

F.No.10-55/2017-IA-III
Government of India
Ministry of Environment, Forest and Climate Change
(IA.III Section)

Indira Paryavaran Bhawan,
Jor Bagh Road, New Delhi - 3

Date: 25th February, 2019

To,

The Chief Engineer
M/s V.O. Chidambaranar Port Trust,
Harbour Estate Thoothukkudi,
Tuticorin - 628004 (Tamil Nadu)
E-mail: cmevocpt@gmail.com

Subject: Deepening the Harbour Basin and Approach Channel to handle 15.20m draught vessels, Modification of Port entrance, Construction of 6 Nos. of Berths and Strengthening / Upgradation of existing Berths-1 to 9, NCB-I and NCB-II at V.O. Chidambaranar Port by M/s V.O. Chidambaranar Port Trust - Environmental & CRZ Clearance - reg.

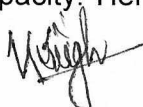
Sir,

This has reference to your online Proposal No. IA/TN/MIS/67583/2017 dated 8th May, 2018, submitted to this Ministry for grant of Environmental and CRZ Clearance in terms of the provisions of the Environment Impact Assessment (EIA) Notification, 2006 and Coastal Regulation Zone (CRZ) Notification, 2011, under the Environment (Protection), Act, 1986.

2. The proposal for 'Deepening the Harbour Basin and Approach Channel to handle 15.20m draught vessels, Modification of Port entrance, Construction of 6 Nos. of Berths and Strengthening / Upgradation of existing Berths-1 to 9, NCB-I and NCB-II at V.O. Chidambaranar Port promoted by M/s V.O. Chidambaranar Port Trust was considered by the Expert Appraisal Committee (Infra-2) in the Ministry in its 33rd meeting held during 9-10 August, 2018 and 37th meeting held on 13th January, 2019.

3. The details of the project, as per the documents submitted by the project proponent, and also as informed during the above said EAC meeting, are reported to be as under:-

- (i) V.O.Chidambaranar Port situated in the Gulf of Mannar was declared as a Major Port by the Government of India in July, 1974. V.O.Chidambaranar Port has eight general cargo berths, one container Terminal, two coal jetties, one oil jetty, two North Cargo Berths and one Shallow Draught Berth. The present maximum draught of the Port is 12.80m. The present cargo handling capacity of V.O.Chidambaranar Port is 46.78 Million Tones and Port handled 36.58 Million Tonnes during the year 2017-18.
- (ii) In order to improve the cargo handling capacity, it is proposed to increase the draught from existing 12.80m to 15.20m, to handle vessel of LOA up to 367m. This will facilitate handling of fully laden Panamax vessels (up to 85000 T – 90000 T) for dry bulk/general cargo and very Large Container Carriers (VLCC) up to 14000 TEUs capacity. Hence, dredging in front of Coal Jetty-I,

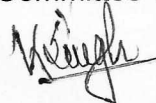


Coal Jetty-II, Berths-1 to 6, Berth-8, Berth-9, NCB-I, NCB-II, NCB-III, NCB-IV, GCB-II, SEPC Berth and Approach Channel is proposed. The present length of the approach channel is 3.8 km after completion of the dredging the channel length will be 10.04km. Project schedule for Phase-I development is 28 months and the project time schedule for Phase-II development is 24 months after the completion of Phase-I development.

