F.No.10-71/2018-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: 5th November, 2019

To,

The Associate Vice President,
M/s Hyderabad International Airport Limited
GMR Aero Towers, Rajiv Gandhi International Airport.
Shamshabad, Hyderabad - 500409, Telangana

Subject: Proposed expansion of Rajiv Gandhi international airport from 25 MPPA to 50 MPPA, Shamshabad Village, Hyderabad, Telangana by M/s Hyderabad International Airport Limited - Environmental Clearance - reg.

Sir,

This has reference to your online proposal No. IA/TG/MIS/78250/2018 dated 22.07.2019, 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 'Proposed expansion of Rajiv Gandhi international airport from 25 MPPA to 50 MPPA', Shamshabad Village, Hyderabad, Telangana by M/s Hyderabad International Airport Limited 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 as under:-

(i) GMR Hyderabad International Airport Limited (GHIAL) was incorporated on 17.12.2002 to design, build, finance, operate and maintain the Hyderabad International Airport (named as Rajiv Gandhi International Airport) at Shamshabad, Telangana. RGIA is owned & operated by GMR Hyderabad International Airport Limited (GHIAL). The current terminal has been built to handle capacity of up to 12 Million Passengers Per Annum (MMPA) and MoEF&CC had granted environment approval for expansion up to 25 MPPA vide letter F.No.10-35/2016-IA-III dated 28.07.2017.

(ii) It has been proposed to expand the terminal and associated facilities to augment passenger processing capacity in order to meet the demand of the projected traffic growth. GHIAL proposes for expansion of RGIA airport from the current approved 25 MPPA capacity to 50 MPPA.

(iii) The current expansion proposal includes:

- Construction of new Terminal (T2)
- Expansion of Terminal (T1)
- Expansion of Cargo Terminals, cargo Satellite building and associate warehouse to cater up to 5.75 LTPA capacity
- Development of one new Runway 10/28
- Additional Rapid exit taxiways, parallel Taxiways & taxi lane's
- Additional Aprons, GSE tunnel, General Aviation & VVIP facilities
- Development of landside facilities such as airport access road, MLCP parking, passenger transport center, Transport Hub, Commercial spaces , etc.,
- Supporting Utilities and facilities such as fuel tank, warehouse, and CFR& ATC radar control station, Administrative & engineering Facilities, etc.
- Capacity improvement of DG yard from 12 MVA to 26 MVA.

(iv) The details of present and proposed expansion are as follows:

