ENVIRONMENTAL CLEARANCE

PARIVESH

(Pro-Active and Responsive Facilitation by Interactive, and Virtuous Environment Single-Window Hub)

Government of India
Ministry of Environment, Forest and Climate Change
(Impact Assessment Division)

To,

The Joint President- Planning & Design
NAVI MUMBAI INTERNATIONAL AIRPORT LIMITED

Subject: Grant of Environmental Clearance (EC) to the proposed Project Activity under the provision of EIA Notification 2006-regarding

Sir/Madam,

This is in reference to your application for Environmental Clearance (EC) in respect of project submitted to the Ministry vide proposal number IA/MH/MIS/154209/2020 dated 25 Sep 2021. The particulars of the environmental clearance granted to the project are as below.

1.	**EC Identification No.**	**EC21A029MH183036**
2.	**File No.**	21-60/2021-IA-III
3.	**Project Type**	New
4.	**Category**	A
5.	**Project/Activity including Schedule No.**	7(a) Air ports
6.	**Name of Project**	Environmental and CRZ Clearance for establishment of Navi Mumbai International Airport (NMIA) Project – On-Going Project
7.	**Name of Company/Organization**	NAVI MUMBAI INTERNATIONAL AIRPORT LIMITED
8.	**Location of Project**	Maharashtra
9.	**TOR Date**	29 Oct 2020

The project details along with terms and conditions are appended herewith from page no 2 onwards.

(e-signed)
Dharmendra Gupta
Scientist F
IA - (INFRA-2 sector)

Date: 01/12/2021

Note: A valid environmental clearance shall be one that has EC identification number & E-Sign generated from PARIVESH.Please quote identification number in all future correspondence.

This is a computer generated cover page.

F. No. 21-60/2021-IA-III
Government of India
Ministry of Environment, Forest and Climate Change
(IA.III Section)

Indira Paryavaran Bhawan,
Jor Bagh Road, New Delhi-110003

November 28th, 2021

To,

Shri Charudatta Deshmukh,
Joint President- Planning & Design,
M/s. Navi Mumbai International Airport Limited (NMAIL)
Terminal I B, CSI Airport, Santacruz,
Mumbai - 400099, Maharashtra
E. mail: charu.deshmukh@gvk.com

Subject: Environmental and CRZ Clearance for on-going project for establishment of Navi Mumbai International Airport (NMIA) at Panvel Tehsil, Raigad District by M/s Navi Mumbai International Airport Limited – regarding.

Sir,

This has reference to your Application/Proposal No. IA/MH/MIS/154209/2020 received on 25th September, 2021 through Parivesh Portal for Environmental and CRZ Clearance for 'On-going project for establishment of Navi Mumbai International Airport (NMIA) at Panvel Tehsil, Raigad District' by M/s Navi Mumbai International Airport Limited.

2. As per the provisions of the Environment Impact Assessment (EIA) Notification, 2006; as amended and notified under the Environment (Protection) Act, 1986 (29 of 1986), the above-mentioned project/activity is covered under category 'A' of item 7(a) 'Airports' of the Schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level by sectoral EAC.

3. Accordingly, the abovementioned proposal for Environmental and CRZ Clearance has been examined by the Expert Appraisal Committee (Infra-2) in its 74th meeting held on 08th October, 2021.

4. The details of the project, as per the application and documents submitted by the project proponent, and also as informed during the above-mentioned meeting of EAC (Infra-2) are as under:

i. The project is proposed on the land located at Villages Vadghar (Chinchpada), Kopar, Pargaon (Kohli), Pargaon-Dungi, Owale (Upper and Lower Owale+ Waghivali Wada), Ulwe (Ulwe + Ganeshpuri), Targhar (Targhar + Kombhadbuje), Waghivali-Khar, Taluka Panvel, Raigad District, Maharashtra.

ii. The project involves Construction and Development of Greenfield airport at Navi Mumbai having passenger capacity 60 MPPA and Cargo capacity 1.5 MTPA over site area of 1160 Ha.

