Krishnapatnam Port Company Limited

Development of Phase-II at Krishnapatnam Port, Potti Sriramulu Nellore Dist

UPDATED FORM 1
September 2015

KRISHNAPATNAM PORT COMPANY LIMITED

Regd.Off: H.No. 8-2-293/82/A/379&379A, Ground Floor, Plot No. 379, Road No.10, Jubilee Hills, Hyderabad – 500033, India. Tel: +91-40-23339990/91/92 Fax: +91-40-23337789

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UPDATED FORM I
(Revised as per Notification of MoEF dated 01.12.2009)

(I) BASIC INFORMATION

<table>
<tr><th>Sl. No.</th><th>Item</th><th>Details</th></tr>
<tr><td>1</td><td>Name of the project</td><td>Phase II Development of Krishnapatnam Port at SPSR Nellore District, Andhra Pradesh
Request is for Amendment of the Environmental Clearance accorded by the MoEF, vide lr F.No.11-62/2009-IA.III dt. 13th Nov, 2009 (ANNEXURE –A).</td></tr>
<tr><td>2</td><td>S.No. in the schedule</td><td>7 (e)</td></tr>
<tr><td>3</td><td>Proposed capacity / area / length / tonnage to be handled/ command area / lease area / number wells to be drilled</td><td>a. CAPACITY
Approved capacity of Phase I & Phase II development as per the ECs accorded by MoEF is as under and remains unchanged.
Phase wise breakup of the approved capacity is as follows:
<table>
<tr><th>S. No</th><th>Cargo</th><th>Phase I approved Capacity MTPA (Completed)</th><th>Phase II approved Capacity MTPA (On hand)</th></tr>
<tr><td>1</td><td>Coal</td><td>6</td><td>39</td></tr>
<tr><td>2</td><td>Iron Ore</td><td>18</td><td>-</td></tr>
<tr><td>3</td><td>General cargo</td><td>4</td><td>5</td></tr>
<tr><td>4</td><td>Liquid Bulk (POL)</td><td>-</td><td>0.3</td></tr>
<tr><td>5</td><td>Containers</td><td>-</td><td>3.3 MTEUS</td></tr>
<tr><td>6</td><td>Total</td><td>28</td><td>44.3 MTPA of Cargoes + 3.3 MTEUsPA of container cargo</td></tr>
<tr><td>7</td><td>No.of Berths</td><td>3</td><td>14</td></tr>
</table></td></tr>
</table>

Sl. No.	Item	Details
		b. BERTHS The total number of berths approved in the EC accorded i.e., 17 comprising of 3 in Phase I and 14 in Phase II remains unchanged. Out of the approved berths, as on date all the three berths of Phase I and 6 out of the14 berths of Phase II have been completed and the development of balance berths of Phase II is under progress. **c. LAND** The extent of designated land i.e., Ha.1240 (Ac.3064) comprising of Ha. 800(Ac. 1977) for Phase II and Ha. 440 (Ac.1087) of Phase I of Krishnapatnam Port approved as per EC accorded by the MoEF remains unchanged.
4	New / Expansion / Modernization	Amendment in EC
5	Existing Capacity / Area etc.	**Capacity** The capacity of the infrastructure developed so far at the Krishnapatnam Port under Phase I & Phase II is for 63 MTPA of various cargo + 1.2 MTEUsPA of container cargo (as per the CFO renewed by APPCB during 2014). The development of the balance infrastructure to cater to the approved capacity of Phase I & Phase II viz., 72.3 MTPA of various cargo + 3.3 MTEUsPA of container cargo as per the EC accorded by MoEF is in progress. **Area :** The extent area of under use so far is Ha.1014 (Ac.2506) as against the designated area of Ha.1240 (Ac.3064) for the development of Phase I & Phase II of the port approved in the EC accorded by the MoEF. Balance of Ha. 226 (Ac. 558) to make up the short fall of the approved designated area shall be developed for port use.

Sl. No.	Item	Details
6	Category of Project i.e. 'A' or 'B'	Category- 'A'
7	Does it attract the general condition? If yes, please specify	Not Applicable
8	Does it attract the specific condition? If yes, please specify	Not Applicable
9	Location	Project site located at : • 14º 15' 10" N latitude • 80º 08' 05" E. longitude. Location map is enclosed (**FIGURE-1**)
	Plot / Survey / Khasra No.	Plan showing the re-designated area of Ha.1240 (Ac.3064) on topo sheet is enclosed (**FIGURE - 2**) Village wise field survey numbers and extents of the Ha.1240(Ac.3064) of re-designated land is enclosed (**ANNEXURE-B)**
	Village	Muthukuru, Krishnapatnam, Tammenapatnam and Ipuru
	Tehsil	Muthukuru and Chillakur
	District	SPSR Nellore
	State	Andhra Pradesh
10	Nearest railway station/ airport along with distance in kms.	**Nearest Railway Station:** Venkatachalam – ~20 km **Nearest Airport:** Tirupati (Domestic) – ~120 km and Chennai (International) – ~180 km
11	Nearest Town, city, District Headquarters along with distance in kms.	Nearest City : Nellore (27 km) District Headquarters : Nellore

Sl. No.	Item	Details	
12	Village Panchayats, Zilla Parishad, Municipal Corporation, Local body (complete postal address with telephone nos.)	Zilla Praja Parishad, Opp: SBI, Barracks, Nellore-524003 Phone: 0861-2331670	
13	Name of the applicant	Krishnapatnam Port Company Limited (KPCL)	
14	Registered address	Krishnapatnam Port Company Ltd 1st Floor, 48-9-17, Dwarakanagar, Visakhapatnam – 530 016, Andhra Pradesh	
15	Address of correspondence:		
	Name	Mr. Anil Yendluri	Mr. P.A.Venkateswaran
	Designation (Owner / Partner / CEO)	Director & Chief Executive Officer	Resident Director
	Address	P.O. Bag No. 1, Krishnapatnam Village, Muttukuru Mandal, SPSR Nellore District, Andhra Pradesh	Plot No. 379, Jubilee Hills, Road No. 10, Hyderabad, Andhra Pradesh
	Pin Code	524 344	500 033
	E-mail	ceo@krishnapatnamport.com	venke@navayuga.com
	Telephone No.	0861-2377999	040-23339990
	Fax No.	0861-2377046	040-23337789
16	Details of Alternative Sites examined, if any. Location of these sites should be shown on a topo sheet.	Not Applicable	
17	Interlinked Projects	No	

Sl. No.	Item	Details
18	Whether separate application of interlinked project has been submitted?	Not Applicable
19	If yes, date of submission	Not Applicable
20	If no, reason	Not Applicable
21	Whether the proposal involves approval/ clearance under: if yes, details of the same and their status to be given. (a) The Forest (Conservation) Act, 1980? (b) The Wildlife (Protection) Act, 1972? (c) The C.R.Z Notification, 1991?	(a) No (b) The proposed project does not involve any wildlife sanctuary. (c) Yes. Physical demarcation of HTL, LTL and delineation of CRZ boundaries for the project site has been carried out by NIO. EC and CRZ was accorded by the MoEF, vide lr **F.No.11-62/2009-IA.III dt. 13th Nov, 2009.**
22	Whether there is any Government Order / Policy relevant / relating to the site?	Yes. GoAP entered into a Concession Agreement for Development of Krishnapatnam Port at the proposed site through Krishnapatnam Port Company Ltd as a PPP project on BOST basis. GoAP's approvals of Krishnapatnam Port Master plan in Ac. 6800 vide Lr. No 5311/P1/2006 dt.15.10.2007 is enclosed (**ANNEXURE-C)**
23	Forest Land involved (hectares)	Nil
24	Whether there is any litigation pending against the project and / or land in which the	There is no litigation pending against the project.

Sl. No.	Item	Details
	project is proposed to be setup? a) Name of the Court b) Case No. c) Order / directions of the Court, if any and its relevance with the proposed project	

(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.)

Sl. 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)	No	No change in the scope of the approved project as the proposal is for amendment i.e., re-designation of project area etc., and ancillary construction works.
1.2	Clearance of existing land, vegetation and buildings?	Yes	Clearance of shrubs is required in the designated project area for leveling and grading.
1.3	Creation of new land uses?	No	Not Applicable as the proposal is related to an amendment i.e., redesignation of project area etc. and ancillary construction works without change in the scope of the approved project.
1.4	Pre-construction investigations e.g. bore holes, soil testing?	No	Not Applicable

1.5	Construction works?	Yes	The following Modifications and Ancillary construction works are under proposal. **Modifications** • Redesignation of project area • Lateral shifting of berthing structures **Ancillary construction works** • Railway lines • Bridges • Helipads • Road flyovers • Edible oil pipelines Plan showing the proposal is enclosed **(FIGURE - 3)**
1.6	Demolition works?	No	--
1.7	Temporary sites used for construction works or housing of construction workers?	Yes	Construction workers accommodation has been located within the port limits as envisaged.
1.8	Above ground buildings, structures or earthworks including linear structures, cut and fill or excavations	Yes	Envisaged as a part of the Development
1.9	Underground works including mining or tunneling?	No	--
1.10	Reclamation works?	No	--
1.11	Dredging?	No	--
1.12	Offshore structures?	No	--
1.13	Production and manufacturing processes?	No	--
1.14	Facilities for storage of goods or materials?	No	No change in the scope of the approved project as the proposal is for amendment i.e., redesignation of project area etc., and ancillary construction works.

