Aegis Logistics Limited.

Development of Bulk Liquid Storage Terminal Haldia

Project Feasibility Report

December 2017
Amendment Record:

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1. EXECUTIVE SUMMARY

Aegis Group is one of India’s leading Logistics group providing total logistics solutions for Oil, Gas and Chemicals since 1977. We are an ISO-9001 company and the only Terminal in India to have been awarded ISO-14001 and OHSAS-18001 certification.

Aegis group owns / operates India’s largest integrated bulk Liquid cum LPG Terminal in the port of Mumbai and also the largest private bulk Liquid Terminal at Kochi port, apart from a pressurized LPG Storage Terminal at Pipavav Port and a LPG Bottling /Blending Unit at Kheda, Gujarat.

The Group aims to create ‘necklace’ of similar port terminals around the coastline of India. It has firmed up plans to put up new/additional storage capacity at Pipavav, Kochi and Haldia during the next 18-24 months at an investment exceeding INR 4,000 million.

Haldia is a strategically located port and connected very well with National Highways, Rail Network and is a gateway to Eastern and North Eastern Indian Market. The area of port has low population density and does not have Natural Forests and ecologically sensitive areas. These qualities of Haldia Dock Complex the new proposed development will complement the existing Business of Aegis Group on the Eastern coast of India.

In order to meet the growing market demand, Aegis has acquired a plot measuring 5 acres from KoPT and proposes to set up a Liquid Storage Terminal for storing Petroleum and Non-petroleum products, chemicals, veg. oils and Bitumen etc. of total capacity 1,05,050KL in the plot at Haldia Dock Complex, Mouza - Chiranjibpur, J.L.No.-168, P.S.-Sutahata(Haldia). A drawing showing layout of various storage tanks and other facilities is enclosed with this report.

The Proposed Project will be:

The development Liquid Storage Terminal with allied facilities for storage, Handling and distribution and Export of products including Product Jetty Pipelines, unloading facilities, Allied Machinery, Loading Gantry for onward Distribution by road and Sea at the existing plot of the company allotted by the Haldia Dock Complex.

Construction will be started post all the statutory clearances and will require approx. 12 to 18 Months for completion.

The liquid storage terminal will have connectivity to the Jetty through dedicated pipelines.

The storage facility will comprise of 34 tanks of total capacity 1,05,050 K.L of liquid storage and shall be constructed as per the applicable PESO rules, with all the safety features and the Fire Fighting Facilities as per international industry standards.

The Tank lorry gantries shall be constructed for loading/unloading the Trucks for onward distribution of the products.
The Haldia Site is primarily selected because:

1. Aegis has Land availability for the tank farms construction in the Haldia dock complex which is as per the existing land use planning.
2. Dedicated port pipeline corridors to Haldia Dock Complex jetties.
3. Availability of Power, Water and Road/Rail connectivity to Eastern as well as North eastern Indian states.
4. Low Population around Port area.
5. Absence of Natural Forests and ecologically sensitive areas within the port premises. Land is not within CRZ.
6. The project is non-polluting as there is no processing or manufacturing involved.

The project will bring the growth and development in the region and will generate direct and indirect employment, Revenues for Government by way of Customs duties, VAT, Sales tax and for Port by way of Lease rentals, Wharfages, Berthing Charges, thus contributing to state exchequer.
2. INTRODUCTION OF THE PROJECT

Identification of Project / Project Proponent:

Aegis Group is one of India’s leading Logistics group providing total logistics solutions for Oil, Gas and Chemicals. We are an ISO-9001 company and the only Terminal in India to have been awarded ISO-14001 and OHSAS-18001 Certification.

Aegis Logistics Limited (ALL) is listed on BSE and NSE and has plans to develop the ‘necklace’ of similar port terminals around the coastline of India. It has firmed up plans to put up new/additional storage capacity at Pipavav, Kochi and Haldia during the next 18- 24 months at an investment exceeding INR 4,000 million.

