

F.No.10-10/2018-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: 9th October, 2019

To,

The Airport Director
M/s Airports Authority of India, Kolhapur
Kolhapur Airport, Kolhapur - 416004, Maharashtra
Email: kolhapurairport@gmail.com

Subject: Extension of Runway With Blast Pad, RESA, Taxiway, Apron, GSE area, Isolation Bay, Construction of New Domestic Terminal Building, ATC Tower cum Technical Block cum Fire Station and Other Miscellaneous Works at Kolhapur Airport (Maharashtra) by M/s Airports Authority of India - Environmental Clearance - reg.

Sir,

This has reference to your online proposal No. IA/MH/MIS/112661/2018 dated 29th July, 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 With Blast Pad, RESA, Taxiway, Apron, GSE area, Isolation Bay, Construction of New Domestic Terminal Building, ATC Tower cum Technical Block cum Fire Station and Other Miscellaneous Works at Kolhapur Airport (Maharashtra) by M/s Airports Authority of India was considered by the Expert Appraisal Committee (Infra-2) in its 43rd meeting held during 20-22 August, 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) The proposal is for Extension of Runway with Blast Pad, RESA, Taxiway, Apron, GSE area, Isolation Bay, Construction of New Domestic Terminal Building, ATC Tower cum Technical Block cum Fire Station and Other Miscellaneous Works at Kolhapur Airport (Maharashtra) by Airports Authority of India. Latitude and Longitude of the Kolhapur Airport: 16° 39' 55"N, 74°17'29"E.
- (ii) Kolhapur Airport is spread over 750.56 Acres land. For straightening boundary Kolhapur Airport 1.90 Acres and 64 Acres additional land for extension of runway orientation 25 will be acquired by the state government and handed over to AAI.
- (iii) AAI has requested 27.01 Acres (10.93 ha) Forest land from State Govt for ATC Tower. State Government is in process to hand over 27.01 Acres (10.93 ha) forest land to AAI, for which Stage-I Forest Clearance has been obtained vide letter No. FC-II/MH-58/2017-NGP/2195 dated 4th August, 2017 from MoEF&CC Regional Office (WCZ), Nagpur for diversion of forest land for non-forestry use for construction of New ATC Tower.
- (iv) There is no critically polluted area within 10 Km radius of the project area.
- (v) ToR was granted to the project by MoEFCC vide letter F. No. 10-10/2018-IA-III dated 12th April 2018 followed by amendment dated 30th November 2018.
- (vi) Public hearing was conducted on 28.09.2018 at Kolhapur Airport by Maharashtra Pollution Control Board.
- (vii) Total water requirement is estimated is 145 KLD, out of which fresh water requirement for the Kolhapur Airport after development is estimated as 95 KLD.

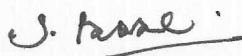
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Water requirement for Kolhapur Airport will be met through MIDC water supply. For HVAC, flushing and green belt/landscaping treated water from STP will be utilized.

- (viii) From the Kolhapur Airport, 108.5 KLD sewage will be generated, which will be treated in MBBR based sewage treatment plant. Treated waste water from STP will be used for HVAC, flushing and greenery development at the Kolhapur Airport. There will be zero discharge of treated waste water from the Kolhapur Airport. Treated waste water from STP will be utilized for flushing, HVAC and land landscaping.
- (ix) 200 kg/day solid wastes will be generated from the Kolhapur Airport. Colour Coded Dual Waste Bins for collection of biodegradable food wastes & paper wastes and for non-biodegradable plastic wastes, metal and inert wastes will be placed in terminal building, arrival & departure and in parking area. Wastes collected from the Kolhapur Airport will be segregated as recyclable wastes, biodegradable organic wastes and non-biodegradable inert wastes. 85 kg/day recyclable plastic wastes and 30 kg/day recyclable metal waste (tin cans, etc) (total 115 kg/day recyclable wastes) will be given for recycling to scrap dealer through third party hired by AAI. 75 kg/day Biodegradable food and paper wastes will be treated in two Organic Waste Converters (OWC) of 1000 kg capacity each and to be used as manure at the Kolhapur Airport for development of landscaping and plantation. About 10 kg/day non-biodegradable inert wastes will be disposed at the sanitary landfill site.
- (x) Used lubricating waste oil from maintenance of DG sets and batteries, electronic wastes will be collected separately and will be sold to authorize recyclers as per CPCB/ MPCB guidelines.
- (xi) For development of Kolhapur Airport, about 60 trees are likely to be cut after obtaining necessary permission. Compensatory afforestation shall be carried in 1:10 ratio within airport premise.
- (xii) Green belt/plantation is proposed on 90000 sqm area at the Kolhapur Airport and open area will be covered with landscaping and grasses. It is proposed to plant 5000 trees sapling at the Kolhapur airport.
- (xiii) At the Kolhapur Airport, city side car parking will be provided for 100 cars, VIP parking for 10 cars, taxi parking, coach parking.
- (xiv) Investment/Cost of the project is Approx. Rs. 275 Crores.
- (xv) Employment potential: Direct - 200 persons, Indirect - 1500 persons.
- (xvi) Benefits of the project: Air Connectivity to Kolhapur and nearby districts. Increase in regional economy as it will boost tourism, trade and commercial activities in the region. Generation of more revenue to the state, hence more development of the region. Employment opportunity to people and more business and industrial opportunities.

