FORM 1

for

SETTING UP OF PORT FACILITY AT SAGAR ISLAND WITH RAIL CONNECTIVITY

(Modification in Project Profile)

at

Sagar Island,
Dist.: South 24 Parganas,
West Bengal

SUBMITTED TO

MINISTRY OF ENVIRONMENT, FOREST &
CLIMATE CHANGE, GOVT. OF INDIA

project Proponent

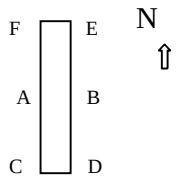
KOLKATA PORT TRUST

15 Strand Road, Kolkata-700 001

FORM 1

(I) BASIC INFORMATION

<table>
<tr><th>S. No.</th><th>Item</th><th>Detail</th></tr>
<tr><td>1.</td><td>Name of the projects/s</td><td>Setting up of Port Facility at Sagar Island with Rail Connectivity (modification in project profile).</td></tr>
<tr><td>2.</td><td>S. No. in the schedule</td><td>Sl. No. - 7(e) of the Category A of the Schedule of the EIA Notification 2006.
(Ports/Harbours; ≥ 5 million TPA of Cargo handling capacity).</td></tr>
<tr><td>3.</td><td>Proposed capacity/ area /length/tonnage/ to/be handled/ command area/ lease area/ number of wells to be drilled</td><td>Project scenario as per TOR granted* by MoEFCC as well as the revised scenario are tabulated,
<table>
<tr><th>Attributes</th><th>Project as per TOR Issued</th><th>Revised Project</th><th>Remarks</th></tr>
<tr><td>Capacity</td><td>Immediate Phase - 54 MTPA (2019-20)
Ultimate Phase - 127.8 MTPA (2039-40)</td><td>Immediate Phase – 3.5 MTPA (2020)
Ultimate Phase - 27.0 MTPA (2035)</td><td>Reduction of capacity</td></tr>
<tr><td>Cargo Profile</td><td>Coal, Iron Ore, Iron & Steel Products, Fertilizer, Container, POL etc.</td><td>Coal & Ore, Container, Steel Products, Fertilizer, Sugar, Food grain etc.</td><td>Change in Cargo profile with exclusion of POL.</td></tr>
<tr><td>No. of Jetty</td><td>• 9 berths and Breasting Dolphins for POL in the first phase.
• 20 berths and Breasting Dolphins for POL in Ultimate Phase</td><td>• 3 berths (2 multipurpose berths & 1 container) in the first phase.
• 9 berths in Ultimate Phase</td><td>Considerable Reduction of berthing facilities.</td></tr>
<tr><td>Jetty location</td><td>Same</td><td>Same</td><td>No change</td></tr>
<tr><td>Project Area #</td><td>• In total 554 Hectares, to be reclaimed on foreshore land.</td><td>• 96 Hectares, to be reclaimed (approx) in the river & foreshore region in the first phase.
• To go upto 197 Hectares (including 96 Hectares in phase one), to be reclaimed in the ultimate phase.</td><td>Appreciable reduction of project area from 554 Hectares to 197 Hectares.</td></tr>
<tr><td>Project Cost</td><td>Rs. 13,576 Crores</td><td>Rs. 1511 Crores in first phase & in ultimate phase Rs.</td><td>Reduction in project cost</td></tr>
</table>
</td></tr>
</table>

