

F.No.10-19/2015-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: 12th July, 2019

To,

**The Airport Director,
M/s Airports Authority of India,
Civil Airport, Jammu-180003 (J&K)
E-Mail- Apd_jammu@aai.aero**

Subject: Extension of Runway at Jammu Airport (Jammu & Kashmir) by M/s Airports Authority of India - Environmental Clearance - reg.

Sir,

This has reference to your online proposal No. IA/JK/MIS/99007/2015 dated 22nd April, 2019, submitted to this Ministry for grant of Environmental Clearance (EC) in terms of the provisions of the Environment Impact Assessment (EIA) Notification, 2006 under the Environment (Protection) Act, 1986.

2. The proposal for grant of environmental clearance to the project Extension of Runway at Jammu Airport (Jammu & Kashmir) by M/s Airports Authority of India was considered by the Expert Appraisal Committee (Infra-2) in its 41st meeting held during 27-29 May, 2019. The details of the project, as per the documents submitted by the project proponent, and also as informed during the above meeting, are under:-

- (i) Jammu airport belong to Indian Air Force. Airports Authority of India maintains civil enclave for movement of passengers. Jammu airport is in operation since 1985. The airport currently handles about 30 operations per day (15 landings and 15 takeoffs). The annual operating capacity of the airport is about 1 million passengers per annum. The existing runway is of 2042 m length. In order to allow the operations of wide bodied aircrafts such as B-321, the length of the runway is proposed to be extended (towards runway 18 side).
- (ii) The airport is located at latitude 32°40'18"N to 32°41'58"N and longitude 74°50'3.8"E to 74°50'32.3"E and falls in Survey of India Toposheet No. 43 L/9, L/10, L/13 and L/14. No areas protected under international conventions, national or local legislation for their ecological, landscape, cultural or other related value are present within 10 km radius. One reserved forest near Dhindekalan village and three water bodies exist within 10 km radius study area. National boundary (Pakistan) is about 13 km in the West from the airport boundary. The proposed project involves extension of runway to cater to the operations of critical aircraft of "C" category (i.e. B-321).
- (iii) Proposed extension length is 396 m x 45 m and the total length of runway after extension will be 2438 m x 45 m. Total available land is 135 acres and about 17 acres to be acquired from IAF for the extension.
- (iv) The total water requirement for the entire airport is about 193 KLD. Out of this, about 30% is provided by Jammu Municipal Corporation (JMC) and the



balance water requirement is met through two tube wells of AAI existing within the airport. As part of the extension of the runway, only construction water will be required. Permission from CGWA has been obtained vide letter no. TC-22A/NWHR/02/2066 dated 21.03.2002.

- (v) It is estimated that about 700 KVA of power is being consumed. The power is taken from Power Distribution Department, J&K
- (vi) Terms of Reference (ToR) was granted by MoEF&CC vide F.No.10-19/2015-IA.III dated 14th August, 2015. The ToR validity was extended for another one year from 14th August, 2018 to 13th August, 2019 vide F.No.10-19/2015-IA.III dated 9th October, 2018.
- (vii) Public hearing was conducted by J&K Pollution Control Board on 12th December, 2018.
- (viii) Investment Cost of the project is Rs. 92 Crores.
- (ix) Employment potential: The existing airport operation has provided livelihood to a number of local residents. There will be indirect employment of local people by utilizing their expertise in different areas like horticulture, site clearing etc. Also, due to secondary development in the study area, employment opportunities will be generated.
- (x) Benefits of the project: The activities help in rapport and confidence building with communities to make them good neighbors. Direct benefits (jobs, training) make them pro-airport and build their stake in the operations of airport. Airport operations benefit with supply of good manpower from nearby areas, thus creating a win-win situation. The socio-economic development in the region will lead for enhancement of quality of life of people in the region. So, based on the above, it can be said that the proposed project will result in further improving the infrastructure facilities of the area.

3. The project/activity is covered under category 'A' of item 7(a) 'Airports' of the Schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central Level by sectoral EAC.