Aegis Logistic Limited, in their expansion plan has identified Haldia port as one of the most suitable site for the following reasons:

1. Aegis Logistics Limited already owns and operates Liquid Tank farms at Haldia dock complex.
2. Aegis Logistics Limited also has land available at Haldia to be used for construction of tank farms for petroleum product and Chemicals.
3. Haldia is strategically located all season port with excellent draft.
4. Haldia port has excellent liquid / gas jetties and has plan to expand the same.
5. This port is one of the nearest port for accessing the Eastern and North-eastern markets
6. The port area is a low population zone and does not have Natural forest and ecological sensitive area.

Need for Project:

The project being creation of Port support Infrastructure is very much needed for the economy, for better serviceability to end customer and to improve the primary / secondary logistic cost. The development of this project will help the industrial growth especially in Eastern and North-Eastern part of India also help reducing the finished product cost.

Such project will also create an environment for development in the region and create ample employment opportunities in the region directly or through ancillary requirement for construction, operations and maintenance.

Currently the Haldia port handles similar cargoes hence development of this project will create an opportunity for optimum utilization of the Port Infrastructure and contribute to the national and state exchequer.

Import V/s Indigenous Production:

The planned facility is mainly for import of liquid chemicals, storage of the same and distribution thereof to nearest markets/industries.

There is no manufacturing of any product involved at the proposed facilities. The import of the products will be carried out as per demand / supply gap in indigenous products.

The port and proposed facility are located in State of West Bengal, which acts as a gateway for Eastern and North-eastern states.
Domestic/Export Markets:
The proposed facility is mainly to cater to the requirement of Domestic market.

Employment Generation:
Aegis Logistics Limited has planned the terminal that will generate the direct employment of around 25 personal at various levels to operate the terminal.

Other than the direct employment there will be huge indirect employment in terms of transportation business, associated service station, restaurant, hotels, travel agencies, maintenance contractors, suppliers etc. With the completion of this expansion, we anticipate a healthy increase in indirect employment for the local people.
3. PROJECT DESCRIPTION

Haldia being an all weather port & at a strategic location, with excellent connectivity to National Highways, Railways and gateway to Eastern India markets, is an ideal location for Aegis Group to develop the Tank Farm which will complement the existing presence of Aegis Group on the western Coast. This will be leveraged to serve the existing customers and also to rope in the new Markets and segments.

Type of Project:

Aegis proposes to develop the tank farm for Import, storage and distribution of Petroleums and liquid chemicals. This terminal will primarily cater to import / export, storage of petroleums and liquid chemicals through Haldia Dock Complex jetties, So the proposed project has highest dependability with the existing facilities of Haldia Dock Complex.

The Proposed development will be:

Construction of liquid storage tank farm along with allied infrastructure like Jetty Lines, Pumps, compressors and Loading gantries. There is no processing or manufacturing involved in the tank farm and hence there are no trade emissions or effluents to the environment.

Product storage tanks will be provided with fixed roof, level gauge, nozzles, stairs and platform with railings, breather valves, manholes and earthing points. Tanks will be painted from outside with PU/epoxy paint. Tanks will be designed as per suitable standard and plate material shall conform to IS 2062.

- Tanks will be supported on suitable civil foundation.
- Foundations will be suitably designed for wind and earthquake loads.
- Tanks will be erected at site using jacking up method.
- Product tanks will be located inside kerb walls.

The Tanks will be connected to Jetties, with Suitable Pipelines for Import/Export of Products.

The Estimated pipelines would be 4 nos. of approx. 1.5 Km Long of 12 “Dia. of suitable material for product receipt during Import & for product despatch during Export. All pipelines will be suitably painted/ coated.

All piping will be of suitable material and designed to standard applicable code.

ALL Development Plan

| 1. Storage of Petroleum Products (C Class), non-petroleum products, chemicals, veg. oils, Bitumen etc. | Total Capacity: 1,05,050 KL |

Page 8 of 22
Normally the evacuation of the product from the terminal is planned by road through the licensed vehicles for the transport of liquid products.

02 number of Gantries with suitable pumping capacities shall be constructed for filling of Tankers within the terminal area. These will be complete system with piping, valves, controls, instrumentation and operator platform. Two numbers of weigh bridges of approx. 50 tonne capacity each are proposed to be installed near the main gate.

