

MEMBER SECRETARY
SEIAA (GUJARAT)



Government of Gujarat

STATE LEVEL ENVIRONMENT
IMPACT ASSESSMENT
AUTHORITY
GUJARAT

No. SEIAA/GU/JEC/7(e)/295/2009

Date: - 8 DEC 2009

Time Limit

Sub: Environment Clearance for revamping of existing jetty located adjacent to the urea-ammonia complex on northern bank of Tapi river by re-commissioning and developing back up infrastructure for trans-shipment of bulk cargo brought to the Wharf through lighterage operation along the river Tapi and its estuary at Hazira, Dist Surat by M/s.Krishak Bharati Cooperative Ltd.(KRIBHCO) in Category 7(e) of Schedule annexed with EIA Notification dated 14/9/2006.

Dear Sir,

This has reference to your application made along with Application Form-I, Environmental Impact Assessment report which delineates measures for mitigation of adverse environmental impacts submitted to SEAC, seeking Environmental Clearance under Environment Impact Assessment Notification, 2006.

The proposal is for Environmental Clearance for revamping of existing jetty located adjacent to the urea-ammonia complex on northern bank of Tapi river by re-commissioning and developing back up infrastructure for trans-shipment of bulk cargo brought to the Wharf through lighterage operation along the river Tapi and its estuary by Krishak Bharati Cooperative Ltd. (KRIBHCO), Hazira, Dist Surat. Krishak Bharati Cooperative Ltd. (KRIBHCO) is an existing gas based ammonia-urea fertilizer complex at Hazira. The existing complex was commissioned in the year 1985 along with a jetty for handling of machinery and material. Dept. of Fertilizers, Govt. of India has awarded work to KRIBHCO for handling and marketing imported urea from the joint venture fertilizer plant in Oman under long term contract. In order to economise the jetty operations, the society intends to handle other chemical fertilizers such as di-ammonium phosphate (DAP) and de-oiled cake. Hence KRIBHCO has proposed to operationalise its existing jetty by re-commissioning and developing back up infrastructure for commercial operations which will include transit shed for fertilizer, office buildings and open storage yard etc. The total cost of the project would be Rs 15 crore. Bulk cargo handling rate will be 7000 MT/day and 1.4 Million MT/Year fertilizers & de-oiled cake. Dredging is proposed for bringing barge at wharf of jetty. The project requires capital dredging of about 85,600 m³ and maintenance dredging of 8560 m³ per year. Dredged material of about 85,600 m³ to be generated as a result of capital dredging is proposed to be used for land filling of around 607 hectares low lying backup area owned by KRIBHCO.

The project activity is covered in 7 (e) and is of 'B' Category. The public hearing is carried out on 23.6.2009 at 11.30 hrs. at Kribhco Samaj Sadan, Near central School, Kribhco Township, Kawas, Tal.Choryasi, Dist.Surat.

The SEAC, Gujarat had recommended to the SEIAA, Gujarat, to grant the Environment Clearance to this project for the above-mentioned project. The public hearing has been on 23.6.2009 and the proposal was considered by SEIAA, Gujarat in its meeting held on 17.11.2009 at Gandhinagar. The SEIAA hereby accords Environmental Clearance to above project under the provisions of EIA Notification dated 14th September, 2006 subject to the compliance of the following Specific, Other Specific and General conditions:

A. SPECIFIC CONDITIONS:

1. The provisions of the CRZ Notification, 1991, as amended from time to time, shall be complied with strictly.
2. The applicant shall deploy latest navigational aids and the navigation channel shall be properly demarcated. Proper lighting shall be provided in the navigation channel. The navigational channel shall be regularly surveyed for depth availability and alignment and navigational aids shall be adjusted accordingly to prevent navigational hazards and unsafe conditions.
3. The applicant shall strictly follow the guidelines and provisions of Vessel Transport Management System.

