

"ഭരണഭാഷാ മാതൃഭാഷ"



കേരള സർക്കാർ



സംഗ്രഹം

കൃഷി വകുപ്പ് - കേരള നെൽവയൽ തണ്ണീർത്തട സംരക്ഷണ നിയമം 2008 - വിഴിഞ്ഞം അന്താരാഷ്ട്ര ആഴക്കടൽ തുറമുഖ പദ്ധതിയായി വിഴിഞ്ഞം ഇന്റർനാഷണൽ സീപോർട്ട് ലിമിറ്റഡിന്റെ അധീനതയിലുള്ള 24.7980 ഹെക്ടർ നിലം പരിവർത്തനപ്പെടുത്തി, പദ്ധതിയുടെ ഭാഗമായ തുറമുഖ വികസനത്തിനും അനുബന്ധ റോഡിനും, ബ്രേക്ക് വാട്ടർ നിർമ്മാണത്തിനുള്ള സാമഗ്രികൾ സംഭരിക്കുന്നതിനും വിഴിഞ്ഞം ഇന്റർനാഷണൽ സീ പോർട്ട് ലിമിറ്റഡ് ചീഫ് എക്സിക്യൂട്ടീവ് ഓഫീസർ സമർപ്പിച്ച അപേക്ഷ - അനുവദിച്ചു കൊണ്ട് - ഉത്തരവ് പുറപ്പെടുവിക്കുന്നു.

കൃഷി (എൻസിഎ) വകുപ്പ്

G.O.(Ms)No.27/2022/AGRI തീയതി.തിരുവനന്തപുരം, 18-04-2022

- പരാമർശം:-
1. 01-06-2020 - തീയതിയിലെ സ.ഉ(എം.എസ്)45/2020/കൃഷി നമ്പർ ഉത്തരവ്.
 2. 08-02-2021 - തീയതിയിലെ സ.ഉ(എം.എസ്)24/2021/കൃഷി നമ്പർ ഉത്തരവ്.
 3. 25/09/2021 തീയതിയിലെ വിഴിഞ്ഞം ഇന്റർനാഷണൽ സീ പോർട്ട് ലിമിറ്റഡ് ചീഫ് എക്സിക്യൂട്ടീവ് ഓഫീസർ സമർപ്പിച്ച അപേക്ഷ.
 4. 12/10/2021, 19.01.2022, 03.02.2022 തീയതിയിലെ സംസ്ഥാനതലസമിതിയുടെ റിപ്പോർട്ട്.
 5. 03/01/2014 തീയതിയിലെ കേന്ദ്ര വനപരിസ്ഥിതി മന്ത്രാലയത്തിന്റെ F.No.11-122/2011-1A.III നം. കത്ത്

ഉത്തരവ്

വിഴിഞ്ഞം അന്താരാഷ്ട്ര ആഴക്കടൽ തുറമുഖത്തിനായി എടുത്ത സ്ഥലത്തിൽ കണക്ടിവിറ്റി റോഡിന് വേണ്ടി വിഴിഞ്ഞം വില്ലേജിൽ ബ്ലോക്ക് നമ്പർ 14 ൽ ഉൾപ്പെട്ട 5.9791 ഹെക്ടർ നിലവും, വെയർഹൗസ് നിർമ്മാണത്തിനുവേണ്ടി കോട്ടുകാൽ വില്ലേജിൽ ബ്ലോക്ക് നമ്പർ 15,16 വിവിധ സർവ്വേ നമ്പരുകളിൽ പെട്ട 26. 7193 ഹെക്ടർ നിലവും ഉൾപ്പെടെ ആകെ 32.6984 ഹെക്ടർ നെൽവയൽ പരിവർത്തനപ്പെടുത്തുന്നതിന് VISL സമർപ്പിച്ച അപേക്ഷ 27/05/2020-ലെ മന്ത്രിസഭായോഗം പരിശോധിക്കുകയും പരാമർശം (1) പ്രകാരം വിഴിഞ്ഞം തുറമുഖത്തു നിന്നും നാഷണൽ ഹൈവേയെ ബന്ധിപ്പിക്കുന്ന കണക്ടിവിറ്റി റോഡിനായി വിഴിഞ്ഞം വില്ലേജിൽ 5.9791 ഹെക്ടർ സ്ഥലത്തിന് പരിവർത്തനാനുമതി നൽകുകയും, ബാക്കിയുള്ള കോട്ടുകാൽ വില്ലേജിലെ 26.7193 ഹെക്ടർ സ്ഥലത്തിനുള്ള പരിവർത്തനാനുമതി നൽകുന്ന വിഷയം പരിസ്ഥിതി വകുപ്പിന്റെ അനുമതി

ലഭിച്ചശേഷം പരിഗണിക്കുന്നതാണെന്നും ഉത്തരവായിരുന്നു. തുറമുഖ വികസനത്തിന്റെ ഭാഗമായി Magazne Shed, Sodium Amonium Nitrate Storage Building, Office Building അനുബന്ധ റോഡ് എന്നിവ നിർമ്മിക്കുന്നതിന് കോട്ടകാൽ വില്ലേജിലെ 26.7193 ഹെക്ടർ നിലത്തിൽ ഉൾപ്പെട്ട 1.9213 ഹെക്ടർ നിലം പരിവർത്തനപ്പെടുത്തുന്നതിന് VISL സമർപ്പിച്ച അപേക്ഷ 03/02/2021-ലെ മന്ത്രിസഭായോഗം വീണ്ടും പരിശോധിക്കുകയും പരാമർശം (2) പ്രകാരം പരിവർത്തനാനുമതി നൽകുകയുണ്ടായി. തുടർന്ന് പദ്ധതിയുടെ ഭാഗമായ തുറമുഖ വികസനത്തിനും അനുബന്ധ റോഡിനും ബ്രേക്ക് വാട്ടർ നിർമ്മാണത്തിനുള്ള സാമഗ്രികൾ സംഭരിക്കുന്നതിന് നെയ്യാറ്റിൻകര താലൂക്കിൽ കോട്ടകാൽ വില്ലേജിലെ ബ്ലോക്ക് 15,16-ൽ വിവിധ സർവ്വേ നമ്പരുകളിൽ ഉൾപ്പെട്ട 24.7980 ഹെക്ടർ നിലം നികത്തുന്നതിന് വിഴിഞ്ഞം ഇന്റർനാഷണൽ സീ പോർട്ട് ലിമിറ്റഡ് (VISL) പരാമർശം (3) പ്രകാരം സർക്കാരിൽ അപേക്ഷ സമർപ്പിക്കുകയുണ്ടായി.

2008 -ലെ കേരള നെൽ വയൽ തണ്ണീർത്തട സംരക്ഷണ നിയമത്തിലെ വകുപ്പ് 10 പ്രകാരം സംസ്ഥാനതല സമിതി സമർപ്പിച്ച റിപ്പോർട്ട് പരിഗണിച്ചശേഷം അപ്രകാരമുള്ള പരിവർത്തനപ്പെടുത്തലോ രൂപാന്തരപ്പെടുത്തലോ ചേർന്നുകിടക്കുന്ന നെൽവയലിലെ നെൽകൃഷി, ഏതെങ്കിലും ഉണ്ടെങ്കിൽ, അതിനെയോ, അതിലേയ്ക്കുള്ള സുഗമമായ നീരൊഴുക്കിനെയോ പ്രതികൂലമായി ബാധിക്കില്ലാ എന്ന് ബോധ്യപ്പെട്ടാൽ പരിവർത്തനാനുമതി നൽകാൻ നിയമത്തിൽ വ്യവസ്ഥയുണ്ട്. പദ്ധതി പ്രദേശത്തെ പാരിസ്ഥിതിക പ്രത്യാഘാതം കണക്കിലെടുത്ത് 12/10/2021, 19/01/2022, 03/02/2022 എന്നീ തീയതികളിൽ കൂടിയ സംസ്ഥാനതലസമിതി മേൽ അപേക്ഷ വിശദമായി പരിശോധിക്കുകയുണ്ടായി. കേന്ദ്ര സർക്കാർ പദ്ധതിയ്ക്ക് പാരിസ്ഥിതിക അനുമതി നൽകിയ പരാമർശം(5) ഉത്തരവിൽ നിഷ്കർഷിച്ചിട്ടുള്ള എല്ലാ വ്യവസ്ഥകളും പാലിക്കുന്നുണ്ടോ എന്നും വിഴിഞ്ഞം പദ്ധതിയ്ക്കായി പരാമർശം(1),(2) എന്നീ സർക്കാർ ഉത്തരവുകൾ പ്രകാരം നിലം പരിവർത്തനം ചെയ്യുന്നതിന് അനുമതി നൽകിയ ഉത്തരവുകളിൽ നിഷ്കർഷിച്ച പാരിസ്ഥിതിക ആഘാതങ്ങൾ കുറയ്ക്കുന്നത് സംബന്ധിച്ച വ്യവസ്ഥകൾ പാലിക്കുന്നുണ്ടോ എന്നത് സംബന്ധിച്ചും, പദ്ധതിയ്ക്കായി വിവിധ വകുപ്പുകൾ നൽകിയ അനുമതി ഉത്തരവുകളിൽ പാരിസ്ഥിതിക ആഘാതം കുറയ്ക്കുന്നതിന് നിഷ്കർഷിച്ച വ്യവസ്ഥകൾ എപ്രകാരം പാലിക്കപ്പെടുന്നുണ്ടെന്നത് സംബന്ധിച്ച വിശദമായ ഒരു അവതരണം VISL എം ഡി അവതരിപ്പിക്കുകയും പാരിസ്ഥിതിക ആഘാതങ്ങൾ കുറയ്ക്കുന്നതിനുള്ള നടപടികൾ സംബന്ധിച്ച് വിവിധ സ്റ്റാറ്റൂട്ടറി ഏജൻസികൾ നിർദ്ദേശിച്ച Mitigation Measures ഏകദേശം VISL നടപ്പിലാക്കിയതായി സംസ്ഥാനതല സമിതി സർക്കാരിലേയ്ക്ക് റിപ്പോർട്ട് ചെയ്തു .

3) സർക്കാർ ഇക്കാര്യം മേൽ സൂചിപ്പിച്ച റിപ്പോർട്ടുകളുടെ അടിസ്ഥാനത്തിൽ വിശദമായി പരിശോധിച്ചു. വിഴിഞ്ഞം അന്താരാഷ്ട്ര ആഴക്കടൽ തുറമുഖ നിർമ്മാണവുമായി ബന്ധപ്പെട്ട് തുറമുഖ വികസനത്തിനും, അനുബന്ധ റോഡിനും, ബ്രേക്ക് വാട്ടർ നിർമ്മാണത്തിനുള്ള സാമഗ്രികൾ സംഭരിക്കുന്നതിനും തിരുവനന്തപുരം ജില്ലയിൽ, നെയ്യാറ്റിൻകര താലൂക്കിൽ കോട്ടകാൽ വില്ലേജിൽ ബ്ലോക്ക് 15-ൽ 113/9, 113/10, 113/11, 113/12, 113/14, 113/15/Pt, 116/4, 116/5, 116/6, 116/7, 116/8, 116/9, 116/10, 116/11, 116/12, 116/13, 116/14, 116/15, 116/16, 116/17, 116/18/(pt

28), 116/19, 116/20, 116/22, 116/23, 116/24 pt(29), 116/26, 117/1, 117/2, 117/3, 117/4, 117/5, 117/6, 117/7, 117/17, 117/18, 117/19, 117/21, 117/22, 118/1, 118/9, 118/10, 118/11, 118/12, 118/13, 118/14, 118/15, 118/16, 119/3, 119/4, 119/5, 119/6, 119/7, 119/8, 119/9, 119/11, 119/12, 120/2, 120/3, 120/4, 120/5, 120/6, 120/7, 120/9, 120/12, 120/15, 121/2/Pt, 121/3, 121/4, 121/5, 121/6, 121/7, 121/8, 122/2, 122/3, 122/4, 122/5, 122/6, 122/7, 122/8, 123/2/Pt, 123/3/Pt, 123/4, 123/5, 123/6, 123/7, 123/8, 123/9, 123/10, 123/11, 123/12, 123/13, 123/14, 123/15, 123/16, 123/17, 123/18 എന്നീ സർവ്വേ നമ്പരുകളിൽ ഉൾപ്പെട്ടതും ബ്ലോക്ക് 16-ൽ സർവ്വേ നമ്പർ 45/2, 45/4, 45/5, 45/6, 45/7, 45/9, 45/10, 45/11, 45/12, 45/13, 45/14, 45/16, 45/17, 45/18, 46/2, 46/3, 46/4, 46/5, 46/6, 46/7, 46/8, 46/9, 46/17, 46/18, 46/19, 46/20, 46/22, 46/23, 46/24, 46/25, 46/26, 46/27, 48/3, 48/4, 48/5, 48/6, 48/7, 48/8, 48/9, 48/10, 48/11, 48/12, 48/13, 48/14, 48/15, 48/16, 48/17, 48/19, 48/20, 48/21, 48/22, 50/2, 50/3, 50/4, 50/5, 50/6, 50/8, 50/9, 50/10, 50/11, 50/12, 50/14, 50/15, 51/5, 51/7, 51/8, 51/9, 51/12, 51/13, 51/23, 51/24, 52/1, 52/4, 52/5, 52/6, 52/17, 53/5, 54/11, 55/5, 55/9, 55/14, 56/15, 56/16, 56/17, 57/6, 57/7, 57/8, 57/9, 57/10, 57/11, 57/12, 57/14, 57/15, 57/16, 58/6, 58/12, 58/31, 58/32, 58/13, 58/16, 58/17, 58/19, 58/20, 59/4, 59/5, 59/6, 59/7, 59/8, 59/9, 59/10, 59/11, 59/12, 59/15, 59/16, 61/1, 61/2, 61/3, 61/4, 61/5, 61/6, 61/8, 61/9, 61/11, 61/12, 61/14/Pt(17), 61/15, 61/16, 62/2, 62/3, 62/4, 62/5, 62/6, 62/7, 62/8, 62/10, 62/11, 62/12, 62/16, 62/18, 63/2/Pt(19), 63/3, 63/5, 63/6, 63/8, 63/10/Pt(20), 63/11/Pt(21), 64/6, 64/7, 64/9/Pt(32), 64/12/Pt(33), 64/19, 65/1, 65/2, 65/3, 65/4, 65/5, 65/6, 65/14, 65/16, 65/17, 65/19, 65/20, 65/22, 66/1, 66/3, 66/5, 66/6, 66/7, 66/8, 66/13, 66/14, 66/15, 67/1, 67/2, 67/3, 67/4, 67/5, 67/7, 67/8, 67/12, 67/13, 67/17, 68/1, 68/2, 68/3, 68/4, 68/5, 68/6, 68/9, 68/10, 68/11, 68/12, 68/13, 68/14, 68/15, 68/18, 68/19, 68/24, 68/30, 68/31, 69/1, 69/2, 69/3, 69/4, 69/5, 69/6, 69/7, 69/8, 69/10, 69/11, 69/12, 69/13, 69/14, 69/15, 69/17, 69/18, 69/20, 69/21, 69/22, 69/23, 69/24, 69/25, 69/26, 70/1, 70/2, 70/3, 70/4, 70/5, 70/6, 70/7, 70/8, 70/9, 70/10, 70/11, 70/12, 70/16, 70/17, 70/18, 71/1, 71/2, 71/3, 71/4, 71/5, 71/6, 71/7, 71/9, 71/10, 71/11, 71/12, 71/13, 71/14, 71/15, 71/16, 71/17, 71/18, 71/19, 71/20, 71/21, 71/22, 72/11, 72/14, 72/15, 72/16, 72/17, 72/18, 72/19, 72/20, 72/21, 72/23, 72/24, 72/26, 72/27, 253/8, 254/9, 255/6, 255/10, 255/11, 255/12, 255/16, 255/19, 255/27, 255/28, 255/29, 255/30, 255/31, 255/32, 258/14, 258/18, 258/36, 259/7, 259/8, 259/9, 259/12, 259/13, 259/15, 259/18, 259/21, 259/22, 259/23, 259/24, 260/3, 260/5, 260/7, 260/12, 260/17/Pt(33), 261/1, 261/4, 261/7, 261/14, 261/18, 261/19, 261/20 എന്നീ സർവ്വേ നമ്പരുകളിൽ ഉൾപ്പെട്ടതുമായ 24,7980 ഹെക്ടർ നെൽ വയൽ 2008 -ലെ കേരള നെൽ വയൽ തണ്ണീർത്തട സംരക്ഷണ നിയമത്തിലെ വകുപ്പ് 10 പ്രകാരം ചുവടെ ചേർക്കുന്ന വ്യവസ്ഥകൾക്ക് വിധേയമായി പരിവർത്തനാനുമതി നൽകി ഉത്തരവ് പുറപ്പെടുവിപ്പിക്കുന്നു.

എ) പരിവർത്തനപ്പെടുത്തുന്ന സ്ഥലത്തിന്റെ വിസ്തൃതിയുടെ 10 % ജല സംരക്ഷണ പ്രവർത്തനങ്ങൾക്കായി നീക്കി വെച്ചിട്ടുള്ള പ്രദേശത്ത്(ജല സംരക്ഷണത്തിനായി നീക്കിവെച്ചിട്ടുള്ള സ്ഥലത്തിന്റെ sketch അനുബന്ധം I-ആയി ഉള്ളടക്കം ചെയ്യുന്നു) അനുയോജ്യ ജല സംരക്ഷണ പ്രവർത്തനങ്ങൾ നടത്തേണ്ടതുമാണ് ;

ബി) പാരിസ്ഥിതിക ആഘാതങ്ങൾ കുറയ്ക്കുന്നതിലേയ്ക്കായി ബന്ധപ്പെട്ട MD, VISL സമർപ്പിച്ച അനുബന്ധം I I ആയി ഉൾക്കൊള്ളിച്ചിരിക്കുന്ന രേഖകളിൽ അതായത് 25/09/2021-ലെ VISL മാനേജിംഗ് ഡയറക്ടറുടെ VISL/17/2021/RC/440 നം. കത്തിലും അതിന്റെ അനുബന്ധങ്ങളിലും (അദാനി പോർട്ട്സ് & ലോജിസ്റ്റിക്സ് മാനേജിംഗ് ഡയറക്ടർ & ചീഫ് എക്സിക്യൂട്ടീവ് ഡയറക്ടർ VISL മാനേജിംഗ് ഡയറക്ടർക്ക് സംബോധന ചെയ്തിരിക്കുന്ന 15-09/2021 തീയതിയിലെ AVPPL/GoK/2020-21/1686 നം.കത്ത് , കേന്ദ്ര പരിസ്ഥിതിയും വനവും മന്ത്രാലയം VISIL മാനേജിംഗ് ഡയറക്ടർക്ക് സംബോധന ചെയ്തിരിക്കുന്ന 03/01/2014 തീയതിയിലുള്ള F.No.11-122/2011-1A,III നം . കത്ത്, നിർദ്ദിഷ്ട സ്ഥലത്തിന് വേണ്ടിയുള്ള E I A റിപ്പോർട്ടിൽ നിർദ്ദേശിച്ചിട്ടുള്ള Mitigation Measures , ജലസംരക്ഷണത്തിനായി മാറ്റിവെച്ചിട്ടുള്ള സ്ഥലത്തിന്റെ മാപ്പ്, കേരള സംസ്ഥാന മലിനീകരണ നിയന്ത്രണ ബോർഡിൽ നിന്നുള്ള ക്രഷർ പ്ലാന്റ് സ്ഥാപിക്കുന്നതിനുള്ള അനുമതി പത്രം , 1999-ലെ കേരളാ മുൻസിപ്പാലിറ്റി കെട്ടിട നിർമ്മാണചട്ടപ്രകാരവും, 2011-ലെ കേരള പഞ്ചായത്ത് കെട്ടിട നിർമ്മാണചട്ടം എന്നിവ പ്രകാരവും വിഴിഞ്ഞം അന്താരാഷ്ട്ര ആഴക്കടൽ ഇറമുഖമായി പ്രഖ്യാപിച്ചുകൊണ്ടുള്ള 01/10/2015-ലെ സ.ഉ. (കൈ) 310/2015/തസ്വഭവ. ഉത്തരവ്) കൂടാതെ 03/02/2022-ലെ VISIL മാനേജിംഗ് ഡയറക്ടറുടെ VISL /2018-19/ALM/853 നമ്പർ കത്തിൽ സൂചിപ്പിച്ച വിശദീകരണത്തിലും, അനുബന്ധങ്ങളിലും (ജല സംരക്ഷണത്തിന് വേണ്ടി സ്ഥലം രേഖപ്പെടുത്തിയുള്ള സൈറ്റ് മാപ്പ്, പവർ പോയിന്റ് പ്രസന്റേഷൻ സ്ലൈഡ്സ്, M.D.യുടെ നടപടി റിപ്പോർട്ട്) വിശദീകരിച്ചിരിക്കുന്ന Mitigation Measures VISL കർശനമായി പാലിക്കേണ്ടതാണ് ;

സി) മേൽ പറഞ്ഞിട്ടുള്ള നിബന്ധനകൾ VISL പാലിയ്ക്കുന്നുണ്ടെന്ന് തിരുവനന്തപുരം ജില്ലാ കളക്ടർ ഉറപ്പുവരുത്തേണ്ടതാണ്.

(ഗവർണ്ണറുടെ ഉത്തരവിൻ പ്രകാരം)

P M ALI ASGAR PASHA IAS

SECRETARY

1. ചീഫ് എക്സിക്യൂട്ടീവ് ഓഫീസർ , വിഴിഞ്ഞം ഇന്റർനാഷണൽ സി പോർട്ട് ലിമിറ്റഡ് 9-ാം നില, കെ.എസ്.ആർ.ടി.സി. ബസ് ടെർമിനൽ, തമ്പാനൂർ, തിരുവനന്തപുരം.
2. ലാന്റ് റവന്യൂ കമ്മീഷണർ, തിരുവനന്തപുരം.
3. ജില്ലാ കളക്ടർ, തിരുവനന്തപുരം.
4. സബ് കളക്ടർ, തിരുവനന്തപുരം.

5. ഡോ. പി.ര. നജീർ, ഡീൻ, കോളേജ് ഓഫ് ഹെൽത്ത് മാനേജ്മെന്റ്, എറണാകുളം നഗരം, കാർഷിക സർവ്വകലാശാല, തൃശ്ശൂർ-680656. nameer.po@kau.in
6. ഡോ.അന.ജി.കൃഷ്ണൻ, അസോസിയേറ്റ് പ്രൊഫസർ, ഹോർട്ടികൾച്ചർ, റീജയണൽ അഗ്രിക്കൾച്ചർ റിസർച്ച് സ്റ്റേഷൻ (RARS), കുമരകം, കോട്ടയം.
7. പ്രിൻസിപ്പൽ അഗ്രിക്കൾച്ചറൽ ഓഫീസർ, തിരുവനന്തപുരം.
8. കൃഷി ഓഫീസർ, കൃഷി ഭവൻ, കോട്ടകാൽ, തിരുവനന്തപുരം.
9. തഹസിൽദാർ നെയ്യാറ്റിൻകര, തിരുവനന്തപുരം.
10. വില്ലേജ് ഓഫീസർ, കോട്ടകാൽ, തിരുവനന്തപുരം.
11. റവന്യൂ വകുപ്പ്
12. പരിസ്ഥിതി വകുപ്പ്
13. ഇറമുഖ വകുപ്പ്
14. പൊതുഭരണ (എസ്.സി) വകുപ്പ് (ഇനം.നമ്പർ.തീയതി,)
15. വിവര പൊതുജന സമ്പർക്ക വകുപ്പ് (പ്രസിദ്ധീകരണത്തിന്)
16. കരുതൽ ഫയൽ / ഓഫീസ് കോപ്പി.

ഉത്തരവിൻ പ്രകാരം

Signed by Sreelatha S V

Date: 19-04-2022 11:01:09

സെക്ഷൻ ഓഫീസർ

പകർപ്പ്

1. ബഹു.കൃഷി വകുപ്പ് മന്ത്രിയുടെ പി.എസ്.ന്
2. കാർഷികോൽപ്പാദന കമ്മീഷണറുടെ പി.എ.യ്ക്ക്
3. കൃഷി വകുപ്പ് സെക്രട്ടറിയുടെ പി.എ.യ്ക്ക്



District - Thiruvananthapuram
 Taluk - Neyyatinkara
 Village - Kottukal
 Block No. - 15,16

PLAN - 1/2

Total Area : 43.0805, Hectar

- Converted Paddy Land : 1.9213, Hectar (Go (Ms)No.24/2021/Agri) (dtd.08/02.2021)
- 10% of the total extent of converted from Paddy land : 0.1921,Hectar
- To be Converted Paddy Land : 24.7190,Hectar
- 10% of the total extent of to be converted land from Paddy-Land : 2.47190, Hectar(Earmarked for water conservation)
- Dry Land
- Govt Drain & Road
- Sub Division Line
- Field Boundary Line
- Road



THIRUVANANTHAPURAM
 Government Secretariat
 Agriculture (NCA) Dept.
 Section Officer
 S.V. AHATHA

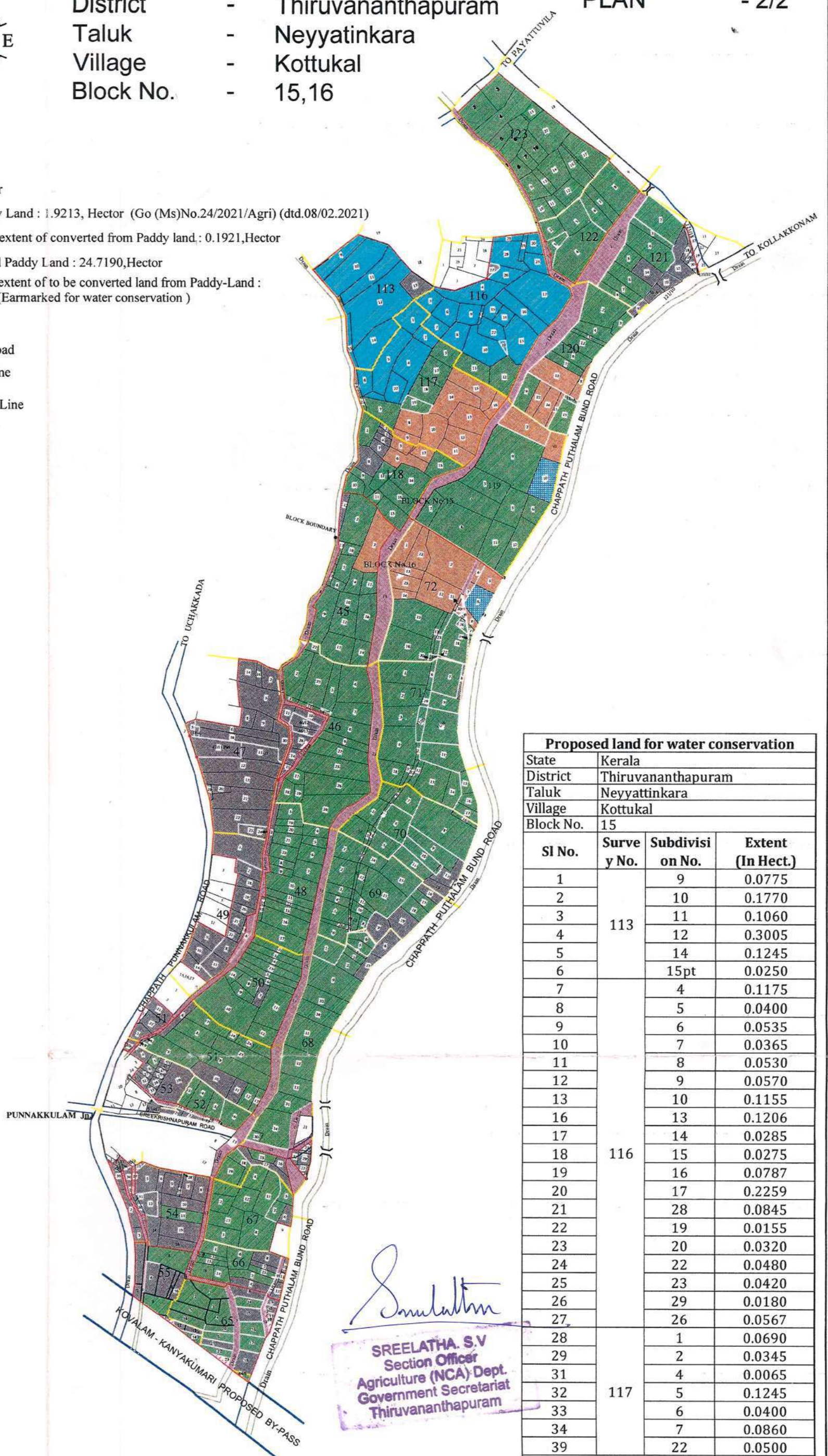


District - Thiruvananthapuram
Taluk - Neyyattinkara
Village - Kottukal
Block No. - 15,16

PLAN - 2/2

Total Area : 43.0805, Hectar

- Converted Paddy Land : 1.9213, Hectar (Go (Ms)No.24/2021/Agri) (dtd.08/02.2021)
- 10% of the total extent of converted from Paddy land : 0.1921,Hectar
- To be Converted Paddy Land : 24.7190,Hectar
- 10% of the total extent of to be converted land from Paddy-Land : 2.47190, Hectar(Earmarked for water conservation)
- Dry Land
- Govt Drain & Road
- Sub Division Line
- Field Boundary Line
- Road



Proposed land for water conservation			
State	Kerala		
District	Thiruvananthapuram		
Taluk	Neyyattinkara		
Village	Kottukal		
Block No.	15		
Sl No.	Survey No.	Subdivision No.	Extent (In Hect.)
1	113	9	0.0775
2		10	0.1770
3		11	0.1060
4		12	0.3005
5		14	0.1245
6		15pt	0.0250
7	116	4	0.1175
8		5	0.0400
9		6	0.0535
10		7	0.0365
11		8	0.0530
12		9	0.0570
13		10	0.1155
16		13	0.1206
17		14	0.0285
18		15	0.0275
19		16	0.0787
20		17	0.2259
21		28	0.0845
22		19	0.0155
23		20	0.0320
24		22	0.0480
25	23	0.0420	
26	29	0.0180	
27	26	0.0567	
28	117	1	0.0690
29		2	0.0345
31		4	0.0065
32		5	0.1245
33		6	0.0400
34		7	0.0860
39		22	0.0500
Total			2.4719

ഭരണഭൂഷ - മാതൃഭാഷ



വിഴിഞ്ഞം ഇൻ്റർനാഷണൽ സീപോർട്ട് ലിമിറ്റഡ്

(ഒരു കേരള സർക്കാർ സ്ഥാപനം)

VISL/17/2021/RC/440

25-09-2021

സെക്രട്ടറി

ക്യൂഷി (എൻ.സി.എ) വകുപ്പ്

തിരുവനന്തപുരം.

സർ,

വിഷയം : ക്യൂഷി വകുപ്പ് - വിഴിഞ്ഞം അന്താരാഷ്ട്ര തുറമുഖ പദ്ധതി - നെൽവയൽ പരിവർത്തനാനുമതി നൽകുന്നത് - സംബന്ധിച്ച്.

സൂചന : ക്യൂഷി (എൻ.സി.എ) വകുപ്പിൻ്റെ 26/08/2021 തീയതിയിലെ 178/ എൻ.സി.എ2/2019/ ക്യൂഷി നമ്പർ കത്ത്.

മേൽ സൂചനയിലേക്ക് താങ്കളുടെ ശ്രദ്ധ ക്ഷണിക്കുന്നു. നെയ്യാറ്റിൻകര താലൂക്കിൽ കോട്ടുകാൽ വില്ലേജിൽ ഭൂബ്ലാക്ക് നമ്പർ 15, 16 എന്നിവയിലായി 43.0755 ഹെക്ടർ ഭൂമി വിഴിഞ്ഞം അന്താരാഷ്ട്ര തുറമുഖ അനുബന്ധ കെട്ടിടങ്ങളുടേയും വെയർഹൗസ് നിർമ്മാണത്തിനും വേണ്ടി ഏറ്റെടുത്തിരുന്നു. അതിൽ ഉൾപ്പെട്ടു വരുന്ന 26.7193 ഹെക്ടർ ഭൂമി റവന്യൂ ഭരണകൾ പ്രകാരം 'നിലം' എന്ന ഇനത്തിൽപ്പെടുന്നതും, എന്നാൽ ഡാറ്റാബാങ്കിൽ നിലം നികത്തു പുരയിടം എന്ന് ഭരണപ്പെടുത്തിയിട്ടുള്ളതുമാണ്. മേൽക്കാണിച്ച 43.0755 ഹെക്ടർ സ്ഥലത്തിന്മേൽ പാരിസ്ഥിതികാഘാത പഠനം നടത്തുകയും അതിൻ്റെയടിസ്ഥാനത്തിൽ കേന്ദ്ര പരിസ്ഥിതി വകുപ്പിൻ്റെ 03/03/2014 തീയതിയിലെ F.No.II-122/2011-1A-III നമ്പർ ഉത്തരവു പ്രകാരം പരിസ്ഥിതി കാലാവസ്ഥാ വ്യതിയാനം സംബന്ധിച്ച കാര്യലയത്തിൻ്റെ അനുമതി ലഭിച്ചിട്ടുള്ളതുമാണ് (പകർപ്പ് അനുബന്ധം - I). പരിസ്ഥിതി ആഘാത പഠന റിപ്പോർട്ട് ഭേദിച്ച് 10.6 ട് (EMP) വെയർഹൗസ് നിർമ്മാണ വേളയിലും പ്രവർത്തന വേളയിലും പാരിസ്ഥിതികാഘാതം കുറയ്ക്കുന്ന നടപടികൾ വിശദീകരിച്ചിട്ടുണ്ട്. പ്രസ്തുത പട്ടികയുടെ പകർപ്പ് അനുബന്ധം II ആയി ചേർത്തിട്ടുണ്ട്.

കേരള തണ്ണീർത്തട സംരക്ഷണ ആക്ട്, 2008 - ൽ നിഷ്കർഷിച്ചിട്ടുള്ള പ്രകാരം പരിവർത്തനാനുമതിയ്ക്കായി അപേക്ഷിച്ചിട്ടുള്ള 26.7193 ഹെക്ടർ ഭൂമിയുടെ 10% ആയ 2.6720 ഹെക്ടർ ഭൂമി ജല സംരക്ഷണ നടപടികൾക്കായി മാറ്റി വെച്ചിട്ടുണ്ട്. ആയതിൻ്റെ വിശദാംശങ്ങൾ ഇതോടൊപ്പം അയയ്ക്കുന്ന പ്ലാനിൽ ചേർത്തിട്ടുണ്ട് (അനുബന്ധം - III).

Ref: AVPPL/GOK/2020-21/1686

Dated: 15th Sept 2021

The Managing Director & CEO,
Vizhinjam International Seaport Ltd.
9th Floor, KSRTC Bus Terminal Complex,
Thampanoor, Trivandrum – 695001

Sub: Grant of necessary exemption under Paddy Land and Wetland Act for the areas falling within Project Site

Ref:

1. AVPPL letter no AVPPL/GoK/2018-19/691 dated 15th Feb 2019 addressed to MD&CEO, VISL
2. AVPPL letter no AVPPL/GoK/2019-20/1017 dated 18th Jan 2020 addressed to Hon'ble CM, Kerala
3. AVPPL letter no AVPPL/GoK/2020-21/1113 dated 05th May 2020 addressed to the Chief Secretary, Government of Kerala
4. AVPPL letter no AVPPL/GoK/2020-21/1204 dated 27th July 2020 addressed to the Secretary, Ports, Government of Kerala
5. AVPPL letter no AVPPL/GoK/2020-21/1301 dated 12th Oct 2020 addressed to the MD & CEO, VISL
6. AVPPL letter no AVPPL/GoK/2020-21/1316 dated 22nd Oct 2020
7. Minutes of the review meeting on special project chaired by ACS, Special Infrastructure, GoK on 16th Dec 2020
8. AVPPL letter no AVPPL/GOK/2020-21/1436 dated 07th Jan 2021
9. VISL letter no VISL/2019-20/ALM/327 dated 01st Sept 2017 forwarding Agriculture Department letter no 178/NCA2/2019/Agriculture dated 26th Aug 2021

Dear Sir,

With reference to letter from the Agriculture Department dated 26th Aug 2021 forwarded vide your letter dated 01st Sept 2021 mentioned under reference 9 above wherein certain details and clarifications are sought. We are furnishing hereunder our clarification and necessary details against each of their points.

Adani Vizhinjam Port Pvt Ltd
3rd Floor, Aspinwall House,
Kuravankonam
Thiruvananthapuram,
Kerala-695003

Tel +91 79 2656 5555
Fax +91 79 2555 5500
info@adani.com
www.adani.com
CIN: U61200GJ2015PTC083954

Registered Office:

Adani Corporate House, Shantigram, Near Vaishno Devi Circle, S. G. Highway, Khodiyar, Ahmedabad-382421

VISL	
Inward No.	593
Date	17/09/21
Issued To	
MD & CEO	
CFO	CS CAO
CPC&H(EHS&CSR)	✓ A (LM)
PM(Comm)	PM(E&C)
JM(A/Cs)	AO
Page 1 of 3	
GM(E)	RC

Page No. 3 of Annexure (2)

Sr.No	Agricultural Department Query dated 26 th Aug 2021	AVPPL's response
1	A detailed proposal on the mitigation measures to be taken to reduce the environment impact of the conversion of the site	<ul style="list-style-type: none"> • The area proposed is for development of Port related buildings such as Warehouses. The same is covered in the Environment Impact Assessment (EIA) study conducted for the project, Based on the EIA, Environmental Clearance for the project has already been accorded by Ministry of Environment and Climate Change vide its order F.No.11-122/2011-IA-III dated 03rd Jan 2014. The Copy of EC is enclosed as Annexure I. • Table 10.6 of EIA study details the proposed mitigation measures during Construction Phase and Operation phase for Warehouse Area. The same is enclosed as Annexure-II. • As per Conservation of Paddy Land and Wetland Ordinance, 2017, 10% of the land shall be set apart for water conservancy measures and AVPPL is submitting herewith 2.672 Ha of land (10% of 26.7193 Ha) earmarked for water conservancy measures. • The land utilisation map for the area showing area earmarked for water conservancy measures is enclosed at Annexure III. • The map indicates our plan to use the area during the construction phase of the project for which the application has been submitted. Prior to construction of warehouse and allied buildings, the area will be used for storage of rocks and setting up of crusher which are required for development of the port.
2	The statutory clearance requirement for the project	<ul style="list-style-type: none"> • AVPPL will be developing a stone crusher in one portion of the area. AVPPL has already obtained necessary approvals from Kerala State Pollution Control Board. The copies of permission for crusher is enclosed herewith for reference at Annexure IV. In the Operational Phase, AVPPL will be developing Warehouse in the Area. Vide GO No.(Ms) No.310/2015/LSGD dated 01st Oct 2015, Government have declared "the works pertaining to port facilities of the proposed International Deepwater Multipurpose Seaport at Vizhinjam as a service essential to the life of the community in exercise of the powers conferred under clause (h) of Rule 9 of the Kerala Municipality Building Rules,1999 and clause(i) of Rules 9 of the Kerala Panchayat Building Rules,2011." The Government order is enclosed herewith at Annexure V. As port being included in rule 9, it is exempted from all rules pertaining to Kerala Municipality Building Rules.
3	The details of each project to be constructed on the site and sketch area of the land	<ul style="list-style-type: none"> • The land utilisation map for the area showing area earmarked for water conservancy measures is enclosed at Annexure III. • The map indicates our plan to use the area during the construction phase of the project for which the application has been submitted. Prior to construction of warehouse and allied buildings, the area will be used for storage of rocks and setting up of crusher which are required for development of the port.

Adani Vizhinjam Port Pvt Ltd
3rd Floor, Aspinwall House,
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CIN: U61200GJ2015PTC083954

Registered Office:
Adani Corporate House, Shantigram, Near Vaishno Devi Circle, S. G. Highway, Khodiyar, Ahmedabad-382421

You are requested to kindly arrange necessary exemption under Paddy Land and Wetland Act for warehouse are urgently so that we can commence the operation of explosive magazine as well as stockpiling of rocks.

Thanking you,
Yours Sincerely



Rajesh Kumar Jha,
MD&CEO

Encl:

Annexure I- Environmental Clearance for the project has already been accorded by Ministry of Environment and Climate Change vide its order F.No.11-122/2011-IA-III dated 03rd Jan 2014

Annexure II- Table 10.6 of EIA study details the proposed mitigation measures during Construction Phase and Operation phase for Warehouse Area

Annexure III- land utilisation map for the area showing area earmarked for water conservancy measures

Annexure IV- CTE for setting up of crusher plant from Kerala State Pollution Control Board

Annexure V- GO No. (Ms) No.310/2015/LSGD dated 01st Oct 2015

Copy to:

1. The Secretary, Department of Ports, Government of Kerala
2. The Secretary, Department of Agricultural, Government of Kerala

F.No.11-122/2011-IA.III
Government of India
Ministry of Environment & Forests
(IA Division)

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

Dated: 03rd January, 2014

To
The Managing Director & Chief Executive Officer,
Vizhinjam International Seaport Limited,
1st Floor, Vipanchika Tower, Near Govt. Guest House,
Thycaud, P.O. Thiruvananthapuram-695014, Kerala

Contact Person Details:
Shri A.S. Suresh Babu,
Tel/Fax: 471-2328616,
Email: mail@vizhinjamport.in

Subject: Environmental and CRZ clearance for Development of Vizhinjam
International Deepwater Multipurpose Seaport at Vizhinjam in
Thiruvananthapuram District, Kerala by M/s. Vizhinjam
International Seaport Ltd. - Reg.

This has reference to your application No: VISL/EC/MoEF/2013 dated 29.08.2013 and subsequent letters dated 21.10.2013, 29.10.2013 and 23.11.2013 seeking prior clearance for the above project under the EIA Notification, 2006 and CRZ Notification, 2011. The proposal has been appraised as per prescribed procedure in the light of provisions under the EIA Notification, 2006 and CRZ Notification, 2011 on the basis of the mandatory documents enclosed with the application viz., the Questionnaire, EIA, EMP, HTL/LTL & CRZ demarcation report, Recommendation from Kerala Coastal Zone Management Authority (KCZMA) and specific study reports on long term shoreline changes, mathematical modelling 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 19th - 21st September, 2013, 28th - 30th October, 2013 and 20th - 23rd November, 2013.

2. It is inter-alia, noted that the Port is proposed to be developed by Vizhinjam International Seaport Ltd. (VISL), a fully owned Company of the Government of Kerala. The proposal involves the development of an all-weather, multi-purpose, deep-water, mechanized, greenfield port at Vizhinjam (Latitude 08°22'20"N and Longitude 77°00'00"E) in Thiruvananthapuram District. The Port having a natural deep draft of (-) 18m, located hardly 18 Km from the international shipping route is primarily intended to attract the largest container vessels (18000 TEU/165,000 DWT) to tap the lionshare of the Indian transshipment cargo now being handled by the nearby foreign ports and is envisioned as the future transshipment hub of the Country. The dedicated cruise terminal has been designed to become the Country's tourism gateway. Considering the strategic importance of the Port located at the tip of Indian peninsula, berths for Indian Navy and Coast Guard are also planned under the National & Coastal security perspectives, as required by the Ministry of Defence, Government of India. Berths for multipurpose cargo like timber and raw cashew and fishery berth are also planned.



3. The project is proposed to be developed in three phases; Phase I, Phase II and Phase III. Phase I consists of 800 M Container Terminal, 300M Cruise cum Multipurpose Terminal, 500M Navy berth, 120M Coast Guard berth, 100M Port craft berth and 500M Fish landing berth. Phase II consists of additional 400M Container Terminal, Phase III consists of additional 800M Container Terminal, additional 200M Cruise cum Multipurpose Terminal and 250M Liquid Terminal. The length of breakwater in Phase I is 3180 M, to be extended by 200 M in Phase II (making the overall length to 3380 m) and to be extended further by 700M in Phase III (making the overall length to 4080M). The total area to be developed for all three phases is estimated at 450.59 Ha. This includes the harbour area within breakwater including water spread area (167 Ha), port infrastructures & ancillaries in land including road & railways (140.42 Ha) and port infrastructure in reclaimed land (143.17 Ha). The reclamation requirement in Phase I is 66.00 Ha, Phase II is 16.00 Ha and Phase III is 40.00 Ha totalling to 122 Ha, with a provision for future reclamation of 21.17 Ha. Phase I development is planned during 2014-17, Phase II in 2024-2027 and Phase III in 2034-37. Accordingly the project proponent has sought the environmental clearance for Phase I only considering the clearance validity limitations of 5 years, even though the shoreline, modeling and related studies have been done for the full Phase development.

4. The whole land required for port infrastructure in the landward side for all the three Phases (140.42 Ha) is proposed to be procured in Phase I itself. Thus the Phase I land requirement is 206.42 Ha including 140.42 Ha of backup and ancillary land and 66.00 Ha reclaimed land. The Phase I reclamation quantity of 7.6 million m³ is proposed to be dredged from the Port basin and the approach channel by deepening it to (-)18.4M and to (-) 20.8M respectively. No routine maintenance dredging or disposal is anticipated as per the modelling & sedimentation studies.

5. The other port infrastructure include container yards, cargo handling equipment, port crafts, navigational aids, operations building, workshops, fire station, weigh bridge, gate houses, water, power, sub-station, lighting, road/rail connectivity, truck terminal, ware house, IT system, security system, administration building, staff colony, facilities for Cruise, Navy, Coast Guard, Fishing berth, dispensary, Guest house, canteen, storm water drainage system, pond for water harvesting, pollution control system, dust suppression system, greenbelt etc. The water requirement is 0.5 MLD in Phase I and 1.0 MLD in masterplan. A 3.3 MLD water treatment plan has already been commissioned and the source is Vellayani Lake. From the net availability of 2.49 MLD after treatment, 1.49 MLD is being distributed to the Vizhinjam fishing village as part of the Corporate Social Responsibility (CSR) activities of VISL. The power requirement of the operation Phase of 33.3 MVA is proposed to be met from the Kerala State Electricity Board grid through a dedicated 220/110 KV supply line with GIS substation. Block capital cost estimate for development of Phase I is about Rs. 5,187 Crores.

6. The project was earlier appraised by the EAC in its meeting held during 18th - 20th Jan 2011 and 23rd - 24th June 2011 and the TOR for the EIA study was approved. Based on the approved ToR, a comprehensive EIA study has been performed including long term shore line change and modeling studies through M/s L&T Ramboll Consulting Engineers Ltd, a NABET accredited consultant. The draft EIA report was published and the Public Hearing was conducted through the Kerala State Pollution Control Board on 29th June 2013 at the project site. The State Pollution Control Board forwarded the proceedings of the Public Hearing to MoEF vide their letter dated 6th July 2013. Subsequently VISL submitted the final



EIA report, presented the TOR compliance and response to the points raised during public hearing to MoEF vide letter dated 29th August 2013.

7. The project falls under activity 7(e) - Port and Harbours - of EIA Notification, 2006 and also attracts CRZ Notification, 2011. The Kerala State Coastal Zone Management Authority (KCZMA) has recommended the project for clearance under the CRZ Notification, 2011 vide their letter dated 24th August 2013, based on the EIA report and the CRZ report from the Centre for Earth Science Studies (CESS), Thiruvananthapuram, which stated that port development at the proposed location is a permissible activity as per the CRZ Notification, 2011.

8. Numerous representations for and against the project were received. The major issues raised in the various representations are false data in Form-I, presence of endangered species not given, site is in CRZ-I area, Shoreline study focus on impacts after 1980 but needs to assess the changes in 1969-73 also, fishery and tourism related impacts not addressed /mitigated in final CEIA, Difficulties in crossing the ship channel and to fish in deep sea, Dredging might cause extensive damage & pollution, no specific parameters in ToR on tourism and impact on tourist was not studied, EIA study area was taken as 10 against 15 km, unscientific site selection, violation of CRZ/MoEF, ToR compliance, Pollution & social relevant impacts already being felt. The Additional Chief Secretary, Government of Kerala provided comments on the various representations vide letter dated 17th October 2013. Project Proponent provided and presented before the EAC the information / clarification along with the references on each of the issues raised.

9. The EAC Noted that Vizhinjam International Seaport Limited (VISL), purchased land for the development of the project including land for a 2 Km long and 45 m wide port road. As part of the Kerala State Transport Project works of the Kovalam-Kaliyikkavila stretch, adjoining the proposed port road, the State Government initiated construction of a temporary service road of 670 M length and 10 m width through the land in possession of VISL, without clearance. The construction initiated on 16th August 2010 was stopped on 4th July 2012 after completing 550m, based on the revelation that part of the above stretch of road fell in the 200m/500m landward zone of the HTL as per the CRZ Notification, 1991/2011. According to OM dated 12.12.2012 and its amendments, PP has submitted Board resolution vide letter No. 21.11.2013. The State Govt. was addressed to initiate credible action on the violation by invoking powers under Section 19 of the Environment (Protection) Act, 1986 for taking necessary legal action under Section 15 of the Act for the period for which the violation has taken place and provide evidence to MoEF of the credible action taken before grant of clearance. The Additional Chief Secretary, Government of Kerala vide letter dated 01.01.2014 has informed that a complaint (CMD No.22/2014) was filed in the Court of the Chief Judicial Magistrate, Thiruvananthapuram on 01.01.2014 against M/s Vizhinjam International Seaport Ltd for the violation.

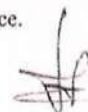
10. The Expert Appraisal Committee, have noted that the project proponent has assessed all likely impacts due to the project comprehensively and arrived at suitable EMP's. Also responded properly to all the issues raised in the Public hearing as well as in various representations made against the project. 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 EC and CRZ Clearance for the project. Accordingly, the Ministry hereby accords necessary EC and CRZ Clearance for the above project as per the provisions of as per the provisions of



Environment Impact Assessment Notification, 2006 and CRZ Notification, 2011 and its subsequent amendments, subject to strict compliance of the terms and conditions as follows:

II. SPECIFIC CONDITIONS:

- (i) "Consent for Establishment" shall be obtained from Kerala State Pollution Control Board under Air and Water Act and a copy shall be submitted to the Ministry before start of any construction work at the site.
- (ii) Project Proponent shall carry out intensive monitoring with regulatory reporting six monthly on shore line changes to the Regional Office, MoEF.
- (iii) The capital dredged material (7.6 Mm³) shall be utilised for reclamation of berths.
- (iv) Additional fish landing centre shall be developed as part of the proposed Vizhinjam port for upliftment of fisheries sector.
- (v) The project shall be executed in such a manner that there is minimum disturbance to fishing activity.
- (vi) Steps would be taken to safeguard the interests of the fisheries sector as detailed in the Resettlement Action Plan (RAP), Corporate Social Responsibility (CSR) and in the Integrated Fishing Community Management Plan (IFCMP), namely a component of Rs.7.1 crores as part of the compensation package for the fisheries sector, as livelihood restoration measures for mussel collectors, shore seine fishermen and others. Rs.41.30 crores as part of CSR activities in the fisheries sector under (i) water supply scheme (7.3crores) (ii) new fishing landing centre (16crores) (iii) adoption of existing fishing harbor (5crores) (iv) sea food park (4crores) (iii) skill development centre (4crores) (iv) environmental sanitation (3crores) and (v) solid waste management (2crores).
- (vii) Rail connectivity shall be parallel to the harbour road on elevated structures at +4/5.00 m level without affecting the entry to the existing harbor.
- (viii) Compensation packages in accordance with the Central/State Government norms shall be given to all the authorised-cum-affected (having valid clearances as applicable) resort owners.
- (ix) The port shall ensure that all ships under operation follow the MARPOL convention regarding discharge or spillage of any toxic, hazardous or polluting material like ballast water, oily water or sludge, sewage, garbage etc. The emission of NOx and SOx shall remain within permissible limits
- (x) CSR activities shall cover villages within 10 km radius of the project.
- (xi) Oil Contingency Management Plan shall be put in place.



- (xxvi) The project proponent shall take up development of green belt in the project area, wherever possible. Adequate budget shall be provided in the Environment Management Plan for such development
- (xxvii) The funds earmarked for environment management plan shall be included in the budget and this shall not be diverted for any other purposes
- (xxviii) The project proponent shall set up an organisational mechanism/institutional structure for Environment, Health & Safety & CSR under the supervision of a General Manager as outlined in the EIA Report for effective implementation of the stipulated EHS safeguards & CSR activities.
- (xxix) Staff Colony should be located beyond CRZ area.

12. **GENERAL CONDITIONS:**

- (i) Construction of the proposed structures shall be undertaken meticulously conforming to the existing Central/local rules and regulations including Coastal Regulation Zone Notification, 2011 & its amendments. All the construction designs/drawings relating to the proposed construction activities must have approvals of the concerned Statutory Departments/Agencies.
- (ii) 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.
- (iii) Appropriate measures must be taken while undertaking digging activities to avoid any likely degradation of water quality.
- (iv) 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.
- (v) 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.




- (xii) All the recommendations/conditions stipulated by Kerala Coastal Zone Management Authority (KCZMA) shall be complied with.
- (xiii) The responses/commitments made during public hearing shall be complied with in letter and spirit.
- (xiv) All the recommendation of the EMP shall be complied with in letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEF along with half yearly compliance report to MoEF-RO.
- (xv) The project proponent shall bring out a special tourism promotion package for the area in consultation with the State Government and implement the same along with the project.
- (xvi) The project proponent shall place on its web site its response to the Public Hearing, and representations as presented to the EAC in the 128th meeting held on 23rd November 2013, for information of the general public.
- (xvii) 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.
- (xviii) The Hazardous waste generated shall be properly collected and handled as per the provisions of Hazardous Waste (Management, Handling and Transboundary Movement) Rules, 2008.
- (xix) No hazardous chemicals shall be stored in the Coastal Regulation Zone area.
- (xx) The waste water generated from the activity shall be collected, treated and reused properly.
- (xxi) Sewage Treatment facility should be provided in accordance with the CRZ Notification.
- (xxii) 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.
- (xxiii) Installation and operation of DG set if any shall comply with the guidelines of CPCB. Oil spills if any shall be properly collected and disposed as per the Rules. Project proponent shall install necessary oil spill mitigation measures.
- (xxiv) No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area
- (xxv) The approach channel shall be properly demarcated with lighted buoys for safe navigation and adequate traffic control guidelines shall be framed



- 8
- (vi) The project authorities shall make necessary arrangements for disposal of solid wastes and for the treatment of effluents by providing a proper wastewater treatment plant outside the CRZ area. The quality of treated effluents, solid wastes and noise level etc. must conform to the standards laid down by the competent authorities including the Central/State Pollution Control Board and the Union Ministry of Environment and Forests under the Environment (Protection) Act, 1986, whichever are more stringent.
 - (vii) The proponent shall obtain the requisite consents for discharge of effluents and emissions under the Water (Prevention and Control of Pollution) Act, 1974 and the Air (Prevention and Control of Pollution) Act, 1981 from the Kerala State Pollution Control Board before commissioning of the project and a copy of each of these shall be sent to this Ministry.
 - (viii) Adequate precautions shall be taken during transportation of the construction material so that it does not affect the environment adversely.
 - (ix) 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.
 - (x) 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.
 - (xi) The Ministry reserves the right to revoke this clearance if any of the conditions stipulated are not complied to the satisfaction of the Ministry.
 - (xii) 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.
 - (xiii) 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.
 - (xiv) Kerala State 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.

13. 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 2006, including the amendments and rules made thereafter.

14. 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.

15. 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 Kerala 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.

16. 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.

17. 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.

18. A copy of the clearance letter shall be sent by the proponent to concerned Panchayat, Zilla Parish/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.

19. The proponent shall upload the status of compliance of the stipulated Clearance 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, SO₂, NO_x (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.

20. The project proponent shall also submit six monthly reports on the status of compliance of the stipulated Clearance 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.

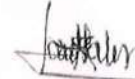
21. The environmental statement for each financial year ending 31st March in Form-V as is mandated to be submitted by the project proponent to the concerned Kerala State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently, shall also be put on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

(Lalit Kapur)
Director (IA.III)

Copy to:

- (i) The Additional Chief Secretary, Department of Environment, Government Of Kerala,
Thiruvananthapuram, Kerala

- (ii) The Chairman, Kerala Coastal Zone Management Authority and Ex-Officio-Principal Secretary, Science & Technology Department, Sastra Bhavan, Pattom Palace.P.O., Thiruvananthapuram-695004, Kerala
- (iii) The Chairman, Central Pollution Control Board, Parivesh Bhawan, CBD- cum- Office Complex, East Arjun Nagar, Delhi -110032
- (iv) The Member Secretary, Kerala State Pollution Control Board, Plamoodu Jn. , Pattom Palace P O, Thiruvananthapuram-695004, Kerala
- (v) The CCF, Regional Office, Ministry of Environment & Forest(SZ), Kendriya Sadan, IVth floor, E&F wings, 17th Main Road, Koramangala II Block, Bangalore-560034
- (vi) IA – Division, Monitoring Cell, MoEF, New Delhi- 110003
- (vii) Guard file



(Lalit Kapur)
Director (IA.III)

Environmental Impacts and Issues	Mitigation Measures	Time Frame	Implementing Organisation	Responsible Organisation	Contractual Clause
	proposed alignments. In case of any contamination then the RA and DMP measures described in the PORT EIA will be triggered.				
Maintenance of Storm Water Drainage System	Drainage systems will be maintained to accommodate storm water flow.	Especially at the beginning and end of monsoon	Gok	VISL / Consultants	EMP
Erosion of Altered Road embankments	Stabilisation of raised Paddy field areas by rip rap, Gabions, retaining walls, etc.	Immediately after construction	Gok	VISL / Consultants	As per design standards
Solid waste disposal	<ul style="list-style-type: none"> Solid waste disposal comes from the road users. Water bodies need to be covered by side walls or screens. This will also mitigate the privacy issue of women bathing at Ponds or canals Signboards shall be installed propagating that not to pollute environment and to keep neat and clean. 	During Operation phase	Gok	VISL / Consultants	EMP
Loss of drinking water source (open/Bore wells)	<ul style="list-style-type: none"> Bore wells shall be suitably replaced. Compensation shall be paid for the impacted open/bore wells If the water supply disrupted alternative arrangements shall be made until the supply reinstated. 	During Construction and Operation phase	Gok	VISL / Consultants	EMP

Table 10-6: Project Activities, Associated Impacts and Mitigation Measures

Activity	Relevant Environmental & Social components likely to be impacted	Likely Impacts and their Significance in the absence of Mitigation Measures	Proposed Mitigation Measures	Implementing Agency	Responsible Agency	Supervising Agency
WAREHOUSE AREAS						
Construction Phase						
Material transport and construction activities	Air Quality/Dust	<ul style="list-style-type: none"> Exhaust emissions from vehicles Windblown dust during material movement Fugitive dust during material unloading Dust suspension during site preparation, construction and trenching 	<ul style="list-style-type: none"> To reduce impacts from exhausts, emission control norms will be enforced / adhered. All the vehicles and construction machinery will be periodically checked to ensure compliance to the emission standards. Construction equipment and transport vehicles will be periodically washed to remove accumulated dirt. Providing adequately sized construction yard for storage of construction materials, equipment tools, earthmoving equipment, etc. Provide enclosures on all sides of construction site Movement of material will be mostly during non-peak hours. 	Contractor	VISL	Consultant

Activity	Relevant Environmental & Social components likely to be impacted	Likely Impacts and their Significance in the absence of Mitigation Measures	Proposed Mitigation Measures	Implementing Agency	Responsible Agency	Supervising Agency
			<ul style="list-style-type: none"> On-site vehicle speeds will be controlled to reduce excessive dust suspension in air and dispersion by traffic Water should be sprayed during the construction phase, at mixing sites, and temporary roads. In laying sub-base, water spraying is needed to aid compaction of the material. After the compaction, water spraying should be carried out at regular intervals to prevent dust. Vehicles delivering materials should be covered to reduce spills and dust blowing off the load. Environmental awareness program will be provided to the personnel involved in developmental works. Use of tarpaulin covers and speed regulations for vehicles engaged in transportation. 			
	Noise	Noise from following activities <ul style="list-style-type: none"> Vehicles transporting construction material Diesel run engines of construction machinery 	<ul style="list-style-type: none"> Noise levels will be maintained below threshold levels stipulated by Central/Kerala State Pollution Control Board (CPCB)/KSPCB. Procurement of machinery / construction equipment will be done in accordance with specifications conforming to source noise levels less than 75 dB (A). Well-maintained construction equipment, which meets the regulatory standards for source noise levels, will be used Any equipment emitting high noise, wherever possible, will be oriented so that the noise is directed away from sensitive receptors. Noise attenuation will be practised for noisy equipment by employing suitable techniques such as acoustic controls, insulation and vibration dampers. High noise generating activities such as piling and drilling will be scheduled at daytime (6.00 am to 10 pm) to minimise noise impacts. Personnel exposed to noise levels beyond threshold limits will be provided with protective gear like earplugs, muffs, etc. Ambient noise levels will be monitored at regular intervals 		VISL	Consultant
	Vegetation and	- Loss of vegetation	Most of the land is covered with coconut trees and few other	Contractor	VISL	Consultant

Activity	Relevant Environmental & Social components likely to be impacted	Likely Impacts and their Significance in the absence of Mitigation Measures	Proposed Mitigation Measures	Implementing Agency	Responsible Agency	Supervising Agency
of Buildings, Roads, Sheds, etc.	Strain on existing infrastructure	and strain on existing infrastructure.	trees. Trees that are cut down will be accounted for and the same no. of trees of the same or some other species will be replanted at another location to compensate for the loss of greenery.			
	Water Environment	<ul style="list-style-type: none"> There are several streams that pass through the warehouse area and will be affected with the construction of new infrastructure on the land 	<ul style="list-style-type: none"> The streams 1 and 2 will be made to avoid entering the warehouse area by diverging them into the Karachal River. A tunnel like arrangement with RCC structures will be used so as to not affect the streams (3 and 4) that will go through the warehouse area. The streams will be made to go under the warehouse areas through the tunnel. Another option is to divert through the boundary wall- an application was filed with the irrigation dept. Another option is to divert the stream through the boundary – An application has been filed with the irrigation department for permission. 	Contractor	VISL	Consultant
		<ul style="list-style-type: none"> Loss of low lying area 	<ul style="list-style-type: none"> The low lying area in the region is already made use by the local people, and has been degraded. There are no active ecological systems in the area. As far as possible, during operation phase the network of streams that add to the low lying area area of the region will be diverted or channelled under the constructed buildings to avoid impact to the low lying area. Filling of low lying areas (if required) shall be done 			
		<ul style="list-style-type: none"> Impact to the downstream due to pollution of the streams 	<ul style="list-style-type: none"> Construction waste such as cement, paint, and other construction waste will flow into the downstream parts of the streams and Karichal River. Construction will be avoided during rainy season. Good housekeeping practices, such as cement being stored in dry areas will be taken care of. Labour camps will be provided with proper support services. 	Contractor	VISL	Consultant
	Disturbance to Natural Drainage pattern	<ul style="list-style-type: none"> Impact to natural flow of runoff due to blockage and change of drainage course 	<ul style="list-style-type: none"> As mentioned above, formidable measurements will be taken to avoid the disturbance to the natural flow of water. If some structure or building will come in the way of the existing flow of water, the flow will be redirected to the closest stream in the drainage pattern. In sections along watercourses, earth and stone will be 	Contractor	VISL	Consultant

Activity	Relevant Environmental & Social components likely to be impacted	Likely Impacts and their Significance in the absence of Mitigation Measures	Proposed Mitigation Measures	Implementing Agency	Responsible Agency	Supervising Agency
			properly disposed of so as not to block rivers and streams, thereby preventing any adverse impact on water quality. • All necessary measures shall be taken to prevent earthworks and stone works from impeding cross drainage at streams and canals or existing irrigation and drainage systems in conformity to the Contractors visual integration and management plan and EMP.			
	Existing Traffic	– Traffic addition	• Transportation of construction materials will be carried out during non- peak hours. • Regularization of truck movement. • Existing roads shall be strengthened and shall be used for the construction material transportation.		VISL	Consultant
Solid Waste Management	Soil quality	– Impacts due to disposal of solid waste on ground without treatment	• Construction waste will be used within warehouse site for filling of low lying areas. • Composted bio-degradable waste will be used as manure in greenbelt. Other recyclable wastes will be sold. • Excavated soil will be stockpiled in a corner of the site in bunded area to avoid run off with storm water. • General refuse generated on-site will be collected in waste skips and separated from construction waste. • Burning of refuse at construction sites will be prohibited.	VISL/ Contractor	VISL	Consultant
Operation Phase						
Truck Movement	Traffic Management and road safety	– Traffic addition – Linings – Sign boards – Information boards and – Traffic police	• Consultants have envisaged a plan for the movement of trucks and other vehicular traffic related to the warehouse area so as not to avoid existing traffic in the road network and also proposed traffic that would be operation on the NH 47 bypass. • A flyover is proposed at the crossing of the internal roads for the warehouse area, the existing road network and the NH 47 bypass. Service roads will also be available for the easy movement of traffic around the congested area and to avoid disturbances to the free flow of traffic on the NH 47 bypass. Trucks going to the warehouse areas can get off the NH 47 bypass onto the service roads and under the flyover before turning left or right into the warehouse areas.	NHAI	VISL	Consultant
	Accidents	– Loss of life and	In case of accidents in the vicinity, list of ambulance services		VISL	Consultant

Activity	Relevant Environmental & Social components likely to be impacted	Likely Impacts and their Significance in the absence of Mitigation Measures	Proposed Mitigation Measures	Implementing Agency	Responsible Agency	Supervising Agency
	Management	Property and damage to Vehicles/Trucks	and the nearest clinic/hospitals will be notified for quick ambulance service and hospitalisation. Police will also be informed accordingly. There will be clinic and service doctor available in the truck terminal with round the clock availability on call either full time or part time.			
Operation of warehouse area	Solid Waste Management	– Impact to Groundwater and Soil quality due to disposal of solid waste on ground without treatment	<ul style="list-style-type: none"> Some portions of the warehouse area can be utilised for greenbelt development. There will also be a residential block in the warehouse area. Solid waste emerging from the warehouse and residential areas will be composted and bio-degradable waste will be used as manure in greenbelt. Other recyclable wastes will be sold to approved PCB vendors. Solid waste will be managed as per PCB standards 	Contractor	VISL	Consultant
	Handling of hazardous wastes	– Fire accidents due to products handling resulting in loss of Human life and loss of property	<ul style="list-style-type: none"> Hazardous materials will be stored as per the prescribed/approved safety norms. Construction site will be secured by fencing with controlled/limited entry points. Truck parking will also be located next to each warehouse as the truck will stand by while loading and unloading and hazardous wastes such as used oil & used battery will be sent to KSPCB/CPCB approved recyclers. Medical facilities including first aid will be available for attending to injured workers Emergency alarms, provision of fire hydrant system and fire station. Effective Disaster Management Plan (DMP) which covers onsite and offsite emergency plans. Recovery of spills to the extent possible. 	Contractor	VISL	Consultant
	Water Quality	– Impact to the downstream side due to pollution during construction phase	<ul style="list-style-type: none"> During the operation stage, petroleum oil and lubricants (POL) from the workshop and all the vehicles coming and going out of the warehouse area will be reaching the Karichal River, especially during the rainy season. Further the effluents from the residential areas also will be drained. Warehouse will be operated on a concrete base such that all liquids, oil and other lubricants will be collected in one area and sold to PCB approved vendors. 	Contractor	VISL	Consultant

Activity	Relevant Environmental & Social components likely to be impacted	Likely Impacts and their Significance in the absence of Mitigation Measures	Proposed Mitigation Measures	Implementing Agency	Responsible Agency	Supervising Agency
Operation of warehouse area	Socio-economic conditions of the region	Impact to the socio-economic conditions of the region The fishing village of Adamalathura which is downstream of the warehouse area will be affected in ways that the pollutants from the warehouse area might reach there and affect the fishing community.	During operational phase, the warehouse area for the Vizhinjam port is likely to employ a few people. Local people will be given preference based on their qualification and skill set. Together with this employment potential, project will help to enhance the socio economic conditions of the area with better schooling, communication and transport facilities that will be developed/ triggered as a part of overall economic development of the region. Careful measures will be taken to make sure that no effluents enter into the stream without treatment. The fishing activities in the village will not be affected in any way.	Contractor	VISL	Consultant
	Natural Hazards	Extensive loss of life and property	Disaster Management Plan (DMP) will be prepared; Manager (EHS) will act as the overall in-charge of the control of educative, protective and rehabilitation activities to ensure least damage to life and property.	Contractor	VISL	Consultant
	Induced Development	Absence of the warehouse area may add more strain on the whole port infrastructure and result in less productivity of the port operations.	The warehouse will be used as a part of the overall Vizhinjam port infrastructure and will accompany the port with serving the purpose of storage and warehousing which will benefit the port operations.	Contractor	VISL	Consultant
PAF Zone						
Construction Phase						
Material transport and construction activities	Air Quality/Dust	<ul style="list-style-type: none"> - Exhaust emissions from vehicles - Windblown dust during material movement - Fugitive dust during material unloading - Dust suspension 	<ul style="list-style-type: none"> • To reduce impacts from exhausts, emission control norms will be enforced / adhered. • All the vehicles and construction machinery will be periodically checked to ensure compliance to the emission standards. • Construction equipment and transport vehicles will be periodically washed to remove accumulated dirt. • Providing adequately sized construction yard for storage of construction materials, equipment tools, earthmoving 	Construction Contractor/ VISL	VISL	Consultant

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Environmental Impacts and Issues	Mitigation Measures	Time Frame	Implementing Organisation	Responsible Organisation	Contractual Clause
	proposed alignments. In case of any contamination then the RA and DMP measures described in the PORT EIA will be triggered.				
Maintenance of Storm Water Drainage System	Drainage systems will be maintained to accommodate storm water flow.	Especially at the beginning and end of monsoon	GoK	VISL / Consultants	EMP
Erosion of Altered Road embankments	Stabilisation of raised Paddy field areas by rip rap, Gabions, retaining walls, etc.	Immediately after construction	GoK	VISL / Consultants	As per design standards
Solid waste disposal	<ul style="list-style-type: none"> Solid waste disposal comes from the road users. Water bodies need to be covered by side walls or screens. This will also mitigate the privacy issue of women bathing at Ponds or canals Signboards shall be installed propagating that not to pollute environment and to keep neat and clean. 	During Operation phase	GoK	VISL / Consultants	EMP
Loss of drinking water source (open/Bore wells)	<ul style="list-style-type: none"> Bore wells shall be suitably replaced. Compensation shall be paid for the impacted open/bore wells If the water supply disrupted alternative arrangements shall be made until the supply reinstated. 	During Construction and Operation phase	GoK	VISL / Consultants	EMP

Table 10-6: Project Activities, Associated Impacts and Mitigation Measures

Activity	Relevant Environmental & Social components likely to be impacted	Likely Impacts and their Significance in the absence of Mitigation Measures	Proposed Mitigation Measures	Implementing Agency	Responsible Agency	Supervising Agency
WAREHOUSE AREAS						
Construction Phase						
Material transport and construction activities	Air Quality/Dust	<ul style="list-style-type: none"> Exhaust emissions from vehicles Windblown dust during material movement Fugitive dust during material unloading Dust suspension during site preparation, construction and trenching 	<ul style="list-style-type: none"> To reduce impacts from exhausts, emission control norms will be enforced / adhered. All the vehicles and construction machinery will be periodically checked to ensure compliance to the emission standards. Construction equipment and transport vehicles will be periodically washed to remove accumulated dirt. Providing adequately sized construction yard for storage of construction materials, equipment tools, earthmoving equipment, etc. Provide enclosures on all sides of construction site Movement of material will be mostly during non-peak hours. 	Contractor	VISL	Consultant



Annexure - II

VIZHINJAM INTERNATIONAL SEAPORT LIMITED GOVERNMENT OF KERALA

COMPREHENSIVE EIA FOR VIZHINJAM INTERNATIONAL DEEPWATER MULTIPURPOSE SEAPORT



Volume – I Main Report
August 2013



L&T-RAMBØLL CONSULTING
ENGINEERS LIMITED

With Contribution From

Asian Consulting
Engineers Pvt. Ltd.