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. During deliberations, the project proponent informed the EAC that Kolhapur Airport is an operational airport having total land area of 843.47 acres. The existing Passenger Terminal building area of 174.67 sqm capable to handle 25 peak hour passengers (25 arriving or 30 departing). Runway 07/25 having dimensions 1370 m X 45 m is suitable for the operation of ATR-72 type of aircraft. Fire services are provided by AAI during flight operation. ToR for proposed works at the Kolhapur Airport was finalized by MoEF&CC vide letter F.No.10-10/2018-IA-III dated 12th April, 2018. Airports Authority of India (AAI) modified master plan of the proposed development at the Kolhapur Airport. Based on revised proposal, Public Hearing was conducted by the Maharashtra Pollution Control Board on 28th September, 2018. Amendment in ToR was granted by MoEF&CC vide letter dated 30th November, 2018.



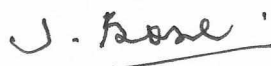
The EAC was also informed that the existing Kolhapur Airport has valid Consent to Operate vide letter no. Format 1.0/BO/JD(WPC)/UAN No. 50224 & 51286/CE&CO.CC 1906000316 dated 07.06.2019 obtained from Maharashtra State Pollution Control Board. Consent to Operate is valid up to 28.02.2020. It was also informed that for development of Kolhapur Airport, about 60 trees are likely to be felled after obtaining necessary permission. Compensatory afforestation shall be carried in 1:10 ratio within airport premise.

5. The Committee deliberated upon the issues raised during the Public Hearing/Public Consultation meeting conducted by the Maharashtra State Pollution Control Board on 28.09.2018. The issues raised regarding location of the proposed extension of runway, benefits of the project, employment opportunity, land requirement and measures to control noise pollution. The Committee noted that issues raised have been satisfactorily responded by the project proponent and incorporated in the final EIA-EMP report.

6. 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 With Blast Pad, RESA, Taxiway, Apron, GSE area, Isolation Bay, Construction of New Domestic Terminal Building, ATC Tower cum Technical Block cum Fire Station and Other Miscellaneous Works' at Kolhapur Airport (Maharashtra) by M/s Airports Authority of India with following specific conditions along with other Standard EC 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) All the conditions stipulated in the Stage-I Forest Clearance granted by MoEF&CC Regional Office (WCZ), Nagpur vide letter no. FC-II/MH-58/2017-NGP/2195 dated 4th August 2017 shall be complied.
- (iv) 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.
- (v) 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.
- (vi) Total water requirement is estimated as 145 KLD, while fresh water requirement will be 95 KLD. Water requirement will be met through MIDC supply. No ground water shall be extracted for the project.
- (vii) 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.
- (viii) Waste water generated from the Kolhapur Airport will be treated in MBBR based Sewage Treatment Plant of 120 KLD capacity. Treated waste water will be used for green belt, landscaping, HVAC and flushing. There will be zero discharge of treated waste water from airport.
- (ix) During construction and operational phase AAQ monitoring should include PM₁₀, PM_{2.5}, SO₂, NO_x, NH₃, CO, CH₄ and Benzene.