- devised for Gulf of Khambhat and shall become member of the VTMS being developed for the Gulf of Khambhat by the Gujarat Maritime Board. Manual detailing management of traffic with respect to the incoming and outgoing traffic of vessels through channel shall be prepared and implemented through trained personnel in consonance with the VTMS and GMB guidelines.
4. A disaster management plan covering mechanisms for evacuating material and people during the emergency situations like ship collision / grounding shall be prepared and implemented through trained personnel. Disaster Management Plan shall be regularly updated and necessary periodic training shall be imparted to concerned personnel to ensure its effective implementation during emergency.
 5. The applicant shall carry out continuous and comprehensive post project marine quality monitoring, at least once a year, through institute of repute like National Institute of Oceanography, in consultation with the GPCB. This shall include monitoring of water quality, sediment quality and biological characteristics covered in the EIA studies. Impacts occurred, if any, shall be assessed and requisite additional remedial measures shall be taken by the project proponent.
 6. The project proponent shall not undertake any activity which is likely to result impact on mangroves or other ecological important areas during revamping / development and operation of the project. No activity shall spill to nearby mangrove patch and mangroves of Kadia Bet. Mangrove afforestation on at least 500 hectare area and green belt development shall be undertaken and necessary budget for the same shall be earmarked and utilized for the said purpose only.

A. REVAMPING / DEVELOPMENT PHASE :

7. The area of dredging shall be confined to the minimum required and strictly as per the permissions obtained from the competent authority. The dredging activities shall be completed in the least possible time by reducing over run of duration in order to minimize adverse impacts, if any. Marine ecology monitoring shall be done during the dredging operation.
8. During dredging activities, the equipments, vessels, barges required for dredging and transportation of dredged material shall be maintained in a secured area. Spillage of oil or any toxic material including paints, anticorrosive agents etc. shall not be allowed to spill in sea / coastal waters. No activity shall affect the nearby mangrove patch and mangroves of Kadia Bet.
9. The dredged material as a resultant of capital dredging shall be used for filling and leveling of around 6.07 hectares earmarked low lying backup area owned by the company in consultation with the GPCB and the National Institute of Oceanography and shall be strictly as per the advise of the NIO to avoid the negative impacts, if any.
10. The camps of labour shall be kept outside the Coastal Regulation Zone area and sufficiently away from the estuary. Safe disposal of sewage and other wastes generated in these settlements shall be ensured and it shall not be discharged in the estuary.
11. Adequate provisions for infrastructure facilities such as water supply, fuel (kerosene or cooking gas), lighting, sanitation etc. shall be ensured for the work force so as to avoid felling of trees/mangroves and pollution of water and the surroundings.
12. Adequate personal protective equipments shall be provided for use by the construction workers at the site and their usage by them shall be ensured and supervised especially during handling of construction materials.
13. The project authorities must make necessary arrangements for safe disposal of solid wastes outside the CRZ area and it shall not be released to the estuary.
14. It shall be ensured that due to the project activities, there is no adverse impact on the drainage of the area and recharge of groundwater.
15. It shall be ensured that project activities do not lead to any shoreline changes. Periodic monitoring shall be carried out to assess the shoreline changes.
16. No construction work permitted under the Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area after obtaining necessary permissions from the competent Authority only.
17. The facilities to be constructed / developed in the CRZ area as part of this project shall be strictly in conformity with the provisions of the CRZ Notification, 1991 as amended subsequently.
18. Construction of the proposed structures shall be undertaken meticulously conforming to the existing local and central rules and regulations. All the construction designs/drawings relating to the proposed construction activities must have approvals of the concerned Government Departments/Agencies.
19. All topsoil excavated during construction activities should be stored for use in horticultural / landscape development within the project site.
20. Ready made mix concrete should be used so far as possible.
21. Water demand during construction should be reduced by use of curing agents, plasticizers and other best

- practices.
22. The back-up area around the Transit Shed shall be paved with the provision for parking of trucks.
 23. Vehicles hired for bringing construction material at site should be in good conditions and confirm to applicable air and noise emission standards and should be operated only during non-peak hours.
 24. Fly ash should be used as building material in the construction as per provisions of Fly Ash Notification under EPA.

A.2 OPERATION PHASE :

