

**DEENDAYAL PORT AUTHORITY**  
**(Erstwhile: DEENDAYAL PORT TRUST)**



[www.deendayalport.gov.in](http://www.deendayalport.gov.in)

Administrative Office Building  
Post Box NO. 50  
GANDHIDHAM (Kutch).  
Gujarat: 370 201.  
Fax: (02836) 220050  
Ph.: (02836) 220038

EG/WK/4712/Part II / 29

Date: 12/02/2025

To,  
The Deputy Director General of Forests (C),  
Ministry of Environment, Forest & Climate Change,  
Integrated Regional Office,  
Gandhinagar, A wing-407 & 409  
Aranya Bhavan, Near CH-3 Circle  
Sector 10A, Gandhinagar - 382010  
Email: [iro.gandhingr-mefcc@gov.in](mailto:iro.gandhingr-mefcc@gov.in)

**Sub:** Setting up of Single Point Mooring (SPM) and Allied Facilities off-Veera in Gulf of Kutch for handling Crude oil on BOT basis – **Six Monthly Compliance Report of conditions stipulated in Environmental & CRZ Clearance & Monitoring Report in Data Sheet reg.**

- Ref.:**
1. MoEF, GOI vide letter No. F.No. 11-27/2010-IA-III dated 11/12/2013
  2. DPT letter No. EG/WK/4712/Part I/1164 dated 04/01/2014
  3. DPT letter No. EG/WK/4712/Part I/128 dated 15/05/2014
  4. DPT letter No. EG/WK/4712/Part I/226 dated 17/05/2014
  5. DPT letter No. EG/WK/4712/Part I/165 dated 15/10/2015
  6. DPT letter No. EG/WK/4712/Part I/130 dated 09/05/2016
  7. DPT letter No. EG/WK/4712(EC)/Part I/128 dated 08/12/2016
  8. DPT letter No. EG/WK/4712(EC)/Part I/233 dated 28/06/2017
  9. DPT letter No. EG/WK/4712(EC)/Part II/601 dated 12/12/2017
  10. DPT letter No. EG/WK/4712(EC)/Part II/286 dated 08/06/2018
  11. DPT letter No. EG/WK/4712(EC)/Part II/10 dated 15/02/2020
  12. DPT letter No. EG/WK/4712/EC/Part II/40 dated 12/11/2020
  13. DPT letter No. EG/WK/4712/EC/Part II/151 dated 12/07/2021
  14. DPT letter No. EG/WK/4712/EC/Part II/134 dated 01/02/2022
  15. DPT letter No. EG/WK/4712/EC/Part II/125 dated 30/06/2022
  16. DPA letter No. EG/WK/4712/Part II/227 dated 11/07/2022
  17. DPA letter No. EG/WK/4712/Part II/345 dated 04/08/2023
  18. DPA letter No. EG/WK/4712/Part II/13 dated 10/01/2024
  19. DPA letter No. EG/WK/4712/Part II/13 dated 30/08/2024

Sir,

Kindly refer above cited references for the said subject.

In this connection, it is to state that MoEF&CC, GOI vide the above-referred letter dated 11/12/2013, has accorded Environmental & CRZ Clearances for the subject project.

In this regard, it is to mention here that, as the above project is to be implemented based on Public Private Partnership Guidelines of the Government (Built, Operate & Transfer Basis), Deendayal Port will grant a concession to the successful bidder (BOT/Captive Operator) for the subject project to build, operate & maintain for 30 years. The project is yet to be awarded. DPA is exploring the possibility of identifying the captive user for the project. No activity has been initiated to date on the project site.

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As directed under condition 7 (General Conditions) sub-para iii, "A six monthly monitoring report shall need to submit by the project proponent to the Regional Office of the Ministry at Bhopal regarding the implementation of the stipulated condition"; please find enclosed herewith point-wise compliance of the conditions stipulated in Environmental & CRZ clearance granted by MoEF&CC, GOI vide above-referred letter dated 11/12/2013 (**Annexure 1**) & monitoring report in datasheet (**Annexure 2**) for the period up to September, 2024 for kind information and record.

Further, as per the MoEF&CC, GOI Notification S.O 5845 (E) dated 26/11/2018 stated that "In paragraph 10, in sub-paragraph (II), for the words "hard and soft copies" the soft work copy shall be substituted". Accordingly, we are submitting herewith the same via email ID [iro.gandhingr-mefcc@gov.in](mailto:iro.gandhingr-mefcc@gov.in).

In addition to the above, DPA also submitted an application for a validity clause of EC & CRZ clearance in the online portal of the MoEF&CC, GOI, dated 15/10/2020 (within the validity period) for extending 11/12/2020 to 10/12/2023.

This has approval of the Chief Engineer, Deendayal Port Authority.

Yours faithfully,



Dy. Chief Engineer & EMC (I/c)  
Deendayal Port Authority

Encl: as stated

**Copy to:**

Shri Amardeep Raju,  
Scientist E,  
Ministry of Environment  
Forests & Climate change, GoI,  
Indira Paryavaran Bhavan,  
3<sup>rd</sup> floor, Vayu wing,  
Jor Bagh Road, Aliganj,  
New Delhi - 110 003.  
Email Id. [ad.raju@nic.in](mailto:ad.raju@nic.in)

Shri Prasoon Gargava,  
Scientist E & In charge,  
Central Pollution Control Board,  
Parivesh Bhawan,  
Opp. VMC Ward  
Office No.10, Subhanpura,  
Vadodara - 390 023.  
Email Id. [prasoon.cpcb@nic.in](mailto:prasoon.cpcb@nic.in)

Shri T. C. Patel,  
Environment Engineer,  
Kutch Unit Head,  
Gujarat Pollution Control Board,  
Paryavaran Bhavan,  
Sector 10A, Gandhinagar-  
382 010  
E-mail-[kut-uh-gpcb@gujarat.gov.in](mailto:kut-uh-gpcb@gujarat.gov.in)

Regional Officer, (Kutch East)  
Gujarat Pollution Control Board,  
Room No. 215 - 217, Regional  
Office,  
2<sup>nd</sup> Floor, A.O Building,  
Deendayal Port Authority,  
Gandhidham (Kutch)- 370 201  
E-mail Id- [ro-gpcb-kute@gujarat.gov.in](mailto:ro-gpcb-kute@gujarat.gov.in)

# **Annexure -1**

## Annexure 1

### Compliance Report for the period up to September, 2024

**Subject:** Point-wise Compliance of the conditions stipulated in EC&CRZ Clearance accorded MoEF&CC, GoI for the project "Single Point Mooring (SPM) and allied facilities off Veera in Gulf of Kutch for handling crude oil on BOT basis in the state of Gujarat by M/s. Kandla Port trust".

