navi Mumbai International Air Port project in RED category.

Ref :

1. Environmental and CRZ Clearance granted by MoEF, GoI vide no. F.No. 10-53/2009-IA.III dtd. 22.11.2010
2. Your application approved in 7th CAC Meeting of 2015-2016 held on 06.10.2015.

Your application CE1510000019

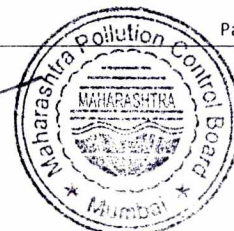
Dated: 28.09.2015

For: Consent to Establish under Section 25 of the Water (Prevention & Control of Pollution) Act, 1974 & under Section 21 of the Air (Prevention & Control of Pollution) Act, 1981 and Authorization under Rule 5 of the Hazardous Wastes (M, H & T M) Rules 2008 is considered and the consent is hereby granted subject to the following terms and conditions and as detailed in the schedule I, II, III & IV annexed to this order:

1. The consent to establish is granted for commissioning of the unit or 5 years whichever is earlier.
2. The proposed capital investment of the PHASE-I project is Rs. 4424 Crs. (As per undertaking submitted by applicant) (As per EC estimated cost of whole project is Rs. 8722 crs spread over 4 phases)
3. The Consent to Establish is valid for construction of PHASE-I (for 10 Million Passengers Per Annum (MPPA)) of Navi Mumbai International Airport by City & Industrial Development Corporation of Maharashtra Ltd. at longitude of 73°04'.18" and latitude of 18°59'.33", Survey of India Topo sheet no. 47-A/16,A/13,E/4,F/1 in Panvel Taluka Dist. Raigad, Maharashtra (as per EC) on total plot area of 1160 Ha. And total construction BUA of 6,73,000 sq.m. as per construction commencement certificate issued by local body.

The Consent to Establish is valid for development/construction of:

Sr. No.	Components
1	Land development
2	Construction of Terminal Building
3	Construction of Control Tower & ATM Building
4	Construction of Runway of length 4. Km
5	Construction of Air Cargo Building
6	Construction of Access Roads



7	Construction of associated Apron & taxi way
8	Construction of Parking areas
9	Construction of area drainage system
10	Provision of utilities such as Power supply, water supply & Sanitation (STP, SWM)
11	Construction of Compound wall & Security fence
12	Airport maintenance hangars etc.

4. Conditions under Water (P&CP), 1974 Act for discharge of effluent:

Sr. no.	Description	Permitted quantity of discharge (CMD)	Standards to be achieved	Disposal
1.	Trade effluent	The waste water generated from the aircraft maintenance hangers and the surface runoff from the airport area shall be treated in separate treatment plant. Applicant shall submit the comprehensive plan for the same.	As per Schedule –I	The treated effluent shall be 100% recycled for secondary purposes such as toilet flushing, air conditioning, firefighting etc.
2.	Domestic effluent	1300	As per Schedule –I	The treated effluent shall be 80% recycled for secondary purposes such as toilet flushing, air conditioning, firefighting etc. and remaining shall be used on land for gardening purpose within project premises only.

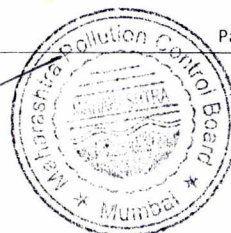
5. Conditions under Air (P&CP) Act, 1981 for air emissions:

Sr. no.	Description of stack / source	Number of Stack	Standards to be achieved
1.	D.G. Set (5x500 KVA)	5	As per Schedule -II

6. Conditions under Municipal Solid Waste (Management and Handling) Rule, 2000:

Sr. no	Type Of Waste	Quantity & UoM	Treatment	Disposal
1	Wet Waste	10 T/day	MSW waste generated shall be segregated into Dry and Wet waste and shall be treated and disposed as per MSW Rule, 2000	As per MSW Rule, 2000
2	Dry waste			

7. Conditions under Hazardous Waste (MH & TM) Rules, 2008 for treatment and disposal of hazardous waste:



Sr. N	Type Of Waste	Category	Quantity	UOM	Treatment	Disposal
There shall be no generation of Hazardous waste						

