

**F.No.11-79/2013-IA.III**  
Government of India  
Ministry of Environment, Forest & Climate Change  
(IA.III Section)

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

Dated: 26<sup>th</sup> November, 2015

To

The Vice President (Projects),  
M/s JSW Dharamtar Port Pvt Ltd,  
JSW Centre, Bandra-Kurla Complex, Bandra (E),  
**Mumbai** – 51 (Maharashtra)

**Sub: 'Expansion of Dharamtar Jetty facility' in Village Dolvi of District Raigad (Maharashtra) by M/s JSW Dharamtar Port Pvt Ltd - Environmental and CRZ Clearance – Reg.**

Sir,

This has reference to your letter No. MH/DPPL/EIA/2015/02 dated 21.02.2015 and subsequent letter dated 04.06.2015, submitting the above mentioned proposal to this Ministry for grant of Environmental and CRZ Clearance in term of the provisions of the Environment Impact Assessment (EIA) Notification, 2006 and Coastal Regulation Zone (CRZ) Notification, 2011 under the Environment (Protection), Act, 1986.

2. The proposal for **'Expansion of Dharamtar Jetty facility' in Village Dolvi of District Raigad (Maharashtra) by M/s JSW Dharamtar Port Pvt 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 meetings held on 23<sup>rd</sup> – 24<sup>th</sup> April, 2015 and 24<sup>th</sup> – 26<sup>th</sup> June, 2015.

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

(i) The project was accorded TOR vide letter No. F.No.11-79/2013-IA-III dated 05.01.2015.

(ii) The present proposal involves expansion of Dharamtar Jetty facility in village Dolvi of District Raigad (Maharashtra).

(iii) JSW Dharamtar Port Limited (JSWDPL) is a Special Purpose Vehicle under the aegis of JSWIL, to handle the cargo of the JSW Steel Limited, Dolvi works. JSWDPL has proposed to expand the existing 331.5m jetty to 1750m. This is proposed for the improvement of efficiency, productivity and quality of jetty services for increasing demands of raw material. Thus, the project envisages increase in cargo handling from existing 9.69 MTPA to 33.95 MTPA.

(iv) The existing captive jetty is located on the right bank of Amba River. The proposed facilities are to be located at latitude 18<sup>o</sup> 42' 19" North and 73<sup>o</sup> 1' 42" East. The site is well connected by road and railways. Mumbai-Goa national Highway (NH-17) passes on the east side of the site. The nearest railway station Pen is about 8 kilometres and the nearest Mumbai airport is 80 kilometres away. The

jetty is located at about 18.0 nautical miles from Jawaharlal Nehru Port and 18.0 nautical miles from Mumbai Port. The jetty is about 68 km from Mumbai by road.

(v) The existing berthing facility at the Dharamtar Jetty is for handling of barges; originally designed for barge sizes of 2500 DWT, presently handles barges up to 3700 DWT at four berths namely the Berth No. 1 to Berth No. 4 having total length of about 331.5m in one alignment. The barge size after expansion would be 8,00DWT.

(vi) The existing approach channel from the sea in the north to the jetty, through the Dharamtar creek is about 3.0m and 135m wide. It is proposed to deepen the 26 km long channel -5.0m by dredging to enable navigation of 8000 DWT barges. Capital dredging of about 6 million m<sup>3</sup> and maintenance dredging of 2 million m<sup>3</sup> is estimated. It has been proposed to use the dredged material for reclamation, if suitable and other material will be disposed at designated disposal ground off Mumbai Port as suggested by Central Water and Power Research Station (CWPRS), Pune. It is proposed to reclaim an area of 10 hectares behind the berth. It would be used for grade-raising for Port back-up.

(vii) The cargo to be handled at the proposed product will include Iron Bearing Raw Material (IBRM), Carbon Bearing Raw material (CBRM), Fluxes, clinker, cement, HR coil, sheets, CR coils, other steel products, slag and containers amounting to about 33.95 MTPA.

(viii) The expansion of the cargo receipt facility is expected in three phases. Phase-I consists of the rehabilitation of the existing Jetty. Refurbishing of the unloading equipment and MHS would also be undertaken during this phase. The new material handlers (2 Nos) would be reinforced to improve the efficiency and overall productivity of the berth.