iii. The Government of Maharashtra vide Notification No. TPS 1711/2495/CR-202/11/UD-12 dated 21st March 2012 has incorporated "International Airport & Allied Activities/Service Zone" in the Navi Mumbai Development Plan (NMDP) and changed the land use in surrounding area. As per approved NMDP, the site area of 1160 Ha is designated as Airport and Allied Activities/Services Zone.

iv. Stage-I and Stage-II Forest clearance for 250.0635 Ha land has been obtained from MoEF&CC vide letter No. 8-95/2012-FC dated 17.12.2013 and 24.04.2017 respectively.

v. Earlier, the project was granted Environmental and CRZ Clearance by MoEF&CC vide letter No. 10-53/2009-IA.III dated 22.11.2010 in the name of City & Industrial Development Corporation of Maharashtra Limited (CIDCO). Subsequently, the validity of the Environmental and CRZ Clearance was extended up to 21.11.2020 vide letter of even no. dated 20.12.2017. Thereafter, the aforesaid Environmental and CRZ was transferred in the name of M/s Navi Mumbai International Airport Limited (NMIAL) from CIDCO vide Letter No.10-53/2009-IA-III dated 17.08.2020. As per amendment in EIA Notification issued vide S.O. 221(E) dated 18.01.2021 (in view of COVID-19), the aforesaid EC is valid upto 21.11.2021.

vi. ToR was issued vide letter No. 10-53/2020-IA-III dated 29.10.2020 for Fresh Environmental Clearance for the same project without any change in location, scope, area or capacity. There may be some internal changes in the configuration of facilities to be developed. Considering the earlier Environmental and CRZ Clearance, construction status/physical progress of the work and no change in location, scope, area or capacity, the project was exempted from requirement of Public Hearing for preparation of EIA/EMP report.

vii. Baseline data has been collected during 1st December 2019 to 29th February 2020 (Winter Season).

viii. Project has obtained CRZ recommendation from Environment & Climate Change Department, Govt. of Maharashtra vide letter No. CRZ 2021/CR 156/TC 4 dated 27.09.2021.

ix. Certified compliance report from MoEF&CC Integrated Regional Office, Nagpur has been obtained vide letter No. 6-22/2010(ENV)/7994 dated 31.03.2021 for which action taken report has been submitted against the observations raised.

x. Total Built-Up area of the project is 14,13,069.17 sqm., including Passenger Terminals 1-3, Airside development (Hangars, ATC Tower, GSE Maintenance Building, Heliport Terminal, ARFF etc.), Cargo complex, Utility area, Support facilities (CISF Barracks, Reserved housing, Flight kitchens, Admin buildings, Maintenance buildings, Customs building, Quarantine area etc.) and Landside development (Terminal Hotel, Bus/Metro/Taxi Terminal, Parking, Metro station etc.), Runway Dimension: 3700 m X 60 m separated by 1580 m (Development of Two Code 'F' Parallel Runway).

xi. Pre-Development Works for the project started in April 2017 which included cutting and filling in the site up to 5.5 m AMSL and has been

completed. Construction of Ulwe Recourse Channel (URC) for diversion of Ulwe River has been completed in June 2019. Shifting of EHVT lines is nearing completion. Status of completed/on-going works as per existing EC are given as follows:

Sl. No.	Work	Status
1.	Cutting of Ulwe Hill & Filling of Airport Site	Completed, Up to +5.5 m AMSL
2.	Design & Construction of Ulwe Recourse Channel	Completed
3.	Diversion & Filling of Existing Ulwe River	Completed
4.	Construction & Widening of Roads for Airport Connectivity	Completed - NH 4B Completed - Amara Marg Interchanges - In Progress Ulwe Coastal Road - In Progress.
5.	Design & Construction of Northern Channel	Design in Progress.
6.	Tree Cutting & Transplantation	In Progress Out of total 9492 trees, 9053 have been cut. Out of total 3319 trees to be transplanted, 1493 trees have been transplanted by CIDCO.
7.	Detailed Traffic Management Plan & Improvement of Airport Connectivity and Mass Public Transportation	In Progress. Projects under Implementation. New Airport Connectivity projects proposed.
8.	Development of Mangrove Park and Plantation & protection of Mangroves	Plantation of Mangroves completed in 400 ha. Thru FDCM by CIDCO + 250 Ha Mangroves in Vaghivali island will be maintained .
9.	Shifting of EHVT Lines/Utilities from Airport Site	Tata EHVT Lines – Completed. MSETCL EHVT Lines- In Progress.

