



File No: SIA/MH/INFRA2/556803/2025

Government of India
Ministry of Environment, Forest and Climate Change
(Issued by the State Environment Impact Assessment
Authority(SEIAA), MAHARASHTRA)



Dated: 12/02/2026



To,

Charudatta Deshmukh
NAVI MUMBAI INTERNATIONAL AIRPORT PRIVATE LIMITED
Navi Mumbai International Airport Private Limited, S17-C, New Project Office, Near Ulwe Gaothan
Bus Stop, Amara Marg, Ulwe, Navi Mumbai, Taluka Panvel, RAIGAD, MAHARASHTRA, , 400702
charudatta.d@adani.com

Subject: Grant of EC under the provision of the EIA Notification 2006-regarding.

Sir/Madam,

This is in reference to your application for Grant of EC under the provision of the EIA Notification 2006-regarding in respect of project Enhancement of Airport Capacity of Navi Mumbai International Airport (NMIA) at Ulwe, Panvel, Taluka, Raigad, District, Maharashtra by Navi Mumbai International Airport Private Limited (NMIAL) submitted to Ministry vide proposal number SIA/MH/INFRA2/556803/2025 dated 07/11/2025.

2. The particulars of the proposal are as below:

(i) EC Identification No.	EC25C2902MH5775862N
(ii) File No.	SIA/MH/INFRA2/556803/2025
(iii) Clearance Type	EC
(iv) Category	B2
(v) Project/Activity Included Schedule No.	7(a) Airports Enhancement of Airport Capacity of Navi Mumbai International Airport (NMIA) at Ulwe, Panvel, Taluka, Raigad, District, Maharashtra by Navi Mumbai International Airport Private Limited (NMIAL)
(vii) Name of Project	NAVI MUMBAI INTERNATIONAL AIRPORT PRIVATE LIMITED
(viii) Name of Company/Organization	RAIGAD, MAHARASHTRA
(ix) Location of Project (District, State)	SEIAA
(x) Issuing Authority	no
(xi) Applicability of General Conditions	no
(xii) Applicability of Specific Conditions	

Plot/Survey Khasra Nos.:

3. In view of the particulars given in the Para 1 above, the project proposal interalia including Form-1(Part A and B) were submitted to the Ministry for an appraisal by the State Environment Impact Assessment Authority(SEIAA) Appraisal Committee (SEIAA) in the Ministry under the provision of EIA notification 2006 and its subsequent amendments.
4. The above-mentioned proposal has been considered by State Environment Impact Assessment Authority(SEIAA) Appraisal Committee of SEIAA in the meeting held on 21/01/2026. The minutes of the meeting and all the Application and documents submitted [(viz. Form-1 Part A, Part B, Part C EIA, EMP)] are available on PARIVESH portal which can be accessed by scanning the QR Code above.
5. The brief about configuration of plant/equipment, products and byproducts and salient features of the project along with environment settings, as submitted by the Project proponent in Form-1 (Part A, B and C)/EIA & EMP Reports/presented during SEIAA are annexed to this EC as Annexure (1).
6. The SEIAA, in its meeting held on 21/01/2026, based on information & clarifications provided by the project proponent and after detailed deliberations recommended the proposal for grant of EC under the provision of EIA Notification, 2006 and as amended thereof subject to stipulation of specific and general conditions as detailed in Annexure (2).
7. The SEIAA has examined the proposal in accordance with the Environment Impact Assessment (EIA) Notification, 2006 & further amendments thereto and after accepting the recommendations of the State Environment Impact Assessment Authority(SEIAA) Appraisal Committee hereby decided to grant EC for instant proposal of M/s. Charudatta Deshmukh under the provisions of EIA Notification, 2006 and as amended thereof.
8. The Ministry reserves the right to stipulate additional conditions, if found necessary.
9. The EC to the aforementioned project is under provisions of EIA Notification, 2006. It does not tantamount to approvals/consent/permissions etc. required to be obtained under any other Act/Rule/regulation. The Project Proponent is under obligation to obtain approvals /clearances under any other Acts/ Regulations or Statutes, as applicable, to the project.
10. This issues with the approval of the Competent Authority.