S. No.	Facilities	Approved Facilities for 25 MPPA	Proposed Additional Facilities For 50 MPPA	Total Facilities for 50 MPPA (After Expansion)
1.	No. of Runways	4260 m Runway (09L/27R) & 3707 m Secondary Runway (09R/27L)	New 4260 m Runway (10/28)	4260 m Runway (09L/27R) & 3707 m Secondary Runway (09R/27L) New 4260 m Runway (10/28)
2.	No. of Taxiways	4 no. rapid exit ways	4 Rapid exit ways for existing runway 4 New rapid exit ways for new runway (10/28)	8 nos. rapid exit ways for existing runway (09L/27R) 4 rapid exit ways for new runway (10/28)
3.	Other Taxi Ways	Taxiway B: 4260 m, Taxiway link to SEZ: Linking secondary runway (Taxiway-A has been upgraded to secondary standby runway) to IRL Plot.	Parallel Taxiway to : 4260 m Multiple Link Taxiways Elevated Cross Taxiway : 1000 m Dual Code E Taxiways	Taxiway B: 4260 m, Taxiway link to SEZ: Linking secondary runway (Taxiway-A has been upgraded to secondary standby runway) to IRL plot. Parallel Taxiway to: 4260 m Multiple Link Taxiways Elevated Cross Taxiway: 1000 m Dual Code E Taxiways
4.	Parking Apron (Passenger + Cargo Stands)	Contact Stands: 43 nos. Remote: 73 nos.	Contact Stands: 20 nos. Remote: 24 nos.	Contact Stands: 63 nos. Remote: 97 nos.
5.	Other Airside Facility	-	GSE tunnel - 3 nos. of 300 m Long ARFF Station - 2 nos. of 5000 sqm each Remote GSE Parking - 20,000 sqm	GSE tunnel - 3 nos. of 300 m Long ARFF Station - 2 nos. of 5000 sqm each Remote GSE Parking - 20,000 sqm
Passenger Terminal Building [PTB]				
6.	Built Up area	Terminal 1: 3,50,589 sqm	T-1 Expansion : 84,000 sqm New T-2 : 1,20,000 sqm	Terminal-1 :4,34,589 sqm Terminal-2 :1,20,000 sqm
	Aerobridges	43 Nos.	20 Nos.	63 Nos.
	Expansion of domestic bus gates	30 Nos.	25 Nos.	55 Nos.
7.	Passenger Transport Centre (PTC)	Capacity to be doubled - Total built-up area of 2040 sqm	PTC Expansion - 1,960 sqm	4000 sqm
8.	Special Handing Terminal (SHT)	2592 sqm (72 m x 36 m) - building relocated to new location	No change	2592 sqm (72 m x 36 m)
9.	CARGO Terminal Building	3.0 LTPA	Expansion from 3.0 LTPA to 5.75 LTPA	5.75 LTPA
		Cargo Terminal - 44,740 sqm (14740 sqm Existing) total built-up area to cater 3.0 LTPA capacity	2.75 LTPA 24,460 sqm	5.75 LTPA 69,200 sqm
10.	Cargo Satellite Building	3735.9 sqm (188.9 m x 20 m)	10,000 sqm	13,736 sqm
11.	Fuel Facility	5 tanks in fuel farm with hydrant facility (3 existing Tanks of 4500 KL + 2 tanks of 6200 KL each)	6 nos. of 6200 KL	11 tanks in fuel farm with hydrant facility (3 tanks of 4500 KL each + 8 tanks of 6200 KL each)
Other Facilities				
12.	Storage Warehouses	6 nos. of warehouse each of 5000 sqm.	15 Nos of 10,000 sqm & 5 Nos of 20,000 sqm Warehouse	6 nos. of warehouse each of 5000 sqm. 15 Nos of 10,000 sqm & 5 Nos of 20,000 sqm warehouse
13.	Parking	3200 Parking bays	MLCP - 1,60,000 sqm for 6500 car parking	Parking bays; 3200 MLCP : 6500 car parkings (1,60,000 sqm)
14.	Rain water harvesting	R-1: 135000 m^3 holding capacity R-2: 6 lakh m^3 holding capacity reservoir R-6&7: 3 lakh m^3 holding capacity reservoir	R3: 135000 m^3 holding capacity (northern Airside)	R-1: 135000 m^3 holding capacity R-2: 6 lakh m^3 holding capacity reservoir R3: 135000 m^3 holding capacity (northern Airside) R-6&7: 3 lakh m^3 holding capacity reservoir
15.	Road	Airport Main access Road - 4 Lane	Airport main access road to be upgraded to 8 lane road with elevated approaches to T-1 & T-2 14 km of 4 lane sector road to	Airport main access road to be upgraded to 8 lane road with elevated approaches to T-1 & T-2 14 km of 4 lane sector road to divert airport city & cargo side traffic away

			divert airport city & cargo side traffic away from airport main access road	from airport main access road
16.	Transport Hub	None	New Transport Hub of 100,000 sqm will have elevated passenger transportation network (more than 800 m long) linking Metro station, PTC, T-1 & T-2 with provision of Passenger Check-in, Baggage handling, Convenience & amenities along with Commercial Spaces	New Transport Hub of 100,000 sqm will have elevated passenger transportation network (more than 800 m long) linking Metro station, PTC, T-1 & T-2 with provision of Passenger Check-in, Baggage handling, Convenience & amenities along with Commercial Spaces
17.	VVIP terminal	None	10,000 sqm	10,000 sqm
18.	Other Support Facilities	Maintenance work shop and stores	Additional Maintenance work shop and stores AEMB expansion – 6000 sqm Maintenance workshop – 4000 sqm	Additional maintenance workshop and stores (in addition to the existing) AEMB – 6000 sqm Maintenance workshop – 4000 sqm
		CFR Station and ATC Control Tower	New North airside CFR Station and ATC Radar Control Station of 10,000 sqm	North airside CFR Station and ATC Radar Control Station of 10,000 sqm
19.	Solar Farm	10 MW	30 MW Roof top Solar	40 MW solar farm
20.	Composting plant / other organic waste processing unit	Capacity-6 tons/Day, Built Up area – 1032 sqm	Additional Capacity-10 tons/day, Built Up area – 2000 sqm	Capacity – 16 tons/day Built-up area: 3032 sqm
21.	DG YARD	6 Nos of 2 MVA (12 MVA capacity)	7 Nos of 2 MVA (14 MVA capacity)	13 nos of 2 MVA (26 MVA capacity)

(v) No additional land is required as part of the proposed expansion. The total airport area is 5495 acres. Land for the proposed expansion is part of the existing airport complex which is vacant.