**Ref No: - MoEF&CC, GoI vide F. No. 11-27/2010-IA.III dated 11/12/2013 accorded EC&CRZ Clearance to the subject project. Further, MoEF&CC, GoI vide letter dated 29/12/2020 granted extension of validity of the accorded EC&CRZ Clearance for a further period of 3 years up to 10/12/2023.**

**Status of work: No activity started yet**

<b>Sr. No.</b>	<b>Stipulated Conditions</b>	<b>Compliance</b>
i	Consent for Establishment" shall be Obtained from state pollution control Board under Air and Water Act and a copy shall be submitted to the Ministry before start of any construction work at the site.	No activity has started yet.  However, it is relevant to mention that, DPA had already obtained CTE/NOC from GPCB vide letter No. PC/ CCA - KUTCH - 971/ GPCB ID: 36299/ 106252 dated 06/03/2012 and GPCB further extended the CTE validity vide Order dated 02/03/2017.
ii	The pipeline from SPM to shore will be laid down 5 meters below the sea bed Level	No activity started yet
iii	After unloading the crude oil, the sea water shall be pumped in to the pipeline to flush the crude oil from the floating hoses. In order to avoid the oil spill, the floating hoses will be disconnected and the butterfly valves shall be sealed	No activity started yet
iv	Necessary Clearance for the COT shall be obtained from the competent Authority as applicable before the commencement of construction of COT and other related facilities.	Point noted
v	The port shall ensure that the ship under operation follows the MARPOL convention regarding discharge or spillage of any toxic, hazardous or polluting material like ballast water, oily water or sludge, sewage, garbage etc. The emission of NOx and SOx shall remain within the permissible limits.	No activity started yet
vi	The smooth and safe operation of the system shall be ensured by incorporating a computerized SCADA (Supervisory Control and Data Automation) system. Any leakage in the pipeline shall be	No activity started yet

	immediately detected by the computer system and product pumping shall be immediately cut off.	
vii	To prevent discharge of sewage and other liquid wastes including ballast into marine environment, adequate system for collection, treatment and disposal of liquid waste must be provided.	No activity started yet
viii	It must be ensured that the untreated effluents and solid wastes are not discharged into the sea or on the beach, and no effluent or solid waste shall be discharged on the beach	No activity started yet
ix	The quality of treated effluents, Solid Wastes, emissions and noise levels and the like, from the project area must 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.	No activity started yet
x	CSR activities shall cover the villages Within 10 KM radius.	CSR activities are being attended by DPA. A copy of the activities undertaken by DPA as a part of CSR is enclosed as <b>Annexure A.</b>
xi	Oil spills if any shall be properly collected and disposed as per the rules. Proper oil contingency management Plan shall be put in place.	No activity has started yet. It is relevant to mention that, DPA already has Oil Spill Contingency and Disaster Management Plan.
xii	All the recommendation of SCZMA Shall is complied with	No activity started yet  The compliance report of the conditions stipulated in CRZ clearance issued by GCZMA vide letter dated 24/05/2012 is attached as <b>Annexure B.</b>
xiii	The responses / commitments made during public hearing shall be complied with letter and spirit.	The details of CSR Activities carried out by Deendayal Port Authority is enclosed as <b>Annexure A.</b>
xiv	All the recommendation of the EMP, DMP shall be complied with letter and spirit. 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 MoEF along with half yearly compliance report to MoEF – RO.	No activities have been started yet. Mitigation Measures submitted in the EIA report have been prepared in a matrix format and submitted to MoEF and CC along with the compliance report submitted dated 03/01/2014. However, the same will be complied with by the successful bidder (BOT/Captive operator) as this project is to be implemented as per PPP guidelines of GOI.
xv	Construction activity shall be carried out strictly as per the provisions of CRZ	No activity started yet

	Notification, 2011. No construction work other than those permitted in coastal Regulation zone notification shall be carried out in coastal regulation zone area.	
xvi	The Project shall be executed in such a manner that there shall not be any displacement of people, houses or fishing activity as a result of the project.	No activity started yet
xvii	The Project proponent shall set up separate environmental management cell for effective implementation of the stipulated environmental safeguard under the supervision of a senior Executive.	DPA already has an Environment Management Cell. Further, DPA has also appointed an expert agency to provide Environmental Experts from time to time. Recently, DPA appointed M/s Precitech Laboratories, Vapi vide work order dated 5/2/2021 ( <u>A copy of the Office order and Scope is shared with earlier compliance</u> )  Further, DPA has appointed Manager Environment on a contractual basis for a period of 3yrs, further extended upto 2 years ( <u>A copy of the Office order is shared with earlier compliance</u> )
xviii	The funds earmarked for environment management plan shall be included in the budget and this shall not be diverted for any other purposes	The allocation made under the scheme of "Environmental Services & Clearance thereof other related Expenditure" during BE 2024-25 is Rs. 657 Lakhs.
<b>B. GENERAL CONDITIONS:</b>		
xix	Appropriate measures must be taken while undertaking digging activities to avoid any likely degradation of water quality	No activity started yet
xx	Full Support shall be extended to the officers of this Ministry / Regional office at Bhopal by the project proponent during inspection of the project for monitoring purposes by furnishing full details and action plan including action taken reports in respect of mitigation measures and other environmental protection activities	Point noted
xxi	A six – Monthly monitoring report shall need to be submitted by the project proponents to the Regional office of this Ministry at Bhopal regarding the implementation of the stipulated conditions.	DPA has been submitting six monthly compliance reports vide referred letters dated 06/06/2013, 04/01/2014, 15/10/2014, 06/05/2015, 15/10/2015, 09/05/2016, 28/06/2017 04/12/2017, 12/11/2020, 12/07/2021 01/02/2022, 30/06/2022 ,01/02/2023, 04/08/2023, 10/01/2024 and 30/08/2024 to MoEF and CC, GoI



xxii	Ministry of Environment & Forests or any other component authority may stipulate any additional conditions or modify the existing ones, if necessary, in the interest of environment and the same shall be complied with	Point noted
xxiii	The ministry reserves the right to revoke this clearance if any of the conditions stipulated are not complied with the satisfaction of the ministry.	Point noted
xxiv	In the event of Change in project profile or change in the implementation agency, a fresh reference shall be made to the ministry of Environment and Forests.	Point noted
xxv	The project proponents 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 and the date of start if land development work.	Point noted No construction activity started yet
xxvi	A copy of the clearance letter shall be marked to concerned Panchayat / local NGO, if any, from whom any suggestion /representation has been made received while processing the proposal	DPA vide letter no. EG/WK/4712 (EC)/part I dated 30/12/2013 has already been sent to the NGO, Parayvaran Mitra as they have submitted their representation during Public Hearing.
xxvii	State Pollution Control Board shall display a copy of the clearance letter at the regional office, district industries Centre and collector's office / Tehsildar's Office for 30 Days.	Not applicable
xxviii	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 EIA Notification 1994, including the amendments and rules made thereafter.	Point noted
xxix	All other statutory clearance such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Civil Aviation Department, Forest Conservation Act, 1980 and Wildlife (Protection) Act, 1972 etc. shall be obtained, as applicable by project proponents from the respective competent authorities.	Point noted No construction activity started yet

xxx	<p>The project proponent shall 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 Environmental and CRZ Clearance and copies of clearance letters are available with the state Pollution Control Board and may also be seen on the website of the Ministry of Environment and Forests at <a href="http://www.envfor.nic.in">http://www.envfor.nic.in</a> the advertisement should be made within 10 days from the date of receipt of the clearance letter and a copy of the same should be forwarded to the Regional office of this Ministry at Bhopal.</p>	<p>Deendayal Port Authority had already published the advertisement in two local newspapers widely circulated in the region, one of which shall be in the vernacular language informing that the project has been accorded Environmental and CRZ Clearance and copies of clearance letters are available with the state Pollution Control Board and may also be seen on the website of the Ministry of Environment and Forests at <a href="http://www.envfor.nic.in">http://www.envfor.nic.in</a> Deendayal Port Authority (erstwhile known as Deendayal Port Trust) had published above said advertisement on 27/12/2013 Kandla Port vide letter no. EG/WK/4712 (EC)/Part I, Dated: 30/12/2013 along with a copy of newspaper cuttings in which advertisement regarding Environmental / CRZ clearance published has already been informed to the Regional office of MoEF, GoI.</p>
xxxii	<p>This 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 as may be applicable to this project.</p>	<p>Point noted</p>
xxxiii	<p>Any appeal against this clearance 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</p>	<p>Point noted</p>
xxxiiii	<p>Status of compliance to the various stipulated environmental conditions and environmental safeguards will be uploaded by the project proponent in its website.</p>	<p>DPA has been regularly uploading the status of compliance to the various stipulated environmental conditions and environmental safeguards on its websites <a href="http://www.deendayalport.gov.in">www.deendayalport.gov.in</a></p>
xxxv	<p>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</p>	<p>DPA vide letter no. EG/WK/4712 (EC)/Part I dated 30/12/2013 has already sent the copy of clearance letter to NGO, Paryavaran mitra as they have submitted their representation during public hearing. DPA also uploaded the copy of clearance letter on DPA website <a href="http://www.deendayalport.gov.in">www.deendayalport.gov.in</a></p>
xxxvi	<p>The proponent shall upload the status of compliance of the stipulated clearance conditions, including results of monitored data on their website and shall update</p>	<p>DPA has been regularly uploading the compliance of the stipulated clearance conditions submitted to the Regional office</p>