xii. Remaining Airport Development Works includes land development to cut hillock on site and further fill and level the site up to + 8.0 m to + 9.5 m AMSL; construction and development of entire airport infrastructure inclusive of airside, terminals, landside, cargo and utility infrastructure of airport, within site area of 1160 ha. Airport development is proposed to be implemented in four phases as follows:

Terminal	Phase	Year Of Commissioning	Capacity (MPPA)	Cumulative Capacity (MPPA)
T1	Phase-I	2024 (December)	10	20
	Phase-II		10	
T2	Phase-III	2028	20	40
T3	Final Phase (Phase-IV)	2032	20	60

xiii. The total water demand in Final Phase is 21.82 MLD, of which, freshwater demand of 10.61 MLD will be sourced from CIDCO and balance 11.21 MLD shall be recycled water from on-site STP. Entire treated water from STP will be recycled and reused for flushing, cooling and gardening purposes within the project site. Sewage treatment plants will be modular, based on the sewage load and shall be augmented in each phase as per requirement. For 60 MPPA (final phase), three STPs of total 14.25 MLD capacity are planned (11 MLD at West, 2.5 MLD at East & 0.75 MLD at North).

xiv. The solid waste generation for the airport in the Phase-I will be 17 TPD increasing to 29 TPD in Phase-II, 50 TPD in Phase-III and finally 72 TPD in Phase-IV. The solid waste generated during operation phase will be collected, segregated, stored, treated and disposed in a scientific manner, considering the integrated approach as per the relevant rules. The bio-degradable will be treated by bio-composting process and the manure will be used for horticulture. Sewage sludge generated from the STPs will be dried and used as manure for horticulture purpose. Recyclable wastes will be disposed through authorized recyclers. E-waste will be stored separately, and disposed through authorized recyclers approved by MPCB. Hazardous wastes will be stored in secured place with adequate secondary containment and labelling and disposed as per the requirements of Hazardous Wastes Management Rules.

xv. The de-plane wastes include sanitary wastes generated in the toilets and the galley wastes includes waste generated from in-flight catering and other services. The sanitary wastes will be collected by lavatory trucks and treated in the Triturator facility proposed at the airport, as a primary treatment & will be pumped to STP for secondary & Tertiary Treatment. The galley waste will be collected from the aircrafts and segregated as bio-degradable and non-biodegradable waste. After segregation, it will be treated along with municipal solid waste managed at the airport.

xvi. The expected power requirement for the airport in the Phase-I is 27 MVA increasing to 36 MVA in Phase-II, 69 MVA in Phase-III and finally 96 MVA in Phase-IV. The power supply requirement will be met through Maharashtra State Electricity Distribution Company Limited (MSEDCL). The total estimated DG power requirement will be 35.0 MVA in the final phase (considering 60% diversity as DG capacity on over all proposed terminal loads). The combined Phase I&II power back-up demand is about 12 MVA to meet the power requirement in the event of power failure, which will be subsequently augmented in phased manner.

xvii. More than 23% of the total peak power demand of connected load of the airport buildings is planned to be sourced from solar power systems. Final phase solar generation capacity of 22.14 MW is proposed. The solar panels/photo-voltaic cells will be set-up at the terminal roof-top and ground mounted at designated areas parallel to north and south runway.

xviii. The total green space area proposed is 384.90 Ha. (i.e. 33.18% of airport site area of 1160 ha.), including green/open spaces on airside and landside of NMIA. Cutting of 9053 trees has been completed out of total 9492 trees and 1493 trees were transplanted out of 3319 with due permission by tree authority. Off-site plantation of about 14,000 trees on 50.620 ha of land outside the project site is proposed on land provided by Forest Department near Jite Village in Raigad District of Maharashtra.

xix. A rainwater harvesting pond is proposed along the main drain alignment path with 11,899 sqm. area and 29,747 cum capacity. Weir is proposed at the pond outfall location to avert salt water intrusion into the pond. Stored water shall be used for landscape irrigation purposes.

xx. Project is not located in Critically Polluted Area.