(vi) Water demand will be met through HMWSSB. The total water demand after full expansion is estimated to be about 14332 KLD.

(vii) Waste water generated is 7048 KLD, which will be sent to STP for treatment. Overall treated waste water is 5991 KLD. An effective solid waste management system by means of collection of wastes in different types of dust bins and transporting the same to the municipal dumping grounds by the contractors is proposed. TSDF facility.

(viii) Additional power requirement for the proposed expansion is estimated to be around 12000 KWH which will be met from Telangana Power Transmission Corporation Limited (TSTRANSCO). GHIAL has also developed a 5 MW solar power plant for captive consumption at Hyderabad airport.

(ix) No National Park/ Wild Life Sanctuary exist in 10 km radius area.

(x) Terms of Reference (ToR) was granted by MoEF&CC vide letter F.No. 10-71/2018-IA-III dated 15.10.2018.

(xi) Public hearing was exempted as per para 7(ii) of EIA the Notification, 2006 as amended from time to time.

(xii) Investment/Cost of the project is Rs. 8500 Crores.

(xiii) Benefits of the project: Proposed expansion project of the airport would be beneficial not only to meet the ever escalating air traffic demand in India, but also to enhance the operational efficiency as well as passenger amenities/facilities. The proposed expansion will further attract industrial and infrastructure development in the region there by generating the revenue which will boost the economy of the State.

(xiv) Employment potential: Project construction is expected to generate more than 5000 direct employment and double the figure indirect employment which will span across 5-6 years.

J. Bose

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 project proponent informed the EAC that Rajiv Gandhi International Airport (RGIA) is handling over 18.3 MPPA for the year 2018. The sanctioned passenger capacity is 25 MPPA and sanctioned cargo handling capacity is 3.0 LTPA which is under implementation. As per the traffic forecast by ICF for RGIA, it is expected to reach 49.1 million by Financial Year 2029. The proposed expansion is expected to meet traffic demand till Financial Year 2029. In view of this, RGIA proposes to expand the Airside, Terminal and associated facilities to augment the Airport passenger handling capacity in order to meet the forecasted demand.

The EAC deliberated on the certified compliance report letter No. F.No.EP/12.1/867/AP/0295 dated 20.02.2019 issued by the MoEF&CC's Regional Office (South Eastern Zone), Chennai. As per Compliance report, specific condition No.(ix), (xxii), (xxv), (xxvi) and specific condition No. (xxix, were found not complied or partially complied. The project proponent informed that they have submitted action taken on non-complied and partially complied conditions to Regional Office of MoEFCC at Chennai vide their letter No. GHIAL/A-ENV/MoEF/2019-02 dated 28.03.2019 and the same was presented before the EAC.

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 stipulated conditions. Based on the recommendation of the EAC, the Ministry of Environment, Forest and Climate Change hereby accords Environmental Clearance to the project 'Proposed expansion of Rajiv Gandhi international airport from 25 MPPA to 50 MPPA', Shamshabad Village, Hyderabad, Telangana by M/s Hyderabad International Airport Limited 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. <u>SPECIFIC CONDITIONS</u>:

(i) Clearance from Directorate General of Civil Aviation (DGCA) and Airports Authority of India (AAI) for safety and project facilities shall be obtained.

(ii) 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.

(iii) 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.

(iv) Water requirement after expansion shall not exceed 14,332 KLD. Water requirement for the airport shall be met by HMWSSB with prior permission before commissioning of the project. No ground water shall be extracted without prior permission from CGWA.

(v) 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.

(vi) The wastewater generated shall be treated in the Sewage Treatment Plant (STP) of capacity 1850 KLD (2 x 925 KLD) (existing), 3000 KLD (under implementation) and 2200 KLD (proposed). Overall STP capacity after the expansion shall be 7050 KLD. Treated water shall be reused for flushing, cooling water make-up and green belt development. As proposed the Airport will operate on zero liquid discharge principle.

(vii) During construction and operational phase AAQ monitoring should include PM_{10},

J. Rose

$PM_{2.5}$, SO_2, NOx, NH_3, CO, CH_4 and Benzene.