The Layout is designed as per the applicable PESO rules and standards and the necessary prior approvals shall be obtained from:

- Petroleum and Explosives Safety Organisation (PESO). - Attached is the prior approval from PESO for the Tank farm layout. - (Attachment 1)
- PESO Approved Layout Plan is attached. (Attachment 2)
- Director, Industrial Safety & Health, West Bengal.
- Ministry of Environment & Forests.
- West Bengal Pollution Control Board. CTE attached. (Attachment 3)
- Port Authorities

A detailed Quantitative risk assessment (QRA), HAZOP and DMP will be done to assess the risk posed during the normal operations of the tank farm.

**Location Map:**
Please refer the attached Site image showing location (Attachment – 4)

**Alternate Sites:**
With the type of operation and the requirement and foreshore and waterfront, it is necessary to have the site close to the port facilities.

Also since Aegis has suitable site available as allotted land by HDC, free from population, forest and other ecological sensitive area, hence no other site have been evaluated for the purpose of above mentioned expansion and construction of new facilities.

The planed use is as per the Terms and conditions of Allotment from HDC.

**Size and Magnitude of Operation:**
The proposed facilities will be for importing the Petroleum products, non-petroleum products and liquid chemicals, veg. oils and Bitumen etc. and distribution of the same through road route.

However there are possibilities for certain export through dedicated pipeline between proposed facilities and HDC jetties.

**Project Description with Process Details:**
The schematic layouts drawing for development of new facilities are given in following drawing:
The construction of new facilities is mainly for importing / exporting, storage and distribution Petroleum products, non-petroleum products and liquid chemicals, veg. oils and Bitumen etc.

**Raw Material:**
No manufacturing or processing activities are involved in the project, hence no raw material is required for the proposed facilities.

The project will provide the logistics solutions like imports, Storage, export and distribution of bulk liquid products.

**Resource Optimization:**
In the proposed facilities the water requirement is estimated at the rate of 50 KL per day during regular operations. The Water shall be sourced from Haldia Dock Complex/Port Authority.

**Water and Power Requirement:**
**Water requirement:**
Since there is no manufacturing activity envisaged in the project, Water requirement is as follows:

App.10 KL per Day during construction and 50 KL per day during regular operations. The Water shall be sourced from Haldia Dock Complex/Port Authority/Haldia Development Authority. The Water will primarily be used for domestic use.

**Power requirement:**
Estimated Power requirement would be 475 KVA. The Power will be sourced from the State Power Company.

A Suitable infrastructure for Power take off from the source shall be constructed and maintained by Aegis.

DG sets one no each: 320 KVA & 25 KVA

Sub-station room will house necessary power and control panels

**Wastes Management and Disposal:**
There is no manufacturing process envisaged in the project and hence there is no process generated waste estimated in the project.

The typical waste generated would be:

1. **Used/Spent oils from the Plant and machinery:**
The quantity of used oil is estimated to be 0.5 MT/Annum. The used oil will be
stored properly in Barrels in demarcated place and will be disposed off to the Authorised recycling units.

The quantity of Foam pigs is estimated to be 3 MT/Annum. This will be disposed off at the registered Hazardous waste disposal facility.

2. Domestic effluent.

The domestic effluent is estimated to be 2.0 KL per day and the same shall be treated within the Septic tank and soak pits. In future the domestic effluent shall be connected to municipal drainage network of HDC/HDA.

Trade effluent generated during occasional tank washing during changeover of products approx. 2KL per day once in 3 months which will be used for gardening after treatment in ETP already in operation at our adjacent terminal. Capacity of this ETP (10KL per day) is sufficient to treat the effluent generated at both the terminals.

3. Solid wastes:

Nil

Other Environmental Aspect:

The Air & Ground water assessment shall be done every six months or as recommended, for monitoring the quality of the same.

Noise Level shall be also monitored within the Tank farm areas every six months and the arrangements shall be made like acoustic enclosures etc to minimize the noise in DG sets/Compressor and pump rooms

The Pollution control measures of the Port shall be applied at the jetty while receiving the cargoes on jetties and the marine vessels would be subjected to the same.

The Oil Spill Response Plan is available with Aegis Group to handle the Spills and Leaks over the jetty. This shall be suitably modified to include the operations of the Aegis Logistics limited at Haldia.

The Quantitative Risk Assessment (QRA), HAZOP and DMP will be done and the report will be submitted. The recommendations of the study will be incorporated in SOP’s and emergency procedure.