Annexure 1

Specific EC Conditions for (Airports)

1. Specific Conditions

S. No	EC Conditions
1.1	<u>Specific Conditions:</u> 1. 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. 2. NMIA should carry out detailed study on the impact of fishing and livelihood of people depending on local fishing folks supposed to be affected by the project directly or indirectly. 3. The Environmental and CRZ Clearance to the project is primarily under provision 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. 4. PP shall explore the use of non-ozone depleting substances in air conditioning systems 5. Hazardous identification and risk assessment for the project shall be carried out and adequate mitigation measures shall be adopted to ensure that all the safety issues addressed. The documentation shall be reviewed periodically and shall be submitted to the Regional Office MoEF, Govt of India along with six-monthly compliance report.

S. No	EC Conditions
	6. Green belt development shall be undertaken along the boundaries, away from the landing funnel as proposed. The landscape planning should include plantation of native species. 7. The project proponent will ensure exploitation of maximum possible potential of solar energy generation in the proposed project area and prefer to use it instead of conventional electricity in order to reduce the Green House Gas Emission causing climate change. 8. Project proponent is advised to explore the possibility and getting the cement in a closed container rather through the plastic bag to prevent dust emissions at the time of loading/unloading. 9. Used LEDs should be properly collected and disposed off/ sent for recycling as per the prevailing guidelines/rules of the regulatory authority to avoid mercury contamination. A. 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 and 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 and Control of Pollution) Act, 1981 and the Water (Prevention and 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 safely 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. The project proponent shall install system to carryout Ambient Air Quality monitoring for common / criterion parameters relevant to the main pollutants released (e.g. PM10 to PM 2.5 in reference to PM emission, and SO2 and NOx in reference to SO2 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 on 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.

S. No	EC Conditions
	III. 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 requirements 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. IV. 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, car 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. V. 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. VI. 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.

S. No	EC Conditions
	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 eateries 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. VII. 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 Airport. ii. Top soil shall be separately stored and used in the development of green belt. VIII. 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 gets. 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, creche 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.

Annexure 2

Details of Products & By-products

Name of the product /By-product	Product / By-product	Existing	Proposed	Total	Unit	Mode of Transport / Transmission
cargo capacity	cargo capacity	1.5	0.75	2.25	MTPA	Aircraft
Passenger handling capacity	Passenger handling capacity	60	30	90	MPPA	Aircraft

STATE LEVEL ENVIRONMENT IMPACT ASSESSMENT AUTHORITY

No. SIA/MH/INFRA2/556803/2025
Environment & Climate
Change Department
Room No. 217, 2nd Floor,
Mantralaya, Mumbai- 400032.

To
Navi Mumbai International Airport Private Limited (NMIAL)
Ulwe, Panvel, Taluka, Raigad, District.

Subject: Environmental Clearance for Enhancement of Airport Capacity of Navi Mumbai International Airport (NMIA) at Ulwe, Panvel, Taluka, Raigad, District, Maharashtra by Navi Mumbai International Airport Private Limited (NMIAL)

Reference : Application no. SIA/MH/INFRA2/556803/2025

This has reference to your communication on the above-mentioned subject. The proposal was considered by the SEAC-I in its 341st meeting under screening category B2 as per EIA Notification, 2006 and recommend to SEIAA. Proposal then considered in 318th (Day-1) meeting of State Level Environment Impact Assessment Authority (SEIAA) held on 19th January, 2026.

2. Brief Information of the project submitted by you is as below: -

1	Location/ Town: Ulwe,	Taluka/ District: Panvel, District Raigad
2	Plot Area: (sq/mts/ Ha) – 1160 Ha	Category:(A/B/B1/B2): B2
3	TOR Details:	Not Applicable
4	CRZ NoC requires:	CRZ NOC Requires: Yes
5	Details:	F. No. IA/MH/CRZ/551605/2025 (29.10.2025)
6	Layout plan approval authority:	CIDCO Mumbai Competent Authority 06.10.2025
7	Approved Construction area:	Plot Area: 1160 Hectare
8	Existing Green Belt area (Sq.Mtrs/Ha.)	Area: 356.268 Ha.
9	Proposed Green belt area (Sq.Mtrs./Ha/%): No. of Trees:	Area:390.132 Ha. Nos. of proposed trees: 3703