		6779 Crores
		# However, for rail-road connectivity, there will be requirement of additional land by acquisition of about 84 ha. *** Note:** **Terms of Reference (TOR) is already issued (F. No. 10-22/2014-IA.III dated 9th June, 2015) by MoEFCC, Govt. of India for Setting up of Port facilities at Sagar Island with Rail Connectivity in District South 24 Parganas, West Bengal. Now, KoPT has decided to change the project configuration as mentioned above to make project viable.**
4.	New/ Expansion/Modernization	New
5.	Existing Capacity/ Area etc.	NA
6.	Category of Projects i.e. 'A' or 'B'	A
7.	Does it attract the general condition? If yes, please specify.	No
8.	Does it attract the specific condition? If yes, please specify.	No
9.	Location	A= 21°43′52″N 88°02′33″E B= 21°43′52″N 88°03′50″E C= 21°40′36″N 88°01′25″E D= 21°40′36″N 88°02′48″E E= 21°48′18″N 88°05′40″E F= 21°48′33″N 88°05′05″E 
	Plot/survey/Khasra No.	-
	Village	Port will be developed by reclamation of land; hence, villages will not be affected. However, for Rail-Road connectivity, acquisition of private land / transfer of khas land are involved. Action for the same has already being initiated.
	Tehsil	Mouzas: Radhakrishnapur, Harinbari, Naraharipur, Krishnanagar, Fuldubi, Mandirtala, Bamankhali, Kachuberia, Sapkhali, Kastala, Ganespur, Kalinagar, Chandipur.
	District	South 24 Parganas
	State	West Bengal
10.	Nearest railway Station/airport along with distance in kms.	Railway Stations – Kakdwip Railway station around 22 km from the proposed port in the North-east direction. Netaji Subhash Chandra Bose Airport in Kolkata at Dumdum around 114 km from the proposed port in North-east direction.
11.	Nearest Town, city, District Headquaters along with distance in kms.	Nearest Town – Namkhana within 18 km from project site in North-east direction.
12.	Village Panchayats, Zilla Parishad, Municipal Corporation, Local body (complete postal addresses with telephone nos. to be given)	Savapati, Sagar Gram Panchyat Samity, Sagar, 24 Parganas (south), West Bengal

13.	Name of the applicant	Kolkata Port Trust
14.	Registered Address	15, Strand Road, Kolkata-700001
15.	Address for correspondence :	
	Name	A. K. Jain
	Designation (Owner/Partner/CEO)	Chief Engineer
	Address	15, Strand Road
	Pin Code	700 001
	E-mail	ce@kopt.in ak.jain@kopt.in
	Telephone No.	033-2230 0413, 9836277661 (M)
	Fax No.	033-2230 0413
16.	Details of Alternative Sites examined, if any. Location of these sites should be shown on a topo sheet.	Already finalized during TOR approval.
17.	Interlinked Projects	None
18.	Whether separate application of interlinked project has been submitted?	NA
19.	If yes, date of submission	NA
20.	If no, reason	NA
21.	Whether the proposal involves approval/clearance under: if yes, details of the same and their status to be given. (a) The Forest (conversation) Act, 1980? (b) The Wildlife (Protection) Act, 1972? (c) The C.R.Z Notification, 1991?	The Project requires clearance under CRZ Notification 2011.
22.	Whether there is any Government Order/Policy relevant/ relating to the site?	None
23.	Forest land involved (hectares)	Nil
24.	Whether there is any litigation pending against the project and/or land in which the projects is purpose to be set up? (a) Name of the Court (b) Case No. (c) Orders/ directions of the court, if any and its relevance with the proposed project.	None

Capacity corresponding to sectoral activity (such as production capacity for manufacturing, mining lease area and production capacity for mineral production, area for mineral exploration, length for linear transport infrastructure, generation capacity for power generation etc.)

(II) ACTIVITY

1. Construction, operation or decommissioning of the Project involving actions, which will cause physical changes in the locality (topography, land use, changes in water bodies etc.)

S. No.	Information / Checklist confirmation	Yes/ No	Details thereof (with approximate quantities / rates, wherever possible) with source of information data
1.1	Permanent or temporary change in land use, land cover or topography including increase in intensity of land use (with respect to local land use plan)	Yes	Construction of riverine jetties [3 berths in Immediate Phase by 2020 and finally in total 9 berths in ultimate Phase by 2035] along with associated infrastructure as per the sanctioned plan.
1.2	Clearance of existing land, vegetation and buildings?	Yes	Approximately 96 Hectares, to be reclaimed (approx) in the river & foreshore region in the first phase for the development of the proposed port facility. In the ultimate phase area of reclaimed land will go upto 197 Hectares (including 96 Hectares in phase one). However, for rail-road connectivity, there will be requirement of additional land by acquisition of about 84 ha. There will be minimum clearance of the vegetation along the Right of Way (ROW).
1.3	Creation of new land uses?	Yes	As mentioned above.
1.4	Pre-construction investigations e.g. bore houses, soil testing?	Yes	The geo-technical investigation of the site has been carried out, which is included in the enclosed Revised **Techno Economic feasibility Report**.
1.5	Construction works?	Yes	The proposed port facility will involve construction of 3 berths in Immediate Phase by 2020 and total 9 berths in Ultimate Phase by 2035.
1.6	Demolition works?	No	Not Applicable as the project will be implemented on the land, to be developed through dredging material disposal on river foreshore.
1.7	Temporary sites used for construction works or housing of construction workers?	Yes	Temporary sheds with all amenities such as water supply, fuel, sanitation etc. will be provided for construction workers and field staffs.
1.8	Above ground buildings, structures or earthworks including linear structures, cut and fill or excavations	Yes	Utility and operational infrastructure shall be developed involving earthworks and reclamation as per necessity.
1.9	Underground works including mining or tunneling?	No	Not Applicable.
1.10	Reclamation works?	Yes	The entire port project land of approx. 197 Ha in the ultimate phase, will be developed through reclamation in the river & foreshore area by dredged material. In the first phase, 6.6 million cubic meter quantity of reclamation material will be required. Out of this, 0.9 million cubic meter will be available from the capital dredging of the project (phase 1) & rest will be available from the