1.15	Facilities for treatment or disposal of solid waste or liquid effluents?	No	No change in the scope of the approved project as the proposal is for amendment i.e., redesignation of project area etc., and ancillary construction works.
1.16	Facilities for long term housing of operational workers?	No	Not Applicable
1.17	New road, rail or sea traffic during construction or operation?	Yes	**Construction Phase:** Movement of quarry material, construction material, general traffic. **Operational Phase:** No change in the scope of the approved project as the proposal is for amendment i.e., redesignation of project area etc., and ancillary construction works.
1.18	New road, rail, air waterborne or other transport infrastructure including new or altered routes and stations, ports, airports etc?	No	No change in the scope of the approved project as the proposal is for amendment i.e., redesignation of project area etc., and ancillary construction works.
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?	No	--
1.21	Impoundment, damming, culverting, realignment or other changes to the hydrology of watercourses or aquifers?	Yes	Four Bridges / Culverts on the Khandaleru creek and canals have been proposed without blocking the free flow of water.

1.22	Stream crossings?	No	--
1.23	Abstraction or transfers of water form ground or surface waters?	No	No change in the scope of the approved project as the proposal is for amendment i.e., redesignation of project area etc., and ancillary construction works.
1.24	Changes in water bodies or the land surface affecting drainage or run-off?	Yes	The Rail and Road embankment are proposed with due care without damaging drainage. Surface drainage system is being provided as part of land development.
1.25	Transport of personnel or materials for construction, operation or decommissioning?	Yes	**Construction Phase:** Movement of construction workers by vans / buses. Movement of construction material including cement, aggregates, rock, sand and reinforcement by trucks. **Operational Phase:** No change in the scope of the approved project as the proposal is for amendment i.e., redesignation of project area etc., and ancillary construction works.
1.26	Long-term dismantling or decommissioning or restoration works?	No	--
1.27	Ongoing activity during decommissioning which could have an impact on the environment?	No	--
1.28	Influx of people to an area in either temporarily or permanently?	Yes	Influx likely during the construction phase and is temporary in nature.
1.29	Introduction of alien species?	No	--
1.30	Loss of native species or genetic diversity?	No	--
1.31	Any other actions?	No	--

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):

<table>
<tr><th>Sl. No.</th><th>Information / checklist confirmation</th><th>Yes/ No</th><th>Details thereof (with approximate quantities / rates, wherever possible) with source of information data</th></tr>
<tr><td>2.1</td><td>Land especially undeveloped or agricultural land (Ha)</td><td>Yes</td><td>An area of Ha.1240 (Ac.3064) of undeveloped land within in the port limits is allocated. Out of which, an area of about Ha. 1014 (Ac.2506) has so far been developed and balance area of about Ha. 226(Ac.558) is being developed.</td></tr>
<tr><td>2.2</td><td>Water (expected source & competing users) unit: KLD</td><td>Yes</td><td>No change in the scope of the approved project. GoAP is providing 1.0 MLD of water from Muthukuru reservoir upto the port boundary as per the terms of the Concession Agreement. Further GoAP have also permitted use of an additional 4.0 MLD of water from the Nakkalakaluva irrigation drain</td></tr>
<tr><td>2.3</td><td>Minerals (MT)</td><td>No</td><td>--</td></tr>
<tr><td>2.4</td><td>Construction material – stone, aggregates, sand / soil (expected source – MT)</td><td>Yes</td><td>Construction materials required are being sourced from Nellore and other areas nearby.
The estimated quantities of construction materials for the proposed ancillary facilities are
<table>
<tr><th>S. No</th><th>Description</th><th>Estimated quantities For Phase II Development</th></tr>
<tr><td>1</td><td>Stone</td><td>1.0 Lakh</td></tr>
<tr><td>2</td><td>Aggregates</td><td>1.0 Lakh</td></tr>
<tr><td>3</td><td>Sand</td><td>0.5 Lakh</td></tr>
<tr><td>4</td><td>Gravel</td><td>1.0 Lakh</td></tr>
</table>
Cement and steel shall be sourced from reputed manufacturers.</td></tr>
<tr><td>2.5</td><td>Forests and timber (source – MT)</td><td>No</td><td></td></tr>
<tr><td>2.6</td><td>Energy including electricity and fuels (source, competing users) Unit: fuel (MT), energy (MW)</td><td>Yes</td><td>No change in the scope of the approved project.</td></tr>
</table>

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.

Sl. 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)	Yes	No change in the scope of the approved project.
3.2	Changes in occurrence of disease or affect disease vectors (e.g. insect or water borne diseases)	No	No such impacts are envisaged
3.3	Affect the welfare of people e.g. by changing living conditions?	No	The port development is resulting in an overall improvement of the living standards in the areas of influence due to general socio-economic development.
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	--

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

Sl. 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	--
4.2	Municipal waste (domestic and or commercial wastes)	Yes	Covered in the EIA study conducted for Phase-II. No change in the scope of the approved project.

Sl. No.	Information/Checklist confirmation	Yes / No	Details thereof (with approximate quantities/rates, wherever possible) with source of information data
4.3	Hazardous wastes (as per Hazardous Waste Management Rules)	Yes	Hazardous waste like used oils, lubricants, dry batteries, plastic waste and e-waste being handled as per **Hazardous waste (Management and handling) Amendment Rules, 2000**
4.4	Other industrial process wastes	No	--
4.5	Surplus product	No	--
4.6	Sewage sludge or other sludge from effluent treatment	Yes	The treated effluents are being recycled for dust suppression / green belt development and sludge will be used as manure for the green belt development.
4.7	Construction or demolition wastes	Yes	Construction waste are being utilized in the port premises for site grading etc.
4.8	Redundant machinery or equipment	No	--
4.9	Contaminated soils or other materials	No	--
4.10	Agricultural wastes	No	--
4.11	Other solid wastes	No	--

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

Sl. 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	No change in the scope of the approved project.
5.2	Emissions from production processes	No	--
5.3	Emissions from materials handling including storage or transport	Yes	No change in the scope of the approved project.
5.4	Emissions from construction activities including plant and equipment.	Yes	No change in the scope of the approved project.

5.5	Dust or odours from handling of materials including construction materials, sewage and waste.	Yes	**Construction Phase** Dust due to handling of construction Materials in construction phase. **Operation Phase** Dust due to coal handling in operation Phase. Dust suppression measures as envisaged in the EIA report are being taken during the Phase-II construction and operation phases.
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	--
5.8	Emissions from any other sources.	No	--

6.0 Generation of Noise and Vibration and Emissions of Light and Heat:

Sl. No.	Information/Checklist confirmation	Yes / No	Details thereof (with approximate quantities/rates, wherever possible) with source of information data
6.1	From operation of equipment e.g. engines, ventilation plant, crushers.	Yes	No change in the scope of the approved project.
6.2	From industrial or similar processes	No	--
6.3	From construction or demolition	Yes	No change in the scope of the approved project.
6.4	From blasting or piling	Yes	No change in the scope of the approved project.
6.5	From construction or operational traffic	Yes	From vehicular movement
6.6	From lighting or cooling systems	No	--
6.7	From any other sources	No	--

7.0 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:

Sl. 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	No change in the scope of the approved project.
7.2	From discharge of sewage or other effluents to water or the land (expected mode and place of discharge)	Yes	No change in the scope of the approved project.
7.3	By deposition of pollutants emitted to air into the land or into water	Yes	No change in the scope of the approved project.
7.4	From any other sources	No	--
7.5	Is there a risk of long term buildup of pollutants in the environment from these sources?	No	Fugitive dust emissions, if not controlled, can result in long-term build-up of air pollutants. The Dust suppression Measures etc., contemplated in the EMP of the EIA study are being implemented. AAQ monitoring is being carried out at 7 locations in the periphery of the port through a reputed agency. Two CAAQM Stations have been set up in the port have and are linked to the APPCB website. Results of monitoring, comply with the standard norms. Periodical reports of monitoring are being submitted to statutory authorities regularly.

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

Sl. 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	Disaster Management Plan (DMP) has been prepared and submitted to the MoEF. Same is being periodically updated. As per the DMP, the necessary measures are being implemented to meet any eventuality and to combat hazards or disasters from port operations.
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)?	Yes	Probable affects due to natural disasters, which include cyclones and floods, have been studied in the DPR and accordingly the port activities are planned. The effect is short term and addressed through DMP. Further DMP are being updated from time to time as required.