xxi. NBWL Clearance is not required.

xxii. PIL No. 57 of 2019 is pending in respect of the project before the Hon'ble High Court of Judicature at Bombay. However, the same is yet to be admitted and there have been no orders passed yet.

xxiii. Estimated timeline for completion is December 2024 for the Phase I & II together/combined (for Capacity of 20 MPPA). Subsequently, Phase-III and Final/Phase-IV will commence based on traffic triggers, indicatively in 2028 & 2032 respectively.

xxiv. Investment/Cost of the project is estimated to be Rs. 41,302 Crores (for all four phases).

xxv. Employment potential: Temporary - 15,000 (Approx.), Permanent - 90,000 (Approx.).

xxvi. Benefits of the project – The social benefits envisioned from the implementation of the project will involve, inter-alia; availability of alternate air transport facility to unserved population in Navi Mumbai and MMR Region; socio-economic opportunities for business and employment for people in Navi Mumbai and MMR Region; skill development and technical expertise enhancement possibilities due to influx of aviation related institutions in Navi Mumbai, etc. The financial benefits envisioned from the project are- over 50,000 direct and indirect employments due to aviation business leading to stimulation of economic growth in MMR outside Mumbai city; stimulation of local economy due to direct and indirect impact of aviation and related business, large investment around proposed airport by other parties due to NMIA development. The environmental benefits will include reducing congestion in Mumbai city, creation of environmentally friendly and sustainable infrastructure in and around NMIA like metro, new STPs, large garden and parks and well-planned drainage, decongestion and enhancement of environmental conditions around CSMIA.

5. The EAC (Infra-2), based on information and clarifications provided by the project proponent and detailed discussions held on the issues, has recommended granting environmental clearance to the project. The aforesaid recommendation of EAC (Infra-2) is subject to certain specific conditions, as stipulated during its 74th meeting held on 08th October, 2021.

6. Based on recommendations of EAC (Infra-2) and CRZ recommendation from Environment & Climate Change Department, Govt. of Maharashtra vide letter No. CRZ 2021/CR 156/TC4 dated 27.09.2021, the Ministry of Environment, Forest and Climate Change hereby accords Environmental and CRZ Clearance to the 'On-going project for establishment of Navi Mumbai International Airport (NMIA) at Panvel Tehsil, Raigad District' by M/s Navi Mumbai International Airport Limited, under the provisions of the EIA Notification, 2006 and its subsequent amendments and Coastal Regulation Zone Notification, 2011 and its subsequent amendments, and subject to the following specific and standard conditions:

A. Specific Conditions:

i. Conditions specified in Environmental & CRZ Clearance issued vide letter No. 10-53/2009-IA.III dated 22.11.2010 shall be strictly complied.

ii. PP shall submit compliance report to IRO-MoEF&CC, Nagpur for pending compliances within 6 months.

iii. Where construction activity is likely to cause noise nuisance to nearby residents, restrict operation hours between 7 AM to 6 PM.

iv. Hazard Identification and Risk Assessment for the project shall be carried out and adequate mitigation measures shall be adopted to ensure that all safety issues are addressed. The documentation shall be reviewed periodically and shall be submitted to the regional office along with six-monthly compliance report.

v. A detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 05 kms radius of the project is maintained and improved upon after the implementation of the project. This plan should be based on cumulative impact of all development and increased habitation being carried out or proposed to be carried out by the project or other agencies in this 05 Kms radius of the site in different scenarios of space and time and the traffic management plan shall be duly validated and certified by the State Urban Development Department and the P.W.D./competent authority for road augmentation and shall also have their consent to the implementation of components of the plan which involve the participation of these departments.

vi. Solar power generation capacity of 22.14 MW shall be established as proposed.

vii. Rainwater harvesting pond of 29,747 cum capacity shall be provided as proposed. Rain water harvesting structures shall conform to CGWA designs. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease.

viii. A certificate from the competent authority/agency handling municipal solid wastes should be obtained, indicating the existing civic capacities

of handling and their adequacy to cater to the M.S.W. generated from project.

ix. Fresh water requirement from local authority shall not exceed 10.61 MLD during final operational phase. As committed, no groundwater abstraction shall be done during construction as well as operation phase of the project.