			maintenance dredging being carried out at Auckland.
1.11	Dredging?	Yes	As per an estimation, 1.20 million cubic meter capital dredging in the first phase and 36.5 million cubic meter capital dredging in the ultimate phase at the location of Sagar Chanal & Harbour area and 0.06 million cubic meter maintenance dredging shall be required in the first phase.
1.12	Offshore structures?	Yes	Approach trestles of approx. 100 m long will connect with the berthing structure from the reclaimed land on the river.
1.13	Production and manufacturing processes?	No	-
1.14	Facilities for storage of goods or materials?	Yes	Stack yards for storage of dry bulk cargo separately for each berth for storage of dry bulk cargo will be developed.
1.15	Facilities for treatment or disposal of solid waste or liquid effluents?	Yes	Shore bins with three compartments for receiving three different categories of solid wastes from vessels (oily wastes, vegetable wastes, non biodegradable wastes) will be available. Sewage reception facilities from ships will be available for treating in sewage treatment plants. Oily water generated from ships will also be received & recycled by registered re-refiners having approval of MoEFCC. Solid waste (of domestic and commercial nature) will be disposed of in consultation with the concerned civic authority. Wastewater from dock areas will be treated in a Wastewater treatment plant based on extended aeration system. Entire treated effluent meeting the relevant standard will be used in greening, suppression of dust and other non critical purposes within the Port area. Excess water if any will be discharged to surface water after following CPCB norms
1.16	Facilities for long term housing of operational workers?	No	-
1.17	New road, rail or sea traffic during construction or operation?	Yes	Rail-road connectivity to Sagar Island with the mainland will be made. It will be connected to the mainland by a rail-cum-road bridge across the Muriganga River.
1.18	New road, rail, air waterborne or other transport infrastructure including new or altered routes and stations, ports, airports etc?	Yes	New rail & road connectivity is proposed.
1.19	Closure or diversion of existing transport routes or infrastructure leading to changes in traffic movements?	No	-
1.20	New or diverted transmission lines or pipelines?	Yes	Transmission line in Sagar Island.

1.21	Impoundment, damming, culverting, realignment or other changes to the hydrology of watercourses or aquifers?	No	Not applicable. Port project land of approx. 197 Ha (including 96 Hectares in phase one), to be reclaimed in the ultimate phase, will be developed through reclamation of river foreshore by dredged material. Additional 84 ha of land will be acquired for rail/ road connectivity. Bridges/Culverts will be constructed without affecting the movement of the fishing boats if any.
1.22	Stream crossings?	No	As mentioned above.
1.23	Abstraction or transfers of water from ground or surface waters?	Yes (Surface Water)	As per initial estimation, water demand of the proposed port project is expected to be around 100 kld in first phase. In the ultimate phase, the corresponding figure will be 300 kld.
1.24	Changes in water bodies or the land surface affecting drainage or run-off?	Yes	The rail-road embankment, reclamation of port site will affect surface run-off for which appropriate drainage plan will be prepared and implemented.
1.25	Transport of personnel or materials for construction, operation or decommissioning?	Yes	Presently, there is no road/rail connectivity of the project site with the main land. New rail/road connectivity is proposed. During construction phase, water transport system will be utilized. But after road/ rail connectivity is completed transportation of materials, equipment and personnel will be done through utilizing all the available transport system.
1.26	Long-term dismantling or decommissioning or restoration works?	No	There will be no dismantling or decommissioning work.
1.27	Ongoing activity during decommissioning which could have an impact on the environment?	No	No decommissioning activity will be carried out.
1.28	Influx of people to an area in either temporarily or permanently?	Yes	Construction engineers, operators and skilled workers will be deployed during construction and operational stages. Local unskilled laborers will be engaged both during construction as well as operation phase. Expected manpower during operation phases will be around 300.
1.29	Introduction of alien species?	No	There will be no chance of introduction of alien species.
1.30	Loss of native species or genetic diversity?	No	There will be some impact on the aquatic ecology of the area. Some native species will be propagated in green belt and landscape gardening.
1.31	Any other actions?	No	No other activities are envisaged.