- (x) 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.
- (xi) 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 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.
- (xii) 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.
- (xiii) No tree shall be cut unless exigencies demand. Where absolutely necessary, tree cutting/felling shall be with prior permission from the concerned Authority. Old trees should be retained based on girth and age regulations as may be prescribed by the Forest Department. Compensatory plantation to be ensured for species (cut) to species (planted). in the ratio of 1:10 (i.e. planting of 10 trees for every 1 tree cut). 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.
- (xiv) 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.
- (xv) The company shall draw up and implement a corporate social Responsibility plan as per the Company's Act of 2013.
- (xvi) As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1st May, 2018, and proposed by the project proponent, an amount of Rs. 2.0625 Crore (@0.75% of project Cost) shall be earmarked under Corporate Environment Responsibility (CER) for the activities such as Construction of community toilets at Ujalaiwadi, Mudshingi, Gokul Shirgaon, Tamgaon, Chinchwad Villages, Desilting of Ponds in Ujalaiwadi, Mudshingi, Gokul Shirgaon, Tamgaon, Chinchwad villages for rain water accumulation, Rain water Harvesting Structure at Govt Building/Schools in at Ujalaiwadi, Mudshingi, Gokul Shirgaon, Tamgaon, Chinchwad Villages, Solid waste collection and disposal facilities at Ujalaiwadi, Mudshingi, Gokul Shirgaon, Tamgaon, Chinchwad Villages and Construction of Drainage Channels in Ujalaiwadi and Mudshingi Villages, Plantation in Ujalaiwadi, Mudshingi, Gokul Shirgaon, Tamgaon, Chinchwad Villages. 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

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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.

I. 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. 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
- iv. The excavation working area should be sprayed with water after operation so as to maintain the entire surface wet.
- v. Excavated materials shall be handled and transported in a manner that they do not cause any problems of air pollution.
- vi. 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.

II. 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.
- 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.

III. 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.

IV. 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.

V. Waste management:

- ii. 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.
- 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.

VI. 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

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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.

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 made 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.

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- xii. The Ministry may revoke or suspend the clearance, if implementation of any of the above conditions is not satisfactory.
 - xiii. The Ministry reserves the right to stipulate additional conditions if found necessary. The Company in a time bound manner shall implement these conditions.
 - xiv. The Regional Office of this Ministry shall monitor compliance of the stipulated conditions. The project authorities should extend full cooperation to the officer (s) of the Regional Office by furnishing the requisite data / information/monitoring reports.
 - xv. The above conditions shall be enforced, inter-alia under the provisions of the Water (Prevention & Control of Pollution) Act, 1974, the Air (Prevention & Control of Pollution) Act, 1981, the Environment (Protection) Act, 1986, Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 and the Public Liability Insurance Act, 1991 along with their amendments and Rules and any other orders passed by the Hon'ble Supreme Court of India / High Courts/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.
7. This issues with the approval of the Competent Authority.

S. Bose
(Dr. Subrata Bose)
Scientist F

Copy to:

- 1) The Principal Secretary, Environment Department, Government of Maharashtra, 15th Floor, New Administrative Building, Mantralaya, Mumbai - 400 032.
- 2) The APCCF (C), MoEF&CC, Regional Office (WCZ), Ground Floor, East Wing, New Secretariat Building, Civil Lines, Nagpur - 440001.
- 3) The Chairman, Central Pollution Control Board Parivesh Bhavan, CBD-cum-Office Complex, East Arjun Nagar, New Delhi - 110 032.
- 4) The Chairman, Maharashtra Coastal Zone Management Authority, Room No. 217 (Annexe), Mantralaya, Mumbai - 400 032.
- 5) The Member Secretary, Maharashtra State Pollution Control Board Kalptaru Point, 3rd & 4th Floor, Sion Matunga Scheme, Road No 6, Opposite Cine, Sion Circle, Sion (E), Mumbai - 400 022.
- 6) Monitoring Cell, MoEF&CC, Indira Paryavaran Bhavan, New Delhi.
- 7) Guard File/ Record File/ Notice Board.
- 8) MoEF&CC website.

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(Dr. Subrata Bose)
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