1.	Existing Capacity (As per EC): Passenger Handling Capacity : 60 Million Passengers Per Annum (MPPA) and Cargo Handling Capacity : 1.5 Million Metric Tones per Annum (MMTA)
2	Proposed Capacity: 30 Million Passengers Per Annum (MPPA) and Cargo Handling Capacity of 0.75 MMTA
3	Total Capacity: 90 Million Passengers Per Annum (MPPA) and Cargo Handling Capacity of 2.25 MMTA

4	Approving authority (Name): CIDCO
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Proposed NMIA Development Plan – (Passenger Capacity)

Phase	Development Period	Pax Terminal	Existing Handling Capacity (MPPA)	Proposed Handling Capacity (MPPA)
Phase 1 & 2	2021–2025	T1	20	20
Phase 3	2026–2029	T2	20	30
Phase 4	2030–2032	T3	20	20
Phase 5	2034–2036	T4	—	20
Total			60	90

Proposed NMIA Development Plan – (Cargo Capacity)

Phase	Development Period	Cargo Terminal	Existing Cargo Capacity (MMTA)	Proposed Cargo Capacity (MMTA)
Phase 1 & 2	2021–2025	T1	0.57	0.57
Phase 3	2026–2029	T2	0.58	0.70
Phase 4	2030–2032	T3	0.35	0.60
Phase 5	2034–2036	T4	—	0.38
Total			1.5	2.25

Project Land Use Details

Approved NMIA Master Plan includes principal land use allocation for airport related activities as given below:

Sr. No.	Land Use Zones	Area (Ha)	% of Total Area
1	Airside Pavements	404.095	34.83 %
2	Airside Buildings & Structures	118.11	10.12 %
3	Landside Commercial Facilities	67.45	5.81 %
4	Utilities	19.94	1.71 %
5	Green / Open Spaces (including water bodies)	390.13	33.63 %
6	Transportation (Roads, Parking & Metro)	160.26	13.81 %
	Total	1160.00	100.00 %

NMIA Utility Demand

Sr. No.	Utilities	Total/Demand generation requirement
1	Total Water Demand	61.08 MLD
2	Potable Water Demand	30.45 MLD
3	Non-Potable Water Demand	30.63 MLD
4	Total Sewage Generation	45.18 MLD
5	Total Capacity of STPs	50.00 MLD
6	Solid Waste Generation	185.60 MT/Day
7	Electrical Demand	338.50 MVA
8	Solar Power Capacity	39.64 MW
9	PNG	10,975.00 kg/day

- PP has obtained earlier EC for NMIA project was received by NMIAL from MoEF&CC on 28.11.2021, which is valid up to 27.11.2031. Proposal has been considered by SEIAA in its 318th (Day-1) meeting held on 19th January, 2026 and decided to accord Environment Clearance to

the said project under the provisions of Environment Impact Assessment Notification, 2006 subject to implantation of following terms and conditions-

Specific Conditions:

SEAC Conditions-

- i. Implementation of the EIA and EMP for all construction and operational activities across Phases I to V.
- ii. Compliance with prescribed norms for air quality, noise levels, and water pollution, along with effective mitigation measures during construction and operation phases.
- iii. Adequate provision and proper management of sewage treatment, solid waste management, and disposal systems, as per applicable rules.
- iv. Development and maintenance of green belt as committed, in accordance with MoEF&CC /CPCB / MIDC guidelines.
- v. Implementation of CSR / CER activities as proposed.
- vi. Adherence to all applicable environmental laws, notifications, rules, and regulations issued by MoEF&CC and other statutory authorities from time to time

SEIAA Conditions-

MCZMA Conditions-

- i. Project activities for the capacity enhancement of the Navi Mumbai Airport shall be carried out as per the provisions of the CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF from time to time.
- ii. The enhancement of the capacity of the Navi Mumbai Airport shall be strictly within the existing 1160-hectare of airport area only, for this area, the MoEF&CC, New Delhi has granted the CRZ & EC in in the year 2010.
- iii. Site preparation and site restoration in CRZ area should be undertaken without damaging the coastal-geomorphological features.
- iv. NMIA during the construction phase shall not disturb the coastal ecology present along the Panvel creek, present outside the northern boundary of the project site
- v. Disposal of muck during construction phase should not create any adverse effect on the neighbouring communities and be disposed taking the necessary precautions for general safety and health aspects of people, only in approved sites with the approval of competent Authority.
- vi. Hon. High Court has granted the approval for mangrove cutting. If any extra mangrove is required to be cut for the proposed enhancement, then Mangrove NoC and prior High Court permission as per order dated 17th Sep., 2018 in PIL 87/2006, shall be obtained by the PP.
- vii. NMIA shall set up full-fledged in house Environment Management Cell comprising concern experts for effective implementation of Environment Management Plan.
- viii. NMIA shall engage expert agency like BNHS for protection / conservation of biodiversity around the project site.
- ix. NMIA in consultation in expert agency shall carry out the study of impact of the project on local fishing and livelihood and take efforts to maintain the livelihood of traditional fisher folks
- x. Green belt around the project site shall be development to provide protection against the particulate matter and noise
- xi. All the safety measures and Disaster Management Plan should be implemented during construction and operation phase of the project.
- xii. Project proponent should implement Mitigation measures and Environment Management plan & Disaster Management Plan as suggested in the EIA report, effectively and efficiently