	the same periodically. It shall simultaneously be sent to the Regional office of MoEF, the respective Zonal office of CPCB and SPCB	of the respective Statutory bodies on its website <a href="http://www.deendayalport.gov.in">www.deendayalport.gov.in</a>
xxxvi	The environmental statement for each financial year ending 31st 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 clearance conditions and shall also be sent to the respective regional office of MoEF by e – Mail.	No activity started yet

# **Annexure -A**

**YEAR WISE ACTUAL WORK COSTING OF CSR WORKS APPROVED BY BOARD**

**1) CSR Works executed during the year 2011 – 2012 and year 2012 – 2014. (Upto Dec'21)**

<b><u>Sr. no</u></b>	<b><u>Name of work</u></b>	<b><u>Actual cost (Rs in Lakhs)</u></b>
1.	(a).Road from Dr. Baba Saheb Ambedkar Circle to N.H. 8-A (Via Ganesh Nagar).	Rs.482.65 Lakhs
	(b)Road from S.T. Bus Stand (N.H. 8 – A) to Sunderpuri Cross Road Via Collector Road.	
	(C)Road from N.H. 8 –A Railway Crossing to Maninagar (Along Rly Track).	
	(d)Road from Khanna Market Road (Collector Road) to Green Palace Hotel.	
2.	Construction of Internal Roads at "Shri Ram" Harijan Co-op. Housing Society Ltd. (Nr. Kidana).	
3.	(a)Construction of Cremation Ground and kabrastan with other facilities at Vadinar.	Rs 19.44 (Lakhs)
4.	(b)Providing Cement Concrete internal roads in village Vadinar Stage –I.	Rs 16.16 (Lakhs)
	(a)Approach Road provided for developing the Tourism at village Veera near Harsidhi Mata Temple where lot of tourists & Pilgrims visit.	Rs. 4.65 (Lakhs)
	(b)Water Tank along with R.O. provided near by developing Tourism area.	Rs. 30,000 (Thousand)
	(c)Creating facility of flooring and steps surrounding the lake to stop the soil erosion and attract the tourists, at Village Veera.	Rs. 4.80 (Lakhs)
	<b><u>Total Rs</u></b>	<b><u>528 Lakhs</u></b>

**2) CSR Works for the year 2014-2015.**

<b><u>Sr. no</u></b>	<b><u>Name of work</u></b>	<b><u>Actual cost (Rs in Lakhs)</u></b>
1.	Construction of Community Hall-cum school at Maheshwari Nagar, G'dham	Rs 51.90 Lacs
2.	Renovation of "Muktidham" at Kandla	Rs 10.65 Lacs
3.	Sunderpuri-1 valmiki community hall	Rs 5.00 Lacs
	Sunderpuri-2 valmiki community hall	Rs 5.00 Lacs
	Ganeshnagar Community Hall	Rs 10.00 Lacs
	JagjivanMaheshwari community hall	Rs 10.00 Lacs
	Various works of Road of Sapanagar	Rs 99.19 Lac
4.	Construction of compound wall in the Dam of Jogninar village	Rs 14.48 lacs
5.	In addition above 30 Lakhs as committed in Public Hearing meeting held on 18/12/2013 an amount Rs 30 Lakhs shall also be contributed for the CSR works to be carry out at villages Tuna, Vandi , Rampar, Veera etc.	Rs 30.00 Lacs
	<b><u>Total Rs.</u></b>	<b><u>Rs 236.22 Lacs</u></b>

**3) CSR Works for the year 2015-2016.**

<b><u>Sr. no</u></b>	<b><u>Name of work</u></b>	<b><u>Actual cost (Rs in Lakhs)</u></b>
1.	Construction of toilets for Girls / Ladies at Khari Rohar village	<b>Rs. 3.00 Lakhs</b>
2.	Construction of Toilets for Girls manatMathak Primary School, Mathak Village	<b>Rs. 3.00 Lakhs</b>
	<b><u>Total</u></b>	<b><u>Rs.6.00 Lakhs</u></b>

**4) CSR Works for the year 2016-2017.**

<b><u>Sr. no</u></b>	<b><u>Name of work</u></b>	<b><u>Actual cost (Rs in Lakhs)</u></b>
1.	RCC Community Hall at Harshidhi Mata Temple, Veera village, AnjarTaluka	Rs.19.00 Lakhs
2.	Fabricated Community Hall at Sanghad village, AnjarTaluka	Rs.21.00 Lakhs
3.	CSR Works for Shri MaheshwariMeghavadSamaj, Gandhidham at Grave Yard , Behind Redison Hotel.	Rs.8.00 Lakhs
4.	CSR works for ShirDhanrajMatiyadevMuktiDham, Sector-14 , Rotary Nagar, Gandhidham	Rs. 30.50 Lakhs
5.	CSR works for NirvasitHarijan Co-operative Housing Society, Gandhidham.(Health Cum Education Centre)	Rs. 41.00 Lakhs
6.	CSR works for Shri Rotary Nagar Primary school, Gandhidham.	Rs. 2.80 Lakhs
7.	CSR works at NU -4 , NU-10(B) Sapnanagar& Saktinagar, Golden Jublee Park, at Gandhidham	Rs. 18.00 Lakhs
	<b><u>Total</u></b>	<b><u>Rs 140.30 Lakhs</u></b>

**5) CSR Works for the year 2017-2018.**

<b><u>Sr. no</u></b>	<b><u>Name of work</u></b>	<b><u>Actual cost (Rs in Lakhs)</u></b>
1.	CSR works at Shri Ganesh Nagar Govt High School, Gandhidham	38.30
2.	Grant Financial contribution for facility of Army cantonment for 50 air coolers at Kutch Border Area.	15.00
3.	CSR works at Tuna & Vandi villages (providing drainage lines under Swachh Bharat Abhiyan)	39.80
4.	CSR works for S.H.N Academy English School ( Managed by Indian Institute of Sindhology –Bharati Sindhu Vidyapeeth), Adipur	40.00
5.	Construction of Internal Road at Bhaktinagar Society, Kidana	
	<b><u>Total</u></b>	<b><u>148.10</u></b>