- (iii) The Terms of Reference (ToR) was granted by MoEF&CC vide letter F.No.10-55/2017-IA-III dated 13th October, 2017.
- (iv) Public hearing was held on 22nd December, 2017 at Thoothukudi.
- (v) Tamil Nadu State Coastal Zone Management Authority recommended the project vide letter No. 7798/EC.3/2018-1 dated 2nd May, 2018.
- (vi) The approximate quantity of water to be used for construction and drinking purpose will be 10 Kilo Liter per day during construction period. The Port is having own water supply system. Drinking water is drawn from Thamiraparani River through Tamil Nadu Water supply and Drainage Board. The distance of the source is 27 Km from the Port. Elevated storage tanks are already available in the Port area is sufficient to meet the requirements of present project. 517 KLD of waste water is generated in a day and is being treated by existing STP of capacity 1 MLD. Treated water will be utilized for Green Belt.
- (vii) Handling of raw material will be done through mechanized arrangement, there will not be any spillage of cargoes. The surplus or construction waste material will be removed time to time. These will be conveyed by Lorry to outside the Port limit and disposed to designated place. Hazardous wastes (electrical bulbs, batteries, solvent sledges, rejected paints, asbestos pipe waste etc) can be disposed to authorized vendors.
- (viii) The total volume to be dredged is 16 Million Cu.m.(approx).. The entire quantity of dredged material will be used for reclamation. The total Reclamation area is 151 Ha and these areas will be used as a backup area for the proposed container terminal and for providing road and rail connectivity for the future Outer harbour project.
- (ix) The estimated cost of the project is Rs. 5720 Crores.
- (x) Employment potential: It is expected the direct employment will be about 1000 numbers and indirect employment is about 50000 numbers.
- (xi) Benefits of the project: In view of improving the Port capacity, Port decided to increase the vessel draught from existing 12.80m to 15.20m to handle fully loaded Panamax vessels for inner harbour. The Port is also planning to modify (increase its width) the Port entrance to cater safe entry for the larger vessels. The total reclamation area is 151 hectares and these areas will be used as a backup area for the proposed container terminal and for providing road and rail connectivity.

4. The project/activity is covered under category 'A' of item 7 (e) i.e. 'Ports, harbours, break waters, dredging' of the schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level by sectoral EAC.

5. The proposal was considered by the EAC (Infra-2) in its 33rd meeting held during 9-10 August, 2018, wherein the Committee asked the project proponents to



give a report addressing to the non compliances pointed by the MoEF&CC along with a Status of consents and Authorizations under the Pollution Control Laws. The Project Proponent submitted/uploaded the additional information on 15th December, 2018 and 5th January, 2019 on Ministry's website.

6. The proposal was again considered by the EAC in its 37th meeting held on 13th January, 2019. During the meeting it was noted by EAC that for the existing facility, Consent to Operate by Tamil Nadu Pollution Control Board has been issued vide Consent Order No. 180715835568 dated 16th November, 2018 under Section 25 of the Water (Prevention and Control of Pollution) Act, 1974 as amended in 1988 (Central Act 6 of 1974) and Consent Order No. 180725835568 dated 16th November, 2018 under Section 21 of the Air (Prevention and Control of Pollution) Act, 1981 as amended in 1987 (Central Act 14 of 1981) and valid for the period ending 31st March, 2019. The EAC also deliberated upon the comments of MoEF&CC Regional Office Chennai issued vide letter EP/12.1/2017-18/15/TN/1968 dated 14th December, 2018 on the Action Taken Report submitted by M/s VOCPT vide letter dated 17th November, 2018 and observed that action taken by the project proponent on non-compliance reported earlier seems to be satisfactory.

7. The EAC, after detailed deliberations on the proposal, has recommended the project for grant of Environmental and CRZ Clearance. As per recommendations of the EAC, the Ministry of Environment, Forest and Climate Change hereby accords Environmental and CRZ Clearance for the project 'Deepening the Harbour Basin and Approach Channel to handle 15.20m draught vessels, Modification of Port entrance, Construction of 6 Nos. of Berths and Strengthening / Upgradation of existing Berths- 1 to 9, NCB-I and NCB-II' at V.O. Chidambaranar Port promoted by M/s V.O. Chidambaranar Port Trust, under the provisions of the EIA Notification, 2006 and CRZ Notification, 2011 and amendments thereto and circulars issued thereon and subject to the compliance of the following specific and general conditions as under:-

I. Statutory compliance:

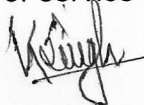
- i. Construction activity shall be carried out strictly according to the provisions of CRZ Notification, 2011 and the State Coastal Zone Management Plan as drawn up by the State Government. No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area.
- ii. All the recommendations and conditions specified by the Tamil Nadu Coastal Zone Management Authority who has recommended the project vide letter No. 7798/EC.3/2018-1 dated 2nd May, 2018 shall be complied with.
- iii. The project proponent shall obtain Consent to Establish / Operate under the provisions of Air (Prevention & Control of Pollution) Act, 1981 and the Water (Prevention & Control of Pollution) Act, 1974 from the concerned State Pollution Control Board/ Committee.
- iv. All the recommendations mentioned in the rapid risk assessment report, disaster management plan and safety guidelines shall be implemented.
- v. The project proponent shall obtain the necessary permission from the Central Ground Water Authority, in case of drawl of ground water / from the competent authority concerned in case of drawl of surface water required for the project.