x. As proposed, waste water shall be treated in onsite STPs of total 14.25 MLD capacity (during final phase). Treated water from the STP shall be recycled and re-used for gardening, flushing etc. There shall be no discharge of treated water from the project as proposed.

xi. The project proponents would commission a third-party study on the implementation of conditions related to quality and quantity of recycle and reuse of treated water, efficiency of treatment systems, quality of treated water being supplied for flushing (specially the bacterial counts), comparative bacteriological studies from toilet seats using recycled treated waters and fresh waters for flushing, and quality of water being supplied through spray faucets attached to toilet seats.

xii. Area for greenery shall be provided as per the details provided in the project document i.e., about 384.90 ha. will be developed as green area.

xiii. PP shall explore the use of non-ozone depleting substances in air conditioning systems.

xiv. The PP shall also provide electric charging points in the parking areas for e-vehicles.

xv. The proposed ongoing work of Navi Mumbai International Airport should be carried out strictly as per the provisions of CRZ Notification, 2011 as amended from time to time and with a commitment of protection and conservation of coastal environment.

xvi. NMIA shall carry out the balance work without change in location, scope, area or capacity.

xvii. No mangrove destruction is allowed to carry out balance ongoing work of the project. There shall not be violation of the Hon'ble High Court order dated 23rd October, 2013 in PIL 87/2006.

xviii. Work of diversion of Ulwe and Gadhi River is completed. NMIA shall carry out the studies pertaining hydraulic flow conditions, to understand the impact of diversion of Ulwe and Gadhi streams on Panvel Creek coastline, its coastal ecology and surrounding area/settlements/habitat/social economic pattern. The hydraulic study shall also take into account the anticipated impacts of climate change and sea level rise on proposed airport site and surrounding area. Hydraulic studies need to be carried out with an objective to anticipate the probable flooding situations in low lying areas and accordingly implement the possible mitigation measures.

xix. NMIA shall regularly monitor the marine water quality of the Panvel creek during construction and post construction of the project.

xx. NMAI shall ensure that all ground service vehicles will be operated on Electric or CNG. No petrol/diesel vehicles would be allowed in the Airport Premises.

xxi. Mangrove park shall be developed in consultation with Mangrove Cell, on site identified by the CIDCO.

xxii. NMIA to implement environment measures such as rainwater harvesting, solar lighting, efficient solid and hazardous waste

management practices. NMIA shall ensure the zero liquid discharge during construction and operation of the project.

xxiii. NMIA during construction shall not disturb the coastal ecology comprising mangroves/mudflats present along the Panvel creek, present outside the northern boundary of the project site.

xxiv. NMIA should carry out detailed study on the impact pf fishing and livelihood of people depending on local fishing and take efforts to maintain the livelihood of traditional fisher-folks supposed to be affected by the project directly or indirectly.

xxv. Green belt area (33% of total project area) of adequate width and density with local species along the periphery of the project site shall be developed so as to provide protection against particulate matter and noise.

xxvi. NMIA shall set up a full-fledged in house Environment Management Cell comprising concern experts for effective implementation of Environment Management Plan. The EM Cell shall carry out marine water quality monitoring, erosion/accretion status of the coastline along Panvel Creek, monitoring of tidal flow patterns due to diversion of Ulwe & Gadhi streams, development of mangrove park etc. and implement recommendations of the Socio-economic study as well as Disaster Management Plan.

xxvii. NMAI/CIDCO to implement the recommendations of the report on the BNHS with respect to protection/conservation of the biodiversity around the Airport site.

xxviii. The Environmental and CRZ Clearance to the project is primarily under provisions of EIA Notification, 2006 and CRZ Notification, 2011. The Project Proponent is under obligation to obtain approvals/clearances under any other Acts/Regulations or Statutes as applicable to the project.