2. Use of Natural resources for construction or operation of the Project (such as land, water, materials or energy, especially any resources which are non-renewable or in short supply)

S. No.	Information/checklist confirmation	Yes/ No	Details thereof (with approximate quantities / rates, wherever possible) with source of information data
2.1	Land especially undeveloped or agricultural land (ha)	Yes	Approximately 197 Ha (including 96 Hectares in phase one), to be reclaimed in the ultimate phase, will be developed through reclamation of river foreshore by dredged material.
2.2	Water (expected source & competing users) unit: KLD	Yes	Water will be sourced from Hooghly River. As per initial estimation, water demand of the proposed port project is expected to be around 100 kld in first phase. In the ultimate phase, the corresponding figure will be 300 kld.
2.3	Minerals (MT)	No	Not applicable.
2.4	Construction material – stone, aggregates, sand / soil (expected source – MT)	Yes	Sand and course aggregates will be procured from the nearest available sources by transporting through boat & Barges.
2.5	Forests and timber (source – MT)	No	-
2.6	Energy including electricity and fuels (source, competing users) Unit: fuel (MT), energy (MW)	Yes	As per estimation, about 3.5 MW during operational stage in initial phase & around 10.5 MW in the ultimate phase will be required, which will be sourced from WBSEDCL.
2.7	Any other natural resources (use appropriate standard units)	No	-

3. Use, storage, transport, handling or production of substances or materials, which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health

S. No.	Information/Checklist confirmation	Yes /No	Details thereof (with approximate quantities / rates, wherever possible) with source of information data
3.1	Use of substances or materials, which are hazardous (as per MSIHC rules) to human health or the environment (flora, fauna, and water supplies)	No	-
3.2	Changes in occurrence of disease or affect disease vectors (e.g. insect or water borne diseases)	No	-
3.3	Affect the welfare of people e.g. by changing living conditions?	Yes	The project will generate job opportunity for the local people both during construction and operational stage which will have positive impact on the socio-economic environment of the locality.
3.4	Vulnerable groups of people who could be affected by the project e.g. hospital patients, children, the elderly etc.,	No	-
3.5	Any other causes	No	There will not be any other cause for adverse impact on human health or the environment.

4. Production of solid wastes during construction or operation or decommissioning (MT/month)

S. No.	Information/Checklist confirmation	Yes/ No	Details thereof (with approximate quantities / rates, wherever possible) with source of information data
4.1	Spoil, overburden or mine wastes	No	No mining activity is involved in this project.
4.2	Municipal waste (domestic and or commercial wastes)	Yes	Solid waste of domestic/ commercial origin that would be generated in the proposed port project will be disposed off suitably in consultation with the concerned Civic body.
4.3	Hazardous wastes (as per Hazardous Waste Management Rules)	No	Oily waste water / oily sludge generated will be handed over to registered recyclers having approval of MoEFCC.
4.4	Other industrial process wastes	Yes	Wastes generated from material handling like coal / iron ore will be reused.
4.5	Surplus product	No	There will be no surplus products.
4.6	Sewage sludge or other sludge from effluent treatment	Yes	Treated sewage sludge will be used in plantation. Oily waste sludge will be handed over to registered re-refiners having approval of MoEFCC. Arrangements will also be made for disposal of hazardous waste with the agency approved by State Pollution Control Board.
4.7	Construction or demolition wastes	Yes	Very less quantity of construction waste will be generated which will be disposed off suitably in consultation with concerned local body without causing any public nuisance and environmental contamination.
4.8	Redundant machinery or equipment	No	-
4.9	Contaminated soils or other materials	No	There will be no soil contamination as the entire cargo stack yard will be hardstanded.
4.10	Agricultural wastes	No	No agricultural waste will be generated.
4.11	Other solid wastes	Yes	Dust generated during dry bulk handling will be stacked separately for further disposal / re-handling.