ACE

Royal Haskoning
DHV

RH DHV

International Finance
Corporation

IFC

C1111307
RP006, Rev 0

P.N. 5128 X 177

5090/18

District - Thiruvananthapuram
Taluk - Neyyatinkara
Village - Kottukal
Block No. - 16

TOTAL AREA WITHIN
70mtr RADIAS 02.3200 H

VILLAGE OFFICER
KOTTUKAL

AVPPL Land

CHAPATH

VERIFIED SITE / LOCATION PLAN OF
ADANI VIZHINJAM PORT
MS. PRIVATE LIMITED

ENVIRONMENTAL ENGINEER
DISTRICT OFFICE, THIRUVANANTHAPURAM

Center of Crusher Plant

AVPPL Land

AVPPL Land

AVPPL Land

Lat. 8° 10' 15" N
Long. 76° 53' 37" E

Digitally signed by
SREEKALA S
Date: 2018.12.05
12:06:11 +05'30'



NO.	DESCRIPTION	DATE
1	ALL INFORMATION HEREIN IS UNCLASSIFIED	12/05/2018
2	ALL INFORMATION HEREIN IS UNCLASSIFIED	12/05/2018
3	ALL INFORMATION HEREIN IS UNCLASSIFIED	12/05/2018
4	ALL INFORMATION HEREIN IS UNCLASSIFIED	12/05/2018
5	ALL INFORMATION HEREIN IS UNCLASSIFIED	12/05/2018
6	ALL INFORMATION HEREIN IS UNCLASSIFIED	12/05/2018
7	ALL INFORMATION HEREIN IS UNCLASSIFIED	12/05/2018
8	ALL INFORMATION HEREIN IS UNCLASSIFIED	12/05/2018
9	ALL INFORMATION HEREIN IS UNCLASSIFIED	12/05/2018
10	ALL INFORMATION HEREIN IS UNCLASSIFIED	12/05/2018



All the property comprised in the radius of 70 meters belongs to AVPPL and the area is 02.3200 Hectares Adjoining area hatched in red line also belongs to AVPPL and it is also certified that there is no any residential structure, temples, institutions etc in the radius of 150 meters.

5090/18
VILLAGE OFFICER
KOTTUKAL



GOVERNMENT OF KERALA

Abstract

Local Self Government Department – Declaration of Vizhinjam International Deepwater Multipurpose Seaport under clause (h) of Rule 9 of the Kerala Municipality Building Rules, 1999 and clause (i) of Rule 9 of the Kerala Panchayath Building Rules, 2011 - Orders issued.

=====

LOCAL SELF GOVERNMENT (RA) DEPARTMENT

G.O(Ms)No.310/2015/LSGD

Thiruvananthapuram, Dated:01/10/2015

Read:- Minutes of the meeting held on 23/09/2015 by Principal Secretary, Local Self Government Department.

ORDER

The Government of Kerala as part of its various programs for the development of the state, has identified to develop Vizhinjam International Deepwater Multipurpose Seaport primarily catering to container transshipment. The International Deepwater Multipurpose Seaport at Vizhinjam is a unique project for the development of the State of Kerala, and is of national importance. Development of Vizhinjam Seaport is of great national importance. The development of the project has national security implications as well. Majority of Indian transshipment is currently handled by foreign ports. The Project would shift these operations to India and thus generate large saving in foreign exchange to the national economy. The port has the potential to become the transshipment hub serving the entire Indian Coast. The development of port and its allied facilities would considerably contribute to the large scale growth of industry and economy in Kerala, as it would enable the import of essential commodities and export of industrial and agricultural products. It will also generate direct and indirect employment opportunities to the local community. The Project would contribute to the overall development of Thiruvananthapuram City and its adjacent areas. The Project Development and the resultant economic uplift will lead to significant livelihood improvement of the local community. The construction of the cruise terminal will improve the tourism potential of the city leading to enhanced recreational facilities and overall economic growth.

2) Government had given top priority for the smooth and speedy implementation of the project. In order to speed up the process to give sanction for usage

(Contd.....2)

FILE NO. :PCB/RO/TVM/CTE/15/2018

Date of issue :05/12/2018



KERALA STATE POLLUTION CONTROL BOARD

CONSENT TO ESTABLISH

ISSUED UNDER

Section 25 of Water (Prevention & Control of Pollution) Act, 1974

Section 21 of the Air (Prevention & Control of Pollution) Act, 1981

and

Environment (Protection) Act, 1986

As per Application No. :8414864

Dated:06-10-2018

TO

M/s ADANI VIZHINJAM PORT PRIVATE LIMITED

Adani House, Near Mithakhail Six Roads, Navrangpura, Ahmedabad.

Consent No. :PCB/RO/TVM/10/2018

Valid Upto :04/12/2023

1. GENERAL

1.1. This integrated consent is granted subject to the power of the Board to withdraw consent, review and make variation in or revoke all or any of the conditions as the Board deems fit.

1	VALIDITY	04/12/2023
2	Name and Address of the establishment	ADANI VIZHINJAM PORT PRIVATE LIMITED AT VIZHINJAM 695521
3	Communication	Telephone :0-9099938893 Fax :079-25555602 E-mail:shalinm.shah@adani.com
4	Occupier Details	Rajesh Jha CEO Adani Vizhinjam Port Private Limited Adani House, Near Mithakhali Six Roads, Navrangpura, Ahmedabad-380009
5	Local Body	Thiruvananthapuram Municipality and Village Panchayat of Kottukal
6	Survey Number	PARTS OF 46,47,48,49,69,70,71
7	Village	Kotukkal
8	Taluk	NEYATTINKARA
9	District	Thiruvananthapuram
10	Capital Investment(Rs in Lakhs)	2864.52 LAKHS
11	Scale	Large
12	Category	ORANGE
13	Annual fee(Rs)	119000
	Total Fee remitted(Rs)	604600
14	RAW MATERIAL	PRODUCTS

	Stones @200tph	Aggregate 10 mm @190000 Metric Tonnes M sand @260000 Metric Tonnes Aggregate 12.5 mm @100000 Metric Tonnes Aggregate 6 mm @40000 Metric Tonnes Aggregate 20 mm @285000 Metric Tonnes Aggregate 40 mm @125000 Metric Tonnes
15	Total Power Required (HP)	Primary Jaw Crusher -110kw(1no),Primary Jaw Crusher-90kw(1no),Cone Crusher-200kw(1no),Cone Crusher-170kw(1no),V.S.I-45kw,V.S.I -185kw,V.S.I. -150kw

2. CONDITIONS AS PER

The Water(Prevention and Control of Pollution)Act, 1974

- 2.1 In case of generation of trade effluent from the industry, effluent treatment system consisting of treatment units having adequate capacity established as per the proposal submitted along with the application shall be made functional before commissioning. Additional facilities required, if any, to achieve the standards laid down by the Board u/s 17(1) (g) of the Water Act shall also be made along with.
- 2.2 Water Consumption : 27.7KLD

2.3 Effluent Generation : 22.16KLD

2.4 The characteristics of effluent after treatment shall confirm to the following tolerance limits:

Sl.NO.	Characteristics	Unit	Tolerance Limit	
			Sewage	Trade Effluent
1	Not applicable	-	-	-

2.5 Mode of disposal of treated effluent : Not applicable

3. CONDITIONS AS PER

The Air(Prevention and Control of Pollution)Act, 1981

3.1 Adequate air pollution control measures shall be provided before commissioning of the industry. Additional facilities required, if any, to achieve the standards laid down by the Board shall also be made along with.

Stack No.	Sources of Emission	Emission Rate(Nm3/Hr)	Stack Height above		Control Equipment
			Ground Level	Roof Level	
1	DG SET 150KVA			2.5M	

3.2 Emission characteristics shall not exceed the following:

Sl.No.	Parameter	Limiting Standards (mg/Nm3)
--------	-----------	-----------------------------

4. CONDITIONS AS PER

The Environment (Protection) Act, 1986.

- 4.1 The construction activities shall be carried out strictly in compliance with the provisions of the Noise Pollution (Regulation and Control)Rules 2000.
- 4.2 Used lead acid batteries shall be disposed of as per the Batteries (Management and Handling) Rules, 2001
- 4.3 Hazardous waste generated, if any, shall be handled as per the Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016.
- 4.4 e-waste shall be disposed off safely as per the E-Waste (Management) Rules, 2016.

5. SPECIFIC CONDITIONS

5.1. The location of the crusher shall be as per the approved drawing attached.

5.2. This consent is granted subject to the power of the Board to review and make variations in all or any of

the conditions as per section 21 of the Air (Prevention and Control of Pollution) Act 1981 and section 25 of the Water (Prevention and Control of pollution) Act 1974.

5.3. This consent, unless withdrawn earlier and subject to condition no. 5.2, shall be valid upto 5.12.2023. For continuing to operate beyond the validity date application for the renewal has to be submitted through online before 4.9.2023.

5.4. The applicant shall comply with the instructions that the Board may issue from time to time regarding prevention and control of air, water, land and sound pollution.

5.5. There shall not be any discharge of trade effluent from the unit.

5.6. Sewage, if any, shall be discharged through septic tank and soak pit system as follows. i) Septic tank as per IS 2470 (Part 1): 1985 ii) Soak pit with sealed bottom, honey comb side wall 65cm thick 2mm sand all around.

5.7. In order to prevent and control air pollution the following control measures shall be in position while operating the crusher industry.

a. Crushers, classifiers, screens and other noise and / or dust producing units housed in buildings with solid wall (not hollow bricks) of minimum 40 cm thickness and false roofing shall be maintained.

b. Dust suppression system with water sprays and sprinklers provided should be operated satisfactorily. \

c. The sides of conveyors shall be covered with metal sheets.

d. Adequate Water storage facility shall be provided.

e. Facility provided for regular cleaning and wetting of ground shall be maintained.

f. The roads within the crusher premises shall be tarred or concreted always.

5.8. The products shall be transported with proper cover or with adequate measures to prevent spreading of dust during transportation.

5.9. All operations likely to produce dust, odour or noise shall be carried out within closed premises.

5.10. Air pollution control devices shall be operational at the time of operation of the crusher.

5.11. There shall not be any fugitive emission from the premises.

5.12. Suitable species of trees shall be maintained and improved with planting trees to develop a green belt within and along the boundary of the premises.

5.13. The suspended particulate matter measured between 3m and 10m from the stone crusher unit shall not exceed 600 $\mu\text{g}/\text{m}^3$.

5.14. The (PM10) in ambient air at the boundary shall not exceed 100 $\mu\text{g}/\text{m}^3$.

5.15. The (PM2.5) in ambient air at the boundary shall not exceed 60 $\mu\text{g}/\text{m}^3$.

5.16. The sound level (Leq) measured at 1 m outside the boundary of the premises shall not exceed the ambient noise standard applicable to the adjoining areas.

5.17. Sound level and air quality shall be monitored once in three months and report shall be submitted to the Board. If parameters are not within limit additional pollution control measures shall be provided.

Monitoring of the above parameters shall be done in every two months and report shall be furnished to the Board.

DATE :05/12/2018

SREEKALA S

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Date: 2018.12.05 12:05:07

+05'30'

SIGNATURE & SEAL OF ISSUING AUTHORITY

CHIEF ENVIRONMENTAL ENGINEER



To

Adani vizhinjam Port Private Ltd, Adani House, Near Mithakhail Sixroads, Navrangpura, Ahmedabad

1. **This digitally signed document is legally valid as per the Information Technology Act 2000**
2. For verifying this document please go to krocmms.nic.in and search using date of issue/name of the unit/Application Number in "Consent Granted Applications" link in the home page of the Board's Online Consent Management and Monitoring System.



GOVERNMENT OF KERALA

Abstract

Local Self Government Department – Declaration of Vizhinjam International Deepwater Multipurpose Seaport under clause (h) of Rule 9 of the Kerala Municipality Building Rules, 1999 and clause (i) of Rule 9 of the Kerala Panchayath Building Rules, 2011 - Orders issued.

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LOCAL SELF GOVERNMENT (RA) DEPARTMENT

G.O(Ms)No.310/2015/LSGD

Thiruvananthapuram, Dated:01/10/2015

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Read:- Minutes of the meeting held on 23.09.2015 by Principal Secretary, Local Self Government Department.

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2) Government had given top priority for the smooth and speedy implementation of the project. In order to speed up the process to give sanction for usage

(Contd.....2)

of plot, Layout of building and concurrence to the developments based on Building Rules, Town Planning Schemes and on planning aspects, a meeting was held by Principal Secretary, Local Self Government Department on 23/09/2015. In the meeting which was attended by Chief Town Planner, Secretary, Corporation of Thiruvananthapuram, Secretary, Kottukal Grama Panchayath and Joint Director (Urban Affairs) decided to declare that the works pertaining to port facilities of the proposed International Deepwater Multipurpose Seaport at Vizhinjam as a service essential to the life of a community as per rule 9 of Kerala Municipality Building Rules and Kerala Panchayath Building Rules.

3) Government have examined the matter in detail. Considering the development of the State, the top priority given for the smooth and speedy implementation of Vizhinjam Deepwater Multipurpose Seaport, and the benefit it would render as a service to the life of the community, Government are pleased to declare the works pertaining to port facilities of the proposed International Deepwater Multipurpose Seaport at Vizhinjam as a service essential to the life of the community in exercise of the powers conferred under clause (h) of Rule 9 of the Kerala Municipality Building Rules, 1999 and clause(i) of Rule 9 of the Kerala Panchayath Building Rules, 2011. However, Adhani Vizhinjam Ports Pvt Ltd will obtain necessary clearances from the authority as per the concession agreement entered into between Adhani Vizhinjam Ports Pvt Ltd and Government of Kerala.

4) The notification in this regard will be issued separately.

(By Order of the Governor)

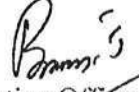
James Varghese,

Principal Secretary to Government

To

- ✓ 1. The Chief Executive Officer, Adhani Vizhinjam Ports Pvt Ltd, Thiruvananthapuram.
2. The Managing Director and Chief Executive Officer, Vizhinjam International Seaport Ltd.
3. The Director of Urban Affairs, Thiruvananthapuram.
4. The Chief Town Planner, Thiruvananthapuram.
5. The Secretary, Thiruvananthapuram Corporation.
6. The Town Planner, Thiruvananthapuram.
7. The Secretary, Kottukal Panchayath.
8. The Fisheries and Ports Department.
9. The Local Self Government (RD) Department
10. The Stock file/Office copy.

Forwarded/By Order


Section Officer



Vizhinjam International Seaport Limited
(A Government of Kerala Undertaking)

VISL/2018-19/ALM/ 853

Dated 03-Feb-2022

Agriculture Production Commissioner,
ANNEX II, Government Secretariat
Thiruvananthapuram.

Sub: Development of Vizhinjam International Seaport – granting exemption under the Kerala Conservation of Paddy & Wetland Act, 2008 for land parcel in Kottukal Village [24.7980 Ha] licensed to the Concessionaire by Government of Kerala - State Level Committee dated 03-02-2022 – clarifications - reg.

Ref: 1) Application no: VISL/2018-19/ALM/270 dated 17-06-2019 submitted by VISL to the Convener & Agriculture Officer – LLMC, Kottukal Agriculture Office.
2) SLC meeting conducted on 03-Feb 2022

Madam,

This is with reference to our application (reference first cited) seeking exemption under the Kerala Conservation of Paddy & Wetland Act, 2008 for land parcel in Kottukal village. Further to the clarifications submitted by VISL dated 02-Feb 2022 and presentation at the State Level Committee meeting held on 03- Feb 2022 (copy of the note and presentation attached as Annexure 1), we hereby submit the following additional clarifications and assurances, as desired.

1. The silt and weeds in the drains would be removed and kept clean to ensure natural water flow at all time.
2. The depth, width and slope of the natural drains would be ensured to accommodate the natural flow routing from the land.
3. Both the sides of the central drain would be protected with dry rubble packing, wherever required, with sufficient concrete protection at the top and middle as required. Proper protection with chain linked fencing with limited access towards to avoid uncontrolled throughfare across the natural drain.
4. The compensatory afforestation has been carried out as per the guidelines of the Social Forestry Department (Please see the report of the Social Forestry Department as

Annexure 2). A good portion of the afforestation are fruit bearing trees. VISL would endeavour to request the Social Forestry Department to include more fruit bearing trees as far as possible. The species suitable for these areas would be recommended in consultation with the Agriculture Department.

5. Efforts would be taken to plant fruit bearing trees in the preserved 10% areas in converting those as green strips for achieving water conservation function of the area. In addition to the same, wherever possible green strips would be formed at left over lands after development, with fruit bearing trees. The species suitable for these areas would be obtained in consultation with Agriculture department. A plan of action for the same would be formulated with the Horticulture wing of the concessionaire and vetted with Agriculture department once the conversion permissions are ordered.
6. The compliance of conditions of the Environmental Clearance for the last compliance period is enclosed for information as Annexure 3. Further details on each item are available in the website link below:
(https://www.vizhinjamport.in/download/EC_F.%20No.%2011-1222011-IA.III%20dated%2003.01.2014-HYCR-Apr2021-Sep2021_27.11.2021.pdf)
7. There is an Environmental Management Plan approved for the port project and the same would be enforced and monitored scrupulously. The progress on each item of the plan is available with the half yearly compliance reports referred above.
8. The mitigation measures envisaged in the approved EIA report for the warehouse area would be taken up with in its true spirits.
9. The agreement with the Concessionaire contains fool-proof provisions for the environmental protection and mitigation measures, which would be properly enforced during the entire course of the concession period without lapses.

With the above undertaking, we request you to kindly issue necessary conversion orders at the earliest so that the activities planned in the area can be taken up without any further delay.

Thanking you

Yours faithfully

For Vizhinjam International Seaport Limited.


Chief Executive Officer

Copy Submitted to: The Principal Secretary, Fisheries and Ports, Government of Kerala
Land Revenue Commissioner, Government of Kerala for Information

Encl:

1. Note and Presentations submitted to the SLC (Annexure 1)
2. Report from the Social forestry department enlisting the plant species (Annexure 2)
3. Point-wise EC conditions for the last compliance period (Annexure 3)

Page No. 36 of Annexure 2

Dated 02-Feb 2022

**Note on Paddy and Wet Land Clearances for
Vizhinjam International Seaport Limited**

Sub: Development of Vizhinjam International Seaport – granting of exemption under the Kerala Conservation of Paddy & Wetland Act, 2008 for land parcel in Kottukal Village [24.7980 Ha] licensed to the Concessionaire by Government of Kerala - **MoM of State Level Committee dated 19-01-2022 – clarifications and presentations – by VISL reg.**

- Ref: 1) Application no: VISL/2018-19/ALM/270 dated 17-06-2019 submitted by VISL to the Convener & Agriculture Officer – LLMC, Kottukal Agriculture Office.
- 2) Amended provisions of the Kerala Conservation of Paddy Land and Wetland (Amendment) Act, 2018
- 3) GO(MS) No 90/2012/F&PD dated 3/12/2012
- 4) GO MS 310/2015/LSGD dated 01/10/2015
- 5) GO(MS) No. 45/2020/Agri dated 01-06-2020 granting exemption for 5.9791 Ha of land parcel acquired for development of port approach road.
- 6) GO(MS) No. 24/2021/Agri dated 08-02-2021 granting exemption for 1.9213 Ha of land parcel for setting up of magazine shed, ammonium nitrate storage building, etc.

With regard to the above, we may submit the following for your kind perusal:

Government of Kerala vide GO cited 3rd above had ordered that VISL, the nodal agency of Government of Kerala, a fully owned Government of Kerala undertaking to acquire land including the above 26.7193 Ha. for the purpose of port development in 2010. The land acquired was foreseen for the purpose of warehousing. Accordingly, as sanctioned, the above land after acquisition, transferred to Government Port department, then licensed to the Concessionaire, M/s. Adani Vizhinjam Port Private Ltd. (AVPPL) as per the provisions of the Concession Agreement (CA) executed by the Principal Secretary on behalf of the State of Kerala, the Authority.

The environmental Clearance covers (Copy attached) the whole land use master plan and included in the Concession Agreement entered into with the developer. It is also brought to the notice of the Government that, the above land form part of the definition of Site which is defined in the Concession Agreement. Accordingly, Government of Kerala is obligated to provide unencumbered land to the Concessionaire for the legitimate development of the same, in terms of Article 10 of the Concession Agreement appropriately during the construction period of the project. In addition to the above, Government of Kerala is also

Page No: 37 of Annexure 2

stringently obligated to provide the Environment Clearance and conservation of the Site as per Article 4 of the CA.

In line with the above provisions the land was licensed to the Concessionaire by the Government of Kerala. Handing of land where the Concessionaire cannot carry out development and would entail liability wherein huge penalty would have to be met by the Government. Apart from the same, the Government is failing in carrying out its obligations to the Concessionaire as the Concessionaire cannot proceed with its entitlement of port estate development in the area licenced to them in the absence of necessary conversion of 'land status' from Nilam to Purayidam resulting in the authority, GoK in Default as per CA.

Government had identified the project as a project essential to Life and Community vide GO cited 4 above, enabling the Concessionaire in exempting certain statutory permits such as building permits etc.

Agriculture department have already issued orders for conversion of 5.9791 Ha at the NH Connectivity area and 1.9213 Ha for the construction of Magazine building. The conditions prescribed along with these orders were adhered scrupulously.

Point No 2 (Regarding Notified and unnotified lands)

The land holdings which are included and not included in the land are spread intermittently the block wise summary is as per the below table. There is a balance area still to be converted is about 24.7980 Ha in order to take off with the required construction and planning activities in the area. The breakup of the areas applied for conversion of the paddy and wet land status is as follows:

Block No	Status in Data Bank	Number of holding	Extent Ha.
15	Not included in Data Bank	11	0.9235
	Included in Data Bank	86	6.2764
	<i>Vazha Krishi</i>	86	5.9923
	<i>Coconut Tree</i>	0	0
16	Not included in Data Bank	112	6.3323
	Included in Data Bank	200	11.5499
	<i>Vazha Krishi</i>	19	1.2575
	<i>Coconut Tree</i>	181	10.2924
15 & 16			
	Not included in Data Bank		07.2558
	<i>Vazha Krishi</i>		07.2498
	<i>Coconut Tree</i>		10.2924
	Total		24.7980

The drawing depicting land required to be converted is attached as Annexure 1,2.

During construction of the Port project the Developer need to utilise the land for manufacturing and storing various construction materials such as Acropodes and Armor Rocks etc. along with the casting yards. The requirements are as tabulated below. More details are submitted with detailed drawings.

Sl No.	Description of Land utilization	Area in Ha
1.	Acropode storage	15.0213
2.	Acropode Casting Yard	1.8288
3.	Internal Road	7.1420
4.	Material Storage	9.7697
5.	Crusher Plant	2.3200
6.	Water Conservation, Magazine building and its buffer zone	6.9987
	Total (Wet and Dry)	43.0805

Drawings of the proposed land usage attached as Annexure 3,4.

Point No 3 - Violation of the Act : The conversions of the land have not done by VISL.

- While acquiring the land itself the lands are reported as converted. The GO for fixing value for acquiring the land explicitly mentioned the same.
- The data bank prepared also mentioned the status as "Nilam Nikathu Purayidam" for about 70 % of the land with 15 year old Coconut trees and other plantations. Due to this inclusion in the data bank VISL is aggrieved as this project land is not a Paddy or cultivable paddy at the time of databank preparation.
- The remaining land are not included in the Databank and which are spared intermittently across the land parcel and hence could not be used separately.
- No felling of trees made so far in this area yet Coconut trees 9353 etc.

Point No 4 – Blockage, Flooding and complaints received:

In the middle of the land, along with the bypass construction of the highway (Kovalam-Kanyakumari) a culvert was under construction and which blocked the natural flow for a long period of time and which caused flooding during 2018. The canal outside the eastern boundaries of the land parcel maintained by Minor Irrigation department also clogged due to the construction works of berms, which is still progressing. However, the berms of the drain inside the land parcel are maintained clog free and no actions from our side reasoned for flooding. LSGD and Minor Irrigation department is maintaining the drain.

Moreover, the land parcel is surrounded all sides by roads and there are practically no chances for causing floods by this land developments. Further activities if any required and instructed by the GoK would be done.

Page No. 39 of Annexure (2)

Point No 5 – Earmarked documents of Water Conservation, ponds, drains etc.

The water bodies conserved mentioned with drawings and photographs attached.

Point No 6 – Compliance of earlier orders:

Two earlier orders have been issued to VISL for the conversion of the paddy status for the NH connectivity and for constructing the magazine building. The conditions stipulated in the orders has been adhered scrupulosity in both the locations. Photographs are attached and more would be presented. KSRSEC submitted a study report for the areas permitted for conversion and the report is attached for reference as Annexure 5. Those suggestions also have been adhered as mentioned below along with the GO stipulations.

They are

- 10 % area of the land has been set apart for water conservation measures
- Existing drains are preserved as it is
- Ponds have been preserved
- Dykes and Cross vents constructed,

Point No 7 - Environmental Clearance Compliance:

The conditions of all the EC conditions are complying and the same is being monitored by MEFF, NGT Expert Committees. The regular compliance reports are submitting to MoEFF and NGT Principal Bench and Zonal Benches once in every 6 months. The committee reviewing the compliance reports are visiting the site and localities. The committee consists of the following members:

Name	Institute	Designation
Sri. Suneel Padini, IFS	KCZMA	Member Secretary (KCZMA)
Sri Sudhakar Arekatla	Central Pollution Control Board (CPCB), Delhi	Scientist 'E' & Divisional Head-IT
Dr Chandrashekhar Jha	NRSA	Scientist H & Group Director
Dr Balakrishnan Nair T.M	INCOIS	Scientist F & Head
Cdr S K Sajan	Indian Naval Hydrographic Department	Commander
Dr M K Anil	Central Marine Fisheries Research Institute (CMFRI)	Principal Scientist
Prof. Dr. R. Ramesh	NCSCM	Director

The above committee sits once in every 6 months at project site and verify the compliance reports and monitoring activities, post which the same are being sent to the NGT benches and

publishing in the sites. (https://www.vizhinjampor.in/download/EC_F.%20No.%2011-1222011-IA.III%20dated%2003.01.2014-HYCR-Apr2021-Sep2021_27.11.2021.pdf)

The compliance reports are up loaded in the sites of VISL and KCZMA sites such that which are available in public domain. The comprehensive EIA (CEIA) prepared by L&T Ramboll, NABET accredited and empanelled consulting agency of MoEF. The C EIA report has been considered by the Expert appraisal Committee of the MoEFF and granted the Environmental Clearance. The Supreme court and NGT upheld the Environmental Clearance and as per the same GoK proceeded with the Port Construction activities. (Link for CEIA)
(<http://documentsandmedia.s3.amazonaws.com/Comprehensive-EIA-Report.pdf>)

Compensatory Afforestation as approved by the expert committee and social forestry has been made at Kazhakkottam for an extent of 12 Ha. An amount of about 80 Lakhs have been spend on this behalf by the Developer. Another area of about 11 HA has been identified in the Kerala University campus for the Afforestation which is under finalisation by the developer. Various environmental aspects are being monitored continuously and reported along with the compliance report. The Various parameters under monitoring are Noise pollution, air pollution, Shoreline monitoring, ambient air quality monitoring along with the preservation of natural drains and ponds. The above measures mitigate the environmental degradation due to the port and allied construction activities. The latest compliance report may be referred to ensure the EC compliance.

Point No 8 – Comprehensive Mitigation Plan

KSRSEC prepared a report for the permitted area the same has been implemented. Similar mitigation plan would be this area also would be made for this area also through KSRSEC and would be implemented along with the development activities, once conversion order is issued.

Point No 9 and 10. The Mitigation measures in the EIA and its Implementation.

Mitigation measures as per the approved CEIA is seriously taken up and implemented. The measures submitted are the extracts from the CEIA mentioning about the preservation of the existing drains etc. More detailed measures can be implemented as per instructions along with the conversion orders. The CEIA report itself specifies that these areas are already environmentally degraded and suggested the above mitigation plans to preserve the existing drains.

Point No 11- Document to support coverage of Environmental Clearance.

The entire area of land is covered under the clearance and the same is specified in the para 4 order of the MoEF attached. The approved master plan of the project is also attached which contains the subject land as Annexure 6.

Point No 12- Approvals from Environmental Department

There is already a reply from the state environmental report stating that Paddy and Wet land issue is not a matter related to them copy attached as Annexure 7

Point No 13- Consideration of application for Conversion.

VISL, as the facilitator and the arm of the GoK to the project, to ensure necessary clearances to project and applied for the Paddy and wet land conversion application. Encumbrance free land transfer is the obligation of the Authority, the GoK as per the concession agreement. During construction stage it self there is an urgent need to use this area as per the above proposed land use plan.

Apart from the above, there is a huge financial implication on default of the provisions of the concession agreement. Eg. Rs.2 each for every sqm of land per day should be paid as penalty for the whole land of 249700 sqm meters of land applied for conversion, works out to Rs 107 Cr. Moreover, an arbitration claims for the damages arise out of not handing over restriction free land also claimable by the developer, say about 400 cr.

Social implications due to delayed project completion and the huge exchequer loss of income from port also another matter of concern. The benefits to the community also would be delayed considerable if the clearances are further delayed.

Further we are ready to make necessary presentations on the above behalf in front of the State Level Committee as requested with all details. Relevant drawings, photographs, copies of orders and land details are attached for favour of information.

Considering the above, a clearance for the balance applied land that is 24.790 Ha containing notified and unnotified land from the paddy and wet land act with the specified conditions as per the relevant act for water conservation, ensuring natural flow in the drains etc. may be issued for this project of public importance at the earliest.

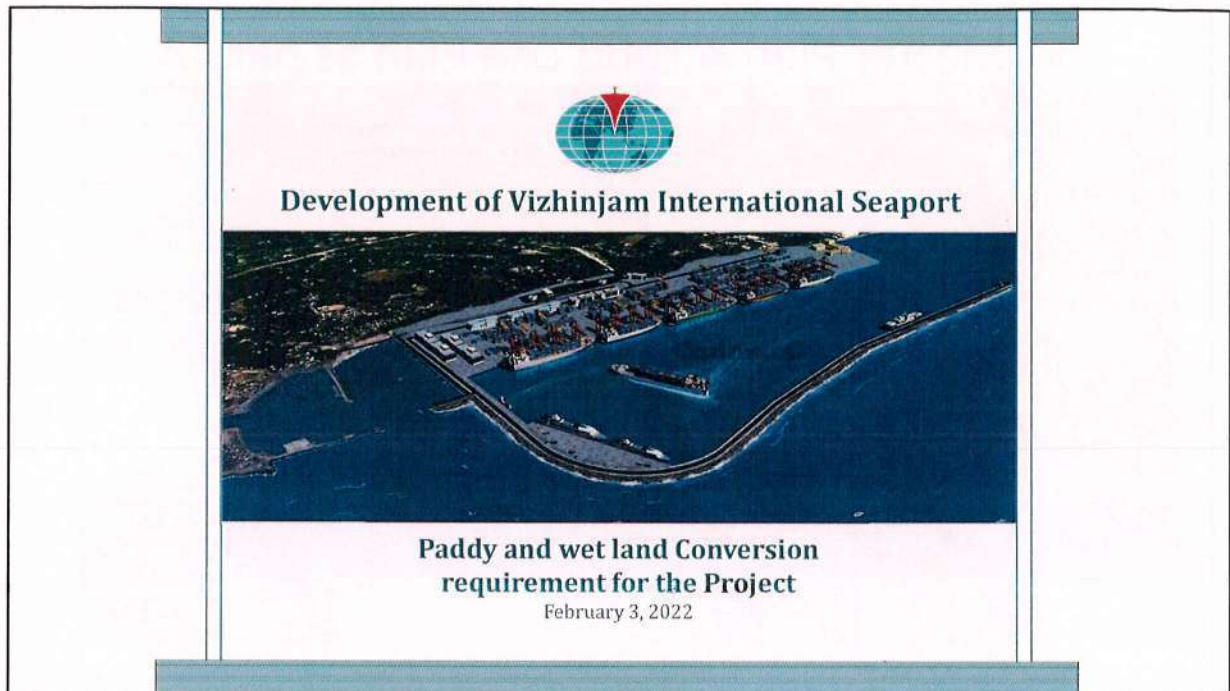


Managing Director

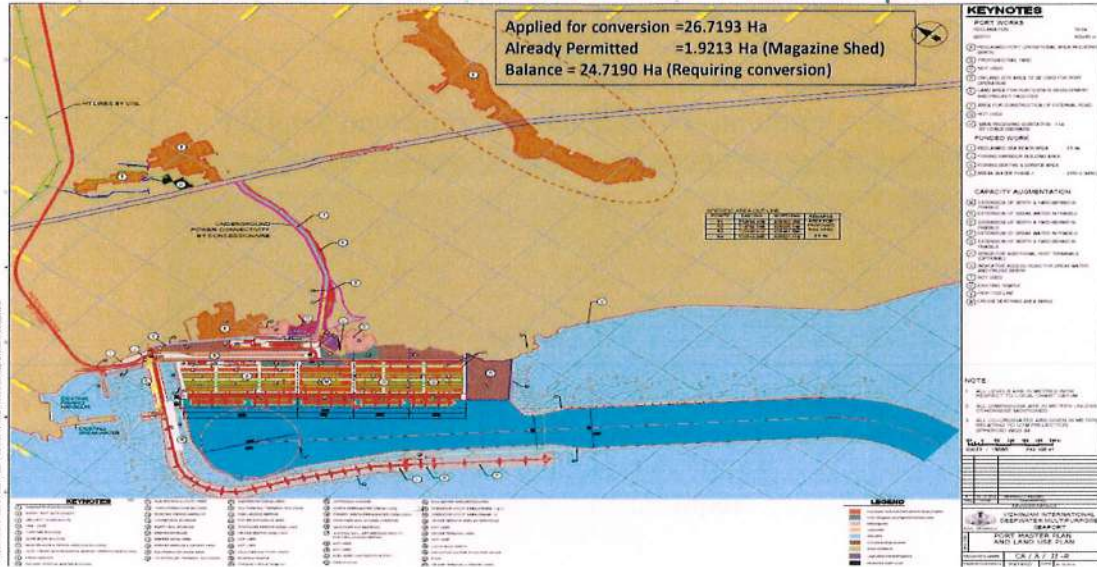
Vizhinjam International Seaport Limited.

Acc: As above and relevant photographs, drawings and CD with reports as above.





Port Master Plan & Land Use Plan as per CA



Land utilisation plan of Kottukal Land Parcel

Sl No.	Description of Land utilization	Area in Ha
1.	Acropode storage	15.0213
2.	Acropode Casting Yard	1.8288
3.	Internal Road	7.1420
4.	Material Storage	9.7697
5.	Crusher Plant	2.3200
6.	Water Conservation, Magazine building and its buffer zone	6.9987
	Total (Wet = 26.7193 and balance dry)	43.0805



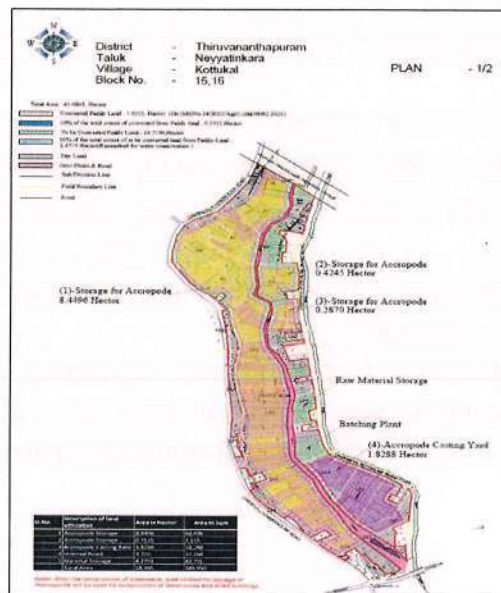
Paddy and Wetland Application – Land Details

- Conversion Applied for NH Connectivity -5.9791 Ha- Orders issued earlier
- VISL applied for Paddy and Wet land exemption for 26.7193 Ha on 17/06/2019
- 1.9213 Ha orders issued to convert for constructing a Magazine Shed (on 08/02/2021)
- **Balance 24.7980 Ha** falls under Nilam as per BTR (1905 record) and “Nilam Nikathu purayidam” as per Data bank (2011) of Agriculture department refer (Break up:)
 - 7.2558 Ha is not in Data bank
 - 7.2498 Ha Vazha plantation (noted as already converted)
 - 10.2924 Ha Coconut trees aged 25 years or more (noted as already converted)

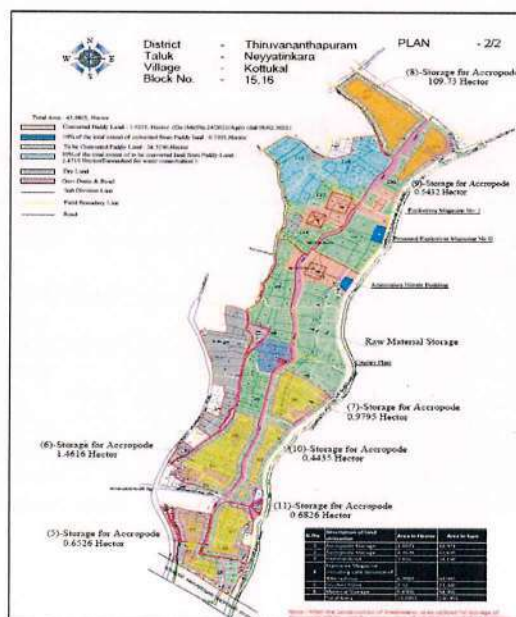
Parcel 1 and Parcel 2 drawings of applied land

Land Status as in Data Bank

Block No	Status in Data Bank	Number of holding	Extent Ha.
15	Not included in Data Bank	11	0.9235
	Included in Data Bank	86	6.2764
	Vazha Krishi	86	5.9923
	Coconut Tree	0	0
16	Not included in Data Bank	112	6.3323
	Included in Data Bank	200	11.5499
	Vazha Krishi	19	1.2575
	Coconut Tree	181	10.2924
15 & 16	Not included in Data Bank		07.2558
	Vazha Krishi		07.2498
	Coconut Tree		10.2924
	Total		24.7980



Proposed Plan for land use – Applied for conversion 2/2





Environmental Clearance Order

- EC Covers the entire land for Port Development
- It includes port, Warehouse, NH, Rail, etc..
- EC granted on the 3rd January 2014
(Order No F No.11-122/2011-IA.III)
- Extended up to the 2nd January 2024
- State Environmental Departments states that P&WL is not in its domain.

proposed and design the infrastructure. The validity limitations of 5 years, even though the shoreline, modeling and related studies have been done for the full Phase development.

4. The whole land required for port infrastructure in the landward side for all the three Phases (140.42 Ha) is proposed to be procured in Phase I itself. Thus the Phase I land requirement is 206.42 Ha including 140.42 Ha of backup and ancillary land and 66.00 Ha reclaimed land. The Phase I reclamation quantity of 7.6 million m³ is proposed to be dredged from the Port basin and the approach channel by deepening it to (-)18.4M and to (-) 20.8M respectively. No routine maintenance dredging or disposal is anticipated as per the modelling & sedimentation studies.

5. The other port infrastructure include container yards, cargo handling equipment, port crafts, navigational aids, operations building, workshops, fire station, weigh bridge, gate house, water power cultivation lighting, road/rail connectivity, truck terminal, ware house.

Para 4 of Page 2 of the EC



Compliance of EC

• Ecological issues and compliance of EC of GoI –

- Compliance reports to MoEF are furnished regularly - copy kept in web site.
- Compliance reports to NGT are furnished in every 6 months - copy kept in web site.
- Environmental Degradation and its upgradation – We have an EMP with Budget of 40 Cr under implementation – Being monitored and enforced by, MoEF, NGT and NGT Expert Committee
- Compliance are being monitored by MoEF and NGT Expert Committee.
 - The Expert Committee members are:

Name	Institute	Designation
Sri. Suneel Padini, IFS	KCZMA	Member Secretary (KCZMA)
Sri Sudhakar Arekatla	Central Pollution Control Board (CPCB), Delhi	Scientist 'E' & Divisional Head-IT
Dr Chandrashekhar Jha	NRSA	Scientist H & Group Director
Dr Balakrishnan Nair T.M	INCOIS	Scientist F & Head
Cdr S K Sajan	Indian Naval Hydrographic Department	Commander
Dr M K Anil	Central Marine Fisheries Research Institute (CMFRI)	Principal Scientist
Prof. Dr. R. Ramesh	NCSCM	Director



EIA- Suggested measures about Natural drainage

		under the constructed buildings to avoid impact to the low lying area.			
	Impact to the downstream due to pollution of the streams	<ul style="list-style-type: none"> Filling of low lying areas (if required) shall be done Construction waste such as cement, paint, and other construction waste will flow into the downstream parts of the streams and Kattichal River. Construction will be avoided during rainy season. Good housekeeping practices, such as cement being stored in dry areas will be taken care of. Labour camps will be provided with proper support services. 	Contractor	VISL	Consultant
Disturbance to Natural Drainage pattern	Impact to natural flow of runoff due to blockage and change of drainage course	<ul style="list-style-type: none"> As mentioned above, formidable measurements will be taken to avoid the disturbance to the natural flow of water. If some structure or building will come in the way of the existing flow of water, the flow will be redirected to the closest stream in the drainage pattern. In sections along watercourses, earth and stone will be 	Contractor	VISL	Consultant

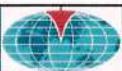
Chapter 10 Environmental Management Plan
Page 10-24



Comprehensive EIA for Vizhinjam Deepwater Port
Final CEIA Report

C1111307
RP006 rev. 0

Activity	Relevant Environmental & Social components likely to be impacted	Likely impacts and their significance in the absence of Mitigation Measures	Proposed Mitigation Measures	Implementing Agency	Responsible Agency	Supervising Agency
			<ul style="list-style-type: none"> properly disposed of so as not to block rivers and streams, thereby preventing any adverse impact on water quality. All necessary measures shall be taken to prevent earthworks and stone works from impeding cross drainage at streams and canals or existing irrigation and drainage systems in conformity to the Contractors visual integration and management plan and EMP. 			

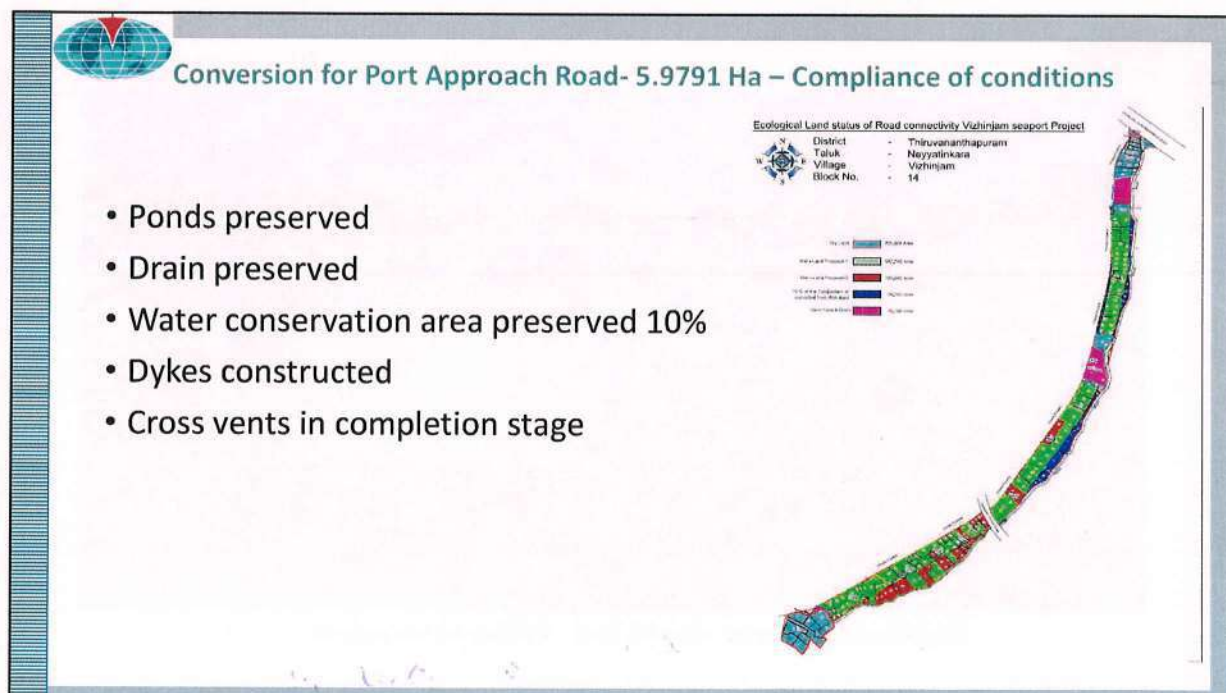


Conversion for Port Approach Road- 5.9791 Ha – Compliance of Previous orders

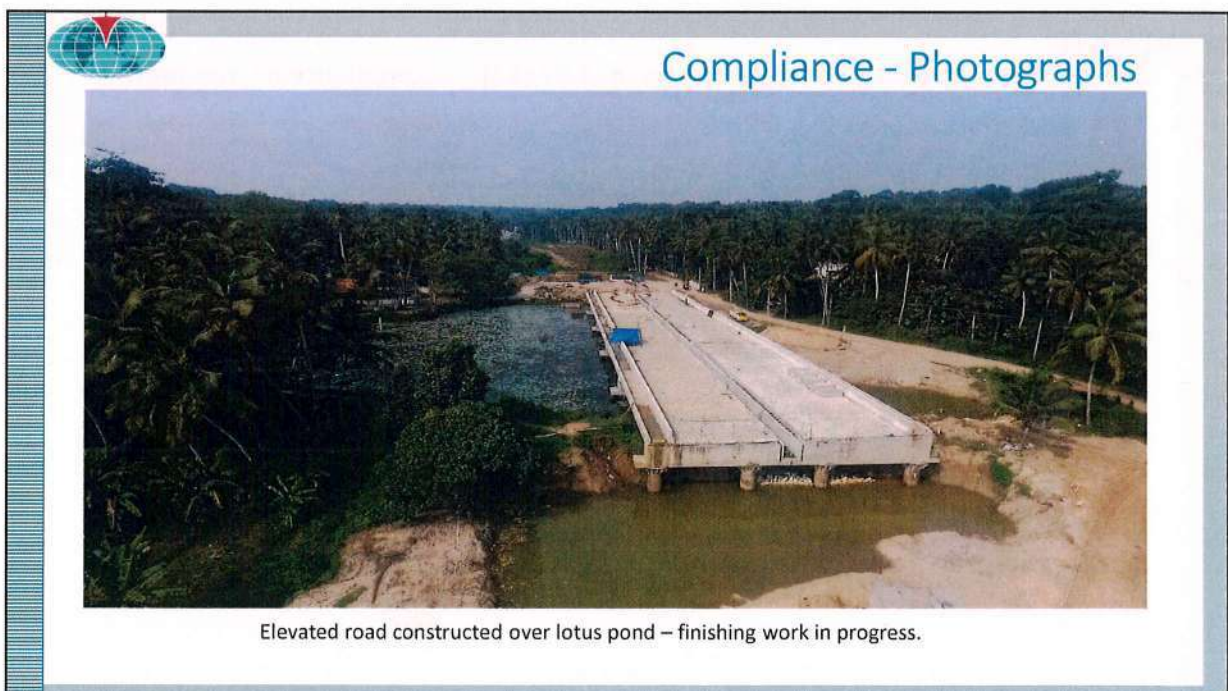
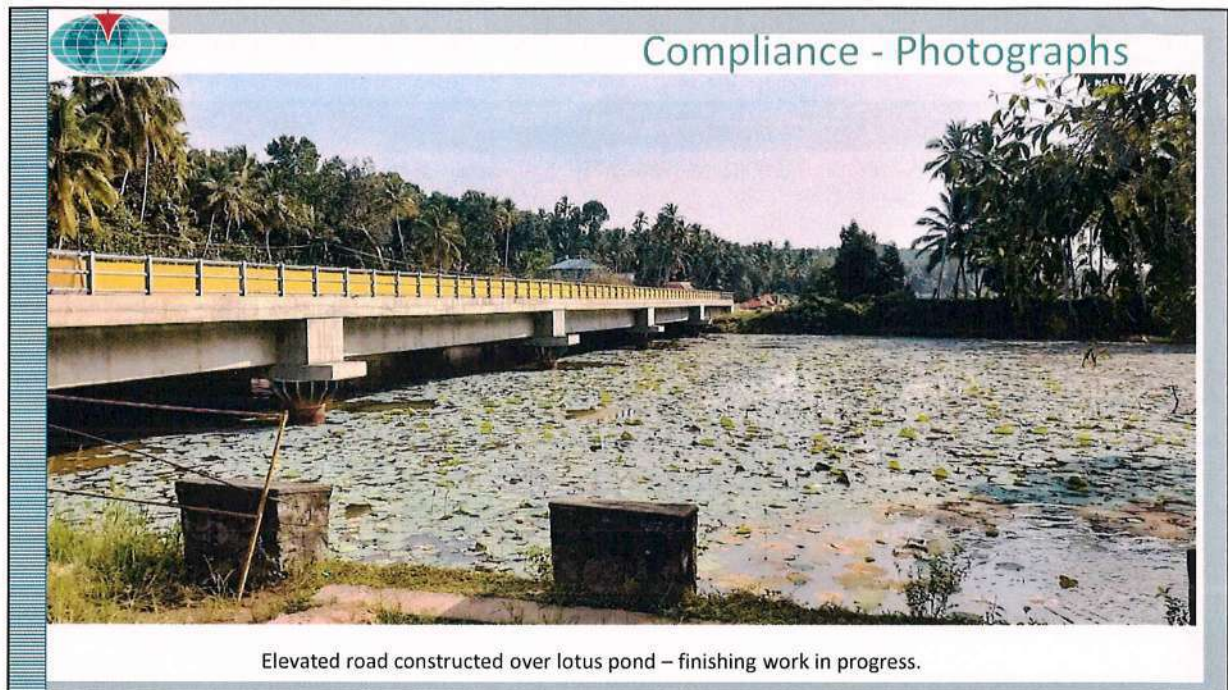
- Obtained the permission vide G.O no 45/2020/Agri dated 01st June 2020
- Status of compliance as per the Government Order

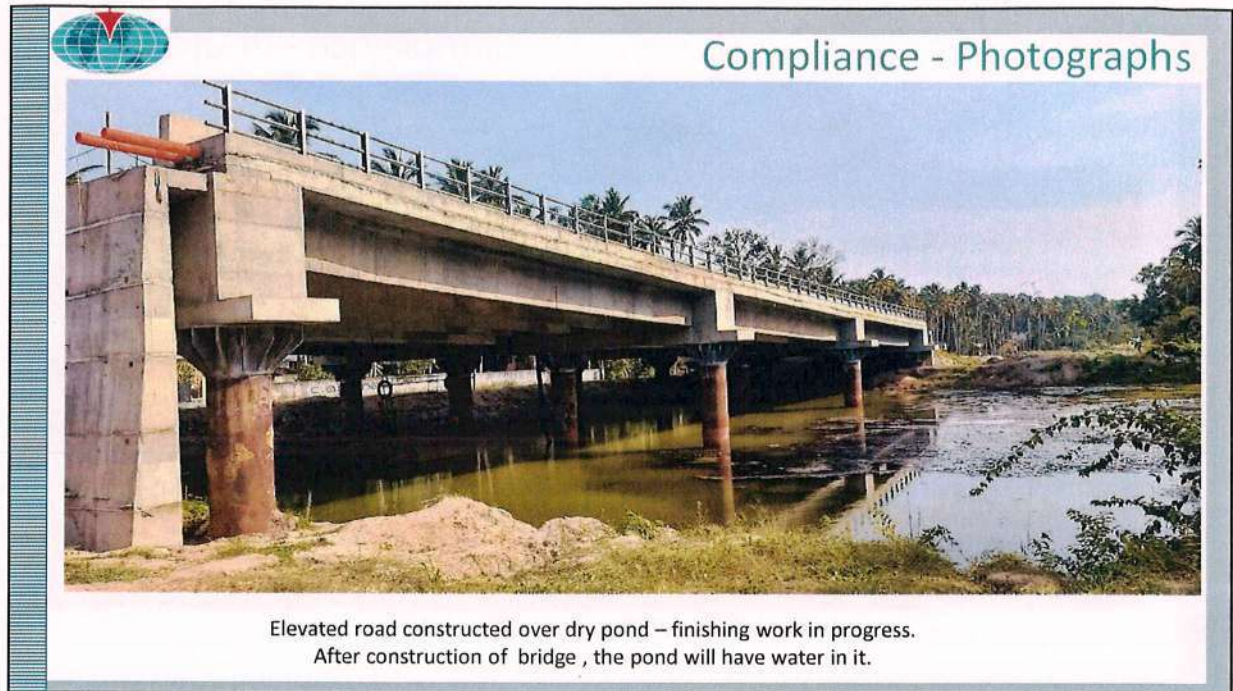
Sr.no	Work	Status
1	Need to protect the existing canals, ponds in the same manner. As a part of water conservation, 10% of the land need to be allocated.	2 number of existing ponds are retained after constructing 2 numbers of bridges. 10% of land has been earmarked for water conservation.
2	To control the environmental impact, all notifications issued by the authority concerned shall be strictly adhered	Noted for compliance
3	The details of each survey number with area and the details of conserving the water resources to be furnished.	The survey no and area earmarked for the water conservation is shown in the enclosed drawing.
		Drawing

Compliance of recommendations by KSRSEC Study for road connectivity		
Sr.no	Work description	Status
1	Construction of elevated road over 2 numbers of ponds at Chainage 980 to 1080 and 1510 to 1570	Construction of 2 numbers of bridges have been completed. Finishing works are in progress
2	Construction of 2 numbers of sub-surface dykes at ch 650-660m and 1400 -1410 m	One number of dyke at ch 650 - 660 m have been completed. Second at 1400 - 1410 m is under construction and will be completed by March 2022.
3	Construction of cross vents at Ch 540 m, Ch 1130 m and Ch 1350 m	One have been completed. Other 2 are under construction and will be completed by March 2022.
4	Construction of 2 numbers of ponds for water conservations as an additional measure.	Few small plots of land earmarked for water conservation is under land acquisition - which is in advance stage and the ponds would be constructed as soon as the land is acquired and in possession.



Page No. 49 of Annexure (2)







Compliance - Photographs



Construction of cross vents at 540 m



Conversion for Explosive Magazine Shed -1.9213 Ha – Compliance of conditions

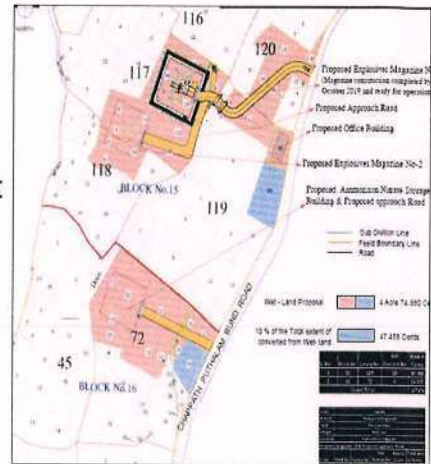
- Obtained the permission vide G.O no [24/2021/Agri](#) dated 08th Feb 2021
- Status of compliance as per the Government Order

Sr.no	Work	Status
1	All drains flowing through 1.9213 hectares and the poramboku drain (2.7ares) which is the part of survey no 72/3 need to protect in the same manner	Complied. Drain passing have not been disturbed.
2	It has to be ensured that, the nearby agricultural activities and agriculture should not be affected by the construction activities	Noted for Compliance
3	As a part of water conservation, 10% of the transformed land to be used. The details of such land, including the area to be used for water conservation, inclusive of survey number, area etc to be furnished.	10% of land for water conservation has been earmarked and an artificial pond has been created for water conservation and improvement of recharge. The survey no and area earmarked for the water conservation is shown in the enclosed drawing. <div style="text-align: center;">Drawing</div>
4	To control the environmental impact, all notifications issued by the authority concerned shall be strictly adhered to by VISL	Noted for Compliance
5	The TVM District Collector has to ensure that all the above guidelines are strictly followed by VISL.	Noted



Conversion Explosive Magazine Shed -1.9213 Ha – Compliance of conditions

- Drain preserved
- Water conservation area preserved 10%
- Construction completed as per Explosive Act

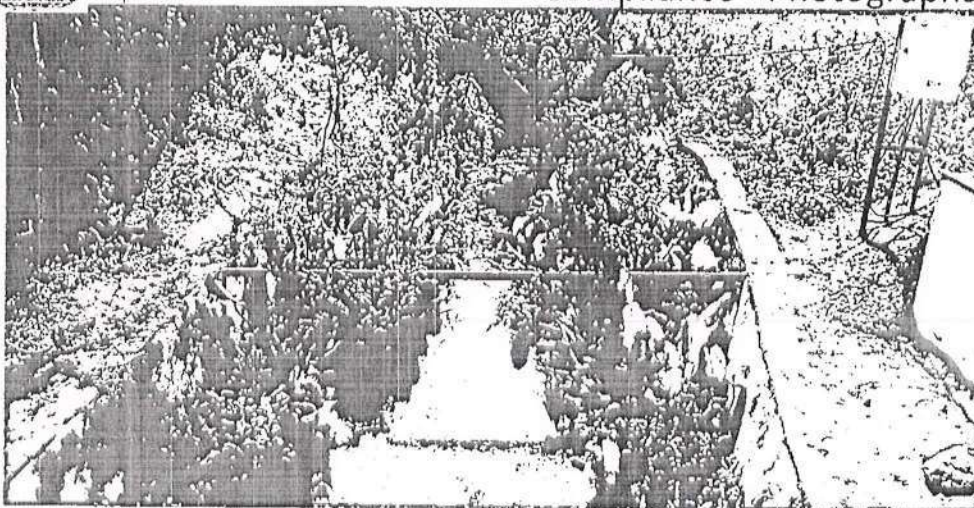


Compliance - Photographs



Drain have been retained by constructing wall and culvert in front of magazine building (left side of the photograph)

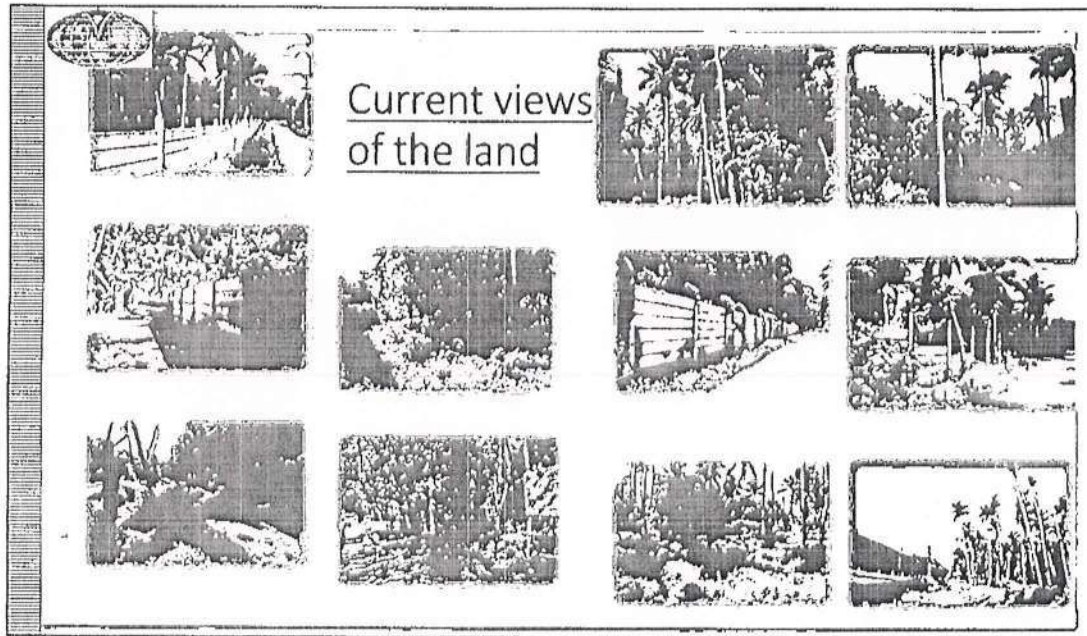
Compliance - Photographs



Drain in front of magazine building

Paddy and Wet land - Status

- The applied land is under the ownership of VISL- leased to GoK- licenced to AVPPL for port development.
- GoK is obligated to make sure necessary permits available for the development by AVPPL.
- This land is neither currently under paddy cultivation (not even past 25 years) nor licensed to AVPPL for any agriculture purpose.
- No alternate land available for the port estate developments Revenue dept. report.
- Provision of Section 10 of act 2008 - and its amendment 2018 may be invoked by GoK - with out affecting paddy cultivations in adjacent land (not there) and 10 % earmarked for water conservation land can be converted for public purpose.
- There is a GO declaring as Vizhinjam Port Project – a service essential to “Life and Community” and hence eligible to be exempted from building permits - GO MS 310/2015/LSGD dated 01/10/2015



Clarifications on Concerns of SLC

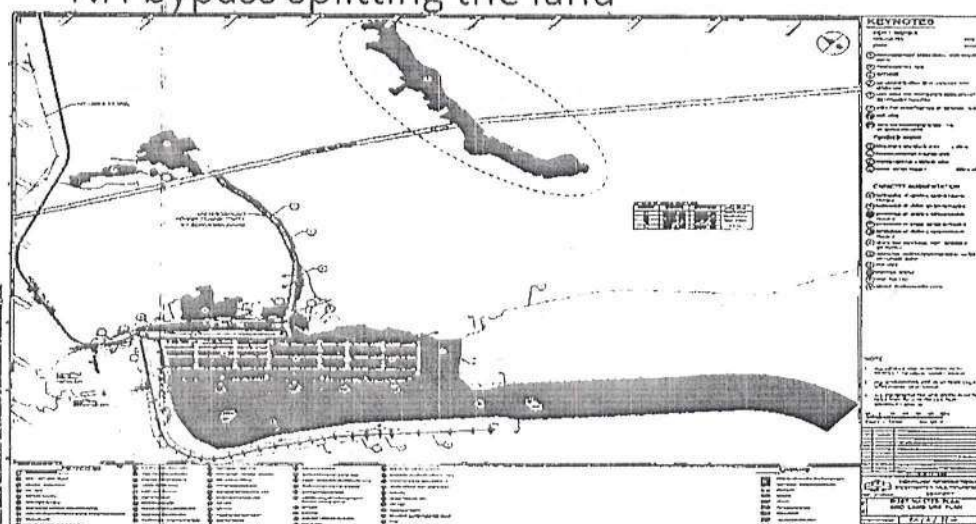
- Violations of Act
 - VISL/ AVPPL has not done any violations.
 - Data bank (2011) specifies condition of the land as already converted.
 - The GO issued for cost fixing for acquisition specifying as converted land.
 - No felling of trees made in this area (Attached Photos/ Videos).
 - Record of trees- as per Memorandum of site (MoS), viz 9353 Coconut trees etc.

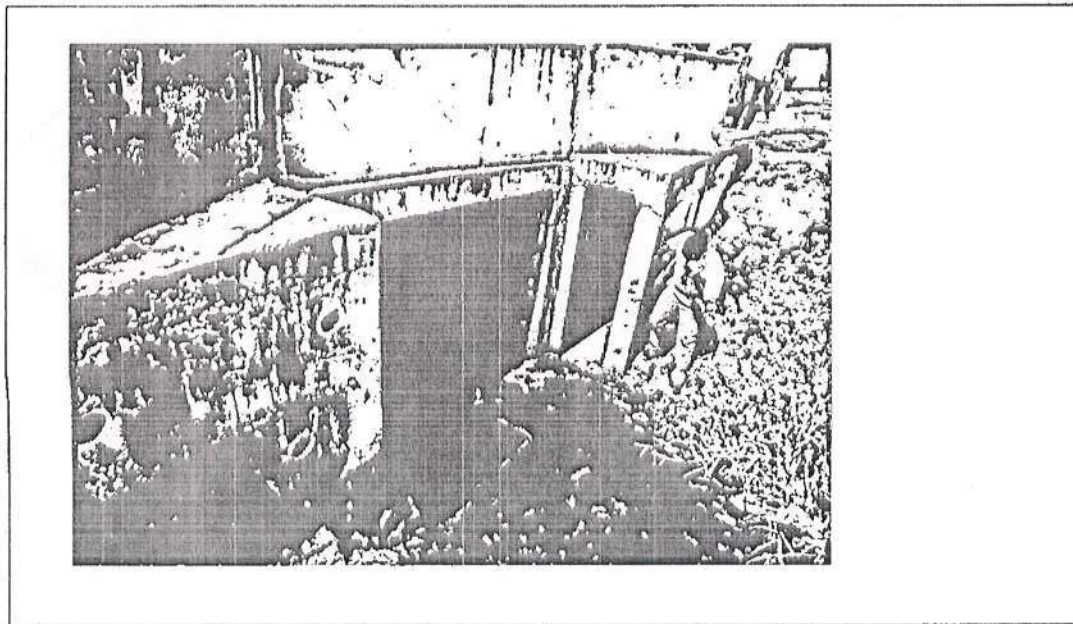
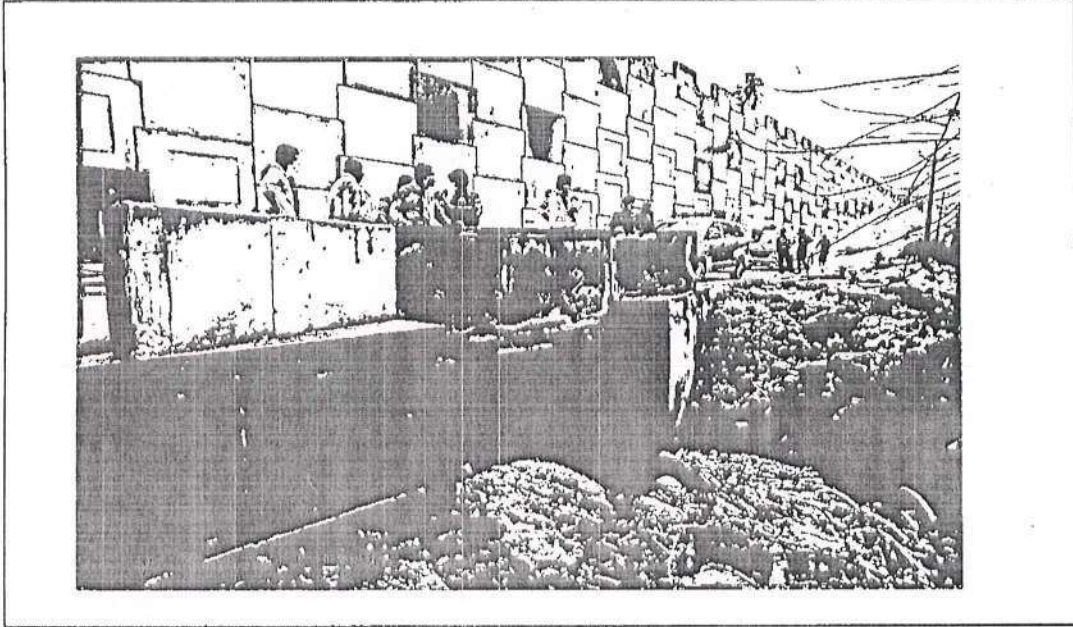
Clarifications on Concerns of SLC

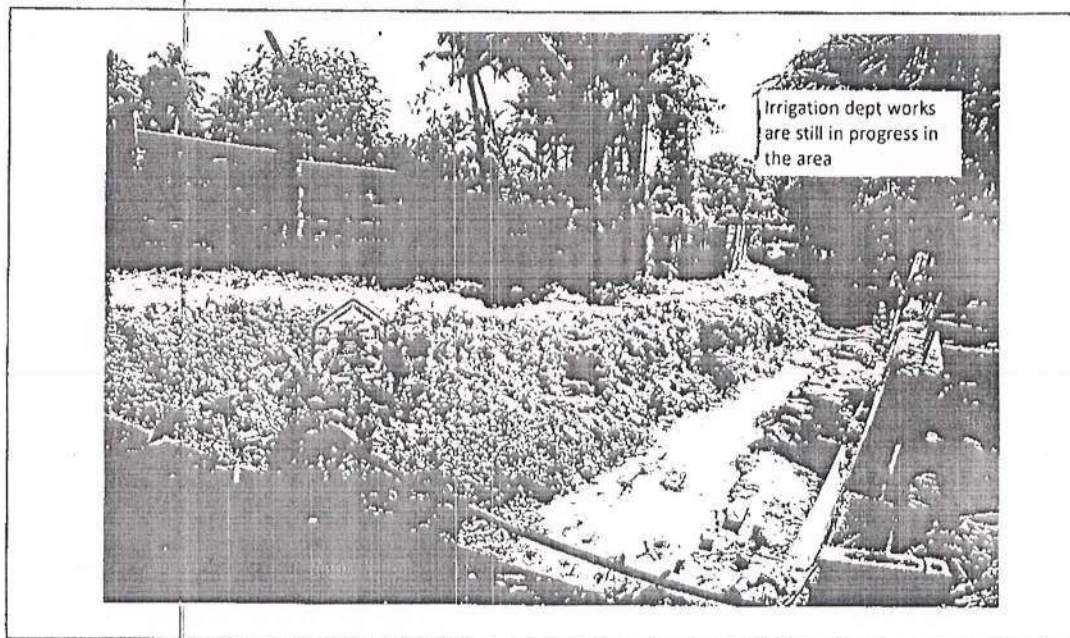
- Flooding in 2018

- Mid of the existing drain is constricted by a culvert of NH Bypass.
 - This cause flooding of the area during construction in 2018
 - The 'thodu' outside our area has flooded due to the construction of Minor Irrigation Department (MID) drain work which is still on going.
 - Location of the culvert and MID work as in photo below.
- The drain is maintained by LSGD/ Irrigation department.