HAZOP studies shall be done for the entire Activities and the remedial Action Plans shall be incorporated in the Standard Operating Procedures and the Emergency Procedures.

Safety Management at Site:

Safety of the Personnel, Assets and Environment is very important and Aegis Group is committed to the same.

Aegis Logistics Limited has the Health, Safety, Security and Environment Management System (HSSE MS) with the objectives to:
• Demonstrate that HSSE management controls on a Corporate level, supported by procedures and documentation, are in place within the organization

• Assure management that major hazards are identified through the HSSE Cases and effectively managed throughout the worksites.

This HSEMS shall be suitably modified to include the proposed Expansion and a “Change Control Management” shall be applied to control the Hazards and Effects of the Proposed Expansion.

The Regular operations shall be controlled by the suitable Standard Operating Procedures (SOPs) and the Non routine Activities in the Terminal shall be controlled by the “Permit to Work” systems. (PTW).

A scheduled Preventive Maintenance plan is available which shall be modified to include the expanded operations and thus minimizing the risks of breakdown of Plant and Machinery.

Security of the terminal is ensured by the 24 Hrs CCTV Surveillance, Security Staff and Access Control systems.

Additionally, the terminal is located within the port Premises, which itself operates under the Level II of INTERNATIONAL SHIP & PORT FACILITY SECURITY (ISPS) CODE.

During the proposed construction the Safety of current assets shall be managed by providing approved shielding and applying the “PTW” System with 100% Supervision of ALL’s responsible officers.
4. SITE ANALYSIS

Haldia Port is located in West Bengal on the east coast of India. Approximately 140 kilometres southwest of Kolkata, it is situated at a latitude of 22° 02´ North Longitude: 88° 06´ East.

Connectivity:

Haldia being all weather port & at strategic location, with excellent connectivity to National Highways, Railways and acts as a gateway to Eastern and north-eastern parts of India.

The port of Haldia acts as the guiding factor to trade and commerce of vast hinterland comprising the entire Eastern India including Bihar and Eastern Uttar Pradesh and the two land-locked Himalayan Kingdoms of Nepal and Bhutan.

The National Highway 41 (Port Connectivity) connects the port city with National Highway 6 (part of Golden Quadrilateral) at Kolaghat. From Kolaghat NH-6 connects Orissa, Jharkhand, Kharagpur, Bankura and Purulia and also Durgapur, through NH-34 to North Bengal, Bangladesh via Petrapole and Bhojadanga Land Custom Stations. A State Highway also connects Haldia with Kolaghat via Tamluk town which is the district headquarters as an alternate connectivity. Besides the major Highways the Haldia township has an extensive network of roads that serve the different parts of the city and the industrial area.

Also a 4-Lane Expressway linking Haldia to Kolkata upto Airport (via Raichak-Kukrahati) is has already become visible on the horizon. The Land acquisition for the road is nearing completion. There is a proposal to build up a 4-lane bridge connecting Raichak with Kukrahati which will improve connectivity with Kolkata and reduce the travel time from present 2 hours to 1 hours between Kolkata and Haldia.

Currently the Port has dedicated Berths for Oil and Gas Vessels and can handle the large vessels at Haldia upto 277 m long and with 10.5 Mtrs. draft.

Land Form/Use/Ownership:

The Port land is in possession of HDC and is not being used for any agricultural activity or farming. The existing plot is within Port Limits and is having land use of Non- Agricultural type. The land is earmarked for development of tanks and allied infrastructure for petroleum products and liquid chemicals.

The said plot of land was offered to the users under the tendering process for development of Tank farm for Petroleum Products.

The same was allotted to Aegis Logistics Limited for development of petroleum tank farm by HDC.
Existing Land Use Pattern:

The port has permitted the use of land as per the Aegis Business requirement subjected to the agreed land use for development of petroleum tank farm including setting up tank farm infrastructure for storage of petroleum, and liquid chemicals including connecting pipelines from jetty to tank farm, cargo discharging facilities at the jetty and other allied tank farm infrastructure facilities at the port required for operating its Business. The land allotted to Aegis is currently lying vacant.