(ix) In Phase-II, expansion of jetty to the north by 718.5m would be implemented immediately. This would be accomplished by deploying 04 new barge un-loaders with average capacity of 1,000 TPH (each). A new cross country conveyor would be provided and stock yards would be created with 02 Nos. of stacker cum re-claimers. The new conveying system shall also be put in place.

(x) In the Phase-III, dismantling and rebuilding of existing berths and expansion of berths by another 700m further to north would be implemented and that would make the total length of jetty to 1750m. This new Jetty would be provided with 2 new barge unloaders. After the implementation of phase-III, 6 barge unloaders would be working on 06 berths so as to handle 33.95 MTPA of import and export cargo.

(xi) The construction of the jetty would be carried out deploying 'Cantilever construction method' also known as 'Cantilever Gantry Method'. The method produces a minimum disturbance to the existing ground or sea bed.

(xii) **SCZMA Approval:** The Maharashtra Coastal Zone Management Authority (MCZMA) has recommended the project vide their letter No. CRZ-2014/CR-41/TC-4 dated 24.02.2015.

(xiii) The NIO, Goa has carried out CRZ demarcation study along with preparation of CRZ map in 1: 4,000 scale. As per this report, the project falls in CRZ-I and CRZ-III area. The proposed jetty along with Amba River is in CRZ-I, part of proposed stack yard and other port associated facilities including conveyor belt are in CRZ-I and CRZ-III. In the northern side of the Jetty, around 20m wide mangroves are noticed all along the river, which would be left untouched since the proposed activities are 50m or more away from the mangroves. Only approach to berths will pass over the mangroves. The structures do not block any light penetration and thus mangroves can thrive and grow below. Beyond mangroves towards the landward side, most of the area is agricultural lands/ fallow lands. As per the land

use map, the proposed and surrounding areas comprise of agriculture/barren lands, patches of mangroves, small creeks, built up area and terrestrial vegetation.

(xiv) As per the EIA report wherein studies regarding marine ecology, distribution of benthic organism, air and water, noise environment are done, impact on flow hydrodynamics and the river morphology would be limited to the blocking effect of the piles on the river water course.

(xv) No breakwater/groin/training bunds are proposed as part of the project. The configuration of the proposed jetty does not obstruct flow of water to the creek system around the project.

(xvi) About 800 KLD water will be required for full operation which will be met from the existing allocation of JSW Steel Ltd from K.T. Bandhara, Nagothane.

(xvii) Wastewater generated will be 40 KLD which will be treated in the STP of 50KLD capacity. Treated water will be reused for flushing, gardening and sprinkling in the jetty premises.

(xviii) Total solid waste generated at the site is estimated to be around 0.3 tonnes/day. The waste will be segregated into biodegradable, non-biodegradable and recyclables and disposed as per the norms to the authorized vendors and recyclers.

(xix) 33% of the land will be reserved for green belt development.

(xx) **Investment/Cost:** The total cost of the project is Rs. 1550 crores.

(xxi) **Public Hearing:** Public Hearing was conducted on 22.05.2014 by Maharashtra Pollution Control Board at Wadkhal, Raigad. The major issues raised during the public hearing are employment, tree plantation, medical facility etc.

(xxii) **Employment potential:** The project is expected to generate the employment opportunity.

(xxiii) **Benefits of the project:** The local people will be benefited through CSR activities. Socio-economic condition of the local people shall improve. Green belt around the project will improve the aesthetic of the area and revenue generation to the state government.

4. The EAC, after detailed deliberations on the proposal in its meeting held on 24 – 26 June, 2015, has recommended the project for grant of Environmental and CRZ Clearance. As per the recommendations of EAC, the Ministry of Environment, Forest & Climate Change hereby accords Environmental and CRZ Clearance to the above-mentioned project '**Expansion of Dharamtar Jetty facility' in Village Dolvi of District Raigad (Maharashtra) by M/s JSW Dharamtar Port Pvt Ltd**, under the provisions of the EIA Notification, 2006 and CRZ Notification, 2011 and amendments thereto and circulars issued thereon and subject to the compliance of the specific and general conditions mentioned below:

**A. SPECIFIC CONDITIONS:**

- (i) 'Consent to Establish' shall be obtained from State Pollution Control Board under the Air (Prevention and Control of Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.
- (ii) No mangroves shall be cut during project implementation and utmost care shall be taken to conserve them. Also, in view of the likely impact of the proposed construction methodology, National Center for Sustainable Coastal Management (NCSCM) may carry out a study for suggesting measures for mangrove protection.
- (iii) There shall be no disposal of dredged material into the sea, but to be <sup>be</sup> reused for reclamation, and for shore enrichment based on its characteristics, as committed.