4. The proposal was considered by EAC (Infra-2) in its 41st meeting held during 27-29 May, 2019. It was noted that public consultation was conducted by J&K PCB on 12.12.2018. The issues were raised regarding plantation, green belt development, traffic management, employment opportunities to locals, CSR activities and EMP activities etc. The Committee noted that issues have satisfactorily been responded by the project proponent and incorporated in the final EIA-EMP report. The project proponent has informed that total land required for extension of runway is 57 acres, out of which about 17 acres of land is under possession of army for which working permission is being pursued and the remaining 40 acres of land is already under possession of AAI. The project proponent has further informed the EAC that Ramnagar Wildlife sanctuary is at a distance of 5.3 km toward NNE. The ESZ of Ramnagar Wildlife sanctuary is notified vide gazette S.O. 1167(E) dated 16.03.2016 and ESZ is declared as 1.85 km all around the sanctuary. The Airport site is about 3.45 km from the boundary of ESZ and hence NBWL clearance is not required for the project.

S. K. Bose

During the deliberation, the EAC has raised some queries regarding details of proposed extension of runway and associated facilities, diversion of irrigation canals, handling of C&D Waste, Energy conservation, Dust generation and its control. The project proponent briefed the EAC on each query raised and also submitted written reply vide letter dated 28.05.2019 are as under:

➤ **Details of proposed runway extension, associated facilities and associated infrastructure for the Runway Extension:** The proposed extension of runway involves the following civil works:

- Extension of runway 36 (i.e. towards 18 side) by 396 m x 45 m to make total length of 2438 m;
- Strengthening of the extended portion of the runway to handle critical aircraft of "C" category (i.e. B-321);
- Construction of new turn pad after extension of runway on the left hand side and the dimension of turn pad should cater for maneuvering of D category of aircraft;
- Construction of blast pads of dimension 60 m x 60 m at the extreme of runway after extension; • Provision of runway shoulders of 7.5 m width on either side on the extended portion of runway;
- Provision of RESA of dimension 240 m x 150 m;
- The profile correction of existing runway surface for aerodrome reference code 4C;
- Leveling and grading of runway strip on the extended portion, RESA & further grading up to boundary wall as per transitional surface & drainage requirement;
- Provision of visual markings on the extended portion of the runway and turn pad;
- 2-3 irrigation canals passing through the site and needs earth filling as they are being diverted;
- Construction of boundary wall to be taken up at places where the area has been left uncovered in the area available for runway extension and or the land be handed over by army to provide appropriate number of security huts and perimeter lighting;
- Construction of perimeter road of 5 m width and of sufficient strength to withstand the crash fire tender, along the boundary wall and also on the land to be handed over by army;
- Demolition of boundary wall belonging to IAF behind runway 18;
- Provision of perimeter drainage in the runway extension area and pipe culvert to cross the runway for drainage work;
- Relocation of localizer and mounting of NF antenna in such a manner that the rod is frangible material and the platform flush with the surface along with dismantling of existing localizer building and boundary wall;
- Provision of security huts along the perimeter road to be constructed on the acquired land; and
- Levelling and grading for operational area.

➤ **Diversion of Irrigation Canals:**

2-3 irrigation canals passing through the site needs earth filling as they will be diverted. Further, diversion of proper drainage in the runway extension area and pipe culvert to cross the runway for drainage work. The new channel with

S. Rose

approachable allied works, such as provision of installation of gate by mechanical irrigation construction division, road crossings, construction of aqueduct etc.

The state government has already constructed two new canals side by side outside the proposed land and the irrigation canals passing through the proposed land have been diverted. These canals are pucca with RCC lining and with adequate capacity to take care of discharge at the highest flood levels.

➤ **Handling of Construction & Demolition Waste:**

As a part of runway extension the existing brick boundary wall towards runway end 18 site will be demolished and new RCC boundary wall will be constructed as per the requirement of IAF. Further, the structures in army area have to be demolished for which alternative structures have already been created by the State Government.

These structures have been handed over to the Army and they have shifted. Further, Army has given permission to execute work in the 17 acres of land falling in the alignment of runway extension. The material retrieved out of demolition will be used for filling up the low lying areas in the proposed land as lot of earth filling is required to level-up and grade the area. Further, guidelines on environmental management of Construction & Demolition Waste Management Rules, 2016 will be complied.

