



सत्यमेव जयते

File No: 10-8/2017-IA.III
Government of India
Ministry of Environment, Forest and Climate Change
IA Division



Dated 26/02/2024



To,
M/s Mormugao Port Trust
Headland, Sada, Vasco da Gama, South Goa, Goa-403804
prem.mpt@gmail.com

Subject: Proposed Modernization and Expansion of Port Infrastructure for Construction of Fishing Jetty, Passenger Jetty, Coastal Cargo Berth and Development of Berths for Indian Navy & Indian Coast Guard at Mormugao Port Authority located at Vasco da Gama Village, South Goa by M/s Mormugao Port Trust-Terms of Reference regarding.

Sir/Madam,

This is in reference to your application for Grant of Terms of Reference under the provision of the EIA Notification 2006-regarding in respect of project Proposed Modernization and Expansion of Port Infrastructure for Fishing, Passenger Jetty, Coastal Multipurpose Cargo Berth and Berths for Indian Navy & Indian Coast Guard at Mormugao Port Authority submitted to Ministry vide proposal number IA/GA/INFRA1/453939/2023 dated 01/12/2023.

2. The particulars of the proposal are as below :

(i) TOR Identification No.	TO23A3501GA5953597N
(ii) File No.	10-8/2017-IA.III
(iii) Clearance Type	TOR
(iv) Category	A
(v) Project/Activity Included Schedule No.	7(e) Ports, harbors, breakwaters, dredging
(vi) Sector	INFRA-1 Proposed Modernization and Expansion of Port Infrastructure for Fishing, Passenger Jetty, Coastal Multipurpose Cargo Berth and Berths for Indian Navy & Indian Coast Guard at Mormugao Port Authority
(vii) Name of Project	Mormugao Port Trust
(viii) Name of Company/Organization	SOUTH GOA, GOA
(ix) Location of Project (District, State)	MoEF&CC
(x) Issuing Authority	

(xii) Applicability of General Conditions	no
(xiii) Applicability of Specific Conditions	no

i. The proposal is for Modernization and Expansion of Port Infrastructure for Construction of Fishing Jetty, Construction of Passenger Jetty, Construction of Coastal Cargo Berth, Development of Coastal Multipurpose Cargo Berth and Development of Berths for Indian Navy & Indian Coast Guard at Mormugao Port Authority located at Vasco da Gama Village, South Goa by M/s Mormugao Port Trust.

a. Construction of Fishing Jetty: The fisheries harbour has to cater to the needs of fishing trawlers, mechanized as well as motorized / country boats. The details are as following: (i) Fishing Trawlers LOA - 22m, (ii) Beam - 7.20 m, (iii) Draft (in loaded condition) - 4.00 m, (iv) Fleet in nos. in Vasco bay – 250.

b. Construction of Passenger Jetty: A Passenger quay with the basin is a place where the passenger boats are assured safety while in operation or idling. It should be possible to embark/disembark the passengers with minimum inconvenience and within shortest possible time. The basic facilities to be provided are broadly divided into two categories viz., Waterside facilities and Landside facilities.

c. Construction of Coastal Cargo Berth: configuration of Coastal Cargo Berth are as following 300 m length and 25 m width, capacity 2.0 MTPA, dredging depth -13 m, reclamation for development of berth and backup areas of about 30000-40000 m².

d. Development of Berth for Indian Navy (IN): 210 m length and 25 m width, including reclamation and dredging max - 13m.

e. Development of Berth for Indian Coast Guard: 250 m length and 25 m width, reclamation and dredging up to -13 m.

ii. The proposed project falls under 7(e)-Ports, harbours, break waters, dredging Category-A, as per EIA notification 2006. Total investment/cost of the project is Rs.570 Crores.