(viii) 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.

(ix) 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.

(x) 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.

(xi) No tree shall be cut/transplanted unless exigencies demand. Where absolutely necessary, tree cutting/transplantation 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. Plantations to be ensured species (cut) to species (planted). In case of any tree felling/non-survival of transplanted tree, compensatory plantation in the ratio of 1:10 (i.e. planting of 10 trees for every 1 tree) shall be done and maintained. 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.

(xii) 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.

(xiii) The company shall draw up and implement a corporate social Responsibility plan as per the Company's Act of 2013.

(xiv) 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. 21.25 Crore (@0.25% of project Cost) shall be earmarked under Corporate Environment Responsibility (CER) for the activities such as *Education* (Gifted Children Scheme - providing English medium education support from 1st std till they get a job to the meritorious children from under privileged from villages around Airport , Support to 11 Govt Schools around Airport -Providing teachers wherever there is shortage, infra support, note books etc., Education support to Airport Cab Drivers Children), *Health & Sanitation* (Medical Camps in villages around Airport, Mobile Medical Unit (MMU) for senior citizens with free treatment & medicines in 23 villages around Airport, New MMU Vehicle, Nutrition Centres for pregnant & lactating women in 3 villages), *Empowerment & Livelihoods* (Hyderabad Vocational Training Centre to train about 1000 youth every year with free boarding & lodging facilities and placement support, Nagaram Vocational Training centre, training about 300 youth every year, Raikal Vocational Training Centre training about 300 youth every year, Support to Swarna Bharath Trust, Muchintal for Vocational Trainings, Boys Hostel Construction at Vocational Training Centre, Hyderabad, Community Level Trainings, Admin Expenses and *Community Development* (Community Street lights, Community Infra support, Support to Orphanages). 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.

I. Air quality monitoring and preservation:

i. During construction and operational phase AAQ monitoring should include PM_{10}, $PM_{2.5}$, SO_2, NOx, NH_3, CO, CH_4 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. PM_{10} and $PM_{2.5}$ in reference to PM emission, and SO_2 and NOx in reference to SO_2 and NOx 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.

J. Bose

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

J. Bose

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 disposal.
b. Toilet wastes and sewage collected from aircrafts and disposal 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.

J. Rose

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.

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; PM_{10}, $PM_{2.5}$, SO_2, NOx (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.

J. Bose

x. No further expansion or modifications in the plant shall be carried out without prior approval of the Ministry of Environment, Forests and Climate Change (MoEF&CC).

xi. Concealing factual data or submission of false/fabricated data may result in revocation of this environmental clearance and attract action under the provisions of Environment (Protection) Act, 1986.

xii. The Ministry may revoke or suspend the clearance, if implementation of any of the above conditions is not satisfactory.

xiii. The Ministry reserves the right to stipulate additional conditions if found necessary. The Company in a time bound manner shall implement these conditions.

xiv. The Regional Office of this Ministry shall monitor compliance of the stipulated conditions. The project authorities should extend full cooperation to the officer (s) of the Regional Office by furnishing the requisite data / information/monitoring reports.

xv. The above conditions shall be enforced, inter-alia under the provisions of the Water (Prevention & Control of Pollution) Act, 1974, the Air (Prevention & Control of Pollution) Act, 1981, the Environment (Protection) Act, 1986, Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 and the Public Liability Insurance Act, 1991 along with their amendments and Rules and any other orders passed by the Hon'ble Supreme Court of India / High Courts/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.

J. Bose

(Dr. Subrata Bose)
Scientist F

Copy to:

1) The Secretary (Environment), Environment and Forest Department, Government of Telangana.

2) The Chairman, Central Pollution Control Board, Parivesh Bhavan, CBD-cum-Office Complex, East Arjun Nagar, Delhi - 32.

3) The Addl. Principal Chief Conservator of Forests (Central), Ministry of Environment, Forests and Climate Change, Ist and IInd Floor, Handloom Export Promotion Council, 34, Cathedral Garden Road, Nungambakkam, Chennai-34.

4) The Chairman, Telangana State Pollution Control Board, Paryavaran Bhawan, A-3 Industrial Estate, Sanath Nagar, Hyderabad - 500 018, Telangana.

5) Guard File/ Record File/ Notice Board.

6) Monitoring File/ MoEFCC website.

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(Dr. Subrata Bose)
Scientist F