NH bypass splitting the land



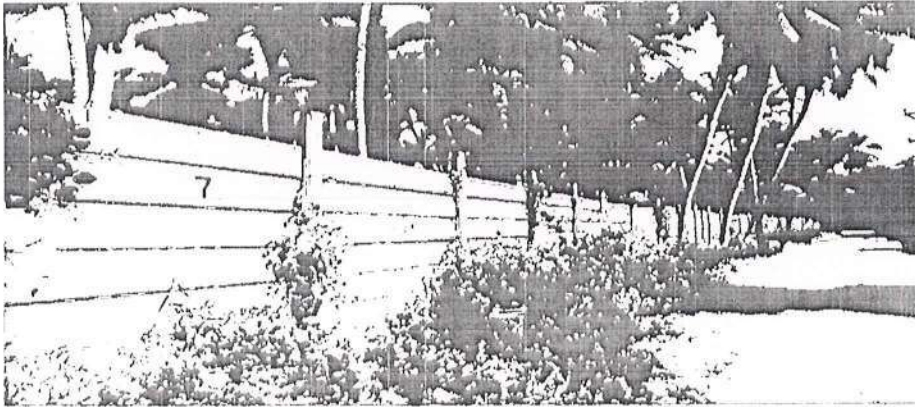




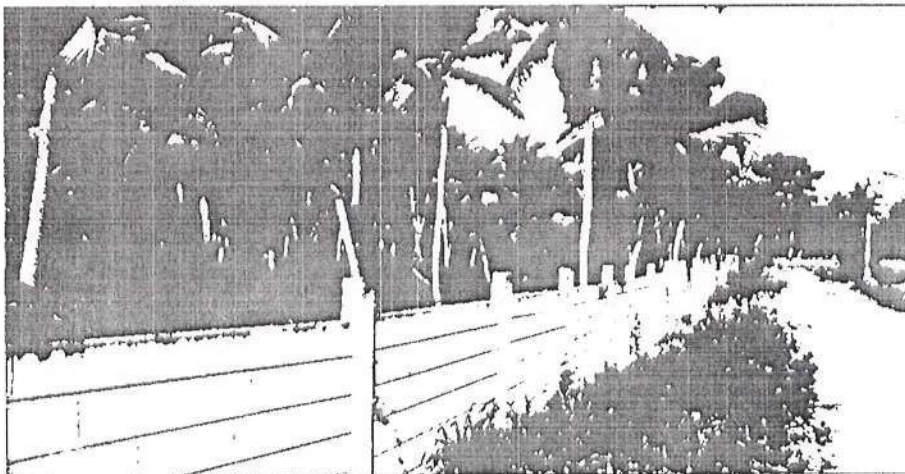
Suggested measures for avoiding future floods

- Damaged berms of the drain can be rectified to ensure flow as per instructions.
- The width of the drain can be preserved as per instructions.
- The land is inbounded by PWD roads on all the sides and hence there is no neighbouring cultivations affected.
- As Roads all around – Hence no adjoining Cultivations
- No spill over to adjoining lands once the inside thode and out side thodu are clear

Boundary roads



Boundary roads





Compensatory afforestation Status

In lieu of the trees felled,

- AVPPL in collaboration with Social forestry have carried out compensatory afforestation of 15,540 trees
- Area afforestation of 12.5 Ha (in Sainik School Kazhakootam)
- Plantation in its 4th year.
- An amount of Rs 80.50 Lakhs has been spent by now.
- 11.0 Ha of space has been identified by Social Forestry Department at Kerala University Campus Kariyavattom for plantation

[See Video](#)



Concerns of the Applicant (VISL) and GoK

- Environmental Clearance of MoEF-CC is ending in 2024, Now 7 years over after the EC granting date. Further delay causes exceedance of non-extendable EC time limit (10 years).
- Encumbrance free land transfer - is the obligation of GoK and failures invites huge penalty further upon GoK. Compensation for damage also claimable by the developer. Authority (GoK) would be at Default.
- There is a need for use of this land during construction itself, failing which planned construction activities would be further affected and cause the next huge loss on the exchequer on account of compensations etc.
- The Land for conversion has Notified and Unnotified land intermittently. Developer cannot go ahead with any plan of development as the land parcel is not fully declared as converted.

**• Financial Implication**

- Rs 2 per Sqm per day to be paid as per CA by GoK
- Penalty as per CA- $249700 \text{ Sqm} \times 2 \text{ Rs/Day} \times 72 \times 30 \text{ days} = 107.87 \text{ Cr.}$
- Arbitration claim due to not enabling clearance = 400 Cr.

• Legal Implication

- Breach of agreement of CA by GoK – whether it is Agri dept/Port Dept/Rev Dept
- Authority (GoK) will be at Default as per CA for not providing agreed extend of land.

• Social Implication

- Project would be further delayed and thereby;
 - State exchequer would be affected by losing income
 - Benefits to the community would be affected adversely.



Thank You





Links

- EC Order of MOEF and its extension
- Comprehensive Environment Impact Assessment (CEIA)
- Environmental Mitigation Plan (EMP)
- Concession Agreement (CA)
- Land use Master plan of the project
- Earlier orders for Magazine Building and NH Connectivity
- Earlier Orders of the Government – GO for Acquisition of land
- Earlier Orders of the Government – GO declaring port as essential to life and community
- MoS

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ANNEXURE - 2

**SCHEME FOR COMPENSATORY AFFORESTATION IN LIEU OF TREE FELLING
FOR VIZHINJAM INTERNATIONAL SEA PORT PROJECT**



**SOCIAL FORESTRY DIVISION, THIRUVANANTHAPRAM
KERALA FOREST DEPARTMENT**

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3.	Sanction for tree felling for Vizhinjam project	1
4.	Government decision and action taken	2
5.	Specific objectives of the project	2
6.	Details of CA site	2
7.	Implementation Strategy	3-5
8.	Corporate Social Responsibility	5
9.	Source of Fund	6
10.	Budget	6
11.	Implementation	6
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13.	Peoples' participation	7
14.	Monitoring and evaluation	7
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SCHEME FOR COMPENSATORY AFFORESTATION IN LIEU OF TREE FELLING FOR VIZHINJAM INTERNATIONAL SEA PORT PROJECT

1. Introduction

Vizhinjam International Deepwater Multipurpose Seaport project is a flagship project of the Government of Kerala (GoK). The project site is located at Vizhinjam, 16 km south of the capital city of Thiruvananthapuram. A fully owned company of GoK, named Vizhinjam International Seaport Ltd. (VISL) was formed to oversee the activities related to the development of the project. Ministry of Environment, Forests & Climate Change issued environmental & CRZ clearance to the project vide letter F.No.11-122/2011-IA.III dated 3rd January 2014.

Pursuant to the environmental clearance, GoK has entered into a concession agreement with M/s Adani Vizhinjam Port Private Ltd. (AVPPL) on 17th August 2015 for development and operation of the project for a concession period of 40 years. The preliminary works for the development of the project were initiated at the site on 16th November 2015, followed by official inauguration on 5th December 2015.

2. Guidelines for felling and removal of trees

As a measure against indiscriminate cutting of trees grown on government land and to conserve tree growth, government have constituted Committees at Corporation/Municipality/Panchayath levels and prescribed procedure for the purpose of taking a decision on felling of tree growth in public land. As per G.O (Rt) No. 172/2010/F&WLD dated 21.01.2010, the user agency should plant and protect compensatory plants at the rate of 1:10 in lieu of trees felled.

3. Sanction for tree felling for Vizhinjam project

For development of Vizhinjam project, Assistant Conservator of Forests (SF), Thiruvananthapuram had granted permission to M/s Adani Vizhinjam Port Private Ltd to fell 1127 trees as detailed below:

Sl. No	Permission letter no. & date	No. of trees
1.	SF A2-118/2017 dated 30.01.2017	81
2.	SF A2-118/2017 dated 09.03.2017	113
3.	SF A2-118/2017 dated 12.12.2017	933
	Total	1127

4. Government decision and action taken

In the meeting convened by honourable Minister of Ports on 05.04.2017 to discuss issues related to felling of trees in the acquired land for truck terminal area of the Port site, it was *inter alia* decided that Forest department may identify land for compensatory afforestation of 10 times the number of trees felled and M/s AVPPL will make available the required funds at the disposal of Kerala Forest department (*annexure - 1*).

Forest department has identified 12.0 ha of land for compensatory afforestation in the Sainik school campus at Kazhakkootam. The Principal and Administrative Officer, Sainik school, Kazhakkootam has accorded necessary sanction to Forest department to take up compensatory afforestation activities in the campus (*annexure -2*). M/s AVPPL have confirmed that necessary funds will be deposited on approval of the scheme for compensatory afforestation by government. A copy of consent letter no. AVPPL/SFD/2017-18/370 dated 20.03.2018 is appended (*annexure- 3*).

5. Specific objectives of the scheme

- i. Compensate the greenery lost for port construction and ancillary development.
- ii. Beautify the landscape with tree architecture.
- iii. Mitigate noise and air pollution.
- iv. Provide fresh air and act as lung to the society.
- v. Improve the biodiversity of the tract.
- vi. Provide safe haven for urban avifauna.
- vii. Develop a sustainable model for urban forestry.
- viii. Increase carbon sequestration to mitigate adverse effects of climate change.

6. Details of CA site

During 2016-17 Kerala Forest department had taken up compensatory afforestation activities in 20.0 ha in the Sainik school campus, Kazhakkootam in lieu of tree felling for 4 laning of Thiruvananthapuram - Mukkola section of NH-47 (new NH- 66). The plantation has come up very well and has been widely appreciated by M/s NHA and Sainik school authorities. The permission granted by Sainik school authorities now is a clear testimony of the success achieved and conscious move to tap the accruable long term tangible and intangible benefits of bringing the campus under green cover. The identified plot of land lies contiguous to this. Being defence land, the area is secured and protected by compound wall on all four sides.

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7. Implementation strategy

7.1. Pre-planting works

The present vegetation mostly consisting of acacia thickets with random pole crop, thorny bushes and other inhospitable outgrowth may be cut, heaped and burned, lest they interfere/compete with the planted stock. After excluding inspection paths, roads and patches with shallow soil from 12.0 ha of land identified in Sainik school campus, it is assessed that 16840 seedlings of fruit bearing, flowering, medicinal and multipurpose miscellaneous timber species can be planted at an espacement of 2.5 m x 2.5 m (approximate plantable area - 10.50 ha). The number of seedlings required to be raised, inclusive of casualty replacement @ 10%, is 18524. Pits of 45 cm x 45 cm x 45 cm will be taken up during April- May to facilitate weathering. Only one year old seedlings raised in containers of size 20 cm x 40 cm raised by Social Forestry wing will be utilised for planting.

7.2. Selection of Species

To restore and revive the pre existed vegetation of the terrain, the following indigenous fruit bearing species are recommended.

a) Fruit bearing

1. Njaval (*Syzygium cumini*)
2. Elengi (*Mimusops elengi*)
3. Ambazham (*Spondias pinnata*)
4. Mavu (*Mangifera indica*)
5. Plavu (*Artocarpus heterophylla*)
6. Anjily (*Artocarpus hirsutus*)
7. Pera (*Psidium gujava*)
8. Aathi (*Anona squamosa*)
9. Puli (*Tamarindus indica*)
10. Nelli (*Emblia officinalis*)
11. Rambuttan (*Nepheliu mlappaceum*)
12. Chamba (*Syzygium samarangense*)
13. Anapulinji (*Averrhoa rambola*)
14. Mullathi (*Annona muricata*)
15. Sappota (*Manikaa sapota*)

b) Flowering

1. Kanikonna (*Cassia fistula*)
2. Manimaruthy (*Lagerstroemia speciosa*)
3. Chamatha (*Butea monosperma*)

4. Mandaram (*Bauhinia variegata*)
5. Chempakam (*Plumeria rubra*)

c) **Medicinal**

1. Kumpil (*Gmelina arborea*)
2. Veppu (*Azadirachta indica*)
3. Kudampuli (*Garcinia cambogia*)
4. Kanjiram (*Strychnos nuxvomica*)
5. Rekthachandanam (*Pterocarpus santalinus*)
6. Chandanam (*Santalum album*)
7. Ungu (*Pongamia pinnata*)
8. Aal (*Ficus species*)
9. Koovalam (*Aegle marmelos*)
10. Thanny (*Terminalia bellirica*)
11. Asokam (*Saraca asoca*)
12. Pathimukam (*Caesalpinia sapans*)
13. Marotty (*Hydnocarpus pentandrus*)

d) **Timber**

1. Rosewood (*Dalbergia latifolia*)
2. Teak (*Tectona grandis*)
3. Mahagony (*Swietenia macrophylla*)
4. Poovarsu (*Thespesia populnea*)
5. Matty (*Ailanthus excelsa*)
6. Kambakam (*Hopea parviflora*)
7. Karimaruth (*Terminalia tomentosa*)
8. Vellakil (*Dysoxylum malabaricum*)

e) **Bamboos, reeds, canes and palms**

The list is only indicative and not exhaustive.

7.3. Planting operations

Planting activities will be commenced in June with the outbreak of monsoon for early establishment, steady growth and better survival. Wherever the soil is shallow, soil binders like ramacham, etc may be crowbar planted. The fringes may be planted with agave, pathimugham etc. as cattle barrier/ bio fence and to reduce fire hazards from adjoining habitation. Other conventional post planting operations like weeding, casualty replacement, terrace formation, application of manure, soil working, fire protection etc will be carried out from time to time. In areas where

acacia secondary growth is not there, only heaping and burning may be done to facilitate area for planting.

7.4. Soil and Moisture Conservation Works

The strategy is (i) to divide long slopes of land into a series of shorter ones to reduce the velocity of runoff water and (ii) to retain the water in the land for longer period so as to allow maximum water to be absorbed and held in the soil and less water flows down the slope of the land at non-erosive velocity.

7.4.1. Measures Proposed

1. Contour trenching

Contour trenching includes excavation along a uniform level across the slope of the land in the upper and middle reaches. Bunds may be formed in the transition and lower reaches using the debris and materials excavated from them. Contour trenches decrease the length of slope into smaller sections which retard the rate of runoff and soil erosion. Water collected in these trenches will increase the moisture regime and support the growth of vegetation. Contour trenches break the velocity of runoff and water percolates through the soil slowly and travels down. They also protect the contour or boundary bunds in the land from the runoff from upper portion. The trenches may be continuous or interrupted (staggered/ intermittent) type. Trenches get filled with soil over a period of time. Planting of soil binder trees/ shrubs on the upper edges of the trenches is beneficial. Trees/ shrubs like *Embllica officinalis*, *Vetiveria zizanioides*, bamboos etc may be taken up on the upper edges of the trenches through planting/seed sowing. It is proposed to undertake staggered contour trenches of size 2 m x 0.5 m x 0.5 m. Trenches may be taken up in lower reaches also, wherever required.

8. Corporate Social Responsibility

Kerala is a land scarce state and getting compact plot of land for taking up compensatory afforestation activities is an uphill task, more so in the periurban areas of the bustling Thiruvananthapuram city. Sparing nearly 12.0 ha of land for CA activities is indeed an act of extreme benevolence and magnanimity on the part of Sainik school authorities. Goodwill and cooperation of the residents is essential for establishment, survival and healthy upcoming of the plantation to achieve the long term benefits of the afforestation activities undertaken in the campus. The Sainik school authorities have requested to dig a bore well to supplement the water requirements of students, teachers and staff residing in the campus, which

currently is experiencing acute shortage of water. The water source established will encompass multiple areas of services like facilitation to education institution, supply of drinking water and domestic amenities, irrigation, extension to vegetable farming and horticultural cropping to resident community- to mention only a few. The facility developed can be utilized for establishing decentralized nursery to raise planting stock for greening periurban areas of Thiruvananthapuram city in future. In view of the accruable tangible and intangible benefits arrayed above, this may very well be portrayed as one of the unique and best models of corporate social responsibility (CSR) initiative. Last but not least, no price can be tagged to any investment for the welfare of our future defence personnel, guardians of territorial integrity and saviours of nation's security. Forest department strongly endorse their request and M/s AVVPL has agreed to provide Rs. 2.00 lakh for digging bore well and installation of pump set in the school campus.

9. Source of Fund

M/s Adani Vizhinjam Port Private Limited have conveyed consent to place necessary funds at the disposal of Forest department vide annexure - 3.

10. Budget

The financial requirement to implement the scheme is appended (*annexure-4*). Since the project area falls within the city limits and periurban areas, mobilising labour is difficult and wage rates are high compared to forest areas. Hence, implementing the scheme with the current Forest Schedule of Rates (FSR) will not be viable. An enhancement of 50% over and above FSR for labour components has, therefore, been factored in the proposed costing. Earlier, in an identical case of compensatory afforestation in lieu of four laning of Thiruvananthapuram - Mukkola NH - 47 (new NH - 66), M/s NHAI had agreed for enhancement of 50% over and above FSR and had been approved vide G.O(Rt) No. 28/2016/F&WLD dated 25.01.2015 (*annexure - 5*). Forest department has introduced contract system for taking up forestry works w.e.f. 11/2017, and hence provision for 10% contractor's profit (CP) has been included in the costing. Depending on site conditions and contingencies at the time of execution upward/downward variations to the extent of 10% may be anticipated.

11. Implementation

The scheme will be implemented by Social Forestry Division, Thiruvananthapuram.

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12. Administrative requirement

The proposed work is not included in the annual plan of operation of the implementing office. Hence separate administrative sanction or enabling government order is required for implementation.

13. Peoples' participation

The local public may be actively got involved in the implementation of the scheme. Services of the Non Governmental Organisations, Self Help Groups, Kudumbasree etc may be sought in various stages of execution of the scheme. Voluntary involvement of students and organisations like NCC, NSS, Students Police Cadet, Scout etc from educational institutions may be solicited at various stages of implementation so as to foster sense of ownership and belonging among the younger generation.

14. Monitoring and evaluation

The implementation of the scheme will be monitored at various levels of officers in the hierarchy and concurrently evaluated by the Vigilance wing of Forest department.

15. Cost benefit analysis

Like in any other forestry/ greening activity, quantification of accruable benefits in terms of money is difficult in respect of this scheme also. Pure air and water are prime products of forests and together they constitute our life line. It is a now recognised that not even the most modern theories of economics or the best tools of financial auditing have achieved fair success in attaching a price tag to a well created and functioning eco-system as the goods and services rendered are too complex and multifactorial. Hence a detailed cost benefit analysis is not being ventured into.

16. Conclusion

Development and conservation need not be on conflicting terms, but have to go hand in hand. One need not be at the cost of the other. This scheme is one such humble effort in that direction.

Range Forest Officer,
Social Forestry Range, Thiruvananthapuram

Principal Chief Conservator of Forests (SF)

Assistant Conservator of Forests
Social Forestry Division, Thiruvananthapuram



GOVERNMENT OF KERALA

Fisheries & Ports (E) Department
Thiruvananthapuram
Dated: 24-04-2017

No 1317594/E1/2017/F&PD

From

Additional Chief Secretary

To

The Additional Chief Secretary,
Forest Department.

The Additional Chief Secretary,
Environment Department.

The Principal Chief Conservator of Forests,
Thiruvananthapuram.

The Director,
Directorate of Environment and Climate Change.

The Member Secretary,
Kerala State Bio-diversity Board.

Assistant Conservator of Forests,
Social Forestry Division, Thiruvananthapuram.

The Managing Director,
Vizhinjam International Seaport Limited, Thiruvananthapuram.

The Director and Chief Executive Officer,
Adani Vizhinjam Ports Private Ltd, 2nd Floor,
Vipanchika Towers, Near Thycaud Guest House.

Sir,

Sub:- Port Department - Request for seeking permission for felling of existing trees - Minutes forwarding of - reg.

Ref:- Government letter of even No. dated 03-04-2017

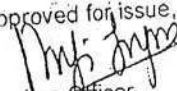
In inviting your attention to the reference cited, I am to forward herewith the copy of the minutes of the meeting held on 05-04-2017 by Hon'ble Minister (Ports) to discuss issues related to the felling of trees in the acquired land for Truck Terminal area in the Adani Vizhinjam Port site for favour of information and further action if any.

Yours faithfully,

P.T.JOY

Under Secretary

For Additional Chief Secretary to Government.

Approved for issue,

Section Officer

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ANNEXURE - 3

Vizhinjam International Seaport Limited (A Government of Kerala Undertaking)

VISL/53/2021-GM1(E)/627

Dated 22/11/2021

Additional Principal Chief Conservator of Forests (C),
Ministry of Environment Forest and Climate Change (MoEF&CC)
Regional Office (SZ), Kendriya Sadan,
4th Floor, E&F Wings, 17th Main Road,
Koramangala II Block Bangalore-560034 (Karnataka)
rosz.bng-mefcc@nic.in; Ph: 080-25635901

Sub: Half Yearly Compliance Report (HYCR) of Environmental and CRZ Clearance for Vizhinjam International Multipurpose Deepwater Seaport for the period April 2021 to September 2021 – reg.

Ref: 1) File No. 11-122/2011-IA.III dated 3rd January 2014
2) Letter No. 1285/A3/13/KCZMA/S&TD dated 24th August 2013
3) File No: EP/12.1/7/2013-14/Ker 829 dated 20th August 2019
4) F.No.11-122/2011-IA.III Proposal No. IA/KL/MIS/178082/2020 dated 29th Dec 2020

Dear Sir,

This has reference to the Environmental & CRZ Clearance (EC) issued vide reference first cited by the Ministry of Environment, Forest & Climate Change, for the proposed Vizhinjam International Multipurpose Deepwater Seaport at Vizhinjam in Kerala State based on the recommendation of KCZMA (vide reference second cited). The validity of EC was subsequently extended by MoEF&CC (vide reference fourth cited).

The Half Yearly Compliance Report (HYCR) of the conditions stipulated in the references cited for the period from April 2021 to September 2021 is enclosed herewith for record and reference.

As per the MoEF&CC letter (vide the reference third cited), submission of HYCRs by email/soft copy is declared acceptable. Therefore, the HYCR for the period April 2021 to September 2021 is being submitted to the MoEF&CC, Regional Office (Bangalore), Zonal office of the CPCB (Bangalore), KSPCB & KCZMA via email.

Yours Sincerely

For Vizhinjam International Seaport Ltd

Chief Executive Officer

Encl: As stated above

Copy to: MD & CEO Adani Vizhinjam Port Private Ltd. (AVPPL) 3rd Floor, Asornwall House,
Kuravankonam, Trivandrum Kerala-695 003

9th Floor, KSRTC Bus Terminal Complex, Thampangoor, Thiruvananthapuram 695 001, Kerala, India
Tel/fax: +91-471-2328616, Email: mail@vizhinjamport.in www.vizhinjamport.in
CIN: U45309KL2004SGC017685

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Development of Vizhinjam International Deepwater Multipurpose Seaport

Environmental Clearance F. No. 11-122/2011-IA.III dated 3rd January 2014

Half Yearly Compliance Report (HYCR) for the Period April 2021 to September 2021

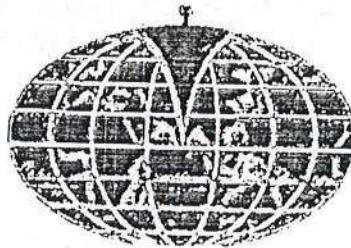
Project Concessionaire

Adani Vizhinjam Port Private Ltd. (AVPPL)

Project Authority

Government of Kerala (GoK)

Implementing Agency on behalf of GoK



Vizhinjam International Seaport Limited (VISL)
(A GoK Undertaking)

November 2021

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adani	Adani Vizhinjam Port Private Limited (AVPPL)	From : April 2021 To : September 2021
Vizhinjam International Deepwater Multipurpose Seaport Status of Conditions Stipulated in Environmental and CRZ Clearance		

Half Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014 for the Period April 2021 to September 2021		
S. No.	Conditions	Compliance Status as on 30.09.2021
11.	Specific Conditions	
(i)	"Consent for Establishment" shall be obtained from Kerala State Pollution Control Board under Air and Water Act and a copy shall be submitted to the Ministry before start of any construction work at the site.	<p>Complied</p> <p>Consent for Establishment (CTE) had been obtained from Kerala State Pollution Control Board (KSPCB) vide Consent No. PCB/HO/TVM/ICE/08/2015 dated 15.09.2015 valid up to 31.07.2018.</p> <p>The CTE was renewed vide Consent No. PCB/HO/TVM/ICE-R/02/2018 dated 19.07.2018 valid up to 31.07.2023.</p> <p>Copy of the renewed CTE was submitted to Ministry of Environment and Climate Change (MoEF&CC) with the Half Yearly Compliance Report (HYCR) for the period April 2018 to September 2018.</p>
(ii)	Project Proponent shall carry out intensive monitoring with regulatory reporting six monthly on shoreline changes to the Regional Office, MoEF.	<p>Being Complied</p> <p>Based on the Shoreline Monitoring Plan prepared by L&T Infra Engineers Ltd (L&T IEL) under the guidance of National Institute of Ocean Technology (NIOT), Shoreline monitoring for a stretch of 40 km (20 km on both sides of the project site) is being done and reports are being regularly submitted to MoEF&CC as a part of the HYCR. Broadly the scope covers:</p> <ul style="list-style-type: none"> • Wave Observations • Onshore Cross beach profiling • Offshore Cross beach profiling • Littoral Environmental Observations (LEO) • Beach Sampling • Multi-beam Echo Sounder (MBES) survey • River cross section surveys • Grab Sampling • Current Observations • Tide Observations • Weather Observations • Water Sampling • Turbidity Measurements

adani

Adani Vizhinjam Port Private Limited
(AVPPL)

From : April 2021

To : September 2021

Vizhinjam International Deepwater Multipurpose Seaport
Status of Conditions Stipulated in Environmental and CRZ ClearanceHalf Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental &
CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014
for the Period April 2021 to September 2021

for the Period April 2021 to September 2021												
S. No.	Conditions	Compliance Status as on 30.09.2021										
		<p>Shoreline Monitoring Report for the period April 2021 to September 2021 is enclosed as Annexure I.</p> <p>L&T IEL had prepared Mathematical Modelling Reports based on Shoreline Monitoring data; which were vetted by NIOT.</p> <p>Four mathematical modelling reports have been prepared by L&T IEL so far and submitted to MoEF&CC; as detailed below:</p> <table><tr><th>Data Period</th><th>Submitted with HYCR for the Period</th></tr><tr><td>Feb 2015 to Feb 2017</td><td>Apr 2017 to Sep 2017</td></tr><tr><td>Mar 2017 to Feb 2018</td><td>Apr 2018 to Sep 2018</td></tr><tr><td>Mar 2018 to Feb 2019</td><td>Apr 2019 to Sep 2019</td></tr><tr><td>Mar 2019 to Feb 2020</td><td>Apr 2020 to Sep 2020</td></tr></table> <p>In continuation with the same practice Adani Vizhinjam Port Pvt. Ltd. (AVPPL) have submitted the shoreline data from March 2020 to February 2021 to L&T IEL for mathematical modelling to assess the impact on shoreline under the guidance of NIOT. The mathematical modelling report for the period March 2020 to February 2021 vetted by NIOT is given as Annexure II.</p> <p>From all the data analyses and model studies carried out by L&T IEL, it has been concluded that there was minimal variation on shoreline, beach morphology and water quality compared to the previous years and that the port construction has not caused any unnatural changes to these parameters in the vicinity of the port.</p>	Data Period	Submitted with HYCR for the Period	Feb 2015 to Feb 2017	Apr 2017 to Sep 2017	Mar 2017 to Feb 2018	Apr 2018 to Sep 2018	Mar 2018 to Feb 2019	Apr 2019 to Sep 2019	Mar 2019 to Feb 2020	Apr 2020 to Sep 2020
Data Period	Submitted with HYCR for the Period											
Feb 2015 to Feb 2017	Apr 2017 to Sep 2017											
Mar 2017 to Feb 2018	Apr 2018 to Sep 2018											
Mar 2018 to Feb 2019	Apr 2019 to Sep 2019											
Mar 2019 to Feb 2020	Apr 2020 to Sep 2020											
(iii)	The capital dredged material (7.6 Mm ³) shall be utilized for reclamation of berths.	<p>Being Complied</p> <p>No dredging or reclamation was carried out during the compliance period from April 2021 to September 2021. The dredged material till 30.09.2021 amounting to 2.90 Mm³ has been utilized for reclamation of 36 Ha area.</p>										

adani

Adani Vizhinjam Port Pvt. Ltd.

Half Yearly Compliance Report (Apr 2021 to Sep 2021)

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adaniAdani Vizhinjam Port Private Limited
(AVPPL)From : April 2021
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Status of Conditions Stipulated in Environmental and CRZ Clearance**Half Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014
for the Period April 2021 to September 2021**

S. No.	Conditions	Compliance Status as on 30.09.2021
(iv)	Additional fish landing centre shall be developed as part of the proposed Vizhinjam port for upliftment of fisheries sector.	<p>Being Complied</p> <p>The work for construction of the fish landing centre (Rs. 16.00 crores) and the fishery breakwater (Rs. 131.12 crores) has been initiated as part of the funded work component of the concession agreement with AVPPL.</p> <p>The EPC Contractor, in anticipation of finalising design mobilised the sub-contractor along with resources for construction of fishery harbour since March 2017. However, fishing boats docked in the proposed area need to be removed before the commencement of work. Government of Kerala (GoK) has initiated discussions with fishermen representatives for removal of the boats to facilitate construction work and these discussions are ongoing. (Source: VISL)</p>
(v)	The project shall be executed in such a manner that there is minimum disturbance to fishing activity.	<p>Being Complied</p> <p>Following is being practiced to ensure minimum disturbance to fishing activity:</p> <ul style="list-style-type: none">• Work is planned in such a way that the movement of fishing boats is not hindered due to project construction.• Signboards have been placed for demarcation of construction area and navigational buoys/marker buoys are placed in the marine area for fishing boats to maintain a safe distance from the areas of breakwater construction.• For mutual understanding of the developmental activities with the local fishing community an exclusive CSR team has been assigned.• Using the technological advancements (such as WhatsApp), the dedicated CSR team of AVPPL are in constant touch with the fishermen/fishing community members to facilitate the flow of various project related information/updates.

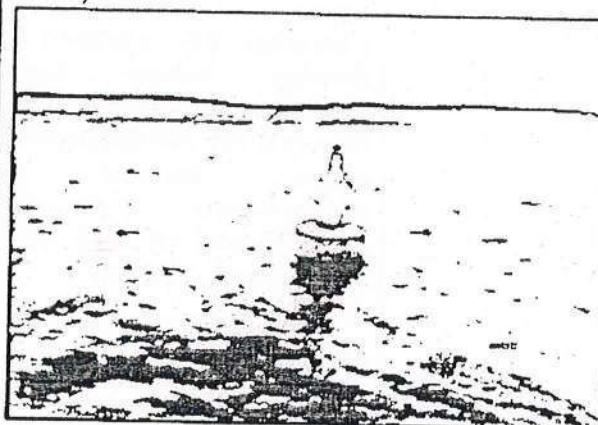
adaniAdani Vizhinjam Port Pvt. Ltd.
Half Yearly Compliance Report (Apr 2021 to Sep 2021)

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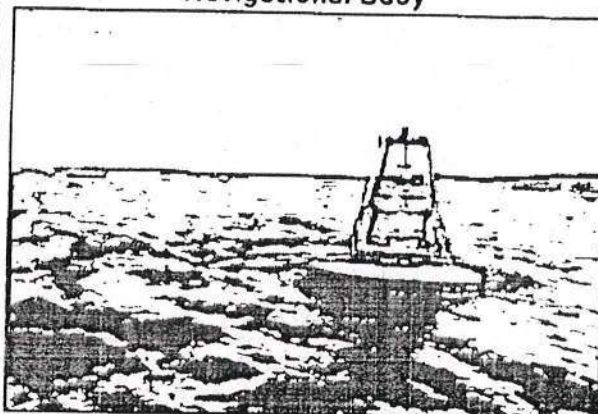
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adaniAdani Vizhinjam Port Private Limited
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Status of Conditions Stipulated in Environmental and CRZ ClearanceHalf Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014
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S. No.	Conditions	Compliance Status as on 30.09.2021
		<ul style="list-style-type: none"> • AVPPL CSR team also provides regular updates to the committee which has been formed by the local church/other representatives adjoining to the port area, who in turn pass on port project execution information to the fishermen. • Turbidity buoys at 3 locations identified by NIOT had been deployed and continuous monitoring was carried out to assess the real time turbidity. The turbidity details for the compliance period are given in Annexure I. • Marine Water Quality is being monitored regularly and results are submitted as part of the compliance reports. No abnormal results were observed during the compliance period (Refer Annexure III).



Navigational Buoy



Turbidity Buoy

adaniAdani Vizhinjam Port Pvt. Ltd.
Half Yearly Compliance Report (Apr 2021 to Sep 2021)

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Status of Conditions Stipulated in Environmental and CRZ Clearance**Half Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014
for the Period April 2021 to September 2021**

S. No.	Conditions	Compliance Status as on 30.09.2021
(vi)	Steps would be taken to safeguard the interests of the fisheries sector as detailed in the Resettlement Action Plan (RAP), Corporate Social Responsibility (CSR) and in the Integrated Fishing Community Management (IFCMP), namely a component of Rs.7.1 crores as part of the compensation package for the fisheries sector, as livelihood restoration measures for mussel collectors, shore seine fishermen and others. Rs.41.30 crores as part of CSR activities in the fisheries sector under (i) water supply scheme (7.3crores) (ii) new fishing landing centre (16crores) (iii) adoption of existing fishing harbor (5crores) (iv) sea food park (4crores) (iii) skill development centre (4crores) (iv) environmental sanitation (3crores) and (v) solid waste management (2crores).	<p>Being Complied</p> <p>In consultation with the fishermen, enhanced livelihood compensation of Rs. 101.86 Crores was sanctioned by GoK, instead of Rs. 8.55 crores; as suggested earlier in the EIA stage. Till date an amount of Rs. 94.39 crores have been disbursed till 30.09.2021 for a total number of 2631 Livelihood Affected Persons (LAPs) whose verification was complete in all respects; this includes boat owners to whom kerosene is supplied free of cost as well during the port construction period. Verification of the documents of few balance LAPs is in progress. (Source: VISL)</p> <p>The status of the Social Welfare activities envisaged in the fisheries sector is as follows:</p> <p>Water supply: Water Supply Scheme for provision to the local people has been commissioned in April 2013 by VISL by expending an amount of Rs. 8.10 crores. For Operation & Maintenance (O&M) of the same an amount of Rs. 5.38 crores has been spent up to 31.03.2021. From 04.04.2019 onwards, O&M of the scheme is being done by Kerala Water Authority (KWA). An additional amount of 1.74 crores has been sanctioned for extending water supply facilities to the community by VISL. The work is in progress by KWA. (Source: VISL)</p> <p>Fish Landing centre: The work for construction of the fish landing centre (Rs. 16.00 crores) and the fishery breakwater (Rs. 131.12 crores) has been initiated as part of the funded work component of the concession agreement with AVPPL in the form of a new fishing harbour. AVPPL is unable to start the construction activities since the proposed site is blocked by</p>

adaniAdani Vizhinjam Port Pvt. Ltd.
Half Yearly Compliance Report (Apr 2021 to Sep 2021)

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adani	Adani Vizhinjam Port Private Limited (AVPPL)	From : April 2021 To : September 2021
Vizhinjam International Deepwater Multipurpose Seaport Status of Conditions Stipulated in Environmental and CRZ Clearance		

Half Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014 for the Period April 2021 to September 2021

S. No.	Conditions	Compliance Status as on 30.09.2021
		<p>fishermen with their fishing boats. The proposed area needs to be cleared for the commencement of works. GoK has initiated discussions with fishermen representatives for removal of the boats to facilitate construction work and discussions underway. (Source: VISL)</p> <p>Existing Fishing Harbour: Tender for modernization of the existing fishing harbour was invited by Harbour Engineering Department (HED) and work awarded. However, the works could not be initiated due to sectoral protests among different fishermen groups. Government has formed a higher level committee to prepare a master plan for the old fishing harbour. (Source: VISL)</p> <p>Seafood Park: Procurement of land for seafood park (Rs. 26.00 crores) by VISL has been completed. Action for development of seafood park is being planned so as to commission the same along with the completion of the new fishing harbour. (Source: VISL)</p> <p>Skill Development: Additional Skill Acquisition Program (ASAP) is a GoK initiative aimed at imparting skill courses to students for improving their employability. No Objection Certificate (NoC) has been granted to ASAP to proceed with the construction of a Community Skill Park (CSP) in an area of 1.5 acres of land at Vizhinjam. It operates on a PPP model wherein 25000 sq. ft. building with facilities for students' hostel are being constructed by GoK under ASAP with ADB assistance, whereas the operation of the centre with logistics and other high-end courses is vested with Adani Skill Development Centre. Preference is being given to local people based on skill and</p>

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S. No.	Conditions	Compliance Status as on 30.09.2021
		<p>competency during the construction stage. Tender for fixing transaction advisor has been invited. (Source: VISL)</p> <p>Environmental/Sanitation: Adani Foundation has started a clean campaign programme in the community to have awareness on personal cleanliness, cleanliness of the surroundings and ensure proper community monitoring for its effectiveness; with strict COVID protocol. One of the livelihood groups, promoted under the CSR of AVPPL/Adani Foundation - Karsheeka Karma Sena is coordinating the campaign. Most of the members who are actively participating in the cleaning campaign are from widow's category as part of our Widow's engagement programme. VISL initiated action with Thiruvananthapuram Corporation, Clean Kerala Company to manage the Solid Waste Management in the Project Affected area. A Material Recovery Facility, Sufficient Number of Thumboor moozhies and Lagassy waste disposal are in planning stage. Once the proposals are finalised, VISL also assist in installing the required facilities in the Project affected areas.</p> <p>Gangayar Canal: As the community people reported the sand accumulation at Gangayar causing flooding and which has directly affected more than 100 houses during rainy season, AVPPL/Adani Foundation has been regularly removing sand from the mouth of Gangayar to ensure proper water flow to sea. The dredging department of HOWE is doing the work at the mouth of Gangayar River joining sea at Valiyakadappuram every day. The proposed maintenance to ensure proper water flow and desilting of Gangayar initiated during the month of December 2020. The work has been entrusted to Minor Irrigation Department under the supervision</p>

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Half Yearly Compliance Report (Apr 2021 to Sep 2021)

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for the Period April 2021 to September 2021

S. No.	Conditions	Compliance Status as on 30.09.2021
		of Harbour Engineering Department (HED). The project cost of Rs. 89 lakhs for the same has been shared equally by AVPPL and VISL. But as the tenders for the work shown an additional expense of Rs. 30 lakhs and the same has been transferred and the works has been started by the Minor Irrigation Department. Desilting of waste up to 1 km from the mouth of the canal, Core wall (Break water) to block sand iteration at the southern side of the exiting Fishing Harbour and Installation of three Silt breakers at a distance of 500 m with footbridge are the major components of the work.
		Activities carried out by AVPPL as a part of CSR intervention for fishermen, fishing community and fisheries sector for the period of April 2021 to September 2021 is given in Annexure IV.
(vii)	Rail connectivity shall be parallel to the harbour road on elevated structures at +4/5.00 m level without affecting the entry to the existing harbor.	Will be Complied Konkan Railway Corporation Limited (KRCL) has been engaged as a consultant for turnkey execution of the project. Out of the total rail route length of 10.7 km, 9.0 km is planned to be passing through an underground tunnel to minimize the disturbance to the local population. Detailed Project Report (DPR) has been completed and submitted to Southern Railway for its approval. Geophysical and geomorphological studies have also has completed. All the required clarifications have been provided to Southern Railways and the approval is expected shortly. EC amendments in this regard would be sought for once the approval of DPR is obtained. (Source: VISL)
(viii)	Compensation packages in accordance with the Central/State Government norms shall be given to all the authorized-cum-affected	Being Complied Resort owners evicted have been compensated for land and not for the structures since they were in violation of CRZ notification. An area of 0.728 Ha has been acquired up to 30.09.2021 under negotiated

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	Vizhinjam International Deepwater Multipurpose Seaport Status of Conditions Stipulated in Environmental and CRZ Clearance	

Half Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014 for the Period April 2021 to September 2021

S. No.	Conditions	Compliance Status as on 30.09.2021																		
	(having valid clearances as applicable) resort owners.	purchase. Remaining land of 2.865 Ha to be acquired by Land Acquisition (LA) process for which notification has been published and action initiated by the District Collector Thiruvananthapuram. (Source: VISL)																		
(ix)	The port shall ensure that all ships under operation follow the MARPOL convention regarding discharge or spillage of any toxic, hazardous or polluting material like ballast water, oily water or sludge, sewage, garbage etc. The emission of NOx & SOx shall remain within permissible limits.	Will be Complied Currently project is under construction. This shall be complied during operational phase.																		
(x)	CSR activities shall cover villages within 10 km radius of the project.	Being Complied All CSR activities on livelihood development, health, sanitation, education etc. are being implemented after receiving formal demands from social controlled institutions; government controlled institution and recognized platforms. CSR activities are being taken up and carried out mainly in the fields of education, community health, sustainable livelihood development, community infrastructure development, COVID-19 relief activities and general administration. CSR. An amount of Rs. 50.59 Lakhs has been spent on CSR activities during the compliance period (April 2021 to September 2021) as shown below: <table border="1"> <thead> <tr> <th>S. No.</th><th>Head</th><th>Amount (Rs. Lakhs)</th></tr> </thead> <tbody> <tr> <td>1</td><td>Education</td><td>02.25</td></tr> <tr> <td>2</td><td>Health</td><td>36.50</td></tr> <tr> <td>3</td><td>Sustainable Livelihood Development</td><td>02.83</td></tr> <tr> <td>4</td><td>General Administration</td><td>09.01</td></tr> <tr> <td></td><td>Total</td><td>50.59</td></tr> </tbody> </table>	S. No.	Head	Amount (Rs. Lakhs)	1	Education	02.25	2	Health	36.50	3	Sustainable Livelihood Development	02.83	4	General Administration	09.01		Total	50.59
S. No.	Head	Amount (Rs. Lakhs)																		
1	Education	02.25																		
2	Health	36.50																		
3	Sustainable Livelihood Development	02.83																		
4	General Administration	09.01																		
	Total	50.59																		

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adani	Adani Vizhinjam Port Private Limited (AVPPL)	From : April 2021
		To : September 2021
Vizhinjam International Deepwater Multipurpose Seaport Status of Conditions Stipulated in Environmental and CRZ Clearance		

Half Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014 for the Period April 2021 to September 2021		
S. No.	Conditions	Compliance Status as on 30.09.2021
		Details on CSR activities carried out by AVPPL during compliance period (April 2021 to September 2021) are enclosed as Annexure IV.
(xi)	Oil Contingency Management Plan shall be put in place.	<p>Will be Complied</p> <p>After duly incorporating the comments of Indian Coast Guard (ICG), the final facility Level Oil Spill Disaster Contingency Plan (OSDCP) in line with the National Oil Spill-Disaster Contingency Plan (NOS-DCP) has been submitted to ICG for approval vide letter No. AVPPL/ICG/2020-21/1134 dated 22.05.2020.</p> <p>After final review by PRT (West), ICG has made specific remarks on the compliance of OSDCP prepared in line with NOS-DCP guidelines; directing AVPPL to submit the OSDCP for approval only after pollution response equipment are in place.</p> <p>Considering that the procurement of pollution response equipment will be in line with the development of the port, the final OSDCP will be submitted to ICG for approval prior to commissioning of the port; when the pollution response equipment are in place.</p>
(xii)	All the recommendations /conditions stipulated by Kerala Coastal Zone Management Authority (KCZMA) shall be complied with.	<p>Being Complied</p> <p>AVPPL are complying with all the recommendations/conditions of KCZMA. Copies of the HYCRs are also being sent to KCZMA. Compliance to the recommendations/conditions of KCZMA for the period April 2021 to September 2021 is enclosed as Annexure V.</p>
(xiii)	The responses/ commitments made during public hearing shall be complied with in letter and spirit.	<p>Being Complied</p> <p>AVPPL are complying with the responses/commitments made during public hearing (as applicable). Status of the same is being submitted regularly with HYCRs to all the authorities concerned. The compliance status of the commitments made during Public Hearing & actions on the same during</p>

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Half Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014 for the Period April 2021 to September 2021		
S. No.	Conditions	Compliance Status as on 30.09.2021
(xiv)	All the recommendation of the EMP shall be complied with in letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEF along with half yearly compliance report to MoEF-RO.	Being Complied the compliance period April 2021 to September 2021 is enclosed as Annexure VI. Project is in construction stage. Out of the 5 identified EMP areas, work has started in Port Site (Building construction in back up yard), Road/Rail Corridor and in PAF (Project Annex Facility)). Recommendations of the Construction stage EMP for these areas are being implemented. Status of construction stage EMP in matrix format is enclosed as Annexure VII.
(xv)	The project proponent shall bring out a special tourism promotion package for the area in consultation with the State Government and implement the same along with the project.	Being Complied The final Integrated Area Development Plan prepared through CEPT University, Ahmadabad in consultation with Town Planning, Tourism, Industry and other line departments was reviewed by the expert committee constituted by GoK. The Master Plan will be forwarded to Joint Planning Committee (JPC) for further action. (Source: VISL)
(xvi)	The project proponent shall place on its website its response to the Public Hearing, and representations as presented to the EAC in the 128 th meeting held on 23 rd November 2013, for information of the general public.	Complied All the relevant details pertaining to EIA, ToR, EAC meetings, Public Hearing, etc. related to the project have been placed on VISL website http://www.vizhinjamport.in/eia-30-5-13.php
(xvii)	There shall be no withdrawal of groundwater in Coastal Regulation Zone Area, for this project. In case any groundwater 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.	Noted There will not be any withdrawal of groundwater in CRZ Area. In case of requirement of groundwater withdrawal outside CRZ area, specific prior permission will be obtained from State/Central Groundwater Board. A 3.00 MLD water supply scheme for the project had been commissioned with the source of water being Vellayani Lake whose

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From : April 2021
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Vizhinjam International Deepwater Multipurpose Seaport
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**Half Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014
for the Period April 2021 to September 2021**

S. No.	Conditions	Compliance Status as on 30.09.2021
		raw water will be available for treatment. The net availability of treated water from this supply scheme is 2.49 MLD of potable water out of which 1.49 MLD of water shall be distributed to the local people as part of social welfare measures of VISL. The balance 1.0 MLD was to be used for port related activities. However, at present, the entire treated water from the scheme is being utilised by the community. Due to this reason, the water for construction purposes for the port is being sourced from the open market/private suppliers. On an average about 13 KLD water is being consumed for construction related activities during the compliance period (April 2021 to September 2021).
(xviii)	The Hazardous waste generated shall be properly collected and handled as per the provision of Hazardous Waste (Management, Handling and Transboundary Movement) Rules, 2008.	Being Complied Contractors working at site, under the EPC Contractor M/s. Howe Engineering Projects India Pvt. Ltd. (HEPIPL) have obtained separate consents from KSPCB for handling Hazardous Waste. During this compliance period (April 2021 to September 2021) 1355 L of used oil had been generated and it has been stored as per Hazardous Waste Rules at site and will be disposed to authorized (CPCB/KSPCB) waste oil handlers.
(xix)	No hazardous chemicals shall be stored in the Coastal Regulation Zone area.	Being Complied No hazardous chemical is being stored in the CRZ area.
(xx)	The waste water generated from the activity shall be collected, treated and reused properly.	Complied Only batching plant wash/reject is generated from the construction activity presently. For the same, a settling tank is constructed and used for collection and recycling of all wash water generated. At present settled sludge is used for filling of low lying area.
(xxi)	Sewage Treatment facility should be provided in accordance with the CRZ Notification.	Will be Complied Provision for installing Sewage Treatment Plant (STP) facility of adequate capacity in phased manner is being planned and will be

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adani	Adani Vizhinjam Port Private Limited (AVPPL)	From : April 2021 To : September 2021
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S. No.	Conditions	Compliance Status as on 30.09.2021
		implemented in line with CRZ Notification along with the commissioning of the project.
(xxii)	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.	Being Complied No solid waste is being disposed in the CRZ area. As mentioned in the EIA, contractors working at the site have been made responsible for management of Solid Waste during construction stage. The contractors are complying with the provisions pertaining to management of Solid Waste and it is being properly collected, segregated and disposed in line to Solid Waste Management Rules 2016, as amended.
(xxiii)	Installation and operation of DG set if any shall comply with the guidelines of CPCB. Oil spills if any shall be properly collected and disposed as per the Rules. Project proponent shall install necessary oil spill mitigation measures.	Being Complied 5 DG sets are presently being used at site. These are compliant to CPCB guidelines. If any oil spill occurs, it shall be properly collected and disposed as per the Rules.
(xxiv)	No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area.	Being Complied Construction of the project is being carried out as per the approval obtained under CRZ Notification.
(xxv)	The approach channel shall be properly demarcated with lighted buoys for safe navigation and adequate traffic control guidelines shall be framed.	Will be Complied The project is in construction phase and the same shall be complied during operational phase.
(xxvi)	The project proponent shall take up development of green belt in the project area, wherever possible. Adequate budget shall be provided in the Environment Management Plan for such development.	Will be Complied Greenbelt: Although a natural greenbelt exists, the greenbelt of adequate width with suitable species in consultation with forest department as identified in the EIA will be developed in all possible areas including back-up areas and along the boundary of the project area in line with the establishment of the project. A greenbelt development plan has been considered in the Master Plan and

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Vizhinjam International Deepwater Multipurpose Seaport
Status of Conditions Stipulated in Environmental and CRZ ClearanceHalf Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014
for the Period April 2021 to September 2021

S. No.	Conditions	Compliance Status as on 30.09.2021
		adequate budgetary provision has been kept for this purpose. Compensatory Afforestation: During the meeting with Hon'ble Minister dated 05.04.2017, it was decided that Forest Department shall identify land for compensatory afforestation in lieu of trees felled at port site areas; at the rate of 1:10. AVPPL, in collaboration with Forest department, have carried out compensatory afforestation of approximately 15,540 trees on 12.05 Ha land; as identified by social Forest Department in Sainik School, Trivandrum (at an aerial distance of 24 km from the Vizhinjam Port project site). The plantation is now in its Third Year. Rs. 80.50 Lakhs has been spent towards Phase-I of the compensatory afforestation at Sainik School.
(xxvii)	The fund earmarked for environment management plan shall be included in the budget and this shall not be diverted for any other purposes.	Being Complied An amount of 40 Crores has been kept solely for EMP implementation as per the commitment in the EIA; and this amount is not diverted for any other purpose. An amount of Rs. 2.11 Crores has been utilized towards EMP implementation measures during compliance period April 2021 to September 2021. Till date, an amount of Rs. 19.583 Crores has been spent on environmental protection measures. The EMP expenditure for the compliance period April 2021 to September 2021 is enclosed as Annexure VIII.
(xxviii)	The project proponent shall set up an organizational mechanism/institutional structure for Environment, Health & Safety & CSR under the supervision of a General Manager as outlined in the EIA Report for effective implementation of the	Complied During construction phase an officer of VISL has been designated as Head (EHS & CSR) for effective implementation of the stipulated EHS safeguards & CSR activities. AVPPL has also appointed competent and qualified professional for effective implementation of EHS safeguards & CSR activities. In addition to the above, independent environment,

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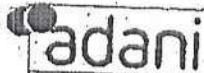
adaniAdani Vizhinjam Port Private Limited
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Status of Conditions Stipulated in Environmental and CRZ ClearanceHalf Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014
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S. No.	Conditions	Compliance Status as on 30.09.2021
	stipulated EHS safeguards & CSR activities.	health and safety consultants have been appointed as per concession agreement signed between GoK and AVPPL. It is also ensured that contractors executing the work also deploy qualified and competent EHS personnel for effective implementation of EMP measures. Organizational Structure for Environment, Health, and Safety & CSR for construction phase is enclosed as Annexure IX.
(xxix)	Staff Colony should be located beyond CRZ area.	Will be Complied Port facility planning is done in such a way that staff colony will be located beyond CRZ area.
12.	General Conditions	
(i)	Construction of the proposed structures shall be undertaken meticulously conforming to the existing Central/local rules and regulations including Coastal Regulation Zone Notification, 2011 & its amendments. All the construction designs/drawings relating to the proposed construction activities must have approvals of the concerned Statutory Departments / Agencies.	Complied All the construction activities are being carried out as per existing Central/local rules. Necessary permissions under CRZ Notification 2011 & its amendments have been obtained. Further, necessary approvals from concerned Statutory Departments/Agencies have been obtained for the construction designs/drawings relating to construction activities as mentioned hereunder: <ul style="list-style-type: none">• Consent to Establish (CTE) No. PCB/HO/TVM/ICE/08/2015 dated 15.09.2015 valid up to 31.07.2018 was renewed from State Pollution Control Board vide Consent No. PCB/HO/TVM/ICE-R/02/2018, dated 19.07.2018 valid up to 31.07.2023.• Airport Authority of India NOC vide NOC no AAI/SR/NOC/RHQ dated 7.12.2015.• CTE for consumer pump inside the Vizhinjam port premises was obtained on 07.03.2021 (Consent No.: PCB/TVM-DO/NTA/PTP/15/2021) for the period of 5 years valid up to 28.02.2026.• Consent to Operate (CTO) for Explosives Storage at Chappath area was obtained

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S. No.	Conditions	Compliance Status as on 30.09.2021
		on 20.07.2021 (Consent No.: PCB/TVM-DO/ICO/NTA/HCS/49/2021) valid up to 31.12.2024 (A Copy of the CTO is Enclosed as Annexure X). • As per the exemption granted by GoK G.O. No. 310/2015/LSGD dated 01/10/2015, AVPPL is not required to obtain any further building permits/permission to construct port related building within the port premises.
(ii)	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.	Complied On an average 347 Nos. of employees, staff and construction workers are engaged in the port construction activities on a daily basis during the compliance period April 2021 to September 2021. Presently, during the compliance period, the contractors have demobilized and there are no labourers residing in the labour camps. It is ensured that construction workers who are staying outside in the contractor rented houses/apartments are provided with necessary infrastructure facilities.
(iii)	Appropriate measures must be taken while undertaking digging activities to avoid any likely degradation of water quality.	Being Complied Mitigation measures are being followed while undertaking digging activities Surface & Ground water quality is monitored on a monthly basis in line to Environment Monitoring Plan prescribed in EIA and analysis reports are enclosed as Annexure III. There are no significant changes observed in the water quality during the compliance period.
(iv)	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.	Being Complied Quarry material is being obtained from approved quarry sites only. The progress of road constructed so far include Hume Pipe laying, construction of retaining wall, drain works, sub grade works and piling in ponds for bridge.



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Status of Conditions Stipulated in Environmental and CRZ Clearance**Half Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014 for the Period April 2021 to September 2021**

S. No.	Conditions	Compliance Status as on 30.09.2021
	<p>(b) No excavation or dumping shall be allowed on wetlands, forest areas or other ecologically valuable or sensitive locations.</p> <p>(c) Excavation work shall be done in close consultation with the Soil Conservation and Watershed Development Agencies working in the area, and</p> <p>(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.</p>	<p>Earth cutting generated from road corridor construction at present are dumped in truck terminal area.</p> <ul style="list-style-type: none">• No excavation has been carried out in private property.• No excavation or dumping has been carried out in wetlands, forest area or other ecologically valuable or sensitive locations.• Kerala State Remote Sensing and Environment Centre (KSREC) have studied the impact due to construction of port approach road. Recommendations of KSREC are being implemented and suitable mitigation measures as suggested in the KSREC report are being adopted during construction.• No bituminous or hazardous material has been used.
(v)	<p>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.</p>	<p>Being Complied</p> <p>The construction material was obtained from approved quarries only.</p> <p>As on date, AVPPL have obtained Environmental Clearance (EC) from the State Environmental Impact Assessment Authority (SEIAA) and Consent to Operate (CTO) from KSPCB for the following granite building stone quarries:</p> <ul style="list-style-type: none">• Block No.29, Re-Survey No.120/10 in Manickal Village, Nedumangad Taluk, Thiruvananthapuram District, Kerala (Details submitted along with the HYCR for the period October 2019 to March 2020).• Nagaroor Village, Chirayinkeezhu Taluk, Thiruvananthapuram District (Details submitted along with the HYCR for the period April 2019 to September 2019)

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CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014
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S. No.	Conditions	Compliance Status as on 30.09.2021
		<p>In case of new quarries, necessary approvals will be obtained from the competent authority. Apart from these, the concessionaire is also sourcing rocks from the following private quarry owners in Kerala:</p> <ul style="list-style-type: none"> Vismaya Rocks Pvt. Ltd. Quarry at Kummil Village, Kottarakara Taluk, Kollam District, Kerala Tasna Mines Quarry at Mancode Village, Kottarakara Taluk, Kollam District, Kerala <p>The concessionaire is also sourcing rocks from several private quarry operators in Tamil Nadu. It is ensured that all private quarry owners have necessary approvals and permits from competent authorities.</p>
(vi)	The project authorities shall make necessary arrangements for disposal of solid wastes and for the treatment of effluents by providing a proper wastewater treatment plant outside the CRZ area. The quality of treated effluents, solid wastes and noise level etc. must conform to the standards laid down by the competent authorities including the Central/State Pollution Control Board and the Union Ministry of Environment and Forests under the Environment (Protection) Act, 1986, whichever are more stringent.	<p>Being Complied</p> <ul style="list-style-type: none"> No solid waste is being disposed of in the CRZ area. Solid waste is handled as per the Solid Waste Management Rules, 2016 as amended. Provision for installing Sewage Treatment Plant (STP) facility of adequate capacity in phased manner is being planned and will be implemented in line with CRZ Notification along with the commissioning of the project. Environment Monitoring is being carried out as per Environment Monitoring Plan prescribed in EIA by NABL accredited agencies: during the compliance period, the contractor has been changed: M/s. Ashwamedh Engineers & Consultants till July 2021 and Standards Environmental & Analytical Laboratories from August 2021 onwards. Summary of the Ambient Air Quality Monitoring (AAQM) during the compliance period April 2021 to September 2021 at 5 monitoring locations is mentioned below:

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CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014
for the Period April 2021 to September 2021:

S. No.	Conditions	Compliance Status as on 30.09.2021					
		Parameter	Unit	Max	Avg.	Min	Perm. Limit
		PM ₁₀	µg/m ³	92	44	18	100
		PM _{2.5}	µg/m ³	38	15	5	60
		SO ₂	µg/m ³	8	4	2	80
		NO ₂	µg/m ³	13	5.8	2	80
		CO	mg/m ³	BDL	BDL	BDL	4
		HC	ppm	BDL	BDL	BDL	..
		<ul style="list-style-type: none">Detailed Monitoring Reports for the period April 2021 to September 2021 is attached as Annexure III).All the monitored parameters were found within the prescribed limits.					
(vii)	The proponent shall obtain the requisite consents for discharge of effluents and emissions under the Water (Prevention and control of Pollution) Act, 1974 and the Air (Prevention and control of Pollution) Act, 1981 from the Kerala State Pollution Control Board before commissioning of the project and a copy of each of these shall be sent to this Ministry.	Will be Complied CTO under the Water (Prevention and control of Pollution) Act, 1974 and the Air (Prevention and control of Pollution) Act, 1981 will be obtained from KSPCB before commissioning of the project and copy of the CTO will be sent to Ministry on receipt.					
(viii)	Adequate precautions shall be taken during transportation of the construction material so that it does not affect the environment adversely.	Complied Following precautionary measures are undertaken during transportation of the construction material as environment safeguard: <ul style="list-style-type: none">Tarpaulin cover is being used during transportation of construction materialAll vehicles coming into the site are under a speed restriction of 20 km/hrRegular Water Sprinkling is done on the approach road by water tankers.It is ensured that all vehicles entering the Port have a valid PUC certificationThe dumpers have speed governors ensuring adherence to speed limit					

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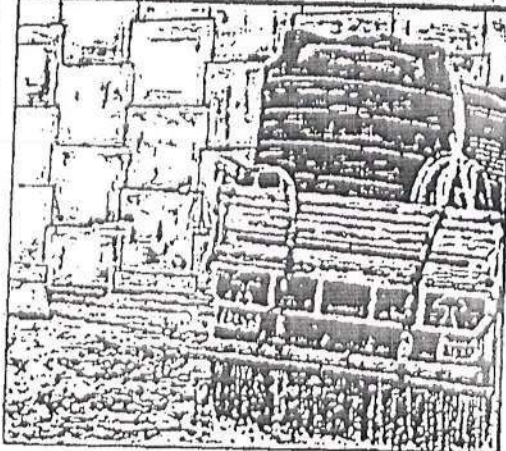
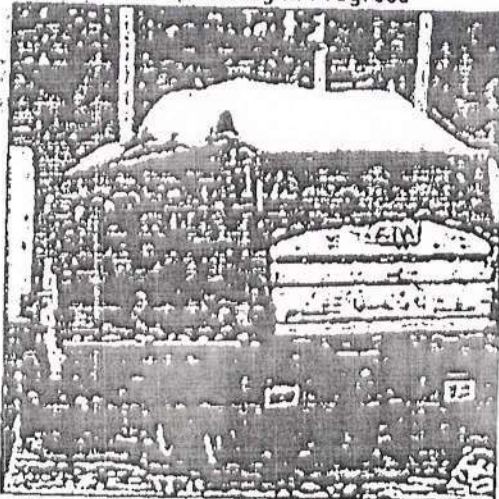
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Adani Vizhinjam Port Private Limited
(AVPPL)

From : April 2021
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Vizhinjam International Deepwater Multipurpose Seaport
Status of Conditions Stipulated in Environmental and CRZ Clearance

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S. No.	Conditions	Compliance Status as on 30.09.2021
		 <p>Water Sprinkling in Progress</p>  <p>Tarpaulin Cover on Trucks</p>

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Adani Vizhinjam Port Pvt. Ltd.
Half Yearly Compliance Report (Apr 2021 to Sep 2021)

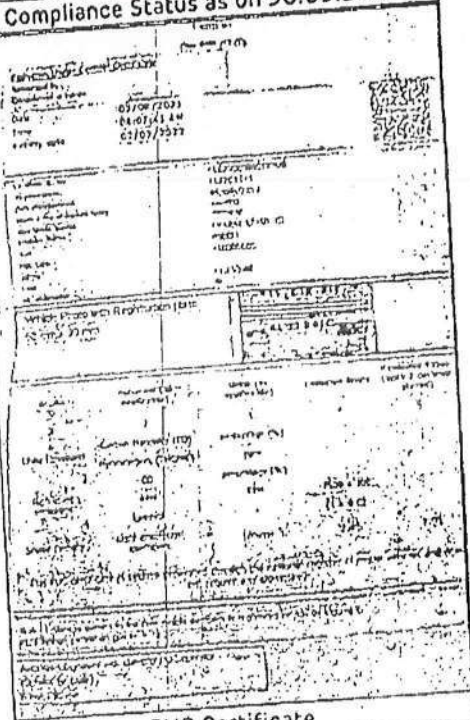
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Annexure (2)

adani	Adani Vizhinjam Port Private Limited (AVPPL)	From : April 2021 To : September 2021
	Vizhinjam International Deepwater Multipurpose Seaport Status of Conditions Stipulated in Environmental and CRZ Clearance	

Half Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014 for the Period April 2021 to September 2021

S. No.	Conditions	Compliance Status as on 30.09.2021
		 <p align="center">PUC Certificate</p>
(ix)	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.	<p>Noted</p> <p>There was no visit by officers of Ministry/Regional Office at Bangalore during the compliance period.</p> <p>All necessary support will be extended to officers of this Ministry/Regional Office during inspection of the project/site visit; whenever planned.</p>
(x)	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	Noted for Compliance

adani	Adani Vizhinjam Port Private Limited (AVPPL)	From : April 2021 To : September 2021
Vizhinjam International Deepwater Multipurpose Seaport Status of Conditions Stipulated in Environmental and CRZ Clearance		

Half Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014 for the Period April 2021 to September 2021		
S. No.	Conditions	Compliance Status as on 30.09.2021
	and the same shall be complied with.	
(xi)	The Ministry reserves the right to revoke this clearance if any of the conditions stipulated are not complied to the satisfaction of the Ministry.	Noted
(xii)	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 & Forests.	Noted and Will be Complied AVPPL is the concessionaire for implementing the project and operating it for the next 40 years, based on concession agreement signed between the GoK & AVPPL on 17.08.2015. Vizhinjam International Seaport Limited (VISL) is the nodal agency for development of the port on behalf of GoK. As on date, there is no change in the project profile.
(xiii)	The project proponent 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.	Complied Concession agreement with AVPPL was signed on 17.08.2015. The layout of the port has been approved by GoK by letter No.308799/E1/15/F&PD dated 30.10.2015 (Submitted along with the Compliance Report of the period from October 2015 to March 2016). The preliminary construction activities commenced at site on 16.11.2015 followed by official inauguration on 05.12.2015. Financing agreement forming part of financial closure was submitted by the concessionaire on 13.05.2016.
(xiv)	Kerala State 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.	Noted This condition does not pertain to project proponent. However, it is learnt that KSPCB had complied with the same.
13.	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	Noted for Compliance EC has been obtained from MoEF vide letter dated 03.01.2014 (F.No.11-122/2011-IA.III). As per EIA Notification 2006 and Office Memorandum (O.M.) dated 12.04.2016, the validity of the EC is for seven years up to

adaniAdani Vizhinjam Port Private Limited
(AVPPL)From : April 2021
To : September 2021Vizhinjam International Deepwater Multipurpose Seaport
Status of Conditions Stipulated in Environmental and CRZ ClearanceHalf Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental &
CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014
for the Period April 2021 to September 2021

S. No.	Conditions	Compliance Status as on 30.09.2021
	Pollution) Act 1981, the Environment (Protection) Act, 1986, the Public Liability (Insurance) Act, 1991 and EIA Notification 2006, including the amendments and rules made thereafter.	<p>03.01.2021. As per the provisions of MoEF&CC, the validity of the EC may be further extended for a maximum period of three years.</p> <p>VISL had submitted online application and required relevant documents on PARIVESH for extension of EC on 08.10.2020, 03.11.2020 and 19.11.2020. The Proposal (IA/KL/MIS/178082/2020) was considered in the 246th and 247th EAC meeting of Infra-1 committee of MoEF&CC held on 20.10.2020 and 23.11.2020; wherein VISL and NABET accredited consultant-L&T-IEL had made a presentation to the committee members.</p> <p>Thereafter, MoEF&CC vide letter No. IA/KL/MIS/178082/2020 dated 29.12.2020 (Copy of the same was submitted along with the compliance report for the period October 2020 to March 2021) have extended the validity of EC of Vizhinjam port by 3 years till 02.01.2024.</p> <p>Further, taking into account the outbreak of COVID-19 pandemic, MoEF&CC has amended the 2006 EIA Notification such that the period from the 01.04.2020 to the 31.03.2021 shall not be considered for the purpose of calculation of validity of existing ECs. Therefore, the EC of Vizhinjam port is valid till 01.01.2025.</p>
14.	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	<p>Complied</p> <p>All the construction activities are being carried out as per existing Central/Local rules. Necessary permissions under CRZ Notification 2011 & its amendments have been obtained.</p> <p>Further, necessary approvals from concerned Statutory Departments / Agencies have been obtained for the construction</p>

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Half Yearly Compliance Report (Apr 2021 to Sep 2021)

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adani	Adani Vizhinjam Port Private Limited (AVPPL)	From : April 2021 To : September 2021
Vizhinjam International Deepwater Multipurpose Seaport Status of Conditions Stipulated in Environmental and CRZ Clearance		


**Half Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014
for the Period April 2021 to September 2021**

S. No.	Conditions	Compliance Status as on 30.09.2021
	proponents from the respective competent authorities.	<p>designs/drawings relating to the proposed construction as mentioned hereunder:</p> <ul style="list-style-type: none"> Consent to Establish (CTE) No. PCB/HO/TVM/ICE/08/2015 dated 15.09.2015 valid up to 31.07.2018 was renewed from State Pollution Control Board vide Consent No. PCB/HO/TVM/ICE-R/02/2018, dated 19.07.2018 valid up to 31.07.2023. Airport Authority of India NOC vide NOC no AAI/SR/NOC/RHQ dated 7.12.2015. CTE for consumer pump inside the Vizhinjam port premises was obtained on 07.03.2021 (Consent No.: PCB/TVM-DO/NTA/PTP/15/2021) for the period of 5 years valid up to 28.02.2026. Consent to Operate (CTO) for Explosives Storage at Chappath area was obtained on 20.07.2021 (Consent No.: PCB/TVM-DO/ICO/NTA/HCS/49/2021) valid up to 31.12.2024 (A Copy of the CTO is Enclosed as Annexure X). As per the exemption granted by GoK G.O. No. 310/2015/LSGD dated 01.10.2015, AVPPL is not required to obtain any further building permits/permission to construct port related building within the port premises.
15.	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 Environment Clearance and copies of the clearance letters are available with the Kerala State Pollution Control Board and may also be seen on the website of the Ministry of Environment & Forest at http://www.envfor.nic.in . The	<p>Complied</p> <p>Details regarding the advertisement that the project had been accorded EC and copies of the clearance letter that were published in local newspapers was intimated (along with copy of advertisement) to the regional office of MoEF&CC, vide letter No VISL/EC/MoEF/2013 dated 20.01.2014 (Submitted along with the HYCR for the period October 2015 to March 2016).</p> <p>Copy of the EC is available on VISL website at http://www.vizhinjamport.in/eia-30-5-13.php. The same is also uploaded on Adani Ports and Special Economic Zone (APSEZ)</p>

adani	Adani Vizhinjam Port Private Limited (AVPPL)	From : April 2021 To : September 2021
	Vizhinjam International Deepwater Multipurpose Seaport Status of Conditions Stipulated in Environmental and CRZ Clearance	

Half Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014 for the Period April 2021 to September 2021		
S. No.	Conditions	Compliance Status as on 30.09.2021
	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.	at website https://www.adaniports.com/Downloads
16.	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.	Noted
17.	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.	Noted Three appeals challenging the EC granted to the project (two appeals filed at NGT, Southern Regional Bench, Chennai and one at NGT, Principal Bench, Delhi) and one original application (OA-filed at NGT, Principal Bench Delhi) indirectly challenging the CRZ Notification, 2011 were filed as per the NGT Act, 2010. The appeals filed at Chennai bench were later transferred to the Delhi bench. The Delhi Bench of NGT has upheld the EC granted to the project vide its judgment dated 02.09.2016.
18.	A copy of the clearance letter shall be sent by the proponent to concerned Panchayat, Zila Parishad/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.	Complied The EC was submitted to the concerned Panchayat, Zila Parishad/Municipal Corporation, Urban Local Body and the Local NGOs from whom representations were received vide letter No. VISL/EC/MoEF/2013 dated 29.01.2014. Copy of the EC is available on VISL website at http://www.vizhinjamport.in/eia-30-5-13.php The same is also uploaded on APSEZ website at https://www.adaniports.com/Downloads
19.	The proponent shall upload the status of compliance of the stipulated Clearance	Being Complied The copy of the latest HYCR for the period October 2020 to March 2021 including the

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	Adani Vizhinjam Port Private Limited (AVPPL)	From : April 2021 To : September 2021
	Vizhinjam International Deepwater Multipurpose Seaport Status of Conditions Stipulated in Environmental and CRZ Clearance	

Half Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014 for the Period April 2021 to September 2021

S. No.	Conditions	Compliance Status as on 30.09.2021
	<p>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, SO₂, NO_x (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.</p>	<p>results of six monthly monitoring data for the same period has been uploaded on VISL website http://www.vizhinjamport.in and also on APSEZ website https://www.adaniports.com/Downloads.</p> <p>The HYCR for the period October 2020 to March 2021 has been submitted to the MoEF&CC, Regional Office (Bangalore), Zonal office of the CPCB (Bangalore), KSPCB & KCZMA vide email dated 30.05.2021 (a copy of the email is enclosed as Annexure XI).</p> <p>Environment Monitoring is being carried out as per Environment Monitoring Plan prescribed in EIA by NABL accredited agencies; during the compliance period, the contractor has been changed: M/s. Ashwamedh Engineers & Consultants till July 2021 and Standards Environmental & Analytical Laboratories from August 2021 onwards.</p> <p>Detailed Monitoring reports (Air, Water, Noise, Marine Water, and Sediment) for the Compliance Period April 2021 to September 2021 are enclosed as Annexure III. Additionally, summary of monthly Environment monitoring results are also uploaded on the APSEZ website https://www.adaniports.com/Downloads.</p>
20.	<p>The project proponent shall also submit six monthly reports on the status of compliance of the stipulated Clearance 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.</p>	<p>Being Complied</p> <p>HYCRs on the status of compliance of the stipulated clearance conditions including results of monitored data are regularly submitted to all the concerned agencies.</p> <p>As per the MoEF&CC Notification dated 26.11.2018, wherein submission of HYCRs by email/soft copy is declared acceptable, therefore the HYCR for the period October 2020 to March 2021 has been submitted to the MoEF&CC, Regional Office (Bangalore).</p>



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adani	Adani Vizhinjam Port Private Limited (AVPPL)	From : April 2021 To : September 2021
Vizhinjam International Deepwater Multipurpose Seaport Status of Conditions Stipulated in Environmental and CRZ Clearance		

S. No.	Conditions	Compliance Status as on 30.09.2021
21.	The environmental statement for each financial year ending 31 st March in Form-V as is mandated to be submitted by the project proponent to the concerned Kerala 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 Clearance conditions and shall also be sent to the respective Regional Offices of MoEF by e-mail.	Zonal office of the CPCB (Bangalore), KSPCB & KCZMA via email dated 30.05.2021 (a copy of the email is enclosed as Annexure XI). Will be Complied The project is in construction phase. The same shall be complied post commissioning during operational phase.

adaniAdani Vizhinjam Port Private Limited
(AVPPL)From : April 2021
To : September 2021Vizhinjam International Deepwater Multipurpose Seaport
Status of Conditions Stipulated in Environmental and CRZ Clearance**Enclosures:**

Annexure Number	Details of Annexure
Annexure I:	Shoreline Monitoring Report (April 2021 to September 2021)
Annexure II:	Mathematical Modelling Report (March 2020 to February 2021)
Annexure III:	Environment Monitoring Report (April 2021 to September 2021)
Annexure IV:	CSR Activities by AVPPL (April 2021 to September 2021)
Annexure V:	Compliance to Conditions of KCZMA Recommendation
Annexure VI:	Compliance of the Commitments made during Public Hearing
Annexure VII:	Status of Environment Management Plan
Annexure VIII:	EMP Expenditure (April 2021 to September 2021)
Annexure IX:	Environment Health, Safety & CSR Organizational Structure
Annexure X:	CTO For Explosives Storage
Annexure XI:	Email Submission of HYCR for the Period October 2020 to March 2021

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Half Yearly Compliance Report (Apr 2020 to Sep 2020)

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F.No.11-122/2011-IA.III
Government of India
Ministry of Environment & Forests
(IA Division)

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

Dated: 03rd January, 2014

To
The Managing Director & Chief Executive Officer,
Vizhinjam International Seaport Limited,
1st Floor, Vipanchika Tower, Near Govt. Guest House,
Thycaud, P.O. Thiruvananthapuram-695014, Kerala

Contact Person Details:
Shri A.S. Suresh Babu,
Tel/Fax: 471-2328616,
Email: mail@vizhinjamport.in

Subject: Environmental and CRZ clearance for Development of Vizhinjam
International Deepwater Multipurpose Seaport at Vizhinjam in
Thiruvananthapuram District, Kerala by M/s. Vizhinjam
International Seaport Ltd. - Reg.