iii. Initially PP obtained the Terms of References vide letter no.10-8/2017-IA-III dated 08.05.2017 for Modernization and Expansion of Port infrastructure for Fishing, Coastal and Multipurpose Cargo Berth and Liquid/general cargo at Mormugao Port, Goa. In line with the ToR Port had been carried out EIA studies and subsequently public hearing was conducted from 05.10.2018 to 08.10.2018. The application for CRZ clearance was submitted to member secretary Goa Coastal Zone Management Authority on 11.03.2019. However due to non finalization of the Coastal Zone Management plan 2011 for the state of Goa GCZMA did not issue the necessary recommendations for the project. Meanwhile extension of validity of ToR was obtained for further one year i.e. till 07.05.2021. Subsequently considering the covid pandemic Ministry issued a notification dated 18.01.2021 excluding the period of from April 2020 to March 2021 and as per the said notification the validity of ToR is extended up to 07.05.2022. Further, Government of Goa finalized the CZMP, 2011 and MoEF&CC notified the GoA CZMA in September, 2022, by then the ToR validity was expired. Thus PP is applied for fresh ToR.

iv. The details of the activities carried out in the port by the port authorities along with their EC and CRZ clearances.

Berth No.	Date of EC accorded	File No.	Year of Commissioning	Type of Berth	Remarks
BerthNo. 1A Mole Berth	-	-	2012	Leased to IN&ICG	EC not applicable-pre-existing harbour structures since 1885 have been used for berthing crafts.
Berth No. 1 Breakwater Berth	-	-	2012	Dedicated for International Domestic Cruise Berthing	EC not applicable - Pre-existing since 1885, the harbour protective structure has been primarily used for the berthing of crafts and ferries.
Berth No.2, 3 & 4,	-	-	Berth no 2-1885 Berth no. 3-1885 Berth no. 4-1885		Berth No. 2, 3 and 4- EC not applicable, pre-existing structure since 1885.
Berth No. 5	24.01.2001	PD-26018/2/2000	2004	General/Coal Cargo	EC obtained

		-PDZ (CRZ)			
Berth No. 6	24.01.2001	PD-26018/2/2000 -PDZ (CRZ)	2004	General/Coal Cargo	EC obtained
Berth No. 7	30.12.2013	10-39/2009-IA.III	2014	Coal Cargo	EC obtained
Berth No. 8	06.07.2023	10-33/2015-IA.III	1978	Liquid Bulk	EC not applicable, constructed in 1978
Berth No. 9	06.07.2023	10-33/2015-IA.III	1978	General Cargo	Now EC obtained F. No. 10-33/2015-IA.III
Barge Berth	06.07.2023	10-33/2015-IA.III	1978	Barge Berth	dated 6th July 2023, for Redevelopment of Berth No. 8, 9 and barge berths.
Berth No.10	-	-	1986	General Cargo (except coal)	EC not applicable, constructed in 1985, prior to EIA notifications 1994
Berth No.11	13.08.1991	J-16011/10/90-IA.III	1997	General Cargo (except coal)	EC obtained
6 Nos. Mooring Dolphin	-	-	2005 to 2010	General cargo	Mooring Dolphin

v. Land use/Land cover of project site.

S.No.	Land use/Land cover	Area(ha)	Percentage (%)	Remarks, if any
1	Land Use	7.13	100%	A total marine reclamation work of about 71,300 m ² (approx.) is involved.

vi. Details of water bodies, impact on drainage: Project is located in water front area of Mormugao Port. There will be no change in the drainage pattern due to proposed project.

vii. Water requirements: water will be required during For Construction phase 20 KLD and for operational phase is required 160 KLD. Water for construction phase will be met from water transported through private water tankers. During operation phase, water will be arranged through Govt. of Goa water supplier. No ground water extraction will be involved in proposed project.

viii. Diversion of forest land: No forest land will be involved in the proposed project. The proposed project is not located within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves and Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC.

ix. Details of CRZ Area: the proposed development is falling in CRZ IV B & CRZ I B as per 7 km radius of CZMP Map. Hence, requires CRZ recommendations from Goa Coastal Zone Management Authority (GCZMA) followed by EC&CRZ Clearance from MoEF&CC.

x. Waste management: No effluents at the project site is envisaged. The generated domestic sewage will be treated in the proposed Effluent Treatment Plant. The capacity of the existing STP is 150 KLD.

xi. Details of shore line change: Shoreline changes study was carried out by NCSM and CSIR- NIO. It can be concluded that there is moderate erosion near Mormugao Port area. The imagery of NCSCM map and Shoreline changes monitoring study carried out by CSIR-NIO.