### 6) CSR Works for the year 2018-19

<b><u>Sr. no</u></b>	<b><u>Name of work</u></b>	<b><u>Actual cost (Rs in Lakhs)</u></b>
1.	CSR work to Donate 100 Nos of Computers to Daughters of Martyred Soldiers in the country under the "BETI BACHAO BETI PADHAO" program by Atharva Foundation, Mumbai	Rs 24.00 Lakhs
2.	CSR work to Donate ONE (40 Seater) School Bus for Deaf Children Students for the Institute of Mata Lachmi Rotary Society, Adipur	Rs 18.00 Lakhs
3.	CSR work to Providing One R.O Plant with Cooler at Panchyat Prathmik Sala, Galpadar Village for the ANARDE Foundation, Kandla & Gandhidham Center.	Rs 1.50 Lakhs
4.	CSR work for Providing Drainage Line at Meghpar Borichi village, Anjar Taluka	Rs 25.00 Lakhs
5.	CSR work for Construction of Health Centre at Kidana Village	Rs 13.00 Lakhs
6.	CSR work to provide 4 Nos. of Big Dust Bin for Mithi Rohar Juth Gram Panchayat	Rs 3.40 Lakhs
7.	CSR work for Renovation & construction of shed at Charan Samaj, Gandhidham -Adipur.	Rs 10.00 Lakhs
8.	CSR Work for Renovation/Repairing of Ceiling of School Building at A. P Vidhyalay, Kandla	Rs 10.00 Lakhs
9.	CSR work for Construction of Over Head Tank & Providing 10 Nos of Computers (for students) of Navjivan Viklang Sevashray, Bhachau, Kutch	Rs 9.50 Lakhs
10.	CSR work to Provide Books & Tuition fees for Educational facilities to weaker section children of ValmikiSamaj, Kutch	Rs 2.00 lakhs
11.	CSR work to provide Water Purifier & Cooler for the ST. Joseph's Hospital, Gandhidham	Rs 1.50 Lakhs
12.	CSR work for Construction of Second Floor (Phase - I) for Training Centre of "GarbhSanskran Kendra" "Samarth Bharat Abhiyan" of Kutch KalyanSangh, Gandhidham	Rs 37.00 Lakhs
	<b><u>Total cost</u></b>	<b><u>Rs 154.90 Lakhs</u></b>

### 7) CSR Works for the year 2019-20

<b><u>Sr. no</u></b>	<b><u>Name of work</u></b>	<b><u>Actual cost (Rs in Lakhs)</u></b>
1.	CSR activities for Providing Drainage line at Nani Nagalpar village.	3.00
2.	CSR activities for Development of ANGANWADI Building at School no- 12 at Ward no 3 & 6 at Anjar.	7.00
3.	CSR activities for Improving the facilities of Garden at Sapna Nagar(NU-4) & (NU-10 B),Gandhidham.	18.00
4.	CSR activities for development of School premises of Shri Guru Nanak Edu. Society, Gim.	30.00
5.	CSR activities for the improvement of the facilities at St JOSEPH Hospital &Shantisadan at Gandhidham	20.00
6.	Consideration of Expenditure for running of St Ann's High School at Vadinar of last five years 2014 to 2019 under CSR.	825.00
7.	CSR activities for development of school premises of Shri Adipur Group Kanya Sala no-1 at Adipur	6.50
8.	CSR activities for development of school premises of ShriJagjivan Nagar PanchyatPrathmiksala, Gandhidham	16.50
9.	CSR activities for development of school premises of Ganeshnagar Government high school, Gandhidham	9.00
10.	CSR activities for improving greenery, increase carbon sequestration and beat Pollution at Kandla, DPA reg.	352.32
11.	CSR activities for providing infrastructures facilities at "Bhiratna Sarmas Kanya Chhatralaya" under the Trust of SamajNav- Nirman at Mirjapur highway, Ta Bhuj.	46.50
	<b><u>Total cost</u></b>	<b><u>1333.82</u></b>

### 8) CSR Works for the year 2020-21

<b><u>Sr. no</u></b>	<b><u>Name of work</u></b>	<b><u>Actual cost (Rs in Lakhs)</u></b>
1.	CSR Proposal for earmarking of 15% Funds for National Marintime Heritage Complex, Lothal, Gujarat (NMHC) from allocated CSR Fund of Rs 3.46 Cr	51.90
	<b><u>Total</u></b>	<b><u>51.90</u></b>



**9) CSR Works for the year 2021-22**

<b><u>Sr. no</u></b>	<b><u>Name of work</u></b>	<b><u>Actual cost (Rs in Lakhs)</u></b>
1.	CSR Activities for providing Water supply pipe line for drinking water facilities for poor people & Fishermen at VANDI Village.	20
2.	CSR activities for providing facilities in Girls Hostel of Kasturba Gandhi Balika Vidhyalay, Gandhidham. Cost for Construction of compound wall, entrance gate, girls toilets )	30
3.	CSR works for Construction of Auditorium Hall at RSETI (Rural Self Employment Training Institute) at Bhujodi-Bhuj.	16
4.	CSR works for the providing of SOLAR POWER SYSTEM and other facilities for Othe JEEV SEVA SAMITI at Gandhidham.	9.3
5.	CSR Activities for providing HD projector for KANYA MAHA VIDYALAYA, Adipur	1.5
6.	CSR works for Construction of New Building for Setting up of skill development centre at Rajkot (Sewa Gujarat).	250
7.	CSR Works for Ladies Environment Action Foundation (LEAF) Trust for providing infrastructure to the primary school at Gandhinagar District	46.5
8.	CSR works for Providing of Furniture for the School "Shri Galpadar Panchayat Prathmic Kumar group Sala" at Galpadar village, Taluka:Gim	5
	<b><u>Total Cost</u></b>	<b><u>378.3</u></b>

**10) CSR Works for the year 2022-23**

<b><u>Sr. no</u></b>	<b><u>Name of work</u></b>	<b><u>Actual cost (Rs in Lakhs)</u></b>
1.	CSR work for providing One Bore hole with construction one room along with Motor pump at Village MOTI NAGALPAR, Anjar.	18
2.	CSR work for Construction of Shamashan bhoomi (Crematorium) at Gandhidham.	49.5
3.	CSR work for providing metallic sheet DOME in Community Hall at Old Sunderpuri for Shri Juni Sundarpuri Maheshwari Samaj at Gandhidham.	15
4.	CSR Activities for construction of Samajwadi at village: Rampar, Taluka:Anjar.	15
5.	Financial assistance under CSR for providing basic facilities at Gandhidham GSRTC bus station.	25
6.	CSR Activities for construction of School Building for physically disabled, deaf & mute children, Shri & Shrimati Chhaganlal Shyamjibhai Virani Behera Munga Shala Trust, Virani Deaf School at Rajkot.	5
7.	CSR work for construction of new Administrative staff block for the Maitri Maha Vidhyalaya, Adipur.	64.65
8.	Financial support under CSR for providing 60 seater school bus for "Aadhaar Sankul", Manav Seva Trust, Gandhidham.	25
9.	CSR work for extension of Night shelter cum old age home for "DADA BHAGWANDAS ADVANI TRUST" Adipur.	78
10.	Financial assistance under CSR for Rooftop Solar System & Afforestation under clean energy & sustainable development in 10 villages around DPA	63.72
	<b><u>Total Cost</u></b>	<b><u>358.87</u></b>