This has reference to your application No: VISL/EC/MoEF/2013 dated 29.08.2013 and subsequent letters dated 21.10.2013, 29.10.2013 and 23.11.2013 seeking prior clearance for the above project under the EIA Notification, 2006 and CRZ Notification, 2011. The proposal has been appraised as per prescribed procedure in the light of provisions under the EIA Notification, 2006 and CRZ Notification, 2011 on the basis of the mandatory documents enclosed with the application viz., the Questionnaire, EIA, EMP, HTL/LTL & CRZ demarcation report, Recommendation from Kerala Coastal Zone Management Authority (KCZMA) and specific study reports on long term shoreline changes, mathematical modelling 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 19th - 21st September, 2013, 28th - 30th October, 2013 and 20th - 23rd November, 2013.

2. It is inter-alia, noted that the Port is proposed to be developed by Vizhinjam International Seaport Ltd. (VISL), a fully owned Company of the Government of Kerala. The proposal involves the development of an all-weather, multi-purpose, deep-water, mechanized, greenfield port at Vizhinjam (Latitude 08°22'20"N and Longitude 77°00'00"E) in Thiruvananthapuram District. The Port having a natural deep draft of (-) 18m, located hardly 18 Km from the international shipping route is primarily intended to attract the largest container vessels (18000 TEU/165,000 DWT) to tap the lionshare of the Indian transshipment cargo now being handled by the nearby foreign ports and is envisioned as the future transshipment hub of the Country. The dedicated cruise terminal has been designed to become the Country's tourism gateway. Considering the strategic importance of the Port located at the tip of Indian peninsula, berths for Indian Navy and Coast Guard are also planned under the National & Coastal security perspectives, as required by the Ministry of Defence, Government of India. Berths for multipurpose cargo like timber and raw cashew and fishery berth are also planned.



3. The project is proposed to be developed in three phases: Phase I, Phase II and Phase III. Phase I consists of 800 M Container Terminal, 100M Cruise cum Multipurpose Terminal, 500M Navy berth, 120M Coast Guard berth, 100M Port craft berth and 500M Fish landing berth. Phase II consists of additional 400M Container Terminal, Phase III consists of additional 800M Container Terminal, additional 200M Cruise cum Multipurpose Terminal and 250M Liquid Terminal. The length of breakwater in Phase I is 3180 M, to be extended by 200 M in Phase II (making the overall length to 3380 m) and to be extended further by 700M in Phase III (making the overall length to 4080M). The total area to be developed for all three phases is estimated at 450.59 Ha. This includes the harbour area within breakwater including water spread area (167 Ha), port infrastructures & ancillaries in land including road & railways (140.42 Ha) and port infrastructure in reclaimed land (143.17 Ha). The reclamation requirement in Phase I is 66.00 Ha, Phase II is 16.00 Ha and Phase III is 40.00 Ha totalling to 122 Ha, with a provision for future reclamation of 21.17 Ha. Phase I development is planned during 2014-17, Phase II in 2024-2027 and Phase III in 2034-37. Accordingly the project proponent has sought the environmental clearance for Phase I only considering the clearance validity limitations of 5 years, even though the shoreline, modeling and related studies have been done for the full Phase development.

4. The whole land required for port infrastructure in the landward side for all the three Phases (140.42 Ha) is proposed to be procured in Phase I itself. Thus the Phase I land requirement is 206.42 Ha including 140.42 Ha of backup and ancillary land and 66.00 Ha reclaimed land. The Phase I reclamation quantity of 7.6 million m³ is proposed to be dredged from the Port basin and the approach channel by deepening it to (-)18.4M and to (-) 20.8M respectively. No routine maintenance dredging or disposal is anticipated as per the modelling & sedimentation studies.

5. The other port infrastructure include container yards, cargo handling equipment, port crafts, navigational aids, operations building, workshops, fire station, weigh bridge, gate houses, water, power, sub-station, lighting, road/rail connectivity, truck terminal, ware house, IT system, security system, administration building, staff colony, facilities for Cruise, Navy, Coast Guard, Fishing berth, dispensary, Guest house, canteen, storm water drainage system, pond for water harvesting, pollution control system, dust suppression system, greenbelt etc. The water requirement is 0.5 MLD in Phase I and 1.0 MLD in masterplan. A 3.3 MLD water treatment plant has already been commissioned and the source is Vellayani Lake. From the net availability of 2.49 MLD after treatment, 1.49 MLD is being distributed to the Vizhinjam fishing village as part of the Corporate Social Responsibility (CSR) activities of VISL. The power requirement of the operation Phase of 33.3 MVA is proposed to be met from the Kerala State Electricity Board grid through a dedicated 220/110 KV supply line with GIS substation. Block capital cost estimate for development of Phase I is about Rs. 5,187 Crores.

6. The project was earlier appraised by the EAC in its meeting held during 18th - 20th Jan 2011 and 23rd - 24th June 2011 and the TOR for the EIA study was approved. Based on the approved TOR, a comprehensive EIA study has been performed including long term shore line change and modeling studies through M/s L&T Ramboll Consulting Engineers Ltd, a NABET accredited consultant. The draft EIA report was published and the Public Hearing was conducted through the Kerala State Pollution Control Board on 29th June 2013 at the project site. The State Pollution Control Board forwarded the proceedings of the Public Hearing to MoEF vide their letter dated 6th July 2013. Subsequently VISL submitted the final

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EIA report, presented the TOR compliance and response to the points raised during public hearing to MoEF vide letter dated 29th August 2013.

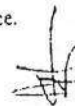
7. The project falls under activity 7(e) - Port and Harbours - of EIA Notification, 2006 and also attracts CRZ Notification, 2011. The Kerala State Coastal Zone Management Authority (KCZMA) has recommended the project for clearance under the CRZ Notification, 2011 vide their letter dated 24th August 2013, based on the EIA report and the CRZ report from the Centre for Earth Science Studies (CESS), Thiruvananthapuram, which stated that port development at the proposed location is a permissible activity as per the CRZ Notification, 2011.
8. Numerous representations for and against the project were received. The major issues raised in the various representations are false data in Form-I, presence of endangered species not given, site is in CRZ-I area, Shoreline study focus on impacts after 1980 but needs to assess the changes in 1969-73 also, fishery and tourism related impacts not addressed / mitigated in final CEIA. Difficulties in crossing the ship channel and to fish in deep sea, Dredging might cause extensive damage & pollution, no specific parameters in ToR on tourism and impact on tourist was not studied, EIA study area was taken as 10 against 15 km, unscientific site selection, violation of CRZ/MoEF, ToR compliance, Pollution & social relevant impacts already being felt. The Additional Chief Secretary, Government of Kerala provided comments on the various representations vide letter dated 17th October 2013. Project Proponent provided and presented before the EAC the information / clarification along with the references on each of the issues raised.
9. The EAC Noted that Vizhinjam International Seaport Limited (VISL), purchased land for the development of the project including land for a 2 Km long and 45 m wide port road. As part of the Kerala State Transport Project works of the Kovalam-Kaliyikkavila stretch, adjoining the proposed port road, the State Government initiated construction of a temporary service road of 670 M length and 10 m width through the land in possession of VISL, without clearance. The construction initiated on 16th August 2010 was stopped on 4th July 2012 after completing 550m, based on the revelation that part of the above stretch of road fell in the 200m/500m landward zone of the HTL as per the CRZ Notification, 1991/2011. According to OM dated 12.12.2012 and its amendments, PP has submitted Board resolution vide letter No. 21.11.2013. The State Govt. was addressed to initiate credible action on the violation by invoking powers under Section 19 of the Environment (Protection) Act, 1986 for taking necessary legal action under Section 15 of the Act for the period for which the violation has taken place and provide evidence to MoEF of the credible action taken before grant of clearance. The Additional Chief Secretary, Government of Kerala vide letter dated 01.01.2014 has informed that a complaint (CMD No.22/2014) was filed in the Court of the Chief Judicial Magistrate, Thiruvananthapuram on 01.01.2014 against M/s Vizhinjam International Seaport Ltd for the violation.
10. The Expert Appraisal Committee, have noted that the project proponent has assessed all likely impacts due to the project comprehensively and arrived at suitable EMP's. Also responded properly to all the issues raised in the Public hearing as well as in various representations made against the project. 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 EC and CRZ Clearance for the project. Accordingly, the Ministry hereby accords necessary EC and CRZ Clearance for the above project as per the provisions of as per the provisions of



Environment Impact Assessment Notification, 2006 and CRZ Notification, 2011 and its subsequent amendments, subject to strict compliance of the terms and conditions as follows:

II. SPECIFIC CONDITIONS:

- (i) "Consent for Establishment" shall be obtained from Kerala State Pollution Control Board under Air and Water Act and a copy shall be submitted to the Ministry before start of any construction work at the site.
- (ii) Project Proponent shall carry out intensive monitoring with regulatory reporting six monthly on shore line changes to the Regional Office, MoEF.
- (iii) The capital dredged material (7.6 Mm^3) shall be utilised for reclamation of berths.
- (iv) Additional fish landing centre shall be developed as part of the proposed Vizhinjam port for upliftment of fisheries sector.
- (v) The project shall be executed in such a manner that there is minimum disturbance to fishing activity.
- (vi) Steps would be taken to safeguard the interests of the fisheries sector as detailed in the Resettlement Action Plan (RAP), Corporate Social Responsibility (CSR) and in the Integrated Fishing Community Management Plan (IFCMP), namely a component of Rs.7.1 crores as part of the compensation package for the fisheries sector, as livelihood restoration measures for mussel collectors, shore seine fishermen and others. Rs.41.30 crores as part of CSR activities in the fisheries sector under (i) water supply scheme (7.3crores) (ii) new fishing landing centre (16crores) (iii) adoption of existing fishing harbor (5crores) (iv) sea food park (4crores) (iii) skill development centre (4crores) (iv) environmental sanitation (3crores) and (v) solid waste management (2crores).
- (vii) Rail connectivity shall be parallel to the harbour road on elevated structures at +4/5.00 m level without affecting the entry to the existing harbor.
- (viii) Compensation packages in accordance with the Central/State Government norms shall be given to all the authorised-cum-affected (having valid clearances as applicable) resort owners.
- (ix) The port shall ensure that all ships under operation follow the MARPOL convention regarding discharge or spillage of any toxic, hazardous or polluting material like ballast water, oily water or sludge, sewage, garbage etc. The emission of NOx and SOx shall remain within permissible limits.
- (x) CSR activities shall cover villages within 10 km radius of the project.
- (xi) Oil Contingency Management Plan shall be put in place.



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- (xii) All the recommendations/conditions stipulated by Kerala Coastal Zone Management Authority (KCZMA) shall be complied with.
- (xiii) The responses/commitments made during public hearing shall be complied with in letter and spirit.
- (xiv) All the recommendation of the EMP shall be complied with in letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEF along with half yearly compliance report to MoEF-RO.
- (xv) The project proponent shall bring out a special tourism promotion package for the area in consultation with the State Government and implement the same along with the project.
- (xvi) The project proponent shall place on its web site its response to the Public Hearing, and representations as presented to the EAC in the 128th meeting held on 23rd November 2013, for information of the general public.
- (xvii) 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.
- (xviii) The Hazardous waste generated shall be properly collected and handled as per the provisions of Hazardous Waste (Management, Handling and Transboundary Movement) Rules, 2008.
- (xix) No hazardous chemicals shall be stored in the Coastal Regulation Zone area.
- (xx) The waste water generated from the activity shall be collected, treated and reused properly.
- (xxi) Sewage Treatment facility should be provided in accordance with the CRZ Notification.
- (xxii) 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.
- (xxiii) Installation and operation of DG set if any shall comply with the guidelines of CPCB. Oil spills if any shall be properly collected and disposed as per the Rules. Project proponent shall install necessary oil spill mitigation measures.
- (xxiv) No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area
- (xxv) The approach channel shall be properly demarcated with lighted buoys for safe navigation and adequate traffic control guidelines shall be framed



- (xxvi) The project proponent shall take up development of green belt in the project area, wherever possible. Adequate budget shall be provided in the Environment Management Plan for such development
- (xxvii) The funds earmarked for environment management plan shall be included in the budget and this shall not be diverted for any other purposes
- (xxviii) The project proponent shall set up an organisational mechanism/institutional structure for Environment, Health & Safety & CSR under the supervision of a General Manager as outlined in the EIA Report for effective implementation of the stipulated EHS safeguards & CSR activities.
- (xxix) Staff Colony should be located beyond CRZ area.

12. GENERAL CONDITIONS:

- (i) Construction of the proposed structures shall be undertaken meticulously conforming to the existing Central/Local rules and regulations including Coastal Regulation Zone Notification, 2011 & its amendments. All the construction designs/drawings relating to the proposed construction activities must have approvals of the concerned Statutory Departments/Agencies.
- (ii) 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.
- (iii) Appropriate measures must be taken while undertaking digging activities to avoid any likely degradation of water quality.
- (iv) 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.
- (v) 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.



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- (vi) The project authorities shall make necessary arrangements for disposal of solid wastes and for the treatment of effluents by providing a proper wastewater treatment plant outside the CRZ area. The quality of treated effluents, solid wastes and noise level etc. must conform to the standards laid down by the competent authorities including the Central/State Pollution Control Board and the Union Ministry of Environment and Forests under the Environment (Protection) Act, 1986, whichever are more stringent.
- (vii) The proponent shall obtain the requisite consents for discharge of effluents and emissions under the Water (Prevention and Control of Pollution) Act, 1974 and the Air (Prevention and Control of Pollution) Act, 1981 from the Kerala State Pollution Control Board before commissioning of the project and a copy of each of these shall be sent to this Ministry.
- (viii) Adequate precautions shall be taken during transportation of the construction material so that it does not affect the environment adversely.
- (ix) 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.
- (x) 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.
- (xi) The Ministry reserves the right to revoke this clearance if any of the conditions stipulated are not complied to the satisfaction of the Ministry.
- (xii) 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.
- (xiii) 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.
- (xiv) Kerala State 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.

13. 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 2006, including the amendments and rules made thereafter.

14. 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.

15. 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 Kerala 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.

16. 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.

17. 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.

18. A copy of the clearance letter shall be sent by the proponent to concerned Panchayat, Zilla Parishad/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.

19. The proponent shall upload the status of compliance of the stipulated Clearance 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, SO₂, NO_x (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.

20. The project proponent shall also submit six monthly reports on the status of compliance of the stipulated Clearance 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.

21. 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 Kerala 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 Clearance conditions and shall also be sent to the respective Regional Offices of MoEF by e-mail.

(Lalit Kapur)
Director (IA.III)

Copy to:

- (i) The Additional Chief Secretary, Department of Environment, Government Of Kerala, Thiruvananthapuram, Kerala

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F. No. 11-122/2011-IA.III
Proposal No. : IA/KL/MIS/178082/2020
Government of India
Ministry of Environment, Forests and Climate Change
(I.A. Division)

Indira Paryavaran Bhawan
Jor Bagh Road, Ali Ganj,
New Delhi - 110003
E-mail: ad.raju@nic.in
Tele fax: 011: 24695296

Dated: 29th December, 2020

To

The GM Environment
M/s Vizhinjam International Seaport Ltd.
1st floor, Vipanchika Towers, Thycaud,
Thiruvananthapuram - 695 001, Kerala

Subject: Development of Vizhinjam International Deepwater Multipurpose Seaport at
Vizhinjam in Thiruvananthapuram district, Kerala by M/s Vizhinjam
International Seaport Ltd. - Extension of validity of Environmental and CRZ
Clearance

Ref.: (i) MoEF EC letter No. 11-122/2011-IA.III, dated 03rd January 2014
(ii) Your letter No. VISL/2014-15/EE&EI-9/368, dated 06th October 2020

Sir,

This is in continuation of this Ministry's letter of even number as referred above and your letter under reference, wherein you have requested the Ministry for Extension of Validity of the aforesaid proposal.

2. Your application was considered and placed before the EAC for extension of validity of Environmental Clearance for the period of three years as per MoEF&CC Notification dated 14th September, 2016. Environmental and CRZ Clearance for the aforementioned project was granted *vide* letter no. 11-122/2011-IA.III, dated 03rd January 2014, which is valid up to 02nd January, 2021.

3. Following reasons were given for extension of the validity period of EC/CRZ clearance-

- i. Initial time consumed (about two years) for the global bid process in selecting a concessionaire for this government project under PPP model after the issuance of EC.
- ii. Delay in construction of breakwater due to difficulties reported by the concessionaire in sourcing rock
- iii. Work of dredging and reclamation, berth, container yard can only be completed with the advancement of breakwater.
- iv. Outbreak of COVID 19 pandemic and its impacts.

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- (ii) The Chairman, Kerala Coastal Zone Management Authority and Ex-Officio-Principal Secretary, Science & Technology Department, Sastra Bhavan, Pattom Palace.P.O., Thiruvananthapuram-695004, Kerala
- (iii) The Chairman, Central Pollution Control Board, Parivesh Bhawan, CBD- cum- Office Complex, East Arjun Nagar, Delhi -110032
- (iv) The Member Secretary, Kerala State Pollution Control Board, Plamoodu Jn. . Pattom Palace P O, Thiruvananthapuram-695004, Kerala
- (v) The CCF, Regional Office, Ministry of Environment & Forest(SZ), Kendriya Sadan, IVth floor, E&F wings, 17th Main Road, Koramangala II Block, Bangalore-560034
- (vi) IA - Division, Monitoring Cell, MoEF, New Delhi- 110003
- (vii) Guard file



(Lalit Kapur)
Director (IA.III)

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4. The EAC, taking into account the submission made by the project proponent for the current proposal "Development of Vizhinjam International Deepwater Multipurpose Seaport at Vizhinjam in Thiruvananthapuram district, Kerala by M/s Vizhinjam International Seaport Ltd" had a detailed deliberation during its 247th meeting held on 23rd - 24th November, 2020 and recommended the proposal for extension of the validity of Environmental and CRZ Clearance granted by the Ministry vide letter No. 11-122/2011-IA.III, dated 03rd January 2014 for further period of three years i.e., up to 02nd January, 2024 with all conditions as specified in the same Environmental Clearance letter.


5. The Ministry of Environment, Forest and Climate Change has considered the proposal based on the recommendations of the Expert Appraisal Committee (Infrastructure, CRZ and other Miscellaneous projects) and hereby decided to accord extension of validity of EC of aforementioned project issued by the Ministry vide letter No. 11-122/2011-IA.III, dated 03rd January 2014 for further period of three years i.e., up to 02nd January, 2024 under the EIA Notification, 2006 as amended, subject to strict compliance of all conditions specified in the EC letter of even no. dated 03rd January 2014.

This issue with the approval of the competent Authority


(Amardeep Raju)
Scientist-E

Copy to:

1. The additional chief Secretary, Department of Environment, Govt. of Kerala, Thiruvananthapuram - 695 001, Kerala.
2. Member Secretary, Kerala Coastal Zone Management Authority and Member Secretary, Kerala State Counsel for Science Technology and Environment, Sasthra Bhavan, Pattom, Thiruvananthapuram 695004, Kerala.
3. The Member Secretary, Kerala Pollution Control Board, Plamoodu Jn., Pattom Palace PO, Thiruvananthapuram 695004, Kerala.
4. Addl. Principal Chief Conservator of Forest (C) Ministry of Env., Forest and Climate Change, Regional Office (SZ), Kendriya Sadan, 4th Floor, E&F Wings, 17th Main Road, Koramangala II Block, Bangalore - 560034.
5. The Chairman, Central Pollution Control Board, Parivesh Bhawan, CBD-cum-Office Complex, East Arjun Nagar, Delhi - 32.
6. Monitoring Cell, MoEF&CC, Indira Paryavaran Bhavan, New Delhi.
7. Guard File/Record File
8. Notice Board.


(Amardeep Raju)
Scientist-E

Proposal No. : IA/GJ/MIS/178779/2020

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Annexure (2)



മഹസദ്യ

കേരള സർക്കാർ

മന്ത്രിസഭായോഗത്തിന്റെ നടപടിക്രമങ്ങൾ

തീയതി : 12-04-2022

ഫയൽ നം. 178/എൻ.സി.എ2/2019/ക്വെച്ചി.

ഇനം നം: 667

വിഷയം : ക്വെച്ചി വകുപ്പ് - വിഴിഞ്ഞം അന്താരാഷ്ട്ര ആഴ്ചക്കടൽ തുറന്നുവെക്കുന്നതിനുള്ളതായി ബന്ധപ്പെട്ട് നെയ്യാറ്റിൻകര താലൂക്കിൽ കോട്ടക്കരയിൽ വില്ലേജിൽ ബ്ലോക്ക് നം.15, 16-ൽ വിവിധ സർവ്വെ നമ്പരുകളിൽ ഉൾപ്പെട്ട 24.7980 ഹെക്ടർ നിലം പരിവർത്തനപ്പെടുത്തുന്ന അപേക്ഷ - സംബന്ധിച്ച്.

തീരുമാനം : കൂറിലിടെ നിർദ്ദേശം അംഗീകരിച്ചു.

(ഒപ്പ്)

പിണറായി വിജയൻ
മുഖ്യമന്ത്രി

(ശരിപ്പകർപ്പ്)

ഡോ. വി പി ജോയ്
ചീഫ് സെക്രട്ടറി

ക്രമസംഗ്രഹ സെക്രട്ടറി, ക്വെച്ചി വകുപ്പ്.

12/4/2022
DS

കേരള സർക്കാർ
(ശ്രീ. പിണറായി വിജയൻ മന്ത്രിസഭ)
മന്ത്രിസഭായോഗത്തിനുള്ള കറിപ്പപ്പ്

1	ഫയൽ നമ്പർ	173/എസ് സി എ 2/2019/കൃഷി
2	വകുപ്പ്	കൃഷി (എൻസിഎ) വകുപ്പ്
3	വിഷയം	വിഴിഞ്ഞം അന്താരാഷ്ട്ര ആഴക്കടൽ ഇറമുഖ നിർമ്മാണവുമായി ബന്ധപ്പെട്ട് നെയ്യാറ്റിൻകര താലൂക്കിൽ കോട്ടുകാൽ വില്ലേജിൽ ബ്ലോക്ക് നം. 15, 16 ൽ വിവിധ സർവ്വെ നമ്പറുകളിൽ ഉൾപ്പെട്ട 24.7980 ഹെക്ടർ നിലം പരിവർത്തനപ്പെടുത്തുന്ന അപേക്ഷ സംബന്ധിച്ച്.
4	മന്ത്രിസഭാ യോഗത്തിൽ സമർപ്പിക്കാനുള്ള മുഖ്യമന്ത്രിയുടെ ഉത്തരവ് തീയതി	15/03/2022
5	i) ഇത് സാമ്പത്തിക ബാധ്യതയുള്ളതാണോ? ii) സാമ്പത്തിക ബാധ്യതയുള്ളതാണെങ്കിൽ ധനകാര്യ വകുപ്പുമായി ആലോചിച്ചിട്ടുണ്ടോ ഉണ്ടെങ്കിൽ അവരുടെ അഭിപ്രായം മന്ത്രിസഭായോഗത്തിനുള്ള കറിപ്പപ്പിൽ ഉൾക്കൊള്ളിച്ചിട്ടുണ്ടോ?	ഇല്ല
6	മറ്റേതെങ്കിലും വകുപ്പുമായി ആലോചിച്ചിട്ടുണ്ടോ ഉണ്ടെങ്കിൽ അവരുടെ അഭിപ്രായം മന്ത്രിസഭാ യോഗത്തിനുള്ള കറിപ്പപ്പിൽ ഉൾക്കൊള്ളിച്ചിട്ടുണ്ടോ?	ഉണ്ട്.
7	കറിപ്പപ്പ് സമർപ്പിച്ച ഡെപ്യൂട്ടി സെക്രട്ടറിയുടെ പേര്	ശ്രീമതി . കെ.ജെ .ശാലിനി
8	കറിപ്പപ്പ് സമർപ്പിച്ച അഡീഷണൽ സെക്രട്ടറിയുടെ പേര്	ശ്രീ. എസ് . സാബിർ ഹുസൈൻ
9	കറിപ്പപ്പ് അംഗീകരിച്ച സെക്രട്ടറിയുടെ പേര്	ശ്രീ പി.എം. അലി അസ്ഗർ പാഷ
10	കറിപ്പപ്പ് അംഗീകരിച്ച പ്രിൻസിപ്പൽ സെക്രട്ടറിയുടെ പേര്	ശ്രീമതി. ഇഷിത റോയ്
11	മന്ത്രിസഭയ്ക്കുള്ള കരട് കറിപ്പപ്പ് പ്രിൻസിപ്പൽ സെക്രട്ടറി അംഗീകരിച്ച തീയതി	02.04.2022
12	കറിപ്പപ്പ് അംഗീകരിച്ച ചീഫ് സെക്രട്ടറിയുടെ പേര്	ഡോ.വി.പി.ജോയ്
13	മന്ത്രിസഭയ്ക്കുള്ള കരട് കറിപ്പപ്പ് ചീഫ്-സെക്രട്ടറി അംഗീകരിച്ച തീയതി	05.04.2022
14	കറിപ്പപ്പ് അംഗീകരിച്ച മന്ത്രിയുടെ പേര്	ശ്രീ. പി. പ്രസാദ്
15	മന്ത്രിസഭയ്ക്കുള്ള കരട് കറിപ്പപ്പ് മന്ത്രി അംഗീകരിച്ച തീയതി	10.04.2022
16	കറിപ്പപ്പിന്റെ പകർപ്പുകൾ സമർപ്പിച്ച തീയതി	11.04.2022
17	മന്ത്രിസഭായോഗം തീരുമാനമെടുത്ത തീയതി	
18	തീരുമാനം പുറപ്പെടുവിച്ച സർക്കാർ ഉത്തരവ്/കത്തിന്റെ നമ്പരം തീയതിയും	

മന്ത്രിസഭാ യോഗത്തിനുള്ള കുറിപ്പ്

വിഴിഞ്ഞം അന്താരാഷ്ട്ര ആഴക്കടൽ തുറമുഖ നിർമ്മാണവുമായി ബന്ധപ്പെട്ട് തിരുവനന്തപുരം ജില്ലയിൽ, നെയ്യാറ്റിൻകര താലൂക്കിൽ കോട്ടക്കാൽ വില്ലേജിൽ ബ്ലോക്ക് നം. 15, 16 ൽ വിവിധ സർവ്വെ നമ്പരുകളിൽ ഉൾപ്പെട്ട 24.7980 ഹെക്ടർ നിലം (അനുബന്ധം-A-ആയി ഉൾക്കൊള്ളിക്കുന്നു) പരിവർത്തനപ്പെടുത്തി തുറമുഖ വികസനത്തിനും, അനുബന്ധ റോഡിനും ബ്രേക്ക് വാട്ടർ നിർമ്മാണത്തിനുള്ള സാമഗ്രികൾ സംഭരിക്കുന്നതിനും വിഴിഞ്ഞം ഇന്റർനാഷണൽ സീ പോർട്ട് ലിമിറ്റഡ് (VISL) സമർപ്പിച്ച അപേക്ഷയിൽ അനുമതി നൽകുന്നത് സംബന്ധിച്ചുള്ളതാണ് ഈ കുറിപ്പ്.

(2). വിഴിഞ്ഞം അന്താരാഷ്ട്ര ആഴക്കടൽ തുറമുഖത്തിനായി എറ്റെടുത്ത സ്ഥലത്തിൽ കണക്ടിവിറ്റി റോഡിന് വേണ്ടി വിഴിഞ്ഞം വില്ലേജിൽ ബ്ലോക്ക് നമ്പർ 14 ൽ ഉൾപ്പെട്ട 5.9791 ഹെക്ടർ നിലവും, വെയർഹൗസ് നിർമ്മാണത്തിനുവേണ്ടി കോട്ടക്കാൽ വില്ലേജിൽ ബ്ലോക്ക് നമ്പർ 15,16 വിവിധ സർവ്വെ നമ്പരുകളിൽപെട്ട 26.7193 ഹെക്ടർ നിലവും ഉൾപ്പെടെ ആകെ 32.6984 ഹെക്ടർ നെൽവയൽ പരിവർത്തനപ്പെടുത്തുന്നതിന് VISL സമർപ്പിച്ച അപേക്ഷ 27/05/2020-ലെ മന്ത്രിസഭായോഗം പരിശോധിക്കുകയും 1/6/2020-ലെ G.O.(MS)45/2020/കൃഷി പ്രകാരം തുറമുഖത്തു നിന്നും നാഷണൽ ഹൈവേയെ ബന്ധിപ്പിക്കുന്ന കണക്ടിവിറ്റി റോഡിനായി വിഴിഞ്ഞം വില്ലേജിൽ 5.9791 ഹെക്ടർ സ്ഥലത്തിന് പരിവർത്തനാനുമതി നൽകുകയും, ബാക്കിയുള്ള കോട്ടക്കാൽ വില്ലേജിലെ 26.7193 ഹെക്ടർ സ്ഥലത്തിനുള്ള പരിവർത്തനാനുമതി നൽകുന്ന വിഷയം പരിസ്ഥിതി വകുപ്പിന്റെ അനുമതി ലഭിച്ചശേഷം പരിഗണിക്കുന്നതാണെന്നും ഉത്തരവായിരുന്നു. തുടർന്ന് തുറമുഖ വികസനത്തിനായി Magazine Shed, Sodium Ammonium Nitrate Storage Building, Office Building അനുബന്ധ റോഡ് എന്നിവ നിർമ്മിക്കുന്നതിന് കോട്ടക്കാൽ വില്ലേജിലെ 26.7193 ഹെക്ടർ നിലത്തിൽ ഉൾപ്പെട്ട 1.9213 ഹെക്ടർ നിലം പരിവർത്തനപ്പെടുത്തുന്നതിന് VISL സമർപ്പിച്ച അപേക്ഷ 03/02/2021-ലെ

മന്ത്രിസഭായോഗം പരിശോധിക്കുകയും 8/2/2021-ലെ GO(MS) 24/2021/കൃഷി പ്രകാരം 1.9213 ഹെക്ടർ നിലം പരിവർത്തനപ്പെടുത്തുവാൻ അനുമതി നൽകി ഉത്തരവാകുകയും ചെയ്തിട്ടുണ്ട്. തുടർന്ന് പദ്ധതിയുടെ ഭാഗമായ തുറമുഖ വികസനത്തിനും അനുബന്ധ റോഡിനും ബ്രേക്ക് വാട്ടർ നിർമ്മാണത്തിനുള്ള സാമഗ്രികൾ സംഭരിക്കുന്നതിനുള്ള വെയർ ഹൗസ് നിർമ്മിക്കുന്നതിന് നെയ്യാറ്റിൻകര താലൂക്കിൽ കോട്ടുകാൽ വില്ലേജിലെ ബ്ലോക്ക് 15,16-ൽ വിവിധ സർവ്വേ നമ്പരുകളിൽ ഉൾപ്പെട്ട 24.7980 ഹെക്ടർ നിലം നികത്തുന്നതിന് (26.7193 ഹെക്ടർ നിലത്തിൽ 1.9213 ഹെക്ടർ അനുമതി നൽകിയതിനുശേഷം അവശേഷിക്കുന്ന) VISL അപേക്ഷ സമർപ്പിച്ചു.

(3) 2008 -ലെ നിയമത്തിലെ വകുപ്പ് 10 പ്രകാരം സംസ്ഥാനതല സമിതി സമർപ്പിച്ച റിപ്പോർട്ട് പരിഗണിച്ചശേഷം അപ്രകാരമുള്ള പരിവർത്തനപ്പെടുത്തലോ രൂപാന്തരപ്പെടുത്തലോ ചേർന്നുകിടക്കുന്ന നെൽവയലിലെ നെൽകൃഷി ഏതെങ്കിലും ഉണ്ടെങ്കിൽ, അതിനെയോ, അതിലേയ്ക്കുള്ള സുഗമമായ നീരൊഴുക്കിനെയോ പ്രതികൂലമായി ബാധിക്കില്ലാ എന്ന് ബോധ്യപ്പെട്ടാൽ സർക്കാരിന് പരിവർത്തനാനുമതി നൽകാവുന്നതാണ്. പദ്ധതി പ്രദേശത്തെ ടി താഴ്വര പ്രദേശങ്ങൾ വിവേചനരഹിതമായി നികത്തുന്നത് മഴക്കാലത്ത് വെള്ളപ്പൊക്കത്തിന് കാരണമാകുന്നത് ഒരു വസ്തുതയാണ്. ടി പാരിസ്ഥിതിക പ്രത്യാഘാതം കണക്കിലെടുത്ത് 12/10/2021, 19/01/2022, 03/02/2022 എന്നീ തീയതികളിൽ കൂടിയ സംസ്ഥാനതലസമിതി മേൽ അപേക്ഷ വിശദമായി പരിശോധിച്ച് സമർപ്പിച്ച റിപ്പോർട്ട് അനുബന്ധം 'B', 'C', 'D' ആയി ഉൾക്കൊള്ളിക്കുന്നു .

(4). കേന്ദ്ര പരിസ്ഥിതി മന്ത്രാലയം വിഴിഞ്ഞം പദ്ധതിയ്ക്കായി പാരിസ്ഥിതിക അനുമതി നൽകിയ 03/01/2014 തീയതിയിലെ ഉത്തരവിൽ (അനുബന്ധം 'E') നിഷ്കർഷിച്ച എല്ലാം വ്യവസ്ഥകളും സംസ്ഥാനതലസമിതി പരിശോധിക്കുകയുണ്ടായി കേന്ദ്രസർക്കാരിന്റേയും സംസ്ഥാന സർക്കാരിന്റേയും നിയമപ്രകാരമുള്ള എല്ലാ അനുമതിയും ലഭ്യമാക്കേണ്ടതാണെന്ന് റിപ്പോർട്ട് ചെയ്യുകയുണ്ടായി കേന്ദ്ര സർക്കാർ പദ്ധതിയ്ക്ക് പാരിസ്ഥിതിക അനുമതി നൽകിയ 03/01/2014-ലെ ഉത്തരവിൽ

നിഷ്കർഷിച്ചിട്ടുള്ള എല്ലാ വ്യവസ്ഥകളും പാലിക്കുന്നുണ്ടോ എന്നും വിഴിഞ്ഞം പദ്ധതിയായി 01/06/2020 തീയതിയിലെ സ.ഉ.(എം.എസ്) 45/2020/കൃഷി , 08/02/2021 തീയതിയിലെ സ.ഉ.(എം.എസ്)24/2021/ കൃഷി എന്നീ സർക്കാർ ഉത്തരവുകൾ പ്രകാരം നിലം പരിവർത്തനം ചെയ്യുന്നതിന് അനുമതി നൽകിയ ഉത്തരവുകളിൽ നിഷ്കർഷിച്ച പാരിസ്ഥിതിക ആഘാതങ്ങൾ കുറയ്ക്കുന്നത് സംബന്ധിച്ച വ്യവസ്ഥകൾ പാലിക്കുന്നുണ്ടോ എന്നത് സംബന്ധിച്ചും വിശദമായി പരിശോധിക്കേണ്ടതുണ്ടെന്നും സമിതി റിപ്പോർട്ട് ചെയ്യുകയുണ്ടായി. ആയതിന്റെ അടിസ്ഥാനത്തിൽ 3/2/2022 -ൽ കൂടുന്ന അടുത്ത സംസ്ഥാനതലസമിതി മുമ്പാകെ വിവിധ അനുമതി ഉത്തരവുകൾ മുഖേന പാരിസ്ഥിതിക ആഘാതം കുറയ്ക്കുന്നതിന് നിഷ്കർഷിച്ച വ്യവസ്ഥകൾ എപ്രകാരം പാലിക്കപ്പെടുന്നുണ്ടെന്നത് സംബന്ധിച്ച വിശദമായ ഒരു അവതരണം VISL എം ഡി നടത്തുന്നതിന് ആവശ്യപ്പെടുകയുണ്ടായി. അപ്രകാരം VISL MD സമിതി മുമ്പാകെ അവതരണം നടത്തുകയും അനുബന്ധം 'F' ആയി ഉൾക്കൊള്ളിച്ചിരിക്കുന്ന ലഘൂകരണ പദ്ധതി സമർപ്പിക്കുകയുണ്ടായി.

(5). പാരിസ്ഥിതിക ആഘാതങ്ങൾ കുറയ്ക്കുന്നതിനുള്ള നടപടികൾ സംബന്ധിച്ച് വിവിധ സ്റ്റാറ്റൂട്ടറി ഏജൻസികൾ നിർദ്ദേശിച്ച Mitigation Measures ഏകദേശം VISL നടപ്പിലാക്കിയതായി കാണുന്നതായി സംസ്ഥാനതല സമിതി സർക്കാരിലേയ്ക്ക് റിപ്പോർട്ട് ചെയ്തു .

(6). ഇതിനിടയിൽ 27/05/2020-ലെ മന്ത്രിസഭായോഗ തീരുമാനപ്രകാരം, കേന്ദ്ര പരിസ്ഥിതി മന്ത്രാലയം വിഴിഞ്ഞം പദ്ധതിയായി പാരിസ്ഥിതിക അനുമതി നൽകിയ 03/01/2014-ലെ ഉത്തരവിലെ വ്യവസ്ഥകളുടെ അടിസ്ഥാനത്തിലും സംസ്ഥാനതല സമിതി അംഗങ്ങൾ സമർപ്പിച്ച സ്ഥലപരിശോധന റിപ്പോർട്ടുകളുടെ അടിസ്ഥാനത്തിലും പരിശോധിച്ച് അഭിപ്രായം ലഭ്യമാക്കാൻ പരിസ്ഥിതി വകുപ്പിനോട് ആവശ്യപ്പെടുകയും ടി വകുപ്പ് ചുവടെ ചേർക്കും പ്രകാരം അഭിപ്രായം രേഖപ്പെടുത്തുകയും ചെയ്തിട്ടുണ്ട്

" 2017-ലെ തണ്ണീർത്തടങ്ങൾ (സംരക്ഷണവും , പരിപാലനവും) ചട്ടങ്ങൾ പ്രകാരം രൂപീകൃതമായതാണ് കേരള സംസ്ഥാന തണ്ണീർത്തട അതോറിറ്റി പ്രസ്തുത ചട്ടം

ബാധകമാകുന്നത് റാംസാർ തണ്ണീർത്തടങ്ങളിലും , നോട്ടീഫൈ ചെയ്ത തണ്ണീർത്തടങ്ങളിലും മാത്രമാണ്. നെൽവയലുകൾ, തണ്ണീർത്തടങ്ങൾ (സംരക്ഷണവും പരിപാലനവും) ചട്ടങ്ങൾ 2017- ലെ നിയമത്തിന്റെ പരിധിയിൽപ്പെടുന്നതല്ല. നെൽവയൽ തരത്തിൽപ്പെടുത്തുന്ന സ്ഥലം പരിവർത്തനപ്പെടുത്തുന്നത് കേരള നെൽവയലും തണ്ണീർത്തടവും സംരക്ഷണ നിയമം 2008-ന്റെ പരിധിയിൽപ്പെടുന്നതാണ്. ആയതിനാൽ റവന്യൂ വകുപ്പാണ് നടപടികൾ കൈക്കൊള്ളേണ്ടത്."

(7) സ്റ്റേറ്റ് ലെവൽ കമ്മിറ്റിയുടെ റിപ്പോർട്ടിന്റെ അടിസ്ഥാനത്തിൽ ഫയൽ കൃഷി വകുപ്പ് മന്ത്രിയ്ക്ക് സമർപ്പിച്ചപ്പോൾ, സ്റ്റാറ്റൂട്ടറി ഏജൻസികളുടെ Mitigation measures വ്യക്തമായി രേഖപ്പെടുത്തി അവ കർശനമായി പാലിക്കണം എന്ന വ്യവസ്ഥയിൽ അനുമതി നൽകുന്നതിനായി നിർദ്ദേശിക്കുകയും ഫയൽ മുഖ്യമന്ത്രിയ്ക്ക് സമർപ്പിച്ചപ്പോൾ ടി വിഷയം മന്ത്രിസഭയുടെ പരിഗണനയ്ക്ക് സമർപ്പിക്കുവാൻ ഉത്തരവിടുകയുമുണ്ടായി.

തിരുമാനിക്കേണ്ട വിഷയം

വിഴിഞ്ഞം അന്താരാഷ്ട്ര ആഴക്കടൽ തുറമുഖ നിർമ്മാണവുമായി ബന്ധപ്പെട്ട് തുറമുഖ വികസനത്തിനും, അനുബന്ധ റോഡിനും, ബ്രേക്ക് വാട്ടർ നിർമ്മാണത്തിനുള്ള സാമഗ്രികൾ സംഭരിക്കുന്നതിനും തിരുവനന്തപുരം ജില്ലയിൽ, നെയ്യാറ്റിൻകര താലൂക്കിൽ കോട്ടുകാൽ വില്ലേജിൽ ബ്ലോക്ക് 15-ൽ 113/9, 113/10, 113/11, 113/12, 113/14, 113/15/Pt, 116/4, 116/5, 116/6, 116/7, 116/8, 116/9, 116/10, 116/11, 116/12, 116/13, 116/14, 116/15, 116/16, 116/17, 116/18/(pt 28), 116/19, 116/20, 116/22, 116/23, 116/24 pt(29), 116/26, 117/1, 117/2, 117/3, 117/4, 117/5, 117/6, 117/7, 117/17, 117/18, 117/19, 117/21, 117/22, 118/1, 118/9, 118/10, 118/11, 118/12, 118/13, 118/14, 118/15, 118/16, 119/3, 119/4, 119/5, 119/6, 119/7, 119/8, 119/9, 119/11, 119/12, 120/2, 120/3, 120/4, 120/5, 120/6, 120/7, 120/9, 120/12, 120/15, 121/2/Pt, 121/3, 121/4, 121/5, 121/6,

121/7, 121/8, 122/2, 122/3,, 122/4, 122/5, 122/6, 122/7, 122/8, 123/2/Pt, 123/3/Pt, 123/4, 123/5, 123/6, 123/7, 123/8, 123/9, 123/10, 123/11, 123/12, 123/13, 123/14, 123/15, 123/16, 123/17, 123/18 എന്നീ സർവ്വേ നമ്പരുകളിൽ ഉൾപ്പെട്ടതും, ബ്ലോക്ക് 16-ൽ സർവ്വേ നമ്പർ 45/2, 45/4, 45/5, 45/6, 45/7, 45/9, 45/10, 45/11, 45/12, 45/13, 45/14, 45/16, 45/17, 45/18, 46/2, 46/3, 46/4, 46/5, 46/6, 46/7, 46/8, 46/9, 46/17, 46/18, 46/19, 46/20, 46/22, 46/23, 46/24, 46/25, 46/26, 46/27, 48/3, 48/4, 48/5, 48/6, 48/7, 48/8, 48/9, 48/10, 48/11, 48/12, 48/13, 48/14, 48/15, 48/16, 48/17, 48/19, 48/20, 48/21, 48/22, 50/2, 50/3, 50/4, 50/5, 50/6, 50/8, 50/9, 50/10, 50/11, 50/12, 50/14, 50/15, 51/5, 51/7, 51/8, 51/9, 51/12, 51/13, 51/23, 51/24, 52/1, 52/4, 52/5, 52/6, 52/17, 53/5, 54/11, 55/5, 55/9, 55/14, 56/15, 56/16, 56/17, 57/6, 57/7, 57/8, 57/9, 57/10, 57/11, 57/12, 57/14, 57/15, 57/16, 58/6, 58/12, 58/31, 58/32, 58/13, 58/16, 58/17, 58/19, 58/20, 59/4, 59/5, 59/6, 59/7, 59/8, 59/9, 59/10, 59/11, 59/12, 59/15, 59/16, 61/1, 61/2, 61/3, 61/4, 61/5, 61/6, 61/8, 61/9, 61/11, 61/12, 61/14/Pt(17), 61/15, 61/16, 62/2, 62/3, 62/4, 62/5, 62/6, 62/7, 62/8, 62/10, 62/11, 62/12, 62/16, 62/18, 63/2/Pt(19), 63/3, 63/5, 63/6, 63/8, 63/10/Pt(20), 63/11/Pt(21), 64/6, 64/7, 64/9/Pt(32), 64/12/Pt(33), 64/19, 65/1, 65/2, 65/3, 65/4, 65/5, 65/6, 65/14, 65/16, 65/17, 65/19, 65/20, 65/22, 66/1, 66/3, 66/5, 66/6, 66/7, 66/8, 66/13, 66/14, 66/15, 67/1, 67/2, 67/3, 67/4, 67/5, 67/7, 67/8, 67/12, 67/13, 67/17, 68/1, 68/2, 68/3, 68/4, 68/5, 68/6, 68/9, 68/10, 68/11, 68/12, 68/13, 68/14, 68/15, 68/18, 68/19, 68/24, 68/30, 68/31, 69/1, 69/2, 69/3, 69/4, 69/5, 69/6, 69/7, 69/8, 69/10, 69/11, 69/12, 69/13, 69/14, 69/15, 69/17, 69/18, 69/20, 69/21, 69/22, 69/23, 69/24, 69/25, 69/26, 70/1, 70/2, 70/3, 70/4, 70/5, 70/6, 70/7, 70/8, 70/9, 70/10, 70/11, 70/12, 70/16, 70/17, 70/18, 71/1, 71/2, 71/3, 71/4, 71/5, 71/6, 71/7, 71/9, 71/10, 71/11, 71/12, 71/13, 71/14, 71/15, 71/16, 71/17, 71/18, 71/19, 71/20, 71/21, 71/22, 72/11, 72/14, 72/15, 72/16, 72/17, 72/18, 72/19, 72/20, 72/21, 72/23, 72/24, 72/26, 72/27, 253/8, 254/9, 255/6, 255/10, 255/11, 255/12, 255/16, 255/19, 255/27, 255/28, 255/29, 255/30, 255/31, 255/32, 258/14, 258/18, 258/36, 259/7, 259/8, 259/9, 259/12, 259/13, 259/15, 259/18, 259/21, 259/22, 259/23, 259/24, 260/3, 260/5, 260/7, 260/12, 260/17/Pt(33), 261/1, 261/4, 261/7,

261/14, 261/18, 261/19, 261/20 (വിവിധ സർവ്വേ നമ്പരുകളിൽ ഉൾപ്പെട്ട സ്ഥലത്തിലെ വിസ്തൃതി ഉൾപ്പെടെയുള്ള വിവരങ്ങൾ അനുബന്ധം 'A' ആയി ഉൾക്കൊള്ളിച്ചിട്ടുണ്ട്) എന്നീ സർവ്വേ നമ്പരുകളിൽ ഉൾപ്പെട്ടതുമായ 24.7980 ഹെക്ടർ നിലം, 2008-ലെ കേരള നെൽവയൽ തണ്ണീർത്തട സംരക്ഷണനിയമത്തിലെ വകുപ്പ് 10 പ്രകാരം ചുവടെ ചേർക്കുന്ന വ്യവസ്ഥകൾക്ക് വിധേയമായി പരിവർത്തനാനുമതി നൽകാമോ?

എ) പരിവർത്തനപ്പെടുത്തുന്ന സ്ഥലത്തിന്റെ വിസ്തൃതിയുടെ 10 % ജല സംരക്ഷണ പ്രവർത്തനങ്ങൾക്കായി നീക്കി വയ്ക്കേണ്ടതും ടി പ്രദേശത്ത് അനുയോജ്യ ജല സംരക്ഷണ പ്രവർത്തനങ്ങൾ നടത്തേണ്ടതുമാണ്,

ബി) പാരിസ്ഥിതിക ആഘാതങ്ങൾ കുറയ്ക്കുന്നതിലേയ്ക്കായി ബന്ധപ്പെട്ട MD, VISL സമർപ്പിച്ച അനുബന്ധം 'F' ആയി ഉൾക്കൊള്ളിച്ചിരിക്കുന്ന രേഖകളിൽ അതായത് 25/09/2021-ലെ VISIL മാനേജിംഗ് ഡയറക്ടറുടെ VISL/17/2021/RC/440 നം. കത്തിലും അതിന്റെ അനുബന്ധങ്ങളിലും (അദാനി പോർട്ട്സ് & ലോജിസ്റ്റിക്സ് മാനേജിംഗ് ഡയറക്ടർ & ചീഫ് എക്സിക്യൂട്ടീവ് ഡയറക്ടർ VISL മാനേജിംഗ് ഡയറക്ടർക്ക് സംബോധന ചെയ്തിരിക്കുന്ന 15/09/2021 തീയതിയിലെ AVPPL/GoK/2020-21/1686 നം.കത്ത് , കേന്ദ്ര പരിസ്ഥിതിയും വനവും മന്ത്രാലയം VISIL മാനേജിംഗ് ഡയറക്ടർക്ക് സംബോധന ചെയ്തിരിക്കുന്ന 03/01/2014 തീയതിയിലുള്ള F.No.ii-122/2011-IA,II നം . കത്ത്, നിർദ്ദിഷ്ട സ്ഥലത്തിന് വേണ്ടിയുള്ള EIA റിപ്പോർട്ടിൽ നിർദ്ദേശിച്ചിട്ടുള്ള Mitigation Measures , ജലസംരക്ഷണത്തിനായി മാറ്റിവച്ചിട്ടുള്ള സ്ഥലത്തിന്റെ മാപ്പ് , കേരള സംസ്ഥാന മലിനീകരണ നിയന്ത്രണ ബോർഡിൽ നിന്നുള്ള ക്രഷർ പ്ലാന്റ് സ്ഥാപിക്കുന്നതിനുള്ള അനുമതി പത്രം , 1999-ലെ കേരളാ മുൻസിപ്പാലിറ്റി കെട്ടിട നിർമ്മാണചട്ടപ്രകാരവും 2011-ലെ കേരള പഞ്ചായത്ത് കെട്ടിട നിർമ്മാണചട്ടം എന്നിവ പ്രകാരവും വിഴിഞ്ഞം അന്താരാഷ്ട്ര ആഴക്കടൽ തുറമുഖമായി പ്രഖ്യാപിച്ചുകൊണ്ടുള്ള 01/10/2015-ലെ സ.ഉ. (കൈ) 310/2015/തസ്വദവ. ഉത്തരവ്) കൂടാതെ 03/02/2022-ലെ VISIL മാനേജിംഗ് ഡയറക്ടറുടെ VISL /2018-19/ALM/853 നമ്പർ കത്തിൽ സൂചിപ്പിച്ച വിശദീകരണത്തിലും, അനുബന്ധങ്ങളിലും (ജല സംരക്ഷണത്തിന് വേണ്ടി സ്ഥലം രേഖപ്പെടുത്തിയുള്ള സൈറ്റ് മാപ്പ് പവർ പോയിന്റ് പ്രസന്റേഷൻ സ്ക്രൈഡ്സ്, M.D.യുടെ

നടപടി റിപ്പോർട്ട്) വിശദീകരിച്ചിരിക്കുന്ന Mitigation Measures VISL കർശനമായി പാലിക്കേണ്ടതാണ് ;

സി) മേൽ പറഞ്ഞിട്ടുള്ള നിബന്ധനകൾ VISL പാലിക്കുന്നുണ്ടെന്ന് തിരുവനന്തപുരം ജില്ലാ കളക്ടർ ഉറപ്പുവരുത്തേണ്ടതാണ്.

Statement showing the details of Paddy land applied for conversion under The Kerala Conservation of Paddy land & Wet land Act 2008.

District - Thiruvananthapuram

Village - Kottukal

Taluk - Neyyattinkara

Block No. - 15 & 16

Sl No.	Block No.	Survey No.	Extent (In Has)	Purpose of land	BTR	Data Bank	Remarks
1	2	3	4	5	6	7	8
1	15	113/9	0.0775	Water Conservation	നിലം	Y	വാഴുകൂപ്പി
2	15	113/10	0.1770	Water Conservation	നിലം	Y	വാഴുകൂപ്പി
3	15	113/11	0.1060	Water Conservation	നിലം	Y	വാഴുകൂപ്പി
4	15	113/12	0.3005	Water Conservation	നിലം	Y	വാഴുകൂപ്പി
5	15	113/14	0.1245	Water Conservation	നിലം	Y	വാഴുകൂപ്പി
6	15	113/15/Pt	0.0250	Water Conservation	നിലം	Y	വാഴുകൂപ്പി
7	15	116/4	0.1175	Water Conservation	നിലം	Y	വാഴുകൂപ്പി
8	15	116/5	0.0400	Water Conservation	നിലം	Y	വാഴുകൂപ്പി
9	15	116/6	0.0535	Water Conservation	നിലം	Y	വാഴുകൂപ്പി
10	15	116/7	0.0365	Water Conservation	നിലം	Y	വാഴുകൂപ്പി
11	15	116/8	0.0530	Water Conservation	നിലം	Y	വാഴുകൂപ്പി
12	15	116/9	0.0570	Water Conservation	നിലം	Y	വാഴുകൂപ്പി
13	15	116/10	0.1155	Water Conservation	നിലം	Y	വാഴുകൂപ്പി
14	15	116/11	0.0635	Warehouse	നിലം	Y	വാഴുകൂപ്പി
15	15	116/12	0.0870	Warehouse	നിലം	Y	വാഴുകൂപ്പി
16	15	116/13	0.1206	Water Conservation	നിലം	Y	വാഴുകൂപ്പി
17	15	116/14	0.0285	Water Conservation	നിലം	Y	വാഴുകൂപ്പി
18	15	116/15	0.0275	Water Conservation	നിലം	Y	വാഴുകൂപ്പി
19	15	116/16	0.0787	Water Conservation	നിലം	Y	വാഴുകൂപ്പി
20	15	116/17	0.2259	Water Conservation	നിലം	Y	വാഴുകൂപ്പി
21	15	116/18/Pt(28)	0.0845	Water Conservation	നിലം	Y	വാഴുകൂപ്പി
22	15	116/19	0.0155	Water Conservation	നിലം	Y	വാഴുകൂപ്പി
23	15	116/20	0.0320	Water Conservation	നിലം	Y	വാഴുകൂപ്പി
24	15	116/22	0.0480	Water Conservation	നിലം	Y	വാഴുകൂപ്പി
25	15	116/23	0.0420	Water Conservation	നിലം	Y	വാഴുകൂപ്പി
26	15	116/24/Pt(29)	0.0180	Water Conservation	നിലം	N	-
27	15	116/26	0.0567	Water Conservation	നിലം	N	-
28	15	117/1	0.0690	Water Conservation	നിലം	Y	വാഴുകൂപ്പി
29	15	117/2	0.0345	Water Conservation	നിലം	Y	വാഴുകൂപ്പി
30	15	117/3	0.0580	Warehouse	നിലം	Y	വാഴുകൂപ്പി
31	15	117/4	0.1200	Water Conservation	നിലം	Y	വാഴുകൂപ്പി
32	15	117/5	0.1245	Water Conservation	നിലം	Y	വാഴുകൂപ്പി
33	15	117/6	0.0400	Water Conservation	നിലം	Y	വാഴുകൂപ്പി
34	15	117/7	0.0860	Water Conservation	നിലം	Y	വാഴുകൂപ്പി
35	15	117/17	0.0610	Warehouse	നിലം	Y	വാഴുകൂപ്പി
36	15	117/18	0.0630	Warehouse	നിലം	Y	വാഴുകൂപ്പി

Sl No.	Block No.	Survey No.	Extent (In Has)	Purpose of land	BTR	Data Bank	Remarks
37	15	117/19	0.0335	Warehouse	നിലം	Y	വാട്ടുകൃഷി
38	15	117/21	0.0050	Warehouse	നിലം	Y	വാട്ടുകൃഷി
39	15	117/22	0.0500	Water Conservation	നിലം	N	-
40	15	118/1	0.0560	Warehouse	നിലം	Y	വാട്ടുകൃഷി
41	15	118/9	0.0295	Warehouse	നിലം	Y	വാട്ടുകൃഷി
42	15	118/10	0.0375	Warehouse	നിലം	Y	വാട്ടുകൃഷി
43	15	118/11	0.0160	Warehouse	നിലം	Y	വാട്ടുകൃഷി
44	15	118/12	0.0415	Warehouse	നിലം	Y	വാട്ടുകൃഷി
45	15	118/13	0.0600	Warehouse	നിലം	Y	വാട്ടുകൃഷി
46	15	118/14	0.1005	Warehouse	നിലം	Y	വാട്ടുകൃഷി
47	15	118/15	0.0635	Warehouse	നിലം	Y	വാട്ടുകൃഷി
48	15	118/16	0.0640	Warehouse	നിലം	Y	വാട്ടുകൃഷി
49	15	119/3	0.1025	Warehouse	നിലം	Y	വാട്ടുകൃഷി
50	15	119/4	0.1260	Warehouse	നിലം	Y	വാട്ടുകൃഷി
51	15	119/5	0.0860	Warehouse	നിലം	Y	വാട്ടുകൃഷി
52	15	119/6	0.0530	Warehouse	നിലം	Y	വാട്ടുകൃഷി
53	15	119/7	0.0535	Warehouse	നിലം	Y	വാട്ടുകൃഷി
54	15	119/8	0.2285	Warehouse	നിലം	N	-
55	15	119/9	0.2900	Warehouse	നിലം	Y	വാട്ടുകൃഷി
56	15	119/11	0.1100	Warehouse	നിലം	Y	വാട്ടുകൃഷി
57	15	119/12	0.0990	Warehouse	നിലം	Y	വാട്ടുകൃഷി
58	15	120/2	0.1420	Storage for Rock	നിലം	N	-
59	15	120/3	0.0260	Storage for Rock	നിലം	Y	വാട്ടുകൃഷി
60	15	120/4	0.0485	Storage for Rock	നിലം	Y	വാട്ടുകൃഷി
61	15	120/5	0.0185	Storage for Rock	നിലം	Y	വാട്ടുകൃഷി
62	15	120/6	0.0505	Storage for Rock	നിലം	Y	വാട്ടുകൃഷി
63	15	120/7	0.0385	Storage for Rock	നിലം	Y	വാട്ടുകൃഷി
64	15	120/9	0.0560	Storage for Rock	നിലം	Y	വാട്ടുകൃഷി
65	15	120/12	0.0630	Storage for Rock	നിലം	Y	വാട്ടുകൃഷി
66	15	120/15	0.0750	Storage for Rock	നിലം	Y	വാട്ടുകൃഷി
67	15	121/2/Pt	0.1297	Storage for Rock	നിലം	Y	വാട്ടുകൃഷി
68	15	121/3	0.0325	Storage for Rock	നിലം	Y	വാട്ടുകൃഷി
69	15	121/4	0.1200	Storage for Rock	നിലം	Y	വാട്ടുകൃഷി
70	15	121/5	0.0420	Storage for Rock	നിലം	Y	വാട്ടുകൃഷി
71	15	121/6	0.0716	Storage for Rock	നിലം	Y	വാട്ടുകൃഷി
72	15	121/7	0.0454	Storage for Rock	നിലം	Y	വാട്ടുകൃഷി
73	15	121/8	0.0289	Storage for Rock	നിലം	Y	വാട്ടുകൃഷി
74	15	122/2	0.0465	Storage for Rock	നിലം	Y	വാട്ടുകൃഷി
75	15	122/3	0.0290	Storage for Rock	നിലം	Y	വാട്ടുകൃഷി
76	15	122/4	0.1895	Storage for Rock	നിലം	Y	വാട്ടുകൃഷി
77	15	122/5	0.0817	Storage for Rock	നിലം	Y	വാട്ടുകൃഷി
78	15	122/6	0.0540	Storage for Rock	നിലം	Y	വാട്ടുകൃഷി
79	15	122/7	0.0500	Storage for Rock	നിലം	Y	വാട്ടുകൃഷി
80	15	122/8	0.1470	Storage for Rock	നിലം	Y	വാട്ടുകൃഷി
81	15	123/2/Pt	0.0850	Storage for Rock	നിലം	N	-
82	15	123/3/Pt	0.0743	Storage for Rock	നിലം	N	-

SI No.	Block No.	Survey No.	Extent (In Has)	Purpose of land	BTR	Data Bank	Remarks
83	15	123/4	0.1180	Storage for Rock	നിലം	N	-
84	15	123/5	0.0330	Storage for Rock	നിലം	N	-
85	15	123/6	0.0720	Storage for Rock	നിലം	N	-
86	15	123/7	0.0240	Storage for Rock	നിലം	Y	വാട്ടുകുടി
87	15	123/8	0.0300	Storage for Rock	നിലം	Y	വാട്ടുകുടി
88	15	123/9	0.0485	Storage for Rock	നിലം	Y	വാട്ടുകുടി
89	15	123/10	0.0390	Storage for Rock	നിലം	Y	വാട്ടുകുടി
90	15	123/11	0.0260	Storage for Rock	നിലം	Y	വാട്ടുകുടി
91	15	123/12	0.0535	Storage for Rock	നിലം	Y	വാട്ടുകുടി
92	15	123/13	0.0230	Storage for Rock	നിലം	Y	വാട്ടുകുടി
93	15	123/14	0.0760	Storage for Rock	നിലം	Y	വാട്ടുകുടി
94	15	123/15	0.1279	Storage for Rock	നിലം	Y	വാട്ടുകുടി
95	15	123/16	0.0660	Storage for Rock	നിലം	Y	വാട്ടുകുടി
96	15	123/17	0.0985	Storage for Rock	നിലം	Y	വാട്ടുകുടി
97	15	123/18	0.0460	Storage for Rock	നിലം	N	-
98	16	45/2	0.1480	Warehouse	നിലം	N	-
99	16	45/4	0.0380	Warehouse	നിലം	N	-
100	16	45/5	0.0425	Warehouse	നിലം	N	-
101	16	45/6	0.0150	Warehouse	നിലം	N	-
102	16	45/7	0.0085	Warehouse	നിലം	N	-
103	16	45/9	0.1000	Warehouse	നിലം	N	-
104	16	45/10	0.0425	Warehouse	നിലം	N	-
105	16	45/11	0.0370	Warehouse	നിലം	N	-
106	16	45/12	0.0720	Warehouse	നിലം	N	-
107	16	45/13	0.0915	Warehouse	നിലം	N	-
108	16	45/14	0.0500	Warehouse	നിലം	N	-
109	16	45/16	0.0205	Warehouse	നിലം	N	-
110	16	45/17	0.0100	Warehouse	നിലം	N	-
111	16	45/18	0.0940	Warehouse	നിലം	N	-
112	16	46/2	0.0947	Warehouse	നിലം	N	-
113	16	46/3	0.0080	Warehouse	നിലം	N	-
114	16	46/4	0.0034	Warehouse	നിലം	N	-
115	16	46/5	0.0520	Warehouse	നിലം	N	-
116	16	46/6	0.1250	Warehouse	നിലം	Y	വാട്ടുകുടി
117	16	46/7	0.0800	Warehouse	നിലം	Y	വാട്ടുകുടി
118	16	46/8	0.0860	Warehouse	നിലം	Y	വാട്ടുകുടി
119	16	46/9	0.0550	Warehouse	നിലം	Y	വാട്ടുകുടി
120	16	46/17	0.0220	Warehouse	നിലം	Y	വാട്ടുകുടി
121	16	46/18	0.0335	Warehouse	നിലം	Y	വാട്ടുകുടി
122	16	46/19	0.0180	Warehouse	നിലം	Y	വാട്ടുകുടി
123	16	46/20	0.1460	Crusher Plant	നിലം	Y	വാട്ടുകുടി
124	16	46/22	0.0120	Warehouse	നിലം	Y	വാട്ടുകുടി
125	16	46/23	0.1280	Warehouse	നിലം	Y	വാട്ടുകുടി
126	16	46/24	0.0105	Warehouse	നിലം	Y	വാട്ടുകുടി
127	16	46/25	0.1400	Crusher Plant	നിലം	Y	വാട്ടുകുടി
128	16	46/26	0.1280	Crusher Plant	നിലം	Y	വാട്ടുകുടി

Sl No.	Block No.	Survey No.	Extent (In Has)	Purpose of land	BTR	Data Bank	Remarks
129	16	46/27	0.0740	Crusher Plant	നിലം	N	-
130	16	48/3	0.0400	Warehouse	നിലം	Y	വാട്ടുകൃഷി
131	16	48/4	0.0315	Warehouse	നിലം	Y	തെങ്ങ് 25y
132	16	48/5	0.0265	Warehouse	നിലം	Y	തെങ്ങ് 25y
133	16	48/6	0.0493	Warehouse	നിലം	Y	തെങ്ങ് 25y
134	16	48/7	0.0530	Warehouse	നിലം	Y	വാട്ടുകൃഷി
135	16	48/8	0.0212	Warehouse	നിലം	Y	വാട്ടുകൃഷി
136	16	48/9	0.0193	Warehouse	നിലം	Y	വാട്ടുകൃഷി
137	16	48/10	0.1000	Warehouse	നിലം	Y	വാട്ടുകൃഷി
138	16	48/11	0.0400	Warehouse	നിലം	Y	വാട്ടുകൃഷി
139	16	48/12	0.0195	Warehouse	നിലം	Y	തെങ്ങ് 25y
140	16	48/13	0.0445	Warehouse	നിലം	Y	തെങ്ങ് 25y
141	16	48/14	0.0035	Warehouse	നിലം	N	-
142	16	48/15	0.0068	Warehouse	നിലം	Y	തെങ്ങ് 25y
143	16	48/16	0.0820	Warehouse	നിലം	Y	തെങ്ങ് 25y
144	16	48/17	0.0900	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
145	16	48/19	0.0230	Warehouse	നിലം	Y	തെങ്ങ് 25y
146	16	48/20	0.0200	Warehouse	നിലം	Y	തെങ്ങ് 25y
147	16	48/21	0.0390	Warehouse	നിലം	Y	തെങ്ങ് 25y
148	16	48/22	0.0420	Warehouse	നിലം	Y	തെങ്ങ് 25y
149	16	50/2	0.0380	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
150	16	50/3	0.0420	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
151	16	50/4	0.0430	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
152	16	50/5	0.0410	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
153	16	50/6	0.0420	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
154	16	50/8	0.0311	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
155	16	50/9	0.0245	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
156	16	50/10	0.2040	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
157	16	50/11	0.1090	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
158	16	50/12	0.0550	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
159	16	50/14	0.0200	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
160	16	50/15	0.0475	Storage for Rock	നിലം	N	-
161	16	51/5	0.1000	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
162	16	51/7	0.0640	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
163	16	51/8	0.0635	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
164	16	51/9	0.1821	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
165	16	51/12	0.0320	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
166	16	51/13	0.0190	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
167	16	51/23	0.1050	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
168	16	51/24	0.0580	Storage for Rock	നിലം	N	-
169	16	52/1	0.0306	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
170	16	52/4	0.0605	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
171	16	52/5	0.0427	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
172	16	52/6	0.0640	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
173	16	52/17	0.0045	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
174	16	53/5	0.0134	Storage for Rock	നിലം	N	-