during construction and operational phase of the project to ensure that coastal environment is protected.

xiii. All other required permissions from different statutory authorities should be obtained prior to commencement of work.

SEIAA Conditions-

1. PP had obtained approval from CIDCO dated 06.10.2025 and as per the plan their total plot area of the project is 1160 Hectare and they have proposed green belt of 356.268 Ha i.e. 33.632 % of total plot area. ADTP to ensure the compliance of the same.
2. PP to undertake Miyawaki plantation of native and indigenous trees such as Banyan, Peepal, Neem, Jamun and other suitable trees as per the Forest Department, Govt. of Maharashtra circular no SaVaVi-2019/C.R.3/F-11, dated 25th June, 2019. The said plantation to be completed in the first year of operation of Environmental Clearance under expert guidance of Miyawaki experts / arborist.
3. PP to strictly observe the Solid Waste Management Rules, 2016 as amended time to time.
4. Air Quality Index monitoring to be ensured. Dust suppression measures shall be implemented also considering height of the building. Additional measures to be ensured.
- 5.
6. PP to strictly observe the Hazardous and Other Wastes (Management & Trans boundary Movement) Rules, 2016 as amended time to time.
7. PP to identify all sources of fugitive air pollution on site and provide pollution control measures to mitigate pollution and meet the standard parameters stipulated in the Environment (Protection) Rules, 1986 amended time to time & Air (Prevention and Control of Pollution) Act, 1981 amended time to time.
8. PP to ensure storage of chemicals as per the Manufacture, Storage and Import of Hazardous Chemicals Rules, 1989 amended time to time to ensure no release of any chemical to the atmosphere and leakage to the soil.
9. PP to ensure transport, storage, handling and use of the flammable/toxic chemicals as per conditions stipulated in license/approval of the Petroleum & Explosive Safety Organization (PESO).
10. PP to obtain approval and License from the Directorate of Industrial Health & Safety (DIHS) for proposed project and implement all condition stipulated therein. PP to carry out Safety Audit as stipulated in the Maharashtra Factories Rules, 1963 and ensure compliance of recommendation of the Audit.
11. PP to provide solar energy for illumination of Administrative Building, Street Lights and parking Area.
12. PP to ensure use of briquette /bio coal/ pellets/ or any such suitable product derived from scientific processing of appropriate stream of dry waste/agricultural waste, not less than 50 % of the total fuel requirement to the boiler.
13. PP to provide roof top Rain Water Harvesting facility.
14. PP to ensure that Project is a ZLD for unit.

General Conditions:

a) Construction Phase: -

- I. The solid waste generated should be properly collected and segregated. Dry/inert solid

waste should be disposed of to the approved sites for land filling after recovering recyclable material.