xii. Capital Dredging: Total capital dredging is envisaged to be 10, 00,000 cum. The details of dredging are as following:

S.no	Proposed Development activity	Proposed Dredging quantity (m ³)	Proposed Reclamation work area (m ²)
1	Construction of Fishing Jetty	1,00,000	34,000
2	Development of Coastal Multipurpose Cargo Berth	4,00,000	26,000
3	Development of Berth for Indian Coast Guard (ICG)	1,40,000	8,000

4	Development of Berth for Indian Navy (IN)	3,40,000	
5	Development of Passenger Jetty	20,000	3,300
Total		10,00,000	71,300

xiii. Disposal Point: Dredged material will be disposed off in the existing marine spoil grounds identified and demarcated by CWPRS, Pune. A total marine reclamation work of about 71,300 m² (approx.) is involved for the Construction of Fishing Jetty, Development of Passenger Jetty, Coastal Cargo, Berths for Indian Coast Guard & Navy.

xiv. Handling of each cargo, storage, transport along with spillage control, dust preventive measures: Cargo handling: Proposed berth of 300 m length and 25 m width with the capacity of 2.0 MMTPA, dredging depth -13 m, reclamation for development of berth and backup areas of about 30000-40000 m². Dust preventive measures: Fugitive dust may emit from material transport by truck. Construction material shall be transported through covered trucks. Dust will be suppressed by water sprinkling. Transport along with spillage control: Cargo will be transferred after covering the trucks, Tarpaulin will be used and overloading will be avoided.

xv. Details of fishing activity in the vicinity: Fishing activities close to Berth No. 11 is one of the major limitations for expansion of the Mormugao Port. It is therefore, proposed to construct fishing jetty along with allied facilities. Existing facility is a temporary fish landing platform which is inadequate considering the number of trawlers operating from Vasco Bay. Towards the east of Berth-11 in the Vasco Bay, on the south side shore, a small temporary fishing jetty is available and the entire Vasco Bay is being used for fishing related activities.

xvi. Land acquisition and R&R issues involved: Main objective is construction of fishing jetty for the benefit of fishermen and fishing community. MoU signed with Govt of Goa, Boat and Canoe Society in December 2016. Areas earmarked for rehabilitation of identified houses at Vasco Bay. Allotment of land to Project affected houses is the obligation of State Government as per MoU. R&R and provision of other infrastructure issues like supply of potable water and power to the fishing jetty are in the purview of Govt. of Goa.

xvii. Employment potential: For the proposed development activities, manpower will be procured from nearby locality and on-site temporary camps for construction workers are not envisaged. The manpower requirement during the construction phase is about 70 persons per day.

xviii. Benefits of the project: The Indian Coast Guard and Navy enhance security, supporting trade, commerce, and fishing with a new jetty. MIV 2030 emphasizes coastal cargo for seamless movement, reducing logistics costs and benefiting local industries with coastal cargo berths. Increased coastal cargo movements bring higher financial returns, lower logistics and manufacturing costs, and enhance product competitiveness globally. The construction of fishing and passenger jetties benefits local fishermen, residents, and boosts water transport and tourism, improving the financial conditions of the community.

xix. Details of Court cases: The proposed project does not involve in any court case and litigations.

4. The EAC taking into account the submission made by the project proponent had detailed deliberations in its 353rd meeting held on 10th & 12th January, 2024 and **recommended** the project for grant of Terms of Reference (ToR) and for preparation of EIA/EMP report subject to compliance of all specific and standard/general conditions applicable for such projects with conduct of Public Hearing. In addition to these conditions a few general guidelines are also to be adhered by the proponent.

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 grant Terms of Reference for 'Modernization and Expansion of Port Infrastructure for Construction of Fishing Jetty, Passenger Jetty, Coastal Cargo Berth and Development of Berths for Indian Navy & Indian Coast Guard at Mormugao Port Authority located at Vasco da Gama Village, South Goa by M/s Mormugao Port Trust' and for preparation of EIA/EMP report with public consultations under the EIA Notification, 2006 as amended, subject to strict compliance of the following specific conditions, in addition to all standard ToR conditions applicable for such projects.