**11) CSR Works for the year 2023-24 till September**

<b>Sr. no</b>	<b>Name of work</b>	<b>Actual cost (Rs in Lakhs)</b>
1.	CSR works for Shree Kachchh Mahila Kalyan Kendra, Bhuj-Kutch	55
2.	CSR Activities for Installation of 125 no. Sanitary Pad Vending Machines at Women Hostels,NGOs etc, in Kutch District	15
3.	CSR Fund for Vadinar Village & surrounding	128.54
4.	CSR Activities for Girls Hostel at Kasturba Gandhi Balika Vidhyalaya At Shinay, Taluka:Gim.	33.25
5.	CSR request for Allotment of fund for construction of Community hall at Adipur for Maheshwari Meghval Samaj.	25
6.	CSR Request for requirement of funds for renovation work in Sector-7, Gandhidham (Aryasamaj Gandhidham)	30
7.	CSR Request for providing"Antim Yatra Bus" & Mortuary Cabinet Morgue" for Adipur-Gandhidham from CSR Funds,	25
8.	CSR Request for creation of a Children park at Gandhidham Military Station, Gandhidham	15
9.	CSR Request for construction of Toilet block units for Girls & Boys NAV JIVAN VIKLANG SEVA SHREY Bhachau	3.04
10.	CSR Request for laying Synthetic Athletic track in Galpadar and to Provide One E-Kart facility for Conveyance of youths at BSF Campus, Gandhidham	75
11.	CSR request for submitted by AAS, Indore for solid waste Management at Gandhidham & Kandla.	49.93
12.	CSR request from Trikamsaheb Manav Seva Trust at Madhapar Near Bhuj for grant for Construction of Community Hall, Compound Wall etc.	40
13.	CSR Request for construction of Dome shaped shed at Rampar Village Prathmik Shala,Rampar	24
14.	CSR Fund for development of School premises of Shri Guru Nanak Education	4.5
15.	CSR Request for conducting Awareness campaigns on T.B. Prevention & treatment, Mumbai	60
16.	CSR Request for fund under CSR for Railway Institute, Gandhidham, Western	5
17.	CSR Proposal project for Sanitary Pad Making Machine for School Girls, Anjar	12.39
18.	CSR Funds for Building Construction of girl's hostel (Kanya Chhatralay) @Luni,Akhil Kutch Ganesh Sevak Sarvajanik Trust-Luni	₹ 50.00
19.	CSR request for amenities for Development of sports facilities Through CSR Funds, Navy Head Quarter Porbandar,NAVYat Navy Head Quarter, Porbandar	₹ 47.18
20.	CSR request for financial support under CSR for " Organizing Programs on Skill Development",Gandhidham Collegiate Board, Adipur	₹ 98.76
21.	CSR fund for construction work for Community hall(samajvadi for cause of human services).Kidana,Kutch Andhra Seva Trust, Gandhidham	₹ 20.00
22.	CSR funds for Karam Educational Complex@mirapar,Bhuj,Akhil Kutch MAheshwari Vikas Seva Sangh, Bhuj(Karam Sankul EDU)	₹ 50.00
23.	CSR fund for vadinar village & surrounding for prathmik shala,Vadinar prathmik shala managed by dist. Panchayat	₹ 28.47
24.	CSR fund for repairing of construction for school,Shree vadinar vadi school vadinar	₹ 16.04
25.	CSR Project proposal for Outdoor flooring and laundry Construction for mentally Disturbed women, St. Joseph's Hospital Trust-Gandhidham ,St, Joseph's Hospital trust-Gandhidham	₹ 29.16
26.	CSR request for creation of Bio Diversity Miyawaki Forest at Gandhidham Military Station, Gandhidham	₹ 57.64

27	CSR Funds request for the Construction of Hall/Dome for Indoor games at Gandhidham,Shri kutch Deshiya Saraswat Brahmin mahasthan trust-Gandhidham.	₹ 20.00
28	CSR Request for repairing of School shed, R.O. Plant, School Colour Work at Ganeshnagar Panchayat Prathmik kumar shala At Gandhidham-Kutch.,Shri Ganeshnagar Panchayat Prathmik Kumar Shala Gandhidham	₹ 8.00
29	CSR request for livelihoods Development of rural women at Kutch Area, ,BAIF Institute for Sustainable Livelihoods and development, pune	₹ 8.71
30	Improvement of village pond at Kidana, Taluka: Gandhidham.,Deputy collector & sub divisional magistrate office , anjar	₹ 72.90
31	CSR request for construction of Gym and Indoor Badminton Court as well as Synthetic Tennis Court,Anjar	₹ 77.90
32	Sanik Kaleyana Board bhuj and Jamnagar	₹ 44.00
33	NMHC Projects	₹ 605.80
	<b><u>Total Cost</u></b>	<b><u>Rs.1835.21 Lakh</u></b>

# **Annexure -B**



**HARDIK SHAH**  
**DIRECTOR (ENVIRONMENT)&**  
**ADDITIONAL SECRETARY**

**GOVERNMENT OF GUJARAT**  
**Forests & Environment Department**  
**Block no. 14, 8<sup>th</sup> floor**  
**Sachivalaya, Gandhinagar - 382 010**  
**Gujarat, INDIA**

**Ph : (079) 23251062,,**  
**Fax : (079) 23252156**

**Email : direnv@gujarat.gov.in**

**Ref: No. ENV-10-2011-1883-E**

**May 24, 2012**

**To,**  
Shri Lalit Kapoor  
Director  
Ministry of Environment and Forests  
Paryavaran Bhavan, CGO Complex  
Lodhi Road, New Delhi - 110 003

*Handwritten:*  
X ENV(01)  
ONE  
29/05/2012

**Sub : CRZ clearance for proposed setting up of Single Point Mooring (SPM) and Allied facilities off Veera in the Gulf of Kutchh For handling Crude Oil on BOT basis by Kandla Port Limited-regarding.**

Dear Sir,

The Kandla Port Trust(KPT) has approached this Department for seeking recommendation for obtaining CRZ Clearance from the Ministry of Environment and Forests, Government of India for setting up of Single Point Mooring (SPM) and Allied facilities Off Veera for handling Crude Oil on BOT basis vide its letter dated 19-09-2011.

The KPT has submitted that KPT, as a perspective development of its Port facilities, desires to develop a deep water, offshore crude handling facilities(SPM) within the limits of Port waters to cater to the future requirement of the hinterland with an estimated cost of ₹ 621.53 Crores ( construction of SPM and Interconnecting pipeline from SPM to landfall point)

The KPT has submitted the following documents along with their application :

1. Rapid Marine EIA prepared by National Institute of Oceanography.
2. A copy of the Disaster Management Plan for KPT prepared by the Telos Consultancy Services(P) Ltd, Mumbai.
3. Form -1
4. Various undertakings as per this Department guidelines.
5. Executive summary of the proposal.
6. CRZ map alongwith demarcation of HTL, LTL, CRZ boundary and land use pattern prepared by the Anna University, Chennai duly superimposed for the proposed activities.



7. A copy of the TOR issued by the Ministry of Environment and Forests, Government of India (page no- 105/c to 109/c)
8. A copy of the CTE issued by the GPCB.

The NIO, Mumbai, in the Rapid Marine EIA report, January 2011 has studied the Project Description (chapter 2), Gulf of Kutch (chapter 3), Prevailing Marine Environment (chapter 5), Oil Spill (chapter 6), Potential Marine Environmental Impacts (chapter 7), Mitigation Measures (chapter 8) and Environment Management Plan (chapter 9).

The main observations of the Marine EIA prepared by the NIO, Mumbai are as follows:

- I. The physical process namely circulation and littoral transport can suffer during the construction phase. However, since the construction phase are generally carried in number of stages, they are conducted on a smaller scale and localised, resulting in the negative impacts which are localized, smaller in severity and temporary. Thus, these activities will not influence the physical process largely and impacts, if any, would be nullified as soon as the construction activities are over.
- II. The water in the study area are turbid due to existing SS. Moreover, the Construction operation are localised and at a smaller scale at a time as per their schedule. Since sediment in the study area possesses low levels of Corg and lithogenic metal concentration, the DO and BOD contents are unlikely to be altered. Additionally, high flushing rate in the study area would aid to dilute and disperse the enhanced contents efficiently and bring the contents to ambient levels in a short time. Hence the adverse impacts on water quality arising during the construction phase would be localised, moderate and temporary. Overall the water quality parameters would attain their ambient levels as soon as the construction activity is completed.
- III. Re-distribution of spoil excavated and disturbance of bed sediment have the potential to alter texture and enhance metals, organic carbon (Corg), and nutrients as well as other pollutant concentrations in bed sediment. The adverse impacts, however, will be minor since the sediment in the study area is not contaminated in respect of Corg, PHC and metals and possesses more or less similar texture. The negative effects will also be localized, temporary and will be nullified as soon as the construction activity is completed.
- IV. The increase in SS, though locally, that is expected during construction might marginally hamper photosynthesis locally. Considering the prevailing turbidity in the water column as well as the high dispersive potential of the Kandla and surrounding region, the impact is expected to be minor and reversible and recovery would be fast once the construction phase is completed.