- II. Disposal of muck, Construction spoils, including bituminous material during construction phase should not create any adverse effect on the neighbouring communities and be disposed taking the necessary precautions for general safety and health aspects of people, only in the approved sites with the approval of competent authority.
- III. Any hazardous waste generated during construction phase should be disposed of as per applicable rules and norms with necessary approvals of the Maharashtra Pollution Control Board.
- IV. Adequate drinking water and sanitary facilities should be provided for construction workers at the site. Provision should be made for mobile toilets. The safe disposal of wastewater and solid wastes generated during the construction phase should be ensured.
- V. Arrangement shall be made that waste water and storm water do not get mixed.
- VI. Water demand during construction should be reduced by use of pre-mixed concrete, curing agents and other best practices.
- VII. The ground water level and its quality should be monitored regularly in consultation with Ground Water Authority.
- VIII. Permission to draw ground water for construction of basement if any shall be obtained from the competent Authority prior to construction/operation of the project.
- IX. Fixtures for showers, toilet flushing and drinking should be of low flow either by use of aerators or pressure reducing devices or sensor based control.
- X. The Energy Conservation Building code shall be strictly adhered to.
- XI. All the topsoil excavated during construction activities should be stored for use in horticulture / landscape development within the project site.
- XII. Additional soil for levelling of the proposed site shall be generated within the sites (to the extent possible) so that natural drainage system of the area is protected and improved.
- XIII. Soil and ground water samples will be tested to ascertain that there is no threat to ground water quality by leaching of heavy metals and other toxic contaminants.
- XIV. PP to strictly adhere to all the conditions mentioned in Maharashtra (Urban Areas) Protection and Preservation of Trees Act, 1975 as amended during the validity of Environment Clearance.
- XV. The diesel generator sets to be used during construction phase should be low sulphur diesel type and should conform to Environments (Protection) Rules prescribed for air and noise emission standards.
- XVI. Vehicles hired for transportation of Raw material shall strictly comply the emission norms prescribed by Ministry of Road Transport & Highways Department. The vehicle shall be adequately covered to avoid spillage/leakages.
- XVII. Ambient noise levels should conform to residential standards both during day and night. Incremental pollution loads on the ambient air and noise quality should be closely monitored during construction phase. Adequate measures should be made to reduce ambient air and noise level during construction phase, so as to conform to the stipulated standards by CPCB/MPCB.
- XVIII. Diesel power generating sets proposed as source of backup power for elevators and

common area illumination during construction phase 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 low sulphur diesel is preferred. The location of the DG sets may be decided with in consultation with Maharashtra Pollution Control Board.

- XIX. Regular supervision of the above and other measures for monitoring should be in place all through the construction phase, so as to avoid disturbance to the surroundings by a separate environment cell /designated person.

B) Operation phase: -

- I. a) The solid waste generated should be properly collected and segregated. b) Wet waste should be treated by Organic Waste Converter and treated waste (manure) should be utilized in the existing premises for gardening. And, no wet garbage will be disposed outside the premises. c) Dry/inert solid waste should be disposed of to the approved sites for land filling after recovering recyclable material.
- II. E-waste shall be disposed through Authorized vendor as per E-waste (Management and Handling) Rules, 2016.
- III. a) The installation of the Sewage Treatment Plant (STP) should be certified by an independent expert and a report in this regard should be submitted to the MPCB and Environment department before the project is commissioned for operation. Treated effluent emanating from STP shall be recycled/ reused to the maximum extent possible. Treatment of 100% grey water by decentralized treatment should be done. Necessary measures should be made to mitigate the odour problem from STP. b) PP to give 100 % treatment to sewage /Liquid waste and explore the possibility to recycle at least 50 % of water, Local authority should ensure this.
- IV. Project proponent shall ensure completion of STP, MSW disposal facility, green belt development prior to occupation of the buildings. As agreed during the SEIAA meeting, PP to explore possibility of utilizing excess treated water in the adjacent area for gardening before discharging it into sewer line No physical occupation or allotment will be given unless all above said environmental infrastructure is installed and made functional including water requirement.
- V. The Occupancy Certificate shall be issued by the Local Planning Authority to the project only after ensuring sustained availability of drinking water, connectivity of sewer line to the project site and proper disposal of treated water as per environmental norms.
- VI. Traffic congestion near the entry and exit points from the roads adjoining the proposed project site must be avoided. Parking should be fully internalized and no public space should be utilized.
- VII. PP to provide adequate electric charging points for electric vehicles (EVs).
- VIII. Green Belt Development shall be carried out considering CPCB guidelines including selection of plant species and in consultation with the local DFO/ Agriculture Dept.
- IX. A separate environment management cell with qualified staff shall be set up for implementation of the stipulated environmental safeguards.
- X. Separate funds shall be allocated for implementation of environmental protection measures/EMP along with item-wise breaks-up. These cost shall be included as part of the project cost. The funds earmarked for the environment protection measures shall not be diverted for other purposes.