Sl No.	Block No.	Survey No.	Extent (In Has)	Purpose of land	BTR	Data Bank	Remarks
175	16	54/11	0.0517	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
176	16	55/5	0.0867	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
177	16	55/9	0.0416	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
178	16	55/14	0.0016	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
179	16	56/15	0.1335	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
180	16	56/16	0.0765	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
181	16	56/17	0.0705	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
182	16	57/6	0.0650	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
183	16	57/7	0.0695	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
184	16	57/8	0.1380	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
185	16	57/9	0.0195	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
186	16	57/10	0.0116	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
187	16	57/11	0.0380	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
188	16	57/12	0.1045	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
189	16	57/14	0.0590	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
190	16	57/15	0.0370	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
191	16	57/16	0.0380	Storage for Rock	നിലം	N	-
192	16	58/6	0.0482	Storage for Rock	നിലം	N	-
193	16	58/12	0.0610	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
194	16	58/31	0.0650	Storage for Rock	നിലം	N	-
195	16	58/32	0.0790	Storage for Rock	നിലം	N	-
196	16	58/13	0.1145	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
197	16	58/16	0.0947	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
198	16	58/17	0.1895	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
199	16	58/19	0.0542	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
200	16	58/20	0.0492	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
201	16	59/4	0.0517	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
202	16	59/5	0.0102	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
203	16	59/6	0.0365	Storage for Rock	നിലം	N	-
204	16	59/7	0.1530	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
205	16	59/8	0.0556	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
206	16	59/9	0.0952	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
207	16	59/10	0.0735	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
208	16	59/11	0.1030	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
209	16	59/12	0.2300	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
210	16	59/15	0.0507	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
211	16	59/16	0.0510	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
212	16	61/1	0.1050	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
213	16	61/2	0.1942	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
214	16	61/3	0.0380	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
215	16	61/4	0.1005	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
216	16	61/5	0.1935	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
217	16	61/6	0.0228	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
218	16	61/8	0.1670	Storage for Rock	നിലം	N	-
219	16	61/9	0.1180	Storage for Rock	നിലം	N	-
220	16	61/11	0.0350	Storage for Rock	നിലം	N	-

Sl No.	Block No.	Survey No.	Extent (In Has)	Purpose of land	BTR	Data Bank	Remarks
221	16	61/12	0.0050	Storage for Rock	നിലം	N	-
222	16	61/14/Pt(17)	0.0600	Storage for Rock	നിലം	N	-
223	16	61/15	0.0860	Storage for Rock	നിലം	N	-
224	16	61/16	0.1000	Storage for Rock	നിലം	N	-
225	16	62/2	0.1475	Storage for Rock	നിലം	N	-
226	16	62/3	0.0497	Storage for Rock	നിലം	N	-
227	16	62/4	0.0185	Storage for Rock	നിലം	N	-
228	16	62/5	0.0935	Storage for Rock	നിലം	N	-
229	16	62/6	0.0910	Storage for Rock	നിലം	N	-
230	16	62/7	0.1007	Storage for Rock	നിലം	N	-
231	16	62/8	0.0519	Storage for Rock	നിലം	N	-
232	16	62/10	0.1287	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
233	16	62/11	0.0311	Storage for Rock	നിലം	N	-
234	16	62/12	0.1592	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
235	16	62/16	0.0349	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
236	16	62/18	0.0222	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
237	16	63/2/Pt(19)	0.0227	Warehouse	നിലം	Y	തെങ്ങ് 25y
238	16	63/3	0.0790	Warehouse	നിലം	Y	തെങ്ങ് 25y
239	16	63/5	0.0289	Warehouse	നിലം	Y	തെങ്ങ് 25y
240	16	63/6	0.0701	Warehouse	നിലം	Y	തെങ്ങ് 25y
241	16	63/8	0.0454	Warehouse	നിലം	Y	തെങ്ങ് 25y
242	16	63/10/Pt(20)	0.0182	Warehouse	നിലം	Y	തെങ്ങ് 25y
243	16	63/11/Pt(21)	0.0342	Warehouse	നിലം	Y	തെങ്ങ് 25y
244	16	64/6	0.0005	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
245	16	64/7	0.0605	Warehouse	നിലം	Y	തെങ്ങ് 25y
246	16	64/9/Pt(32)	0.0335	Warehouse	നിലം	Y	തെങ്ങ് 25y
247	16	64/12/Pt(33)	0.0528	Warehouse	നിലം	Y	തെങ്ങ് 25y
248	16	64/19	0.0290	Warehouse	നിലം	Y	തെങ്ങ് 25y
249	16	65/1	0.0445	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
250	16	65/2	0.0607	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
251	16	65/3	0.0151	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
252	16	65/4	0.0542	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
253	16	65/5	0.0405	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
254	16	65/6	0.0250	Storage for Rock	നിലം	N	-
255	16	65/14	0.0280	Warehouse	നിലം	N	-
256	16	65/16	0.0382	Warehouse	നിലം	Y	തെങ്ങ് 25y
257	16	65/17	0.0402	Warehouse	നിലം	Y	തെങ്ങ് 25y
258	16	65/19	0.0396	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
259	16	65/20	0.0265	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
260	16	65/22	0.0085	Warehouse	നിലം	N	-
261	16	66/1	0.0365	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
262	16	66/3	0.0140	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
263	16	66/5	0.0399	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
264	16	66/6	0.0550	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
265	16	66/7	0.0163	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
266	16	66/8	0.0376	Storage for Rock	നിലം	Y	തെങ്ങ് 25y

Sl No.	Block No.	Survey No.	Extent (In Has)	Purpose of land	BTR	Data Bank	Remarks
267	16	66/13	0.0190	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
268	16	66/14	0.0599	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
269	16	66/15	0.0175	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
270	16	67/1	0.0360	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
271	16	67/2	0.0424	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
272	16	67/3	0.0650	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
273	16	67/4	0.0475	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
274	16	67/5	0.0270	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
275	16	67/7	0.0282	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
276	16	67/8	0.1290	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
277	16	67/12	0.0480	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
278	16	67/13	0.0815	Storage for Rock	നിലം	N	-
279	16	67/17	0.0640	Storage for Rock	നിലം	N	-
280	16	68/1	0.0675	Storage for Rock	നിലം	N	-
281	16	68/2	0.0348	Storage for Rock	നിലം	N	-
282	16	68/3	0.0203	Storage for Rock	നിലം	N	-
283	16	68/4	0.0081	Storage for Rock	നിലം	N	-
284	16	68/5	0.0250	Storage for Rock	നിലം	N	-
285	16	68/6	0.0221	Storage for Rock	നിലം	N	-
286	16	68/9	0.1587	Storage for Rock	നിലം	N	-
287	16	68/10	0.0747	Storage for Rock	നിലം	N	-
288	16	68/11	0.1357	Storage for Rock	നിലം	N	-
289	16	68/12	0.1100	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
290	16	68/13	0.0741	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
291	16	68/14	0.1323	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
292	16	68/15	0.0245	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
293	16	68/18	0.0355	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
294	16	68/19	0.0599	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
295	16	68/24	0.0700	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
296	16	68/30	0.0162	Storage for Rock	നിലം	N	-
297	16	68/31	0.0690	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
298	16	69/1	0.0699	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
299	16	69/2	0.0755	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
300	16	69/3	0.0292	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
301	16	69/4	0.0205	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
302	16	69/5	0.0510	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
303	16	69/6	0.0502	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
304	16	69/7	0.0057	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
305	16	69/8	0.0152	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
306	16	69/10	0.0231	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
307	16	69/11	0.0203	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
308	16	69/12	0.0265	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
309	16	69/13	0.1435	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
310	16	69/14	0.0403	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
311	16	69/15	0.0930	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
312	16	69/17	0.0295	Storage for Rock	നിലം	Y	തെങ്ങ് 25y

Sl No.	Block No.	Survey No.	Extent (In Has)	Purpose of land	BTR	Data Bank	Remarks
313	16	69/18	0.0469	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
314	16	69/20	0.0089	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
315	16	69/21	0.0032	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
316	16	69/22	0.0039	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
317	16	69/23	0.0037	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
318	16	69/24	0.0023	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
319	16	69/25	0.0152	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
320	16	69/26	0.0120	Storage for Rock	നിലം	N	-
321	16	70/1	0.0299	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
322	16	70/2	0.0514	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
323	16	70/3	0.0615	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
324	16	70/4	0.0072	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
325	16	70/5	0.0586	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
326	16	70/6	0.0897	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
327	16	70/7	0.0571	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
328	16	70/8	0.2430	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
329	16	70/9	0.0858	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
330	16	70/10	0.0509	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
331	16	70/11	0.0616	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
332	16	70/12	0.0045	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
333	16	70/16	0.0152	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
334	16	70/17	0.0095	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
335	16	70/18	0.0070	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
336	16	71/1	0.1225	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
337	16	71/2	0.1056	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
338	16	71/3	0.0743	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
339	16	71/4	0.1422	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
340	16	71/5	0.0115	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
341	16	71/6	0.0175	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
342	16	71/7	0.1005	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
343	16	71/9	0.0532	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
344	16	71/10	0.1180	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
345	16	71/11	0.1020	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
346	16	71/12	0.0190	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
347	16	71/13	0.1075	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
348	16	71/14	0.0525	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
349	16	71/15	0.0230	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
350	16	71/16	0.0275	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
351	16	71/17	0.0275	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
352	16	71/18	0.0575	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
353	16	71/19	0.0130	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
354	16	71/20	0.0285	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
355	16	71/21	0.0080	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
356	16	71/22	0.0105	Storage for Rock	നിലം	Y	തെങ്ങ് 25y
357	16	72/11	0.0045	Storage for Rock	നിലം	N	-
358	16	72/14	0.0237	Storage for Rock	നിലം	N	-

Sl No.	Block No.	Survey No.	Extent (In Has)	Purpose of land	BTR	Data Bank	Remarks
359	16	72/15	0.1515	Warehouse	നിലം	N	-
360	16	72/16	0.1552	Warehouse	നിലം	N	-
361	16	72/17	0.0217	Warehouse	നിലം	N	-
362	16	72/18	0.1020	Warehouse	നിലം	N	-
363	16	72/19	0.0060	Warehouse	നിലം	N	-
364	16	72/20	0.0028	Warehouse	നിലം	N	-
365	16	72/21	0.0027	Warehouse	നിലം	N	-
366	16	72/23	0.0297	Warehouse	നിലം	N	-
367	16	72/24	0.0025	Warehouse	നിലം	N	-
368	16	72/26	0.0090	Warehouse	നിലം	N	-
369	16	72/27	0.0055	Warehouse	നിലം	N	-
370	16	253/8	0.0528	Storage for Rock	നിലം	N	-
371	16	254/9	0.0750	Storage for Rock	നിലം	N	-
372	16	255/6	0.0480	Storage for Rock	നിലം	N	-
373	16	255/10	0.1434	Storage for Rock	നിലം	N	-
374	16	255/11	0.0170	Storage for Rock	നിലം	N	-
375	16	255/12	0.0175	Storage for Rock	നിലം	N	-
376	16	255/16	0.0400	Storage for Rock	നിലം	N	-
377	16	255/19	0.1200	Storage for Rock	നിലം	N	-
378	16	255/27	0.0160	Storage for Rock	നിലം	N	-
379	16	255/28	0.0360	Storage for Rock	നിലം	N	-
380	16	255/29	0.0080	Storage for Rock	നിലം	N	-
381	16	255/30	0.0080	Storage for Rock	നിലം	N	-
382	16	255/31	0.0080	Storage for Rock	നിലം	N	-
383	16	255/32	0.0080	Storage for Rock	നിലം	N	-
384	16	258/14	0.0615	Storage for Rock	നിലം	N	-
385	16	258/18	0.0478	Storage for Rock	നിലം	N	-
386	16	258/36	0.0650	Storage for Rock	നിലം	N	-
387	16	259/7	0.0310	Warehouse	നിലം	N	-
388	16	259/8	0.0354	Warehouse	നിലം	N	-
389	16	259/9	0.0029	Warehouse	നിലം	N	-
390	16	259/12	0.0920	Warehouse	നിലം	N	-
391	16	259/13	0.1040	Warehouse	നിലം	N	-
392	16	259/15	0.1550	Warehouse	നിലം	N	-
393	16	259/18	0.3020	Warehouse	നിലം	N	-
394	16	259/21	0.0012	Warehouse	നിലം	N	-
395	16	259/22	0.0013	Warehouse	നിലം	N	-
396	16	259/23	0.0010	Warehouse	നിലം	N	-
397	16	259/24	0.0105	Warehouse	നിലം	N	-
398	16	260/3	0.0416	Storage for Rock	നിലം	N	-
399	16	260/5	0.0205	Storage for Rock	നിലം	N	-
400	16	260/7	0.0254	Storage for Rock	നിലം	N	-
401	16	260/12	0.0281	Storage for Rock	നിലം	N	-
402	16	260/17/Pt(33)	0.0192	Storage for Rock	നിലം	N	-
403	16	261/1	0.0500	Storage for Rock	നിലം	N	-
404	16	261/4	0.1660	Storage for Rock	നിലം	N	-

Sl No.	Block No.	Survey No.	Extent (In Has)	Purpose of land	BTR	Data Bank	Remarks
405	16	261/7	0.1480	Storage for Rock	നിലം	N	-
406	16	261/14	0.2107	Storage for Rock	നിലം	N	-
407	16	261/18	0.1330	Storage for Rock	നിലം	N	-
408	16	261/19	0.0490	Storage for Rock	നിലം	N	-
409	16	261/20	0.0880	Storage for Rock	നിലം	N	-

Total - 24.7980 Hectare


* Abstract

		No.	Extent (Hec)
Block 15	Data bank ൽ ഉൾപ്പെടാത്തത്	11	0.9235
	Data bank ൽ ഉൾപ്പെട്ടത്	86	6.2764
	വാഴുകൃഷി	86	5.9923
	തെങ്ങ്	0	0
Block 16	Data bank ൽ ഉൾപ്പെടാത്തത്	112	6.3323
	Data bank ൽ ഉൾപ്പെട്ടത്	200	11.5499
	വാഴുകൃഷി	19	1.2575
	തെങ്ങ്	181	10.2924

Data Bank ൽ ഉൾപ്പെടാത്തത് 07.2558 Hec
വാഴുകൃഷി 07.2498 Hec
തെങ്ങ് 10.2924 Hec
ആകെ 24.7980 Hec

NB: കോളം 5 ലെ വിവരങ്ങൾ തയ്യാറാക്കിയിട്ടുള്ളത് AVPPL അയച്ചുതന്ന Proposal ന്റെ അടിസ്ഥാനത്തിലും, കോളം 7, 8 എന്നിവയിലെ വിവരങ്ങൾ കോട്ടുകാൽ കൃഷി ഭവൻ 29/01/2011 ൽ തയ്യാറാക്കി 24/03/2012 തീയതിയിൽ പ്രസിദ്ധീകരിച്ച കേരള ഗസറ്റ് നം. 595/01/GP-18 നമ്പർ വിജ്ഞാപന പ്രകാരവുമാണ്.

28-12-2021


ചീഫ് എക്സിക്യൂട്ടീവ് ഓഫീസർ
വിഴിഞ്ഞം ഇന്റർനാഷണൽ സീ പോർട്ട് ലിമിറ്റഡ്

Minutes of the Meeting of the State Level
Committee constituted as per section 8 of the
Kerala Conservation of the Paddyland and
Wetland Act 2008 on 12.10.2021

The Meeting started at 12 Noon. The State Level Committee convened by Agricultural Production Commissioner discussed the application submitted by Vizhinjam International Seaport Limited (VISL) for the conversion of paddyland having an extent of 26.7193 hectares in Kottukal village for the construction of Warehouse. Land Revenue Commissioner Dr K. Biju, Dr. P. O. Nameer, Dean, College of Climate Change and Environmental Science, Thrissur represented as Environmental Scientist and Dr C.R.Elsy, Retd Professor, Plant Breeding & Genetics, Agricultural Research Station, Mannuthy, Thrissur represented as Paddy scientist who are the members of the Committee were present in the Meeting.

2) Dr. P.O.Nameer reported that he had inspected the site twice and found that there is already illegal conversion which is a clear violation of section 3 of the ACT 28 of 2008 which was one of the main reasons for flood in that area. The flood map of Vizhinjam Panchayath prepared using the remote sensing data from Bhuvan, ISRO clearly indicates that the site was severely affected during the August 2018

flood. The large scale filling of land will aggravate the future flood impact of the already flood hit area. He also opined that all other severe ecological issues already reported, including hydrological significance of the area, the loss of carbon sequestration capabilities due to the removal of plants from the site etc still hold good even now and any type of conversion of the 26.7193 hectares of land in Kottukal village could lead to disastrous ecological consequences. As per the letter from Ministry of Environment & Forest and Climate Change (MOEF&CC) Government of India dated 03.01.2014 for the project, the three General conditions were highlighted by Dr. P. O. Nameer;

" 12(1) Construction of proposed structures shall be undertaken meticulously conforming to the existing Central/local rules and regulations including Coastal Regulation Zone Notification 2011 and its amendments. All the construction designs/drawings relating to the proposed construction activities must have approvals of the concerned statutory Departments/Agencies

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

16) The clearance is subject to the final order of the Honble Supreme Court of India in the matter of Goa

Foundation vs Union of India in Writ Petition (Civil) 460 of 2004 as may be applicable to this project."

These conditions have to be fulfilled and satisfied by VISL.

3) Dr C R Elsy reported that permission to grant conversion will adversely affect the cultivation in the nearby areas and already, there are complaints from the nearby farmers due to the blocking of canals in the project area. Hence, she opined that the water bodies in that area have to be conserved as such to ensure smooth flow of water.

4) The State Level Committee discussed and deliberated the request submitted by VISL to seek permission to convert an extent 26.7193 hectares of paddy land in Kottukal village. The Committee pointed out that permission is already granted earlier for the conversion of 1.92 hectares of paddyland from the above mentitoned land for the construction of Magazine shed and connected road. Hence, the total land conversion proposed by VISL is not 26.7193 hectares, it is only 24.9881 hectares.

5) (a) The Committee very specifically observed that while granting sanction for the project by Ministry of Enviornment and Forest and Climate Change, Government of India (MOEF&CC) vide their letter dated 03.01.2014, it is stipulated that the

approval is subject to the various mandatory and statutory approval of local authorities and under the applicable laws enforced in the state and the Centre. The Committee, therefore, decided to ascertain whether the land stretch for which the project is envisaged falls under the ambit of the Kerala Conservation of the Paddyland and Wetland ACT 2008. VISL should furnish a detailed report & plan

5) (b) The Committee further observed that vide the same letter dated 03.01.2014 from the Ministry of Environment and Forest and Climate Change (MOEF&CC), Government of India, it is specifically stipulated that no excavation or dumping shall be allowed on wetlands, forest areas or other ecologically valuable or sensitive locations. The Committee desired to know whether this condition has been fulfilled by VISL.

5)(c) The Committee deliberated the nuances of environmental implications and viewed that while granting permission to convert an extent of 5.971 hectares of paddy land for connectivity road vide GO (MS) 45/2020/Agri dated 01.06.2020 and for the conversion of paddyland having an extent of 1.92 hectares for Magazine shed and Connectivity road vide GO (MS) 24/2021 dated 08.02.2021, Government had insisted on a mitigation plan to be implemented

to address the environmental degradation. The Committee desired to seek clarification whether all the measures insisted by Government have been implemented and followed by VISL.

5)(d) While reviewing the site inspection report submitted by experts of the Committee, it was noticed that there is a dire need for a comprehensive mitigation plan for the project to reduce the degree of environmental degradation. The Committee, therefore, decided to seek a comprehensive mitigation plan from VISL as to how they have reduced and also propose to reduce the level of environmental degradation as a result of reclamation of Paddyland in the project area, in order to take an informed view in the matter.

5)(e) The Committee also decided to seek clarification whether the entire stretch of the land needed for the project was covered under the sanction of MOEF&CC, Government of India given in 2014 and whether all applicable statutory clearances have already been obtained for the entire project by the VISL.

5) (f) The Committee pointed out the Cabinet decision of 27.05.2020 was that any permission for the conversion of paddyland for the construction of ware house having an extent of 26.7193 hectares will

be considered only after getting the approval from
Environment Department, Government of Kerala. In
this backdrop, the Committee desired to seek the
comments of the Environment Department of
Government of Kerala.

The Meeting ended at 12.30 PM

- 1) Smt Ishita Roy I.A.S.,
Agricultural Production Commissioner
Convenor, State Level Committee
- 2) Dr. K. Biju I.A.S.
Land Revenue Commissioner
Member, State Level Committee
- 3) Dr. P. O'Nameer,
Dean, College of Climate Change and
Environmental Science, Thrissur
Member, State Level Committee
- 4) Dr C.R.Elsy, Retd Professor,
Plant Breeding & Genetics,
Agricultural Research Station,
Mannuthy, Thrissur
Member, State Level Committee

Minutes of of the State Level Committee Meeting constituted as per section 8 of the Kerala Conservation of the Paddyland and Wetland Act 2008 convened by Agricultural Production Commissioner on 19.01.2022 @ 3 PM

The State Level Committee was convened by Agricultural Production Commissioner with the participation of Dr. K. Biju, Land Revenue Commissioner, Dr. P.O.Nameer, Dean, College of Climate Change and Environmental Science, Kerala Agricultural University, Thrissur (represented as Environmental Scientist) and Dr. Anu G Krishnan, Associate Professor, Horticulture, Regional Agricultural Research Station (RARS), Kumarakom, Kottayam (represented as Paddy scientist). The participants discussed in detail on the application submitted by Vizhinjam International Seaport Limited for the conversion of paddyland having an extent of 24.7980 hectares in Kottukal village for breakwater construction, connectivity road etc. The above proposal was earlier examined in the State Level Committee held on 12.10.2021 and clarifications sought from Environment Department and Port Department. The Port Department furnished their remarks vide U.O. Note No.121/E1/2019/F&PD dated 07.01.2022 and 19.01.2022 as follows:

Clarification sought by SLC	Remarks furnished by Port Department
1) The Committee very specifically observed that while granting sanction for the project by Ministry of Environment and Forest and Climate Change, GOI (MOEF&CC). vide their letter dated 03.01.2014, it is stipulated that the	1) Since the land is classified as Nilam in BTR, the land is coming under the ambit of the Kerala Conservation of paddyland and Wetland Act 2008. Moreover, the status of the land as on the Commencement of the Act on 2008 is

approval is subject to the various mandatory and statutory approval of local authorities and under the applicable laws enforced in the state and the Centre. The Committee, therefore, decided to ascertain whether the land stretch for which the project is envisaged falls under the ambit of the Kerala Conservation of the Paddyland and Wetland ACT 2008.

authoritatively marked as **Converted** paddyland in the data bank, it is an unnotified land as defined under section 2 (XIIA) of the ACT 2008. Since it is a Government Project, the application submitted by VISL need to be examined under section 27A (9) of ACT 2008.

The above remarks of the Port Department were discussed in detail in the Committee. The Land Revenue Commissioner reported that though the land in question is seen to be converted before 2008, most of the land is included in the databank. If the land in question is converted before 2008, there is a provision in the Act to submit application before RDO to exclude the land from the databank. The whole land in question cannot be considered as "unnotified land", he stated.

Dr. P.O. Nameer pointed out that, based on his field inspection of the site on two occasions, the general nature of the land in that area is low-lying and swampy in nature. The land in question is not a perennial wetland, but is a seasonal one and during the summer months, it appears as a 'dry land', and it is during the monsoon season that one can visually appreciate the wetland nature of the land. However, it does perform all the ecological functions of the wetlands such as acting as a store house of water during the monsoon (thus preventing the flood conditions) and acts as a source of water during the summer (thus preventing the drought). This is the most important ecological function being served by a wetland/paddy field/swampy area. It is reported that the basic nature of the land is Nilam in Revenue Records and most of the land is included in the databank. Dr. Nameer further reported that additionally, the Section 15 of the Act says that, "*The Committee may direct the holder of any paddyland which is uncultivated and left fallow, to cultivate it by himself or through any other person of*

his choice, with paddy or any other intermediary crops under the provisions of this Act". Hence, the land in question should be reverted back to paddy cultivation, as per the provisions of the section 15 of the 2008 Act. The VISL had already completed the construction of one Magazine Shed, more than an year back, which is a violation of the Section 3 of the "Kerala Conservation of Paddy Land and Wetland Act 2008". Hence the land cannot be considered as unnotified land as per section 27 A of the ACT, as is being claimed by VISL.

Dr. Anu G. Krishnan reported that she had perused the entire records and earlier reports of SLC and site inspection reports. The blockage of drainage channel led to the destruction of cultivation in the surrounding area and the same has to be rectified. Conversion will affect the cultivation in the nearby areas and nearby farmers had already complained before the concerned Agricultural Officer about the blocking of canals in the project area, adverse effect on their farming practices. In this backdrop, Dr Anu opined that the water bodies in that area have to be conserved as such and smooth flow of water, ensured.

Clarification sought by SLC	Remarks furnished by Port Department
2. The Committee observed that vide letter dated 03.01.2014 from MOEFF&CC, GOI, it is specifically stipulated that no excavation or dumping shall be allowed on wetlands, forest areas or other ecologically valuable or sensitive locations. The Committee desired to know whether this condition has been fulfilled by VISL.	2) No forest land is coming under the licensed land of the project area and all wetland and ponds are preserved for water conservation as stipulated by Government of India while granting clearance by MOEF &CC

On the remarks offered by Port Department, the Committee members had opined that there is no supporting document to substantiate that all wetlands and ponds are preserved as such for water

conservation, as is being claimed by that Department. The Land Revenue Commissioner opined that the water bodies which are conserved as such should be clearly mentioned with photographs, name of the ponds, digitised maps, Survey Numbers, extent of area etc. Hence, it was decided to obtain the above documents from VISL to examine if their claims are substantiated.

Clarification sought by SLC	Remarks furnished by Port Department
3. The committee deliberated the nuances of environmental implications and viewed that while granting permission to convert paddyland for connectivity road as per GO (MS) 45/2020/Agri dated 01.06.2020 and for office Building, Magazine sheds vide GO (MS) 24/2021 dated 08.02.2021, Government insisted a mitigation plan to address the environmental degradation. The Committee desired to seek clarification whether all the measures insisted by Government have been implemented and followed by VISL.	3) Two ponds and water bodies are well maintained as stipulated in the Government order and 10% of the land stretch is earmarked for water conservation purpose. So all the conditions stipulated in the Government order has been followed scrupulously

The Committee members opined that while granting permission to convert an extent of 5.971 hectares of paddyland land for connectivity road vide GO (MS) 45/2020/Agri dated 01.06.2020 and for the conversion of paddyland having an extent of 1.92 hectares for Magazine shed and Connectivity road vide GO (MS) 24/2021 dated 08.02.2021, Government had insisted a mitigation plan to be implemented to address the environmental degradation. The Committee members opined that the remarks furnished by Port Department is not sufficient as no document to substantiate any reduction in the degree of environmental degradation has been provided. The Committee resolved to seek a comprehensive mitigation plan indicating measures already taken to reduce the

level of environmental degradation and address the adverse effect of reclamation of the wetland/Paddyland in the project area.

Clarification sought by SLC	Remarks furnished by Port Department
4) The Committee noticed that there is a dire need for a comprehensive mitigation plan for the project to reduce the degree of environmental degradation. The Committee, therefore, decided to seek a comprehensive mitigation plan from VISL as to how they have reduced and also proposed to reduce the level of environmental degradation as a result of reclamation of paddyland in the project area, in order to take an informed view in the matter.	4) As part of the Environment Impact Assessment and report, the detailed environment and mitigation management plan was prepared as mandatory for any big projects for obtaining clearance from MOEF&CC and all such mitigation measures are being implemented or in place to reduce/mitigate/dilute the effect of any environmental explicit degradation.

The Committee members opined that Port Department's remarks is not sufficient to prove that mitigation measures have been implemented. Hence, the Committee decided to seek clarification from VISL to substantiate the same with documents, digitised maps, photographs etc. The Committee also decided to seek clarification whether the project further envisions a comprehensive mitigation plan to reduce the degree of environmental degradation.

The Committee perused the report submitted by VISL and found that comprehensive mitigation plan is yet to be prepared, and what VISL reports is that they plan to engage KSRSEC for site specific mitigation measures. However, they have failed to produce documents to substantiate this statement.

One of the remarks submitted by the Port department was that, "As part of the EIA report, detailed environment and mitigation management plan was prepared as mandatory for any big projects for obtaining clearance from MoEF&CC and all such mitigation measures are being implemented or in place to reduce/mitigate/dilute the effect of any environmental explicit degradation". However, when the Committee Members perused the Annexure 5 of report submitted by MD, VISL, (where the details on the mitigation measures were claimed to have been explained), the Committee found that, their claim was not true. Just to cite a couple of examples on how superficially and casually they have addressed these queries and concerns raised by the State level committee is evident by the following statements given by the VISL.

Relevant environmental and social components likely to be impacted	Likely impacts and their significance in the absence of mitigation measures	Proposed mitigation measures	Committee's Observation
Water Environment	There are several streams that pass through the warehouse area and will be affected with the construction of new infrastructure	Stream 1 and 2 will be made to avoid entering the warehouse area by diverting them into the Karachal river. A tunnel like arrangement with RCC consultant structures will be used so as not to affect the streams (3 empanelled and 4) that	The proposed mitigation measure sounds unscientific and ecologically unsustainable one. It is just a statement that is given. It is also not clear who is the consultant and if the consultant is one who has not been approved by the

		will go through the warehouse area. The streams will be made to go under the warehouse areas thorough the tunnel. Another option is to divert through the boundary wall - (an application was filed with the irrigation department)	MoEF&CC, GoI
	Loss of low lying area	The low lying area in the region is already made use by the local people and has been degraded. There are no active ecological systems in the area. As far as possible, during operation phase the network of streams that add to the low lying area of the region will	In the proposed mitigation measure they says that, "there are no active ecological systems in the area". Need to know how they arrived at such a conclusion! They also say that the "low lying areas should be filled". This is completely against the basic principle of ecology. Other option

	be diverted or that they channelled propose is under the "stream constructed diverting", buildings to which could avoid impact have disastrous to the low consequences, lying area. as we have Filling of the witnessed low lying area during the 2018 shall be done flood.
Impact of downstream due to pollution of the streams	Construction waste such as cement, paint and other construction waste will flow into the downstream parts of the streams and Karachal river. Construction will be avoided during rainy season. "Construction will be avoided during the rainy season": what a casual statement it is. Do they mean to say that they would not undertake any construction for close to 6 to 8 months ion an year. Such statements very clearly show the causal way in which the entire mitigation measures have been conceived.

As the comprehensive mitigation plan submitted by VISL is very vague and arbitrary in nature without seriously addressing the ecological condition of the area, the Committee members decided to seek a comprehensive mitigation plan to reduce the level of environmental degradation. The Plan should clearly indicate (a) mitigation measures taken in this regard (b) mitigation measures proposed to be taken with a clear road map for implementation with time lines

Clarification sought by SLC	Remarks furnished by Port Department
5) The Committee decided to seek clarification whether the entire stretch of the land needed for the project was covered under the sanction of MOEF&CC given on 2014 and whether all statutory clearances have already obtained for the entire project by the VISL	5) Yes. MOEF & CC cleared the project in its entirety

The Committee members opined that no documents has been furnished by VISL to substantiate whether the entire stretch of land needed for Vizhinjam port project is covered under the sanction of MOEF &CC. Hence it was decided to seek the entire documents substantiating the claims of VISL.

6) The Committee pointed out the cabinet decision dated 27.05.2020 stating that any permission for the conversion of paddyland having an extent of 26.7193 hectares will be considered only after getting the approval from Environment Department. In the backdrop committee decided to seek comments from Environment Department and Port Department	6)The Ministry of Environment, Forest and Climate Change granted environmental clearance for this category as a project under the ambit of notification SO-1533 dated 14.09.2006 of the Environmental Protection ACT, 1986 (ACT 29 of 1986). The Environmental Clearance has been granted under the thorough scrutiny of the Hon'ble National Green Tribunal who was appointed an Expert Committee of 07 members of reputed national level experts. The Committee reviewed, monitor environmental impact and aspects periodically and evaluate the progress of mitigation plan also. As the Environmental Clearance are subjected to the close monitoring and scrutiny of the Hon'ble National Green Tribunal through a Committee, appointed, the clearance of State Environment Department is irrelevant.
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The Land Revenue Commissioner pointed out the Cabinet decision of 27.05.2020 wherein it has been clearly stated that permission for the conversion of paddyland for the construction of ware house having an extent of 26.7193 hectares will be considered only after getting the approval from Environment Department of GoK. The matter had to be placed before the Cabinet. Hence, the Committee decided to obtain approval/remarks from the Environment Department, GoK on the basis of the general conditions imposed by the MOEFF to VISL given on 03.01.2014, previous SLC reports and site inspection report by the SLC members.

The Committee also opined that for considering any permission for the conversion of paddyland for the project, the environmental degradation measures taken by the VISL has to be convincing based on the letter, spirit and essence of the 2008 Act. The Committee also clearly stated that it is not delaying the project on the technical grounds as is evidenced by the fact that Committee met and took a detailed note on the responses submitted by the Port department on the very same day on the furnishing of report by that Department, ie, (19/01/2022). Hence, the Committee decided to seek relevant reports from VISL and Port Department regarding all the above concerns raised. The VISL, and Port department are also requested to make a presentation before the Committee within 10 days with all pertinent supporting documents. It was also decided to seek detailed report from Environment Department, Government of Kerala on the basis of the general conditions imposed by the

MOEF&CC to VISL given on 03.01.2014, previous SLC reports and site inspection reports by the SLC members.

The Meeting ended at 4 PM.

Smt. Ishita Roy IAS

Agricultural Production Commissioner – Convenor sd/-

Dr. K. Biju IAS

Land Revenue Commissioner – Member sd/

Dr. P.O.Nameer

Dean, College of Climate Change

and Environmental Science,

Kerala Agricultural University - Member sd/-

(represented as Environmental Scientist)

Dr. Anu G. Krishnan,

Associate Professor (Horticulture),

Regional Agricultural Research Station (RARS),

Kerala Agricultural University, Kumarakom - Member sd/-

(represented as Paddy scientist)

Minutes of of the State Level Committee Meeting constituted as per section 8 of the Kerala Conservation of the Paddyland and Wetland Act 2008 convened by Agricultural Production Commissioner on 03.02.2022 at 10.30 AM

The State Level Committee held on 03.02.2022 was convened by Agricultural Production Commissioner and attended by Dr. K. Biju, Land Revenue Commissioner, Dr. P.O.Nameer, Dean, College of Climate Change and Environmental Science, Kerala Agricultural University, Thrissur (represented as Environmental Scientist) and Dr. Anu G Krishnan, Associate Professor, Horticulture, Regional Agricultural Research Station (RARS), Kumarakom, Kottayam (represented as Paddy scientist).

CASE I - Vizhinjam International Seaport Limited (VISL)

The SLC Meeting held on 19.01.2022 decided to obtain documents, photographs etc from MD,VISL on the application submitted by Vizhinjam International Seaport Limited for the conversion of paddyland having an extent of 24.7980 hectares in Kottukal village for breakwater construction, connectivity road etc and to present a Power Point Presentation on the queries raised by the Committee on 12.10.2021 and 19.01.2022. Accordingly MD, VISL presented a Power Point Presentation and detailed as follows:

- a) The land in question is acquired for the purpose of port development in 2010 for the purpose of construction of Warehouse which was transferred to Port department, then licensed to the Concessionaire, M/s. Adani Vizhinjam Port Private Ltd. (AVPPL) as per the provisions of the Concession Agreement (CA) executed by the Principal Secretary on behalf of the State of Kerala.
- b) The Environmental Clearance from the Ministry of Environment & Forests, Government of India covers the entire project area and included in the Concession Agreement entered into M/s. Adani Vizhinjam Port Private Ltd. (AVPPL)
- c) Government of Kerala is obligated to provide unencumbered land to the Concessionaire for the legitimate development of the same,

in terms of Article 10 of the Concession Agreement appropriately during the construction period of the project.

d) Handing of land where the Concessionaire cannot carry out development would entail liability wherein huge penalty would have to be met by the Government.

e) Government have already issued orders for conversion of 5.9791 Ha at the NH Connectivity area and 1.9213 Ha for the construction of Magazine building. The conditions prescribed along with these orders were adhered scrupulously.

f) There is land still to be converted of about 24.7980 Ha in order to take off, with the required construction and planning activities in the area. The breakup of the areas applied for conversion of the paddy and wet land status is as follows:

Block No	Status in Data Bank	Number of holding	Extent Ha.
15	Not included in Data Bank	11	0.9235
	Included in Data Bank	86	6.2764
	<i>Vazha Krishi</i>	86	5.9923
	<i>Coconut Tree</i>	0	0
16	Not included in Data Bank	112	6.3323
	Included in Data Bank	200	11.5499
	<i>Vazha Krishi</i>	19	1.2575
	<i>Coconut Tree</i>	181	10.2924
15 & 16	Not included in Data Bank		07.2558
	<i>Vazha Krishi</i>		07.2498
	<i>Coconut Tree</i>		10.2924
	Total		24.7980

g) While acquiring the land, the lands are reported as converted. The GO for fixing value for acquiring the land explicitly mentioned the same. The data bank prepared also mentioned the status as "Nilam Nikathu Purayidam" for about 70 % of the land with 15 year old standing Coconut trees and other plantations. Due to this inclusion in the data bank, VISL is aggrieved as this project land is

not a Paddy or cultivable paddy at the time of databank preparation.

h) Blockage, Flooding and complaints received: In the middle of the land, along with the bypass construction of the highway (Kovalam- Kanyakumari) a culvert was under construction and which blocked the natural flow for a long period of time and which caused flooding during 2018. The canal outside the eastern boundaries of the land parcel maintained by Minor Irrigation department also clogged due to the construction works of berms, which is still progressing. However, the berms of the drain inside the land parcel are maintained clog free and no actions from the side of VISL side reasoned for flooding. MD, VISL further stated that both LSGD and Minor Irrigation departments are maintaining the drain. Moreover, the land parcel is surrounded all sides by roads and there are practically no chances for causing floods by this land development. Further activities, if any required and instructed by the GoK would be done.

i) Two earlier orders have been issued to VISL for the conversion of the paddy status for the NH connectivity and for constructing the magazine building. The conditions stipulated in the orders has been adhered scrupulously in both the locations.

j) KSRSEC submitted a study report for the areas permitted for conversion and the suggestions also have been adhered to as mentioned below along with the GO stipulations.

They are

- 10 % area of the land has been set apart for water conservation measures
- Existing drains are preserved as it is
- Ponds have been preserved
- Dykes and Cross vents constructed.

k) Environmental Clearance Compliance: The conditions of all the EC conditions are complied with and the same is being monitored by Ministry of Environment, Forests and Climate Change (MOEF&CC), NGT Expert Committees. The regular compliance

reports are submitted to MOEF&CC and NGT Principal Bench and Zonal Benches once in every 6 months. The compliance reports are up loaded in the sites of VISL and KCZMA sites such that which are available in public domain. The comprehensive EIA (CEIA) has been prepared by L&T Ramboll, NABET accredited and empanelled consulting agency of MOEF&CC. The CEIA report has been considered by the Expert appraisal Committee of the MOEF&CC and granted the Environmental Clearance. The MD, VISL also stated that the Supreme court and NGT upheld the Environmental Clearance and as per the same, GoK proceeded with the Port Construction activities.

k) Compensatory Afforestation as approved by the expert committee and social forestry has been made at Kazhakkottam for an extent of 12 hectare. An amount of about Rs 80 Lakhs has been spent on this behalf by the Developer. Another area of about 11 hectare has been identified in the Kerala University campus for afforestation which is under finalisation by the developer. Various environmental aspects are being monitored continuously and reported along with compliance report. Various parameters under monitoring are Noise pollution, air pollution, Shoreline monitoring, ambient air quality monitoring along with the preservation of natural drains and ponds. The above measures mitigate the environmental degradation due to the port and allied construction activities. The latest compliance report may be referred to ensure the EC compliance from the side of VISL, the MD stated

l) Mitigation measures as per the approved CEIA is seriously taken up and implemented. The measures submitted are the extracts from the CEIA mentioning about the preservation of the existing drains etc. More detailed measures can be implemented as per instructions along with the conversion orders. The CEIA report itself specifies that these areas are already environmentally degraded and suggested the above mitigation plans to preserve the existing drains.

m) MD, VISL further stated that VISL, as the facilitator and the arm of the GoK to the project, has to ensure necessary clearances to

project and has accordingly applied for the Paddy and wet land conversion application. Encumbrance free land transfer is the obligation of the Authority, the GoK as per the concession agreement. During construction stage itself, there is an urgent need to use this area as per the above proposed land use plan. Apart from the above, there is a huge financial implication on default of the provisions of the concession agreement. Eg. Rs.2 each for every sqm of land per day has to be paid as penalty for the whole land of 249700 sqm meters of land applied for conversion, which works out to Rs 107 Cr. Moreover, arbitration claims for the damages arise out of not handing over restriction free land also claimable by the developer, say about Rs 400 cr. Social implications due to delayed project completion and the huge exchequer loss of income from port are also another matter of concern. The benefits to the community also would be delayed considerable if the clearances are further delayed. Further, the MD VISL stated that they are ready to make necessary presentations on the above behalf in front of the State Level Committee as requested with all details. Relevant drawings, photographs, copies of orders and land details are attached for favour of information. Considering the above, a clearance for the balance applied land that is 24.790 Ha containing notified and unnotified land from the paddy and wet land act with the specified conditions as per the relevant act for water conservation, ensuring natural flow in the drains etc. may be issued urgently for this project of public importance at the earliest.

3) In the Meeting of the State Level Committee, MD VISL also submitted the following additional clarifications and assurances in connection with the applied conversion of Nilam to Purayidam.

- i) The silt and weeds of the existing canals would be removed and kept clean to ensure natural water flow at all time. The sides of the canals will be packed with dry rubbles (without cement or concrete)
- ii) The depth, width and slope of the natural drains would be ensured to accommodate the natural flow routing from the land.

- iii) Both sides of the Central drain/canal would be preserved with dry rubble packed berms wherever required, with sufficient concrete protection at the top and middle as required. Proper protection with chain linked fencing with limited access towards drain would be provided to avoid uncontrolled throughfare across the natural drain.
- iv) The plantations connected with the compensatory afforestation of the Port project are as per the guidelines of the Social Forestry Department. It is noted that a good portion of the afforestation are with non-native trees. The species suitable for these areas would be recommended in consultation with Agriculture department/ Kerala Agricultural University.
- v) Efforts would be taken to plant fruit bearing trees in the preserved 10% areas in converting those as green strips for achieving water conservation functions of the area. In addition to the same, wherever possible green strips would be formed at left over lands after development also with fruit bearing trees.
- vi) There is an Environmental Management Plan approved for the port project and the same would be enforced and monitored scrupulously. The progress on each item envisaged are available with the half yearly compliance reports.
- vii) The mitigation measures envisaged in the approved EIA report for the warehouse areas would be taken up with in letter and spirit. The natural drain along the land parcel would be preserved as described above.
- viii) The agreement with the Concessionaire contains fool-proof provisions for the environmental protection and mitigation measures. Those provisions would be properly enforced during the entire course of the concession period without lapses.

4) Dr. P.O. Nameer, and Dr Anu G Krishnan are experts of the SLC opined that the whatever that is explained during presentation by the MD,VISL is OK. However, mitigation measures suggested by the various statutory agencies have to be implemented

scrupulously by the VISL in its letter and spirit, so that further environmental degradation can be prevented at any cost .

5) As SLC held on 19.01.2022 decided to seek detailed report from Environment Department, Government of Kerala on the basis of the general conditions imposed by the MOEF&CC to VISL given on 03.01.2014 and also based on previous SLC reports and site inspection reports by the SLC members, The Environment Department furnished their remarks as follows

“ 2017-ലെ തണ്ണീർത്തടങ്ങൾ (സംരക്ഷണവും, പരിപാലനവും) ചട്ടങ്ങൾ പ്രകാരം രൂപീകൃതമായതാണ് കേരള സംസ്ഥാന തണ്ണീർത്തട അതോറിറ്റി പ്രസ്തുത ചട്ടം ബാധകമാകുന്നത് റാംസാർ തണ്ണീർത്തടങ്ങളിലും നോട്ടിഫൈ ചെയ്ത തണ്ണീർത്തടങ്ങളിലും മാത്രമാണ്. നെൽവയലുകൾ, തണ്ണീർത്തടങ്ങൾ (സംരക്ഷണവും പരിപാലനവും) ചട്ടങ്ങൾ 2017-ന്റെ പരിധിയിൽപ്പെടുന്നില്ല. നെൽവയൽ തരത്തിൽപ്പെടുത്തുന്നത് കേരള നെൽവയലും തണ്ണീർത്തടവും സംരക്ഷണ നിയമം 2008-ന്റെ പരിധിയിൽപ്പെടുന്നതാണ്. ആയതിനാൽ റവന്യൂ വകുപ്പാണ് നടപടികൾ കൈക്കൊള്ളേണ്ടത്”

6) The Committee is satisfied with the explanation provided by the MD, VISL and with the condition that the mitigation measures suggested by the various statutory agencies has to be implemented scrupulously by the VISL in its letter and spirit, it was decided to place the matter and recommend with the mitigation measures as conditions before the Council of Ministers as per the decision of Cabinet Decision dated 27.05.2020, with the remarks furnished by Environment Department.

Case 2: Pulpetta Gramapanchayath

The application for the conversion of paddyland submitted by Pulpetta Grama panchayath having an extent of 0.0142 hectares in Block No.60 in Sy No.172/3-8 of Pulpetta village was examined in the State Level Committee held on 24.01.2022 . As per the decision of the Committee, the Panchayath Secretary, Pulpetta made a Power Point Presentation with the photographs and videographs of

the proposed area. The Panchayath Secretary informed that there is no alternate dry land for the purpose and there is no paddy cultivation in the nearby areas and the land is suitable for the purpose of construction of Anganwadi. The Krishi Officer reported that there was no paddy cultivation in that area and the water flow to the neighbouring lands will not be obstructed. As GAIL pipeline is passing through the adjacent area of the plot and the neighbouring land is filled with trees, conversion will not affect the ecology of that area. The Committee examined the photograph and found that the opinion of Krishi officer can be considered and decided to recommend conversion of the paddy land having an extent of 0.0142 hectares of paddyland in Block No.60 in Sy No.172/3-8 of Pulpetta village for the construction of Anganwadi by Pulpetta panchayath on the condition that the natural water flow to the land and to the neighbouring land should not be obstructed at any cost and additional mitigation measure should be taken to ensure that the ecology of the region is not adversely affected due to the construction of Anganwadi.

CASE 3: Vadakkencherry Gramapanchayath

The application for the conversion of paddyland submitted by Vadakkencherry Gramapanchayath having an extent of 0.0121 hectares in Sy No.204/24 of Vadakkencherry village was examined in the State Level Committee held on 24.01.2022. As per the decision of the Committee, the Panchayath Secretary, Vadakkencherry made a Power Point Presentation with the photographs and videographs. The photos presented by the Krishi officer were examined by the Committee and found that the land is suitable for paddy cultivation. The opinion of the Krishi officer that the land in question is left fallow for years and conversion will not affect the ecological condition of that area is not in tune with the essence of the ACT. Hence, the Committee decided not to recommend the application for the conversion of paddyland having

an extent of 0.0121 hectares in Sy No.204/24 of Vadakkencherry village for the construction of Anganwadi.

CASE No.04: KERALA WATER AUTHORITY

The application for the conversion of paddyland submitted by MD, KERALA WATER AUTHORITY having an extent of 125 Cents in Sy No. 593/3-1,593/4-2,592/15 and 592/7 of Block No.36 in Thalavady village was examined in the State Level Committee held on 24.01.2022. As authorized by MD,KWA, the Superintending Engineer , PH Circle Office Alappuzha made a Power Point Presentation with the photographs and videographs and reported that the area under Veliyanadu, Ramankari, Pulinkunnu, Neelamperoor, Muttar, Kavalam, Veeyappuram, Thalavady, Thakazhy, Nedumudi, Kainakary, Edathua and Champakulam panchayath will be benefitted under Kuttanad Drinking Water Project Phase II and project is essential for providing safe drinking water to the people of Kuttanad. The land required for setting 30 MLD WTP is 115 cents and for the intake - RW Channel from river bank to WTP is 10 cents. As the existing drinking water project does not fulfil the need of people, the Kuttanad Drinking Water Project Phase II is necessary and inevitable. As there is no alternate dry land for this purpose and based on the presentation by KWA, the Committee decided to recommend the proposal for the conversion of paddy land having an extent of 125 Cents in Sy No. 593/3-1,593/4-2,592/15 and 592/7 of Block No.36 in Thalavady village on the condition that that the neighbouring paddy land should be protected and natural flow of water should not be obstructed and further that atleast 10 percent of the total land should be earmarked for water conservation and additional mitigation measures should be taken to ensure that the ecology of the region is not adversely affected due to the construction.

CASE NO.05: KODUVAYUR OLD AGE HOME

The application for the conversion of paddy land submitted by Block panchayath, Kollemcode having an extent of 40 cents in Sy

No.537/1 of Koduvayur I village was examined in the State Level Committee held on 24.01.2022. As per the decision of the Committee, the Block Panchayath Secretary, Koduvayur made a Power Point Presentation with the photographs and videographs. The photos presented by the Krishi officer were examined by the Committee and found that there is already an old age home existing and the surrounding land is suitable for paddy cultivation. Further, the Krishi officer reported that the land is suitable for paddy cultivation. Hence, the Committee decided not to recommend the application for the conversion of paddyland having an extent of 40 cents in Sy No.537/1 of Koduvayur I village.

Case 6: Adoor Municipal Stadium

The application for the conversion of paddy land submitted by Secretary, Adoor Municipality having an extent of 163.06 ares in Adoor village was examined in the State Level Committee held on 24.01.2022. As per the decision of the Committee, the Adoor Municipality Secretary made a Power Point Presentation with the photographs and videographs. The Municipal Secretary reported that the land is acquired on 2004 and is converted. The Agricultural officer also reported that the land is converted. The Committee, after examining the photograph found that the aerial view shows that the surrounding land is paddy and the land in question has been converted illegally which is a violation of section 3 of the Act. The Committee decided to obtain explanation from the Agricultural officer regarding the illegal conversion and decided not to recommend the application for the conversion of paddy land.

CASE 7 KERALA FEEDS LTD

The application for the conversion of paddy land submitted by MD, Kerala FEEDS Ltd having an extent of 53.3 ares in Kallelibhagom village in Karunagapally, Kollam was examined in the State Level Committee held on 24.01.2022. As per the decision of the Committee, the MD, Kerala Feeds made a Power Point Presentation with the photographs and videographs. The

Committee found that at present, the institution is functioning in that land and there is no need for further conversion. As the land is Nilam in Revenue records and databank, exemption from the Act 28 of 2008 is needed for getting building number. As the institution is an undertaking of Kerala Government, the Committee decided to recommend the application submitted by MD, Kerala Feeds Ltd. for conversion under the Kerala Conservation of Paddy land and Wetland ACT 2008, on the condition that further conversion, if any, should be avoided at all costs.

The Meeting ended at 12.30PM.

Smt. Ishita Roy IAS
Agricultural Production Commissioner - Convenor

Dr. K. Biju IAS
Land Revenue Commissioner - Member

Dr. P.O.Nameer
Dean, College of Climate Change
and Environmental Science,
Kerala Agricultural University - Member
(represented as Environmental Scientist)

Dr. Anu G. Krishnan,
Associate Professor (Horticulture),
Regional Agricultural Research Station (RARS), — — —
Kerala Agricultural University, Kumarakom - Member
(represented as Paddy scientist)

Annexure - E

F.No.11-122/2011-IA.III
Government of India
Ministry of Environment & Forests
(IA Division)

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

Dated: 03rd January, 2014

To
The Managing Director & Chief Executive Officer,
Vizhinjam International Seaport Limited,
1st Floor, Vipanchika Tower, Near Govt. Guest House,
Thycaud, P.O. Thiruvananthapuram-695014, Kerala

Contact Person Details:
Shri A.S. Suresh Babu,
Tel/Fax: 471-2328616,
Email: mail@vizhinjamport.in

Subject: Environmental and CRZ clearance for Development of Vizhinjam International Deepwater Multipurpose Seaport at Vizhinjam in Thiruvananthapuram District, Kerala by M/s. Vizhinjam International Seaport Ltd. - Reg.

This has reference to your application No: VISL/EC/MoEF/2013 dated 29.08.2013 and subsequent letters dated 21.10.2013, 29.10.2013 and 23.11.2013 seeking prior clearance for the above project under the EIA Notification, 2006 and CRZ Notification, 2011. The proposal has been appraised as per prescribed procedure in the light of provisions under the EIA Notification, 2006 and CRZ Notification, 2011 on the basis of the mandatory documents enclosed with the application viz., the Questionnaire, EIA, EMP, HT/LTL & CRZ demarcation report, Recommendation from Kerala Coastal Zone Management Authority (KCZMA) and specific study reports on long term shoreline changes, mathematical modelling 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 19th - 21st September, 2013, 28th - 30th October, 2013 and 20th - 23rd November, 2013.

2. It is inter-alia, noted that the Port is proposed to be developed by Vizhinjam International Seaport Ltd. (VISL), a fully owned Company of the Government of Kerala. The proposal involves the development of an all-weather, multi-purpose, deep-water, mechanized, greenfield port at Vizhinjam (Latitude 08°22'20"N and Longitude 77°00'00"E) in Thiruvananthapuram District. The Port having a natural deep draft of (-) 18m, located hardly 18 Km from the international shipping route is primarily intended to attract the largest container vessels (18000 TEU/165,000 DWT) to tap the lionshare of the Indian transshipment cargo now being handled by the nearby foreign ports and is envisioned as the future transshipment hub of the Country. The dedicated cruise terminal has been designed to become the Country's tourism gateway. Considering the strategic importance of the Port located at the tip of Indian peninsula, berths for Indian Navy and Coast Guard are also planned under the National & Coastal security perspectives, as required by the Ministry of Defence, Government of India. Berths for multipurpose cargo like timber and raw cashew and fishery berth are also planned.




3. The project is proposed to be developed in three phases, Phase I, Phase II and Phase III. Phase I consists of 800 M Container Terminal, 300M Cruise cum Multipurpose Terminal, 500M Navy berth, 120M Coast Guard berth, 100M Port craft berth and 500M Fish landing berth. Phase II consists of additional 400M Container Terminal. Phase III consists of additional 800M Container Terminal, additional 200M Cruise cum Multipurpose Terminal and 250M Liquid Terminal. The length of breakwater in Phase I is 3180 M, to be extended by 200 M in Phase II (making the overall length to 3380 m) and to be extended further by 700M in Phase III (making the overall length to 4080M). The total area to be developed for all three phases is estimated at 450.59 Ha. This includes the harbour area within breakwater including water spread area (167 Ha), port infrastructures & ancillaries in land including road & railways (140.42 Ha) and port infrastructure in reclaimed land (143.17 Ha). The reclamation requirement in Phase I is 66.00 Ha, Phase II is 16.00 Ha and Phase III is 40.00 Ha totalling to 122 Ha, with a provision for future reclamation of 21.17 Ha. Phase I development is planned during 2014-17, Phase II in 2024-2027 and Phase III in 2034-37. Accordingly the project proponent has sought the environmental clearance for Phase I only considering the clearance validity limitations of 5 years, even though the shoreline, modeling and related studies have been done for the full Phase development.

4. The whole land required for port infrastructure in the landward side for all the three Phases (140.42 Ha) is proposed to be procured in Phase I itself. Thus the Phase I land requirement is 206.42 Ha including 140.42 Ha of backup and ancillary land and 66.00 Ha reclaimed land. The Phase I reclamation quantity of 7.6 million m³ is proposed to be dredged from the Port basin and the approach channel by deepening it to (-)18.4M and to (-) 20.8M respectively. No routine maintenance dredging or disposal is anticipated as per the modelling & sedimentation studies.

5. The other port infrastructure include container yards, cargo handling equipment, port crafts, navigational aids, operations building, workshops, fire station, weigh bridge, gate houses, water, power, sub-station, lighting, road/rail connectivity, truck terminal, ware house, IT system, security system, administration building, staff colony, facilities for Cruise, Navy, Coast Guard, Fishing berth, dispensary, Guest house, canteen, storm water drainage system, pond for water harvesting, pollution control system, dust suppression system, greenbelt etc. The water requirement is 0.5 MLD in Phase I and 1.0 MLD in masterplan. A 3.3 MLD water treatment plant has already been commissioned and the source is Vellayani Lake. From the net availability of 2.49 MLD after treatment, 1.49 MLD is being distributed to the Vizhinjam fishing village as part of the Corporate Social Responsibility (CSR) activities of VISL. The power requirement of the operation Phase of 33.3 MVA is proposed to be met from the Kerala State Electricity Board grid through a dedicated 220/110 KV supply line with GIS substation. Block capital cost estimate for development of Phase I is about Rs. 5,187 Crores.

6. The project was earlier appraised by the EAC in its meeting held during 18th - 20th Jan 2011 and 23rd - 24th June 2011 and the TOR for the EIA study was approved. Based on the approved ToR, a comprehensive EIA study has been performed including long term shore line change and modeling studies through M/s L&T Ramboll Consulting Engineers Ltd, a NABET accredited consultant. The draft EIA report was published and the Public Hearing was conducted through the Kerala State Pollution Control Board on 29th June 2013 at the project site. The State Pollution Control Board forwarded the proceedings of the Public Hearing to MoEF vide their letter dated 6th July 2013. Subsequently VISL submitted the final



EIA report, presented the TOR compliance and response to the points raised during public hearing to MoEF vide letter dated 29th August 2013.

7. The project falls under activity 7(c) - Port and Harbours - of EIA Notification, 2006 and also attracts CRZ Notification, 2011. The Kerala State Coastal Zone Management Authority (KCZMA) has recommended the project for clearance under the CRZ Notification, 2011 vide their letter dated 24th August 2013, based on the EIA report and the CRZ report from the Centre for Earth Science Studies (CESS), Thiruvananthapuram, which stated that port development at the proposed location is a permissible activity as per the CRZ Notification, 2011.

8. Numerous representations for and against the project were received. The major issues raised in the various representations are false data in Form-I, presence of endangered species not given, site is in CRZ-I area, Shoreline study focus on impacts after 1980 but needs to assess the changes in 1969-73 also, fishery and tourism related impacts not addressed /mitigated in final CEIA, Difficulties in crossing the ship channel and to fish in deep sea, Dredging might cause extensive damage & pollution, no specific parameters in ToR on tourism and impact on tourist was not studied, EIA study area was taken as 10 against 15 km, unscientific site selection, violation of CRZ/MoEF, ToR compliance, Pollution & social relevant impacts already being felt. The Additional Chief Secretary, Government of Kerala provided comments on the various representations vide letter dated 17th October 2013. Project Proponent provided and presented before the EAC the information / clarification along with the references on each of the issues raised.

9. The EAC Noted that Vizhinjam International Seaport Limited (VISL), purchased land for the development of the project including land for a 2 Km long and 45 m wide port road. As part of the Kerala State Transport Project works of the Kovalam-Kaliyikkavila stretch, adjoining the proposed port road, the State Government initiated construction of a temporary service road of 670 M length and 10 m width through the land in possession of VISL, without clearance. The construction initiated on 16th August 2010 was stopped on 4th July 2012 after completing 550m, based on the revelation that part of the above stretch of road fell in the 200m/500m landward zone of the HTL as per the CRZ Notification, 1991/2011. According to OM dated 12.12.2012 and its amendments, PP has submitted Board resolution vide letter No. 21.11.2013. The State Govt. was addressed to initiate credible action on the violation by invoking powers under Section 19 of the Environment (Protection) Act, 1986 for taking necessary legal action under Section 15 of the Act for the period for which the violation has taken place and provide evidence to MoEF of the credible action taken before grant of clearance. The Additional Chief Secretary, Government of Kerala vide letter dated 01.01.2014 has informed that a complaint (CMD No.22/2014) was filed in the Court of the Chief Judicial Magistrate, Thiruvananthapuram on 01.01.2014 against M/s Vizhinjam International Seaport Ltd for the violation.

10. The Expert Appraisal Committee, have noted that the project proponent has assessed all likely impacts due to the project comprehensively and arrived at suitable EMP's. Also responded properly to all the issues raised in the Public hearing as well as in various representations made against the project. 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 EC and CRZ Clearance for the project. Accordingly, the Ministry hereby accords necessary EC and CRZ Clearance for the above project as per the provisions of as per the provisions of



Environment Impact Assessment Notification, 2006 and CRZ Notification, 2011 and its subsequent amendments, subject to strict compliance of the terms and conditions as follows:

II. SPECIFIC CONDITIONS:

- (i) "Consent for Establishment" shall be obtained from Kerala State Pollution Control Board under Air and Water Act and a copy shall be submitted to the Ministry before start of any construction work at the site.
- (ii) Project Proponent shall carry out intensive monitoring with regulatory reporting six monthly on shore line changes to the Regional Office, MoEF.
- (iii) The capital dredged material (7.6 Mm³) shall be utilised for reclamation of berths.
- (iv) Additional fish landing centre shall be developed as part of the proposed Vizhinjam port for upliftment of fisheries sector.
- (v) The project shall be executed in such a manner that there is minimum disturbance to fishing activity.
- (vi) Steps would be taken to safeguard the interests of the fisheries sector as detailed in the Resettlement Action Plan (RAP), Corporate Social Responsibility (CSR) and in the Integrated Fishing Community Management Plan (IFCMP), namely a component of Rs.7.1 crores as part of the compensation package for the fisheries sector, as livelihood restoration measures for mussel collectors, shore seine fishermen and others. Rs.41.30 crores as part of CSR activities in the fisheries sector under (i) water supply scheme (7.3crores) (ii) new fishing landing centre (16crores) (iii) adoption of existing fishing harbor (5crores) (iv) sea food park (4crores) (iii) skill development centre (4crores) (iv) environmental sanitation (3crores) and (v) solid waste management (2crores).
- (vii) Rail connectivity shall be parallel to the harbour road on elevated structures at +4/5.00 m level without affecting the entry to the existing harbor.
- (viii) Compensation packages in accordance with the Central/State Government norms shall be given to all the authorised-cum-affected (having valid clearances as applicable) resort owners.
- (ix) The port shall ensure that all ships under operation follow the MARPOL convention regarding discharge or spillage of any toxic, hazardous or polluting material like ballast water, oily water or sludge, sewage, garbage etc. The emission of NOx and SOx shall remain within permissible limits.
- (x) CSR activities shall cover villages within 10 km radius of the project.
- (xi) Oil Contingency Management Plan shall be put in place.



- (xxvi) The project proponent shall take up development of green belt in the project area, wherever possible. Adequate budget shall be provided in the Environment Management Plan for such development.
- (xxvii) The funds earmarked for environment management plan shall be included in the budget and this shall not be diverted for any other purposes.
- (xxviii) The project proponent shall set up an organisational mechanism/institutional structure for Environment, Health & Safety & CSR under the supervision of a General Manager as outlined in the EIA Report for effective implementation of the stipulated EHS safeguards & CSR activities.
- (xxix) Staff Colony should be located beyond CRZ area.

12. GENERAL CONDITIONS:

- (i) Construction of the proposed structures shall be undertaken meticulously conforming to the existing Central/local rules and regulations including Coastal Regulation Zone Notification, 2011 & its amendments. All the construction designs/drawings relating to the proposed construction activities must have approvals of the concerned Statutory Departments/Agencies.
- (ii) 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.
- (iii) Appropriate measures must be taken while undertaking digging activities to avoid any likely degradation of water quality.
- (iv) 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.
- (v) 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.



- (xii) All the recommendations/conditions stipulated by Kerala Coastal Zone Management Authority (KCZMA) shall be complied with.
- (xiii) The responses/commitments made during public hearing shall be complied with in letter and spirit.
- (xiv) All the recommendation of the EMP shall be complied with in letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEF along with half yearly compliance report to MoEF-RO
- (xv) The project proponent shall bring out a special tourism promotion package for the area in consultation with the State Government and implement the same along with the project.
- (xvi) The project proponent shall place on its web site its response to the Public Hearing, and representations as presented to the EAC in the 128th meeting held on 23rd November 2013, for information of the general public.
- (xvii) 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.
- (xviii) The Hazardous waste generated shall be properly collected and handled as per the provisions of Hazardous Waste (Management, Handling and Transboundary Movement) Rules, 2008.
- (xix) No hazardous chemicals shall be stored in the Coastal Regulation Zone area.
- (xx) The waste water generated from the activity shall be collected, treated and reused properly.
- (xxi) Sewage Treatment facility should be provided in accordance with the CRZ Notification.
- (xxii) 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.
- (xxiii) Installation and operation of DG set if any shall comply with the guidelines of CPCB. Oil spills if any shall be properly collected and disposed as per the Rules. Project proponent shall install necessary oil spill mitigation measures.
- (xxiv) No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area
- (xxv) The approach channel shall be properly demarcated with lighted buoys for safe navigation and adequate traffic control guidelines shall be framed



- (vi) The project authorities shall make necessary arrangements for disposal of solid wastes and for the treatment of effluents by providing a proper wastewater treatment plant outside the CRZ area. The quality of treated effluents, solid wastes and noise level etc. must conform to the standards laid down by the competent authorities including the Central/State Pollution Control Board and the Union Ministry of Environment and Forests under the Environment (Protection) Act, 1986, whichever are more stringent.
- (vii) The proponent shall obtain the requisite consents for discharge of effluents and emissions under the Water (Prevention and Control of Pollution) Act, 1974 and the Air (Prevention and Control of Pollution) Act, 1981 from the Kerala State Pollution Control Board before commissioning of the project and a copy of each of these shall be sent to this Ministry.
- (viii) Adequate precautions shall be taken during transportation of the construction material so that it does not affect the environment adversely.
- (ix) 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.
- (x) 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.
- (xi) The Ministry reserves the right to revoke this clearance if any of the conditions stipulated are not complied to the satisfaction of the Ministry.
- (xii) 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.
- (xiii) 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.
- (xiv) Kerala State 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.

13. 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 2006, including the amendments and rules made thereafter.

14. 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.

15. 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 Kerala 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.

16. 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.

17. 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.

18. A copy of the clearance letter shall be sent by the proponent to concerned Panchayat, Zilla Parishad/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.

19. The proponent shall upload the status of compliance of the stipulated Clearance 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, SO₂, NO_x (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.

20. The project proponent shall also submit six monthly reports on the status of compliance of the stipulated Clearance 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.


21. 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 Kerala 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 Clearance conditions and shall also be sent to the respective Regional Offices of MoEF by e-mail.

(Lalit Kapur)
Director (IA.III)

Copy to:

- (i) The Additional Chief Secretary, Department of Environment, Government Of Kerala, Thiruvananthapuram, Kerala

- (ii) The Chairman, Kerala Coastal Zone Management Authority and Ex-Officio-Principal Secretary, Science & Technology Department, Sastra Bhavan, Pattom Palace P.O., Thiruvananthapuram-695004, Kerala
- (iii) The Chairman, Central Pollution Control Board, Parivesh Bhavan, CBD- cum- Office Complex, East Arjun Nagar, Delhi -110032
- (iv) The Member Secretary, Kerala State Pollution Control Board, Pannowdu Jn., Pattom Palace P.O., Thiruvananthapuram-695004, Kerala
- (v) The CCF, Regional Office, Ministry of Environment & Forest(SZ), Kendriya Sadan, IVth floor, E&F wings, 17th Main Road, Koramangala II Block, Bangalore-560034
- (vi) IA - Division, Monitoring Cell, MoEF, New Delhi- 110003
- (vii) Guard file


(Lalit Kapur)
Director (IA.III)

ഭരണഭാഷ - മാതൃഭാഷ



വിഴിഞ്ഞം ഇന്റർനാഷണൽ സിപോർട്ട് ലിമിറ്റഡ്

(ഒരു കേരള സർക്കാർ സ്ഥാപനം)

VISL/17/2021/RC/440

25-09-2021

സെക്രട്ടറി
ക്വേഷി (എൻ.സി.എ) വകുപ്പ്
തിരുവനന്തപുരം.

സർ,

വിഷയം : ക്വേഷി വകുപ്പ് - വിഴിഞ്ഞം അന്താരാഷ്ട്ര തുറമുഖ പദ്ധതി - നെൽവയൽ പരിവർത്തനാനുമതി നൽകുന്നത് - സംബന്ധിച്ച്.

സൂചന : ക്വേഷി (എൻ.സി.എ) വകുപ്പിന്റെ 26/08/2021 തീയതിയിലെ 178/ എൻ.സി.എ2/2019/ ക്വേഷി നമ്പർ കത്ത്.

മേൽ സൂചനയിലേക്ക് താങ്കളുടെ ശ്രദ്ധ ക്ഷണിക്കുന്നു. നെയ്യാറ്റിൻകര താലൂക്കിൽ കോട്ടുകാൽ വില്ലേജിൽ ബ്ലോക്ക് നമ്പർ 15, 16 എന്നിവയിലായി 43.0755 ഹെക്ടർ ഭൂമി വിഴിഞ്ഞം അന്താരാഷ്ട്ര തുറമുഖ അനുബന്ധ കെട്ടിടങ്ങളുടേയും വെയർഹൗസ് നിർമ്മാണത്തിനും വേണ്ടി ഏറ്റെടുത്തിരുന്നു. അതിൽ ഉൾപ്പെട്ടു വരുന്ന 26.7193 ഹെക്ടർ ഭൂമി റവന്യൂ ഭവകൾ പ്രകാരം 'നിലം' എന്ന ഇനത്തിൽപ്പെടുന്നതും, എന്നാൽ ഡാറ്റാബാങ്കിൽ നിലം നികത്തു പൂർത്തിയാക്കി എന്ന് ഭവപ്പെടുത്തിയിട്ടുള്ളതുമാണ്. മേൽക്കാണിച്ച 43.0755 ഹെക്ടർ സ്ഥലത്തിന്മേൽ പാരിസ്ഥിതികാലാത പഠനം നടത്തുകയും അതിന്റെയടിസ്ഥാനത്തിൽ കേന്ദ്ര പരിസ്ഥിതി വകുപ്പിന്റെ 03/03/2014 തീയതിയിലെ F.No.11-122/2011-1A-III നമ്പർ ഉത്തരവു പ്രകാരം പരിസ്ഥിതി കാലാവസ്ഥാ വ്യതിയാനം സംബന്ധിച്ച കാര്യാലയത്തിന്റെ അനുമതി ലഭിച്ചിട്ടുള്ളതുമാണ് (പകർപ്പ് അനുബന്ധം - I). പരിസ്ഥിതി ആലാത പഠന റിപ്പോർട്ട് ടേബിൾ 10.6 ൽ (EMP) വെയർഹൗസ് നിർമ്മാണ വേളയിലും പ്രവർത്തന വേളയിലും പാരിസ്ഥിതികാലാതം കുറയ്ക്കുന്ന നടപടികൾ വിശദീകരിച്ചിട്ടുണ്ട്. പ്രസ്തുത പട്ടികയുടെ പകർപ്പ് അനുബന്ധം II ആയി ചേർത്തിട്ടുണ്ട്.

കേരള തണ്ണീർത്തട സംരക്ഷണ ആക്ട്, 2008 - ൽ നിഷ്ക്കർഷിച്ചിട്ടുള്ള പ്രകാരം പരിവർത്തനാനുമതിയ്ക്കായി അപേക്ഷിച്ചിട്ടുള്ള 26.7193 ഹെക്ടർ ഭൂമിയുടെ 10% ആയ 2.6720 ഹെക്ടർ ഭൂമി ജല സംരക്ഷണ നടപടികൾക്കായി മാറ്റി വെച്ചിട്ടുണ്ട്. ആയതിന്റെ വിശദാംശങ്ങൾ ഇതോടൊപ്പം അയയ്ക്കുന്ന പ്ലാനിൽ ചേർത്തിട്ടുണ്ട് (അനുബന്ധം - III).