- V. An increase in SS is unlikely to have any serious impacts on zooplankton standing stock, although a localized and marginal change in the community structure and population counts might result. Such changes are temporary, highly reversible and unlikely to reflect in the overall productivity of the coastal system off Kandla.
- VI. The LFP area of the pipelines is devoid of mangroves vegetation. Thus, the loss due to pipeline laying activities to the mangroves around the LFP is negligible. The top layers of the near shore subtidal areas are sandy and silty clay and devoid of any sensitive habitats such as corals. The coastal area of Kandla is not a traditional fishing and gill-netting zone. The fishing in the creek areas however, is insignificant except some local shore based gill-netting and bag-netting. These fishing activities will be hampered during the construction phase not only in the vicinity of the SPM sites and pipeline corridor but in a few kilometres around since drift-nets used by fishermen are carried over long distances depending on currents. The local fishermen though less, may get impacted by getting poor catch regulated due to construction activities.
- VII. Marine reptiles and mammals common to the region will not be affected due to the construction activities since they tend to migrate temporarily from such sites. Since, the LFP area is devoid of mangroves and does not provide congenial environment for migratory as well as resident birds.
- VIII. The major wastes generated on board a VLCC due to day to day operations include garbage, solid wastes, sewage, oily ballast, bilge water and bunker fuel bottom. The common practice on ships is to store solid waste in spaces between the hatches and garbage in closed containers while oily wastes are accumulated in slop tanks. These wastes are then off-loaded to suitable reception facility. The sewage is treated in on-board treatment units before release to the sea. Though under MARPOL 1973/78, the ships are prohibited from releasing solid and oily wastes, some ships release them clandestinely either when at berth or during voyage. Chronic release of such wastes in the Gulf is undesirable and might result in environment degradation in the long run.
- IX. Present-day SPMs, designated constructed and operated as per the internationally accepted codes and practice are generally safe and leakages of crude oil during pumping are infrequent. However, for the purpose of computing carrying capacity, it is presumed that the operational discharge at SPM together is 600 T/Y. This is a large quantity and it is not expected at present-day SPMs. Nevertheless, such quantities give an insight about probable concentrations of PHC in water when



consistent oil leaks at a slow rate over a long duration. It is known that crude oil is mixture of a variety of hydrocarbon with each compound with its own physical and chemical properties. These hydrocarbons are sparingly soluble in water and about 3% of the crude oil spilled on water forms dissolved and dispersed portion. The oils that remains on the sea surface partially evaporates and hits the beaches or sunk to the bottom and thus removed from the water surface.

- X. Crude oil spilled and leaked during receipt , storage and dispatch is collected in tanks where oil is separated in an API separator and aqueous layer is treated in an ETP of MPSEZ to meet the norms of the GPCB. The treated effluent containing 10 to 20 mg/l of PHc has to be suitably disposed through a common effluent disposal pipeline of MPSEZ. If released to nearby creeks, it can deteriorate the inshore marine environment quality , if adequate precautions are not taken. The separated crude oil residue is collected and disposed suitably.
- XI. Pig launching operation is generally conducted before commissioning a pipeline and also periodically to clean the pipeline as well as to monitor its integrity by launching intelligent pigs. In a pig launching operation for cleaning pipelines, a large volume of seawater containing certain specialized chemicals is pumped into it to passivate the pipeline. On launching the pig from the offshore side end the seawater is forced out from the COT. The impact of this release on marine ecology depends on the chemicals added to it and constitutes from the inner lining of the pipeline. The pigging operations, however, are conducted only once in a 2 years.
- XII. The major environmental concern due to ship related accidents is spillage of crude oil or petroleum products, if a VLCC is involved. Since the VLCC traffic in the Gulf will contribute 7% of the total traffic, the probability of a VLCC accident would be one in every 246 y. However, not all accidents result in oil spills. International Tank Owners Pollution Federation Limited (ITOPFL) , which has maintained a database of Oil spills from tankers and other ships categories spills by Size (<7 T, 7-700 T, and > 700 T ) on the bases of information for about 10000 accidents. Their database indicates that the vast majority of spills(83%) fall in the smallest category (<7 T) and <3% of accidents result in large spills. Hence, the probability of a large spill occurring in the Gulf is low.
- XIII. From the Hydrographical Chart no 203 and 2055, it is evident that except a stretch of about 13km off Paga Reef , the Channel width is generally around 3 km. The width in 13 km segment near Paga Reef reduces to about 1.3 Km. Hence, this 13 Km segment would be dangerous with respect to collision or grounding of ships. With the traffic density of 7600 movements per annum in 2007, the grounding



probability in this section of the channel would be as high as 1 in every 1.5 years. Since, 7% of the traffic is expected to be of VLCCs, the danger of an oil spill resulting from grounding of a VLCC would be one in every 21.4 Y for this traffic density. No accidents has taken place in the past several years in this region.

The KPT was asked to submit various details on 2-12-2012. The KPT submitted details vide its letter dated 19-12-2012, 20-02-2012 and 23-02-2012.

The proposal involves setting up of Single Mooring Point (SPM) and allied facilities off Veera in the Gulf of Kutch for handling crude oil on BOT basis. The location of the SPM will be at Latitude: 22° 45' 15'' N and Longitude: 69° 57' 00'' E and location of LFP at Latitude: 22° 54' 50'' N and Longitude: 70° 01' 30'' E. The size of the VLCC proposed to be handled will be 300000 DWT and length of offshore and intertidal pipeline from the SPM to the LFP would be 19KM. (3.25 Km intertidal) through put- 9MMTPA. The Catenary Anchor Leg Mooring (CALM) has been envisaged for the proposed location considering the advantage of operational ease and the experience of such type in operation in the Gulf of Kutch. The CALM type SPM system comprise of a buoy moored to the seabed by a number of Category Anchor legs connected to anchor points , and a rotating part carrying the mooring and product transfer equipment.

The representative of the KPT made a presentation before the Authority. It was submitted by the KPT that the proposed SPM site will be located off Verra in the Gulf of Kutch, which is far away from the Marine National Park located near Vadinar area of Kandla Port Trust. Hence there is no need of obtaining Wildlife Clearance. No forests land is involved in the proposed project. It was further submitted that the proposed SPM would be located in the Gulf of Kutch in Mid Sea and hence there will not be any likely changes on coastline due to erosion/accretion. It was submitted that movement of construction-machinery, piling, handling of excavated spoil etc has the potential to enhance SS levels in the water column thereby increasing turbidity of the water column. Receipt of operational discharges and entry of degradable organic matter because of operations and disturbance of bed as well as shore sediments may enhance BOD load in the water column thereby increasing the BOD levels and depleting DO content due to higher consumption of DO than its replenishment. However, the water in study area is turbid due to existing SS. Moreover, the construction operations are localized and at the smaller scale at a time as per their schedule. Since sediment in study area possesses low levels of Corg and lithogenic metal concentrations, the DO and BOD contents are likely to altered. Additionally high flushing rate in the study area would aid to dilute and disperse the enhanced contents efficiently and bring the contents to ambient levels in a short time. Hence the adverse impacts on water quality arise during construction phase would be



localized, moderate and temporary. Overall the water quality parameters would attain their ambient levels as soon as the construction phase is completed. It was further submitted that re-distribution of spoil excavated and disturbance of bed sediment have the potential to alter texture and enhance metals, organic carbon (Corg), and nutrients as well as other pollutant concentrations in bed sediment. The adverse impact however will be minor since the sediment in the study area is not contaminated in respect of Corg, PHc and metals and possesses more or less similar texture. The negative effect will also be localized, temporary and will be nullified as soon as the construction activity is completed. It was submitted that the major impact during the construction phase will be on the intertidal and subtidal benthic habitats which will be destroyed along the pipeline route as well as at the foot prints of the piles driven for the SPM mooring and the PLEM. However, such changes are temporary, highly reversible and unlikely to reflect in the overall productivity of the coastal system off Kandla.