9.0 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

Sl. 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 facilities, 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	Yes	The port would lead to overall socio-economic development of the region. Necessary supportive utilities, infrastructure etc. to cater the requirements of the port. In addition that, development of port facilities would boost the potential investors to set-up port-based industries and ancillaries, thereby creating a positive impact with increased and improved economic activity and social infrastructures in and around the port influenced areas of the towns and villages.
9.2	Lead to after-use of the site, which could have an impact on the environment	No	The development of the port would be a permanent establishment.
9.3	Set a precedent for later developments	yes	Development of Port based Industries and SEZs etc in the region
9.4	Have cumulative effects due to proximity to other existing or planned projects with similar effects	yes	• Improvement of employment opportunities • Improvement of social infrastructure and civic amenities • Improvement of economic conditions and living standards of inhabitants in the region

(III) **ENVIRONMENTAL SENSITIVITY**

Sl. 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	Tammenapatnam RF Kottapatnam RF Mommidi RF	5 km, S 8 km, S 9 km, SW
2	Areas which are important or sensitive for ecological reasons - Wetlands, watercourses or other water bodies, coastal zone, biospheres, mountains, forests	1. Khandaleru Creek 2. Bay of Bengal	1 km On the east
3	Areas used by protected, important or sensitive species of flora or fauna for breeding, nesting, foraging, resting, over wintering, migration	None	None
4	Inland, coastal, marine or underground waters	Sarvepalli Tank	12 km, NW
		Khandaleru creek	1 KM, S
		Yeruru creek	17 km, SW
5	State, National boundaries	None	None
6	Routes or facilities used by the public for access to recreation or other tourist, pilgrim areas	None	None
7	Defense installations	None	None
8	Densely populated or built-up area	Muthukuru village Gopalapuram Krishnapatnam	5.0km, N W 3.0km, NW 3.0Km, N
9	Areas occupied by sensitive man-made land uses (hospitals, schools, places of worship, community facilities)	Majority of the surrounding villages have schools and place of worship	

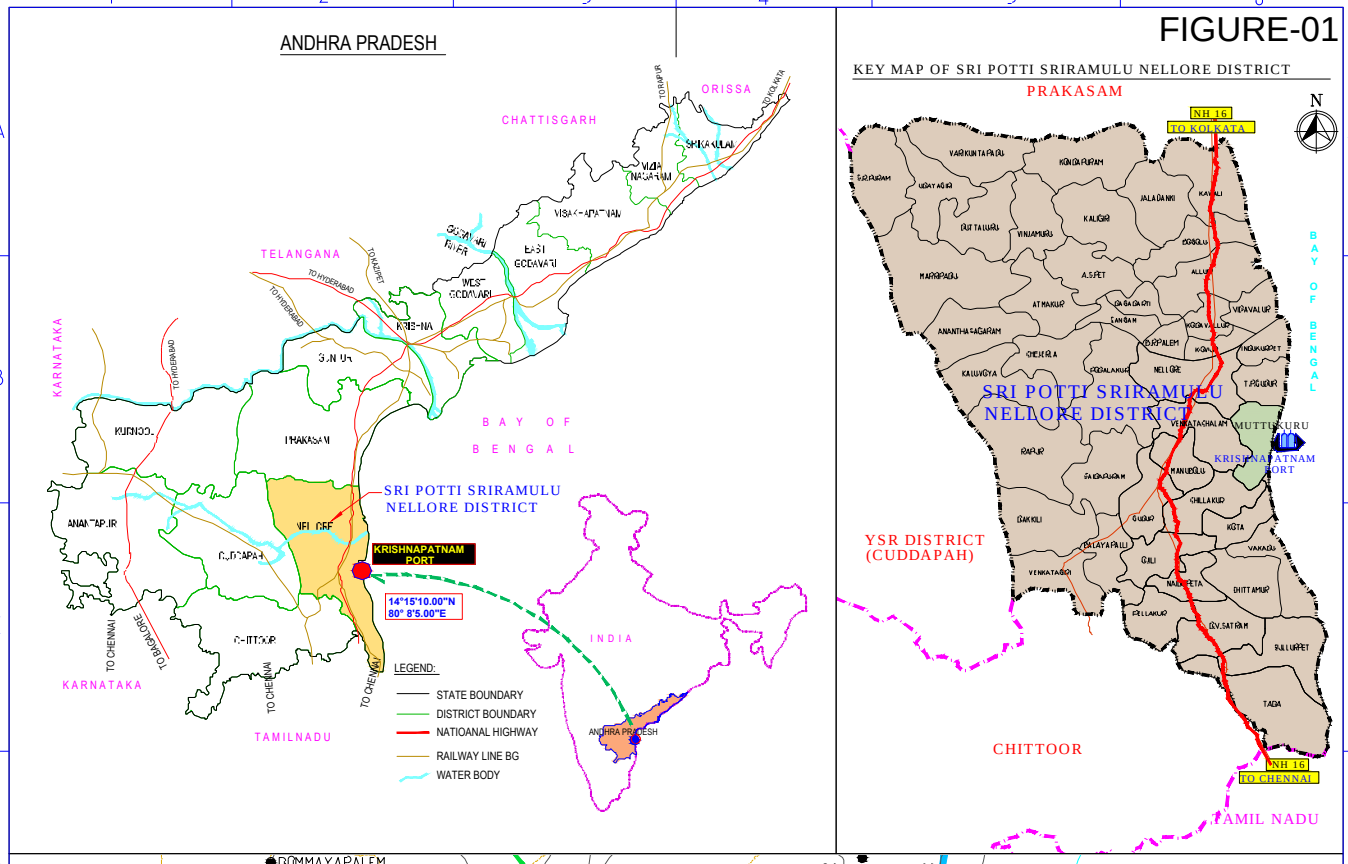
Sl. No.	Areas	Name/Identity	Aerial distance (within 15 km.) Proposed project location boundary
10	Areas containing important, high quality or scarce resources (ground water resources, surface resources, forestry, agriculture, fisheries, tourism, minerals)	None	None
11	Areas already subjected to pollution or environmental damage. (those where existing legal environmental standards are exceeded)	None	None
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)	Cyclones and flooding Cyclone prone area receiving wide spread rains with flooding during monsoons	Area generally free from natural hazards. However occasionally during cyclones the area receives heavy rains with flooding during the SW and the NE monsoons

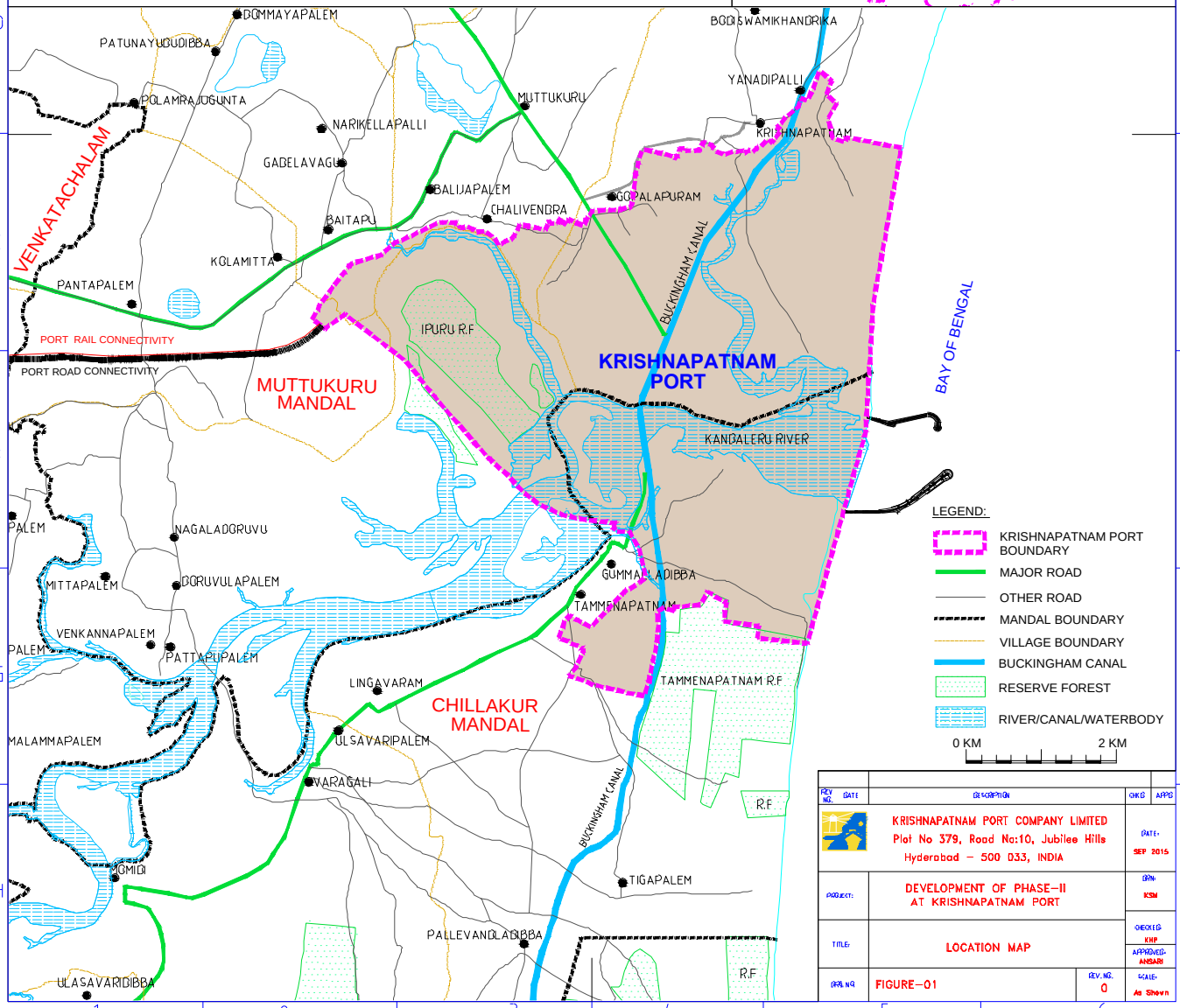
I hereby give undertaking that the data and information given on the application and closures are true to the best of my knowledge and belief and I am aware that if any part of the data and information submitted is found to be false or misleading at any stage, the project will be rejected and clearance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