25. Best possible technology and equipments shall be provided for loading and unloading operations. Spillage of cargo during loading / unloading operations shall be minimal and aimed at zero spillage. To avoid spillages, closed / covered conveyor system shall be adopted. Use of tarpaulins etc. from the barge surface to the jetty below the grab during loading / unloading operations shall be adopted to prevent the cargo spillage into aquatic environment. All loading / unloading facilities shall be equipped with drip pans or aprons to collect material spilled while loading/unloading the barges and also for loading the material onto the conveyor.
26. Maintenance dredging shall be carried out in consultation with Gujarat Maritime Board. Dredged material as a result of maintenance dredging shall not be disposed in the estuary or intertidal area
27. The industry will set up a vessel to vessel and vessel to shore communication system to prevent any accident in the estuary.
28. The operators and drivers shall be trained and equipped for handling of emergencies safely and in an ecologically sound manner.
29. Surface run off from the jetty shall be adequately managed. To avoid oil, SS and fertilizers entering the estuarine environment, dry sweeping shall be adopted at the jetty and washing shall be avoided as far as possible.
30. Sewage and garbage collection facilities through dedicated trucks shall be made available to barges to evacuate their waste when at berth. Sewage arising in the port area shall be collected in a pit and transported periodically to existing sewage treatment plant in the KRIBHCO premises for treatment and shall not be discharged in the river/estuarine water. Safe disposal of solid waste shall also be ensured and shall not be released to the estuary. The jetty area shall be treated as no waste discharge zone by barges. The provisions of the MARPOL in this regard shall be strictly followed.
31. The solid waste generated due to spillage of material shall be dry swept and recovered / reused.
32. The area earmarked for the truck parking shall be used for parking only. No other activity shall be permitted in this area.
33. No product other than those permissible in the Coastal Regulation Zone Notification, 1991 shall be stored in the Coastal Regulation Zone area.
34. The acoustic enclosures shall be installed at all noise generating equipments and the noise level shall be maintained as per the MoEF / CPCB guidelines / norms both during day and night time.

B. GENERAL CONDITIONS :

35. The project shall be implemented in such a manner that there is no damage whatsoever to the mangroves/other sensitive coastal ecosystems.
36. The project shall be implemented in such a manner that there shall be no any hindrance to the movement of fishing vessels or fishermen.
37. So as to maintain ecological features and avoid damage to the ecosystem, movement of vehicles in the Inter Tidal Zone shall be restricted to the minimum.
38. There shall be no withdrawal of ground water in CRZ area, for this project. The proponent shall ensure that as a result of the proposed activities, ingress of saline water into ground water does not take place.
39. The project proponent shall provide adequate funds for environment protection. The funds earmarked for environment protection measures shall be maintained, in a separate account and there shall be no diversion of these funds for any other purpose.
40. Appropriate safety devices such as masks shall be provided for use by the workers at the site and their usage by them shall be ensured.
41. All issues raised during the public hearing shall be addressed comprehensively.
42. The project shall be implemented in such a manner that there shall be no any hindrance to the movement of fishing vessels or fishermen
43. The operators and drivers shall be trained and equipped for handling of emergencies safely and in an ecologically sound manner.
44. To meet any emergency situation, appropriate fire-fighting system shall be installed. Appropriate

arrangements for uninterrupted power supply and continuous water supply for the fire fighting system shall be made.

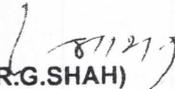
45. Adequate personal protective equipments shall be provided for use by the workers at the site and their usage by them shall be ensured and supervised.
46. First aid facilities and required antidotes shall be provided in adequate quantity and shall be made readily available.
47. Training to the staff for the first aid and fire fighting along with regular mock drill shall be conducted regularly and shall be made an integral part of the disaster management plan of the project.
48. All necessary precautionary measures shall be taken to avoid any kind of accident during storage and handling of materials.
49. Handling of materials shall be done in such a manner that minimal human exposure occurs.
50. Adequate arrangements shall be made for seeking immediate medical attention in the case of emergency.
51. Occupational health surveillance of the workers shall be done and its records shall be maintained. Pre-employment and periodical medical examination for all the workers shall be undertaken as per the Factories Act & Rules.
52. Transportation of hazardous chemicals shall be done as per the provisions of the Motor Vehicle Act & Rules.
53. Diesel generator sets, if to be used, shall be of enclosed type and conform to EPA Rules for air and noise emission standards.
54. The overall noise level in and around the jetty area shall be kept well within the standards by providing noise control measures including engineering controls on all sources of noise generation. The ambient noise level shall conform to the standards prescribed under The Environment (Protection) Act, 1986 & Rules
55. Necessary emergency lighting system alongwith emergency power back up system shall be provided.
56. The project proponent shall explore the application of solar energy & it shall be incorporated for illumination of common areas, lighting of internal roads and passages in addition to solar water heating, if any.
57. The project proponent shall install the electric utilities / devices, which are energy efficient and meeting with the Bureau of Energy Efficiency norms, wherever applicable.
58. The energy audit shall be conducted at regular interval for the project and the recommendations of the Audit report shall be implemented with spirit.
59. A separate Environmental Management Cell with suitably qualified staff to carry put various environment related functions shall be set up under the control of the Chief Executive of the Company.
60. The project authorities shall take appropriate community development and welfare measures for the villagers in the vicinity of the project site. A separate fund shall be allocated for this purpose.
61. No further expansion or modifications or development likely to cause environmental impacts shall be carried out without obtaining prior Environment Clearance from the concerned authority.
62. The project proponent shall also comply with any additional condition that may be imposed by the SEAC or the SEIAA or any other competent authority for the purpose of the environmental protection and management.