It was further submitted that the LFP area of the pipeline is devoid of mangroves vegetation. Thus, the loss due to pipeline laying activities to the mangroves around LFP is negligible. The top layer of the near shore subtidal areas are sandy and silty clay and devoid of any sensitive habitats such as corals. It was submitted that the coastal area of Kandla is not a traditional fishing and gillnetting zone. The fishing in the creek areas, however, is insignificant except some local shore based gill-netting and bag-netting.

It was submitted that there may be impact due to operation phase such as ship related wastes, Minor leakages and spillages, discharges from COT, discharges during pigging, ship traffic. The spilled crude oil releases several toxic constituents, particularly light aromatic hydrocarbons in water the oil slick would cover large surface area of the water column, and water temperature below the slick would increase. Air-water exchange would hamper resulting in lowering of DO levels in the water column just below the oil slick. A portion of the weathered spill will be adsorbed by the suspended particulate matter and these particles on settling may increase the load of PHc in the sediment. However, it was submitted by the KPT that MoEF, GOI has issued guidelines for the best-use classification of marine areas. These guidelines stipulates that PHc in water should not exceed 100 ug/l for SWI class or ecologically sensitive areas. Gulf, being the an ecologically sensitive domain, it is suggested that PHc concentration in the water of the Gulf should not exceed 100 ug/l in the study area considering the high anthropogenic activities related to crude oil. Hence, it is considered that minor leakages and spillages which might lead to a PHc concentration up to 50 ug/l in water are generally acceptable.

It was further submitted by the KPT that the COT would be outside the CRZ areas. Only SPM and allied facilities i.e pipelines would be laid in CRZ areas. Moreover, the KPT



submitted that following mitigation measures would be adopted for reducing/minimizing/eliminating the impacts, if any due to proposed project activities:

- reduction in construction period and avoidance of activities beyond the specified geographical project area (5 m corridor for pipe laying) which should be kept to a minimum
- The movement of construction barges, ships, machinery etc. should be restricted to the pre-decided operational area
- The pipeline in the intertidal area should be buried to a safe depth and the depth of burial should be ascertained through reliable surveys to guarantee their safety
- Temporary colonies of the work force etc should be established sufficiently away from the HTL and proper sanitation including toilets and bathrooms should be provided to the inhabitants to prevent abuse of the intertidal area
- Sewage and other wastes generated in these settlements should not be released to the creeks
- It should be ensured that the intertidal and supratidal areas are restored to their original contours after the pipe-laying activities are completed
- The Construction noise level should be kept to a minimum particularly in the nearshore region through proper lubrication, muffling and modernization of equipment
- The major concern during operations is the spillages of petroleum
- Mooring officers, pilots, operators and crew of the SPM terminal, as well as the COT must be trained rigorously in day-to-day operations as well as in handling emergency situations
- Another consideration in preventing oil spills is the provision and regular testing of not only emergency shut down devices but also the components vulnerable to fatigue or failure
- Entire pumping operation should be continuously monitored for which state-of-art electronic devices should be used
- Pumping operation should automatically stop if pre-set optimum conditions are exceeded and commence only after the design conditions are reset
- After the sub-sea crude oil pipeline is laid, a seismic survey of its entire segment should be conducted to chart the routing accurately
- Seawater effluent generated during pigging operation should be tested for its non-toxicity before release

- As a step towards improvement in marine environmental quality, mangrove afforestation of intertidal mudflats should be encouraged through adequate institutional support

As per the details submitted by the KPT, CRZ maps prepared by the Anna University, duly superimposed for the proposed activities on it, and as per provisions of CRZ Notification 2011, the proposed activities fall in CRZ-II(B), CRZ-III and CRZ-IV categories and are permissible activities in CRZ areas.

The Gujarat Coastal Zone Management Authority, in its 15th meeting held on 30-03-2012 deliberated the proposal of the Kandla Port Trust, after detailed discussion, the Authority decided to recommend to the Ministry of Environment and Forest, Government of India to grant CRZ clearance for proposed project for setting up of "Single Point Mooring (SPM) and Allied Facilities" off Veera in the Gulf of Kutch for handling of crude oil -9MMTPA by Kandla Port Trust.

In view of the above, the State Government hereby recommends to the Ministry of Environment and Forests, Government of India to grant environmental clearance under the CRZ notification for proposed project for setting up of "Single Point Mooring (SPM) and Allied Facilities" off Veera in the Gulf of Kutch for handling of crude oil -9MMTPA by Kandla Port Trust with strict compliance of the following conditions:

**Specific Conditions:**

1. The KPT shall strictly adhere to the provisions of the CRZ Notification, 2011 issued by the Ministry of Environment and Forests, GOI.
2. The COT shall be outside the CRZ areas as submitted by the KPT.
3. The KPT shall obtain all necessary permissions from different Government Departments / Agencies before commissioning their activities.
4. No dredging, reclamation and construction activities shall be carried out in the CRZ area categorized as CRZ I (A) and it shall have to be ensured that the mangrove habitats and other ecologically important and significant areas are not affected due to any of the project activities.
5. **The KPT shall be held responsible for any accidental Oil Spill, if takes place due to rupture/ damage of pipelines and the KPT shall bear the total cost for remedial measures and restoring the original environment in the area.**
6. No effluent or sewage shall be discharged into the sea / creek or in the CRZ area and shall be treated to conform to the norms prescribed by the Gujarat Pollution Control Board and would be reused / recycled within the plant premises to the extent possible.

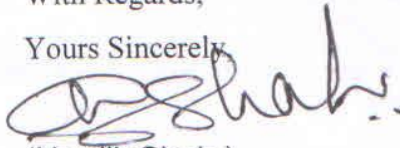


7. The KPT shall prepare and regularly update their Local Oil Spill Contingency and Disaster Management Plan in consonance with the National Oil Spill and Disaster Contingency Plan and shall submit the same to this Department after having it vetted through the Indian Coast Guard.
8. No groundwater shall be tapped to meet with the water requirements during the construction and/or operation phases.
9. The KPT shall contribute towards the cost of any common study that may be carried out for the KPT region for environmental protection and management issues.
10. The KPT shall implement all the suggestions / recommendations given by the NIO in the Marine Rapid EIA report.
11. The KPT shall strictly comply with all the conditions stipulated by the Gujarat Pollution Control Board in its Consent to Establish (NOC) and the CCA.
12. The KPT shall bear the cost of the external agency that may be appointed by this Department for supervision / monitoring of proposed activities and the environmental impacts of the proposed activities.
13. The KPT shall take up mangrove plantation in an area of 50 ha. as well as greenbelt development activities in consultation with the Gujarat Ecology Commission /Forest Department.
14. The construction camps shall be located outside the CRZ area and the construction labour shall be provided with the necessary amenities, including sanitation, water supply and fuel and it shall be ensured that the environmental conditions are not deteriorated by the construction labours.
15. The KPT shall have to contribute financially for taking up the socio-economic upliftment activities in this region in consultation with the Forests and Environment Department and the District Collector / District Development Officer.
16. A separate budget shall be earmarked for environmental management and socio-economic activities and details thereof shall be furnished to this Department as well as to the MoEF, GOI. The details with respect to the expenditure from this budget head shall also be furnished.
17. A separate environmental management cell with qualified personnel shall be created for environmental monitoring and management during construction and operational phases of the project.
18. An Environmental report indicating the changes, if any, with respect to the baseline environmental quality in the coastal and marine environment shall be submitted every year by the KPT to this Department as well as to the MoEF, GOI.
19. A six monthly report on compliance of the conditions mentioned in this letter shall have to be furnished by the KPT on a regular basis to this Department / MoEF, GOI.