Date:21/09/2015 Place: Nellore	Mr. Anil Yendluri Director and Chief Executive Officer P.O. Bag No. 1, Krishnapatnam Village, Muttukuru Mandal, SPSR Nellore District, Andhra Pradesh

FIGURES

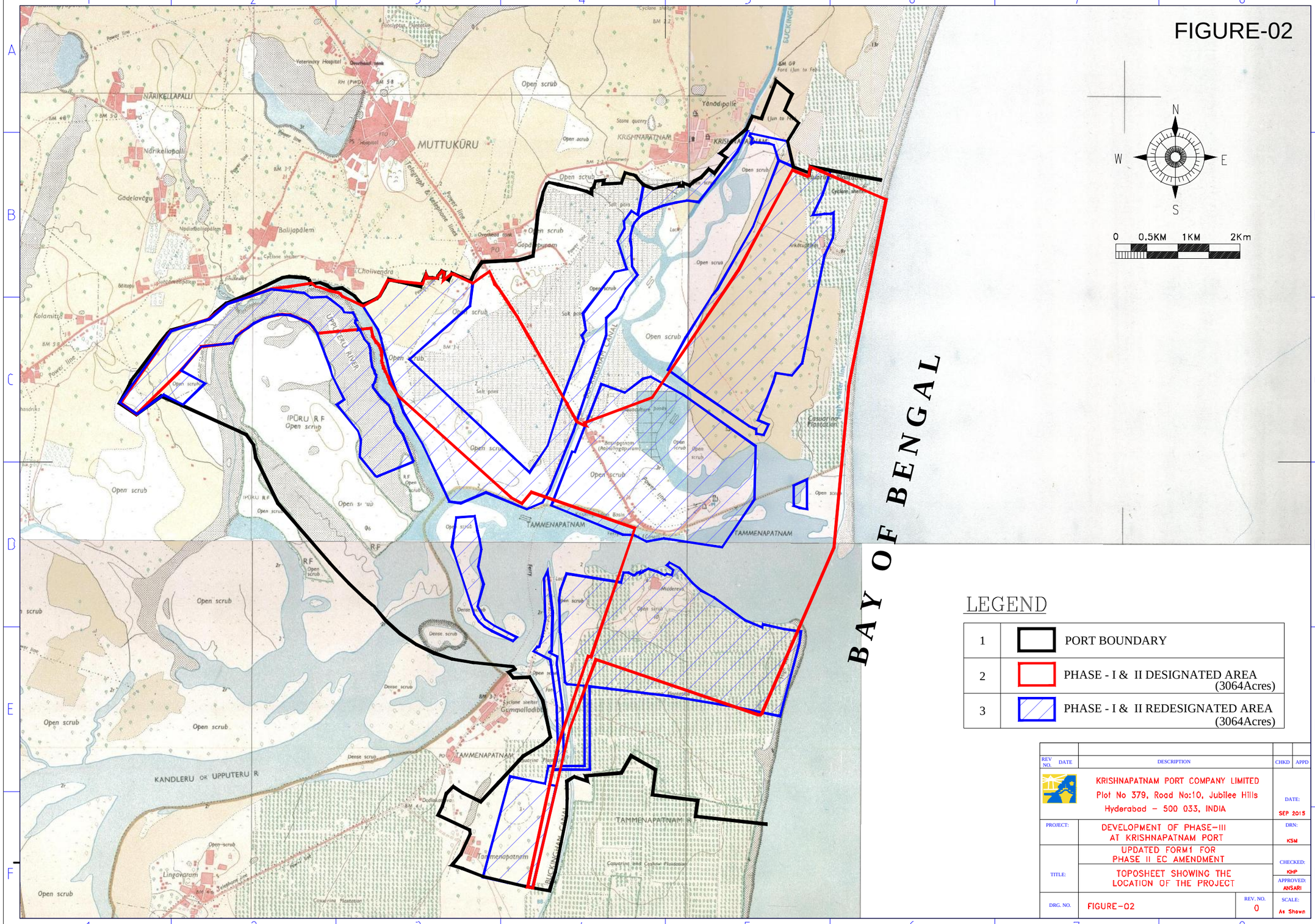
FIGURE-01





REV. NO.	DATE	DESCRIPTION	CHKD	APPD
		KRISHNAPATNAM PORT COMPANY LIMITED Plot No 379, Road No:10, Jubilee Hills Hyderabad – 500 033, INDIA	DATE: SEP 2015	
PROJECT:		DEVELOPMENT OF PHASE–II AT KRISHNAPATNAM PORT	DRN: KSM	
TITLE:		LOCATION MAP	CHECKED: KHP	
DRG NO.		FIGURE–01	REV. NO. 0	APPROVED: ANBAN SCALE: As Shown

FIGURE-02



LEGEND

1	PORT BOUNDARY
2	PHASE - I & II DESIGNATED AREA (3064Acres)
3	PHASE - I & II REDESIGNATED AREA (3064Acres)

REV NO.	DATE	DESCRIPTION	CHKD	APPD

KRISHNAPATNAM PORT COMPANY LIMITED
Plot No 379, Road No:10, Jubilee Hills
Hyderabad – 500 033, INDIA

DATE: SEP 2015

PROJECT: DEVELOPMENT OF PHASE-III AT KRISHNAPATNAM PORT

DRN: KSM

TITLE: UPDATED FORM1 FOR PHASE II EC AMENDMENT
TOPOSHEET SHOWING THE LOCATION OF THE PROJECT

CHECKED: KHP

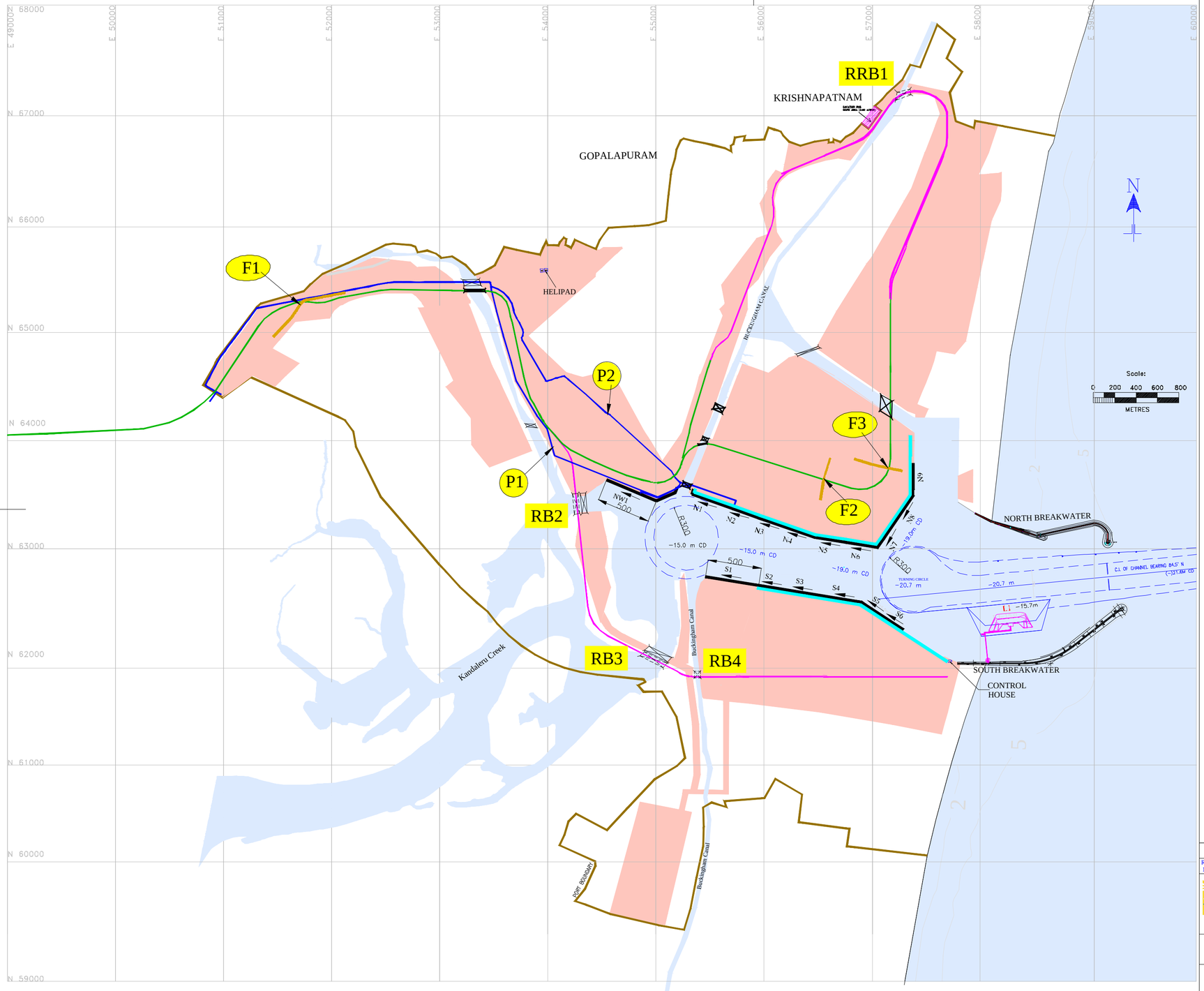
APPROVED: ANSARI

DRG. NO. FIGURE-02

REV. NO. 0

SCALE: As Shown

FIGURE-03



Legend:-

Approved Port Boundary	
Redesignated Land	
Edible Oil Pipeline P1,P2	
Berthing Front Requested for Redesignation	
Berthing Front Approved in the EC	
Railway line (Proposed)	
Existing Railway Line	
Bridges RRB1,RB2,RB3,RB4 (Proposed)	
Existing Bridges	
Road Fly Overs F1,F2,F3	