B. GENERAL CONDITIONS:

63. **The entire handling should be through pneumatic and in closed conveyer system, to avoid any kind of spillage.**
64. **The water quality and sediment quality of Tapi estuary should be monitored once in a year to check eutrophication happening if any to ascertain the spillage, if any.**
65. At no time, the emissions shall exceed the prescribed limits. In the event of failure of any pollution control system adopted by the unit, the unit shall be immediately put out of operation and shall not be restarted until the desired efficiency has been achieved.
66. The project management shall also comply with all the environment protection measures, risk mitigation measures and safeguards recommended in the EIA / EMP report as well as other proposals made by them.
67. The company shall develop rain water harvesting structures to harvest the run off water for recharge of ground water. Also harvesting of surface as well as rainwater from the rooftops of the building proposed in the project shall be undertaken and the same shall be used for the various activities of the projects to conserve fresh water.
68. No further expansion or modifications in the plant shall be carried out without prior approval of the MoEF/ SEIAA, as the case may be. In case of deviations or alterations in the project proposal from those submitted to MoEF/ SEIAA/ SEAC for clearance, a fresh reference shall be made to the SEIAA/ SEAC to assess the adequacy of conditions imposed and to add additional environmental protection measures required, if any.
69. The project authorities shall earmark adequate funds to implement the conditions stipulated by SEIAA as well as GPCB along with the implementation schedule for all the conditions stipulated herein. The funds so

- provided shall not be diverted for any other purpose.
70. The applicant shall inform the public that the project has been accorded environmental clearance by the SEIAA and that the copies of the clearance letter are available with the GPCB and may also be seen at the Website of SEIAA/ SEAC/ GPCB. This shall be advertised within seven days from the date of the clearance letter, in at least two local newspapers that are widely circulated in the region one of which shall be in the Gujarati language and the other in English. A copy each of the same shall be forwarded to the concerned Regional Office of the Ministry.
 71. It shall be mandatory for the project management to submit half-yearly compliance report in respect of the stipulated prior environmental clearance terms and conditions in hard and soft copies to the regulatory authority concerned, on 1st June and 1st December of each calendar year.
 72. The project authorities shall also adhere to the stipulations made by the Gujarat Pollution Control Board.
 73. The project authorities shall inform the GPCB, Regional Office of MoEF and SEIAA about the date of financial closure and final approval of the project by the concerned authorities and the date of start of the project.
 74. The SEIAA may revoke or suspend the clearance, if implementation of any of the above conditions is not found satisfactory.
 75. The company in a time bound manner shall implement these conditions. The SEIAA reserves the right to stipulate additional conditions, if the same is found necessary. The above conditions will be enforced, inter-alia under the provisions of the Water (Prevention & Control of Pollution) Act, 1974, Air (Prevention & Control of Pollution) Act, 1981, the Environment (Protection) Act 1986, Hazardous Wastes (Management and Handling) Rules, 2003 and the Public Liability Insurance Act, 1991 along with their amendments and rules.
 76. This Environmental Clearance is valid for five years from the date of issue.

With regards,
Yours sincerely,


(R.G.SHAH)
Member Secretary
Gujarat

Issued to:
M/s.Krishak Bharati Cooperative Ltd.(KRIBHCO)
Hazira,
Dist Surat.

Copy to:-

1. The Secretary, Department of Environment and Forests, Govt. of Gujarat, Secretariat, Gandhinagar-382010.
2. The Chairman, Central Pollution Control Board, Parivesh Bhavan, CBD -cum-Office Complex, East Arjun Nagar, New Delhi-110032
3. The Chief Conservator of Forests (Central), Ministry of Environment & Forests, Regional Office (WZ), E-5, Arera Colony, Link Road-3, Bhopal-462016, MP
4. Monitoring Cell, Ministry of Environment and Forests, Paryavaran Bhavan, CGO Complex, New Delhi-110003.
5. The Member Secretary, Gujarat Pollution Control Board, Paryavaran Bhavan, Sector-10 A, Gandhinagar-382010
6. Select File

(R.G.SHAH)
Member Secretary