



## South West Port Limited

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Website: [www.jsw.in](http://www.jsw.in)  
CIN No: U45203GA1997PLC002369  
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To,  
**The Director (IA-III)**  
Infrastructure and Miscellaneous Projects & CRZ  
Ministry of Environment, Forests & Climate Change (MoEF & CC)  
Indira Paryavaran Bhavan, Jor Bagh Road, New Delhi- 110 003

**Sub: Application for Environmental and CRZ Clearance for proposed Terminal Capacity Enhancement at Berth 5A-6A of Mormugao Port by M/s South West Port Ltd., Goa.**

Dear Sir,

JSW South West Port Ltd. (SWPL) is currently operating two berths (Berth 5A, 6A) in the Mormugao Port, Goa for handling coal and steel products of about 7.5 MTPA. The Terminal is operating since 2004. Over the years the unloading system at the berth, the conveying system from berth to the stockyard, from stockyard to the rake loading system has been in use for the last 13 years and is operating at a much-reduced efficiency.

On the directions of Goa State Pollution Control Board (GPCB), through Consent to Operate (CtO) dated 10.04.2015, in order to reduce the fugitive emissions while loading the rakes, SWPL has modernized the rake loading system by installing in-motion wagon loading system and replaced the conveying systems for the rake loading with pipe conveyors. Consequentially there is a mismatch between the equipments. Anticipating this, SWPL has proposed renewal of the equipments and the conveying system by deploying highly efficient (both environmentally and operationally) equipments and associated structures.

The proposal was granted ToR *vide* MoEFCC letter dated 19.06.2015 for preparation of draft EIA report, and to conduct Public Hearing (PH) prior the Environmental Clearance (EC). The draft EIA report is prepared and submitted to GSPCB for conducting PH, and is completed successfully as per the EIA Notification, 2006 (amended) on date 26.04.2017. NOC from state CZMA has already been obtained for the proposed modernization project.

Terminal modernization including efficient material handling systems like Grab Ship Unloader (GSU), Stacker-cum-Reclaimer (ScR), Closed/Pipe Conveyor, In-motion Wagon Loading System, Silos, Wagon Loader and Gantry Cranes, covered storage, steel sheds would lead to consequential increase in terminal efficiency. With better utilization of existing resources and overall net reduction in the pollution level due to retrofitting material handling systems with latest dust entrapment systems and barriers, there will be an increase in capacity of the terminal, without change in the stockyard area and waterfront nomenclature. The consequential cargo handling capacity at the terminal would increase to about 15 MTPA.

In view of the above, we request that our proposal may kindly be appraised for environmental and crz clearance and included in the forthcoming meeting of EAC.

Your kind consideration in this regard is solicited and highly obliged.

Thanking You.  
Sincerely Yours,

**Rashmi Ranjan Patra**  
Vice President- Strategy & Planning