The Allotted land is 20234.28 Sqm. as follows:

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<th>Area in M²</th>
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<td>Aegis Logistics Limited, Haldia Dock Complex, Mauza Chiranjibpur, J.L No. 168, Dist: Purba Medinipur, West Bengal</td>
<td>20234.28 SqM.</td>
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Soil Classification:

The Soil classification at the Haldia Port is generally Alluvial, black, reger and red terrogineous.

The detailed soil testing report is not ready but will be done prior to start of the work.

Climatic data:

Relative Humidity: Around 45% Average.

Temperature range:
Haldia has a typical moderate climate with winter temperatures ranging from a low of around 7 degrees Celsius to a high of 22 degrees Celsius. Summers can be very hot and humid. Usual summer temperatures in May, the hottest month range from a low of 24 degrees to highs around 39 degrees.

Rainfall:

Port Haldia receives an average rainfall of Average - 1580 mm

Wind:
Mean speed - 5.5 to 9.9 km per hour

Seismic Zone:
The port falls under the seismic Zone IV - High Damage Risk Zone.

Cyclonic Zone:
The port also falls under Very High Damage Risk zone for Wind and cyclones.

Social Infrastructure:

The other facilities available in the port and nearby areas are:

- Hospitals.
- Schools & Colleges.
• Banks.
• Transport Services run by Govt and Private operators.

With the ongoing development of the port and nearby industries the overall infrastructural growth is expected in the region.

5. REHABILITATION AND RESETTLEMENT PLAN:

The proposed development is planned within the port premises on our existing land allotted by HDC and which does not fall under population area hence the rehabilitation and resettlement not required for this project.

6. COST ESTIMATES:

Details of cost estimate are given below:

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<td>2</td>
<td>Tanks &amp; allied infrastructure</td>
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<td>Time Frame</td>
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<td>Expansion work</td>
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Attachment 1 – Prior Approval letter from PESO, Nagpur.

PESO

27 JUN 2016

E-mail: expolicesc@epiosvs.gov.in
Phones: 0711-2597282, 2597287

Subject: Prior Approval letter from PESO, Nagpur.

Dear Sir,

I refer to your letter No. Sc.10 dated 02/06/2016 for the above installation may please be submitted to this office for further action in this matter.

1. An Application in Form D duly filled in and signed.
2. One copy of the site plan of the proposed installation at the site shows the layout of the proposed installation for approval.
3. Approval of the State Government in Form D is also required.
4. The safety and fire report of the installation is also required.
5. The installation must comply with the Indian Standards Regulations.
6. The installation must be operated by a reputable company.

Yours faithfully,

[Signature]

Head of Department

PESO

Nagpur
Attachment 2 – PESO Approved Layout.
AEGIS LOGISTICS LIMITED. – HALDIA BULK LIQUID STORAGE TERMINAL PROJECT

Attachment 3 – Consent to Establish issued by WBPCB

WEST BENGAL POLLUTION CONTROL BOARD

NOC No. 145005

WEST BENGAL POLLUTION CONTROL BOARD

Pombeha Bhawan
10A Block LA, Sector-III
Bidhanagar, Kolkata-700 098

NOC APPLICATION

From:
Member Secretary,
West Bengal Pollution Control Board

To:

WEST BENGAL

Date: 27-12-2016

Sub: Consent to Establish (NOC) from Environmental Point of View

Ref:

Memo No. 133-HL-sec-r 16-0326

Dear Sir,

In response to the application for Consent to Establish (NOC) for proposed Unit of Mr. AEGIS

LOGISTICS LIMITED...

for manufacturing - storage of

OBJECTS AND EXHIBITS

SUMMARY

1. The quality of sewage and trade effluent to be discharged from your factory shall satisfy the permissible
   limits as prescribed in 18. 2490 (Pt. II) of 1974, and for its subsequent amendment and Environment

2. Suitable measures to treat your effluent shall be adopted by you in order to reduce the polluted load so
   that the quality of the effluent satisfies the standards mentioned above.

3. You shall have to apply to this Board for its consent to operate and discharge of sewage and trade effluent
   according to the provisions of the water (Prevention & Control of Pollution) Act, 1974. No sewage or trade
   effluent shall be discharged by you without prior consent of this Board.