➤ **Energy Conservation:**

The estimated power requirement is about 700 KVA. The power is taken from Power Distribution Department, Jammu & Kashmir. Further, it is planned to install Solar harnessing farm with a capacity of 300 KW as a part of green initiative at Jammu airport for which clearance has already been obtained. The work is being executed by Jammu & Kashmir Energy Development Agency (JAKEDA) under J&K (Government at an estimated cost of Rs.159 Lakhs with 60% central subsidy amounting to Rs. 95.40 Lakhs to be provided by MNRE, Gol (to be arranged by JAKEDA) and remaining 40% beneficiary share amounting to Rs. 63.60 Lakhs to be borne by AAI. With this, about 50% of the total power saving will be achieved.

➤ **Dust Generation & Its Control:**

The dust will be generated due to construction activity. The construction activity will be limited to the runway extension area and the following mitigation measures will be in place. Sprinkling of water and fine spray from nozzles to suppress the dust, proper barricading of the construction sites during construction. Finally, the entire graded area will be developed as green grass area.

5. The EAC, based on the information submitted and clarifications provided by the Project Proponent and detailed discussions held on all the issues, recommended the project for grant of environmental clearance with stipulate conditions. Based on the recommendation of the EAC, the Ministry of Environment, Forest and Climate Change hereby accords Environmental Clearance to the project 'Extension of Runway at Jammu Airport (Jammu & Kashmir) by M/s Airports Authority of India with following specific conditions along with other Standard EC

S. Anand

Conditions as specified by the Ministry vide OM dated 4th January, 2019 for the said project/activity while considering for accord of environmental clearance:-

A. SPECIFIC CONDITIONS:

- (i) The land acquisition / purchase shall be in conformity to the LARR Act, 2013 and any other laws and regulations governing land acquisition.
- (ii) Clearance from Directorate General of Civil Aviation (DGCA) and Airports Authority of India (AAI) for safety and project facilities shall be obtained.
- (iii) Consent to Establish/Operate for the project shall be obtained from the State Pollution Control Board as required under the Air (Prevention and Control of Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.
- (iv) Notification GSR 94(E) dated 25.01.2018 of MoEF&CC regarding Mandatory Implementation of Dust Mitigation Measures for Construction and Demolition Activities shall be complied with.
- (v) Water requirement for the existing Airport is 193 KLD. Only 50 KLD water will be required during construction phase, no increase in water consumption for other operational activities due to Runway extension. Out of 193 KLD, about 30% is provided by Jammu Municipal Corporation (JMC) and the balance water requirement is met through two tube wells of AAI existing within the airport. No ground water shall be extracted without prior permission from CGWA.
- (vi) Aircraft maintenance, sensitivity of the location where activities are undertaken, and control of runoff of potential contaminants, chemicals etc shall be properly implemented and reported.
- (vii) Sewage Treatment Plant of 200 KLD capacity shall be provided to treat the wastewater generated from the airport. Treated water (128 KLD) shall be reused for flushing, gardening and dust suppression. As proposed the Airport will operate on zero liquid discharge principle.
- (viii) During construction and operational phase AAQ monitoring should include PM₁₀, PM_{2.5}, SO₂, NO_x, NH₃, CO, CH₄ and Benzene.
- (ix) During airport operation period, noise should be controlled to ensure that it does not exceed the prescribed standards. During night time the noise levels measured at the boundary of the building shall be restricted to the permissible levels to comply with the prevalent regulations. A monitoring station for ambient air and noise levels shall be provided in the village nearest to the airport.
- (x) Traffic Management Plan as submitted shall be implemented in letter and spirit. Apart, 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. Traffic management

S. Rose

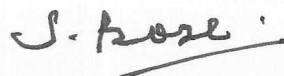
plan shall be duly validated and certified by the State Urban Development department and the P.W.D./ competent authority for road augmentation and shall also have their consent to the implementation of components of the plan which involve the participation of these departments.

