

## **Marine Water Quality in the Port Area**

- The drains and outfall should be cleaned regularly to avoid anaerobic decomposition and also for proper flow of water/wastewater. This will also enable the characterization of wastewater and calculation of waste load
- Port wastewater should be discharged only after proper treatment
- The discharge of oil waste into the sea should be controlled from the following main sources like, discharge of oil waste from liquid chemical corridor area. This liquid waste is generated during tanker cleaning and oils spills during filling operations
- The discharge of solid waste and sewage from ships should be controlled. It should be disposed / discharged only after proper treatment. Bulk material should not be disposed into the sea.
- All drains and roads should be cleaned before the rainy season to avoid runoff from land to sea carrying a myriad of pollutants including chemicals
- Temporary bunds should be constructed to collect surface runoff from land sites. Collected runoff should be passed through retention ponds to collect suspended solids before discharge
- A treatment system should be provided at the construction camp. This could either be a package plant or a septic tank
- Sanitary effluents should not be discharged into the port itself
- Oily wastewaters (from fuel storage tanks, maintenance shops, ships' bilge water, tank washings) and runoff from dirty areas of the port (vehicle marshalling, parking and fuel storage areas) should be collected and passed through an oil water separator before discharge
- Reception facilities for oily wastes from ships should be provided and their use should be enforced by monitoring. Penalties may be imposed for oily discharges in and around the port
- Regular monitoring of water quality should be carried out within the port and in adjacent waters during operation to identify adverse environmental changes