5. Release of pollutants or any hazardous, toxic or noxious substances to air (Kg/hr)

S.No.	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates, wherever possible) with source of information data
5.1	Emissions from combustion of fossil fuels from stationary or mobile sources	Yes	Due to fuel combustion of transport vehicles, berthed ships and DG sets. Appropriate pollution control measures will be implemented to mitigate such eventualities.
5.2	Emissions from production processes	No	No production process is involved.
5.3	Emissions from materials handling including storage or transport	Yes	Dust generated during dry bulk handling will be stacked separately for further disposal/ rehandling.

5.4	Emissions from construction activities including plant and equipment	Yes	Necessary control measures will be incorporated to control fugitive emissions due to such activities.
5.5	Dust or odours from handling of materials including construction materials, sewage and waste	Yes	Fugitive dust emission from unloading / loading and stacking. Dust suppression system will be installed.
5.6	Emissions from incineration of waste	No	-
5.7	Emissions from burning of waste in open air (e.g. slash materials, construction debris)	No	Open air burning of debris within port premises shall be strictly prohibited.
5.8	Emissions from any other sources	No	-

6. Generation of Noise and Vibration, and Emissions of Light and Heat

S. No.	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities/ rates, wherever possible) with source of information data with source of information data
6.1	From operation of equipment e.g. engines, ventilation plant, crushers	Yes	From Stackers, Re-claimers & Conveyor system. All the machinery will be of highest standard of reputed make and will comply with national / international standards that take care of air and noise pollution control / vibration control.
6.2	From industrial or similar processes	No	-
6.3	From construction or demolition	Yes	From construction equipments such as excavators, dumpers, compressors, trucks etc. Best practices will be followed during all construction and installation activities to maintain noise level within permissible limit.
6.4	From blasting or piling	No	-
6.5	From construction or operational traffic	Yes	From rail wagons and trucks.
6.6	From lighting or cooling systems	No	Effective measures will be undertaken.
6.7	From any other sources	No	-

7. Risks of contamination of land or water from releases of pollutants into the ground or into sewers, surface waters, groundwater, coastal waters or the sea:

S. No.	Information/Checklist confirmation	Yes/ No	Details thereof (with approximate quantities / rates, wherever possible) with source of information data
7.1	From handling, storage, use or spillage of hazardous materials	Yes	Disaster Management Plan is already available in KoPT to mitigate the likely impacts. The same shall be developed for the proposed project also in the similar line. Risk Assessment study will also be carried out for the same.
7.2	From discharge of sewage or other effluents to water or the land (expected mode and place of discharge)	No	Sewage or other effluents will be properly treated and will be used in gardening, dust suppression and other non-critical purposes. Arrangements will however be made to dispose of such treated wastewater (meeting relevant discharge standards) into the river to meet any exigency.
7.3	By deposition of pollutants emitted to air into the land or into water	No	Dust will be generated during construction phase from earthworks, movement of vehicles and by wind erosion of areas cleared of vegetation. Appropriate fugitive dust control measures, including watering, water sprinkling of exposed areas and dust covers for trucks, would be employed to minimize any impact. No significant air quality impacts from fugitive dust emissions are anticipated during construction and during operation phases of the proposed dock complex.

			Green belt with relevant plants having dust capturing capacity with large leaf area index will also be planted.
7.4	From any other sources	No	-
7.5	Is there a risk of long term build up of pollutants in the environment from these sources?	No	-

8. Risk of accidents during construction or operation of the Project, which could affect human health or the environment

S.No.	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates, wherever possible) with source of information data
8.1	From explosions, spillages, fires etc from storage, handling, use or production of hazardous substances	No	-
8.2	From any other causes	No	-
8.3	Could the project be affected by natural disasters causing environmental damage (e.g. Floods, earthquakes, landslides, cloudburst etc)?	No	Effective design will be adopted to counter such calamities.

9. Factors which should be considered (such as consequential development) which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality

S. No.	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates, wherever possible) with source of information data
9.1	Lead to development of supporting utilities, ancillary development or development stimulated by the project which could have impact on the environment e.g.: • Supporting infrastructure (roads, power supply, waste or waste water treatment, etc.) • housing development • extractive industries • supply industries • other	No	All supporting infrastructure such as rail, power supply, ETP etc. will be developed. No other industries will come up in the port area.
9.2	Lead to after-use of the site, which could have an impact on the environment	No	No after use of the site is envisaged.
9.3	Set a precedent for later developments	No	-
9.4	Have cumulative effects due to proximity to other existing or planned projects with similar effects	No	No other projects are in close proximity of the proposed port.