- (xi) An onsite disaster management plan shall be drawn up to account for risks and accidents. This onsite plan shall be dovetailed with the onsite management plan for the district.
- (xii) No tree cutting/transplantation of existing trees has been proposed in the instant project. The landscape planning should include plantation of native species. The plantation species should be carefully chosen to avoid bird nesting and to improve pollution control and noise control measures. Water intensive and/or invasive species should not be used for landscaping. Adequate area shall be provided for green belt development and landscaping.
- (xiii) A water security plan to the satisfaction of the CGWA shall be drawn up to include augmenting water supply and sanitation facilities and recharge of ground water in at least two villages and schools, as part of the C.S.R. activities.
- (xiv) The company shall draw up and implement a corporate social Responsibility plan as per the Company's Act of 2013.
- (xv) 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 0.92 Crore (@1% of project Cost) shall be earmarked under Corporate Environment Responsibility (CER) for the activities such as bore wells and hand pumps in surrounding villages for facilitating drinking water supply, support to local government, schools w.r.t. sanitation and health, construction of public toilets in the surrounding villages, strengthening of village roads, sanitation and health awareness programme, medical camps and Installation of street lights in nearby villages as per requirement. 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.

B. STANDARD CONDITIONS:

I. Statutory compliance:

- i. 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.
- ii. 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.
- iii. All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Civil Aviation Department shall be obtained, as applicable by project proponents from the respective competent authorities.



II. Air quality monitoring and preservation:

- i. During construction and operational phase AAQ monitoring should include PM₁₀, PM_{2.5}, SO₂, NO_x, NH₃, CO, CH₄ and Benzene.
- ii. 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 NO_x in reference to SO₂ and NO_x emissions) within and outside the airport 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.
- iii. Traffic Management Plan as submitted shall be implemented in letter and spirit. Apart, 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.
- iv. Soil and other construction materials should be sprayed with water prior to any loading, unloading or transfer operation so as to maintain the dusty material wet
- v. The excavation working area should be sprayed with water after operation so as to maintain the entire surface wet.
- vi. Excavated materials shall be handled and transported in a manner that they do not cause any problems of air pollution.
- vii. The soil/construction materials carried by the vehicle should be covered by impervious sheeting to ensure that the dusty materials do not leak from the vehicle.

III. Water quality monitoring and preservation:

- i. Aircraft maintenance, sensitivity of the location where activities are undertaken, and control of runoff of potential contaminants, chemicals etc shall be properly implemented and reported.
- ii. Run off from chemicals and other contaminants from aircraft maintenance and other areas within the airport shall be suitably contained and treated before disposal. A spillage and contaminant containment plan shall be drawn up and implemented to the satisfaction of the State Pollution Control Board.
- iii. Proper drainage systems, emergency containment in the event of a major spill during monsoon season etc. shall be provided.
- iv. The runoff from paved structures like Runways, Taxiways, can be routed through drains to oil separation tanks and sedimentation basins before being discharged into rainwater harvesting structures.

S. Bore

- v. Storm water drains are to be built for discharging storm water from the air-field to avoid flooding/water logging in project area. Domestic and industrial waste water shall not be allowed to be discharged into storm water drains.
- vi. Rain water harvesting for roof run-off and surface run-off, as plan submitted should be implemented. Rain water harvesting structures shall conform to CGWA designs. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease.
- vii. Total fresh water use shall not exceed the proposed requirement as provided in the project details. Prior permission from competent authority shall be obtained for use of fresh water.
- viii. 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.
- ix. A detailed drainage plan for rain water shall be drawn up and implemented.
- x. No ground water shall be extracted without prior permission from CGWA.
- xi. A water security plan to the satisfaction of the CGWA shall be drawn up to include augmenting water supply and sanitation facilities and recharge of ground water in at least two villages and schools, as part of the C.S.R. activities.

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 and 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. During airport operation period, noise should be controlled to ensure that it does not exceed the prescribed standards. During night time the noise levels measured at the boundary of the building shall be restricted to the permissible levels to comply with the prevalent regulations. A monitoring station for ambient air and noise levels shall be provided in the village nearest to the airport.
- v. Where construction activity is likely to cause noise nuisance to nearby residents, restrict operation hours between 7 am to 6 pm.

V. Energy Conservation measures:

- i. Energy conservation measures like installation of LED for the lighting the areas outside the building should be integral part of the project design and should be in place before project commissioning.

VI. Waste management:

- ii. Notification GSR 94(E) dated 25.01.2018 of MoEF&CC regarding Mandatory

J. Bose

Implementation of Dust Mitigation Measures for Construction and Demolition Activities shall be complied with.