4. All emissions from your factory shall conform to the standards as laid down by this Board.

5. No emission shall be permitted without prior approval of this Board and you shall apply to this Board for its
   consent to operate and atmospheric emission as per provision of the Air (Prevention & Control Pollution) act,
   1961.

6. No industrial plant, furnace, kilns, chimneys, control equipment, etc. shall be constructed/reconstructed/
   erected without prior approval of this Board.
7. You shall comply with:
   (i) Water (Prevention and Control of Pollution) Cess Act, 1977, if applicable.
   (ii) Water (Prevention and Control of Pollution) Cess Act, 1979, if applicable.
   (iii) Environment (Protection) Act, 1986
   (iv) Environment (Protection) Rules, 1986
   (vi) Manufacture, Storage and Import of Hazardous Chemicals Rules, 1989 and Amended Rules, 2000
   (vii) Manufacture, Use, Import and Storage and Hazardous Micro-Organisms, Genetically Engineered Organisms or Cell Rules, 1989
   (x) Biomedical Waste Management & Handling Rules, 1998 and Amended Rules 2000, if applicable.
   (xi) Recycled Paper Manufacture and Usage Rules 1990, if applicable
   (xii) Ozone Depleting Substances (Regulation & Control) Rules, 2000, if applicable

3. You will have to abide by any other stipulations as may be prescribed by any authority/focal bodies/Government Department etc.

SPECIAL CONDITION:
please see attached annexure 2

Lack of capital investment for the proposed expansion is Rs. 38.1 crore only.

Any violation of the aforesaid conditions shall entail cancellation of this Consent to Establish (NOC).

Yours faithfully,

[Signature]

Memo No....
Copy forwarded for information to:

1. Chief Inspector of Factories, Government of West Bengal, N.S. Building, Kolkata-700 001
2. Director of Industrial/Department of Cottage & Small Scale Industries, Government of West Bengal, N.S. Building, Kolkata-700 001
3. Guard Rs, West Bengal Pollution Control Board.
4. Environmental Engineer, WBPBG Sub-R.D./WPC Board
   Himalaya Bhawan
   10A, LA-block, Sector-III
   Salt Lake City
   Kolkata - 700 091

   Pilibhit Bhawan
   10A, LA-block, Sector-III
   Salt Lake City
   Kolkata - 700 091

   Satya Chandra
   Indoor Stadium
   Balancer Boshan Road
   Malda-722101

   Asansol Sub-Regional Office
   ADOA Commercial Market (2nd Floor)
   Opposite Asansol Fire Station
   G.T. Road, Asansol-743 301

   Member Secretary
   West Bengal Pollution Control Board

   Sd/-
   Subrata Chandra
   Joint Director
   West Bengal Pollution Control Board

27.11.2016

(R.O.D.)

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### Details of Items

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Annexure 2 to NOC Sl. No.14505
Special Conditions issued to M/s Aegis Logistics Ltd., Vill +P.O- Chiranjibnagar, Haldia

A. Emission:
1. Thermic Fluid Heater (F.O Fired)-1 No. of capacity 12 lac Kcal/hr, TFH is to be connected with stack of height 20m from GL (as proposed).
2. D.G Set (Diesel Fired)-2 No. of capacities 320 KVA and 25 KVA.DG sets will be provided with silencer, acoustic enclosure and stack of height at least 4.5m above roof level of FDG room (as proposed).

All stacks should be provided with sampling port, platform and ladder as per Emission Regulation Part III of CPCB.

B. Effluent: Domestic effluent will be discharged through septic tank and soak pit.

C. Solid Waste: NIL

D. General:
1. Ambient noise level not to exceed the permissible limit. Every care to be taken to control noise.
2. Adequate green belt to be developed.
3. No additional equipment or machinery to be installed without prior permission from this Board.
4. The unit shall obtain Consent to Operate of the State Board before operating the expansion unit.
5. Good housekeeping to be maintained.
6. Unit should obtain trade and other statutory licenses from the competent authorities.
7. The NOC is valid upto 30.11.2023 from date of issue for establishment of the expansion unit.

Member Secretary
West Bengal Pollution Control Board
Senior Environmental Engineer
W.B. Pollution Control Board
Attachment 4 – Image of the proposed site