പരിവർത്തനാനുമതിയ്ക്കായി അപേക്ഷിച്ചിട്ടുള്ള ഭൂമിയുടെ പരിവർത്തനം ഉദ്ദേശം 25 വർഷങ്ങൾക്കു മുമ്പ് തന്നെ നടന്നിട്ടുള്ളതാണ്. നിലവിൽ ഈ സ്ഥലത്ത് 25 വർഷം പ്രായമുള്ള തെങ്ങുകളും, വാഴകൃഷിയും, മറ്റു കര കൃഷികളുമാണ് നടന്നുവരുന്നത്. ആയതിനാൽത്തന്നെ പരിവർത്തനാനുമതി നൽകുന്നതു മൂലം പാരിസ്ഥിതികാഘാതം ഉണ്ടാകുന്നതല്ല. കേരള സർക്കാരിന്റെ 01/10/2015 തീയതിയിലെ G.O (Ms)No. 310/2015/LSGD ഉത്തരവു പ്രകാരം വിഴിഞ്ഞം തുറമുഖ പദ്ധതിയുമായി ബന്ധപ്പെട്ട അനുബന്ധ നിർമ്മാണ പ്രവർത്തനങ്ങളെ 1999 ലെ കേരള മുൻസിപ്പാലിറ്റി കെട്ടിട നിർമ്മാണ ചട്ടം 9(h), 2011 ലെ കേരള പഞ്ചായത്ത് കെട്ടിട നിർമ്മാണ ചട്ടം 9(i) എന്നിവയിൽപ്പറയുന്ന പ്രകാരം 'ജീവിതത്തിനും സമൂഹത്തിനും' അവശ്യ സേവനമായി പ്രഖ്യാപിച്ചിട്ടുണ്ട്. (പകർപ്പ് അനുബന്ധമായി ചേർത്തിട്ടുണ്ട്).

സൂചന കത്തിൽ ആവശ്യപ്പെട്ട പ്രകാരം അടാനി വിഴിഞ്ഞം പോർട്ട് പ്രൈവറ്റ് ലിമിറ്റഡ് (AVPPL) ന്റെ വിശദീകരണവും ഇതൊന്നിച്ച് ചേർക്കുന്നു.

അടാനി വിഴിഞ്ഞം പോർട്ട് പ്രൈവറ്റ് ലിമിറ്റഡ് (AVPPL) കമ്പനിയും കേരള സർക്കാരും തമ്മിൽ ഒപ്പിട്ട കരാർ പ്രകാരം തുറമുഖ അനുബന്ധ നിർമ്മാണത്തിന് കൈമാറിയ ഭൂമിയുടെ പരിവർത്തനാനുമതി നൽകാത്ത പക്ഷം ടി പ്രവർത്തനങ്ങൾ നടത്താൻ ആകാത്ത സാഹചര്യം ഉണ്ടാവുകയും തന്മൂലം സർക്കാർ കരാർ പ്രകാരം നഷ്ടപരിഹാരം നൽകേണ്ടതായും വരുന്നതാണ്.

മേൽ സാഹചര്യത്തിൽ അപേക്ഷ പ്രകാരം പരിവർത്തനാനുമതി എത്രയും വേഗം നൽകി ഉത്തരവാകുന്നതിന് താത്പര്യപ്പെടുന്നു.

വിശ്വസ്തതയോടെ,
വിഴിഞ്ഞം അന്താരാഷ്ട്ര തുറമുഖത്തിനു വേണ്ടി


ചീഫ് എക്സിക്യൂട്ടീവ് ഓഫീസർ

- പകർപ്പ് : 1. ചീഫ് സെക്രട്ടറി & ചെയർമാൻ, KSSWCB തിരുവനന്തപുരം
(അനുബന്ധങ്ങൾ സഹിതം)
2. സെക്രട്ടറി, തുറമുഖ വകുപ്പ്, സെക്രട്ടറിയേറ്റ്, തിരുവനന്തപുരം
(അനുബന്ധങ്ങൾ സഹിതം)

Adani

Ports and
Logistics

Ref: AVPPL/GOK/2020-21/1686

The Managing Director & CEO,
Vizhinjam International Seaport Ltd.
9th Floor, KSRTC Bus Terminal Complex,
Thampanoor, Trivandrum - 695001

Dated: 15th Sept 2021

Sub: Grant of necessary exemption under Paddy Land and Wetland Act for the areas falling within Project Site

Ref:

1. AVPPL letter no AVPPL/GoK/2018-19/691 dated 15th Feb 2019 addressed to MD&CEO, VISL
2. AVPPL letter no AVPPL/GoK/2019-20/1017 dated 18th Jan 2020 addressed to Hon'ble CM, Kerala
3. AVPPL letter no AVPPL/GoK/2020-21/1113 dated 05th May 2020 addressed to the Chief Secretary, Government of Kerala
4. AVPPL letter no AVPPL/GoK/2020-21/1204 dated 27th July 2020 addressed to the Secretary, Ports, Government of Kerala
5. AVPPL letter no AVPPL/GoK/2020-21/1301 dated 12th Oct 2020 addressed to the MD & CEO, VISL
6. AVPPL letter no AVPPL/GoK/2020-21/1316 dated 22nd Oct 2020
7. Minutes of the review meeting on special project chaired by ACS, Special Infrastructure, GoK on 16th Dec 2020
8. AVPPL letter no AVPPL/GOK/2020-21/1436 dated 07th Jan 2021
9. VISL letter no VISL/2019-20/ALM/327 dated 01st Sept 2017 forwarding Agriculture Department letter no 178/NCA2/2019/Agriculture dated 26th Aug 2021

Dear Sir,

With reference to letter from the Agriculture Department dated 26th Aug 2021 forwarded vide your letter dated 01st Sept 2021 mentioned under reference 9 above wherein certain details and clarifications are sought. We are furnishing hereunder our clarification and necessary details against each of their points.

Adani Vizhinjam Port Pvt Ltd
3rd Floor, Aspinwall House,
Kuravankonam
Thiruvananthapuram,
Kerala-695003

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Fax +91 79 2555 5500
Info@adani.com
www.adani.com
CIN: U61200GJ2015PTC083954

Registered Office:

Adani Corporate House, Shantigram, Near Vaishno Devi Circle, S. G. Highway, Khodiyar, Ahmedabad-382421

VISL	
Inward No.	593
Date	17/09/21
Issued To	
MD & CEO	
CFO	CC CAO
CPCGN(EHS&CSR)	✓ A (H)
PM(Comm)	PIA(AC)
JIM(A/CS)	AO
Page 1 of 3	
GM (E) / ALM / RC	

Sr.No	Agricultural Department Query dated 26 th Aug 2021	AVPPL's response
1	A detailed proposal on the mitigation measures to be taken to reduce the environment impact of the conversion of the site	<ul style="list-style-type: none"> • The area proposed is for development of Port related buildings such as Warehouses. The same is covered in the Environment Impact Assessment (EIA) study conducted for the project, Based on the EIA, Environmental Clearance for the project has already been accorded by Ministry of Environment and Climate Change vide its order F.No.11-122/2011-IA-III dated 03rd Jan 2014. The Copy of EC is enclosed as Annexure I. • Table 10.6 of EIA study details the proposed mitigation measures during Construction Phase and Operation phase for Warehouse Area. The same is enclosed as Annexure-II. • As per Conservation of Paddy Land and Wetland Ordinance, 2017, 10% of the land shall be set apart for water conservancy measures and AVPPL is submitting herewith 2.672 Ha of land (10% of 26.7193 Ha) earmarked for water conservancy measures. • The land utilisation map for the area showing area earmarked for water conservancy measures is enclosed at Annexure III. • The map indicates our plan to use the area during the construction phase of the project for which the application has been submitted. Prior to construction of warehouse and allied buildings, the area will be used for storage of rocks and setting up of crusher which are required for development of the port.
2	The statutory clearance requirement for the project	<ul style="list-style-type: none"> • AVPPL will be developing a stone crusher in one portion of the area. AVPPL has already obtained necessary approvals from Kerala State Pollution Control Board. The copies of permission for crusher is enclosed herewith for reference at Annexure IV. In the Operational Phase, AVPPL will be developing Warehouse in the Area. Vide GO No.(Ms) No.310/2015/LSGD dated 01st Oct 2015, Government have declared "the works pertaining to port facilities of the proposed International Deepwater Multipurpose Seaport at Vizhinjam as a service essential to the life of the community in exercise of the powers conferred under clause (h) of Rule 9 of the Kerala Municipality Building Rules,1999 and clause(i) of Rules 9 of the Kerala Panchayat Building Rules,2011." The Government order is enclosed herewith at Annexure V. As port being included in rule 9, it is exempted from all rules pertaining to Kerala Municipality Building Rules.
3	The details of each project to be constructed on the site and sketch area of the land	<ul style="list-style-type: none"> • The land utilisation map for the area showing area earmarked for water conservancy measures is enclosed at Annexure III. • The map indicates our plan to use the area during the construction phase of the project for which the application has been submitted. Prior to construction of warehouse and allied buildings, the area will be used for storage of rocks and setting up of crusher which are required for development of the port.

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Ports and
Logistics

You are requested to kindly arrange necessary exemption under Paddy Land and Wetland Act for warehouse are urgently so that we can commence the operation of explosive magazine as well as stockpiling of rocks.

Thanking you,
Yours Sincerely

Rajesh Kumar Jha,
MD&CEO

Encl:

Annexure I- Environmental Clearance for the project has already been accorded by Ministry of Environment and Climate Change vide its order F.No.11-122/2011-IA-III dated 03rd Jan 2014

Annexure II- Table 10.6 of EIA study details the proposed mitigation measures during Construction Phase and Operation phase for Warehouse Area

Annexure III- land utilisation map for the area showing area earmarked for water conservancy measures

Annexure IV- CTE for setting up of crusher plant from Kerala State Pollution Control Board

Annexure V- GO No. (Ms) No.310/2015/LSGD dated 01st Oct 2015

Copy to:

1. The Secretary, Department of Ports, Government of Kerala
2. The Secretary, Department of Agricultural, Government of Kerala

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-7-
F.No.11-122/2011-IA.III
Government of India
Ministry of Environment & Forests
(IA Division)

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

Dated: 03rd January, 2014

To
The Managing Director & Chief Executive Officer,
Vizhinjam International Seaport Limited,
1st Floor, Vipanchika Tower, Near Govt. Guest House,
Thycaud, P.O. Thiruvananthapuram-695014, Kerala

Contact Person Details:
Shri A.S. Suresh Babu,
Tel/Fax: 471-2328616,
Email: mail@vizhinjamport.in

Subject: Environmental and CRZ clearance for Development of Vizhinjam International Deepwater Multipurpose Seaport at Vizhinjam in Thiruvananthapuram District, Kerala by M/s. Vizhinjam International Seaport Ltd. - Reg.

This has reference to your application No: VISL/EC/MoEF/2013 dated 29.08.2013 and subsequent letters dated 21.10.2013, 29.10.2013 and 23.11.2013 seeking prior clearance for the above project under the EIA Notification, 2006 and CRZ Notification, 2011. The proposal has been appraised as per prescribed procedure in the light of provisions under the EIA Notification, 2006 and CRZ Notification, 2011 on the basis of the mandatory documents enclosed with the application viz., the Questionnaire, EIA, EMP, HTL/LTL & CRZ demarcation report, Recommendation from Kerala Coastal Zone Management Authority (KCZMA) and specific study reports on long term shoreline changes, mathematical modelling 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 19th - 21st September, 2013, 28th - 30th October, 2013 and 20th - 23rd November, 2013.

2. It is inter-alia, noted that the Port is proposed to be developed by Vizhinjam International Seaport Ltd. (VISL), a fully owned Company of the Government of Kerala. The proposal involves the development of an all-weather, multi-purpose, deep-water, mechanized, greenfield port at Vizhinjam (Latitude 08°22'20"N and Longitude 77°00'00"E) in Thiruvananthapuram District. The Port having a natural deep draft of (-) 18m, located hardly 18 Km from the international shipping route is primarily intended to attract the largest container vessels (18000 TEU/165,000 DWT) to tap the lionshare of the Indian transshipment cargo now being handled by the nearby foreign ports and is envisioned as the future transshipment hub of the Country. The dedicated cruise terminal has been designed to become the Country's tourism gateway. Considering the strategic importance of the Port located at the tip of Indian peninsula, berths for Indian Navy and Coast Guard are also planned under the National & Coastal security perspectives, as required by the Ministry of Defence, Government of India. Berths for multipurpose cargo, like timber and raw cashew and fishery berth are also planned.




3. The project is proposed to be developed in three phases; Phase I, Phase II and Phase III. Phase I consists of 800 M Container Terminal, 300M Cruise cum Multipurpose Terminal, 500M Navy berth, 120M Coast Guard berth, 100M Port craft berth and 500M Fish landing berth. Phase II consists of additional 400M Container Terminal, Phase III consists of additional 800M Container Terminal, additional 200M Cruise cum Multipurpose Terminal and 250M Liquid Terminal. The length of breakwater in Phase I is 3180 M, to be extended by 200 M in Phase II (making the overall length to 3380 m) and to be extended further by 700M in Phase III (making the overall length to 4080M). The total area to be developed for all three phases is estimated at 450.59 Ha. This includes the harbour area within breakwater including water spread area (167 Ha), port infrastructures & ancillaries in land including road & railways (140.42 Ha) and port infrastructure in reclaimed land (143.17 Ha). The reclamation requirement in Phase I is 66.00 Ha, Phase II is 16.00 Ha and Phase III is 40.00 Ha totalling to 122 Ha, with a provision for future reclamation of 21.17 Ha. Phase I development is planned during 2014-17, Phase II in 2024-2027 and Phase III in 2034-37. Accordingly the project proponent has sought the environmental clearance for Phase I only considering the clearance validity limitations of 5 years, even though the shoreline, modeling and related studies have been done for the full Phase development.

4. The whole land required for port infrastructure in the landward side for all the three Phases (140.42 Ha) is proposed to be procured in Phase I itself. Thus the Phase I land requirement is 206.42 Ha including 140.42 Ha of backup and ancillary land and 66.00 Ha reclaimed land. The Phase I reclamation quantity of 7.6 million m^3 is proposed to be dredged from the Port basin and the approach channel by deepening it to (-)18.4M and to (-) 20.8M respectively. No routine maintenance dredging or disposal is anticipated as per the modelling & sedimentation studies.

5. The other port infrastructure include container yards, cargo handling equipment, port crafts, navigational aids, operations building, workshops, fire station, weigh bridge, gate houses, water, power, sub-station, lighting, road/rail connectivity, truck terminal, ware house, IT system, security system, administration building, staff colony, facilities for Cruise, Navy, Coast Guard, Fishing berth, dispensary, Guest house, canteen, storm water drainage system, pond for water harvesting, pollution control system, dust suppression system, greenbelt etc. The water requirement is 0.5 MLD in Phase I and 1.0 MLD in masterplan. A 3.3 MLD water treatment plant has already been commissioned and the source is Vellayani Lake. From the net availability of 2.49 MLD after treatment, 1.49 MLD is being distributed to the Vizhinjam fishing village as part of the Corporate Social Responsibility (CSR) activities of VISL. The power requirement of the operation Phase of 33.3 MVA is proposed to be met from the Kerala State Electricity Board grid through a dedicated 220/110 KV supply line with GIS substation. Block capital cost estimate for development of Phase I is about Rs. 5,187 Crores.

6. The project was earlier appraised by the EAC in its meeting held during 18th - 20th Jan 2011 and 23rd - 24th June 2011 and the TOR for the EIA study was approved. Based on the approved TOR, a comprehensive EIA study has been performed including long term shore line change and modeling studies through M/s L&T Ramboll Consulting Engineers Ltd, a NABET accredited consultant. The draft EIA report was published and the Public Hearing was conducted through the Kerala State Pollution Control Board on 29th June 2013 at the project site. The State Pollution Control Board forwarded the proceedings of the Public Hearing to MoEF vide their letter dated 6th July 2013. Subsequently, VISL submitted the final



EIA report, presented the TOR compliance and response to the points raised during public hearing to MoEF vide letter dated 29th August 2013.

7. The project falls under activity 7(e) - Port and Harbours - of EIA Notification, 2006 and also attracts CRZ Notification, 2011. The Kerala State Coastal Zone Management Authority (KCZMA) has recommended the project for clearance under the CRZ Notification, 2011 vide their letter dated 24th August 2013, based on the EIA report and the CRZ report from the Centre for Earth Science Studies (CESS), Thiruvananthapuram, which stated that port development at the proposed location is a permissible activity as per the CRZ Notification, 2011.

8. Numerous representations for and against the project were received. The major issues raised in the various representations are false data in Form-I, presence of endangered species not given, site is in CRZ-I area, Shoreline study focus on impacts after 1980 but needs to assess the changes in 1969-73 also, fishery and tourism related impacts not addressed /mitigated in final CEIA, Difficulties in crossing the ship channel and to fish in deep sea, Dredging might cause extensive damage & pollution, no specific parameters in ToR on tourism and impact on tourist was not studied, EIA study area was taken as 10 against 15 km, unscientific site selection, violation of CRZ/MoEF, ToR compliance, Pollution & social relevant impacts already being felt. The Additional Chief Secretary, Government of Kerala provided comments on the various representations vide letter dated 17th October 2013. Project Proponent provided and presented before the EAC the information / clarification along with the references on each of the issues raised.

9. The EAC Noted that Vizhinjam International Seaport Limited (VISL), purchased land for the development of the project including land for a 2 Km long and 45 m wide port road. As part of the Kerala State Transport Project works of the Kovalam-Kaliyikkavila stretch, adjoining the proposed port road, the State Government initiated construction of a temporary service road of 670 M length and 10 m width through the land in possession of VISL, without clearance. The construction initiated on 16th August 2010 was stopped on 4th July 2012 after completing 550m, based on the revelation that part of the above stretch of road fell in the 200m/500m landward zone of the HTL as per the CRZ Notification, 1991/2011. According to OM dated 12.12.2012 and its amendments, PP has submitted Board resolution vide letter No. 21.11.2013. The State Govt. was addressed to initiate credible action on the violation by invoking powers under Section 19 of the Environment (Protection) Act, 1986 for taking necessary legal action under Section 15 of the Act for the period for which the violation has taken place and provide evidence to MoEF of the credible action taken before grant of clearance. The Additional Chief Secretary, Government of Kerala vide letter dated 01.01.2014 has informed that a complaint (CMD No.22/2014) was filed in the Court of the Chief Judicial Magistrate, Thiruvananthapuram on 01.01.2014 against M/s Vizhinjam International Seaport Ltd for the violation.

10. The Expert Appraisal Committee, have noted that the project proponent has assessed all likely impacts due to the project comprehensively and arrived at suitable EMP's. Also responded properly to all the issues raised in the Public hearing as well as in various representations made against the project. 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 EC and CRZ Clearance for the project. Accordingly, the Ministry hereby accords necessary EC and CRZ Clearance for the above project as per the provisions of as per the provisions of



Environment Impact Assessment Notification, 2006 and CRZ Notification, 2011 and its subsequent amendments, subject to strict compliance of the terms and conditions as follows:

11. SPECIFIC CONDITIONS:

- (i) "Consent for Establishment" shall be obtained from Kerala State Pollution Control Board under Air and Water Act and a copy shall be submitted to the Ministry before start of any construction work at the site.
- (ii) Project Proponent shall carry out intensive monitoring with regulatory reporting six monthly on shore line changes to the Regional Office, MoEF.
- (iii) The capital dredged material (7.6 Mm^3) shall be utilised for reclamation of berths.
- (iv) Additional fish landing centre shall be developed as part of the proposed Vizhinjam port for upliftment of fisheries sector.
- (v) The project shall be executed in such a manner that there is minimum disturbance to fishing activity.
- (vi) Steps would be taken to safeguard the interests of the fisheries sector as detailed in the Resettlement Action Plan (RAP), Corporate Social Responsibility (CSR) and in the Integrated Fishing Community Management Plan (IFCMP), namely a component of Rs.7.1 crores as part of the compensation package for the fisheries sector, as livelihood restoration measures for mussel collectors, shore seine fishermen and others. Rs.41.30 crores as part of CSR activities in the fisheries sector under (i) water supply scheme (7.3crores) (ii) new fishing landing centre (16crores) (iii) adoption of existing fishing harbor (5crores) (iv) sea food park (4crores) (v) skill development centre (4crores) (vi) environmental sanitation (3crores) and (v) solid waste management (2crores).
- (vii) Rail connectivity shall be parallel to the harbour road on elevated structures at +4/5.00 m level without affecting the entry to the existing harbor.
- (viii) Compensation packages in accordance with the Central/State Government norms shall be given to all the authorised-cum-affected (having valid clearances as applicable) resort owners.
- (ix) The port shall ensure that all ships under operation follow the MARPOL convention regarding discharge or spillage of any toxic, hazardous or polluting material like ballast water, oily water or sludge, sewage, garbage etc. The emission of NOx and SOx shall remain within permissible limits
- (x) CSR activities shall cover villages within 10 km radius of the project.
- (xi) Oil Contingency Management Plan shall be put in place.



- 11
- (xxvi) The project proponent shall take up development of green belt in the project area, wherever possible. Adequate budget shall be provided in the Environment Management Plan for such development.
 - (xxvii) The funds earmarked for environment management plan shall be included in the budget and this shall not be diverted for any other purposes.
 - (xxviii) The project proponent shall set up an organisational mechanism/institutional structure for Environment, Health & Safety & CSR under the supervision of a General Manager as outlined in the EIA Report for effective implementation of the stipulated EHS safeguards & CSR activities.
 - (xxix) Staff Colony should be located beyond CRZ area.

12. **GENERAL CONDITIONS:**

- (i) Construction of the proposed structures shall be undertaken meticulously conforming to the existing Central/Local rules and regulations including Coastal Regulation Zone Notification, 2011 & its amendments. All the construction designs/drawings relating to the proposed construction activities must have approvals of the concerned Statutory Departments/Agencies.
- (ii) 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.
- (iii) Appropriate measures must be taken while undertaking digging activities to avoid any likely degradation of water quality.
- (iv) 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.
- (v) 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.



- (xii) All the recommendations/conditions stipulated by Kerala Coastal Zone Management Authority (KCZMA) shall be complied with.
- (xiii) The responses/commitments made during public hearing shall be complied with in letter and spirit.
- (xiv) All the recommendation of the EMP shall be complied with in letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEF along with half yearly compliance report to MoEF-RO.
- (xv) The project proponent shall bring out a special tourism promotion package for the area in consultation with the State Government and implement the same along with the project.
- (xvi) The project proponent shall place on its web site its response to the Public Hearing, and representations as presented to the EAC in the 128th meeting held on 23rd November 2013, for information of the general public.
- (xvii) 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.
- (xviii) The Hazardous waste generated shall be properly collected and handled as per the provisions of Hazardous Waste (Management, Handling and Transboundary Movement) Rules, 2008.
- (xix) No hazardous chemicals shall be stored in the Coastal Regulation Zone area.
- (xx) The waste water generated from the activity shall be collected, treated and reused properly.
- (xxi) Sewage Treatment facility should be provided in accordance with the CRZ Notification.
- (xxii) 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.
- (xxiii) Installation and operation of DG set if any shall comply with the guidelines of CPCB. Oil spills if any shall be properly collected and disposed as per the Rules. Project proponent shall install necessary oil spill mitigation measures.
- (xxiv) No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area
- (xxv) The approach channel shall be properly demarcated with lighted buoys for safe navigation and adequate traffic control guidelines shall be framed



- (vi) The project authorities shall make necessary arrangements for disposal of solid wastes and for the treatment of effluents by providing a proper wastewater treatment plant outside the CRZ area. The quality of treated effluents, solid wastes and noise level etc. must conform to the standards laid down by the competent authorities including the Central/State Pollution Control Board and the Union Ministry of Environment and Forests under the Environment (Protection) Act, 1986, whichever are more stringent.
- (vii) The proponent shall obtain the requisite consents for discharge of effluents and emissions under the Water (Prevention and Control of Pollution) Act, 1974 and the Air (Prevention and Control of Pollution) Act, 1981 from the Kerala State Pollution Control Board before commissioning of the project and a copy of each of these shall be sent to this Ministry.
- (viii) Adequate precautions shall be taken during transportation of the construction material so that it does not affect the environment adversely.
- (ix) 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.
- (x) 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.
- (xi) The Ministry reserves the right to revoke this clearance if any of the conditions stipulated are not complied to the satisfaction of the Ministry.
- (xii) 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.
- (xiii) 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.
- (xiv) Kerala State 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.

13. 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 2006, including the amendments and rules made thereafter.

14. 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.

15. 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 Kerala 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.

16. 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.

17. 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.

18. A copy of the clearance letter shall be sent by the proponent to concerned Panchayat, Zilla Parishad/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.

19. The proponent shall upload the status of compliance of the stipulated Clearance 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, SO₂, NO_x (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.

20. The project proponent shall also submit six monthly reports on the status of compliance of the stipulated Clearance 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.

21. 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 Kerala 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 Clearance conditions and shall also be sent to the respective Regional Offices of MoEF by e-mail.

(Lalit Kapur)
Director (IA.III)

Copy to:

- (i) The Additional Chief Secretary, Department of Environment, Government Of Kerala, Thiruvananthapuram, Kerala

- (ii) The Chairman, Kerala Coastal Zone Management Authority and Ex-Officio-Principal Secretary, Science & Technology Department, Sastha Bhavan, Pattom Palace.P.O., Thiruvananthapuram-695004, Kerala
- (iii) The Chairman, Central Pollution Control Board, Parivesh Bhawan, CBD- cum- Office Complex, East Arjun Nagar, Delhi -110032
- (iv) The Member Secretary, Kerala State Pollution Control Board, Plamoodu Jn. , Pattom Palace P O, Thiruvananthapuram-695004, Kerala
- (v) The CCF, Regional Office, Ministry of Environment & Forest(SZ), Kendriya Sadan, IVth floor, E&F wings, 17th Main Road, Koramangala II Block, Bangalore-560034
- (vi) IA - Division, Monitoring Cell, MoEF, New Delhi- 110003
- (vii) Guard file

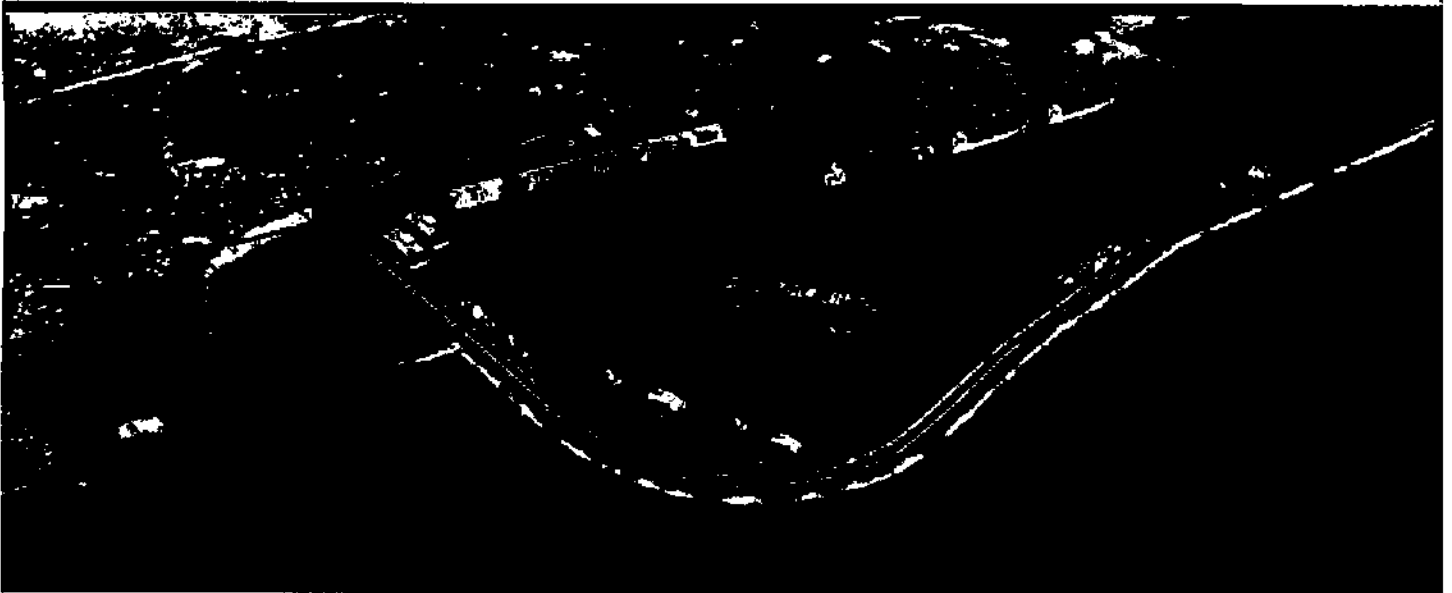

(Lalit Kapur)
Director (IA.III)



VIZHINJAM INTERNATIONAL SEAPORT LIMITED

GOVERNMENT OF KERALA

COMPREHENSIVE EIA FOR VIZHINJAM INTERNATIONAL DEEPWATER MULTIPURPOSE SEAPORT



Volume – I Main Report
August 2013



L&T-RAMBØLL CONSULTING
ENGINEERS LIMITED

With Contribution From

Asian Consulting
Engineers Pvt. Ltd.

ACE

Royal Haskoning
DHV

RH DHV

International Finance
Corporation

IFC

Activity	Relevant Environmental & Social components likely to be impacted	Likely Impacts and their Significance in the absence of Mitigation Measures	Proposed Mitigation Measures	Implementing Agency	Responsible Agency	Supervising Agency
Operation of warehouse area	Socio-economic conditions of the region	Impact to the socio-economic conditions of the region The fishing village of Adamalathura which is downstream of the warehouse area will be affected in ways that the pollutants from the warehouse area might reach there and affect the fishing community.	During operational phase, the warehouse area for the Vizhinjam port is likely to employ a few people. Local people will be given preference based on their qualification and skill set. Together with this employment potential, project will help to enhance the socio economic conditions of the area with better schooling, communication and transport facilities that will be developed/ triggered as a part of overall economic development of the region. Careful measures will be taken to make sure that no effluents enter into the stream without treatment. The fishing activities in the village will not be affected in any way.	Contractor	VISL	Consultant
	Natural Hazards	Extensive loss of life and property	Disaster Management Plan (DMP) will be prepared. Manager (EHS) will act as the overall in-charge of the control of educative, protective and rehabilitation activities to ensure least damage to life and property.	Contractor	VISL	Consultant
	Induced Development	Absence of the warehouse area may add more strain on the whole port infrastructure and result in less productivity of the port operations.	The warehouse will be used as a part of the overall Vizhinjam port infrastructure and will accompany the port with serving the purpose of storage and warehousing which will benefit the port operations.	Contractor	VISL	Consultant
PAF Zone						
Construction Phase						
Material transport and construction activities	Air Quality/Dust	<ul style="list-style-type: none"> - Exhaust emissions from vehicles - Windblown dust during material movement - Fugitive dust during material unloading - Dust suspension 	<ul style="list-style-type: none"> • To reduce impacts from exhausts, emission control norms will be enforced / adhered. • All the vehicles and construction machinery will be periodically checked to ensure compliance to the emission standards. • Construction equipment and transport vehicles will be periodically washed to remove accumulated dirt. • Providing adequately sized construction yard for storage of construction materials, equipment tools, earthmoving 	Construction Contractor/ VISL	VISL	Consultant

Activity	Relevant Environmental & Social components likely to be impacted	Likely Impacts and their Significance in the absence of Mitigation Measures	Proposed Mitigation Measures	Implementing Agency	Responsible Agency	Supervising Agency
	Management	Property and damage to Vehicles/Trucks	and the nearest clinic/hospitals will be notified for quick ambulance service and hospitalisation. Police will also be informed accordingly. There will be clinic and service doctor available in the truck terminal with round the clock availability on call either full time or part time.			
Operation of warehouse area	Solid Waste Management	- Impact to Groundwater and Soil quality due to disposal of solid waste on ground without treatment	<ul style="list-style-type: none"> Some portions of the warehouse area can be utilised for greenbelt development. There will also be a residential block in the warehouse area. Solid waste emerging from the warehouse and residential areas will be composted and bio-degradable waste will be used as manure in greenbelt. Other recyclable wastes will be sold to approved PCB vendors. Solid waste will be managed as per PCB standards 	Contractor	VISL	Consultant
	Handling of hazardous wastes	- Fire accidents due to products handling resulting in loss of Human life and loss of property	<ul style="list-style-type: none"> Hazardous materials will be stored as per the prescribed/approved safety norms. Construction site will be secured by fencing with controlled/limited entry points. Truck parking will also be located next to each warehouse as the truck will stand by while loading and unloading and hazardous wastes such as used oil & used battery will be sent to KSPCB/CPCB approved recyclers. Medical facilities including first aid will be available for attending to injured workers Emergency alarms, provision of fire hydrant system and fire station. Effective Disaster Management Plan (DMP) which covers onsite and offsite emergency plans. Recovery of spills to the extent possible. 	Contractor	VISL	Consultant
	Water Quality	- Impact to the downstream side due to pollution during construction phase	<ul style="list-style-type: none"> During the operation stage, petroleum oil and lubricants (POL) from the workshop and all the vehicles-coming-and-going out of the warehouse area will be reaching the Karichal River, especially during the rainy season. Further the effluents from the residential areas also will be drained. Warehouse will be operated on a concrete base such that all liquids, oil and other lubricants will be collected in one area and sold to PCB approved vendors. 	Contractor	VISL	Consultant

Activity	Relevant Environmental & Social components likely to be impacted	Likely Impacts and their Significance in the absence of Mitigation Measures	Proposed Mitigation Measures	Implementing Agency	Responsible Agency	Supervising Agency
			properly disposed of so as not to block rivers and streams, thereby preventing any adverse impact on water quality. • All necessary measures shall be taken to prevent earthworks and stone works from impeding cross drainage at streams and canals or existing irrigation and drainage systems in conformity to the Contractors visual integration and management plan and EMP.			
	Existing Traffic	- Traffic addition	• Transportation of construction materials will be carried out during non- peak hours. • Regularization of truck movement. • Existing roads shall be strengthened and shall be used for the construction material transportation.		VISL	Consultant
Solid Waste Management	Soil quality	- Impacts due to disposal of solid waste on ground without treatment	• Construction waste will be used within warehouse site for filling of low lying areas. • Composted bio-degradable waste will be used as manure in greenbelt. Other recyclable wastes will be sold. • Excavated soil will be stockpiled in a corner of the site in bunded area to avoid run off with storm water. • General refuse generated on-site will be collected in waste skips and separated from construction waste. • Burning of refuse at construction sites will be prohibited.	VISL/ Contractor	VISL	Consultant
Operation Phase						
Truck Movement	Traffic Management and road safety	- Traffic addition - Linings - Sign boards - Information boards and - Traffic police	• Consultants have envisaged a plan for the movement of trucks and other vehicular traffic related to the warehouse area so as not to avoid existing traffic in the road network and also proposed traffic that would be operation on the NH 47 bypass. • A flyover is proposed at the crossing of the internal roads for the warehouse area, the existing road network and the NH 47 bypass. Service roads will also be available for the easy movement of traffic around the congested area and to avoid disturbances to the free flow of traffic on the NH 47 bypass. Trucks going to the warehouse areas can get off the NH 47 bypass onto the service roads and under the flyover before turning left or right into the warehouse areas.	NHAI	VISL	Consultant
	Accidents	- Loss of life and	In case of accidents in the vicinity, list of ambulance services		VISL	Consultant

Activity	Relevant Environmental & Social components likely to be impacted	Likely Impacts and their Significance in the absence of Mitigation Measures	Proposed Mitigation Measures	Implementing Agency	Responsible Agency	Supervising Agency
of Buildings, Roads, Sheds, etc.	Strain on existing infrastructure	and strain on existing infrastructure.	trees. Trees that are cut down will be accounted for and the same no. of trees of the same or some other species will be replanted at another location to compensate for the loss of greenery.			
	Water Environment	<ul style="list-style-type: none"> - There are several streams that pass through the warehouse area and will be affected with the construction of new infrastructure on the land 	<ul style="list-style-type: none"> • The streams 1 and 2 will be made to avoid entering the warehouse area by diverging them into the Karachal River. • A tunnel like arrangement with RCC structures will be used so as to not affect the streams (3 and 4) that will go through the warehouse area. The streams will be made to go under the warehouse areas through the tunnel. Another option is to divert through the boundary wall- an application was filed with the irrigation dept. • Another option is to divert the stream through the boundary – An application has been filed with the irrigation department for permission. 	Contractor	VISL	Consultant
		<ul style="list-style-type: none"> - Loss of low lying area 	<ul style="list-style-type: none"> • The low lying area in the region is already made use by the local people, and has been degraded. There are no active ecological systems in the area. As far as possible, during operation phase the network of streams that add to the low lying area area of the region will be diverted or channelled under the constructed buildings to avoid impact to the low lying area. • Filling of low lying areas (if required) shall be done 			
		<ul style="list-style-type: none"> - Impact to the downstream due to pollution of the streams 	<ul style="list-style-type: none"> • Construction waste such as cement, paint, and other construction waste will flow into the downstream parts of the streams and Karichal River. Construction will be avoided during rainy season. Good housekeeping practices, such as cement being stored in dry areas will be taken care of. Labour camps will be provided with proper support services. 	Contractor	VISL	Consultant
	Disturbance to Natural Drainage pattern	<ul style="list-style-type: none"> - Impact to natural flow of runoff due to blockage and change of drainage course 	<ul style="list-style-type: none"> • As mentioned above, formidable measurements will be taken to avoid the disturbance to the natural flow of water. If some structure or building will come in the way of the existing flow of water, the flow will be redirected to the closest stream in the drainage pattern. • In sections along watercourses, earth and stone will be 	Contractor	VISL	Consultant

Activity	Relevant Environmental & Social components likely to be impacted	Likely Impacts and their Significance in the absence of Mitigation Measures	Proposed Mitigation Measures	Implementing Agency	Responsible Agency	Supervising Agency
			<ul style="list-style-type: none"> On-site vehicle speeds will be controlled to reduce excessive dust suspension in air and dispersion by traffic Water should be sprayed during the construction phase, at mixing sites, and temporary roads. In laying sub-base, water spraying is needed to aid compaction of the material. After the compaction, water spraying should be carried out at regular intervals to prevent dust. Vehicles delivering materials should be covered to reduce spills and dust blowing off the load. Environmental awareness program will be provided to the personnel involved in developmental works. Use of tarpaulin covers and speed regulations for vehicles engaged in transportation. 			
	Noise	Noise from following activities <ul style="list-style-type: none"> Vehicles transporting construction material Diesel run engines of construction machinery 	<ul style="list-style-type: none"> Noise levels will be maintained below threshold levels stipulated by Central/Kerala State Pollution Control Board (CPCB)/KSPCB. Procurement of machinery / construction equipment will be done in accordance with specifications conforming to source noise levels less than 75 dB (A). Well-maintained construction equipment, which meets the regulatory standards for source noise levels, will be used Any equipment emitting high noise, wherever possible, will be oriented so that the noise is directed away from sensitive receptors. Noise attenuation will be practised for noisy equipment by employing suitable techniques such as acoustic controls, insulation and vibration dampers. High noise generating activities such as piling and drilling will be scheduled at daytime (6.00 am to 10 pm) to minimise noise impacts. Personnel exposed to noise levels beyond threshold limits will be provided with protective gear like earplugs, muffs, etc. Ambient noise levels will be monitored at regular intervals 		VISL	Consultant
	Vegetation and	- Loss of vegetation	Most of the land is covered with coconut trees and few other	Contractor	VISL	Consultant

Environmental Impacts and Issues	Mitigation Measures	Time Frame	Implementing Organisation	Responsible Organisation	Contractual Clause
	proposed alignments. In case of any contamination then the RA and DMP measures described in the PORT EIA will be triggered.				
Maintenance of Storm Water Drainage System	Drainage systems will be maintained to accommodate storm water flow.	Especially at the beginning and end of monsoon	GoK	VISL / Consultants	EMP
Erosion of Altered Road embankments	Stabilisation of raised Paddy field areas by rip rap, Gabions, retaining walls, etc.	Immediately after construction	GoK	VISL / Consultants	As per design standards
Solid waste disposal	<ul style="list-style-type: none"> Solid waste disposal comes from the road users. Water bodies need to be covered by side walls or screens. This will also mitigate the privacy issue of women bathing at Ponds or canals Signboards shall be installed propagating that not to pollute environment and to keep neat and clean. 	During Operation phase	GoK	VISL / Consultants	EMP
Loss of drinking water source (open/Bore wells)	<ul style="list-style-type: none"> Bore wells shall be suitably replaced. Compensation shall be paid for the impacted open/bore wells If the water supply disrupted alternative arrangements shall be made until the supply reinstated. 	During Construction and Operation phase	GoK	VISL / Consultants	EMP

Table 10-6: Project Activities, Associated Impacts and Mitigation Measures

Activity	Relevant Environmental & Social components likely to be impacted	Likely Impacts and their Significance in the absence of Mitigation Measures	Proposed Mitigation Measures	Implementing Agency	Responsible Agency	Supervising Agency
WAREHOUSE AREAS						
Construction Phase						
Material transport and construction activities	Air Quality/Dust	<ul style="list-style-type: none"> Exhaust emissions from vehicles Windblown dust during material movement Fugitive dust during material unloading Dust suspension during site preparation, construction and trenching 	<ul style="list-style-type: none"> To reduce impacts from exhausts, emission control norms will be enforced / adhered. All the vehicles and construction machinery will be periodically checked to ensure compliance to the emission standards. Construction equipment and transport vehicles will be periodically washed to remove accumulated dirt. Providing adequately sized construction yard for storage of construction materials, equipment tools, earthmoving equipment, etc. Provide enclosures on all sides of construction site Movement of material will be mostly during non-peak hours. 	Contractor	VISL	Consultant

5090/18

District - Thiruvananthapuram
 Taluk - Neyyatinkara
 Village - Kottukal
 Block No. - 16

TOTAL AREA WITHIN
 70mtr RADIUS 02.3200 H

VILLAGE OFFICER
 KOTTUKAL

BLOCK No.16

45

AVPPL Land

CHAPATHA

VERIFIED SITE / LOCATION PLAN OF
 M/s. ADANI VIZHINJAM PORT
 PRIVATE LIMITED

ENVIRONMENTAL ENGINEER
 DISTRICT OFFICE, THIRUVANANTHAPURAM

Center of Crusher Plant

46

AVPPL Land

AVPPL Land

AVPPL Land

48

69

Ravikulam, Nadakkal House
 Plot No 700

49

50



Sl. No.	Description	Area (Hectares)	Remarks
1	AVPPL Land	02.3200	
2	Other Land		
3	Total	02.3200	

Let Sivan Namb
 Sivan Namb
 Home No 5/337

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 Date: 2018.12.05
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All the property comprised in the condition of 70 meters belongs to AVPPL and the area is 02.3200 Hectares Adjoining area hatched in red line also belongs to AVPPL and it is also certified that there is no any unauthorized structures, buildings, etc. in the radius of 150 meters around the Center of the proposed Crusher Unit with in the radius of 70 meters.

VILLAGE OFFICER
 KOTTUKAL

WILLIAM
 KOTTUKAL

FILE NO. :PCB/RO/TVM/CTE/15/2018

Date of issue :05/12/2018



KERALA STATE POLLUTION CONTROL BOARD

CONSENT TO ESTABLISH

ISSUED UNDER

Section 25 of Water (Prevention & Control of Pollution) Act, 1974

Section 21 of the Air (Prevention & Control of Pollution) Act, 1981

and

Environment (Protection) Act, 1986

As per Application No. :8414864

Dated:06-10-2018

TO

M/s ADANI VIZHINJAM PORT PRIVATE LIMITED

Adani House, Near Mithakhail Six Roads, Navrangpura, Ahmedabad.

Consent No. :PCB/RO/TVM/10/2018

Valid Upto :04/12/2023

1. GENERAL

1.1. This integrated consent is granted subject to the power of the Board to withdraw consent, review and make variation in or revoke all or any of the conditions as the Board deems fit.

1	VALIDITY	04/12/2023
2	Name and Address of the establishment	ADANI VIZHINJAM PORT PRIVATE LIMITED AT VIZHINJAM 695521
3	Communication	Telephone :0-9099938893 Fax :079-25555602 E-mail:shalinm.shah@adani.com
4	Occupier Details	Rajesh Jha CEO Adani Vizhinjam Port Private Limited Adani House, Near Mithakhali Six Roads, Navrangpura, Ahmedabad-380009
5	Local Body	Thiruvananthapuram Municipality and Village Panchayat of Kottukal
6	Survey Number	PARTS OF 46,47,48,49,69,70,71
7	Village	Kotukkal
8	Taluk	NEYYATTINKARA
9	District	Thiruvananthapuram
10	Capital Investment(Rs in Lakhs)	2864.52 LAKHS
11	Scale	Large
12	Category	ORANGE
13	Annual fee(Rs)	119000
	Total Fee remitted(Rs)	604600
14	RAW MATERIAL	PRODUCTS

	Stones @200tph	Aggregate 10 mm @190000 Metric Tonnes M sand @260000 Metric Tonnes Aggregate 12.5 mm @100000 Metric Tonnes Aggregate 6 mm @40000 Metric Tonnes Aggregate 20 mm @285000 Metric Tonnes Aggregate 40 mm @125000 Metric Tonnes
15	Total Power Required (HP)	Primary Jaw Crusher -110kw(1no),Primary Jaw Crusher-90kw(1no),Cone Crusher-200kw(1no),Cone Crusher-170kw(1no),V.S.I-45kw,V.S.I -185kw,V.S.I. -150kw

2. CONDITIONS AS PER

The Water(Prevention and Control of Pollution)Act, 1974

- 2.1 In case of generation of trade effluent from the industry, effluent treatment system consisting of treatment units having adequate capacity established as per the proposal submitted along with the application shall be made functional before commissioning. Additional facilities required, if any, to achieve the standards laid down by the Board u/s 17(1) (g) of the Water Act shall also be made along with.
- 2.2 Water Consumption : 27.7KLD

2.3 Effluent Generation : 22.16KLD

2.4 The characteristics of effluent after treatment shall confirm to the following tolerance limits:

Sl.NO.	Characteristics	Unit	Tolerance Limit	
			Sewage	Trade Effluent
1	Not applicable	-	-	-

2.5 Mode of disposal of treated effluent : Not applicable

3. CONDITIONS AS PER

The Air(Prevention and Control of Pollution)Act, 1981

3.1 Adequate air pollution control measures shall be provided before commissioning of the industry. Additional facilities required, if any, to achieve the standards laid down by the Board shall also be made along with.

Stack No.	Sources of Emission	Emission Rate(Nm3/Hr)	Stack Height above		Control Equipment
			Ground Level	Roof Level	
1	DG SET 150KVA			2.5M	

3.2 Emission characteristics shall not exceed the following:

Sl.No.	Parameter	Limiting Standards (mg/Nm3)
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4. CONDITIONS AS PER

The Environment (Protection) Act, 1986.

4.1 The construction activities shall be carried out strictly in compliance with the provisions of the Noise Pollution (Regulation and Control) Rules 2000.

4.2 Used lead acid batteries shall be disposed of as per the Batteries (Management and Handling) Rules, 2001

4.3 Hazardous waste generated, if any, shall be handled as per the Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016.

4.4 e-waste shall be disposed off safely as per the E-Waste (Management) Rules, 2016.

5. SPECIFIC CONDITIONS

5.1. The location of the crusher shall be as per the approved drawing attached.

5.2. This consent is granted subject to the power of the Board to review and make variations in all or any of

the conditions as per section 21 of the Air (Prevention and Control of Pollution) Act 1981 and section 25 of Water (Prevention and Control of pollution) Act 1974.

5.3. This consent, unless withdrawn earlier and subject to condition no. 5.2, shall be valid upto 5.12.2023. For continuing to operate beyond the validity date application for the renewal has to be submitted through online before 4.9.2023.

5.4. The applicant shall comply with the instructions that the Board may issue from time to time regarding prevention and control of air, water, land and sound pollution.

5.5. There shall not be any discharge of trade effluent from the unit.

5.6. Sewage, if any, shall be discharged through septic tank and soak pit system as follows. i) Septic tank as per IS 2470 (Part 1): 1985 ii) Soak pit with sealed bottom, honey comb side wall 65cm thick 2mm sand all around.

5.7. In order to prevent and control air pollution the following control measures shall be in position while operating the crusher industry.

a. Crushers, classifiers, screens and other noise and / or dust producing units housed in buildings with solid wall (not hollow bricks) of minimum 40 cm thickness and false roofing shall be maintained.

b. Dust suppression system with water sprays and sprinklers provided should be operated satisfactorily. \

c. The sides of conveyors shall be covered with metal sheets.

d. Adequate Water storage facility shall be provided.

e. Facility provided for regular cleaning and wetting of ground shall be maintained.

f. The roads within the crusher premises shall be tarred or concreted always.

5.8. The products shall be transported with proper cover or with adequate measures to prevent spreading of dust during transportation.

5.9. All operations likely to produce dust, odour or noise shall be carried out within closed premises.

5.10. Air pollution control devices shall be operational at the time of operation of the crusher.

5.11. There shall not be any fugitive emission from the premises.

5.12. Suitable species of trees shall be maintained and improved with planting trees to develop a green belt within and along the boundary of the premises.

5.13. The suspended particulate matter measured between 3m and 10m from the stone crusher unit shall not exceed 600 $\mu\text{g} / \text{m}^3$.

5.14. The (PM10) in ambient air at the boundary shall not exceed 100 $\mu\text{g} / \text{m}^3$.

5.15. The (PM2.5) in ambient air at the boundary shall not exceed 60 $\mu\text{g} / \text{m}^3$.

5.16. The sound level (leq) measured at 1 m outside the boundary of the premises shall not exceed the ambient noise standard applicable to the adjoining areas.

5.17. Sound level and air quality shall be monitored once in three months and report shall be submitted to the Board. If parameters are not within limit additional pollution control measures shall be provided.

Monitoring of the above parameters shall be done in every two months and report shall be furnished to the Board.

DATE :05/12/2018

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SIGNATURE & SEAL OF ISSUING AUTHORITY
CHIEF ENVIRONMENTAL ENGINEER



To

Adani vizhinjam Port Private Ltd, Adani House, Near Mithakhail Sixroads, Navrangpura, Ahmedabad

1. This digitally signed document is legally valid as per the Information Technology Act 2000
2. For verifying this document please go to krocmms.nic.in and search using date of issue/name of the unit/Application Number in "Consent Granted Applications" link in the home page of the Board's Online Consent Management and Monitoring System.



GOVERNMENT OF KERALA

Abstract

Local Self Government Department – Declaration of Vizhinjam International Deepwater Multipurpose Seaport under clause (h) of Rule 9 of the Kerala Municipality Building Rules, 1999 and clause (i) of Rule 9 of the Kerala Panchayath Building Rules, 2011 - Orders issued.

=====

LOCAL SELF GOVERNMENT (RA) DEPARTMENT

G.O(Ms)No.310/2015/LSGD

Thiruvananthapuram, Dated:01/10/2015

=====

Read:- Minutes of the meeting held on 23/09/2015 by Principal Secretary, Local Self Government Department.

ORDER

The Government of Kerala as part of its various programs for the development of the state, has identified to develop Vizhinjam International Deepwater Multipurpose Seaport primarily catering to container transshipment. The International Deepwater Multipurpose Seaport at Vizhinjam is a unique project for the development of the State of Kerala, and is of national importance. Development of Vizhinjam Seaport is of great national importance. The development of the project has national security implications as well. Majority of Indian transshipment is currently handled by foreign ports. The Project would shift these operations to India and thus generate large saving in foreign exchange to the national economy. The port has the potential to become the transshipment hub serving the entire Indian Coast. The development of port and its allied facilities would considerably contribute to the large scale growth of industry and economy in Kerala, as it would enable the import of essential commodities and export of industrial and agricultural products. It will also generate direct and indirect employment opportunities to the local community. The Project would contribute to the overall development of Thiruvananthapuram City and its adjacent areas. The Project Development and the resultant economic uplift will lead to significant livelihood improvement of the local community. The construction of the cruise terminal will improve the tourism potential of the city leading to enhanced recreational facilities and overall economic growth.

2) Government had given top priority for the smooth and speedy implementation of the project. In order to speed up the process to give sanction for usage

(Contd.....2)

of plot, Layout of building and concurrence to the developments based on Building Rules, Town Planning Schemes and on planning aspects. a meeting was held by Principal Secretary, Local Self Government Department on 23/09/2015. In the meeting which was attended by Chief Town Planner, Secretary, Corporation of Thiruvananthapuram, Secretary, Kottukal Grama Panchayath and Joint Director (Urban Affairs) decided to declare that the works pertaining to port facilities of the proposed International Deepwater Multipurpose Seaport at Vizhinjam as a service essential to the life of a community as per rule 9 of Kerala Municipality Building Rules and Kerala Panchayath Building Rules.

3) Government have examined the matter in detail. Considering the development of the State, the top priority given for the smooth and speedy implementation of Vizhinjam Deepwater Multipurpose Seaport, and the benefit it would render as a service to the life of the community, Government are pleased to declare the works pertaining to port facilities of the proposed International Deepwater Multipurpose Seaport at Vizhinjam as a service essential to the life of the community in exercise of the powers conferred under clause (h) of Rule 9 of the Kerala Municipality Building Rules, 1999 and clause (i) of Rule 9 of the Kerala Panchayath Building Rules, 2011. However, Adhani Vizhinjam Ports Pvt Ltd will obtain necessary clearances from the authority as per the concession agreement entered into between Adhani Vizhinjam Ports Pvt. Ltd and Government of Kerala.

4) The notification in this regard will be issued separately.

(By Order of the Governor)

James Varghese,

Principal Secretary to Government

To

1. The Chief Executive Officer, Adhani Vizhinjam Ports Pvt Ltd, Thiruvananthapuram.
2. The Managing Director and Chief Executive Officer, Vizhinjam International Seaport Ltd.
3. The Director of Urban Affairs, Thiruvananthapuram.
4. The Chief Town Planner, Thiruvananthapuram.
5. The Secretary, Thiruvananthapuram Corporation.
6. The Town Planner, Thiruvananthapuram.
7. The Secretary, Kottukal Panchayath.
8. The Fisheries and Ports Department.
9. The Local Self Government (RD) Department
10. The Stock file/Office copy.

Forwarded/By Order

Section Officer



Vizhinjam International Seaport Limited
(A Government of Kerala Undertaking)

VISL/2018-19/ALM/ 853

Dated 03-Feb-2022

Agriculture Production Commissioner,
ANNEX II, Government Secretariat
Thiruvananthapuram.

Sub: Development of Vizhinjam International Seaport – granting exemption under the Kerala Conservation of Paddy & Wetland Act, 2008 for land parcel in Kottukal Village [24.7980 Ha] licensed to the Concessionaire by Government of Kerala - State Level Committee dated 03-02-2022 – clarifications - reg.

Ref: 1) Application no: VISL/2018-19/ALM/270 dated 17-06-2019 submitted by VISL to the Convener & Agriculture Officer – LLMC, Kottukal Agriculture Office.
2) SLC meeting conducted on 03-Feb 2022

Madam,

This is with reference to our application (reference first cited) seeking exemption under the Kerala Conservation of Paddy & Wetland Act, 2008 for land parcel in Kottukal village. Further to the clarifications submitted by VISL dated 02-Feb 2022 and presentation at the State Level Committee meeting held on 03-Feb 2022 (copy of the note and presentation attached as Annexure 1), we hereby submit the following additional clarifications and assurances, as desired.

1. The silt and weeds in the drains would be removed and kept clean to ensure natural water flow at all time.
2. The depth, width and slope of the natural drains would be ensured to accommodate the natural flow routing from the land.
3. Both the sides of the central drain would be protected with dry rubble packing, wherever required, with sufficient concrete protection at the top and middle as required. Proper protection with chain linked fencing with limited access towards to avoid uncontrolled throughfare across the natural drain.
4. The compensatory afforestation has been carried out as per the guidelines of the Social Forestry Department (Please see the report of the Social Forestry Department as

Annexure 2). A good portion of the afforestation are fruit bearing trees. VISL would endeavour to request the Social Forestry Department to include more fruit bearing trees as far as possible. The species suitable for these areas would be recommended in consultation with the Agriculture Department.

5. Efforts would be taken to plant fruit bearing trees in the preserved 10% areas in converting those as green strips for achieving water conservation function of the area. In addition to the same, wherever possible green strips would be formed at left over lands after development, with fruit bearing trees. The species suitable for these areas would be obtained in consultation with Agriculture department. A plan of action for the same would be formulated with the Horticulture wing of the concessionaire and vetted with Agriculture department once the conversion permissions are ordered.
6. The compliance of conditions of the Environmental Clearance for the last compliance period is enclosed for information as Annexure 3. Further details on each item are available in the website link below:
(https://www.vizhinjamport.in/download/EC_F.%20No.%2011-1222011-IA.II%20dated%2003.01.2014-HYCR-Apr2021-Sep2021_27.11.2021.pdf)
7. There is an Environmental Management Plan approved for the port project and the same would be enforced and monitored scrupulously. The progress on each item of the plan is available with the half yearly compliance reports referred above.
8. The mitigation measures envisaged in the approved EIA report for the warehouse area would be taken up with in its true spirits.
9. The agreement with the Concessionaire contains fool-proof provisions for the environmental protection and mitigation measures, which would be properly enforced during the entire course of the concession period without lapses.

With the above undertaking, we request you to kindly issue necessary conversion orders at the earliest so that the activities planned in the area can be taken up without any further delay.

Thanking you

Yours faithfully

For Vizhinjam International Seaport Limited.


Chief Executive Officer

Copy Submitted to: The Principal Secretary, Fisheries and Ports, Government of Kerala
Land Revenue Commissioner, Government of Kerala for Information

Encl:

1. Note and Presentations submitted to the SLC (Annexure 1)
2. Report from the Social forestry department enlisting the plant species (Annexure 2)
3. Point-wise EC conditions for the last compliance period (Annexure 3)

Dated 02-Feb 2022

Note on Paddy and Wet Land Clearances for

Vizhinjam International Seaport Limited

Sub: Development of Vizhinjam International Seaport – granting of exemption under the Kerala Conservation of Paddy & Wetland Act, 2008 for land parcel in Kottukal Village [24.7980 Ha] licensed to the Concessionaire by Government of Kerala - MoM of State Level Committee dated 19-01-2022 – clarifications and presentations – by VISL reg.

- Ref: 1) Application no: VISL/2018-19/ALM/270 dated 17-06-2019 submitted by VISL to the Convener & Agriculture Officer – LLMC, Kottukal Agriculture Office.
- 2) Amended provisions of the Kerala Conservation of Paddy Land and Wetland (Amendment) Act, 2018
- 3) GO(MS) No 90/2012/F&PD dated 3/12/2012
- 4) GO MS 310/2015/LSGD dated 01/10/2015
- 5) GO(MS) No. 45/2020/Agri dated 01-06-2020 granting exemption for 5.9791 Ha of land parcel acquired for development of port approach road.
- 6) GO(MS) No. 24/2021/Agri dated 08-02-2021 granting exemption for 1.9213 Ha of land parcel for setting up of magazine shed, ammonium nitrate storage building, etc.

With regard to the above, we may submit the following for your kind perusal:

Government of Kerala vide GO cited 3rd above had ordered that VISL, the nodal agency of Government of Kerala, a fully owned Government of Kerala undertaking to acquire land including the above 26.7193 Ha. for the purpose of port development in 2010. The land acquired was foreseen for the purpose of warehousing. Accordingly, as sanctioned, the above land after acquisition, transferred to Government Port department, then licensed to the Concessionaire, M/s. Adani Vizhinjam Port Private Ltd. (AVPPL) as per the provisions of the Concession Agreement (CA) executed by the Principal Secretary on behalf of the State of Kerala, the Authority.

The environmental Clearance covers (Copy attached) the whole land use master plan and included in the Concession Agreement entered into with the developer. It is also brought to the notice of the Government that, the above land form part of the definition of Site which is defined in the Concession Agreement. Accordingly, Government of Kerala is obligated to provide unencumbered land to the Concessionaire for the legitimate development of the same, in terms of Article 10 of the Concession Agreement appropriately during the construction period of the project. In addition to the above, Government of Kerala is also

stringently obligated to provide the Environment Clearance and conservation of the Site as per Article 4 of the CA.

In line with the above provisions the land was licensed to the Concessionaire by the Government of Kerala. Handing of land where the Concessionaire cannot carry out development and would entail liability wherein huge penalty would have to be met by the Government. Apart from the same, the Government is failing in carrying out its obligations to the Concessionaire as the Concessionaire cannot proceed with its entitlement of port estate development in the area licenced to them in the absence of necessary conversion of 'land status' from Nilam to Purayidam resulting in the authority, GoK in Default as per CA.

Government had identified the project as a project essential to Life and Community wide GO cited 4 above, enabling the Concessionaire in exempting certain statutory permits such as building permits etc.

Agriculture department have already issued orders for conversion of 5.9791 Ha at the NH Connectivity area and 1.9213 Ha for the construction of Magazine building. The conditions prescribed along with these orders were adhered scrupulously.

Point No 2 (Regarding Notified and unnotified lands)

The land holdings which are included and not included in the land are spread intermittently the block wise summary is as per the below table. There is a balance area still to be converted is about 24.7980 Ha in order to take off with the required construction and planning activities in the area. The breakup of the areas applied for conversion of the paddy and wet land status is as follows:

Block No	Status in Data Bank	Number of holding	Extent Ha.
15	Not included in Data Bank	11	0.9235
	Included in Data Bank	86	6.2764
	<i>Vazha Krishi</i>	86	5.9923
	<i>Coconut Tree</i>	0	0
16	Not included in Data Bank	112	6.3323
	Included in Data Bank	200	11.5499
	<i>Vazha Krishi</i>	19	1.2575
	<i>Coconut Tree</i>	181	10.2924
15 & 16	Not included in Data Bank		07.2558
	<i>Vazha Krishi</i>		07.2498
	<i>Coconut Tree</i>		10.2924
	Total		24.7980

The drawing depicting land required to be converted is attached as Annexure 1,2.

During construction of the Port project the Developer need to utilise the land for manufacturing and storing various construction materials such as Acropodes and Armor Rocks etc. along with the casting yards. The requirements are as tabulated below. More details are submitted with detailed drawings.

Sl No.	Description of Land utilization	Area in Ha
1.	Acropode storage	15.0213
2.	Acropode Casting Yard	1.8288
3.	Internal Road	7.1420
4.	Material Storage	9.7697
5.	Crusher Plant	2.3200
6.	Water Conservation, Magazine building and its buffer zone	6.9987
	Total (Wet and Dry)	43.0805

Drawings of the proposed land usage attached as Annexure 3,4.

Point No 3 - Violation of the Act : The conversions of the land have not done by VISL.

- While acquiring the land itself the lands are reported as converted. The GO for fixing value for acquiring the land explicitly mentioned the same.
- The data bank prepared also mentioned the status as "Nilam Nikathu Purayidam" for about 70 % of the land with 15 year old Coconut trees and other plantations. Due to this inclusion in the data bank VISL is aggrieved as this project land is not a Paddy or cultivable paddy at the time of databank preparation.
- The remaining land are not included in the Databank and which are spared intermittently across the land parcel and hence could not be used separately.
- No felling of trees made so far in this area yet Coconut trees 9353 etc.

Point No 4 – Blockage, Flooding and complaints received:

In the middle of the land, along with the bypass construction of the highway (Kovalam-Kanyakumari) a culvert was under construction and which blocked the natural flow for a long period of time and which caused flooding during 2018. The canal outside the eastern boundaries of the land parcel maintained by Minor Irrigation department also clogged due to the construction works of berms, which is still progressing. However, the berms of the drain inside the land parcel are maintained clog free and no actions from our side reasoned for flooding. LSGD and Minor Irrigation department is maintaining the drain.

Moreover, the land parcel is surrounded all sides by roads and there are practically no chances for causing floods by this land developments. Further activities if any required and instructed by the GoK would be done.

Point No 5 – Earmarked documents of Water Conservation, ponds, drains etc.

The water bodies conserved mentioned with drawings and photographs attached.

Point No 6 – Compliance of earlier orders:

Two earlier orders have been issued to VISL for the conversion of the paddy status for the NH connectivity and for constructing the magazine building. The conditions stipulated in the orders has been adhered scrupulosity in both the locations. Photographs are attached and more would be presented. KSRSEC submitted a study report for the areas permitted for conversion and the report is attached for reference as Annexure 5. Those suggestions also have been adhered as mentioned below along with the GO stipulations.

They are

- 10 % area of the land has been set apart for water conservation measures
- Existing drains are preserved as it is
- Ponds have been preserved
- Dykes and Cross vents constructed,

Point No 7 - Environmental Clearance Compliance:

The conditions of all the EC conditions are complying and the same is being monitored by MEFF, NGT Expert Committees. The regular compliance reports are submitting to MoEFF and NGT Principal Bench and Zonal Benches once in every 6 months. The committee reviewing the compliance reports are visiting the site and localities. The committee consists of the following members:

Name	Institute	Designation
Sri. Suneel Padini, IFS	KCZMA	Member Secretary (KCZMA)
Sri Sudhakar Arekatla	Central Pollution Control Board (CPCB), Delhi	Scientist 'E' & Divisional Head-IT
Dr Chandrashekhar Jha	NRSA	Scientist H & Group Director
Dr Balakrishnan Nair T.M	INCOIS	Scientist F & Head
Cdr S K Sajan	Indian Naval Hydrographic Department	Commander
Dr M K Anil	Central Marine Fisheries Research Institute (CMFRI)	Principal Scientist
Prof. Dr. R. Ramesh	NCSCM	Director

The above committee sits once in every 6 months at project site and verify the compliance reports and monitoring activities, post which the same are being sent to the NGT benches and

publishing in the sites. (https://www.vizhinjampport.in/download/EC_F.%20No.%2011-1222011-IA.II%20dated%2003.01.2014-HYCR-Apr2021-Sep2021_27.11.2021.pdf)

The compliance reports are up loaded in the sites of VISL and KCZMA sites such that which are available in public domain. The comprehensive EIA (CEIA) prepared by L&T Ramboll, NABET accredited and empanelled consulting agency of MoEF. The C EIA report has been considered by the Expert appraisal Committee of the MoEFF and granted the Environmental Clearance. The Supreme court and NGT upheld the Environmental Clearance and as per the same GoK proceeded with the Port Construction activities. (Link for CEIA)

(<http://documentsandmedia.s3.amazonaws.com/Comprehensive-EIA-Report.pdf>)

Compensatory Afforestation as approved by the expert committee and social forestry has been made at Kazhakkottam for an extent of 12 Ha. An amount of about 80 Lakhs have been spend on this behalf by the Developer. Another area of about 11 HA has been identified in the Kerala University campus, for the Afforestation which is under finalisation by the developer. Various environmental aspects are being monitored continuously and reported along with the compliance report. The Various parameters under monitoring are Noise pollution, air pollution, Shoreline monitoring, ambient air quality monitoring along with the preservation of natural drains and ponds. The above measures mitigate the environmental degradation due to the port and allied construction activities. The latest compliance report may be referred to ensure the EC compliance.

Point No 8 – Comprehensive Mitigation Plan

KSRSEC prepared a report for the permitted area the same has been implemented. Similar mitigation plan would be this area also would be made for this area also through KSRSEC and would be implemented along with the development activities, once conversion order is issued.

Point No 9 and 10. The Mitigation measures in the EIA and its Implementation.

Mitigation measures as per the approved CEIA is seriously taken up and implemented. The measures submitted are the extracts from the CEIA mentioning about the preservation of the existing drains etc. More detailed measures can be implemented as per instructions along with the conversion orders. The CEIA report itself specifies that these areas are already environmentally degraded and suggested the above mitigation plans to preserve the existing drains.

Point No 11- Document to support coverage of Environmental Clearance.

The entire area of land is covered under the clearance and the same is specified in the para 4 order of the MoEF attached. The approved master plan of the project is also attached which contains the subject land as Annexure 6.

Point No 12- Approvals from Environmental Department

There is already a reply from the state environmental report stating that Paddy and Wet land issue is not a matter related to them copy attached as Annexure 7

Point No 13- Consideration of application for Conversion.

VISL, as the facilitator and the arm of the GoK to the project, to ensure necessary clearances to project and applied for the Paddy and wet land conversion application. Encumbrance free land transfer is the obligation of the Authority, the GoK as per the concession agreement. During construction stage it self there is an urgent need to use this area as per the above proposed land use plan.

Apart from the above, there is a huge financial implication on default of the provisions of the concession agreement. Eg. Rs.2 each for every sqm of land per day should be paid as penalty for the whole land of 249700 sqm meters of land applied for conversion, works out to Rs 107 Cr. Moreover, an arbitration claims for the damages arise out of not handing over restriction free land also claimable by the developer, say about 400 cr.

Social implications due to delayed project completion and the huge exchequer loss of income from port also another matter of concern. The benefits to the community also would be delayed considerable if the clearances are further delayed.

Further we are ready to make necessary presentations on the above behalf in front of the State Level Committee as requested with all details. Relevant drawings, photographs, copies of orders and land details are attached for favour of information.

Considering the above, a clearance for the balance applied land that is 24.790 Ha containing notified and unnotified land from the paddy and wet land act with the specified conditions as per the relevant act for water conservation, ensuring natural flow in the drains etc. may be issued for this project of public importance at the earliest.



Managing Director

Vizhinjam International Seaport Limited.

Acc: As above and relevant photographs, drawings and CD with reports as above.