- iii. Soil stockpile shall be managed in such a manner that dust emission and sediment runoff are minimized. Ensure that soil stockpiles are designed with no slope greater than 2:1 (horizontal/vertical).
- iv. The project activity shall conform to the Fly Ash notification issued under the E.P. Act of 1986.
- v. Solid inert waste found on construction sites consists of building rubble, demolition material, concrete; bricks, timber, plastic, glass, metals, bitumen etc shall be reused/recycled or disposed off as per Solid Waste Management Rules, 2016 and Construction and Demolition Waste Rules, 2016.
- vi. Any wastes from construction and demolition activities related thereto shall be managed so as to strictly conform to the Construction and Demolition Rules, 2016.
- vii. The project proponents shall implement a management plan duly approved by the State Pollution Control Board and obtain its permissions for the safe handling and disposal of:
 - a. Trash collected in flight and disposed at the airport including segregation, collection and disposed.
 - b. Toilet wastes and sewage collected from aircrafts and disposed at the Airport.
 - c. Wastes arising out of maintenance and workshops
 - d. Wastes arising out of eateries and shops situated inside the airport complex.
 - e. Hazardous and other wastes
- viii. The solid wastes shall be segregated as per the norms of the Solid Waste Management Rules, 2016. Recycling of wastes such as paper, glass (produced from terminals and aircraft caterers), metal (at aircraft maintenance site), plastics (from aircrafts, terminals and offices), wood, waste oil and solvents (from maintenance and engineering operations), kitchen wastes and vegetable oils (from caterers) shall be carried out. Solid wastes shall be disposed in accordance to the Solid Waste Management Rules, 2016 as amended.
- ix. 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.
- x. 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 native tree species in accordance with Forest Department. The greenbelt shall inter alia cover the entire periphery of the Air Port.
- II. Top soil shall be separately stored and used in the development of green belt.



III. Public hearing and Human health issues:

- i. Construction site should be adequately barricaded before the construction begins.
- ii. Traffic congestion near the entry and exit points from the roads adjoining the airport shall be avoided. Parking should be fully internalized and no public space should be utilized.
- iii. Provision of Electro-mechanical doors for toilets meant for disabled passengers. Children nursing/feeding room to be located conveniently near arrival and departure gates.
- iv. Emergency preparedness plan based on the Hazard identification and Risk Assessment (HIRA) and Disaster Management Plan shall be implemented.
- v. 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.
- vi. An onsite disaster management plan shall be drawn up to account for risks and accidents. This onsite plan shall be dovetailed with the onsite management plan for the district.
- vii. Occupational health surveillance of the workers shall be done on a regular basis.

IV. Corporate Environment Responsibility:

- i. 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.
- ii. 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 report to the head of the organization.
- iii. 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.
- iv. Self environmental audit shall be conducted annually. Every three years third party environmental audit shall be carried out.

S. Rose


V. 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; PM₁₀, PM_{2.5}, SO₂, NO_x (ambient levels) 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.

S. Bose


- 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/NGT 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.

6. This issues with the approval of the Competent Authority.


(Dr. Subrata Bose)
Scientist F

Copy to:

- 1) The Commissioner/Secretary to the Government, Department of Ecology Environment & Remote Sensing J&K, SDA Colony Bemina, Srinagar Kashmir-190018.
- 2) The Chairman, Central Pollution Control Board, Parivesh Bhavan, CBD-cum-Office Complex, East Arjun Nagar, Delhi- 110032.
- 3) The Member Secretary, Jammu & Kashmir State Pollution Control Board, Sheikhul Alam Campus, Behind Government Silk Factory, Rajbagh Srinagar, J&K.
- 4) The Conservator of Forests(C), Ministry of Environment & Forests, Regional Office(NZ) Bays No. 24-25, Sector 31 A, Dakshin Marg, Chandigarh-160030.
- 5) Monitoring Cell, MoEF&CC, Indira Paryavaran Bhavan, New Delhi.
- 6) Guard File/ Record File/ Notice Board.
- 7) MoEFCC Website.


(Dr. Subrata Bose)
Scientist F