REV NO.	DATE	DESCRIPTION	CHKD	APPD

KRISHNAPATNAM PORT COMPANY LIMITED
Plot No 379, Road No:10, Jubilee Hills
Hyderabad – 500 033, INDIA

DATE: SEP 2015

PROJECT: DEVELOPMENT OF PHASE–II AT KRISHNAPATNAM PORT

DRN: KSM

TITLE: PORT LAYOUT PHASE I & II AND PROPOSED ANCILLARY INFRASTRUCTURES

CHECKED: KHP

APPROVED: ANSARI

DRG. NO. FIGURE–03

REV. NO. 0

SCALE: As Shown

ANNEXURES

ANNEXURE A

ENVIRONMENTAL CLEARANCE OF MOEF

ANNEXURE-A

F.No. 11-62/2009-IA.III
Government of India
Ministry of Environment & Forests
(IA Division)

Paryavaran Bhawan,
CGO Complex, Lodhi Road,
New Delhi - 110 003.

Dated: 13th November, 2009.

To
M/s. Krishnapatnam Port Company Ltd.,
1259, Lakshmi Towers,
Road No.36, Jubilee Hills,
Hyderabad – 500 033.

Subject: Environmental and CRZ clearance for the development of Krishnapatnam Port in Phase-II at Krishnapatnam, Sri Potti Sriramulu Nellore District, Andhra Pradesh by M/s. Krishnapatnam Port Company Ltd. – Reg.

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This has reference to your application No: KP/MoEF/PH-II/113, dated 06.05.2009 and subsequent letters dated 13.05.2009 seeking prior Environmental and CRZ Clearance for the above project under the EIA Notification – 2006 and Coastal Regulation Zone (CRZ) Notification, 1991. The proposal has been appraised as per prescribed procedure in the light of provisions under the EIA Notification – 2006 and Coastal Regulation Zone Notification, 1991 on the basis of the mandatory documents enclosed with the application viz., the Questionnaire, EIA, EMP and the additional clarifications furnished in response to the observations of the Expert Appraisal Committee constituted by the competent authority in its meetings held on 20th – 22nd July, 2009 and 27th – 28th August, 2009.

2. It is interalia, noted that the proposal involves the development of existing all weather, deep water, multipurpose port in Phase-II at Krishnapatnam with an investment of Rs.6000 Crores. The Environmental Clearance for the phase-I was issued vide letter No.10-22/2005-IA-III, dated 26-07-2006. The Krishnapatnam deep water Port is located at Latitude 14^0 15' 10" N and Longitude 80^0 08' 5" E on East Coast. The facilities created so far are located on the northern bank of Khandaleru creek. The existing port covers an area of 440 Ha and consists of three operating berths of 850 m length. The berthing facilities developed so far include one Iron Ore Berth of 262 m, one Coal Berth of 338 m and one General Cargo Berth of 250 m to accommodate Panamax vessels of 60,000 DWT to handle 18million tones of iron ore, 6million tones of iron ore, 4 million tones of general cargo. The length of approach channel is 8.50 km with uniform width of 160 m and draft of (-) 14.40 m. The length of entrance channel of 1.50 km with uniform width of 160 m and draft of (-) 13.80 m. The diameter of the turning basin is 450 m

with a depth of (-) 13.80 m. The port is provided with two break waters and the length of North Breakwater is 606 m extending from the shore upto (-) 2.50 m contour depth, the length of South Breakwater is 1607 m extending from the shore upto (-) 5.0 m contour depth. KPCL has undertaken further studies on tranquility of harbor basin as a result of which the alignment of the channel has been changed to 84.50° N against 105° N.

3. The Phase-II development activities spread over an area of 800 Ha. It include the extension of North Breakwater to 1312 m to a depth of (-) 5.5 m and South Breakwater to 1624 m to a depth of (-) 5.8 m for better tranquility inside the basin. The Phase-II development includes construction of 4 dedicated coal berths on North and one on South with a capacity to handle about 39 MTPA, one Container berth on North and 5 container berths on South to handle 3.30 million TEU. In addition, 2 General Cargo Berths on North of 5.0 MTPA capacity for handling heterogeneous solid cargo and one POL berth for handling 0.3 MTPA of liquid cargo using flexible hoses. The new construction includes additional dredging at berths from (-) 13.2 m CD to (-) 15.0 / (-) 18.0 m CD to accommodate bulk cargo vessels. The depth of the approach channel will be increased from (-) 14.40 m CD to (-) 21.0 m CD and Turning Circle will be increased from (-) 13.80 m CD to (-) 20.50 m CD. The total additional dredging required for berths, deepening of inner and outer channels and turning circle will be about 52.0 million cum. Out of which 9.0 million cum will be utilized for reclamation purpose. The balance dredge material of about 43.0 million cum will be disposed beyond (-) 20.0 m depth in designated offshore disposal site as determined by the National Institute of Ocean Technology (NIOT) for phase –I by suitably extending the phase-I dumping grounds to 5 km x 7 km for Phase-II disposal after duly conforming by additional mathematical model studies. Fugitive dust modeling studies for coal handling and storage areas were carried out using the Industrial Source Complex, Short Term (ISCST3) dispersion model which reveals that the resultant ground level concentrations are found to be well within the National Ambient Air Quality Standards (NAAQS).

4. As per the National Institute of Oceanography (NIO), the proposed development activities fall within the 500 m. of CRZ area to the open sea and 200 m in the case of Khandaleru creek Buckingham Canal. The coastal stretch on the northern side near the breakwaters is covered by sand and Casuarina trees. The existing mangroves adjacent to the Buckingham Canal are protected as stipulated in the Environmental Clearance accorded on 26-07-2006. There are no ecologically sensitive areas in the vicinity of Port. The Indian National Centre for Ocean Information Services (INCOIS) carried out the study on Shoreline Changes due to construction of the port facilities. The study results show that there is no significant permanent change in the shoreline except slight erosion on the northern side and small deposition on the southern side of breakwaters. The monitoring is being continued to

obtain more data to decide on the nature of stability measures that maybe called for over a longer period.

5. The project falls under activity 7(e) "Port and Harbours" of EIA Notification 2006 and also attracts CRZ Notification 1991. The construction and expansion of Ports and Harbours along with infrastructural facilities including operational construction activities are permitted as per para 2 (viii) of the Notification. The proposed development activities fall within 500 m CRZ area to the open sea and 100 m. in the case of Kandaleru creek Buckingham Canal. The area of proposed port is classified as creek as per the CRZ landuse land cover map of the area and falls under CRZ-III and the inter tidal zone is falling in between HTL and LTL is categorized as CRZ I (ii). The costal stretch on the northern side near the back waters is covered by sand and casuarina trees. The Government of Andhra Pradesh has forwarded the proposal for the issue of CRZ Clearance vide letter No.2286/CZMA/ 2009, dated 11.05.2009. For the Phase-II development of port, TOR was issued on 4th April, 2008 and public hearing was held on 20.02.2009.

4. The Expert Appraisal Committee, after due consideration of the relevant documents submitted by the project proponent and additional clarifications furnished in response to its observations, have recommended for the grant of Environmental and CRZ Clearance for the project. Accordingly, the Ministry hereby accord necessary Environmental and CRZ Clearance for the above project as per the provisions of EIA Notification – 2006 and CRZ Notification, 1991 and its subsequent amendments, subject to strict compliance of the terms and conditions as follows:

5. <u>Specific Conditions</u>:

(i) All the conditions as stipulated by the Forests & Environment Department, Govt. of Andhra Pradesh vide letter No. 2286/ CZMA/2009, dated 11.05.2009 shall be strictly complied.

(ii) All the details/information submitted by the project proponent vide letter No. KP/MOEF/PH-II/174, dated 17.08.2009 shall be strictly complied.

(iii) The hydro-dynamic studies shall be undertaken to ascertain the impact to the shoreline in the stretch and ecologically sensitive areas and the report shall be submitted to the Ministry.

(iv) Ministry has taken a decision that the plantation of mangroves shall be undertaken on an area of 50 ha., as the phase-II of the project spreads over 800 ha.

(v) Six monthly monitoring shall be carried out and a comparative analysis shall be made to examine for any mitigative measures required.

(vi) The temperature, salinity and tidal inflow shall be monitored weekly.

(vii) The greenbelt of 100 m. width shall be developed around the coal stack yard as per the request in the public hearing.

(viii) Impact on the drawal of the water from the Kandaleru creek shall be regularly monitored and report submitted to the Ministry.

(ix) Continuous monitoring on disposal of dredged material shall be put in place for both pre and post monsoon periods.