- (iv) Total water requirement of 800 KLD after the proposed expansion, shall be met from the existing source of K.T. Bandhara, MIDC. There shall not be any abstraction from any other surface water body or ground water to avoid depletion of the existing local water resources. The wastewater from washing and other construction activities shall be treated to meet the prescribed norms and shall be reused. There shall no discharge of untreated effluents into the marine environment.
- (v) Adequate scour protection shall be applied to prevent damage due to scouring and bathymetric survey will be carried out to ensure that any accretion creates no risk to navigation/sediment transport at the Jetty.
- (vi) The PP shall undertake the environmental monitoring programme, as committed in the EIA study. This shall also include continuous measurements of underwater vibration and noise levels by installing appropriate measuring instruments immediately at Piles and thereafter at a distance of 2 Km from that Piles.
- (vii) As committed under the EIA study, necessary arrangements for the treatment of effluents and solid wastes shall be made and it shall be ensured that the untreated effluents and solid wastes are not discharged into the water/CRZ area.
- (viii) Ships/barges shall not be allowed to release any oily bilge waste or ballast water in the sea. Any effluents from the Jetty which have leachable characteristics shall be segregated and recycled/disposed as per MPCB guidelines.
- (ix) Location of DG sets and other emission generating equipment shall be decided keeping in view the predominant wind direction so that emissions do not effect nearby residential areas. Installation and operation of DG sets shall comply with the guidelines of CPCB.
- (x) All the mechanized handling systems and other associated equipments such as hoppers, belt conveyors, stacker cum reclaimers shall have integrated dust suppression systems. Dust suppression systems shall be provided at all transfer point.
- (xi) A windshield of appropriate height shall be provided around the coal/other bulk stack yard for control of wind generated dust.
- (xii) All the conditions stipulated by the MCZMA vide their letter No. CRZ-2014/CR-41/TC-4 dated 24.02.2015, shall be strictly complied with.
- (xiii) No product other than permitted under the CRZ Notification, 2011 shall be stored in the CRZ area.
- (xiv) The project affected people, if any; due to the land acquisition shall be rehabilitated or compensated as per the norms laid down by the concerned agency of State/ Central Government.
- (xv) The quality of treated effluents, solid wastes, emissions and noise levels and the like, from the project area must conform to the standards laid down by the competent authorities including the Central or State Pollution Control Board and under the Environment (Protection) Act, 1986.
- (xvi) All the mitigation measures suggested in the EIA report and the marine environment study of CWPRS, Pune shall be implemented. The compliance for



each of these measures shall be submitted to concerned SPCB and R.O. of this Ministry along with six monthly compliance reports.

- (xvii) There shall be no drawal of ground water in CRZ area.
- (xviii) Periodical study on shore line changes shall be conducted and mitigation carried out, if necessary. The details shall be submitted along with the six monthly monitoring report.
- (xix) It shall be ensured by the Project Proponent that the activities does not cause disturbance to the fishing activity, movements of fishing boats and destruction to mangroves during the construction and operation phase.
- (xx) All the recommendation of the EMP including the dust control at storage and handling of cargos shall be complied with letter and spirit. The Project Proponent may be asked to submit all the EMPs mentioned in the EIA report and during the subsequent presentations made before the EAC shall be submitted in a tabular format with budgetary provisions and the same shall be submitted to Ministry and with a copy to R.O., MoEFCC within two months.
- (xxi) The Project Proponent shall take up and earmark adequate fund for socio-economic development and welfare measures as proposed under the CSR Programme. This shall be taken up on priority.
- (xxii) 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.
- (xxiii) The funds earmarked for environment management plan shall be included in the budget and this shall not be diverted for any other purposes.
- (xxiv) The responses/commitments made to the issues raised during public hearing shall be complied with in letter and spirit. A hard copy of the action taken shall be submitted to the Ministry.
- (xxv) The proponent shall abide by all the commitments and recommendations made in the EIA/EMP report so also during their presentation to the EAC.
- (xxvi) The PP shall engage NCSCM, Chennai to carry out the monitoring at their own cost to ensure proper implementation of the construction methodology and construction of the Jetty without disturbing the existing mangroves, natural resources and other environmental safeguards.