8. The Board reserves the right to review, amend, suspend, revoke etc. this consent and the same shall be binding on the industry.
9. This consent should not be construed as exemption from obtaining necessary NOC/permission from any other Government authorities.
10. PP shall submit an affidavit in Board's prescribed format within 15 days regarding the compliance of conditions of EC/ CRZ clearance and C to E.
11. The applicant shall comply with the conditions stipulated in Environmental and CRZ Clearance granted by MoEF, Gol vide no. F.No. 10-53/2009-IA.III dtd. 22.11.2010.
12. 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 or managing the waste water shall be specified and adopted. Applicant shall submit the comprehensive plan for the same within 3 months.
13. PP shall obtain necessary amendment in EC for the additional Construction BUA of 1,73,000 sq.m., as EC is granted for BUA only 5,00,000 sq.m. and you have proposed to construct total BUA of 6,73,000 sq.m.
14. The applicant should not take any effective steps for implementation of the additional BUA of 1,73,000 sq.m. before obtaining Environmental Clearance as per EIA Notification 2006 and amendments thereto. As per Para 2 of EIA notification dated-14/09/2006, the effective steps include starting of any construction work or preparation of land by the project management. However as clarified by the MoEF vide office memorandum no. J-1103/41/2006-IA.II(I); Dated-19/8/2010, fencing of the site to protect it from getting encroached & construction of temporary shed(s) for the guard(s) & acquisition of land shall not be treated as an effective steps.
15. The applicant shall not take any effective step for remaining Phase-II, III & IV of Airport without obtaining Consent to Establish from Board.

For and on behalf of the
Maharashtra Pollution Control Board



(Dr. P. Anbalagan, IAS)
(Member Secretary)

Received Consent fee of –

Sr. No.	Amount(Rs.)	DD. No.	Date	Drawn On
1	33,45,000/-	319534	11.02.2015	Indian Overseas Bank
2	55,03,000/-	355053	26.08.2015	Indian Overseas Bank

Copy to:

1. Regional Officer, Raigad and Sub-Regional Officer MPCB, Raigad-I
-- They are directed to ensure the compliance of the consent conditions.
2. Chief Accounts Officer, MPCB, Mumbai.
3. CC/CAC desk- for record & website updation purposes.

Schedule-I

Terms & conditions for compliance of Water Pollution Control:

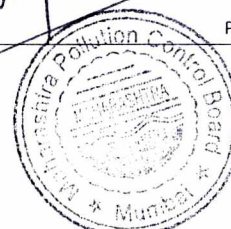
- 1) A] As per your application, you have proposed to provide Sewage Treatment Plants (STPs) with the design capacity of 1500 CMD based on SBR Technology.
- B] The Applicant shall operate the effluent treatment plant (STP) to treat the sewage so as to achieve the following standards prescribed by the Board or under EP Act, 1986 and Rules made there under from time to time, whichever is stringent.

Sr No.	Parameters	Standards prescribed by Board
		Limiting Concentration in mg/l, except for pH
01	BOD (3 days 27oC)	30
02	Suspended Solids	50
03	COD	100
04	Residual Chlorine	1ppm

- C) The treated effluent shall be 80% recycled for secondary purposes such as toilet flushing, air conditioning, firefighting etc. and remaining shall be used on land for gardening purpose within project premises only.
- 2) A] 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 or managing the waste water shall be specified and adopted. Applicant shall submit the comprehensive plan for the same within 3 months.
- B] The treated effluent shall be 100% recycled for secondary purposes such as toilet flushing, air conditioning, firefighting etc.
- 3) The Board reserves its rights to review plans, specifications or other data relating to plant setup for the treatment of waterworks for the purification thereof & the system for the disposal of sewage or trade effluent or in connection with the grant of any consent conditions. The Applicant shall obtain prior consent of the Board to take steps to establish the unit or establish any treatment and disposal system or and extension or addition thereto.
- 4) The industry shall ensure replacement of pollution control system or its parts after expiry of its expected life as defined by manufacturer so as to ensure the compliance of standards and safety of the operation thereof.
- 5) In case, the water consumption of the project is not covered under the water consumption of local body, in that situation, the project proponent shall submit the CESS Returns in the prescribed format given under the provision of Water (Prevention & Control of Pollution) Cess Act, 1977 and Rules made there under for various category of water consumption.

In case the water consumption is duly assessed under the quantity of water consumption of local body, the project proponent shall submit certificate to that effect from the concern local body with the request not to assess CESS on their water consumption, being already assessed on the water consumption of local body.