6. A detailed draft EIA/EMP report shall be prepared in terms of the above additional TOR and should be submitted to the State Pollution Control Board for Public Hearing. Public Hearing to be conducted for the project in accordance with the provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan. The Public Hearing shall be conducted based on the TOR letter issued by the Ministry and not on the basis of Minutes of the Meeting available on the website.

7. The project proponent shall submit the detailed final EIA/EMP report prepared as per TOR to the Ministry for

considering the proposal for environmental clearance before expiry of validity of TOR.

8. The consultants involved in preparation of EIA/EMP report after accreditation with Quality Council of India/National Accreditation Board of Education and Training (QCI/NABET) would need to include a certificate in this regard in the EIA/EMP reports prepared by them and data provided by other Organization(s)/Laboratories including their status of approvals etc. vide notification of the MoEF dated 19th July, 2013.

9. The prescribed TOR would be valid for a period of four years for submission of the EIA/EMP Reports.

10. This issues with the approval of Competent Authority.

(Amardeep Raju)

Scientist 'E'

Copy To

1. The Member Secretary, Goa State Pollution Control Board, Nr. Pilerne Industrial Estate, Opp. Saligao Seminary, Saligao Bardez-Goa-403511.
2. The Addl. Principal Chief Conservator of Forest (C), Ministry of Env., Forest and Climate Change, Integrated Regional Office (SZ), Kendriya Sadan, 4th Floor, E&F, Wings, 17th Main Road, Koramangala II Block, Bangalore – 560034.
3. Parivesh Portal.
4. Guard File.

Annexure 1

Specific Terms of Reference for (Ports, Harbors, Breakwaters, Dredging)

1. Specific Conditions

S. No	Terms of Reference
1.1	<ol style="list-style-type: none">1. Importance and benefits of the project.2. Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale3. Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:40004. Recommendation of the Goa State CZMA shall be obtained and submitted.5. Submit superimposing of latest CZMP as per CRZ (2011) on the CRZ map.6. Submit a complete set of documents required as per para 4.2 (i) of CRZ Notification, 2011.7. Location of the dredge material, if any will be disposed shall be indicate in the KML file and the layout maps overlay on the approved CZMP map shall be submitted and site suitability study shall be conducted.8. Hydrodynamics study on impact of dredging on flow characteristics shall be carried out.9. Study the impact of dredging and dumping on marine ecology and draw up a management plan through the NIO or any other institute specializing in marine ecology.

S. No	Terms of Reference
	<p>10. The types of Cargos proposed to be handled at the port shall be submitted product wise and quantity wise.</p> <p>11. The impacts study on the hazardous materials handling and storage in worst case scenario shall be submitted along with the EIA/EMP report.</p> <p>12. Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract).</p> <p>13. A certificate from the local body supplying water, specifying the total annual water availability with the local authority, the quantity of water already committed the quantity of water allotted to the project under consideration and the balance water available. This should be specified separately for ground water and surface water sources, ensuring that there is no impact on other users.</p> <p>14. A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project.</p> <p>15. A certificate from the competent authority handling municipal solid wastes, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project.</p> <p>16. An assessment of the cumulative impact of all development and increased inhabitation being carried out or proposed to be carried out by the project or other agencies in the core area, shall be made for traffic densities and parking capabilities in a 05 kms radius from the site. A detailed traffic management and a traffic decongestion plan drawn up through an organization of repute and specializing in Transport Planning shall be submitted with the EIA.</p> <p>17. Disaster Management Plan for the project shall be prepared and submitted.</p> <p>18. Risk analysis and its management plan for handling different types of liquid cargoes (if handling) shall be conducted and submitted.</p> <p>19. Detailed modelling studies to understand whether the selected site can withstand severe cyclones and develop design in accordance to due safety measures.</p> <p>20. Erosion and accretion study at the mouth of the creek which is adjacent to the proposed site be carried out and submitted.</p> <p>21. As informed by the PP the backup area originally proposed for POL berth may not be required presently as additional back up area for coastal cargo berth. Therefore this area should be used as green belt and planting of indigenous species shall be carried out.</p> <p>22. A detailed study on the impact of proposed activity on marine ecology and marine biodiversity with specific focus on the corals, mangroves and mud flats in the proximity of the site should be conducted and required mitigation plan be submitted through a nationally reputed institute.</p> <p>23. A management plan for the area under which mangroves are or likely to be removed and compensatory mangrove plantation plan be submitted.</p> <p>24. Details and status of court case pending against the project, if any.</p> <p>25. Public hearing to be conducted and issues raised and commitments made by the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made.</p> <p>26. A tabular chart with index for point-wise compliance of above ToRs. The specific ToRs as</p>