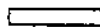









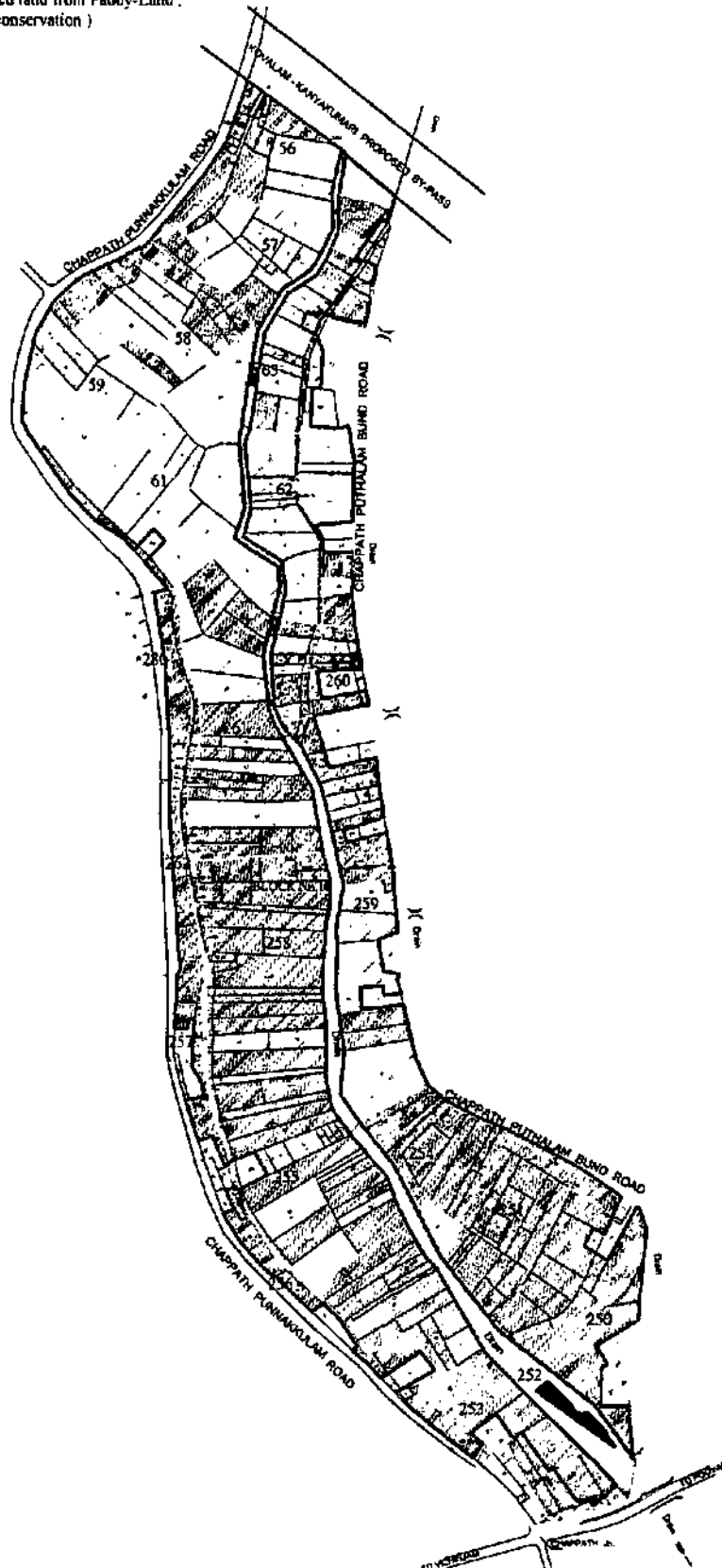
District - Thiruvananthapuram
 Taluk - Neyyatinkara
 Village - Kottukal
 Block No. - 15,16

PLAN

- 1/2

Total Area : 43,0805, Hector

-  Converted Paddy Land : 1.9213, Hector (Go (Ms)No.24/2021/Agri) (dttd.08/02 2021)
-  10% of the total extent of converted from Paddy land : 0.1921,Hector
-  To be Converted Paddy Land : 24,7190,Hector
-  10% of the total extent of to be converted land from Paddy-Land : 2.47190, Hector(Earmarked for water conservation)
-  Dry Land
-  Govt Drain & Road
-  Sub Division Line
-  Field Boundary Line
-  Road




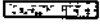









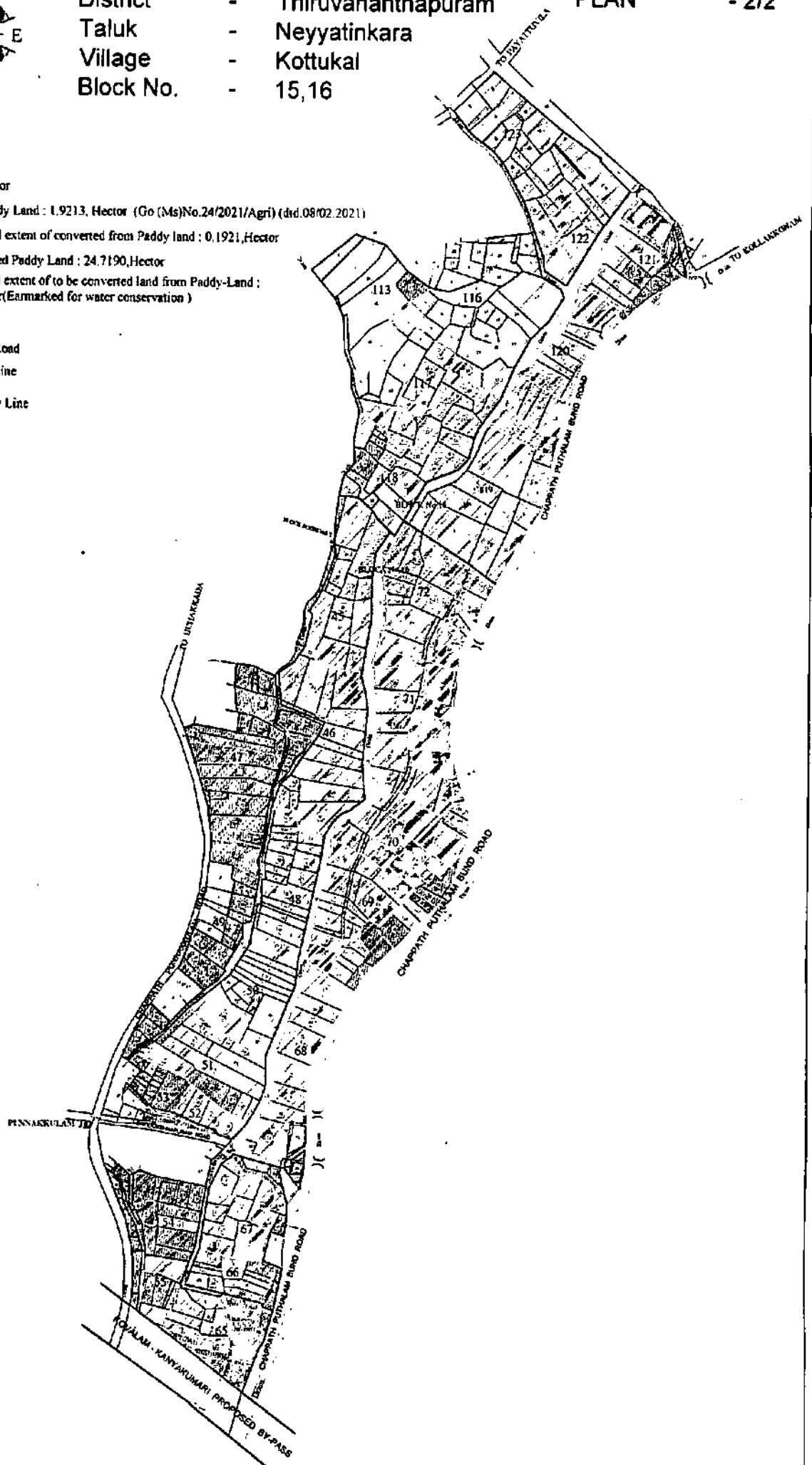
District - Thiruvananthapuram
 Taluk - Neyyatinkara
 Village - Kottukal
 Block No. - 15,16

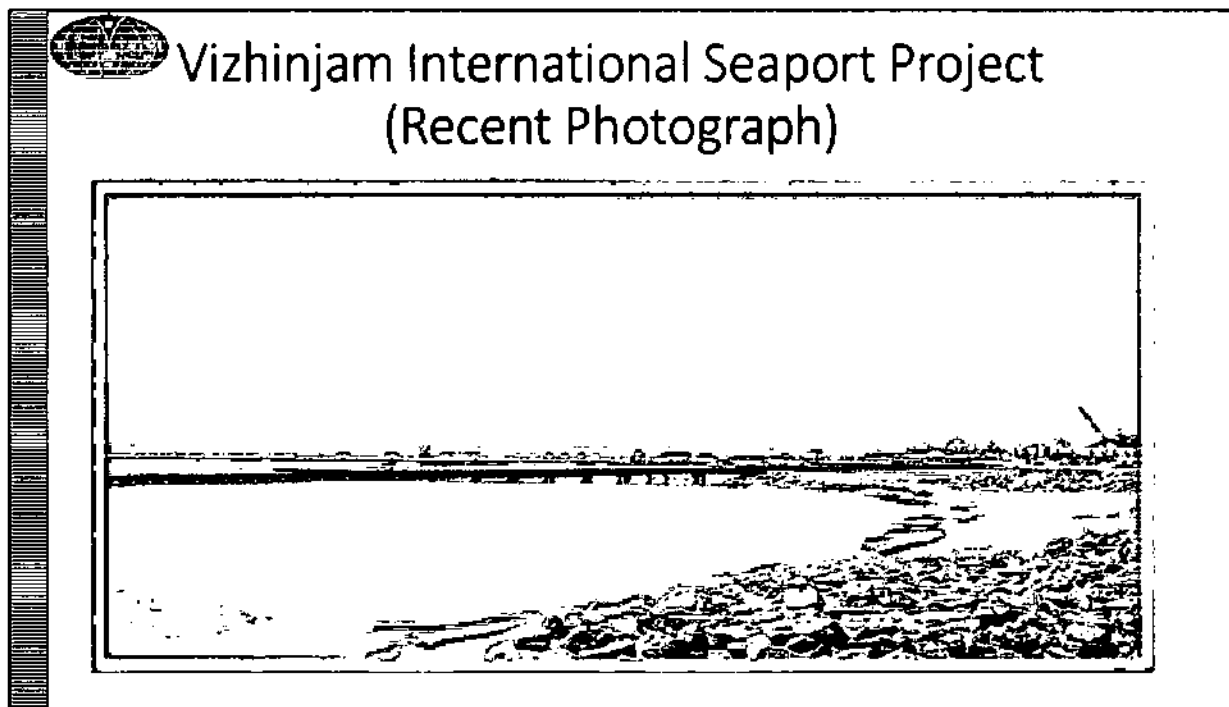
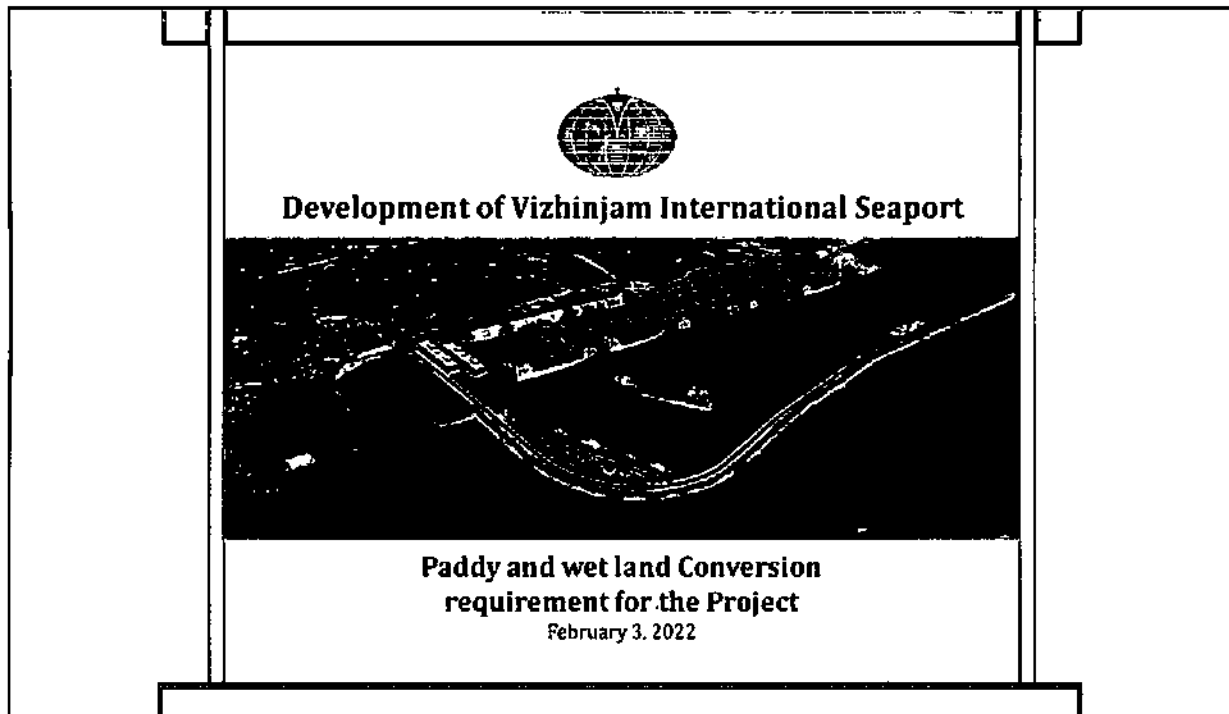
PLAN

- 2/2

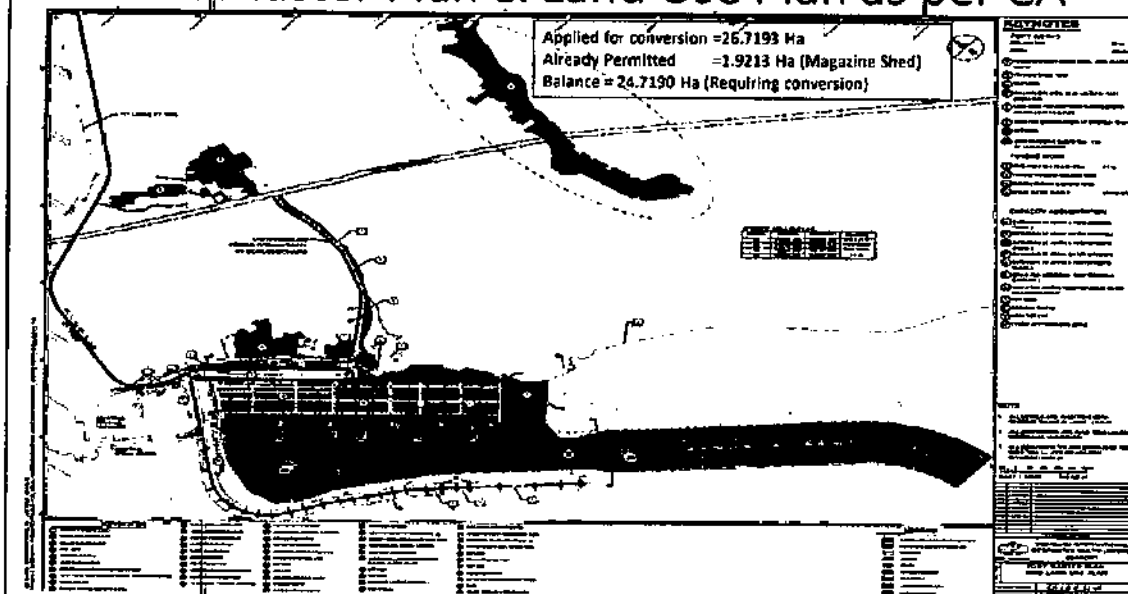
Total Area : 43,0805, Hector

-  Converted Paddy Land : 1.9213, Hector (Go (Ms)No.24/2021/Agri) (dtd.08/02.2021)
-  10% of the total extent of converted from Paddy land : 0.1921, Hector
-  To be Converted Paddy Land : 24.7190, Hector
-  10% of the total extent of to be converted land from Paddy-Land : 2.47190, Hector (Earmarked for water conservation)
-  Dry Land
-  Govt Drain & Road
-  Sub Division Line
-  Field Boundary Line
-  Road





Port Master Plan & Land Use Plan as per CA



Land utilisation plan of Kottukal Land Parcel

Sl No.	Description of Land utilization	Area in Ha
1.	Acropode storage	15.0213
2.	Acropode Casting Yard	1.8288
3.	Internal Road	7.1420
4.	Material Storage	9.7697
5.	Crusher Plant	2.3200
6.	Water Conservation, Magazine building and its buffer zone	6.9987
Total (Wet = 26.7193 and balance dry)		43.0805



Paddy and Wetland Application – Land Details

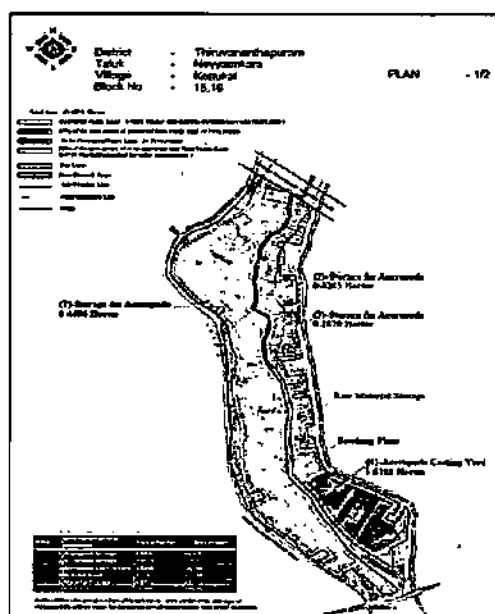
- Conversion Applied for NH Connectivity -5.9791 Ha- Orders issued earlier
- VISL applied for Paddy and Wet land exemption for 26.7193 Ha on 17/06/2019
- 1.9213 Ha orders issued to convert for constructing a Magazine Shed (on 08/02/2021)
- Balance 24.7980 Ha falls under Nilam as per BTR (1905 record) and "Nilam Nikathu purayidam" as per Data bank (2011) of Agriculture department refer (Break up:)
 - 7.2558 Ha is not in Data bank
 - 7.2498 Ha Vazha plantation (noted as already converted)
 - 10.2924 Ha Coconut trees aged 25 years or more (noted as already converted)

Parcel 1 and Parcel 2 drawings of applied land

Land Status as in Data Bank


Block No	Status in Data Bank	Number of holding	Extent Ha.
15	Not included in Data Bank	11	0.9235
	Included in Data Bank	86	6.2764
	Vazha Krishi	86	5.9923
	Coconut Tree	0	0
16	Not included in Data Bank	112	6.3323
	Included in Data Bank	200	11.5499
	Vazha Krishi	19	1.2575
	Coconut Tree	181	10.2924
15 & 16	Not included in Data Bank		07.2558
	Vazha Krishi		07.2498
	Coconut Tree		10.2924
	Total		24.7980

Proposed Plan for land use – Applied for conversion 1/2



Proposed Plan for land use – Applied for conversion 2/2





Environmental Clearance Order


- EC Covers the entire land for Port Development
- It includes port, Warehouse, NH, Rail, etc..
- EC granted on the 3rd January 2014
(Order No F No.11-122/2011-IA.III)
- Extended up to the 2nd January 2024
- State Environmental Departments states that P&WL is not in its domain.

programmes and design the environmental clearance for Phase I development. The validity limitations of 5 years, even though the shoreline, modeling and related studies have been done for the full Phase development.

4. The whole land required for port infrastructure is the landward side for all the three Phases (140.42 Ha) is proposed to be procured in Phase I itself. Thus the Phase I land requirement is 206.42 Ha including 140.42 Ha of backstop and ancillary land and 66.00 Ha reclaimed land. The Phase I reclamation quantity of 7.6 million m³ is proposed to be dredged from the Port basin and the approach channel by deepening it to (-118.4M) and to (-) 20.8M respectively. No routine maintenance dredging or disposal is envisaged as per the modelling & sedimentation studies.

5. The other port infrastructure include container yards, cargo handling equipment, port cranes, navigational aids, operations building, workshops, fire station, weigh bridge, gate house, power house, communication facilities, medical connectivity, truck terminal, ware house,


Para 4 of Page 2 of the EC



Compliance of EC

- **Ecological issues and compliance of EC of GoI –**
 - Compliance reports to MoEF are furnished regularly - copy kept in web site.
 - Compliance reports to NGT are furnished in every 6 months - copy kept in web site.
 - Environmental Degradation and its upgradation – We have an EMP with Budget of 40 Cr under implementation – Being monitored and enforced by, MoEF, NGT and NGT Expert Committee
 - Compliance are being monitored by MoEF and NGT Expert Committee.
 - The Expert Committee members are:


Name	Institute	Designation
Sri. Suneel Padini, IFS	KCZMA	Member Secretary [KCZMA]
Sri Sudhakar Arekattil	Central Pollution Control Board (CPCB), Delhi	Scientist 'E' & Divisional Head-IT
Dr Chandrashekhar Jha	NRSA	Scientist H & Group Director
Dr Balakrishnan Nair T.M	INCOIS	Scientist F & Head
Cdr S K Sajen	Indian Naval Hydrographic Department	Commander
Dr M K Anil	Central Marine Fisheries Research Institute (CMFRI)	Principal Scientist
Prof. Dr. R. Ramesh	JNCSCM	Director



EIA- Suggested measures about Natural drainage

	<ul style="list-style-type: none">Impact to the downstream due to pollution in the streams	<ul style="list-style-type: none">Under the constructed openings to avoid impact to the low lying areaFilling of low lying areas (if required) shall be doneConstruction waste such as cement, paint, and other construction waste will flow into the downstream parts of the streams and Kanchel River. Construction will be avoided during rainy season. Good housekeeping practices, such as cement being stored in dry areas will be taken care of. Labour camps will be provided with proper sanitary facilities.	Contractor	VSL	Consultant
Disturbance to Natural Drainage system	<ul style="list-style-type: none">Impact to natural flow of runoff due to blockage and change of drainage course	<ul style="list-style-type: none">As mentioned above, formidable arrangements will be taken to avoid the disturbance to the natural flow of water. If some structure or building will come in the way of the existing flow of water, the flow will be redirected to the closest stream in the drainage pattern.In sections along watercourses, gully and slope will be	Contractor	VSL	Consultant


Chapter 10 Environmental Management Plan
Page 10-24



Comprehensive EIA for Vichayam Deepwater Port
Final CEA Report

G1111307
RPT05 rev. 0

Activity	Relevant Environmental & Social components likely to be impacted	Likely impacts and their significance in the absence of mitigation measures	Proposed Mitigation Measures	Implementing Agency	Responsible Agency	Supervising Agency
			<ul style="list-style-type: none">properly disposed of so as not to block drains and streams, thereby preventing any adverse impact on water quality.All necessary measures shall be taken to prevent earthworks and stone works from impeding cross drainage of streams and canals or existing irrigation and drainage systems in conformity to the Contractors visual integration and management plan and EMP.			

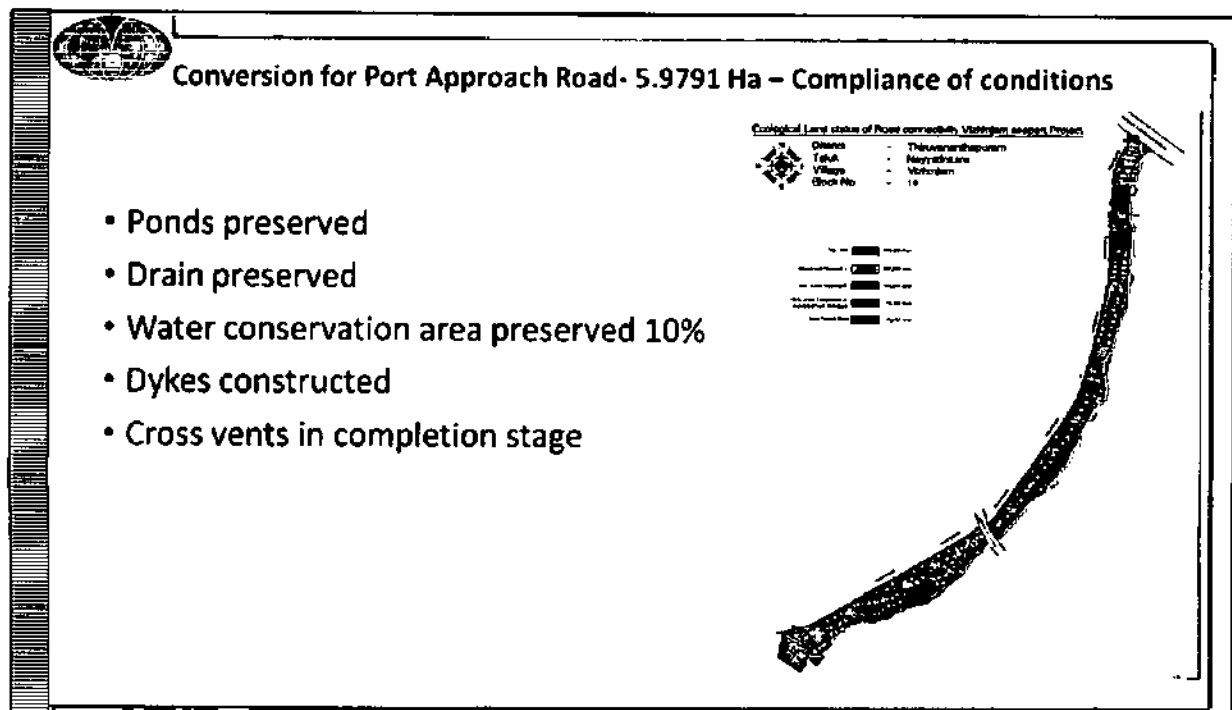


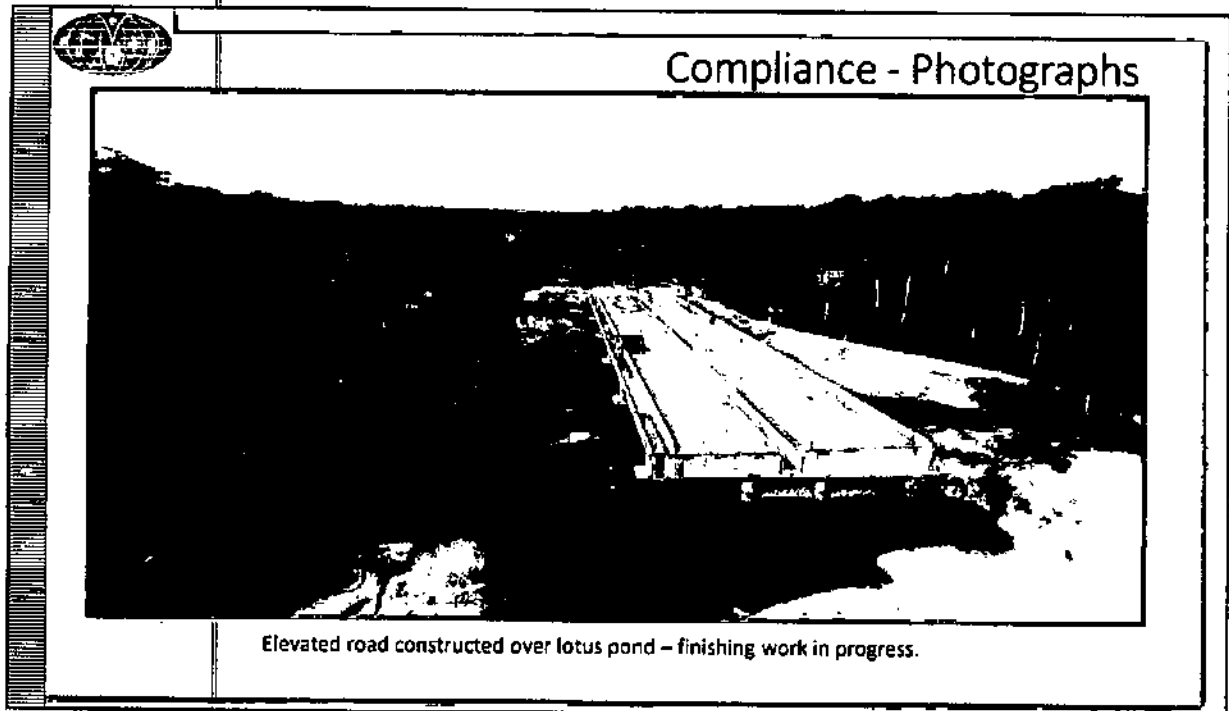
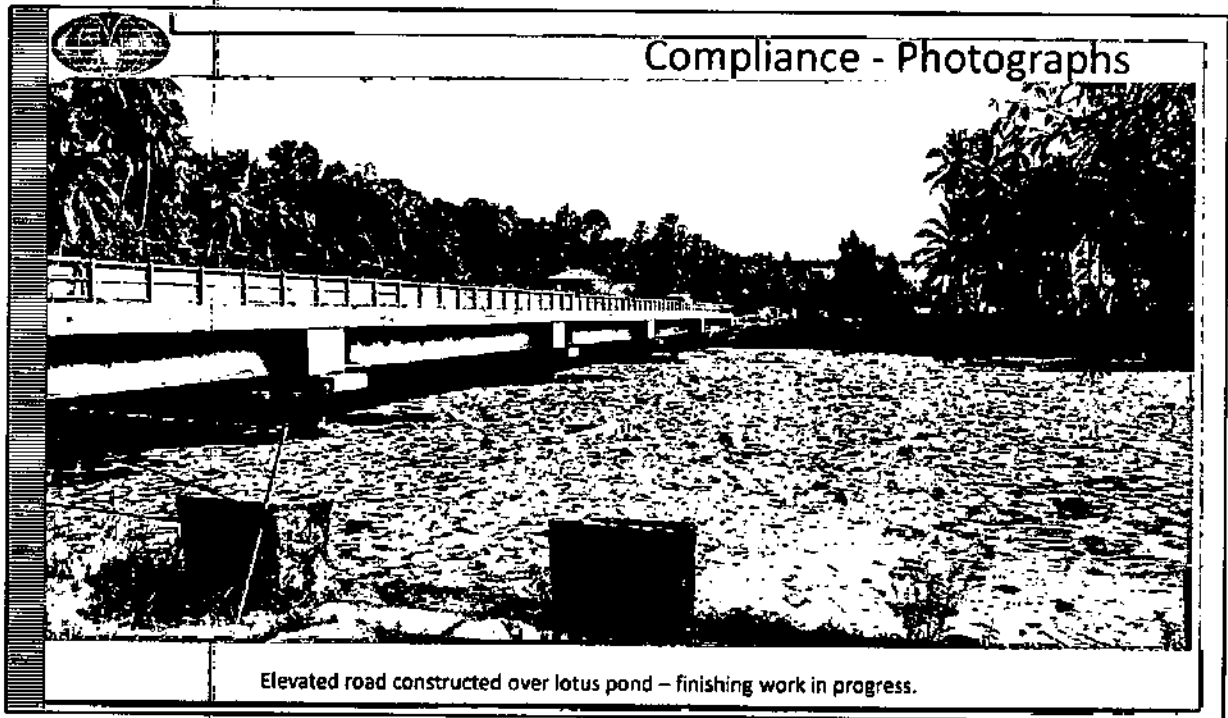
Conversion for Port Approach Road- 5.9791 Ha – Compliance of Previous orders

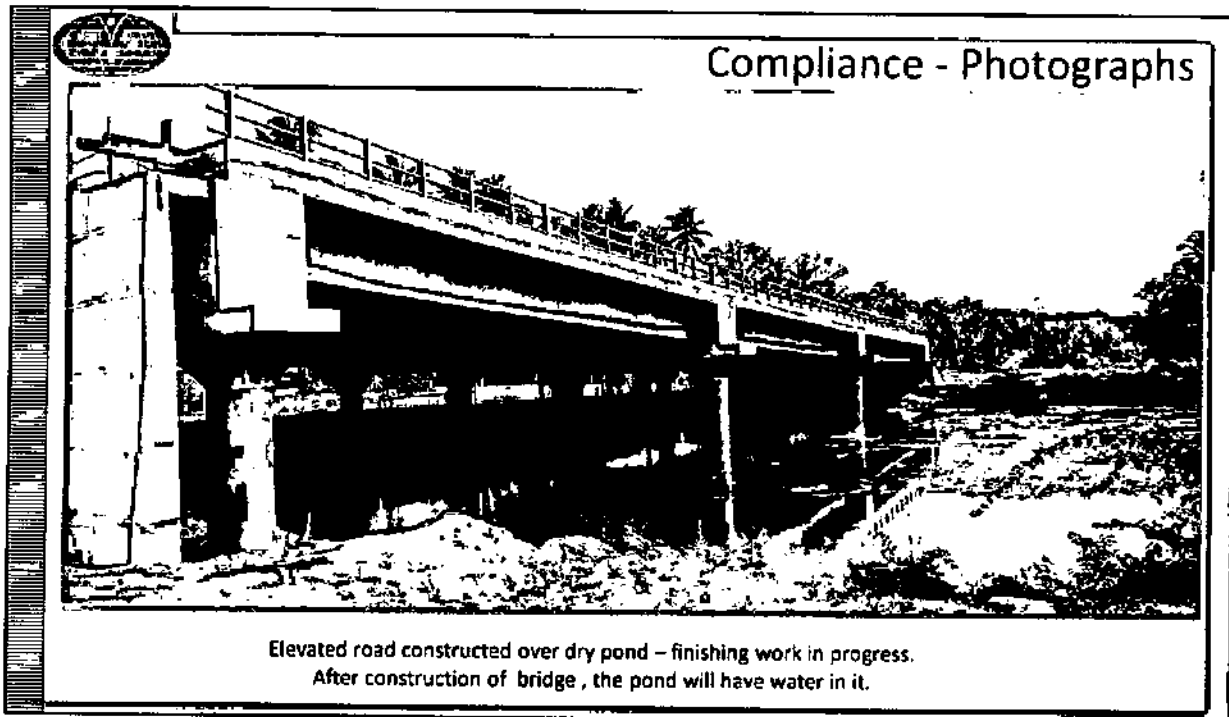
- Obtained the permission vide G.O no 45/2020/Agri dated 01st June 2020
- Status of compliance as per the Government Order

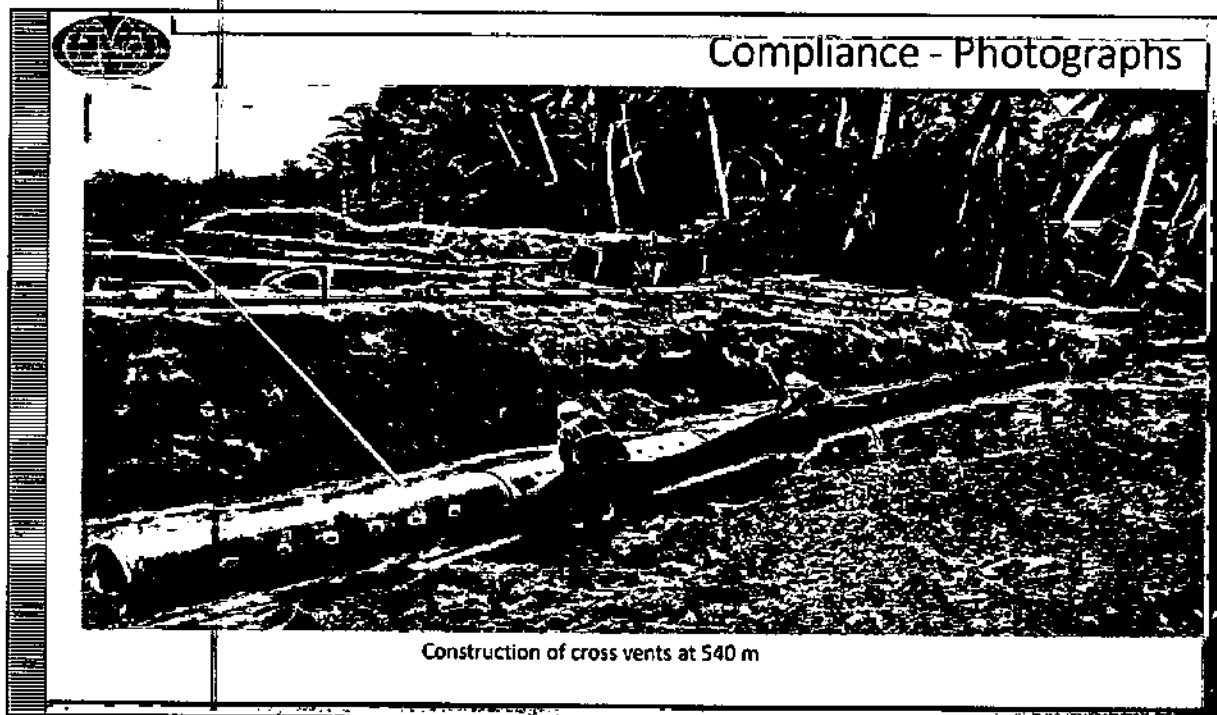
Sr.no	Work	Status
1	Need to protect the existing canals, ponds in the same manner. As a part of water conservation, 10% of the land need to be allocated.	2 number of existing ponds are retained after constructing 2 numbers of bridges. 10% of land has been earmarked for water conservation.
2	To control the environmental impact, all notifications issued by the authority concerned shall be strictly adhered	Noted for compliance
3	The details of each survey number with area and the details of conserving the water resources to be furnished.	The survey no and area earmarked for the water conservation is shown in the enclosed drawing. <div>Drawing</div>

Compliance of recommendations by KSRSEC Study for road connectivity		
Sr.no	Work description	Status
1	Construction of elevated road over 2 numbers of ponds at Chainage 980 to 1080 and 1510 to 1570	Construction of 2 numbers of bridges have been completed. Finishing works are in progress
2	Construction of 2 numbers of sub-surface dykes at ch 650-660m and 1400-1410 m	One number of dyke at ch 650 - 660 m have been completed. Second at 1400 - 1410 m is under construction and will be completed by March 2022.
3	Construction of cross vents at Ch 540 m, Ch 1130 m and Ch 1350 m	One have been completed. Other 2 are under construction and will be completed by March 2022.
4	Construction of 2 numbers of ponds for water conservations as an additional measure.	Few small plots of land earmarked for water conservation is under land acquisition - which is in advance stage and the ponds would be constructed as soon as the land is acquired and in possession.







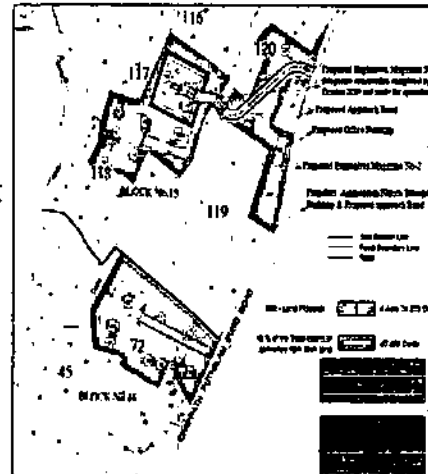


Conversion for Explosive Magazine Shed -1.9213 Ha – Compliance of conditions		
<ul style="list-style-type: none"> Obtained the permission vide G.O no 24/2021/Agri dated 08th Feb 2021 Status of compliance as per the Government Order 		
Sr.no	Work	Status
1	All drains flowing through 1.9213 hectares and the poramboku drain (2.7ares) which is the part of survey no 72/3 need to protect in the same manner	Complied. Drain passing have not been disturbed.
2	It has to be ensured that, the nearby agricultural activities and agriculture should not be affected by the construction activities	Noted for Compliance
3	As a part of water conservation, 10% of the transformed land to be used. The details of such land, including the area to be used for water conservation, inclusive of survey number, area etc to be furnished.	10% of land for water conservation has been earmarked and an artificial pond has been created for water conservation and improvement of recharge. The survey no and area earmarked for the water conservation is shown in the enclosed drawing. <div>Drawing</div>
4	To control the environmental impact, all notifications issued by the authority concerned shall be strictly adhered to by VISL	Noted for Compliance
5	The TVM District Collector has to ensure that all the above guidelines are strictly followed by VISL.	Noted

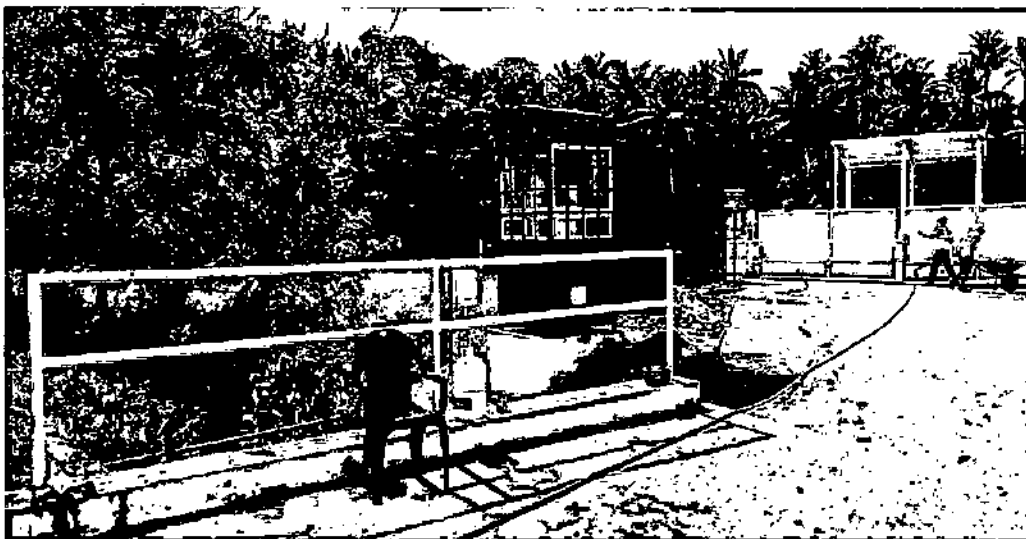


Conversion Explosive Magazine Shed -1.9213 Ha – Compliance of conditions

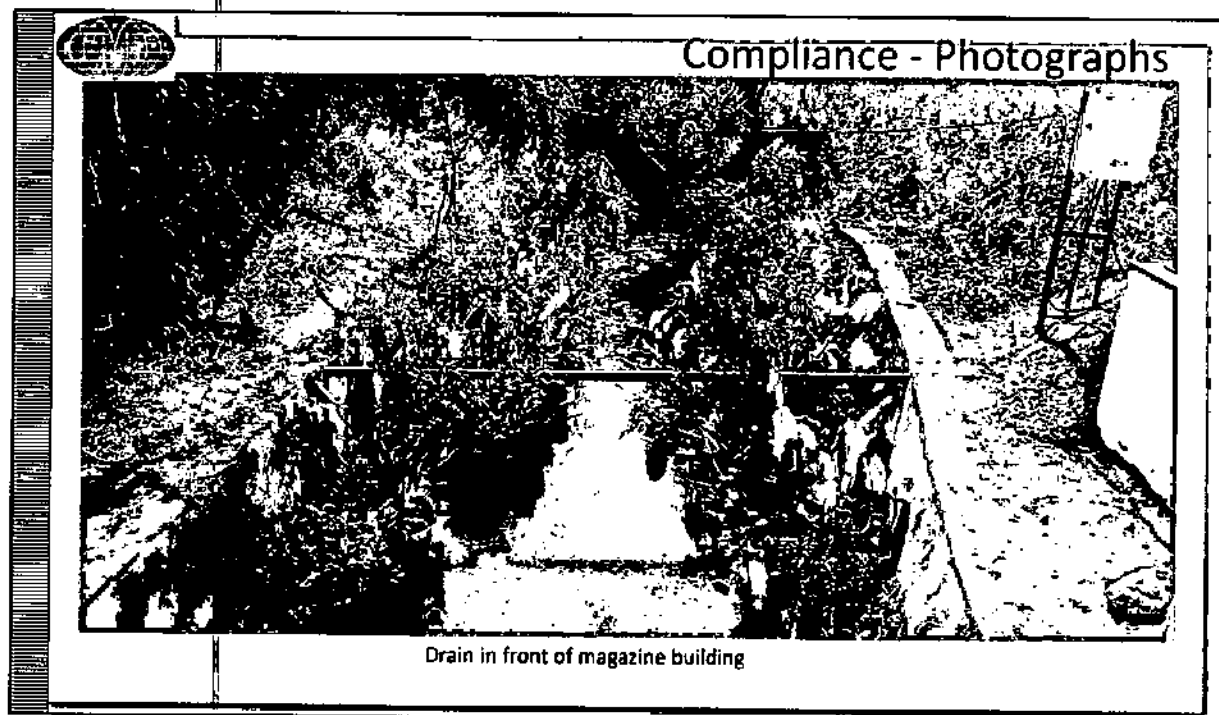
- Drain preserved
- Water conservation area preserved 10%
- Construction completed as per Explosive Act



Compliance - Photographs

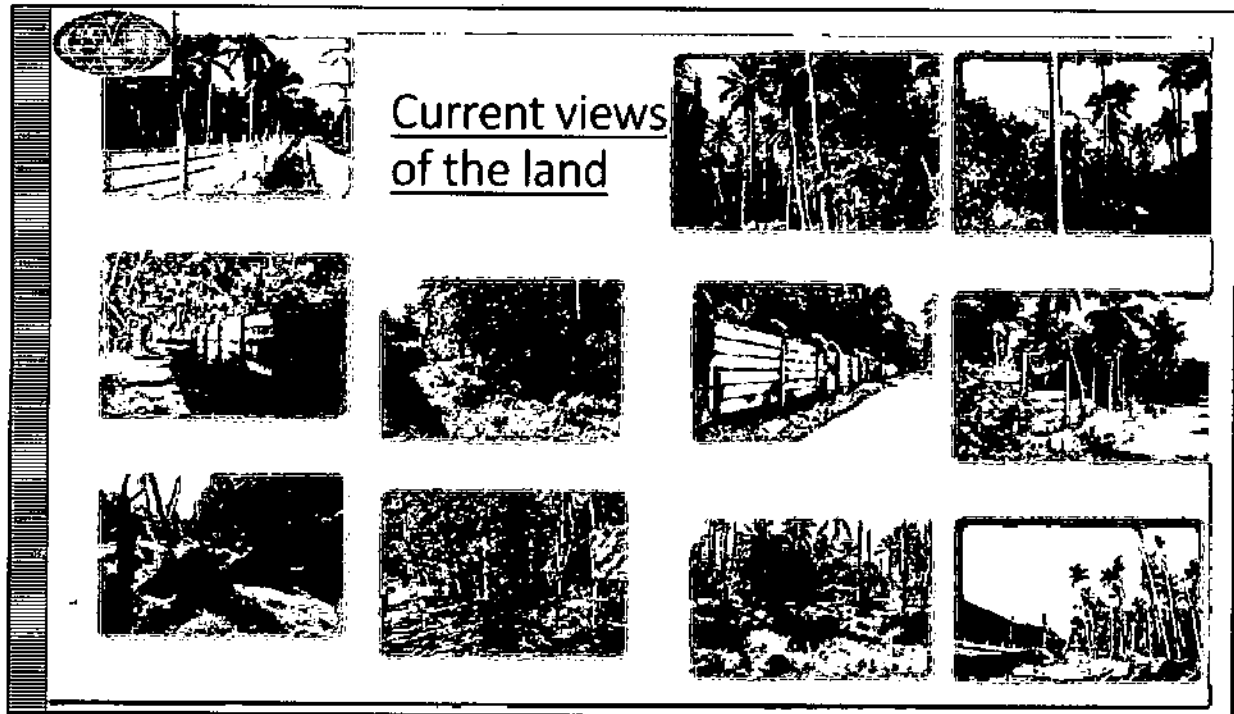


Drain have been retained by constructing wall and culvert in front of magazine building (left side of the photograph)



Paddy and Wet land - Status

- The applied land is under the ownership of VISL- leased to GoK- licenced to AVPPL for port development.
- GoK is obligated to make sure necessary permits available for the development by AVPPL.
- This land is neither currently under paddy cultivation (not even past 25 years) nor licensed to AVPPL for any agriculture purpose.
- No alternate land available for the port estate developments Revenue dept. report.
- Provision of Section 10 of act 2008 - and its amendment 2018 may be invoked by GoK – with out affecting paddy cultivations in adjacent land (not there) and 10 % earmarked for water conservation land can be converted for public purpose.
- There is a GO declaring as Vizhinjam Port Project – a service essential to “Life and Community” and hence eligible to be exempted from building permits - GO MS 310/2015/LSGD dated 01/10/2015



Clarifications on Concerns of SLC

- **Violations of Act**
 - VISL/ AVPPL has not done any violations.
 - Data bank (2011) specifies condition of the land as already converted.
 - The GO issued for cost fixing for acquisition specifying as converted land.
 - No felling of trees made in this area (Attached Photos/ Videos).
 - Record of trees- as per Memorandum of site (MoS), viz 9353 Coconut trees etc.

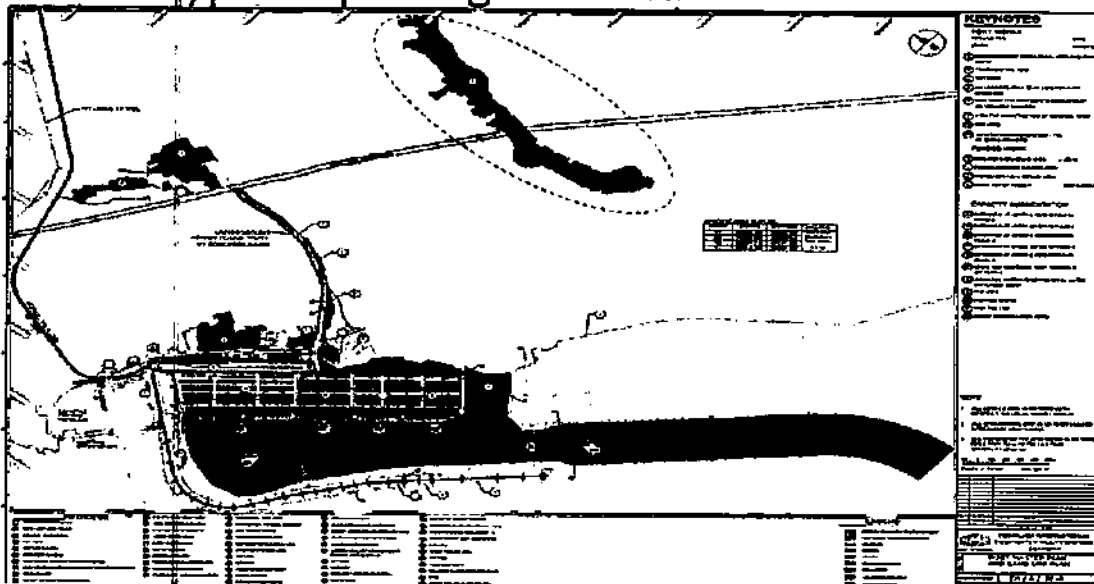


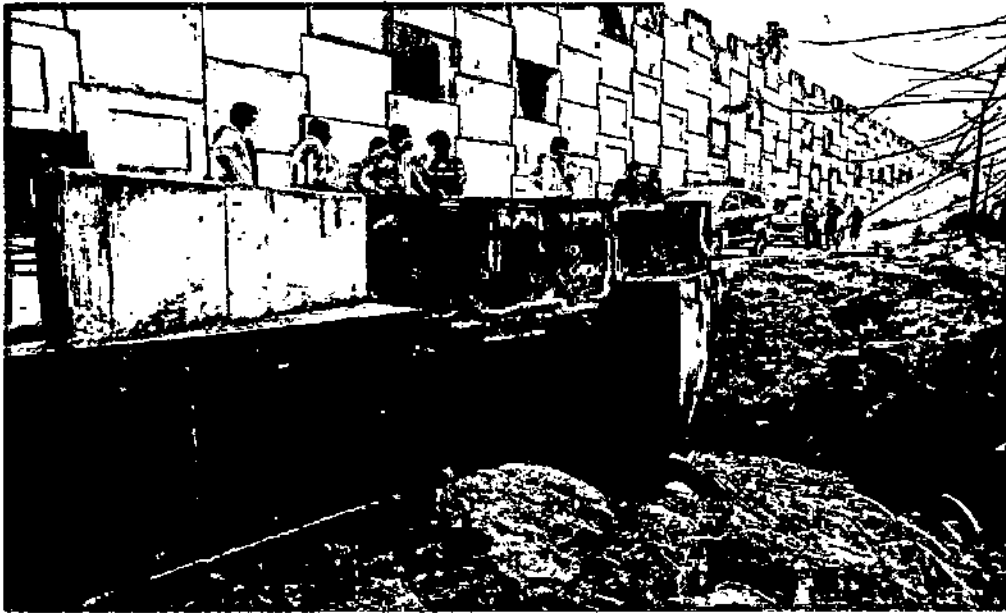
Clarifications on Concerns of SLC

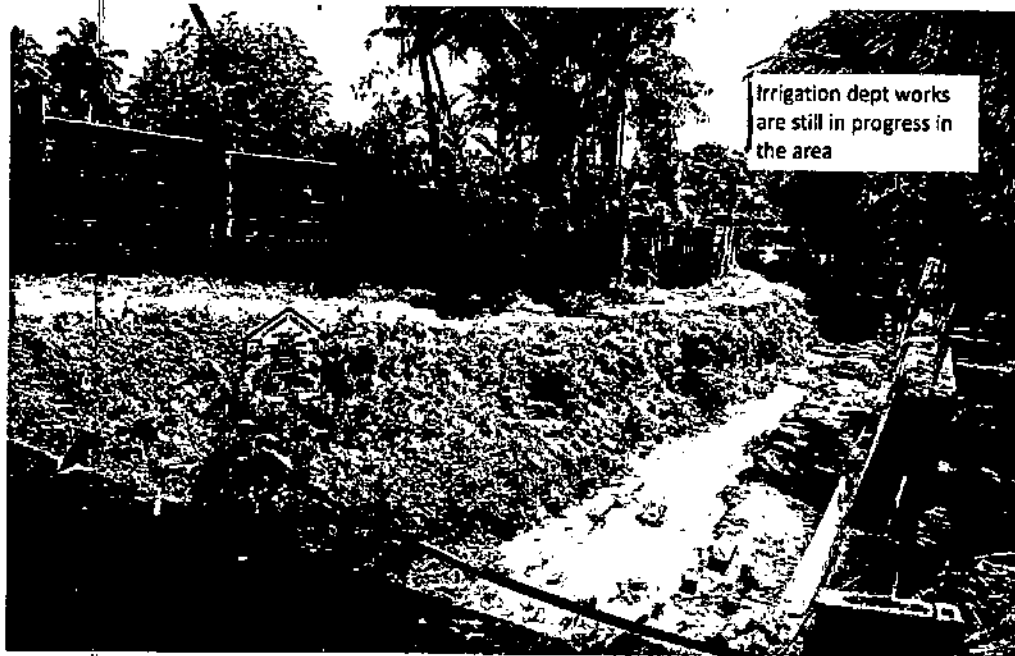
• Flooding in 2018

- Mid of the existing drain is constricted by a culvert of NH Bypass.
 - This cause flooding of the area during construction in 2018
 - The 'thodu' outside our area has flooded due to the construction of Minor Irrigation Department (MID) drain work which is still on going.
 - Location of the culvert and MID work as in photo below.
- The drain is maintained by LSGD/ Irrigation department.

NH bypass splitting the land







Suggested measures for avoiding future floods

- Damaged berms of the drain can be rectified to ensure flow as per instructions.
- The width of the drain can be preserved as per instructions.
- The land is inbounded by PWD roads on all the sides and hence there is no neighbouring cultivations affected.
- As Roads all around – Hence no adjoining Cultivations
- No spill over to adjoining lands once the inside thode and out side thodu are clear

Boundary roads



Boundary roads





Compensatory afforestation Status

In lieu of the trees felled,

- AVPPL in collaboration with Social forestry have carried out compensatory afforestation of 15,540 trees
- Area afforestation of 12.5 Ha (in Sainik School Kazhakootam)
- Plantation in its 4th year.
- An amount of Rs 80.50 Lakhs has been spent by now.
- 11.0 Ha of space has been identified by Social Forestry Department at Kerala University Campus Kariyavattom for plantation

[See Video](#)



Concerns of the Applicant (VISL) and GoK

- Environmental Clearance of MoEF-CC is ending in 2024, Now 7 years over after the EC granting date. Further delay causes exceedance of non-extendable EC time limit (10 years).
- Encumbrance free land transfer - is the obligation of GoK and failures invites huge penalty further upon GoK. Compensation for damage also claimable by the developer. Authority (GoK) would be at Default.
- There is a need for use of this land during construction itself, failing which planned construction activities would be further affected and cause the next huge loss on the exchequer on account of compensations etc.
- The Land for conversion has Notified and Unnotified land intermittently. Developer cannot go ahead with any plan of development as the land parcel is not fully declared as converted.



• Financial Implication

- Rs 2 per Sqm per day to be paid as per CA by GoK
- Penalty as per CA- $249700 \text{ Sqm} \times 2 \text{ Rs/Day} \times 72 \times 30 \text{ days} = 107.87 \text{ Cr.}$
- Arbitration claim due to not enabling clearance = 400 Cr.

• Legal Implication

- Breach of agreement of CA by GoK – whether it is Agri dept/Port Dept/Rev Dept
- Authority (GoK) will be at Default as per CA for not providing agreed extend of land.

• Social Implication

- Project would be further delayed and thereby;
 - State exchequer would be affected by losing income
 - Benefits to the community would be affected adversely.



Thank You





Links

- [EC Order of MOEF and its extension](#)
- [Comprehensive Environment Impact Assessment \(CEIA\)](#)
- [Environmental Mitigation Plan \(EMP\)](#)
- [Concession Agreement \(CA\)](#)
- [Land use Master plan of the project](#)
- [Earlier orders for Magazine Building and NH Connectivity](#)
- [Earlier Orders of the Government – GO for Acquisition of land](#)
- [Earlier Orders of the Government – GO declaring port as essential to life and community](#)
- [MoS](#)

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ANNEXURE - 2

**SCHEME FOR COMPENSATORY AFFORESTATION IN LIEU OF TREE FELLING
FOR VIZHINJAM INTERNATIONAL SEA PORT PROJECT**



**SOCIAL FORESTRY DIVISION, THIRUVANANTHAPRAM
KERALA FOREST DEPARTMENT**

CONTENTS

Sl. No.	Content	Page No.
1.	Introduction	1
2.	Guidelines for felling and removal of trees	1
3.	Sanction for tree felling for Vizhinjam project	1
4.	Government decision and action taken	2
5.	Specific objectives of the project	2
6.	Details of CA site	2
7.	Implementation Strategy	3-5
8.	Corporate Social Responsibility	5
9.	Source of Fund	6
10.	Budget	6
11.	Implementation	6
12.	Administrative requirement	7
13.	Peoples' participation	7
14.	Monitoring and evaluation	7
15.	Cost benefit analysis	7
16.	Conclusion	7

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SCHEME FOR COMPENSATORY AFFORESTATION IN LIEU OF TREE FELLING FOR VIZHINJAM INTERNATIONAL SEA PORT PROJECT

1. Introduction

Vizhinjam International Deepwater Multipurpose Seaport project is a flagship project of the Government of Kerala (GoK). The project site is located at Vizhinjam, 16 km south of the capital city of Thiruvananthapuram. A fully owned company of GoK, named Vizhinjam International Seaport Ltd. (VISL) was formed to oversee the activities related to the development of the project. Ministry of Environment, Forests & Climate Change issued environmental & CRZ clearance to the project vide letter F.No.11-122/2011-IA.III dated 3rd January 2014.

Pursuant to the environmental clearance, GoK has entered into a concession agreement with M/s Adani Vizhinjam Port Private Ltd. (AVPPL) on 17th August 2015 for development and operation of the project for a concession period of 40 years. The preliminary works for the development of the project were initiated at the site on 16th November 2015, followed by official inauguration on 5th December 2015.

2. Guidelines for felling and removal of trees

As a measure against indiscriminate cutting of trees grown on government land and to conserve tree growth, government have constituted Committees at Corporation/Municipality/Panchayath levels and prescribed procedure for the purpose of taking a decision on felling of tree growth in public land. As per G.O (Rt) No. 172/2010/F&WLD, dated 21.01.2010, the user agency should plant and protect compensatory plants at the rate of 1:10 in lieu of trees felled.

3. Sanction for tree felling for Vizhinjam project

For development of Vizhinjam project, Assistant Conservator of Forests (SF), Thiruvananthapuram had granted permission to M/s Adani Vizhinjam Port Private Ltd to fell 1127 trees as detailed below:

Sl. No	Permission letter no. & date	No. of trees
1.	SF A2-118/2017 dated 30.01.2017	81
2.	SF A2-118/2017 dated 09.03.2017	113
3.	SF A2-118/2017 dated 12.12.2017	933
	Total	1127

4. Government decision and action taken

In the meeting convened by honourable Minister of Ports on 05.04.2017 to discuss issues related to felling of trees in the acquired land for truck terminal area of the Port site, it was *inter alia* decided that Forest department may identify land for compensatory afforestation of 10 times the number of trees felled and M/s AVPPL will make available the required funds at the disposal of Kerala Forest department (annexure - 1).

Forest department has identified 12.0 ha of land for compensatory afforestation in the Sainik school campus at Kazhakkootam. The Principal and Administrative Officer, Sainik school, Kazhakkootam has accorded necessary sanction to Forest department to take up compensatory afforestation activities in the campus (annexure -2). M/s AVPPL have confirmed that necessary funds will be deposited on approval of the scheme for compensatory afforestation by government. A copy of consent letter no. AVPPL/SFD/2017-18/370 dated 20.03.2018 is appended (annexure- 3).

5. Specific objectives of the scheme

- i. Compensate the greenery lost for port construction and ancillary development.
- ii. Beautify the landscape with tree architecture.
- iii. Mitigate noise and air pollution.
- iv. Provide fresh air and act as lung to the society.
- v. Improve the biodiversity of the tract.
- vi. Provide safe haven for urban avifauna.
- vii. Develop a sustainable model for urban forestry.
- viii. Increase carbon sequestration to mitigate adverse effects of climate change.

6. Details of CA site

During 2016-17 Kerala Forest department had taken up compensatory afforestation activities in 20.0 ha in the Sainik school campus, Kazhakkootam in lieu of tree felling for 4 laning of Thiruvananthapuram - Makkola section of NH-47 (new NH- 66). The plantation has come up very well and has been widely appreciated by M/s NHA and Sainik school authorities. The permission granted by Sainik school authorities now is a clear testimony of the success achieved and conscious move to tap the accruable long term tangible and intangible benefits of bringing the campus under green cover. The identified plot of land lies contiguous to this. Being defence land, the area is secured and protected by compound wall on all four sides.

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7. Implementation strategy

7.1. Pre-planting works

The present vegetation mostly consisting of acacia thickets with random pole crop, thorny bushes and other inhospitable outgrowth may be cut, heaped and burned, lest they interfere/compete with the planted stock. After excluding inspection paths, roads and patches with shallow soil from 12.0 ha of land identified in Sainik school campus, it is assessed that 16840 seedlings of fruit bearing, flowering, medicinal and multipurpose miscellaneous timber species can be planted at an espacement of 2.5 m x 2.5 m (approximate plantable area - 10.50 ha). The number of seedlings required to be raised, inclusive of casualty replacement @ 10%, is 18524. Pits of 45 cm x 45 cm x 45 cm will be taken up during April- May to facilitate weathering. Only one year old seedlings raised in containers of size 20 cm x 40 cm raised by Social Forestry wing will be utilised for planting.

7.2. Selection of Species

To restore and revive the pre existed vegetation of the terrain, the following indigenous fruit bearing species are recommended.

a) Fruit bearing

1. Njaval (*Syzygium cumini*)
2. Elengi (*Mimusops elengi*)
3. Ambazham (*Spondias pinnata*)
4. Mavu (*Mangifera indica*)
5. Plavu (*Artocarpus heterophylla*)
6. Anjily (*Artocarpus hirsutus*)
7. Pera (*Psidium guajava*)
8. Aathi (*Anona squamosa*)
9. Puli (*Tamarindus indica*)
10. Nelli (*Emblica officinalis*)
11. Rambuttan (*Nepheliu mlappaceum*)
12. Chamba (*Syzygium samarangense*)
13. Anapulinji (*Averrhoa rambola*)
14. Mullathi (*Annona muricata*)
15. Sappota (*Manikaa sapota*)

b) Flowering

1. Kanikonna (*Cassia fistula*)
2. Manimaruthy (*Lagerstroemia speciosa*)
3. Chamatha (*Butea monosperma*)

4. Mandaram (*Bauhinia variegata*)
5. Chempakam (*Plumeria rubra*)

c) Medicinal

1. Kumpil (*Gmelina arborea*)
2. Veppu (*Azadirachta indica*)
3. Kudampuli (*Garcinia cambogia*)
4. Kanjiram (*Strychnos nuxvomica*)
5. Rekihachandanam (*Pterocarpus santalinus*)
6. Chandanam (*Santalum album*)
7. Unigu (*Pongamia pinnata*)
8. Aal (*Ficus species*)
9. Koovalam (*Aegle marmelos*)
10. Thanny (*Terminalia bellinica*)
11. Asokam (*Saraca asoca*)
12. Pathimukam (*Caesalpinia sapans*)
13. Marotty (*Hydnocarpus pentandrus*)

d) Timber

1. Rosewood (*Dalbergia latifolia*)
2. Teak (*Tectona grandis*)
3. Mahagony (*Surietenia macrophylla*)
4. Poovarsu (*Thespesia populnea*)
5. Matty (*Ailanthus excelsa*)
6. Kambakam (*Hopea parviflora*)
7. Karimaruth (*Terminalia tomentosa*)
8. Vellakil (*Dysoxylum malabaricum*)

e) Bamboos, reeds, canes and palms

The list is only indicative and not exhaustive.

7.3. Planting operations

Planting activities will be commenced in June with the outbreak of monsoon for early establishment, steady growth and better survival. Wherever the soil is shallow, soil binders like ramacham, etc may be crowbar planted. The fringes may be planted with agave, pathimugham etc. as cattle barrier/ bio fence and to reduce fire hazards from adjoining habitation. Other conventional post planting operations like weeding, casualty replacment, terrace formation, application of manure, soil working, fire protection etc will be carried out from time to time. In areas where

acacia secondary growth is not there, only heaping and burning may be done to facilitate area for planting.

7.4. Soil and Moisture Conservation Works

The strategy is (i) to divide long slopes of land into a series of shorter ones to reduce the velocity of runoff water and (ii) to retain the water in the land for longer period so as to allow maximum water to be absorbed and held in the soil and less water flows down the slope of the land at non-erosive velocity.

7.4.1. Measures Proposed

1. Contour trenching

Contour trenching includes excavation along a uniform level across the slope of the land in the upper and middle reaches. Bunds may be formed in the transition and lower reaches using the debris and materials excavated from them. Contour trenches decrease the length of slope into smaller sections which retard the rate of runoff and soil erosion. Water collected in these trenches will increase the moisture regime and support the growth of vegetation. Contour trenches break the velocity of runoff and water percolates through the soil slowly and travels down. They also protect the contour or boundary bunds in the land from the runoff from upper portion. The trenches may be continuous or interrupted (staggered/ intermittent) type. Trenches get filled with soil over a period of time. Planting of soil binder trees/ shrubs on the upper edges of the trenches is beneficial. Trees/ shrubs like *Emblia officinalis*, *Vetiveria zizanioides*, bamboos etc may be taken up on the upper edges of the trenches through planting/seed sowing. It is proposed to undertake staggered contour trenches of size 2 m x 0.5 m x 0.5 m. Trenches may be taken up in lower reaches also, wherever required.

8. Corporate Social Responsibility

Kerala is a land scarce state and getting compact plot of land for taking up compensatory afforestation activities is an uphill task, more so in the periurban areas of the bustling Thiruvananthapuram city. Sparing nearly 12.0 ha of land for CA activities is indeed an act of extreme benevolence and magnanimity on the part of Sainik school authorities. Goodwill and cooperation of the residents is essential for establishment, survival and healthy upcoming of the plantation to achieve the long term benefits of the afforestation activities undertaken in the campus. The Sainik school authorities have requested to dig a bore well to supplement the water requirements of students, teachers and staff residing in the campus, which

currently is experiencing acute shortage of water. The water source established will encompass multiple areas of services like facilitation to education institution, supply of drinking water and domestic amenities, irrigation, extension to vegetable farming and horticultural cropping to resident community- to mention only a few. The facility developed can be utilized for establishing decentralized nursery to raise planting stock for greening periurban areas of Thiruvananthapuram city in future. In view of the accruable tangible and intangible benefits arrayed above, this may very well be portrayed as one of the unique and best models of corporate social responsibility (CSR) initiative. Last but not least, no price can be tagged to any investment for the welfare of our future defence personnel, guardians of territorial integrity and saviours of nation's security. Forest department strongly endorse their request and M/s AVVPL has agreed to provide Rs. 2.00 lakh for digging bore well and installation of pump set in the school campus.

9. Source of Fund

M/s Adani Vizhinjam Port Private Limited have conveyed consent to place necessary funds at the disposal of Forest department vide annexure - 3.

10. Budget

The financial requirement to implement the scheme is appended (annexure-4). Since the project area falls within the city limits and periurban areas, mobilising labour is difficult and wage rates are high compared to forest areas. Hence, implementing the scheme with the current Forest Schedule of Rates (FSR) will not be viable. An enhancement of 50% over and above FSR for labour components has, therefore, been factored in the proposed costing. Earlier, in an identical case of compensatory afforestation in lieu of four laning of Thiruvananthapuram - Makkola NH - 47 (new NH - 66), M/s NHAI had agreed for enhancement of 50% over and above FSR and had been approved vide G.O(Rt) No. 28/2016/P&WLD dated 25.01.2015 (annexure - 5). Forest department has introduced contract system for taking up forestry works w.e.f. 11/2017, and hence provision for 10% contractor's profit (CP) has been included in the costing. Depending on site conditions and contingencies at the time of execution upward/downward variations to the extent of 10% may be anticipated.

11. Implementation

The scheme will be implemented by Social Forestry Division, Thiruvananthapuram.

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12. Administrative requirement

The proposed work is not included in the annual plan of operation of the implementing office. Hence separate administrative sanction or enabling government order is required for implementation.

13. Peoples' participation

The local public may be actively got involved in the implementation of the scheme. Services of the Non Governmental Organisations, Self Help Groups, Kudumbasree etc may be sought in various stages of execution of the scheme. Voluntary involvement of students and organisations like NCC, NSS, Students Police Cadet, Scout etc from educational institutions may be solicited at various stages of implementation so as to foster sense of ownership and belonging among the younger generation.

14. Monitoring and evaluation

The implementation of the scheme will be monitored at various levels of officers in the hierarchy and concurrently evaluated by the Vigilance wing of Forest department.

15. Cost benefit analysis

Like in any other forestry/ greening activity, quantification of accruable benefits in terms of money is difficult in respect of this scheme also. Pure air and water are prime products of forests and together they constitute our life line. It is a now recognised that not even the most modern theories of economics or the best tools of financial auditing have achieved fair success in attaching a price tag to a well created and functioning eco-system as the goods and services rendered are too complex and multifactorial. Hence a detailed cost benefit analysis is not being ventured into.

16. Conclusion

Development and conservation need not be on conflicting terms, but have to go hand in hand. One need not be at the cost of the other. This scheme is one such humble effort in that direction.

Range Forest Officer,
Social Forestry Range, Thiruvananthapuram

Principal Chief Conservator of Forests (SF)

Assistant Conservator of Forests
Social Forestry Division, Thiruvananthapuram



GOVERNMENT OF KERALA

Fisheries & Ports (E) Department
Thiruvananthapuram
Dated: 24-04-2017

No. 1317594/E1/2017/F&PD

From

Additional Chief Secretary

To

The Additional Chief Secretary,
Forest Department.

The Additional Chief Secretary,
Environment Department.

The Principal Chief Conservator of Forests,
Thiruvananthapuram.

The Director,
Directorate of Environment and Climate Change.

The Member Secretary,
Kerala State Bio-diversity Board.

Assistant Conservator of Forests,
Social Forestry Division, Thiruvananthapuram.

The Managing Director,
Vizhinjam International Seaport Limited, Thiruvananthapuram.

The Director and Chief Executive Officer,
Adani Vizhinjam Ports Private Ltd, 2nd Floor,
Vipanchika Towers, Near Thycaud Guest House.

Sir,

Sub: Port Department - Request for seeking permission for felling of existing trees - Minutes forwarding of - reg.

Ref: Government letter of even No. dated 03-04-2017.