Sr. no.	Purpose for water consumed	Water consumption quantity (CMD)
1.	Industrial Cooling, spraying in mine pits or boiler feed	0.00
2.	Domestic purpose	1600
3.	Processing whereby water gets polluted & pollutants are easily biodegradable	0.00
4.	Processing whereby water gets polluted & pollutants are not easily biodegradable and are toxic	0.00



Schedule-II

Terms & conditions for compliance of Air Pollution Control:

1. As per your application, you have proposed to install the Air pollution control (APC) system and also proposed to erect following stack (s) and to observe the following fuel pattern-

Sr. No.	Stack To	Attached	APC System	Height in Mtrs.	Type of Fuel	Quantity UoM	& S %	SO ₂ Kg/Day
1	D.G. Set (5x500 KVA)		Acoustic Enclosure	4.5* each	HSD		1	--

2. The Applicant shall provide Specific Air Pollution control equipments as per the conditions of EP Act, 1986 and rule made there under from time to time / Environmental Clearance.
3. The applicant shall operate and maintain above mentioned air pollution control system, so as to achieve the level of pollutants to the following standards:

SPM/TPM	Not to exceed	150 mg/Nm ³ .
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4. The Applicant shall obtain necessary prior permission for providing additional control equipment with necessary specifications and operation thereof or alteration or replacement well before its life come to an end or erection of new pollution control equipment.
5. The Board reserves its rights to vary all or any of the condition in the consent, if due to any technological improvement or otherwise such variation (including the change of any control equipment, other in whole or in part is necessary).
6. The applicant shall take adequate measures for control of noise levels from its own sources within the premises so as to maintain ambient noise standards.





Schedule-III
Details of Bank Guarantees

Proposed BG:

Sr. No.	Consent (C to E/O/R)	Amt of BG Imposed	Submission Period**	Purpose of BG	Compliance Period	Validity Date++
1	C to E	Rs. 10 lakh	Within 15 days of issue of consent	Toward compliance of consent to establish condition and EC conditions.	Up to validity of this consent	Validity of this Consent + 4 months

** The above Bank Guarantee(s) shall be submitted by the applicant in favour of Regional Officer at the respective Regional Office within 15 days of the date of issue of Consent.

++ The Bank Guarantee(s) shall be valid for a period upto: Validity of consent + 4 months

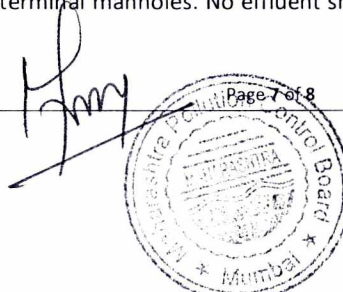
Schedule-IV

Conditions during construction phase

a	During construction phase, applicant shall provide temporary sewage disposal and MSW facility for staff and worker quarters.
b	During construction phase, the ambient air and noise quality should be closely monitored to achieve Ambient Air Quality Standards and Noise by the project proponent through MoEF approved laboratory.
c	Noise generating activity shall be carried out during day time only.

General Conditions:

- 1) The applicant shall provide facility for collection of environmental samples and samples of trade and sewage effluents, air emissions and hazardous waste to the Board staff at the terminal or designated points and shall pay to the Board for the services rendered in this behalf.
- 2) Industry should monitor effluent quality, stack emissions and ambient air quality monthly/quarterly.
- 3) The applicant shall provide ports in the chimney/(s) and facilities such as ladder, platform etc. for monitoring the air emissions and the same shall be open for inspection to/and for use of the Board's Staff. The chimney(s) vents attached to various sources of emission shall be designated by numbers such as S-1, S-2, etc. and these shall be painted/ displayed to facilitate identification.
- 4) Whenever due to any accident or other unforeseen act or even, such emissions occur or is apprehended to occur in excess of standards laid down, such information shall be forthwith Reported to Board, concerned Police Station, office of Directorate of Health Services, Department of Explosives, Inspectorate of Factories and Local Body. In case of failure of pollution control equipments, the production process connected to it shall be stopped.
- 5) The applicant shall provide an alternate electric power source sufficient to operate all pollution control facilities installed to maintain compliance with the terms and conditions of the consent. In the absence, the applicant shall stop, reduce or otherwise, control production to abide by terms and conditions of this consent.
- 6) The firm shall submit to this office, the 30th day of September every year , the Environmental Statement Report for the financial year ending 31st March in the prescribed Form-V as per the provisions of rule 14 of the Environment (Protection) (Second Amendment) Rules, 1992.
- 7) The industry shall recycle/reprocess/reuse/recover Hazardous Waste as per the provision contain in the HW(MH&TM) Rules 2008, which can be recycled/processed/reused/recovered and only waste which has to be incinerated shall go to incineration and waste which can be used for land filling and cannot be recycled/reprocessed etc should go for that purpose, in order to reduce load on incineration and landfill site/environment.
- 8) The industry should comply with the Hazardous Waste (M,H & TM) Rules, 2008 and submit the Annual Returns as per Rule 5(6) & 22(2) of Hazarsous Waste (M,H & TM) Rules, 2008 for the preceding year April to March in Form-IV by 30th June of every year.
- 9) The industry should comply with the Bio-Medical Waste (M & H) Rules, 1989 and amendments thereto, Batteries (M & H) Rules, 2001 and amendments thereto and E- waste (M & H) Rules, 2012.
- 10) An inspection book shall be opened and made available to the Board's officers during their visit to the applicant.
- 11) **The applicant shall obtain Consent to Operate from Maharashtra Pollution Control Board before actual commencement of the Unit/ Activity.**
- 12) Industry shall strictly comply with the Water (P&CP) Act, 1974, Air (P&CP) Act,1981 and Environmental Protection Act,1986 and industry specific standard under EP Rules 1986 which are available on MPCB website(www.mpcb.gov.in).
- 13) The industry shall constitute an Environmental cell with qualified staff/personnel/agency to see the day to day compliance of consent condition towards Environment Protection.
- 14) Separate drainage system shall be provided for collection of trade and sewage effluents. Terminal manholes shall be provided at the end of the collection system with arrangement for measuring the flow. No effluent shall be admitted in the pipes/sewers downstream of the terminal manholes. No effluent shall find its way other than in designed and provided collection system.