(III) Environmental Sensitivity

S. No.	Areas	Name/ Identity	Aerial distance (within 15 km.) Proposed project location boundary
1	Areas protected under international conventions, national or local legislation for their ecological, landscape, cultural or other related value	None	-
2	Areas which are important or sensitive for ecological reasons – Wetlands, watercourses or other water bodies, coastal zone, biospheres, mountains, forests	Yes	River in the vicinity: Hooghly River
3	Areas used by protected, important or sensitive species of flora or fauna for breeding, nesting, foraging, resting, over wintering, migration	None	-
4	Inland, coastal, marine or underground waters	Yes	The Sagar Island is surrounded by Hooghly River.
5	State, National boundaries	None	-
6	Routes or facilities used by the public for access to recreation or other tourist, pilgrim areas	Yes	There is movement of Pilgrims in the entire Sagar Island during annual Ganga Sagar Mela (during Makar Sankranti) by surface/ water transport.
7	Defence installations	None	-
8	Densely populated or built-up area	Namkhana	Within 18 kms from project site in NE.
9	Areas occupied by sensitive man-made land uses *(hospitals, schools, places of worship, community facilities)*	• Natendrapur Natendranath H.S. School • Dhablat Laxman Parbes High School, Mansadwip • Kaligiri School • Sagar Mahavidyalaya • Sundarban Institute for Science and Cultural Advancement (Formerly Dr. Asim Mandal's House) • Kaylapara Surendranath Desapran Higer secondary School • Sagar Moniruddin High Madrasah	• 4.1 kms from project site • 9.6 kms from project site • 12 kms from project site • 8.5 kms from project site • 10 kms from project site • 14 kms from project site • 12 kms from project site

S. No.	Areas	Name/ Identity	Aerial distance (within 15 km.) Proposed project location boundary
		• Rudranagar Nursing Home • Sagar Rural Hospital	• 8 kms from project site • 8.1 kms from project site
10	Areas containing important, high quality or scarce resources *(ground water resources, surface resources, forestry, agriculture, fisheries, tourism, minerals)*	Kapil Muni Ashram (Famous for Annual Ganga Sagar Mela during Makar Sankranti)	Around 8.0 kms from project site.
11	Areas already subjected to pollution or environmental damage. *(those where existing legal environmental standards are exceeded)*	Namkhana	Within 18 kms from project site in NE.
12	Areas susceptible to natural hazard which could cause the project to present environmental problems (*earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions*)	Bank erosion is observed on either sides of northern tip of island and in the south eastern part.	-

(IV) Proposed Terms of Reference for EIA studies

TOR already issued for the pre-revised project. Request for amendment of TOR for the revised project.

I do hereby give this undertaking that the data and information given in the application and enclosures are true to the best of my knowledge and belief and I am aware that if any part of the data and information submitted is found to be false or misleading at any stage, the project will be rejected and clearance given, if any to the project will be revoked at our risk and cost.

Date: 4th January, 2016
Place: Kolkata

P. P. Datta
Manager (Environment)
for Chief Engineer
Kolkata Port Trust

Address: Chief Engineer
Civil Engineering Department
Kolkata Port Trust
15, Strand Road, Kolkata-700001

Note:

1. The projects involving clearance under Coastal Regulation Zone Notification, 1991 shall submit with the application a C.R.Z map duly demarcated by one of the authorized agencies, showing the project activities, w.r.t. C.R.Z. (at the stage of TOR) and the recommendations of the State Coastal Zone Management Authority (at the stage of EC). Simultaneous action shall also be taken to obtain the requisite clearance under the provisions of the C.R.Z. Notification, 1991 for the activities to be located in the CRZ.

2. The projects to be located within 10 km of the National Parks, Sanctuaries, Biosphere Reserves, Migratory Corridors of Wild Animals, the project proponent shall submit the map duly authenticated by Chief Wildlife Warden showing these features vis-à-vis the project location and the recommendations or comments of the Chief Wildlife Warden thereon (at the stage of EC)."

3. All correspondence with the Ministry of Environment & Forests including submission of application for TOR/ Environmental Clearance, subsequent clarifications, as may be required from time to time, participation in the EAC Meeting on behalf of the project proponent shall be made by the authorized signatory only. The authorized signatory should also submit a document in support of his claim of being an authorized signatory for the specific project."