B. Standard Conditions:

I. Statutory compliance:

i. The project proponent shall obtain forest clearance under the provisions of Forest (Conservation) Act, 1980, in case of the diversion of forest land for non-forest purpose involved in the project.

ii. The project proponent shall obtain clearance from the National Board for Wildlife, if applicable.

iii. The project proponent shall prepare a Site-Specific Conservation Plan & Wildlife Management Plan and approved by the Chief Wildlife Warden. The recommendations of the approved Site-Specific Conservation Plan/Wildlife Management Plan shall be implemented in consultation with the State Forest Department. The implementation report shall be furnished along with the six-monthly compliance report (in case of the presence of Schedule-I species in the study area).

iv. The project proponent shall obtain Consent to Establish/Operate under the provisions of Air (Prevention & Control of Pollution) Act, 1981 and the Water (Prevention & Control of Pollution) Act, 1974 from the concerned State Pollution Control Board/Committee.

v. The project proponent shall obtain the necessary permission from the Central Ground Water Authority, in case of drawl of ground water/from

the competent authority concerned in case of drawl of surface water required for the project.

vi. Clearance from Directorate General of Civil Aviation (DGCA) and Airports Authority of India (AAI) for safety and project facilities shall be obtained.

vii. A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project should be obtained.

viii. All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Civil Aviation Department shall be obtained, as applicable by project proponents from the respective competent authorities.

I. Air quality monitoring and preservation:

i. The project proponent shall install system to carryout Ambient Air Quality monitoring for common/criterion parameters relevant to the main pollutants released (e.g., PM_{10} and $PM_{2.5}$ in reference to PM emission, and SO_2 and NOx in reference to SO_2 and NOx emissions) within and outside the airport area at least at four locations (one within and three outside the plant area at an angle of 120°each), covering upwind and downwind directions.

ii. Diesel power generating sets proposed as source of backup power should be of enclosed type and conform to rules made under the Environment (Protection) Act, 1986. The height of stack of DG sets should be equal to the height needed for the combined capacity of all proposed DG sets. Use of low sulphur diesel. The location of the DG sets may be decided with in consultation with State Pollution Control Board.

iii. Soil and other construction materials should be sprayed with water prior to any loading, unloading or transfer operation so as to maintain the dusty material wet

iv. The excavation working area should be sprayed with water after operation so as to maintain the entire surface wet.

v. Excavated materials shall be handled and transported in a manner that they do not cause any problems of air pollution.

vi. The soil/construction materials carried by the vehicle should be covered by impervious sheeting to ensure that the dusty materials do not leak from the vehicle.

II. Water quality monitoring and preservation:

i. Run off from chemicals and other contaminants from aircraft maintenance and other areas within the airport shall be suitably contained and treated before disposal. A spillage and contaminant containment plan shall be drawn up and implemented to the satisfaction of the State Pollution Control Board.

ii. Proper drainage systems, emergency containment in the event of a major spill during monsoon season etc. shall be provided.

iii. The runoff from paved structures like Runways, Taxiways, can be routed through drains to oil separation tanks and sedimentation basins before being discharged into rainwater harvesting structures.

iv. Storm water drains are to be built for discharging storm water from the air-field to avoid flooding/water logging in project area. Domestic and industrial waste water shall not be allowed to be discharged into storm water drains.

v. Rain water harvesting for roof run-off and surface run-off, as plan submitted should be implemented. Rain water harvesting structures shall conform to CGWA designs. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease.

vi. Total fresh water use shall not exceed the proposed requirement as provided in the project details. Prior permission from competent authority shall be obtained for use of fresh water.

vii. A certificate from the competent authority for discharging treated effluent/untreated effluents into the Public sewer/disposal/drainage systems along with the final disposal point should be obtained.

viii. A detailed drainage plan for rain water shall be drawn up and implemented.

III. Noise monitoring and prevention:

i. Noise level survey shall be carried as per the prescribed guidelines and report in this regard shall be submitted to Regional Officer of the Ministry as a part of six-monthly compliance report.

ii. Noise from vehicles, power machinery and equipment on-site should not exceed the prescribed limit. Equipment should be regularly serviced. Attention should also be given to muffler maintenance and enclosure of noisy equipment's.

iii. Acoustic enclosures for DG sets, noise barriers for ground-run bays, ear plugs for operating personnel shall be implemented as mitigation measures for noise impact due to ground sources.

iv. During airport operation period, noise should be controlled to ensure that it does not exceed the prescribed standards. During night time the noise levels measured at the boundary of the building shall be restricted to the permissible levels to comply with the prevalent regulations.