S. No	Terms of Reference
	<p>recommended above are in addition to all the relevant information as per the „Generic Structure of EIA“ given in Appendix III and IIIA in the EIA Notification, 2006.</p> <p>27. A specific note to be prepared which compare the current state of environmental parameters due to completed construction against the baseline data presented during the previous EC. Change in the data should clearly presented along with mitigation measures.</p> <p>28. As per the Ministry’s Office Memorandum F.No.22-65/2017-IA.III dated 30th September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfill these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report available. This should be specified separately for ground water and surface water sources, ensuring that there is no impact on other users.</p> <p>29. Site inspection will be carried out by the subcommittee before finalisation of EIA/EMP</p>

Standard Terms of Reference for (Ports, harbors, breakwaters, dredging)

1. Project Details

S. No	Terms of Reference
1.1	Reasons for selecting the site with details of alternate sites examined/rejected/selected on merit with comparative statement and reason/basis for selection.
1.2	The examination should justify site suitability in terms of environmental angle, resources sustainability associated with selected site as compared to rejected sites.
1.3	The analysis should include parameters considered along with weightage criteria for short-listing selected site.
1.4	Submit the status of shore line change at the project site
1.5	A detailed draft EIA/EMP report should be prepared in accordance with the above additional TOR and should be submitted to the Ministry in accordance with the Notification.
1.6	The cost of the Project (capital cost and recurring cost) as well as the cost towards implementation of EMP should be clearly spelt out.
1.7	Any further clarification on carrying out the above studies including anticipated impacts due to the project and mitigative measure, project proponent can refer to the model ToR available on Ministry.

2. Land Use, land Acquisition And R&R

S. No	Terms of Reference
2.1	Details of the land use break-up for the proposed project. Details of land use around 10 km radius of the project site.
2.2	Submit details regarding R&R involved in the project

3. Esz, Crz, International Boundary And Acts

S. No	Terms of Reference
3.1	Examine and submit detail of land use around 10 km radius of the project site and map of the project area and 10 km area from boundary of the proposed/existing project area, delineating project areas notified under the wild life (Protection) Act, 1972/critically polluted areas as identified by the CPCB from time to time/notified eco-sensitive areas/interstate boundaries and international boundaries.
3.2	Erosion and accretion study at the mouth of the creek which is adjacent to the proposed site be carried out and submitted
3.3	Detailed modelling studies to understand whether the selected site can withstand severe cyclones and develop design in accordance to due safety measures.
3.4	Submit superimposing of latest CZMP as per CRZ Notification (2011) on the CRZ map. And also submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scales.
3.5	Submit a complete set of documents required as per para 4.2 (i) of CRZ Notification, 2011.
3.6	Hydrodynamics study on impact of dredging on flow characteristics shall be carried out.
3.7	A detailed study on the impact of proposed activity on marine ecology and marine biodiversity with specific focus on the corals, mangroves and Mud flats in the proximity of the site should be conducted and required mitigation plan be submitted.
3.8	A management plan for the area under which mangroves are or likely to be removed and compensatory mangrove plantation plan be submitted.