- vi. All excavation related dewatering shall be as duly authorized by the CGWA. A NOC from the CGWA shall be obtained for all dewatering and ground water abstraction
- vii. A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project should be obtained.
- viii. All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Coast Guard, Civil Aviation Department shall be obtained, as applicable by project proponents from the respective competent authorities.

II. Air quality monitoring and preservation

- i. The project proponent shall install system to carryout Ambient Air Quality monitoring for common/criterion parameters relevant to the main pollutants released (e.g. PM₁₀ and PM_{2.5} in reference to PM emission, and SO₂ and NOx in reference to SO₂ and NOx emissions) within and outside the project area at least at four locations (one within and three outside the plant area at an angle of 120° each), covering upwind and downwind directions.
- ii. Appropriate Air Pollution Control (APC) system shall be provided for all the dust generating points including fugitive dust from all vulnerable sources, so as to comply prescribed emission standards.
- iii. Continuous online monitoring of for air and water covering the total area shall be carried out and the compliance report of the same shall be submitted along with the 6 monthly compliance report to the regional office of MOEF&CC.
- iv. Shrouding shall be carried out in the work site enclosing the dock/proposed facility area. This will act as dust curtain as well achieving zero dust discharge from the site. These curtain or shroud will be immensely effective in restricting disturbance from wind in affecting the dry dock operations, preventing waste dispersion, improving working conditions through provision of shade for the workers.
- v. Effective and efficient pollution control measures like covered conveyors/stacks (coal, iron ore and other bulk cargo) with fogging/back filters and water sprinkling commencing from ship unloading to stacking to evacuation shall be undertaken. Coal and iron ore stack yards shall be bounded by thick two tier green belt with proper drains and wind barriers wherever necessary.
- vi. Dust collectors shall be deployed in all areas where blasting (surface cleaning) and painting operations are to be carried out, supplemented by stacks for effective dispersion.
- vii. The Vessels shall comply the emission norms prescribed from time to time.
- viii. Diesel power generating sets proposed as source of backup power should be of enclosed type and conform to rules made under the Environment (Protection) Act, 1986. The height of stack of DG sets should be equal to the height needed for the combined capacity of all proposed DG sets. Use of low sulphur diesel. The location of the DG sets may be decided with in consultation with State Pollution Control Board.
- ix. A detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 05 kms radius



of the project is maintained and improved upon after the implementation of the project. This plan should be based on cumulative impact of all development and increased habitation being carried out or proposed to be carried out by the project or other agencies in this 05 Kms radius of the site in different scenarios of space and time and the traffic management plan shall be duly validated and certified by the State Urban Development department and the P.W.D./ competent authority for road augmentation and shall also have their consent to the implementation of components of the plan which involve the participation of these departments.

III. Water quality monitoring and preservation

- i. The Project proponent shall ensure that no creeks or rivers are blocked due to any activities at the project site and free flow of water is maintained.
- ii. Appropriate measures must be taken while undertaking digging activities to avoid any likely degradation of water quality. Silt curtains shall be used to contain the spreading of suspended sediment during dredging within the dredging area.
- iii. No ships docking at the proposed project site will discharge its on-board waste water untreated in to the estuary/ channel.
- iv. Measures should be taken to contain, control and recover the accidental spills of fuel and cargo handle.
- v. The project proponents will draw up and implement a plan for the management of temperature differences between intake waters and discharge waters.
- vi. Spillage of fuel / engine oil and lubricants from the construction site are a source of organic pollution which impacts marine life. This shall be prevented by suitable precautions and also by providing necessary mechanisms to trap the spillage.
- vii. The fresh water requirement (3 MLD) for the present project will be met from Thamirabarani River at Vallavallan and 1 MLD from Thamirabarani River at Mangalakurichi.
- viii. 517 KLD of waste water is generated in a day and is being treated by existing STP of capacity 1 MLD. The STP which already exists in the Harbour Estate will be used and kept in operation during the operation phase of the proposed project development. The treated waste water / outfall from the STP will be used for the Green Belt development and dust suppression systems. The discharge of waste water into the nearest water bodies/sea is not proposed during any phase (construction as well as operation) of the project.
- ix. A certificate from the competent authority for discharging treated effluent/ untreated effluents into the Public sewer/ disposal/drainage systems along with the final disposal point should be obtained.
- x. No diversion of the natural course of the river shall be made without prior permission from the Ministry of Water resources.
- xi. All the erosion control measures shall be taken at water front facilities. Earth protection work shall be carried out to avoid erosion of soil from the shoreline/boundary line from the land area into the marine water body.