- XI. The project management shall advertise at least in two local newspapers widely circulated in the region around the project, one of which shall be in the Marathi language of the local concerned within seven days of issue of this letter, informing that the project has been accorded environmental clearance and copies of clearance letter are available with the Maharashtra Pollution Control Board and may also be seen at Website at parivesh.nic.in
- XII. A copy of the clearance letter shall be sent by proponent to the concerned Municipal Corporation 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.
- XIII. The proponent shall upload the status of compliance of the stipulated EC conditions, including results of monitored data on their website and shall update the same periodically. It shall simultaneously be sent to the Regional Office of MoEF, the respective Zonal Office of CPCB and the SPCB. The criteria pollutant levels namely; SPM, RSPM, SO₂, NO_x (ambient levels as well as stack emissions) or critical sector 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.

C) General EC Conditions: -

- I. PP has to strictly abide by the conditions stipulated by SEAC & SEIAA.
- II. If applicable "Consent for Establishment" shall be obtained from Maharashtra Pollution Control Board under Air and Water Act and a copy shall be submitted to the Environment department before start of any construction work at the site.
- III. Under the provisions of Environment (Protection) Act, 1986, legal action shall be initiated against the project proponent if it was found that construction of the project has been started without obtaining environmental clearance.
- IV. The project proponent shall also submit six monthly reports on the status of compliance of the stipulated EC conditions including results of monitored data (both in hard copies as well as by e-mail) to the respective Regional Office of MoEF, the respective Zonal Office of CPCB and the SPCB.
- V. The environmental statement for each financial year ending 31st March in Form-V as is mandated to be submitted by the project proponent to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently, shall also be put on the website of the company along with the status of compliance of EC conditions and shall also be sent to the respective Regional Offices of MoEF by e-mail.
- VI. No further Expansion or modifications, other than mentioned in the EIA Notification, 2006 and its amendments, shall be carried out without prior approval of the SEIAA. In case of deviations or alterations in the project proposal from those submitted to SEIAA for clearance, a fresh reference shall be made to the SEIAA as applicable to assess the adequacy of conditions imposed and to add additional environmental protection measures required, if any.
- VII. This environmental clearance is issued subject to obtaining NOC from Forestry & Wild life angle including clearance from the standing committee of the National Board for Wild life as if applicable & this environment clearance does not necessarily implies that Forestry & Wild life clearance granted to the project which will be considered separately on merit.

4. The environmental clearance is being issued without prejudice to the action initiated under EP Act or any court case pending in the court of law and it does not mean that project proponent has not violated any environmental laws in the past and whatever decision under EP Act or of the Hon'ble court will be binding on the project proponent. Hence this clearance does not give immunity to the project proponent in the case filed against him, if any or action initiated under EP Act.
5. This Environment Clearance is issued purely from an environment point of view without prejudice to any court cases and all other applicable permissions/ NOCs shall be obtained before starting proposed work at site.
6. In case of submission of false document and non-compliance of stipulated conditions, Authority/ Environment Department will revoke or suspend the Environment clearance without any intimation and initiate appropriate legal action under Environmental Protection Act, 1986.
7. Validity of Environment Clearance: The environmental clearance accorded shall be valid as per EIA Notification, 2006, amended from time to time.
8. The above stipulations would be enforced among others under the Water (Prevention and Control of Pollution) Act, 1974, the Air (Prevention and Control of Pollution) Act, 1981, the Environment (Protection) Act, 1986 and rules there under, Hazardous Wastes (Management and Handling) Rules, 1989 and its amendments, the public Liability Insurance Act, 1991 and its amendments.
9. Any appeal against this Environment clearance shall lie with the National Green Tribunal (Western Zone Bench, Pune), New Administrative Building, 1st Floor, D-Wing, Opposite Council Hall, Pune, if preferred, within 30 days as prescribed under Section 16 of the National Green Tribunal Act, 2010.


Jayashree Bhut (IAS)
(Member Secretary, SEIAA)

Copy to:

1. Chairman, SEIAA, Mumbai.
2. Secretary, MoEF & CC, IA- Division MOEF & CC
3. Member Secretary, Maharashtra Pollution Control Board, Mumbai.
4. Regional Office MoEF & CC, Nagpur
5. District Collector, Raigad.
6. Commissioner, Navi Mumbai Municipal Corporation (NMMC).
7. Regional Officer, Maharashtra Pollution Control Board, Navi Mumbai.