(x) No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area.

(xi) Oil spills if any shall be properly collected and disposed as per the Rules.

(xii) The approach channel shall be properly demarcated with lighted buoys for safe navigation and adequate traffic control guidelines shall be framed. The fishermen shall be suitably educated and informed about the traffic guidelines.

(xiii) The project proponent shall set up separate environmental management cell for effective implementation of the stipulated environmental safeguards under the supervision of a Senior Executive.

(xiv) No destruction of mangrove is permitted. The project proponent shall take up mangrove plantation/green belt in the project area, wherever possible. Adequate budget shall be provided in the Environment Management Plan for such mangrove development.

(xv) The funds earmarked for environment management plan shall be included in the budget and this shall not be diverted for any other purposes.

(xvi) There shall be no withdrawal of groundwater in Coastal Regulation Zone area, for this project. In case any ground water is proposed to be withdrawn from outside the CRZ area, specific prior permission from the concerned State / Central Groundwater Board shall be obtained in this regard.

(xvii) The Hazardous waste generated shall be properly collected and handled as per the provisions of Hazardous Waste (Management, Handling and Transboundary Movement) Rules, 2008.

(xviii) The waste water generated from the activity shall be collected, treated and reused properly.

(xix) Sewage Treatment facility should be provided in accordance with the CRZ Notification.

(xx) No solid waste will be disposed of in the Coastal Regulation Zone area. The solid waste shall be properly collected, segregated and disposed as per the provision of Solid Waste (Management and Handling) Rules, 2000.

(xxi) Installation and operation of DG set if any shall comply with the guidelines of CPCB.

(xxii) There shall be no reclamation / dredging of areas.

(xxiii) Air quality including the VOC shall be monitored regularly as per the guidelines of CPCB and reported.

(xxiv) The project proponent shall undertake green belt development.

(xxv) Necessary clearances from all the concerned agencies shall be obtained before initiating the project.

(xxvi) Project proponent shall install necessary oil spill mitigation measures in the shipyard. The details of the facilities provided shall be informed to this Ministry within 3 months from the date of receipt of this letter.

(xxvii) No hazardous chemicals shall be stored in the Coastal Regulation Zone area.

(xxviii) The project shall not be commissioned till the requisite water supply and electricity to the project are provided by the PWD/ Electricity Department.

(xxix) Specific arrangements for rainwater harvesting shall be made in the project design and the rain water so harvested shall be optimally utilized.

(xxx) The facilities to be constructed in the CRZ area as part of this project shall be strictly in conformity with the provisions of the CRZ Notification, 1991 and its amendment. The facilities such

as office building and residential buildings which do not require water front and foreshore facilities shall not be constructed within the Coastal Regulation Zone area.

6. **General Conditions:**

(i) Adequate provision for infrastructure facilities including water supply, fuel and sanitation must be ensured for construction workers during the construction phase of the project to avoid any damage to the environment.

(ii) Appropriate measures must be taken while undertaking digging activities to avoid any likely degradation of water quality.

(iii) Borrow sites for each quarry sites for road construction material and dump sites must be identified keeping in view the following:

(a) No excavation or dumping on private property is carried out without written consent of the owner.

(b) No excavation or dumping shall be allowed on wetlands, forest areas or other ecologically valuable or sensitive locations.

(c) Excavation work shall be done in close consultation with the Soil Conservation and Watershed Development Agencies working in the area, and

(d) Construction spoils including bituminous material and other hazardous materials must not be allowed to contaminate water courses and the dump sites for such materials must be secured so that they shall not leach into the ground water.

(iv) The construction material shall be obtained only from approved quarries. In case new quarries are to be opened, specific approvals from the competent authority shall be obtained in this regard.

(v) Adequate precautions shall be taken during transportation of the construction material so that it does not affect the environment adversely.

(vi) Full support shall be extended to the officers of this Ministry/ Regional Office at Bangalore by the project proponent during inspection of the project for monitoring purposes by furnishing full details and action plan including action taken reports in

respect of mitigation measures and other environmental protection activities.

(vii) Ministry of Environment & Forests or any other competent authority may stipulate any additional conditions or modify the existing ones, if necessary in the interest of environment and the same shall be complied with.

(viii) The Ministry reserves the right to revoke this clearance if any of the conditions stipulated are not complied with the satisfaction of the Ministry.

(ix) In the event of a change in project profile or change in the implementation agency, a fresh reference shall be made to the Ministry of Environment and Forests.

(x) The project proponents 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 and the date of start of land development work.

(xi) Andhra Pradesh Pollution Control Board shall display a copy of the Clearance letter at the Regional Office, District Industries Center and Collector's Office/Tehsildar's office for 30 days.

7. These stipulations would be enforced among others under the provisions of Water (Prevention and Control of Pollution) Act 1974, the Air (Prevention and Control of Pollution) Act 1981, the Environment (Protection) Act, 1986, the Public Liability (Insurance) Act, 1991 and EIA Notification 1994, including the amendments and rules made thereafter.

8. All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Civil Aviation Department, Forest Conservation Act, 1980 and Wildlife (Protection) Act, 1972 etc. shall be obtained, as applicable by project proponents from the respective competent authorities.

9. The project proponent shall advertise in at least two local Newspapers widely circulated in the region, one of which shall be in the vernacular language informing that the project has been accorded Environmental Clearance and copies of clearance letters are available with the Andhra Pradesh State Pollution Control Board and may also be seen on the website of the Ministry of Environment and Forests at http://www.envfor.nic.in. The advertisement should be made within 10 days from the date of receipt of the Clearance letter and a copy of the same should be forwarded to the Regional office of this Ministry at Bangalore.

10. Environmental clearance is subject to final order of the Hon'ble Supreme Court of India in the matter of Goa Foundation Vs. Union of India in Writ Petition (Civil) No.460 of 2004 as may be applicable to this project.

11. Any appeal against this Environmental Clearance shall lie with the National Environment Appellate Authority, if preferred, within a period of 30 days as prescribed under Section 11 of the National Environment Appellate Act, 1997.

12. A copy of the clearance letter shall be sent by the proponent to concerned Panchayat, Zilla Parisad/Municipal Corporation, Urban Local Body and the Local NGO, if any, from whom suggestions/ representations, if any, were received while processing the proposal. The clearance letter shall also be put on the website of the company by the proponent.

13. The proponent shall upload the status of compliance of the stipulated EC conditions, including results of monitored data on their website and shall update the same periodically. It shall simultaneously be sent to the Regional Office of MoEF, the respective Zonal Office of CPCB and the SPCB. The criteria pollutant levels namely; SPM, RSPM, SO_2, NOx (ambient levels as well as stack emissions) or critical sectoral parameters, indicated for the project shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.

14. The project proponent shall also submit six monthly reports on the status of compliance of the stipulated EC conditions including results of monitored data (both in hard copies as well as by e-mail) to the respective Regional Office of MoEF, the respective Zonal Office of CPCB and the SPCB.

15. The environmental statement for each financial year ending 31st March in Form-V as is mandated to be submitted by the project proponent to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently, shall also be put on the website of the company along with the status of compliance of EC conditions and shall also be sent to the respective Regional Offices of MoEF by e-mail.

(Bharat Bhushan)
Director (IA-III)
13.11.2009

Copy to:

(1) The Special Chief Secretary, Department of Environment, Forests, Science and Technology, Government of Andhra Pradesh, Secretariat, Hyderabad.
(2) The Chairman, Central Pollution Control Board, Parivesh Bhawan, CBD-cum-Office Complex, East Arjun Nagar, Delhi – 110 032.
(3) The Chairman, Andhra Pradesh Coastal Zone Management Authority and Environment, Forests Science and Technology, Government of Andhra Pradesh, Hyderabad.
(4) The Member Secretary, Andhra Pradesh Pollution Control Board, Hyderabad.
(5) The CCF, Regional Office, Ministry of Environment & Forests(SZ), Kendriya Sadan, IVth floor, E&F wings, 17th Main Road, Koramangala II Block, Bangalore – 560 034.
(6) IA - Division, Monitoring Cell, MOEF, New Delhi – 110 003.
(7) Guard file.

(Bharat Bhushan)
Director (IA-III)

F. No. 11-62/2009-IA.III
Government of India
Ministry of Environment, Forest & Climate Change
(IA.III Section)

Indira Paryavaran Bhawan,
Jor Bagh Road,
New Delhi - 3

Dated: 18th August, 2015

To

The Director and CEO,
M/s Krishnapatnam Port Company Ltd,
P.O. Bag No. 1, Krishnapatnam Village,
Muttukuru Mandal, SPSR
District Nellore (Andhra Pradesh),

Subject: 'Development of Krishnapatnam Port Phase-II' at Krishnapatnam, Sri Potti Sriramulu, District Nellore (Andhra Pradesh) by M/s Krishnapatnam Port Company Ltd – Extension of validity of Environmental and CRZ Clearance - reg.

Sir,

This has reference to your application No. KP/MoEF/130 dated 21.10.2014 and subsequent letter dated 30.10.2014, submitting the above-mentioned proposal to this Ministry for grant of extension of validity of Environmental and CRZ Clearance granted vide letter No. F.No.11-62/2009-IA-III dated 13.11.2009, in term of the provisions of the Coastal Regulation Zone, 2011 and Environment Impact Assessment (EIA) Notification, 2006 under the Environment (Protection), Act, 1986.