IV. Energy Conservation measures:

i. Energy conservation measures like installation of LED/CFLs/TFLs for the lighting the areas outside the building should be integral part of the project design and should be in place before project commissioning.

V. Waste management:

i. Soil stockpile shall be managed in such a manner that dust emission and sediment runoff are minimized. Ensure that soil stockpiles are designed with no slope greater than 2:1 (horizontal/vertical).

ii. The project activity shall conform to the Fly Ash notification issued under the E.P. Act of 1986.

iii. Solid inert waste found on construction sites consists of building rubble, demolition material, concrete; bricks, timber, plastic, glass, metals, bitumen etc. shall be reused/recycled or disposed off as per Solid Waste Management Rules, 2016 and Construction and Demolition Waste Management Rules, 2016.

iv. Any wastes from construction and demolition activities related thereto shall be managed so as to strictly conform to the Construction and Demolition Waste Management Rules, 2016.

v. The project proponents shall implement a management plan duly approved by the State Pollution Control Board and obtain its permissions for the safe handling and disposal of:

a. Trash collected in flight and disposed at the airport including segregation, collection and disposed.
b. Toilet wastes and sewage collected from aircrafts and disposed at the Airport.
c. Wastes arising out of maintenance and workshops
d. Wastes arising out of caterics and shops situated inside the airport complex.
e. Hazardous and other wastes

vi. The solid wastes shall be segregated as per the norms of the Solid Waste Management Rules, 2016. Recycling of wastes such as paper, glass (produced from terminals and aircraft caterers), metal (at aircraft maintenance site), plastics (from aircrafts, terminals and offices), wood, waste oil and solvents (from maintenance and engineering operations), kitchen wastes and vegetable oils (from caterers) shall be carried out. Solid wastes shall be disposed in accordance to the Solid Waste Management Rules, 2016 as amended.

vii. Used CFLs and TFLs should be properly collected and disposed off/sent for recycling as per the prevailing guidelines/rules of the regulatory authority to avoid mercury contamination.

VI. Green Belt:

i. Green belt shall be developed in area as provided in project details, with native tree species in accordance with Forest Department. The greenbelt shall inter alia cover the entire periphery of the Air Port.

ii. Top soil shall be separately stored and used in the development of green belt.

VII. Public hearing and Human health issues:

i. Construction site should be adequately barricaded before the construction begins.

ii. Traffic congestion near the entry and exit points from the roads adjoining the airport shall be avoided. Parking should be fully internalized and no public space should be utilized.

iii. Provision of Electro-mechanical doors for toilets meant for disabled passengers. Children nursing/feeding room to be located conveniently near arrival and departure gates.

iv. Emergency preparedness plan based on the Hazard identification and Risk Assessment (HIRA) and Disaster Management Plan shall be implemented.

v. Provision shall be made for the housing of construction labour within the site with all necessary infrastructure and facilities such as fuel for cooking, mobile toilets, mobile STP, safe drinking water, medical health care, crèche etc. The housing may be in the form of temporary structures to be removed after the completion of the project.

vi. Occupational health surveillance of the workers shall be done on a regular basis.

VIII. Miscellaneous:

i. The project proponent shall make public the environmental clearance granted for their project along with the environmental conditions and safeguards at their cost by prominently advertising it at least in two local newspapers of the District or State, of which one shall be in the vernacular language within seven days and in addition this shall also be displayed in the project proponent's website permanently.

ii. The copies of the environmental clearance shall be submitted by the project proponents to the Heads of local bodies, Panchayats and Municipal Bodies in addition to the relevant offices of the Government who in turn has to display the same for 30 days from the date of receipt.

iii. The project proponent shall upload the status of compliance of the stipulated environment clearance conditions, including results of monitored data on their website and update the same on half-yearly basis.

iv. The project proponent shall submit six-monthly reports on the status of the compliance of the stipulated environmental conditions on the website of the ministry of Environment, Forest and Climate Change at environment clearance portal.

v. The company shall have a well laid down environmental policy duly approved by the Board of Directors. The environmental policy should prescribe for standard operating procedures to have proper checks and balances and to bring into focus any infringements/deviation/violation of the environmental/forest/wildlife norms/conditions. The company shall have defined system of reporting infringements/deviation/violation of the environmental /forest/wildlife norms/conditions and/or shareholder's/stake holders. The copy of the board resolution in this regard shall be submitted to the MoEF&CC as a part of six-monthly report.