20. Any other condition that may be stipulated by this Department from time to time for environmental protection / management purpose shall also have to be complied with by the KPT.

With Regards,

Yours Sincerely,



(Hardik Shah )

*Encl: As above*

Copy to:

✓ Shri R.Murugadoss

Chief Engineer

Kandla Port Limited

Administrative Office Building

Post Box No-50, Annexe Building .

Gandhidham-370 201—For information and necessary action at your end

# **Annexure -2**

**Annexure 2**

**Monitoring the implemental Safeguards of Ministry of Environment, Forests  
& Climate Change, Independent Regional Office (WZ), Gandhinagar  
Monitoring Report (Up to September 2024)  
DATA SHEET**

Sr. No.	Particulars	Reply
1.	Project type: River valley/ Mining/Industry/ thermal/nuclear/Other (specify)	Infrastructure and Miscellaneous Projects + CRZ
2.	Name of the project	Single Point Mooring (SPM) and allied facilities off Veera in the Gulf of Kutch for handling Crude oil on a BOT basis
3.	Clearance Letter (s). OM no and date	MoEF, New Delhi, vide File No. 11-27/2010-1A.111 dated 11/12/2013, had granted Environmental/CRZ Clearance to Deendayal Port Authority for the subject project. And New Delhi vide File No. 11-27/2010-1A.111 dated 29/12/2020 had granted an extension of Environmental clearance.
4.	Location a) District (s)  b) State (s)  c) Location/latitude/longitude	Dist: Kutch  State: Gujarat  Location: Latitude: 22°45'15" to 22°54'50" N Longitude: 69°57'00" to 70°01'30" E
5.	Address for Correspondence a) address of Concerned Project Chief Engineer (with pin code & telephone/telex/fax numbers)  b) Address of Executive project Engineer/manager/ (with pin code fax numbers)	Chief Engineer, Deendayal Port Authority, A.O. Building, Annex, Post Box No.-50, Gandhidham- Kutch, Gujarat Pin – 370201 Tel: 02836-233192, Fax-02836-220050.  Chief Engineer, Deendayal Port Authority, A.O. Building, Annex, Post Box No.-50, Gandhidham- Kutch, Gujarat Pin – 370201 Tel: 02836-233192, Fax-02836-220050
6.	Salient features a) Of the Project	1. The size of the VLCC proposed to be handled will be 300000 DWT 2. Length of the offshore and intertidal pipeline from SPM to LFP will be 19 KM (3.25 KM intertidal) 3. The capacity of SPM will be 9 MMTPA

	b) Of the Environmental Management Plan	<p>4. The Catenary Anchor Leg Mooring (CALM) will be envisaged for the proposed location considering the advantage of operational ease and experience of such types in operation in the Gulf of Kutch.</p> <p>5. The CALM-type SPM system comprises a buoy moored to the seabed by a number of category anchor legs connected to anchor points and a rotating part carrying the mooring and product transfer equipment.</p> <p>1. After unloading the crude oil, the seawater will be pumped into the pipeline to flush the crude oil from the floating hoses. In order to avoid the oil spill, the floating hoses will be disconnected, and the butterfly valves shall be sealed</p> <p>2. The ship under operation follows the MARPOL convention regarding discharge or spillage of any toxic, hazardous, or polluting material like ballast water, oily water or sludge, sewage, garbage, etc. the emission of NOx and SOx shall remain within the permissible limits.</p> <p>3. The smooth and safe operation of the system shall be ensured by incorporating a computerized SCADA (Supervisory Control and Data Automation) system. The computer system shall detect any pipeline leakage, and product pumping shall be immediately cut off.</p> <p>4. Adequate system for the collection, treatment and disposal of liquid waste will be provided to prevent the discharge of sewage and other liquid wastes, including ballast, into the marine environment.</p> <p>5. Disaster management plan is included in the comprehensive EIA report (NIO/SP-71/2012)</p> <p>6. Oil Spill Contingency plan has been prepared by NIO, Goa, for maintaining the better environment</p>
7.	Production Details during the compliance period and (or) during the previous financial year	It is under Infrastructure and Miscellaneous Projects and CRZ, so production is not involved.
8.	The breakup of the project area a) Submergence area: forest & non-forest b) Others	a) Nil b) Nil
9.	The breakup of the project affected population with the enumeration of those long houses/dwelling units only	

	<p>agricultural land &amp; landless labourers/artisan</p> <p>a) SC. ST/Adivasis b) Others (Please indicate whether these figures are based on any scientific and systematic survey carried out of only provisional figures if a survey is carried out, give details and years of the survey).</p>	<p>a) Nil b) Nil</p>
10.	<p>Financial details</p> <p>a) Project cost as initially planned and subsequently revised estimates and the year of prices reference.</p> <p>b) Allocation made for environmental management plans with item-wise and year-wise break-up</p> <p>c) Benefit-cost ratio/Internal rate of Return and the year of assessment: (c) includes the cost of environmental management plans.</p> <p>d) Actual expenditure incurred on the project</p> <p>e) Actual expenditure incurred on the environmental management plans so far.</p>	<p>a) Rs. 830.00 Crores</p> <p>b) The allocation made under the scheme of "Environmental Services &amp; Clearance thereof other related Expenditure" BE 2024-25 is Rs. 657 Lakhs.</p> <p>c) Activities yet to be started at the site.</p> <p>d) Activities yet to be started at the site.</p> <p>e) ____</p>
11.	<p>Forest land requirement</p> <p>a) The status of approval for the diversion of forest land for non-forestry use</p> <p>b) The status of clear felling</p> <p>c) The status of compensatory afforestation, if any</p> <p>d) Comments on the viability &amp; sustainability of compensatory afforestation programmed in the light of actual field experience so far</p>	<p>Nil</p> <p>Nil- Not related.</p> <p>NIL</p> <p>Nil</p> <p>None</p>
12.	<p>The status of clear felling in non-forest areas (such as submergence area of the reservoir, approach roads), if any, with quantitative information.</p>	<p>NA, no felling is required.</p>

13.	<p>Status of construction</p> <p>a) Date of commencement (Actual and/or planned)</p> <p>b) Date of completion (Actual and/or planned)</p>	Activities yet to be started at the site.
14.	Reasons for the delay if the Project is yet to start	---
15.	<p>Date of the site visited</p> <p>a) The dates on which the project was monitored by the regional office on previous occasions. if any</p> <p>b) The date site visit for this monitoring report</p>	---
16.	<p>Details of the correspondence with project authorities for obtaining action plans/information on the status of compliance to safeguard other than the routine letters for logistic support for site visit.</p> <p>(The first monitoring report may contain the details of all the letters issued so far but the later reports may cover only the letters issued subsequently.)</p>	---