2. The proposal for extension of validity of Environmental and CRZ Clearance granted for **'Development of Krishnapatnam Port Phase-II' at Krishnapatnam, Sri Potti Sriramulu, District Nellore (Andhra Pradesh) by M/s Krishnapatnam Port Company Ltd,** was considered by the Expert Appraisal Committee (EAC) in the Ministry for Infrastructure Development, Coastal Regulation Zone, Building/ Construction and Miscellaneous projects, in its meeting held on 23rd – 24th April, 2015.

3. The details of the proposal, as per the documents submitted by the project proponents (PP), and also as informed during the above said EAC meeting, are reported to be as under:-

(i) Environmental Clearance were issued for Phase-I during July, 2006 to develop 3 berths and handle a cargo of 28 MTPA and for Phase-II during November, 2009 to develop 14 berths and handle additional cargo of 44.3 MTPA of Cargo + 3.3 MTEUs of container cargo. CFO was issued by Andhra Pradesh Pollution Control Board (APPCB) during 2009 and is being renewed periodically.
(ii) The Environmental and CRZ Clearance accorded by the MoEF, vide letter F.No.11-62/2009-IA.III dated 13.11.2009 for Phase-II.

(iii) Owing to delays, in handing over of the designated land by the Government of Andhra Pradesh, as of now, about 70% of the overall infrastructures envisaged in the Phase-II development comprising extension of breakwater, berths, capital dredging and ancillary works have been completed, barring some more berths, cargo handling facilities and capital dredging.

4. The EAC in its 147th meeting held in 23rd – 24th April, 2015 has recommended the project for grant of extension of validity of Environmental and CRZ Clearance dated 13.11.2009 for a period of three years. As per recommendations of the EAC, the Ministry of Environment, Forest & Climate Change hereby extends the validity of the Environmental and CRZ Clearance upto 12.11.2017.

5. All other conditions in the Environmental and CRZ Clearance No. 11-62/2009-IA-III dated 13.11.2009, shall remain unchanged.

18/8/2015

(S.K. Srivastava)
Scientist E

Copy to:

1. Chairman, Andhra Pradesh Coastal Zone Management Authority and Special Chief Secretary to Government, E.F.S & T. Department Government of Andhra, Pradesh Secretariat, Hyderabad- 2
2. The Chairman, CPCB, Parivesh Bhawan, CBD-cum-Office Complex, East Arjun Nagar, Delhi – 32.
3. The Chairman, Andhra Pradesh Pollution Control Board, Paryarana Bhawan, A-III, Industrial Area, Sanathnagar, Hyderabad - 18
4. Additional Principal CCF (C), Ministry of Environment, Forests and Climate Change, Regional Office, 1st Floor, Handloom Export Promotion Council, 34, Cathedral Garden Road, Nungambakkam, Chennai – 34
5. Guard File
6. Monitoring Cell

18/8/2015

(S.K. Srivastava)
Scientist E

ANNEXURE B

FIELD SURVEY NUMBERS & EXTENT OF AREA

ANNEXURE - B

FIELD SURVEY NUMBERS OF THE DESIGNATED AREA

SURVEY NUMBER WISE DETAILS OF LAND PROPOSED FOR REDESIGNATION		
Sl No	**Survey No**	**Identified for Phase -I & II**
A. NARIKELLAPALLI		
1	319/2	0.15
2	320/1	2.18
3	320/2	0.19
4	353	0.01
5	354	0.29
6	355	0.01
7	356	0.17
8	357	0.40
9	358	2.20
10	359/1	1.82
11	359/2	3.78
12	360/1	0.38
13	360/2	1.93
14	361	2.92
15	362/1	11.25
16	362/2	15.90
17	363	14.32
18	321	0.04
19	320	2.34
20	363	14.60
B. PANTAPALEM		
1	448	0.39
2	450	0.84
3	454	1.62
4	514/2	0.59
5	515	1.64
6	516	1.24
7	517	0.41
8	518/1	0.98
9	518/2	2.70
10	519/1	0.57
11	519/2	0.73
12	520	5.93
13	521	2.02
14	522	1.32
15	523	4.65
16	524	4.25
17	525	0.72

18	526	1.47
19	1609	4.83
20	1610	2.12
C. EPURU		
1	1709 salt 1,2,3,4	280.00
D. MUTUKURU VILLAGE		
1	1/1	2.22
2	1-/1-1	2.08
3	1/1-B1	1.06
4	1-/2-1	0.83
5	1/2.2	30.07
6	1/3	7.53
7	2-/1A	1.98
8	2-/2B1	0.35
9	2-/2B2	0.06
10	2/2C	1.34
11	2/2A1	0.42
12	2/2A2	0.40
13	2/3A	1.13
14	2/3B	1.39
15	2/1A1	2.11
16	3/1	3.18
17	3-/2A1	0.36
18	3-/2A2	0.34
19	3-/2B1	2.05
20	3-/2B2	1.07
21	3-/2C	0.29
22	4/A	2.36
23	4/B	1.43
24	5/A	1.38
25	5/B	2.46
26	6/1	8.65
27	6/2	0.24
28	6/3	0.24
29	6/4	0.24
30	6/5	0.24
31	6/6	0.24
32	6/7	0.24
33	6/8	0.24
34	6/9	0.24
35	6/10	0.24
36	6/11	0.24
37	6/12	0.24
38	6/13	0.24
39	6/14	0.23
40	7	7.55
41	15-/1	0.54

42	15-/2-1	0.16
43	34/1	0.95
44	35/A	1.00
45	35/B	1.24
46	35/C	0.62
47	35/D	0.11
48	36	0.94
49	37/1A	1.80
50	37/1B	0.14
51	37/1C	0.07
52	37/2	0.18
53	37/3-2	2.00
54	37/3.1/1	0.19
55	37/3.1/2	0.19
56	37/3.1/3	0.19
57	37/3.1/4	0.19
58	37/3.1/5	0.19
59	37/3.1/6	0.19
60	37/3.1/7	0.19
61	37/3.1/8	0.19
62	37/3.1/9	0.19
63	37/3.1/10	0.19
64	37/3.1/11	0.19
65	37/3.1/12	0.19
66	37/3.1/13	0.19
67	38/1	1.59
68	38/2	6.78
69	39/1	5.90
70	39/2A	4.72
71	39/2B	0.04
72	38/2C	0.38
73	40/1	3.55
74	40/2	2.93
75	40/3	2.64
76	41/1	2.94
77	41/2	2.04
78	42/1	3.44
79	42/2	0.38
80	43	4.52
E. KRISHNAPATNAM		
1	455/3	15.02
2	440/3	3.29
3	456/1	0.43
4	457	5.77
5	459/3	0.16
6	443/1	12.95
7	444	12.30
8	445	18.20

9	446	38.58
10	447	17.25
11	448	8.26
12	449	9.94
13	450	10.10
14	451	59.60
15	452	0.93
16	684	62.25
17	689	6.11
18	690	4.28
19	691	6.04
20	692	5.80
21	697	12.37
22	443/2	26.15
23	442	
24	441	
25	440/1	31.40
26	439	11.50
27	438	17.25
28	437	6.36
29	436	3.58
30	435	6.05
31	434	8.69
32	433	6.20
33	426	4.62
34	425	18.89
35	424	11.37
36	423	8.76
37	422	30.37
38	421	22.33
39	420	2.47
40	419	9.14
41	418	26.89
42	417	10.04
43	545	2.04
44	546	5.85
45	372	12.36
46	408/C	1.18
47	415	0.48
48	428-2A	2.50
49	427	4.51
50	428	10.89
51	429	5.60
52	430	0.05
53	431	7.24
54	432	4.70
55	704	4.08
56	705	2.85

57	725	2.14
58	726	7.58
59	727	1.82
60	728	4.90
61	729	1.54
62	731	1.88
63	734	2.02
64	741	2.18
65	750	3.00
66	753	1.82
67	754	3.34
68	755	2.73
69	769	1.15
70	374/2	0.22
71	381/1	0.57
72	383	8.54
73	386	17.65
74	388/1	1.68
75	389	26.17
76	390	15.20
77	391	4.71
78	399	1.98
79	400/2	1.51
80	401	20.78
81	402	4.50
82	405	1.26
83	407	1.20
84	408/B	1.77
85	409	0.82
86	410	2.02
87	412	2.00
88	770	1.12
89	877	10.74
90	878	12.22
91	364	13.50
92	365	9.55
93	366	29.70
94	367	22.48
95	368	9.08
96	369	12.10
97	370	11.11
98	371	15.02
99	373	4.93
100	374/1	17.62
101	375	11.15
102	376	4.12
103	377	5.16
104	378	16.89

105	379	5.28
106	380	14.47
107	381/2	23.71
108	382	21.72
109	383	8.31
110	384	15.99
111	385	19.91
112	387	15.03
113	388	16.39
114	392	12.09
115	393	7.96
116	394	12.51
117	395	5.70
118	396	1.41
119	397	1.76
120	398	2.58
121	403	7.92
122	404	3.21
123	405/A	1.98
124	405/B	5.66
125	406	1.78
126	408/A	1.77
127	411	3.22
128	413	9.99
129	414	6.89
130	751	8.28
131	752	8.70
132	400	0.30
133	431	7.24
134	733	2.96
135	740	3.29
136	746	0.55
137	766	7.48
138	767	6.82
139	768	5.52
140	770	6.30
141	428	2.50
142	429	3.78
143	430	8.50
144	670	7.89
145	671	10.46
146	672	9.16
147	673	7.87
148	675	4.51
149	676	3.69
150	677	1.41
151	678	2.69
152	679	1.55