vi. A separate Environmental Cell both at the project and company head quarter level, with qualified personnel shall be set up under the control of senior Executive, who will directly report to the head of the organization.

vii. Action plan for implementing EMP and environmental conditions along with responsibility matrix of the company shall be prepared and shall be duly approved by competent authority. The year wise funds earmarked for environmental protection measures shall be kept in separate account and not to be diverted for any other purpose. Year wise progress of implementation of action plan shall be reported to the Ministry/Regional Office along with the Six Monthly Compliance Report.

viii. Self-environmental audit shall be conducted annually. Every three years third party environmental audit shall be carried out.

ix. The project proponent shall submit the environmental statement for each financial year in Form-V to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently and put on the website of the company.

x. The criteria pollutant levels namely; PM_{10}, $PM_{2.5}$, SO_2, NOx (ambient levels) shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.

xi. 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, commencing the land development work and start of production operation by the project.

xii. The project authorities must strictly adhere to the stipulations made by the State Pollution Control Board and the State Government.

xiii. The project proponent shall abide by all the commitments and recommendations made in the EIA/EMP report, commitment made during Public Hearing and also that during their presentation to the Expert Appraisal Committee.

xiv. No further expansion or modifications in the plant shall be carried out without prior approval of the Ministry of Environment, Forests and Climate Change (MoEF&CC).

xv. Concealing factual data or submission of false/fabricated data may result in revocation of this environmental clearance and attract action under the provisions of Environment (Protection) Act, 1986.

xvi. The Ministry may revoke or suspend the clearance, if implementation of any of the above conditions is not satisfactory.

xvii. The Ministry reserves the right to stipulate additional conditions if found necessary. The Company in a time bound manner shall implement these conditions.

xviii. The Regional Office of this Ministry shall monitor compliance of the stipulated conditions. The project authorities should extend full cooperation to the officer (s) of the Regional Office by furnishing the requisite data/information/monitoring reports.

xix. The above conditions shall be enforced, inter-alia under the provisions of the Water (Prevention & Control of Pollution) Act, 1974, the Air (Prevention & Control of Pollution) Act, 1981, the Environment (Protection) Act, 1986, Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 and the Public Liability Insurance Act, 1991 along with their amendments and Rules and any other orders passed by the Hon'ble Supreme Court of India/High Courts/NGT and any other Court of Law relating to the subject matter.

xx. Any appeal against this EC 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.

7. The Environmental Clearance is being granted to M/s Navi Mumbai International Airport Limited for 'On-going project for establishment of Navi Mumbai International Airport (NMIA) at Panvel Tehsil, Raigad district'.

8. This issues with the approval of the Competent Authority.

(Dr. Dharmendra Kumar Gupta)
Director (S)

Copy to:

1. The Principal Secretary, Environment & Climate Change Department, Govt. of Maharashtra, Room No. 217, Annex Building, Mantralaya, Mumbai – 400 032
2. The Chairman, Maharashtra Coastal Zone Management Authority, Room No. 217, Annex Building, Mantralaya, Mumbai – 400 032
3. Deputy Director General of Forests (C), Ministry of Environment, Forest and Climate Change, Integrated Regional Office, Ground Floor, East Wing, New Secretariat Building, Civil Lines, Nagpur- 440 001
4. The Chairman, Central Pollution Control Board Parivesh Bhavan, CBD-cum-Office Complex, East Arjun Nagar, New Delhi - 110 032.
5. The Member Secretary, Maharashtra Pollution Control Board, Kalpataru Point, 3rd and 4th floor, Opp. Cine Planet, Sion Circle, Mumbai – 400 022
6. Monitoring Cell, MoEF&CC, Indira Paryavaran Bhavan, New Delhi.
7. Guard File/ Record File/ Notice Board/ MoEF&CC website.

(Dr. Dharmendra Kumar Gupta)
Director (S)

Signature Not Verified
Digitally signed by Dharmendra Gupta
Scientist F
Date: 12/1/2021 12:13:21 PM