In inviting your attention to the reference cited, I am to forward herewith the copy of the minutes of the meeting held on 05-04-2017 by Hon'ble Minister (Ports) to discuss issues related to the felling of trees in the acquired land for Truck Terminal area in the Adani Vizhinjam Port site for favour of information and further action if any.

Yours faithfully,

P.T. JOY

Under Secretary

For Additional Chief Secretary to Government.

Approved for issue,

Section Officer

ANNEXURE - 3



Vizhinjam International Seaport Limited
(A Government of Kerala Undertaking)

VISL/53/2021-GM1(E)/627

Dated 22/11/2021

Additional Principal Chief Conservator of Forests (C),
Ministry of Environment Forest and Climate Change (MoEF&CC)
Regional Office (SZ), Kendriya Sadan,
4th Floor, E&F Wings, 17th Main Road,
Koramangala II Block Bangalore-560034 (Karnataka)
rosz.bng-mefcc@nic.in; Ph: 080-25635901

Sub: Half Yearly Compliance Report (HYCR) of Environmental and CRZ Clearance for Vizhinjam International Multipurpose Deepwater Seaport for the period April 2021 to September 2021 - reg.

Ref: 1) File No. 11-122/2011-IA.III dated 3rd January 2014
2) Letter No. 1285/A3/13/KCZMA/S&TD dated 24th August 2013
3) File No: EP/12.1/7/2013-14/Ker 829 dated 20th August 2019
4) F.No.11-122/2011-IA.III Proposal No. 1A/KL/MIS/178082/2020 dated 29th Dec 2020

Dear Sir,

This has reference to the Environmental & CRZ Clearance (EC) issued vide reference first cited by the Ministry of Environment, Forest & Climate Change, for the proposed Vizhinjam International Multipurpose Deepwater Seaport at Vizhinjam in Kerala State based on the recommendation of KCZMA (vide reference second cited). The validity of EC was subsequently extended by MoEF&CC (vide reference fourth cited).

The Half Yearly Compliance Report (HYCR) of the conditions stipulated in the references cited for the period from April 2021 to September 2021 is enclosed herewith for record and reference.

As per the MoEF&CC letter (vide the reference third cited), submission of HYCRs by email/soft copy is declared acceptable. Therefore, the HYCR for the period April 2021 to September 2021 is being submitted to the MoEF&CC, Regional Office (Bangalore), Zonal office of the CPCB (Bangalore), KSPCB & KCZMA via email.

Yours Sincerely

For Vizhinjam International Seaport Ltd

Chief Executive Officer

Encl: As stated above

Copy to: MD & CEO Adani Vizhinjam Port Private Ltd. (AVPPL) 3rd Floor, Asornwall House,
Kuravankonam, Trivandrum Kerala-695 003.

9th Floor, KSRTC Bus Terminal Complex, Thampanoor, Thiruvananthapuram 695 001, Kerala, India
Tel/fax: +91-471-2328616, Email: mail@vizhinjamport.in www.vizhinjamport.in
CIN: U45309KL2004SGC017685

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Development of Vizhinjam International Deepwater Multipurpose Seaport

Environmental Clearance F. No. 11-122/2011-IA.III dated 3rd January 2014

Half Yearly Compliance Report (HYCR) for the Period April 2021 to September 2021

Project Concessionaire

Adani Vizhinjam Port Private Ltd. (AVPPL)

Project Authority

Government of Kerala (GoK)

Implementing Agency on behalf of GoK



Vizhinjam International Seaport Limited (VISL)
(A GoK Undertaking)

November 2021

adani	Adani Vizhinjam Port Private Limited (AVPPL)	From : April 2021 To : September 2021
Vizhinjam International Deepwater Multipurpose Seaport Status of Conditions Stipulated in Environmental and CRZ Clearance		

Half Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014 for the Period April 2021 to September 2021		
S. No.	Conditions	Compliance Status as on 30.09.2021
11.	Specific Conditions	
(i)	"Consent for Establishment" shall be obtained from Kerala State Pollution Control Board under Air and Water Act and a copy shall be submitted to the Ministry before start of any construction work at the site.	<p>Complied</p> <p>Consent for Establishment (CTE) had been obtained from Kerala State Pollution Control Board (KSPCB) vide Consent No. PCB/HO/TVM/ICE/08/2015 dated 15.09.2015 valid up to 31.07.2018.</p> <p>The CTE was renewed vide Consent No. PCB/HO/TVM/ICE-R/02/2018 dated 19.07.2018 valid up to 31.07.2023.</p> <p>Copy of the renewed CTE was submitted to Ministry of Environment and Climate Change (MoEF&CC) with the Half Yearly Compliance Report (HYCR) for the period April 2018 to September 2018.</p>
(ii)	Project Proponent shall carry out intensive monitoring with regulatory reporting six monthly on shoreline changes to the Regional Office, MoEF.	<p>Being Complied</p> <p>Based on the Shoreline Monitoring Plan prepared by L&T Infra Engineers Ltd (L&T IEL) under the guidance of National Institute of Ocean Technology (NIOT). Shoreline monitoring for a stretch of 40 km (20 km on both sides of the project site) is being done and reports are being regularly submitted to MoEF&CC as a part of the HYCR. Broadly the scope covers:</p> <ul style="list-style-type: none"> • Wave Observations • Onshore Cross beach profiling • Offshore Cross beach profiling • Littoral Environmental Observations (LEO) • Beach Sampling • Multi-beam Echo Sounder (MBES) survey • River cross section surveys • Grab Sampling • Current Observations • Tide Observations • Weather Observations • Water Sampling • Turbidity Measurements

adaniAdani Vizhinjam Port Private Limited
(AVPPL)From : April 2021
To : September 2021Vizhinjam International Deepwater Multipurpose Seaport
Status of Conditions Stipulated in Environmental and CRZ Clearance**Half Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014 for the Period April 2021 to September 2021**

for the Period April 2021 to September 2021												
S. No.	Conditions	Compliance Status as on 30.09.2021										
		<p>Shoreline Monitoring Report for the period April 2021 to September 2021 is enclosed as Annexure I.</p> <p>L&T IEL had prepared Mathematical Modelling Reports based on Shoreline Monitoring data; which were vetted by NIOT.</p> <p>Four mathematical modelling reports have been prepared by L&T IEL so far and submitted to MoEF&CC; as detailed below:</p> <table border="1"> <thead> <tr> <th>Data Period</th> <th>Submitted with HYCR for the Period</th> </tr> </thead> <tbody> <tr> <td>Feb 2015 to Feb 2017</td> <td>Apr 2017 to Sep 2017</td> </tr> <tr> <td>Mar 2017 to Feb 2018</td> <td>Apr 2018 to Sep 2018</td> </tr> <tr> <td>Mar 2018 to Feb 2019</td> <td>Apr 2019 to Sep 2019</td> </tr> <tr> <td>Mar 2019 to Feb 2020</td> <td>Apr 2020 to Sep 2020</td> </tr> </tbody> </table> <p>In continuation with the same practice Adani Vizhinjam Port Pvt. Ltd. (AVPPL) have submitted the shoreline data from March 2020 to February 2021 to L&T IEL for mathematical modelling to assess the impact on shoreline under the guidance of NIOT. The mathematical modelling report for the period March 2020 to February 2021 vetted by NIOT is given as Annexure II.</p> <p>From all the data analyses and model studies carried out by L&T IEL, it has been concluded that there was minimal variation on shoreline, beach morphology and water quality compared to the previous years and that the port construction has not caused any unnatural changes to these parameters in the vicinity of the port.</p>	Data Period	Submitted with HYCR for the Period	Feb 2015 to Feb 2017	Apr 2017 to Sep 2017	Mar 2017 to Feb 2018	Apr 2018 to Sep 2018	Mar 2018 to Feb 2019	Apr 2019 to Sep 2019	Mar 2019 to Feb 2020	Apr 2020 to Sep 2020
Data Period	Submitted with HYCR for the Period											
Feb 2015 to Feb 2017	Apr 2017 to Sep 2017											
Mar 2017 to Feb 2018	Apr 2018 to Sep 2018											
Mar 2018 to Feb 2019	Apr 2019 to Sep 2019											
Mar 2019 to Feb 2020	Apr 2020 to Sep 2020											
(iii)	The capital dredged material (7.6 Mm ³) shall be utilized for reclamation of berths.	<p>Being Complied</p> <p>No dredging or reclamation was carried out during the compliance period from April 2021 to September 2021. The dredged material till 30.09.2021 amounting to 2.90 Mm³ has been utilized for reclamation of 36 Ha area.</p>										

adani


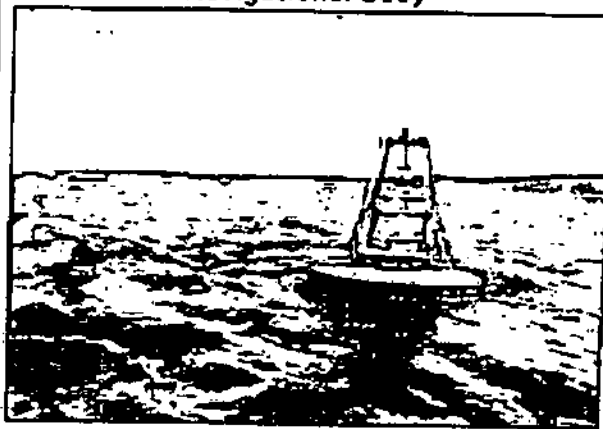
adani	Adani Vizhinjam Port Private Limited (AVPPL)	From : April 2021 To : September 2021
	Vizhinjam International Deepwater Multipurpose Seaport Status of Conditions Stipulated in Environmental and CRZ Clearance	

**Half Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014
for the Period April 2021 to September 2021**

S. No.	Conditions	Compliance Status as on 30.09.2021
(iv)	Additional fish landing centre shall be developed as part of the proposed Vizhinjam port for upliftment of fisheries sector.	<p>Being Complied</p> <p>The work for construction of the fish landing centre (Rs. 16.00 crores) and the fishery breakwater (Rs. 131.12 crores) has been initiated as part of the funded work component of the concession agreement with AVPPL.</p> <p>The EPC Contractor, in anticipation of finalising design mobilised the sub-contractor along with resources for construction of fishery harbour since March 2017. However, fishing boats docked in the proposed area need to be removed before the commencement of work. Government of Kerala (GoK) has initiated discussions with fishermen representatives for removal of the boats to facilitate construction work and these discussions are ongoing. (Source: VISL)</p>
(v)	The project shall be executed in such a manner that there is minimum disturbance to fishing activity.	<p>Being Complied</p> <p>Following is being practiced to ensure minimum disturbance to fishing activity:</p> <ul style="list-style-type: none"> • Work is planned in such a way that the movement of fishing boats is not hindered due to project construction. • Signboards have been placed for demarcation of construction area and navigational buoys/marker buoys are placed in the marine area for fishing boats to maintain a safe distance from the areas of breakwater construction. • For mutual understanding of the developmental activities with the local fishing community an exclusive CSR team has been assigned. • Using the technological advancements (such as WhatsApp), the dedicated CSR team of AVPPL are in constant touch with the fishermen/fishing community members to facilitate the flow of various project related information/updates.

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adaniAdani Vizhinjam Port Private Limited
(AVPPL)From : April 2021
To : September 2021Vizhinjam International Deepwater Multipurpose Seaport
Status of Conditions Stipulated in Environmental and CRZ ClearanceHalf Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014
for the Period April 2021 to September 2021

S. No.	Conditions	Compliance Status as on 30.09.2021
		<ul style="list-style-type: none"> • AVPPL CSR team also provides regular updates to the committee which has been formed by the local church/other representatives adjoining to the port area, who in turn pass on port project execution information to the fishermen. • Turbidity buoys at 3 locations identified by NIOT had been deployed and continuous monitoring was carried out to assess the real time turbidity. The turbidity details for the compliance period are given in Annexure I. • Marine Water Quality is being monitored regularly and results are submitted as part of the compliance reports. No abnormal results were observed during the compliance period (Refer Annexure III).
		 <p>Navigational Buoy</p>  <p>Turbidity Buoy</p>

adaniAdani Vizhinjam Port Pvt. Ltd.
Half Yearly Compliance Report (Apr 2021 to Sep 2021)

Half Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014
for the Period April 2021 to September 2021

S. No.	Conditions	Compliance Status as on 30.09.2021
(vi)	Steps would be taken to safeguard the interests of the fisheries sector as detailed in the Resettlement Action Plan (RAP). Corporate Social Responsibility (CSR) and in the Integrated Fishing Community Management (IFCMP), namely a component of Rs.7.1 crores as part of the compensation package for the fisheries sector, as livelihood restoration measures for mussel collectors, shore seine fishermen and others. Rs.41.30 crores as part of CSR activities in the fisheries sector under (i) water supply scheme (7.3crores) (ii) new fishing landing centre (16crores) (iii) adoption of existing fishing harbor (5crores) (iv) sea food park (4crores) (iii) skill development centre (4crores) (iv) environmental sanitation (3crores) and (v) solid waste management (2crores).	<p>Being Complied</p> <p>In consultation with the fishermen, enhanced livelihood compensation of Rs. 101.86 Crores was sanctioned by GoK, instead of Rs. 8.55 crores; as suggested earlier in the EIA stage. Till date an amount of Rs. 94.39 crores have been disbursed till 30.09.2021 for a total number of 2631 Livelihood Affected Persons (LAPs) whose verification was complete in all respects; this includes boat owners to whom kerosene is supplied free of cost as well during the port construction period. Verification of the documents of few balance LAPs is in progress. (Source: VISL)</p> <p>The status of the Social Welfare activities envisaged in the fisheries sector is as follows:</p> <p>Water supply: Water Supply Scheme for provision to the local people has been commissioned in April 2013 by VISL by expending an amount of Rs. 8.10 crores. For Operation & Maintenance (OBM) of the same an amount of Rs. 5.38 crores has been spent up to 31.03.2021. From 04.04.2019 onwards, OBM of the scheme is being done by Kerala Water Authority (KWA). An additional amount of 1.74 crores has been sanctioned for extending water supply facilities to the community by VISL. The work is in progress by KWA. (Source: VISL)</p> <p>Fish Landing centre: The work for construction of the fish landing centre (Rs. 16.00 crores) and the fishery breakwater (Rs. 131.12 crores) has been initiated as part of the funded work component of the concession agreement with AVPPL in the form of a new fishing harbour. AVPPL is unable to start the construction activities since the proposed site is blocked by</p>

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adaniAdani Vizhinjam Port Private Limited
(AVPPL)From : April 2021
To : September 2021Vizhinjam International Deepwater Multipurpose Seaport
Status of Conditions Stipulated in Environmental and CRZ Clearance**Half Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014 for the Period April 2021 to September 2021**

S. No.	Conditions	Compliance Status as on 30.09.2021
		<p>fishermen with their fishing boats. The proposed area needs to be cleared for the commencement of works. GoK has initiated discussions with fishermen representatives for removal of the boats to facilitate construction work and discussions underway. (Source: VISL)</p> <p>Existing Fishing Harbour: Tender for modernization of the existing fishing harbour was invited by Harbour Engineering Department (HED) and work awarded. However, the works could not be initiated due to sectoral protests among different fishermen groups. Government has formed a higher level committee to prepare a master plan for the old fishing harbour. (Source: VISL)</p> <p>Seafood Park: Procurement of land for seafood park (Rs. 26.00 crores) by VISL has been completed. Action for development of seafood park is being planned so as to commission the same along with the completion of the new fishing harbour. (Source: VISL)</p> <p>Skill Development: Additional Skill Acquisition Program (ASAP) is a GoK initiative aimed at imparting skill courses to students for improving their employability. No Objection Certificate (NoC) has been granted to ASAP to proceed with the construction of a Community Skill Park (CSP) in an area of 1.5 acres of land at Vizhinjam. It is operates on a PPP model wherein 25000 sq. ft. building with facilities for students' hostel are being constructed by GoK under ASAP with ADB assistance. whereas the operation of the centre with logistics and other high-end courses is vested with Adani Skill Development Centre. Preference is being given to local people based on skill and</p>

adani

adani	Adani Vizhinjam Port Private Limited (AVPPL)	From : April 2021 To : September 2021
Vizhinjam International Deepwater Multipurpose Seaport Status of Conditions Stipulated in Environmental and CRZ Clearance		

Half Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014 for the Period April 2021 to September 2021		
S. No.	Conditions	Compliance Status as on 30.09.2021
		<p>competency during the construction stage. Tender for fixing transaction advisor has been invited. (Source: VISL)</p> <p>Environmental/Sanitation: Adani Foundation has started a clean campaign programme in the community to have awareness on personal cleanliness, cleanliness of the surroundings and ensure proper community monitoring for its effectiveness; with strict COVID protocol. One of the livelihood groups, promoted under the CSR of AVPPL/Adani Foundation - Karsheeka Karma Sena is coordinating the campaign. Most of the members who are actively participating in the cleaning campaign are from widow's category as part of our Widow's engagement programme. VISL initiated action with Thiruvananthapuram Corporation, Clean Kerala Company to manage the Solid Waste Management in the Project Affected area. A Material Recovery Facility. Sufficient Number of Thumbor moozhies and LAgassy waste disposal are in planning stage. Once the proposals are finalised, VISL also assist in installing the required facilities in the Project affected areas.</p> <p>Gangayar Canal: As the community people reported the sand accumulation at Gangayar causing flooding and which has directly affected more than 100 houses during rainy season, AVPPL/Adani Foundation has been regularly removing sand from the mouth of Ganagayar to ensure proper water flow to sea. The dredging department of HOWE is doing the work at the mouth of Gangayar River joining sea at Valiyakadappuram every day. The proposed maintenance to ensure proper water flow and desilting of Gangayar initiated during the month of December 2020. The work has been entrusted to Minor Irrigation Department under the supervision</p>

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Adani Vizhinjam Port Private Limited
(AVPPL)From : April 2021
To : September 2021Vizhinjam International Deepwater Multipurpose Seaport
Status of Conditions Stipulated in Environmental and CRZ ClearanceHalf Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014
for the Period April 2021 to September 2021

S. No.	Conditions	Compliance Status as on 30.09.2021
		<p>of Harbour Engineering Department (HED). The project cost of Rs. 89 lakhs for the same has been shared equally by AVPPL and VISL. But as the tenders for the work shown an additional expense of Rs. 30 lakhs and the same has been transferred and the works has been started by the Minor Irrigation Department. Desilting of waste up to 1 km from the mouth of the canal, Core wall (Break water) to block sand iteration at the southern side of the exiting Fishing Harbour and Installation of three Silt breakers at a distance of 500 m with footbridge are the major components of the work.</p> <p>Activities carried out by AVPPL as a part of CSR intervention for fishermen, fishing community and fisheries sector for the period of April 2021 to September 2021 is given in Annexure IV.</p>
(vii)	Rail connectivity shall be parallel to the harbour road on elevated structures at +4/5.00 m level without affecting the entry to the existing harbor.	<p>Will be Complied</p> <p>Konkan Railway Corporation Limited (KRCL) has been engaged as a consultant for turnkey execution of the project. Out of the total rail route length of 10.7 km, 9.0 km is planned to be passing through an underground tunnel to minimize the disturbance to the local population. Detailed Project Report (DPR) has been completed and submitted to Southern Railway for its approval. Geophysical and geomorphological studies have also has completed. All the required clarifications have been provided to Southern Railways and the approval is expected shortly. EC amendments in this regard would be sought for once the approval of DPR is obtained. (Source: VISL)</p>
(viii)	Compensation packages in accordance with the Central/State Government norms shall be given to all the authorized-cum-affected	<p>Being Complied</p> <p>Resort owners evicted have been compensated for land and not for the structures since they were in violation of CRZ notification. An area of 0.728 Ha has been acquired up to 30.09.2021 under negotiated</p>

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	(having valid clearances as applicable) resort owners.	purchase. Remaining land of 2.865 Ha to be acquired by Land Acquisition (LA) process for which notification has been published and action initiated by the District Collector Thiruvananthapuram. (Source: VISL)
(ix)	The port shall ensure that all ships under operation follow the MARPOL convention regarding discharge or spillage of any toxic, hazardous or polluting material like ballast water, oily water or sludge, sewage, garbage etc. The emission of NOx & SOx shall remain within permissible limits.	Will be Complied Currently project is under construction. This shall be complied during operational phase.
(x)	CSR activities shall cover villages within 10 km radius of the project.	Being Complied All CSR activities on livelihood development health, sanitation, education etc. are being implemented after receiving formal demands from social controlled institutions; government controlled institution and recognized platforms. CSR activities are being taken up and carried out mainly in the fields of education, community health, sustainable livelihood development, community infrastructure development, COVID-19 relief activities and general administration. CSR. An amount of Rs. 50.59 Lakhs has been spent on CSR activities during the compliance period (April 2021 to September 2021) as shown below:

S. No.	Head	Amount (Rs. Lakhs)
1	Education	02.25
2	Health	36.50
3	Sustainable Livelihood Development	02.83
4	General Administration	09.01
Total		50.59

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		Details on CSR activities carried out by AVPPL during compliance period (April 2021 to September 2021) are enclosed as Annexure IV.
(xi)	Oil Contingency Management Plan shall be put in place.	<p>Will be Complied</p> <p>After duly incorporating the comments of Indian Coast Guard (ICG), the final facility Level Oil Spill Disaster Contingency Plan (OSDCP) in line with the National Oil Spill-Disaster Contingency Plan (NOS-DCP) has been submitted to ICG for approval vide letter No. AVPPL/ICG/2020-21/1134 dated 22.05.2020.</p> <p>After final review by PRT (West), ICG has made specific remarks on the compliance of OSDCP prepared in line with NOS-DCP guidelines; directing AVPPL to submit the OSDCP for approval only after pollution response equipment are in place.</p> <p>Considering that the procurement of pollution response equipment will be in line with the development of the port, the final OSDCP will be submitted to ICG for approval prior to commissioning of the port; when the pollution response equipment are in place.</p>
(xii)	All the recommendations /conditions stipulated by Kerala Coastal Zone Management Authority (KCZMA) shall be complied with.	<p>Being Complied</p> <p>AVPPL are complying with all the recommendations/conditions of KCZMA. Copies of the HYCRs are also being sent to KCZMA. Compliance to the recommendations/conditions of KCZMA for the period April 2021 to September 2021 is enclosed as Annexure V.</p>
(xiii)	The responses/ commitments made during public hearing shall be complied with in letter and spirit.	<p>Being Complied</p> <p>AVPPL are complying with the responses/commitments made during public hearing (as applicable). Status of the same is being submitted regularly with HYCRs to all the authorities concerned. The compliance status of the commitments made during Public Hearing & actions on the same during</p>

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S. No.	Conditions	Compliance Status as on 30.09.2021
		the compliance period April 2021 to September 2021 is enclosed as Annexure VI.
(xiv)	All the recommendation of the EMP shall be complied with in letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEF along with half yearly compliance report to MoEF-RO.	Being Complied Project is in construction stage. Out of the 5 identified EMP areas, work has started in Port Site (Building construction in back up yard), Road/Rail Corridor and in PAF (Project Annex Facility)). Recommendations of the Construction stage EMP for these areas are being implemented. Status of construction stage EMP in matrix format is enclosed as Annexure VII.
(xv)	The project proponent shall bring out a special tourism promotion package for the area in consultation with the State Government and implement the same along with the project.	Being Complied The final Integrated Area Development Plan prepared through CEPT University, Ahmadabad in consultation with Town Planning, Tourism, Industry and other line departments was reviewed by the expert committee constituted by GoK. The Master Plan will be forwarded to Joint Planning Committee (JPC) for further action. (Source: VISL)
(xvi)	The project proponent shall place on its website its response to the Public Hearing, and representations as presented to the EAC in the 128 th meeting held on 23 rd November 2013, for information of the general public.	Complied All the relevant details pertaining to EIA, ToR, EAC meetings, Public Hearing, etc. related to the project have been placed on VISL website http://www.vizhinjampor.in/eia-30-5-13.php
(xvii)	There shall be no withdrawal of groundwater in Coastal Regulation Zone Area, for this project. In case any groundwater 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.	Noted There will not be any withdrawal of groundwater in CRZ Area. In case of requirement of groundwater withdrawal outside CRZ area, specific prior permission will be obtained from State/Central Groundwater Board. A 3.00 MLD water supply scheme for the project had been commissioned with the source of water being Vellayani Lake whose

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		<p>raw water will be available for treatment. The net availability of treated water from this supply scheme is 2.49 MLD of potable water out of which 1.49 MLD of water shall be distributed to the local people as part of social welfare measures of VISL. The balance 1.0 MLD was to be used for port related activities. However, at present, the entire treated water from the scheme is being utilised by the community.</p> <p>Due to this reason, the water for construction purposes for the port is being sourced from the open market/private suppliers. On an average about 13 KLD water is being consumed for construction related activities during the compliance period (April 2021 to September 2021).</p>
(xviii)	The Hazardous waste generated shall be properly collected and handled as per the provision of Hazardous Waste (Management, Handling and Transboundary Movement) Rules, 2008.	<p>Being Complied</p> <p>Contractors working at site, under the EPC Contractor M/s. Howe Engineering Projects India Pvt. Ltd. (HEPIPL) have obtained separate consents from KSPCB for handling Hazardous Waste. During this compliance period (April 2021 to September 2021) 1355 L of used oil had been generated and it has been stored as per Hazardous Waste Rules at site and will be disposed to authorized (CPCB/KSPCB) waste oil handlers.</p>
(xix)	No hazardous chemicals shall be stored in the Coastal Regulation Zone area.	<p>Being Complied</p> <p>No hazardous chemical is being stored in the CRZ area.</p>
(xx)	The waste water generated from the activity shall be collected, treated and reused properly.	<p>Complied</p> <p>Only batching plant wash/reject is generated from the construction activity presently. For the same, a settling tank is constructed and used for collection and recycling of all wash water generated. At present settled sludge is used for filling of low lying area.</p>
(xxi)	Sewage Treatment facility should be provided in accordance with the CRZ Notification.	<p>Will be Complied</p> <p>Provision for installing Sewage Treatment Plant (STP) facility of adequate capacity in phased manner is being planned and will be</p>

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S. No.	Conditions	Compliance Status as on 30.09.2021
		Implemented in line with CRZ Notification along with the commissioning of the project.
(xxii)	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.	Being Complied No solid waste is being disposed in the CRZ area. As mentioned in the EIA, contractors working at the site have been made responsible for management of Solid Waste during construction stage. The contractors are complying with the provisions pertaining to management of Solid Waste and it is being properly collected, segregated and disposed in line to Solid Waste Management Rules 2016, as amended.
(xxiii)	Installation and operation of DG set if any shall comply with the guidelines of CPCB. Oil spills if any shall be properly collected and disposed as per the Rules. Project proponent shall install necessary oil spill mitigation measures.	Being Complied 5 DG sets are presently being used at site. These are compliant to CPCB guidelines. If any oil spill occurs, it shall be properly collected and disposed as per the Rules.
(xxiv)	No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area.	Being Complied Construction of the project is being carried out as per the approval obtained under CRZ Notification.
(xxv)	The approach channel shall be properly demarcated with lighted buoys for safe navigation and adequate traffic control guidelines shall be framed.	Will be Complied The project is in construction phase and the same shall be complied during operational phase.
(xxvi)	The project proponent shall take up development of green belt in the project area, wherever possible. Adequate budget shall be provided in the Environment Management Plan for such development.	Will be Complied Greenbelt: Although a natural greenbelt exists, the greenbelt of adequate width with suitable species in consultation with forest department as identified in the EIA will be developed in all possible areas including back-up areas and along the boundary of the project area in line with the establishment of the project. A greenbelt development plan has been considered in the Master Plan and

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		adequate budgetary provision has been kept for this purpose. Compensatory Afforestation: During the meeting with Hon'ble Minister dated 05.04.2017, it was decided that Forest Department shall identify land for compensatory afforestation in lieu of trees felled at port site areas; at the rate of 1:10. AVPPL, in collaboration with Forest department, have carried out compensatory afforestation of approximately 15,540 trees on 12.05 Ha land; as identified by social Forest Department in Sainik School, Trivandrum (at an aerial distance of 24 km from the Vizhinjam Port project site). The plantation is now in its Third Year. Rs. 80.50 Lakhs has been spent towards Phase-I of the compensatory afforestation at Sainik School.
(xxvii)	The fund earmarked for environment management plan shall be included in the budget and this shall not be diverted for any other purposes.	Being Complied An amount of 40 Crores has been kept solely for EMP implementation as per the commitment in the EIA; and this amount is not diverted for any other purpose. An amount of Rs. 2.11 Crores has been utilized towards EMP implementation measures during compliance period April 2021 to September 2021. Till date, an amount of Rs. 19.583 Crores has been spent on environmental protection measures. The EMP expenditure for the compliance period April 2021 to September 2021 is enclosed as Annexure VIII.
(xxviii)	The project proponent shall set up an organizational mechanism/institutional structure for Environment, Health & Safety & CSR under the supervision of a General Manager as outlined in the EIA Report for effective implementation of the	Complied During construction phase an officer of VISL has been designated as Head (EHS & CSR) for effective implementation of the stipulated EHS safeguards & CSR activities. AVPPL has also appointed competent and qualified professional for effective implementation of EHS safeguards & CSR activities. In addition to the above, independent environment,

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	stipulated EHS safeguards & CSR activities.	health and safety consultants have been appointed as per concession agreement signed between GoK and AVPPL. It is also ensured that contractors executing the work also deploy qualified and competent EHS personnel for effective implementation of EMP measures. Organizational Structure for Environment, Health, and Safety & CSR for construction phase is enclosed as Annexure IX.
(xxix)	Staff Colony should be located beyond CRZ area.	Will be Complied Port facility planning is done in such a way that staff colony will be located beyond CRZ area.
12.	General Conditions	
(i)	Construction of the proposed structures shall be undertaken meticulously conforming to the existing Central/local rules and regulations including Coastal Regulation Zone Notification, 2011 & its amendments. All the construction designs/drawings relating to the proposed construction activities must have approvals of the concerned Statutory Departments / Agencies.	Complied All the construction activities are being carried out as per existing Central/local rules. Necessary permissions under CRZ Notification 2011 & its amendments have been obtained. Further, necessary approvals from concerned Statutory Departments/Agencies have been obtained for the construction designs/drawings relating to construction activities as mentioned hereunder: <ul style="list-style-type: none"> • Consent to Establish (CTE) No. PCB/HO/TVM/ICE/08/2015 dated 15.09.2015 valid up to 31.07.2018 was renewed from State Pollution Control Board vide Consent No. PCB/HO/TVM/ICE-R/02/2018, dated 19.07.2018 valid up to 31.07.2023. • Airport Authority of India NOC vide NOC no AA/SR/NOC/RHQ dated 7.12.2015. • CTE for consumer pump inside the Vizhinjam port premises was obtained on 07.03.2021 (Consent No.: PCB/TVM-DO/NTA/PTP/15/2021) for the period of 5 years valid up to 28.02.2026. • Consent to Operate (CTO) for Explosives Storage at Chappath area was obtained

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		on 20.07.2021 (Consent No.: PCB/TVM-DO/ICO/NTA/HCS/49/2021) valid up to 31.12.2024 (A Copy of the CTO is Enclosed as Annexure X). • As per the exemption granted by GoK G.O. No. 310/2015/LSGD dated 01/10/2015, AVPPL is not required to obtain any further building permits/permission to construct port related building within the port premises.
(ii)	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.	Complied On an average 347 Nos. of employees, staff and construction workers are engaged in the port construction activities on a daily basis during the compliance period April 2021 to September 2021. Presently, during the compliance period, the contractors have demobilized and there are no labourers residing in the labour camps. It is ensured that construction workers who are staying outside in the contractor rented houses/apartments are provided with necessary infrastructure facilities.
(iii)	Appropriate measures must be taken while undertaking digging activities to avoid any likely degradation of water quality.	Being Complied Mitigation measures are being followed while undertaking digging activities Surface & Ground water quality is monitored on a monthly basis in line to Environment Monitoring Plan prescribed in EIA and analysis reports are enclosed as Annexure III. There are no significant changes observed in the water quality during the compliance period.
(iv)	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.	Being Complied Quarry material is being obtained from approved quarry sites only. The progress of road constructed so far include Hume Pipe laying, construction of retaining wall, drain works, sub grade works and piling in ponds for bridge.

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S. No.	Conditions	Compliance Status as on 30.09.2021
	<p>(b) No excavation or dumping shall be allowed on wetlands, forest areas or other ecologically valuable or sensitive locations.</p> <p>(c) Excavation work shall be done in close consultation with the Soil Conservation and Watershed Development Agencies working in the area, and</p> <p>(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.</p>	<p>Earth cutting generated from road corridor construction at present are dumped in truck terminal area.</p> <ul style="list-style-type: none">• No excavation has been carried out in private property.• No excavation or dumping has been carried out in wetlands, forest area or other ecologically valuable or sensitive locations.• Kerala State Remote Sensing and Environment Centre (KSREC) have studied the impact due to construction of port approach road. Recommendations of KSREC are being implemented and suitable mitigation measures as suggested in the KSREC report are being adopted during construction.• No bituminous or hazardous material has been used.
(v)	<p>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.</p>	<p>Being Complied</p> <p>The construction material was obtained from approved quarries only.</p> <p>As on date, AVPPL have obtained Environmental Clearance (EC) from the State Environmental Impact Assessment Authority (SEIAA) and Consent to Operate (CTO) from KSPCB for the following granite building stone quarries:</p> <ul style="list-style-type: none">• Block No.29, Re-Survey No.120/10 in Manickal Village, Nedumangad Taluk, Thiruvananthapuram District, Kerala (Details submitted along with the HYCR for the period October 2019 to March 2020).• Nagaroor Village, Chirayinkeezhu Taluk, Thiruvananthapuram District (Details submitted along with the HYCR for the period April 2019 to September 2019)

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		<p>In case of new quarries, necessary approvals will be obtained from the competent authority. Apart from these, the concessionaire is also sourcing rocks from the following private quarry owners in Kerala:</p> <ul style="list-style-type: none"> Vismaya Rocks Pvt. Ltd. Quarry at Kummil Village, Kottarakara Taluk, Kollam District, Kerala Tasna Mines Quarry at Mancode Village, Kottarakara Taluk, Kollam District, Kerala <p>The concessionaire is also sourcing rocks from several private quarry operators in Tamil Nadu. It is ensured that all private quarry owners have necessary approvals and permits from competent authorities.</p>
(vi)	The project authorities shall make necessary arrangements for disposal of solid wastes and for the treatment of effluents by providing a proper wastewater treatment plant outside the CRZ area. The quality of treated effluents, solid wastes and noise level etc. must conform to the standards laid down by the competent authorities including the Central/State Pollution Control Board and the Union Ministry of Environment and Forests under the Environment (Protection) Act, 1986, whichever are more stringent.	<p>Being Complied</p> <ul style="list-style-type: none"> No solid waste is being disposed of in the CRZ area. Solid waste is handled as per the Solid Waste Management Rules, 2016 as amended. Provision for installing Sewage Treatment Plant (STP) facility of adequate capacity in phased manner is being planned and will be implemented in line with CRZ Notification along with the commissioning of the project. Environment Monitoring is being carried out as per Environment Monitoring Plan prescribed in EIA by NABL accredited agencies; during the compliance period, the contractor has been changed: M/s. Ashwamedh Engineers & Consultants till July 2021 and Standards Environmental & Analytical Laboratories from August 2021 onwards. Summary of the Ambient Air Quality Monitoring (AAQM) during the compliance period April 2021 to September 2021 at 5 monitoring locations is mentioned below:

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S. No.	Conditions	Compliance Status as on 30.09.2021					
		Parameter	Unit	Max	Avg.	Min	Perm. Limit
		PM ₁₀	ug/m ³	92	44	18	100
		PM _{2.5}	ug/m ³	38	15	5	60
		SO ₂	ug/m ³	8	4	2	80
		NO ₂	ug/m ³	13	5.8	2	80
		CO	mg/m ³	BDL	BDL	BDL	4
		HC	ppm	BDL	BDL	BDL	--
		<ul style="list-style-type: none"> Detailed Monitoring Reports for the period April 2021 to September 2021 is attached as Annexure III). All the monitored parameters were found within the prescribed limits. 					
(vii)	The proponent shall obtain the requisite consents for discharge of effluents and emissions under the Water (Prevention and control of Pollution) Act, 1974 and the Air (Prevention and control of Pollution) Act, 1981 from the Kerala State Pollution Control Board before commissioning of the project and a copy of each of these shall be sent to this Ministry.	<p>Will be Complied</p> <p>CTO under the Water (Prevention and control of Pollution) Act, 1974 and the Air (Prevention and control of Pollution) Act, 1981 will be obtained from KSPCB before commissioning of the project and copy of the CTO will be sent to Ministry on receipt.</p>					
(viii)	Adequate precautions shall be taken during transportation of the construction material so that it does not affect the environment adversely.	<p>Complied</p> <p>Following precautionary measures are undertaken during transportation of the construction material as environment safeguard:</p> <ul style="list-style-type: none"> Tarpaulin cover is being used during transportation of construction material All vehicles coming into the site are under a speed restriction of 20 km/hr Regular Water Sprinkling is done on the approach road by water tankers. It is ensured that all vehicles entering the Port have a valid PUC certification The dumpers have speed governors ensuring adherence to speed limit 					

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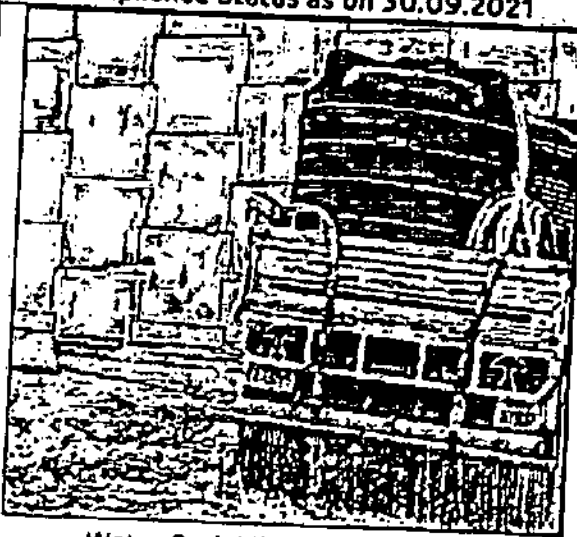

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S. No.	Conditions	Compliance Status as on 30.09.2021
		 <p data-bbox="853 1115 1220 1162">Water Sprinkling in Progress</p>  <p data-bbox="845 1708 1181 1754">Tarpaulin Cover on Trucks</p>

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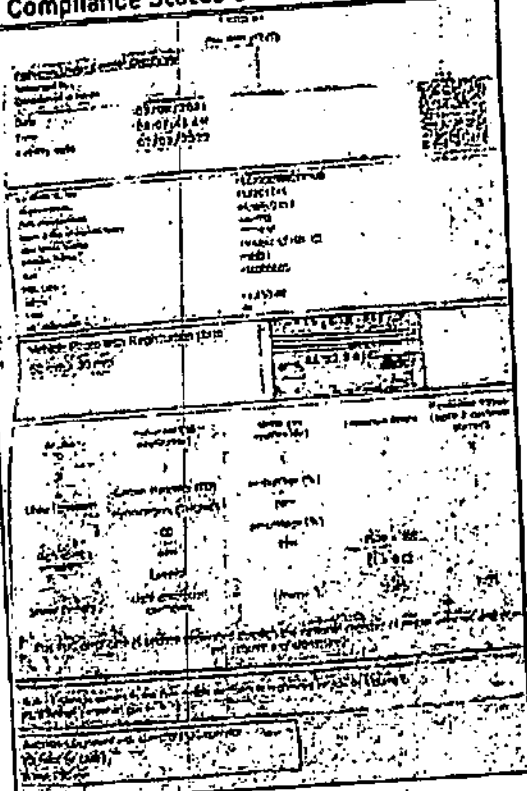
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S. No.	Conditions	Compliance Status as on 30.09.2021
		 <p>PUC Certificate</p>
(ix)	Full support shall be extended to the officers of this Ministry/Regional Office at Bangalore by the project proponent during inspection of the project for monitoring purposes by furnishing full details and action plan including action taken reports in respect of mitigation measures and other environmental protection activities.	<p>Noted</p> <p>There was no visit by officers of Ministry/Regional Office at Bangalore during the compliance period.</p> <p>All necessary support will be extended to officers of this Ministry/Regional Office during inspection of the project/site visit; whenever planned.</p>
(x)	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	<p>Noted for Compliance</p>

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Status of Conditions Stipulated in Environmental and CRZ Clearance**Half Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014 for the Period April 2021 to September 2021**

S. No.	Conditions	Compliance Status as on 30.09.2021
	and the same shall be complied with.	
(xi)	The Ministry reserves the right to revoke this clearance if any of the conditions stipulated are not complied to the satisfaction of the Ministry.	Noted
(xii)	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 & Forests.	Noted and Will be Complied AVPPL is the concessionaire for implementing the project and operating it for the next 40 years, based on concession agreement signed between the GoK & AVPPL on 17.08.2015. Vizhinjam International Seaport Limited (VISL) is the nodal agency for development of the port on behalf of GoK. As on date, there is no change in the project profile.
(xiii)	The project proponent 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.	Complied Concession agreement with AVPPL was signed on 17.08.2015. The layout of the port has been approved by GoK by letter No.308799/E1/15/F&PD dated 30.10.2015 (Submitted along with the Compliance Report of the period from October 2015 to March 2016). The preliminary construction activities commenced at site on 16.11.2015 followed by official inauguration on 05.12.2015. Financing agreement forming part of financial closure was submitted by the concessionaire on 13.05.2016.
(xiv)	Kerala State 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.	Noted This condition does not pertain to project proponent. However, it is learnt that KSPCB had complied with the same.
13.	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	Noted for Compliance EC has been obtained from MoEF vide letter dated 03.01.2014 (F.No.11-122/2011-IA.III). As per EIA Notification 2006 and Office Memorandum (O.M.) dated 12.04.2016, the validity of the EC is for seven years up to

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Half Yearly Compliance Report (Apr 2021 to Sep 2021)

adani	Adani Vizhinjam Port Private Limited (AVPPL)	From : April 2021 To : September 2021
Vizhinjam International Deepwater Multipurpose Seaport Status of Conditions Stipulated in Environmental and CRZ Clearance		

Half Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014 for the Period April 2021 to September 2021

S. No.	Conditions	Compliance Status as on 30.09.2021
	Pollution) Act 1981, the Environment (Protection) Act, 1986, the Public Liability (Insurance) Act, 1991 and EIA Notification 2006, including the amendments and rules made thereafter.	<p>03.01.2021. As per the provisions of MoEF&CC, the validity of the EC may be further extended for a maximum period of three years.</p> <p>VISL had submitted online application and required relevant documents on PARIVESH for extension of EC on 08.10.2020, 03.11.2020 and 19.11.2020. The Proposal (IA/KL/MIS/178082/2020) was considered in the 246th and 247th EAC meeting of Infra-1 committee of MoEF&CC held on 20.10.2020 and 23.11.2020; wherein VISL and NABET accredited consultant-L&T-IEL had made a presentation to the committee members.</p> <p>Thereafter, MoEF&CC vide letter No. IA/KL/MIS/178082/2020 dated 29.12.2020 (Copy of the same was submitted along with the compliance report for the period October 2020 to March 2021) have extended the validity of EC of Vizhinjam port by 3 years till 02.01.2024.</p> <p>Further, taking into account the outbreak of COVID-19 pandemic, MoEF&CC has amended the 2006 EIA Notification such that the period from the 01.04.2020 to the 31.03.2021 shall not be considered for the purpose of calculation of validity of existing ECs. Therefore, the EC of Vizhinjam port is valid till 01.01.2025.</p>
14.	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	<p>Complied</p> <p>All the construction activities are being carried out as per existing Central/Local rules. Necessary permissions under CRZ Notification 2011 & its amendments have been obtained.</p> <p>Further, necessary approvals from concerned Statutory Departments / Agencies have been obtained for the construction</p>

adani	Adani Vizhinjam Port Private Limited (AVPPL)	From : April 2021 To : September 2021
Vizhinjam International Deepwater Multipurpose Seaport Status of Conditions Stipulated in Environmental and CRZ Clearance		

**Half Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014
for the Period April 2021 to September 2021**

S. No.	Conditions	Compliance Status as on 30.09.2021
	proponents from the respective competent authorities.	<p>designs/drawings relating to the proposed construction as mentioned hereunder:</p> <ul style="list-style-type: none"> • Consent to Establish (CTE) No. PCB/HO/TVM/ICE/08/2015 dated 15.09.2015 valid up to 31.07.2018 was renewed from State Pollution Control Board vide Consent No. PCB/HO/TVM/ICE-R/02/2018, dated 19.07.2018 valid up to 31.07.2023. • Airport Authority of India NOC vide NOC no AAI/SR/NOC/RHQ dated 7.12.2015. • CTE for consumer pump inside the Vizhinjam port premises was obtained on 07.03.2021 (Consent No.: PCB/TVM-DO/NTA/PTP/15/2021) for the period of 5 years valid up to 28.02.2026. • Consent to Operate (CTO) for Explosives Storage at Chappath area was obtained on 20.07.2021 (Consent No.: PCB/TVM-DO/ICO/NTA/HCS/49/2021) valid up to 31.12.2024 (A Copy of the CTO is Enclosed as Annexure X). • As per the exemption granted by GoK G.O. No. 310/2015/LSGD dated 01.10.2015, AVPPL is not required to obtain any further building permits/permission to construct port related building within the port premises.
15.	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 Environment Clearance and copies of the clearance letters are available with the Kerala State Pollution Control Board and may also be seen on the website of the Ministry of Environment & Forest at http://www.envfor.nic.in . The	<p>Complied</p> <p>Details regarding the advertisement that the project had been accorded EC and copies of the clearance letter that were published in local newspapers was intimated (along with copy of advertisement) to the regional office of MoEF&CC, vide letter No. VISL/EC/MoEF/2013 dated 20.01.2014 (Submitted along with the HYCR for the period October 2015 to March 2016).</p> <p>Copy of the EC is available on VISL website at http://www.vizhinjamport.in/eia-30-5-13.php. The same is also uploaded on Adani Ports and Special Economic Zone (APSEZ)</p>

adani	Adani Vizhinjam Port Private Limited (AVPPL)	From : April 2021 To : September 2021
Vizhinjam International Deepwater Multipurpose Seaport Status of Conditions Stipulated in Environmental and CRZ Clearance		

Half Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014 for the Period April 2021 to September 2021		
S. No.	Conditions	Compliance Status as on 30.09.2021
	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.	website https://www.adaniports.com/Downloads at
16.	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.	Noted
17.	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.	Noted Three appeals challenging the EC granted to the project (two appeals filed at NGT, Southern Regional Bench, Chennai and one at NGT, Principal Bench, Delhi) and one original application (OA-filed at NGT, Principal Bench Delhi) indirectly challenging the CRZ Notification, 2011 were filed as per the NGT Act, 2010. The appeals filed at Chennai bench were later transferred to the Delhi bench. The Delhi Bench of NGT has upheld the EC granted to the project vide its judgment dated 02.09.2016.
18.	A copy of the clearance letter shall be sent by the proponent to concerned Panchayat, Zila Parishad/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.	Complied The EC was submitted to the concerned Panchayat, Zila Parishad/Municipal Corporation, Urban Local Body and the Local NGOs from whom representations were received vide letter No. VISL/EC/MoEF/2013 dated 29.01.2014. Copy of the EC is available on VISL website at http://www.vizhinjamport.in/eia-30-5-13.php . The same is also uploaded on APSEZ website at https://www.adaniports.com/Downloads
19.	The proponent shall upload the status of compliance of the stipulated Clearance	Being Complied The copy of the latest HYCR for the period October 2020 to March 2021 including the



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Vizhinjam International Deepwater Multipurpose Seaport
Status of Conditions Stipulated in Environmental and CRZ Clearance

**Half Yearly Compliance Report (HYCR) on Conditions Stipulated in Environmental & CRZ Clearance (EC) F.No.11-122/2011-IA.III dated 03.01.2014
for the Period April 2021 to September 2021**

S. No.	Conditions	Compliance Status as on 30.09.2021
	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 , NO _x (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.	<p>results of six monthly monitoring data for the same period has been uploaded on VISL website http://www.vizhinjamport.in and also on APSEZ website https://www.adaniports.com/Downloads.</p> <p>The HYCR for the period October 2020 to March 2021 has been submitted to the MoEF&CC, Regional Office (Bangalore), Zonal office of the CPCB (Bangalore), KSPCB & KCZMA vide email dated 30.05.2021 (a copy of the email is enclosed as Annexure XI).</p> <p>Environment Monitoring is being carried out as per Environment Monitoring Plan prescribed in EIA by NABL accredited agencies; during the compliance period, the contractor has been changed: M/s. Ashwamedh Engineers & Consultants till July 2021 and Standards Environmental & Analytical Laboratories from August 2021 onwards.</p> <p>Detailed Monitoring reports (Air, Water, Noise, Marine Water, and Sediment) for the Compliance Period April 2021 to September 2021 are enclosed as Annexure III. Additionally, summary of monthly Environment monitoring results are also uploaded on the APSEZ website https://www.adaniports.com/Downloads.</p>
20.	The project proponent shall also submit six monthly reports on the status of compliance of the stipulated Clearance 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.	<p>Being Complied</p> <p>HYCRs on the status of compliance of the stipulated clearance conditions including results of monitored data are regularly submitted to all the concerned agencies.</p> <p>As per the MoEF&CC Notification dated 26.11.2018, wherein submission of HYCRs by email/soft copy is declared acceptable, therefore the HYCR for the period October 2020 to March 2021 has been submitted to the MoEF&CC, Regional Office (Bangalore).</p>



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S. No.	Conditions	Compliance Status as on 30.09.2021
		Zonal office of the CPCB (Bangalore), KSPCB & KCZMA via email dated 30.05.2021 (a copy of the email is enclosed as Annexure XI).
21.	The environmental statement for each financial year ending 31 st March in Form-V as is mandated to be submitted by the project proponent to the concerned Kerala 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 Clearance conditions and shall also be sent to the respective Regional Offices of MoEF by e-mail.	Will be Complied The project is in construction phase. The same shall be complied post commissioning during operational phase.

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adaniAdani Vizhinjam Port Private Limited
(AVPPL)From : April 2021
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Status of Conditions Stipulated in Environmental and CRZ Clearance**Enclosures:**

Annexure Number	Details of Annexure
Annexure I:	Shoreline Monitoring Report (April 2021 to September 2021)
Annexure II:	Mathematical Modelling Report (March 2020 to February 2021)
Annexure III:	Environment Monitoring Report (April 2021 to September 2021)
Annexure IV:	CSR Activities by AVPPL (April 2021 to September 2021)
Annexure V:	Compliance to Conditions of KCZMA Recommendation
Annexure VI:	Compliance of the Commitments made during Public Hearing
Annexure VII:	Status of Environment Management Plan
Annexure VIII:	EMP Expenditure (April 2021 to September 2021)
Annexure IX:	Environment Health, Safety & CSR Organizational Structure
Annexure X:	CTO For Explosives Storage
Annexure XI:	Email Submission of HYCR for the Period October 2020 to March 2021

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F.No.11-122/2011-IA.III
Government of India
Ministry of Environment & Forests
(IA Division)

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

Dated: 03rd January, 2014

To
The Managing Director & Chief Executive Officer,
Vizhinjam International Seaport Limited,
1st Floor, Vipanchika Tower, Near Govt. Guest House,
Thycaud, P.O. Thiruvananthapuram-695014, Kerala

Contact Person Details:
Shri A.S. Suresh Babu,
Tel/Fax: 471-2328616,
Email: mail@vizhinjamport.in

Subject: Environmental and CRZ clearance for Development of Vizhinjam
International Deepwater Multipurpose Seaport at Vizhinjam in
Thiruvananthapuram District, Kerala by M/s. Vizhinjam
International Seaport Ltd. - Reg.

This has reference to your application No: VISL/EC/MoEF/2013 dated 29.08.2013 and subsequent letters dated 21.10.2013, 29.10.2013 and 23.11.2013 seeking prior clearance for the above project under the EIA Notification, 2006 and CRZ Notification, 2011. The proposal has been appraised as per prescribed procedure in the light of provisions under the EIA Notification, 2006 and CRZ Notification, 2011 on the basis of the mandatory documents enclosed with the application viz., the Questionnaire, EIA, EMP, HTL/LTL & CRZ demarcation report, Recommendation from Kerala Coastal Zone Management Authority (KCZMA) and specific study reports on long term shoreline changes, mathematical modelling 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 19th - 21st September, 2013, 28th - 30th October, 2013 and 20th - 23rd November, 2013.

2. It is inter-alia, noted that the Port is proposed to be developed by Vizhinjam International Seaport Ltd. (VISL), a fully owned Company of the Government of Kerala. The proposal involves the development of an all-weather, multi-purpose, deep-water, mechanized, greenfield port at Vizhinjam (Latitude 08°22'20"N and Longitude 77°00'00"E) in Thiruvananthapuram District. The Port having a natural deep draft of (-) 18m, located hardly 18 Km from the international shipping route is primarily intended to attract the largest container vessels (18000 TEU/165,000 DWT) to tap the lionshare of the Indian transshipment cargo now being handled by the nearby foreign ports and is envisioned as the future transshipment hub of the Country. The dedicated cruise terminal has been designed to become the Country's tourism gateway. Considering the strategic importance of the Port located at the tip of Indian peninsula, berths for Indian Navy and Coast Guard are also planned under the National & Coastal security perspectives, as required by the Ministry of Defence, Government of India. Berths for multipurpose cargo like timber and raw cashew and fishery berth are also planned.

[Signature]

3. The project is proposed to be developed in three phases: Phase I, Phase II and Phase III. Phase I consists of 800 M Container Terminal, 300M Cruise cum Multipurpose Terminal, 500M Navy berth, 120M Coast Guard berth, 100M Port craft berth and 500M Fish landing berth. Phase II consists of additional 400M Container Terminal, Phase III consists of additional 800M Container Terminal, additional 200M Cruise cum Multipurpose Terminal and 250M Liquid Terminal. The length of breakwater in Phase I is 3180 M, to be extended by 200 M in Phase II (making the overall length to 3380 m) and to be extended further by 700M in Phase III (making the overall length to 4080M). The total area to be developed for all three phases is estimated at 450.59 Ha. This includes the harbour area within breakwater including water spread area (167 Ha), port infrastructures & ancillaries in land including road & railways (140.42 Ha) and port infrastructure in reclaimed land (143.17 Ha). The reclamation requirement in Phase I is 66.00 Ha, Phase II is 16.00 Ha and Phase III is 40.00 Ha totalling to 122 Ha, with a provision for future reclamation of 21.17 Ha. Phase I development is planned during 2014-17, Phase II in 2024-2027 and Phase III in 2034-37. Accordingly the project proponent has sought the environmental clearance for Phase I only considering the clearance validity limitations of 5 years, even though the shoreline, modeling and related studies have been done for the full Phase development.

4. The whole land required for port infrastructure in the landward side for all the three Phases (140.42 Ha) is proposed to be procured in Phase I itself. Thus the Phase I land requirement is 206.42 Ha including 140.42 Ha of backup and ancillary land and 66.00 Ha reclaimed land. The Phase I reclamation quantity of 7.6 million m³ is proposed to be dredged from the Port basin and the approach channel by deepening it to (-)18.4M and to (-) 20.8M respectively. No routine maintenance dredging or disposal is anticipated as per the modelling & sedimentation studies.

5. The other port infrastructure include container yards, cargo handling equipment, port crafts, navigational aids, operations building, workshops, fire station, weigh bridge, gate houses, water, power, sub-station, lighting, road/rail connectivity, truck terminal, ware house, IT system, security system, administration building, staff colony, facilities for Cruise, Navy, Coast Guard, Fishing berth, dispensary, Guest house, canteen, storm water drainage system, pond for water harvesting, pollution control system, dust suppression system, greenbelt etc. The water requirement is 0.5 MLD in Phase I and 1.0 MLD in masterplan. A 3.3 MLD water treatment plant has already been commissioned and the source is Vellayani Lake. From the net availability of 2.49 MLD after treatment, 1.49 MLD is being distributed to the Vizhinjam fishing village as part of the Corporate Social Responsibility (CSR) activities of VISL. The power requirement of the operation Phase of 33.3 MVA is proposed to be met from the Kerala State Electricity Board grid through a dedicated 220/110 KV supply line with GIS substation. Block capital cost estimate for development of Phase I is about Rs. 5,187 Crores.

6. The project was earlier appraised by the EAC in its meeting held during 18th - 20th Jan 2011 and 23rd - 24th June 2011 and the TOR for the EIA study was approved. Based on the approved TOR, a comprehensive EIA study has been performed including long term shore line change and modeling studies through M/s L&T Ramboll Consulting Engineers Ltd, a NABET accredited consultant. The draft EIA report was published and the Public Hearing was conducted through the Kerala State Pollution Control Board on 29th June 2013 at the project site. The State Pollution Control Board forwarded the proceedings of the Public Hearing to MoEF vide their letter dated 6th July 2013. Subsequently VISL submitted the final

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EIA report, presented the TOR compliance and response to the points raised during public hearing to MoEF vide letter dated 29th August 2013.

7. The project falls under activity 7(e) - Port and Harbours - of EIA Notification, 2006 and also attracts CRZ Notification, 2011. The Kerala State Coastal Zone Management Authority (KCZMA) has recommended the project for clearance under the CRZ Notification, 2011 vide their letter dated 24th August 2013, based on the EIA report and the CRZ report from the Centre for Earth Science Studies (CESS), Thiruvananthapuram, which stated that port development at the proposed location is a permissible activity as per the CRZ Notification, 2011.

8. Numerous representations for and against the project were received. The major issues raised in the various representations are false data in Form-I, presence of endangered species not given, site is in CRZ-I area, Shoreline study focus on impacts after 1980 but needs to assess the changes in 1969-73 also, fishery and tourism related impacts not addressed/mitigated in final CEIA. Difficulties in crossing the ship channel and to fish in deep sea. Dredging might cause extensive damage & pollution. no specific parameters in ToR on tourism and impact on tourist was not studied, EIA study area was taken as 10 against 15 km, unscientific site selection, violation of CRZ/MoEF, ToR compliance. Pollution & social relevant impacts already being felt. The Additional Chief Secretary, Government of Kerala provided comments on the various representations vide letter dated 17th October 2013. Project Proponent provided and presented before the EAC the information / clarification along with the references on each of the issues raised.

9. The EAC Noted that Vizhinjam International Seaport Limited (VISL), purchased land for the development of the project including land for a 2 Km long and 45 m wide port road. As part of the Kerala State Transport Project works of the Kovalam-Kaliyikkavila stretch, adjoining the proposed port road, the State Government initiated construction of a temporary service road of 670 M length and 10 m width through the land in possession of VISL, without clearance. The construction initiated on 16th August 2010 was stopped on 4th July 2012 after completing 550m, based on the revelation that part of the above stretch of road fell in the 200m/500m landward zone of the HTL as per the CRZ Notification, 1991/2011. According to OM dated 12.12.2012 and its amendments, PP has submitted Board resolution vide letter No. 21.11.2013. The State Govt. was addressed to initiate credible action on the violation by invoking powers under Section 19 of the Environment (Protection) Act, 1986 for taking necessary legal action under Section 15 of the Act for the period for which the violation has taken place and provide evidence to MoEF of the credible action taken before grant of clearance. The Additional Chief Secretary, Government of Kerala vide letter dated 01.01.2014 has informed that a complaint (CMD No.22/2014) was filed in the Court of the Chief Judicial Magistrate, Thiruvananthapuram on 01.01.2014 against M/s Vizhinjam International Seaport Ltd for the violation.


10. The Expert Appraisal Committee, have noted that the project proponent has assessed all likely impacts due to the project comprehensively and arrived at suitable EMP's. Also responded properly to all the issues raised in the Public hearing as well as in various representations made against the project. 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 EC and CRZ Clearance for the project. Accordingly, the Ministry hereby accords necessary EC and CRZ Clearance for the above project as per the provisions of as per the provisions of



Environment Impact Assessment Notification, 2006 and CRZ Notification, 2011 and its subsequent amendments, subject to strict compliance of the terms and conditions as follows:

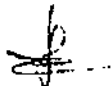
II. SPECIFIC CONDITIONS:

- (i) "Consent for Establishment" shall be obtained from Kerala State Pollution Control Board under Air and Water Act and a copy shall be submitted to the Ministry before start of any construction work at the site.
- (ii) Project Proponent shall carry out intensive monitoring with regulatory reporting six monthly on shore line changes to the Regional Office, MoEF.
- (iii) The capital dredged material (7.6 Mm³) shall be utilised for reclamation of berths.
- (iv) Additional fish landing centre shall be developed as part of the proposed Vizhinjam port for upliftment of fisheries sector.
- (v) The project shall be executed in such a manner that there is minimum disturbance to fishing activity.
- (vi) Steps would be taken to safeguard the interests of the fisheries sector as detailed in the Resettlement Action Plan (RAP), Corporate Social Responsibility (CSR) and in the Integrated Fishing Community Management Plan (IFCMP), namely a component of Rs.7.1 crores as part of the compensation package for the fisheries sector, as livelihood restoration measures for mussel collectors, shore seine fishermen and others. Rs.41.30 crores as part of CSR activities in the fisheries sector under (i) water supply scheme (7.3crores) (ii) new fishing landing centre (16crores) (iii) adoption of existing fishing harbor (5crores) (iv) sea food park (4crores) (iii) skill development centre (4crores) (iv) environmental sanitation (3crores) and (v) solid waste management (2crores).
- (vii) Rail connectivity shall be parallel to the harbour road on elevated structures at +4/5.00 m level without affecting the entry to the existing harbor.
- (viii) Compensation packages in accordance with the Central/State Government norms shall be given to all the authorised-cum-affected (having valid clearances as applicable) resort owners.
- (ix) The port shall ensure that all ships under operation follow the MARPOL convention regarding discharge or spillage of any toxic, hazardous or polluting material like ballast water, oily water or sludge, sewage, garbage etc. The emission of NOx and SOx shall remain within permissible limits.
- (x) CSR activities shall cover villages within 10 km radius of the project.
- (xi) Oil Contingency Management Plan shall be put in place.



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- (xii) All the recommendations/conditions stipulated by Kerala Coastal Zone Management Authority (KCZMA) shall be complied with.
- (xiii) The responses/commitments made during public hearing shall be complied with in letter and spirit.
- (xiv) All the recommendation of the EMP shall be complied with in letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEF along with half yearly compliance report to MoEF-RO.
- (xv) The project proponent shall bring out a special tourism promotion package for the area in consultation with the State Government and implement the same along with the project.
- (xvi) The project proponent shall place on its web site its response to the Public Hearing, and representations as presented to the EAC in the 128th meeting held on 23rd November 2013, for information of the general public.
- (xvii) 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.
- (xviii) The Hazardous waste generated shall be properly collected and handled as per the provisions of Hazardous Waste (Management, Handling and Transboundary Movement) Rules, 2008.
- (xix) No hazardous chemicals shall be stored in the Coastal Regulation Zone area.
- (xx) The waste water generated from the activity shall be collected, treated and reused properly.
- (xxi) Sewage Treatment facility should be provided in accordance with the CRZ Notification.
- (xxii) 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.
- (xxiii) Installation and operation of DG set if any shall comply with the guidelines of CPCB. Oil spills if any shall be properly collected and disposed as per the Rules. Project proponent shall install necessary oil spill mitigation measures.
- (xxiv) No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area
- (xxv) The approach channel shall be properly demarcated with lighted buoys for safe navigation and adequate traffic control guidelines shall be framed



- (xxvi) The project proponent shall take up development of green belt in the project area, wherever possible. Adequate budget shall be provided in the Environment Management Plan for such development
- (xxvii) The funds earmarked for environment management plan shall be included in the budget and this shall not be diverted for any other purposes
- (xxviii) The project proponent shall set up an organisational mechanism/institutional structure for Environment, Health & Safety & CSR under the supervision of a General Manager as outlined in the EIA Report for effective implementation of the stipulated EHS safeguards & CSR activities.
- (xxix) Staff Colony should be located beyond CRZ area.

12. GENERAL CONDITIONS:

- (i) Construction of the proposed structures shall be undertaken meticulously conforming to the existing Central/local rules and regulations including Coastal Regulation Zone Notification, 2011 & its amendments. All the construction designs/drawings relating to the proposed construction activities must have approvals of the concerned Statutory Departments/Agencies.
- (ii) 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.
- (iii) Appropriate measures must be taken while undertaking digging activities to avoid any likely degradation of water quality.
- (iv) 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.
- (v) 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.



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- (vi) The project authorities shall make necessary arrangements for disposal of solid wastes and for the treatment of effluents by providing a proper wastewater treatment plant outside the CRZ area. The quality of treated effluents, solid wastes and noise level etc. must conform to the standards laid down by the competent authorities including the Central/State Pollution Control Board and the Union Ministry of Environment and Forests under the Environment (Protection) Act, 1986, whichever are more stringent.
- (vii) The proponent shall obtain the requisite consents for discharge of effluents and emissions under the Water (Prevention and Control of Pollution) Act, 1974 and the Air (Prevention and Control of Pollution) Act, 1981 from the Kerala State Pollution Control Board before commissioning of the project and a copy of each of these shall be sent to this Ministry.
- (viii) Adequate precautions shall be taken during transportation of the construction material so that it does not affect the environment adversely.
- (ix) 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.
- (x) 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.
- (xi) The Ministry reserves the right to revoke this clearance if any of the conditions stipulated are not complied to the satisfaction of the Ministry.
- (xii) 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.
- (xiii) 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.
- (xiv) Kerala State 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.

13. 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 2006, including the amendments and rules made thereafter.

14. 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.

15. 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 Kerala 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.

16. 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.

17. 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.

18. A copy of the clearance letter shall be sent by the proponent to concerned Panchayat, Zilla Parishad/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.

19. The proponent shall upload the status of compliance of the stipulated Clearance 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, SO₂, 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.

20. The project proponent shall also submit six monthly reports on the status of compliance of the stipulated Clearance 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.

21. 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 Kerala 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 Clearance conditions and shall also be sent to the respective Regional Offices of MoEF by e-mail.

(Lalit Kapur)
Director (IA.III)

Copy to:

- (i) The Additional Chief Secretary, Department of Environment, Government Of Kerala, Thiruvananthapuram, Kerala

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- (ii) The Chairman, Kerala Coastal Zone Management Authority and Ex-Officio-Principal Secretary, Science & Technology Department, Sastha Bhavan, Pattom Palace P.O., Thiruvananthapuram-695004, Kerala
- (iii) The Chairman, Central Pollution Control Board, Parivesh Bhawan, CBD- cum- Office Complex, East Arjun Nagar, Delhi -110032
- (iv) The Member Secretary, Kerala State Pollution Control Board, Planoodu Jn., Pattom Palace P.O., Thiruvananthapuram-695004, Kerala
- (v) The CCF, Regional Office, Ministry of Environment & Forest(SZ), Kendriya Sadan, IVth floor, E&F wings, 17th Main Road, Koramangala II Block, Bangalore-560034
- (vi) IA - Division, Monitoring Cell, MoEF, New Delhi- 110003
- (vii) Guard file


(Lalit Kapur)
Director (IA.III)

F. No. 11-122/2011-IA.III
Proposal No. : IA/KL/MIS/178082/2020
Government of India
Ministry of Environment, Forests and Climate Change
(I.A. Division)

Indira Paryavaran Bhawan
Jor Bagh Road, Ali Ganj,
New Delhi - 110003
E-mail: ad.raju@nic.in
Tele fax: 011: 24695296

Dated: 29th December, 2020

To

The GM Environment
M/s Vizhinjam International Seaport Ltd.
1st floor, Vipanchika Towers, Thycaud,
Thiruvananthapuram - 695 001, Kerala

Subject: Development of Vizhinjam International Deepwater Multipurpose Seaport at Vizhinjam in Thiruvananthapuram district, Kerala by M/s Vizhinjam International Seaport Ltd. - Extension of validity of Environmental and CRZ Clearance

- Ref.: (i) MoEF EC letter No. 11-122/2011-IA.III, dated 03rd January 2014
(ii) Your letter No. VISL/2014-15/EE&EI-9/368, dated 06th October 2020

Sir,


This is in continuation of this Ministry's letter of even number as referred above and your letter under reference, wherein you have requested the Ministry for Extension of Validity of the aforesaid proposal.

2. Your application was considered and placed before the EAC for extension of validity of Environmental Clearance for the period of three years as per MoEF&CC Notification dated 14th September, 2016. Environmental and CRZ Clearance for the aforementioned project was granted vide letter no. 11-122/2011-IA.III, dated 03rd January 2014, which is valid up to 02nd January, 2021.

3. Following reasons were given for extension of the validity period of EC/CRZ clearance-

- i. Initial time consumed (about two years) for the global bid process in selecting a concessionaire for this government project under PPP model after the issuance of EC.
- ii. Delay in construction of breakwater due to difficulties reported by the concessionaire in sourcing rock
- iii. Work of dredging and reclamation, berth, container yard can only be completed with the advancement of breakwater.
- iv. Outbreak of COVID 19 pandemic and its impacts.

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4. The EAC, taking into account the submission made by the project proponent for the current proposal "Development of Vizhinjam International Deepwater Multipurpose Seaport at Vizhinjam in Thiruvananthapuram district, Kerala by M/s Vizhinjam International Seaport Ltd" had a detailed deliberation during its 247th meeting held on 23rd - 24th November, 2020 and recommended the proposal for extension of the validity of Environmental and CRZ Clearance granted by the Ministry vide letter No. 11-122/2011-IA.III, dated 03rd January 2014 for further period of three years i.e., up to 02nd January, 2024 with all conditions as specified in the same Environmental Clearance letter.

5. The Ministry of Environment, Forest and Climate Change has considered the proposal based on the recommendations of the Expert Appraisal Committee (Infrastructure, CRZ and other Miscellaneous projects) and hereby decided to accord extension of validity of EC of aforementioned project issued by the Ministry vide letter No. 11-122/2011-IA.III, dated 03rd January 2014 for further period of three years i.e., up to 02nd January, 2024 under the EIA Notification, 2006 as amended, subject to strict compliance of all conditions specified in the EC letter of even no. dated 03rd January 2014.

This issue with the approval of the competent Authority

(Amardeep Raju)
Scientist-E

Copy to:

1. The additional chief Secretary, Department of Environment, Govt. of Kerala, Thiruvananthapuram - 695 001, Kerala.
2. Member Secretary, Kerala Coastal Zone Management Authority and Member Secretary, Kerala State Counsel for Science Technology and Environment, Sasthra Bhavan, Pattom, Thiruvananthapuram 695004, Kerala.
3. The Member Secretary, Kerala Pollution Control Board, Plamoodu Jn., Pattom Palace PO, Thiruvananthapuram 695004, Kerala.
4. Addl. Principal Chief Conservator of Forest (C) Ministry of Env., Forest and Climate Change, Regional Office (SZ), Kendriya Sadan, 4th Floor, E&F Wings, 17th Main Road, Koramangala II Block, Bangalore - 560034.
5. The Chairman, Central Pollution Control Board, Parivesh Bhawan, CBD-cum-Office Complex, East Arjun Nagar, Delhi - 32.
6. Monitoring Cell, MoEF&CC, Indira Paryavaran Bhavan, New Delhi.
7. Guard File/Record File
8. Notice Board.

(Amardeep Raju)
Scientist-E