(xxvii) Corporate Social Responsibility:

- a. The Company shall have a well laid down Environment Policy approved by the Board of Directors.
- b. The Environment Policy shall prescribe for standard operating process/procedures to bring into focus any infringements/ deviation/violation of the environmental or forest norms/ conditions.
- c. The hierarchical system or Administrative Order of the company to deal with environmental issues and for ensuring compliance with the environmental clearance conditions shall be furnished.
- d. To have proper checks and balances, the company shall have a well laid down system of reporting of non-compliances/ violations of environmental norms to the Board of Directors of the company and/or shareholders or stakeholders at large.

**B. GENERAL CONDITIONS:**

- (i) Appropriate measures must be taken while undertaking digging activities to avoid any likely degradation of water quality.
- (ii) Full support shall be extended to the officers of this Ministry/ Regional Office at Nagpur 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.
- (iii) A six-Monthly monitoring report shall need to be submitted by the project proponents to the Regional Office of this Ministry at Nagpur regarding the implementation of the stipulated conditions.
- (iv) Ministry of Environment, Forest and Climate Change 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.
- (v) The Ministry reserves the right to revoke this clearance if any of the conditions stipulated are not complied with the satisfaction of the Ministry.
- (vi) 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, Forest and Climate Change.
- (vii) 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.
- (viii) A copy of the clearance letter shall be marked to concerned Panchayat/local NGO, if any, from whom any suggestion/ representation has been made received while processing the proposal..
- (ix) A copy of the environmental clearance letter shall also be displayed on the website of the concerned State Pollution Control Board. The EC letter shall also be displayed at the Regional Office, District Industries centre and Collector's Office/ Tehsildar's office for 30 days.

5. 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.

6. 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.

7. 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 and CRZ Clearance and copies of clearance letters are available with the State Pollution Control Board and may also be seen on the website of the Ministry of Environment, Forest and Climate Change

at <http://www.envfor.nic.in>. The advertisement should be made within Seven 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 Nagpur.

8. This 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.

9. Status of compliance to the various stipulated environmental conditions and environmental safeguards will be uploaded by the project proponent in its website.

10. Any appeal against this Clearance shall lie with the National Green Tribunal, if preferred, within a period of 30 days as prescribed under Section 16 of the National Green Tribunal Act, 2010.

11. 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.

12. 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 MoEFCC, the respective Zonal Office of CPCB and the SPCB.

13. The environmental statement for each financial year ending 31<sup>st</sup> 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 MoEFCC by e-mail.

*SKS*  
26/11/2015  
**(S. K. Srivastava)**  
**Scientist E**

Copy to:

- 1) The Secretary, Department of Environment, Govt. of Maharashtra, Mantralaya, Mumbai - 32.
- 2) The Chairman, CPCB, Parivesh Bhawan, CBD-cum-Office Complex, East Arjun Nagar, Delhi - 32
- 3) The Chairman, Maharashtra Coastal Zone Management Authority, Room No.217 (Annexe), Mantralaya, Mumbai -32
- 4) The Member Secretary, Maharashtra Pollution Control Board, Kalpataru Points, 3<sup>rd</sup> & 4<sup>th</sup> floor, Opp. Cine Planet, Sion Circle, Sion (E), Mumbai-400 022.
- 5) Additional Principal Chief Conservator of Forests (C), Ministry of Environment, Forest and Climate Change, Regional Office (WCZ), Ground Floor, East Wing, New Secretariat Building, Civil Lines, Nagpur - 1
- 6) Guard File.
- 7) Monitoring Cell.

*SKS*  
26/11/2015  
**(S. K. Srivastava)**  
**Scientist E**