4. Remote Sensing & Gis

S. No	Terms of Reference
4.1	Analysis should be made based on latest satellite imagery for land use with raw images.

5. Forest And Wildlife

S. No	Terms of Reference
5.1	Submit the present land use and permission required for any conversion such as forest, agriculture

S. No	Terms of Reference
	etc.
5.2	land acquisition status, rehabilitation of communities/ villages and present status of acquiring Forest and Agricultural activities.
5.3	Submit details of the trees to be cut including their species and whether it also involves any protected or endangered species.
5.4	Measures taken to reduce the number of the trees to be removed should be explained in detail.
5.5	Submit the details of compensatory plantation.
5.6	Explore the possibilities of relocating the existing trees.
5.7	Examine the details of afforestation measures indicating land and financial outlay
5.8	Landscape plan, green belts and open spaces may be described. A thick green belt should be planned all around the nearest settlement to mitigate noise and vibrations.
5.9	The identification of species/ plants should be made based on the botanical studies.

6. Water Environment/quality Analysis/ Hydrology And Water Bodies

S. No	Terms of Reference
6.1	Examine the details of water requirement, impact on competitive user, treatment details, use oftreated waste water. Prepare a water balance chart.
6.2	Examine and submit the water bodies including the seasonal ones within the corridor of impacts along with their status, volumetric capacity, quality likely impacts on them due to the project.
6.3	Submit the details of fishing activity and likely impacts on the fishing activity due to the project.
6.4	Specific study on effects of construction activity and pile driving on marine life

7. Waste Management, Drainage And Stps

S. No	Terms of Reference
7.1	Submit a copy of the contour plan with slopes, drainage pattern of the site and surrounding area
7.2	Examine details of Solid waste generation treatment and its disposal.
7.3	Details of oil spill contingency plan.
7.4	Details of the layout plan including details of channel, breakwaters, dredging, disposal and reclamation.

8. Terrain And Topography

S. No	Terms of Reference
8.1	Submit the details of terrain, level with respect to MSL, filling required, source of filling materials and transportation details etc.
8.2	Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale along with the recommendation of the SCZMA.
8.3	Details of bathymetry study.
8.4	Details of ship tranquillity study.
8.5	The ecologically fragile area including CRZ 1A area etc. shall be demarcated and superimposed on the layout plan and submitted.

9. Road/transport Connectivity And Traffic Measures

S. No	Terms of Reference
9.1	Examine road/rail connectivity to the project site and impact on the existing traffic network due to the proposed project/activities
9.2	A detailed traffic and transportation study should be made for existing and projected passenger and cargo traffic.
9.3	Details of handling of each cargo, storage, transport along with spillage control, dust preventive measures.
9.4	In case of coal, mineral cargo, details of storage and closed conveyance, dust suppression and prevention filters.
9.5	An assessment of the cumulative impact of all development and increased inhabitation being carried out or proposed to be carried out by the project or other agencies in the core area, shall be made for traffic densities and parking capabilities in a 05 kms radius from the site. A detailed traffic management and a traffic decongestion plan drawn up through an organization of repute and specializing in Transport Planning shall be submitted with the EIA.

10. Rain Water Harvesting

S. No	Terms of Reference
10.1	Details of rainwater harvesting and utilization of rain water.

11. Baseline Data

S. No	Terms of Reference
11.1	Examine baseline environmental quality along with projected incremental load due to the proposed project/activities.

12. Air Environment

S. No	Terms of Reference
12.1	The air quality monitoring should be carried out according to the notification issued on 16th November, 2009.

13. Environment Management/ Monitoring, Mitigative Measures And Risk Assessment Details

S. No	Terms of Reference
13.1	Examine separately the details for construction and operation phases both for Environmental Management Plan and Environmental Monitoring Plan with cost and parameters.
13.2	Submit details of a comprehensive Risk Assessment and Disaster Management Plan including emergency evacuation during natural and man-made disasters.
13.3	Details of desalination plant and the study for outfall and intake

14. Court/ Litigation Records

S. No	Terms of Reference
14.1	Details of litigation pending against the project, if any, with direction /order passed by any Court of Law against the Project should be given.

15. Environment Responsibility

S. No	Terms of Reference
15.1	As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent, based on the commitments made during the public hearing, specific studies shall include all the activities required to be taken to fulfill these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.

Signature Not Verified

Digitally Signed by : Dr Amardeep Raju
Member Secretary, MoEFCC (EC)

Date: 26/02/2024