- xii. The project proponents would also draw up and implement a management plan for the prevention of fires due to handling of coal.
- xiii. Port should draw oil spill management plan for proposed expansion with revised profile.
- xiv. Oil spill contingency plan shall be prepared and part of DMP to tackle emergencies. The equipment and recovery of oil from a spill would be assessed. Guidelines given in MARPOL and Shipping Acts for oil spill management would be followed. Mechanism for integration of terminals oil contingency plan with the overall area contingency plan under the co-ordination of Coast should be covered.

IV. Noise monitoring and prevention

- i. Noise level survey shall be carried as per the prescribed guidelines and report in this regard shall be submitted to Regional Officer of the Ministry as a part of six-monthly compliance report.
- ii. Noise from vehicles, power machinery and equipment on-site should not exceed the prescribed limit. Equipment should be regularly serviced. Attention should also be given to muffler maintenance and enclosure of noisy equipments.
- iii. Acoustic enclosures for DG sets, noise barriers for ground-run bays, ear plugs for operating personnel shall be implemented as mitigation measures for noise impact due to ground sources.
- iv. The ambient noise levels should conform to the standards prescribed under E(P)A Rules, 1986 viz. 75 dB(A) during day time and 70 dB(A) during night time.

V. Energy Conservation measures

- i. Provide solar power generation on roof tops of buildings, for solar light system for all common areas, street lights, parking around project area and maintain the same regularly.
- ii. Compliance to Energy Conservation Building (ECBC-2017) shall be ensured for all the building complexes. Solar/wind or other renewable energy shall be installed to meet energy demand of 1% equivalent.
- iii. Provide LED lights in their offices and residential areas.

VI. Waste management

- i. Dredged material shall be disposed safely in the designated areas.
- ii. Shoreline should not be disturbed due to dumping. Periodical study on shore line changes shall be conducted and mitigation carried out, if necessary. The details shall be submitted along with the six monthly monitoring report.
- iii. Necessary arrangements for the treatment of the effluents and solid wastes/ facilitation of reception facilities under MARPOL must be made and it must be ensured that they conform to the standards laid down by the competent authorities including the Central or State Pollution Control Board and under the Environment (Protection) Act, 1986. The provisions of Solid Waste Management Rules, 2016. E- Waste Management Rules, 2016, and Plastic Waste Management Rules, 2016 shall be complied with

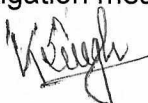
- iv. The solid wastes shall be managed and disposed as per the norms of the Solid Waste Management Rules, 2016.
- v. Any wastes from construction and demolition activities related thereto shall be managed so as to strictly conform to the Construction and Demolition Waste Management Rules, 2016.
- vi. A certificate from the competent authority handling municipal solid wastes should be obtained, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project.
- vii. Used CFLs and TFLs should be properly collected and disposed off/sent for recycling as per the prevailing guidelines/ rules of the regulatory authority to avoid mercury contamination.

VII. Green Belt

- i. Green belt shall be developed in area as provided in project details with a native tree species in accordance with CPCB guidelines. The greenbelt shall inter alia cover the entire periphery of the plant.
- ii. Top soil shall be separately stored and used in the development of green belt.

VIII. Marine Ecology

- i. Dredging shall not be carried out during the fish breeding and spawning seasons.
- ii. Dredging, etc shall be carried out in the confined manner to reduce the impacts on marine environment.
- iii. The dredging schedule shall be so planned that the turbidity developed is dispersed soon enough to prevent any stress on the fish population.
- iv. Sediment concentration should be monitored fortnightly at source and disposal location of dredging while dredging.
- v. While carrying out dredging, an independent monitoring shall be carried out through a Government Agency/Institute to assess the impact and necessary measures shall be taken on priority basis if any adverse impact is observed.
- vi. No underwater blasting is permitted.
- vii. A copy of the Marine and riparian biodiversity management plan duly validated by the State Biodiversity Board shall be submitted before commencement of implementation.
- viii. A continuous monitoring programme covering all the seasons on various aspects of the coastal environs need to be undertaken by a competent organization available in the State or by entrusting to the National Institutes/renowned Universities/accredited Consultant with rich experiences in marine science aspects. The monitoring should cover various physico-chemical parameters coupled with biological indices such as microbes, plankton, benthos and fishes on a periodic basis during construction and operation phase of the project. Any deviations in the parameters shall be given adequate care with suitable measures to conserve the marine environment and its resources.
- ix. Marine ecological studies as carried out by M/s Suganthi Devaadasan Marine Research Institute and its mitigation measures for protection of phytoplankton,