- 15) Neither storm water nor discharge from other premises shall be allowed to mix with the effluents from the factory.
- 16) The applicant shall install a separate meter showing the consumption of energy for operation of domestic and industrial effluent treatment plants and air pollution control system. A register showing consumption of chemicals used for treatment shall be maintained.
- 17) Conditions for D.G. Set
- Noise from the D.G. Set should be controlled by providing an acoustic enclosure or by treating the room acoustically.
 - Industry should provide acoustic enclosure for control of noise. The acoustic enclosure/ acoustic treatment of the room should be designed for minimum 25 dB (A) insertion loss or for meeting the ambient noise standards, whichever is on higher side. A suitable exhaust muffler with insertion loss of 25 dB (A) shall also be provided. The measurement of insertion loss will be done at different points at 0.5 meters from acoustic enclosure/room and then average.
 - Industry should make efforts to bring down noise level due to DG set, outside industrial premises, within ambient noise requirements by proper siting and control measures.
 - Installation of DG Set must be strictly in compliance with recommendations of DG Set manufacturer.
 - A proper routine and preventive maintenance procedure for DG set should be set and followed in consultation with the DG manufacturer which would help to prevent noise levels of DG set from deteriorating with use
 - D.G. Set shall be operated only in case of power failure.
 - The applicant should not cause any nuisance in the surrounding area due to operation of D.G. Set.
 - The applicant shall comply with the notification of MoEF dated 17.05.2002 regarding noise limit for generator sets run with diesel
- 18) The industry should not cause any nuisance in surrounding area.
- 19) The industry shall take adequate measures for control of noise levels from its own sources within the premises so as to maintain ambient air quality standard in respect of noise to less than 75 dB (A) during day time and 70 dB (A) during night time. Day time is reckoned in between 6 a.m. and 10 p.m. and night time is reckoned between 10 p.m. and 6 a.m.
- 20) The applicant shall maintain good housekeeping.
- 21) The applicant shall bring minimum 33% of the available open land under green coverage/ plantation. The applicant shall submit a statement on available open plot area, number of trees surviving as on 31st March of the year and number of trees planted by September end, with the Environment Statement.
- 22) The non-hazardous solid waste arising in the factory premises, sweepings, etc. be disposed of scientifically so as not to cause any nuisance / pollution. The applicant shall take necessary permissions from civic authorities for disposal of solid waste.
- 23) The applicant shall not change or alter the quantity, quality, the rate of discharge, temperature or the mode of the effluent/emissions or hazardous wastes or control equipments provided for without previous written permission of the Board. The industry will not carry out any activity, for which this consent has not been granted/without prior consent of the Board.
- 24) The industry shall submit official e-mail address and any change will be duly informed to the MPCB.
- 25) The industry shall achieve the National Ambient Air Quality standards prescribed vide Government of India, Notification dt. 16.11.2009 as amended.
- 26) Ready mix concrete plant if provided for building construction purpose, then applicant shall apply separately for consent from the Board.
- 27) Cutting of trees is not permitted, however in unavoidable conditions necessary permission shall be obtained from local body/Tree Authority.
- 28) The kitchen shall be provided with exhaust system with exhaust system chimney with oil catcher connected to chimney through ducting.
- 29) Applicant shall prepare onsite emergency plan and get the same approved from relevant Authorities.
- 30) The applicant shall take the proper remediation measures to ensure that the ground water and soil contamination is prevented and follow due diligence during construction stage.

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