153	680	2.31
154	681	1.59
155	682	1.36
156	683	2.27
157	684	4.07
158	685	2.65
159	686	8.27
160	687	8.40
161	688	5.44
162	701	2.37
163	702	30.78
164	703	5.42
165	704	0.53
166	705	0.70
167	726	8.58
168	724	4.47
169	730	4.23
170	732	4.92
171	735	6.56
172	736	1.80
173	741	2.78
174	742	1.24
175	742	4.88
176	743	0.39
177	744	1.11
178	745	1.35
179	747	0.13
180	749	2.10
181	180	2.81
182	711	166.39
183	897	8.54
184	416	189.13
F. TAMMENAPATNAM		
1	144	8.30
2	145	4.60
3	150/2	1.98
4	151/1	0.24
5	151/2	0.20
6	151/3	0.74
7	151/4	0.70
8	152	2.28
9	155/1	0.53
10	155/2	0.43
11	167	3.61
12	168	2.91
13	169	0.74
14	170	2.92
15	171	1.10

16	172	0.52
17	173	0.57
18	179	86.84
19	180/B	2.81
20	181	4.58
21	529	1.90
22	530	7.01
23	531	5.04
24	532/A	1.18
25	533	1.82
26	534	53.00
27	535	2.06
28	536	3.38
29	537	3.60
30	538/1	0.31
31	538/2	2.76
32	538/3	0.89
33	539/1	0.44
34	539/2	0.44
35	540	2.05
36	558	1.22
37	559	4.47
38	560	6.08
39	561	3.33
40	643	6.45
41	644	2.86
42	645	2.40
43	646	1.64
44	647	4.56
45	648	5.20
46	649	9.03
47	650	8.34
48	651	7.26
49	652/1	1.19
50	652/2	0.30
51	653/1	8.90
52	653/2	3.50
53	655/1	0.59
54	656/1	1.14
55	657	7.72
56	659	5.00
57	664	4.32
58	665	5.73
59	666	2.32
60	667	0.66
61	668	19.09
62	669	2.70
63	670	4.37

64	671	3.13
65	672/1 A	15.82
66	677/1	3.19
67	677/2	3.19
68	543/1	5.04
69	544/1	3.08
70	544/2	3.00
71	544/B	4.05
72	545	2.04
73	546	6.30
74	654/1	3.85
75	654/2	3.84
76	532	2.03
77	535	2.06
78	542	0.78
79	543/B	1.66
80	655/2	0.60
81	655/3	0.59
82	656/2	1.14
83	658	3.92
84	661	8.13
85	662	2.96
86	663	4.92
87	672/1B	11.80
88	672/2	2.00
89	672/3	3.00
90	678	2.97
91	541	1.90
92	516	32.56
93	94/1	3.00
94	94/3A & B	100.00
95	138	1.93
96	137	2.14
97	517	10.05
98	133	3.43
99	160	0.22
100	161	0.41
101	162	6.53
102	163	0.25
103	176/2B	6.25
104	182	2.26
105	572	4.64
106	140	4.76
107	141	3.24
108	142	1.31
109	143	3.94
110	146	1.67
111	147	1.80

112	148	6.90
113	149	1.90
114	150	6.13
115	176/1	0.89
116	520	9.48
117	521	6.60
118	522	4.56
119	523	2.68
120	524	2.79
121	525	4.58
122	526	3.99
123	527	2.79
124	528	7.88
	TOTAL	**3064.02**

ANNEXURE C

GoAP's APPROVAL OF OF KRISHNAPATNAM PORT MASTER PLAN IN 6800 ACRES

ANNEXURE-C

GOVERNMENT OF ANDHRA PRADESH
TRANSPORT, ROADS & BUILDINGS (PORTS) DEPARTMENT

Lr.No.5311/P1/2006, Dated:15-10-2007

From:
The Prl.Secretary to Government,
T R & B Department,
A P Secretariat,
Hyderabad.

To
The Director,
M/s Krishnapatnam Port Company Ltd.,
Hyderabad

Sir,

Sub:- Development of Krishnapatnam Port – approval of Master Plan – Reg.

Ref:- 1.From M/s KPCL, Lr.No.KP/CVR/88, dt.16-5-2006.
2.Govt.Memo No.5311/P1/2006, TR&B (Ports) Dept.,dt.31-10-2006.
3.From the DoP Lr.No.SE/D2/KPTM PORT/03-04 VOL.II, dt.9-1-2007.
4. From M/s KPCL, Lr.No.KPCL/L&L, dt.24-3-2007.
5.Govt.Lr.No.5311/P1/2006, TR&B (Ports) Dept.,dt.21-4- 2007.
6.Govt.Lr.No.5311/P1/2006, TR&B (Ports) Dept.,dt.6-9- 2007.
7.From M/s KPCL Lr.No.KP/TR&B231, dt.11-6-2007.

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I am directed to invite your attention to the correspondence cited and to inform that Government after careful examination have approved the Master Plan, Figure-01, Dated 03-06-2007 for the development of Krishnapatnam Port in Nellore District, submitted by you containing various components including the land requirement of Ac.5,800, subject to inclusion of the following in the Master Plan:-

1. Finalizing the location for shifting of the Light House.
2. Making provision for Coast Guard requirements, like Jetty etc.
3. Belt Conveyor for distance of about 7 Km on the Southern side of the port be included to cater to the requirement of the proposed Thermal Power Stations which are likely to be set up on the South and the North sides to cater to Ultra Mega Thermal Plant & A.P.GENCO Thermal Plant etc.
4. Providing Green Belt as per the norms specified by APPCB.
5. In addition to the Ac.5,800, inclusion of area covered by water bodies of about Ac.1000.

Contd...2.

2. The Master Plan envisages the following aspects as incorporated in the "Master Plan cum Land use Plan for Krishnapatnam Port":-

1) Port Facility Requirements,

2) Site Data and Marine Conditions,

3) Planning Criteria.

2. Planning Considerations

a. Basic Concept, b) Port Siting.

3. Phased Development:

The development of the port would be taken up in phases to meet the shipping demands as under:-

		LOA	Beam	Loaded Draft
a)	Phase-I	225	32.00 Mtrs.	12.00 Mtrs.
b)	Phase-II	255	37,30 Mtrs./43 Mtrs.	13.90 Mtrs.
c)	Phase-III	300	50.00 Mtrs.	17.30 Mtrs.

4. Salient features of the evolved layout

i. An all weather port.

ii. Ease of manuoeuvre of the ships in and out of the port.

iii. Adequate tranquility.

iv. Siting of the liquid berths along side the breakwaters.

v. Amenability of phased development for vessel sizes from 60,000 DWT to 2,00,000 DWT.

vi. Feasibility to accommodate about 41 vessels ultimately over a period of next 20 years.

5. Storage Requirements

6. Basis

7. Layout

8. Annual throughput

9. Ship Size:

10. The Land Assessment had been done based on throughput of major cargo like Coal, Iron Ore, Containers, Hazardous Liquid Cargo, General cargo, Break Bulk Cargo, Ship Sizes for various cargo & disruption in cargo movement at hinterland and the land now requested for an extent of 5,800 acres shall be used as follows, as detailed in the Master Plan:-

Description	Area in Acres (excludes water body)	Remarks
Coal.	725	Based on the detailed layout
Iron Ore	50	Based on the detailed layout

Contd.. 3.

Container cargo	1,450	Based on actual performance at the port of Rotterdam, i.e.7000 TEU/Acre/Year. As per the norms of UNCTAD area requirement will be about 2150 acres
Empty Container Storage	145	About 10% of area of Containeised Cargo assumed (depends on imbalance in export and import of containarised cargo)
Railway Network	100	About 6.8 Km of rail track
Warehousing, CFS, workshop, Store, Field Offices, Local Parking, Container, Repair, Container Washing etc.	200	Based on layout & assumption that additional warehouses, CFS etc.will be built immediately outside the port boundary.
Truck Terminal	75	Based on 500 vehicles
Berth Deck	100	Based on layout
Hazardous Liquid Cargo	240	Based on in-house data bank
Non-Hazdours Liquid Cargo including Bunkering	30	Based On Layout
General Cargo	50	Based on UNCTAD Norms for 5 MTPA Cargo
Ferry Terminal, Maintenance of Floating Vessel & Parking etc.	160	Entire Island
Roads, Drainage etc.	245	About 70 Km, based on layout
Green Belt	150	
Sub-total	3,720	
Reserve Land (additional Space)	930	25% extra, according to UNCTAD Norms the additional space shall be reserved to the extent of 25 to 40% extra, Less than 25% reserved is considered 'unwise'
Green Belt	150	Based on layout
Port-based Industries, like Desalination Plant, Cement Plant, Distribution-Parks etc.	1,000	Minimum
Total	5,800	

Yours faithfully,

15/X/07

for PRL.SECRETARY TO GOVERNMENT