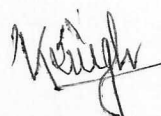


zooplanktons, macrobenthos, marine turtles, mangroves, corals, sea grass etc as given in the EIA-EMP Report shall be complied with in letter and spirit.

- x. Marine ecology shall be monitored regularly also in terms of sea weeds, sea grasses, mudflats, sand dunes, fisheries, echinoderms, shrimps, turtles, corals, coastal vegetation, mangroves and other marine biodiversity components as part of the management plan. Marine ecology shall be monitored regularly also in terms of all micro, macro and mega floral and faunal components of marine biodiversity.
- xi. The project proponent shall ensure that water traffic does not impact the aquatic wildlife sanctuaries that fall along the stretch of the river.

IX. Public hearing and Human health issues

- i. The work space shall be maintained as per international standards for occupational health and safety with provision of fresh air respirators, blowers, and fans to prevent any accumulation and inhalation of undesirable levels of pollutants including VOCs.
- ii. The concerns expressed during the public hearing held by the M/s V.O. Chidambaranar Port Trust needs to be addressed during the project implementation. These would also cover socio-economic and ecological and environmental concerns, besides commitment by the management towards employment opportunities.
- iii. Necessary arrangement for general safety and occupational health of people should be done in letter and spirit.
- iv. Workers shall be strictly enforced to wear personal protective equipments like dust mask, ear muffs or ear plugs, whenever and wherever necessary/required. Special visco-elastic gloves will be used by labour exposed to hazards from vibration.
- v. In case of repair of any old vessels, excessive care shall be taken while handling Asbestos & Freon gas. Besides, fully enclosed covering should be provided for the temporary storage of asbestos materials at site before disposal to CTSDF.
- vi. Safety training shall be given to all workers specific to their work area and every worker and employee will be engaged in fire hazard awareness training and mock drills which will be conducted regularly. All standard safety and occupational hazard measures shall be implemented and monitored by the concerned officials to prevent the occurrence of untoward incidents/accidents.
- vii. Emergency preparedness plan based on the Hazard identification and Risk Assessment (HIRA) and Disaster Management Plan shall be implemented.
- viii. 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.
- ix. Occupational health surveillance of the workers shall be done on a regular basis.



X. Corporate Environment Responsibility

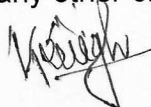
- i. As per the Ministry's Office Memorandum F.No.22-65/2017-IA.III dated 1st May 2018, and proposed by the project proponent, an amount of Rs. 14.30 Crore (@0.25% of project Cost) shall be earmarked under Corporate Environment Responsibility (CER) for the activities such as education and training, culture and socio economic development, health, infrastructure and environment protection etc. The activities proposed under CER shall be restricted to the affected area around the project. The entire activities proposed under the CER shall be treated as project and shall be monitored. The monitoring report shall be submitted to the regional office as a part of half yearly compliance report, and to the District Collector. It should be posted on the website of the project proponent.
- ii. The company shall have a well laid down environmental policy duly approved by the Board of Directors. The environmental policy should prescribe for standard operating procedures to have proper checks and balances and to bring into focus any infringements/deviation/violation of the environmental / forest /wildlife norms/ conditions. The company shall have defined system of reporting infringements / deviation / violation of the environmental / forest / wildlife norms / conditions and / or shareholders / stake holders. The copy of the board resolution in this regard shall be submitted to the MoEF&CC as a part of six-monthly report.
- iii. A separate Environmental Cell both at the project and company head quarter level, with qualified personnel shall be set up under the control of senior Executive, who will directly to the head of the organization.
- iv. Action plan for implementing EMP and environmental conditions along with responsibility matrix of the company shall be prepared and shall be duly approved by competent authority. The year wise funds earmarked for environmental protection measures shall be kept in separate account and not to be diverted for any other purpose. Year wise progress of implementation of action plan shall be reported to the Ministry/Regional Office along with the Six Monthly Compliance Report.
- v. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to the RO, MoEF&CC along with half yearly compliance report.
- vi. Self environmental audit shall be conducted annually. Every three years third party environmental audit shall be carried out.

XI. Miscellaneous

- i. The project proponent shall make public the environmental clearance granted for their project along with the environmental conditions and safeguards at their cost by prominently advertising it at least in two local newspapers of the District or State, of which one shall be in the vernacular language within seven days and in addition this shall also be displayed in the project proponent's website permanently.
- ii. The copies of the environmental clearance shall be submitted by the project proponents to the Heads of local bodies, Panchayats and Municipal Bodies in addition to the relevant offices of the Government who in turn has to display the same for 30 days from the date of receipt.



- iii. The project proponent shall upload the status of compliance of the stipulated environment clearance conditions, including results of monitored data on their website and update the same on half-yearly basis.
- iv. The project proponent shall submit six-monthly reports on the status of the compliance of the stipulated environmental conditions on the website of the ministry of Environment, Forest and Climate Change at environment clearance portal.
- v. The project proponent shall submit the environmental statement for each financial year in Form-V to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently and put on the website of the company.
- vi. The criteria pollutant levels namely; SPM, RSPM, SO₂, NO_x (ambient levels) or critical sectoral parameters, indicated for the project shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.
- vii. The project proponent shall inform the Regional Office as well as the Ministry, the date of financial closure and final approval of the project by the concerned authorities, commencing the land development work and start of production operation by the project.
- viii. The project authorities must strictly adhere to the stipulations made by the State Pollution Control Board and the State Government.
- ix. The project proponent shall abide by all the commitments and recommendations made in the EIA/EMP report, commitment made during Public Hearing and also that during their presentation to the Expert Appraisal Committee.
- x. No further expansion or modifications in the plant shall be carried out without prior approval of the Ministry of Environment, Forests and Climate Change (MoEF&CC).
- xi. Concealing factual data or submission of false/fabricated data may result in revocation of this environmental clearance and attract action under the provisions of Environment (Protection) Act, 1986.
- xii. The Ministry may revoke or suspend the clearance, if implementation of any of the above conditions is not satisfactory.
- xiii. The Ministry reserves the right to stipulate additional conditions if found necessary. The Company in a time bound manner shall implement these conditions.
- xiv. The Regional Office of this Ministry shall monitor compliance of the stipulated conditions. The project authorities should extend full cooperation to the officer (s) of the Regional Office by furnishing the requisite data / information/monitoring reports.
- xv. The above conditions shall be enforced, inter-alia under the provisions of the Water (Prevention & Control of Pollution) Act, 1974, the Air (Prevention & Control of Pollution) Act, 1981, the Environment (Protection) Act, 1986, Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 and the Public Liability Insurance Act, 1991 along with their amendments and Rules and any other orders passed by the Hon'ble Supreme



Court of India / High Courts and any other Court of Law relating to the subject matter.

- xvi. Any appeal against this EC shall lie with the National Green Tribunal, if preferred, within a period of 30 days as prescribed under Section 16 of the National Green Tribunal Act, 2010.
8. This issues with approval of the Competent Authority.



(Dr. Vinod K. Singh)
Scientist E

Copy to:

- 1) The Secretary, Department of Environment, No.1, Jeenis Road, Panagal Building, Ground Floor, Saidapet, Chennai-600 015, Tamil Nadu
- 2) The Addl. Principal Chief Conservator of Forests (Central), Ministry of Environment, Forests and Climate Change, 1st and IIInd Floor, Handloom Export Promotion Council, 34, Cathedral Garden Road, Nungambakkam, Chennai-34, Tamil Nadu.
- 3) The Chairman, Central Pollution Control Board Parivesh Bhavan, CBD-cum-Office Complex, East Arjun Nagar, New Delhi - 110 032.
- 4) The Member Secretary, Tamil Nadu Pollution Control Board, 76, Anna Salai, Guindy Industrial Estate, Race View Colony, Guindy, Chennai-32, Tamil Nadu.
- 5) Monitoring Cell, MoEF&CC, Indira Paryavaran Bhavan, New Delhi.
- 6) Guard File/ Record File/ Notice Board.
- 7) MoEF&CC website.



(Dr. Vinod K. Singh)
Scientist E