

REPORT OF THE COMMITTEE  
CONSTITUTED  
BY THE HON'BLE NATIONAL GREEN TRIBUNAL,  
WESTERN ZONE BENCH, PUNE  
IN  
THE ORIGINAL APPLICATION NO.03/2022(WZ)  
THROUGH  
ORDER DATED 4<sup>TH</sup> FEBRUARY 2022



**PREAMBLE**

With reference to the original application no: 03/2022(WZ) (Mr. Suresh Bhabushanker Bhatt (Applicant) V/s Gujarat Pollution Control Board &Ors) relating to Sachana Ship Recycling Unit at Village Sachana, Taluka & District: Jamnagar in Gujarat, Hon'ble National Green Tribunal *vide* its order dated 4<sup>th</sup> February 2022 directed to call a report on the matter from a Joint Committee consisting of following members:

- (1) The Additional Chief Secretary of Gujarat Port and Transport Department (or Representative);
- (2) The CEO of Gujarat Maritime Board (or Representative);
- (3) The Representative of Principal Chief Conservator of Forests HoFF &
- (4) The Member Secretary, Gujarat Pollution Control Board (GPCB) (or Representative);

The scope of the above committee as per the order shall be:

- (A) To visit the place and submit a factual report within four weeks.
- (B) To independently analyze the reports already prepared by earlier committees and submit its own independent report without being influenced by other reports.

In this matter, the following committee was constituted as per the direction of Hon'ble NGT.

<b>Sr. No</b>	<b>Name and designation of the Committee Member</b>	<b>Details</b>
1.	Shri Ketan Suthar, Deputy Secretary- Ports & Transport Department, GoG, Gandhinagar	Representative of Additional Chief Secretary of Gujarat Port and Transport Department
2.	Dr. Manan Shukla I/c Dy. General Manager (Env.) Gujarat Maritime Board, Gandhinagar	Representative of VC & CEO of Gujarat Maritime Board
3.	Shri R. Senthil Kumaran	Representative of Principal Chief

	Dy. Conservator of Forest, Marine National Park, Jamnagar	Conservator of Forests HoFF
4.	Smt. Shivani Bhargava I/c Unit Head-Jamnagar Gujarat Pollution Control Board, Gandhinagar	Representative of Member Secretary, Gujarat Pollution Control Board (GPCB)

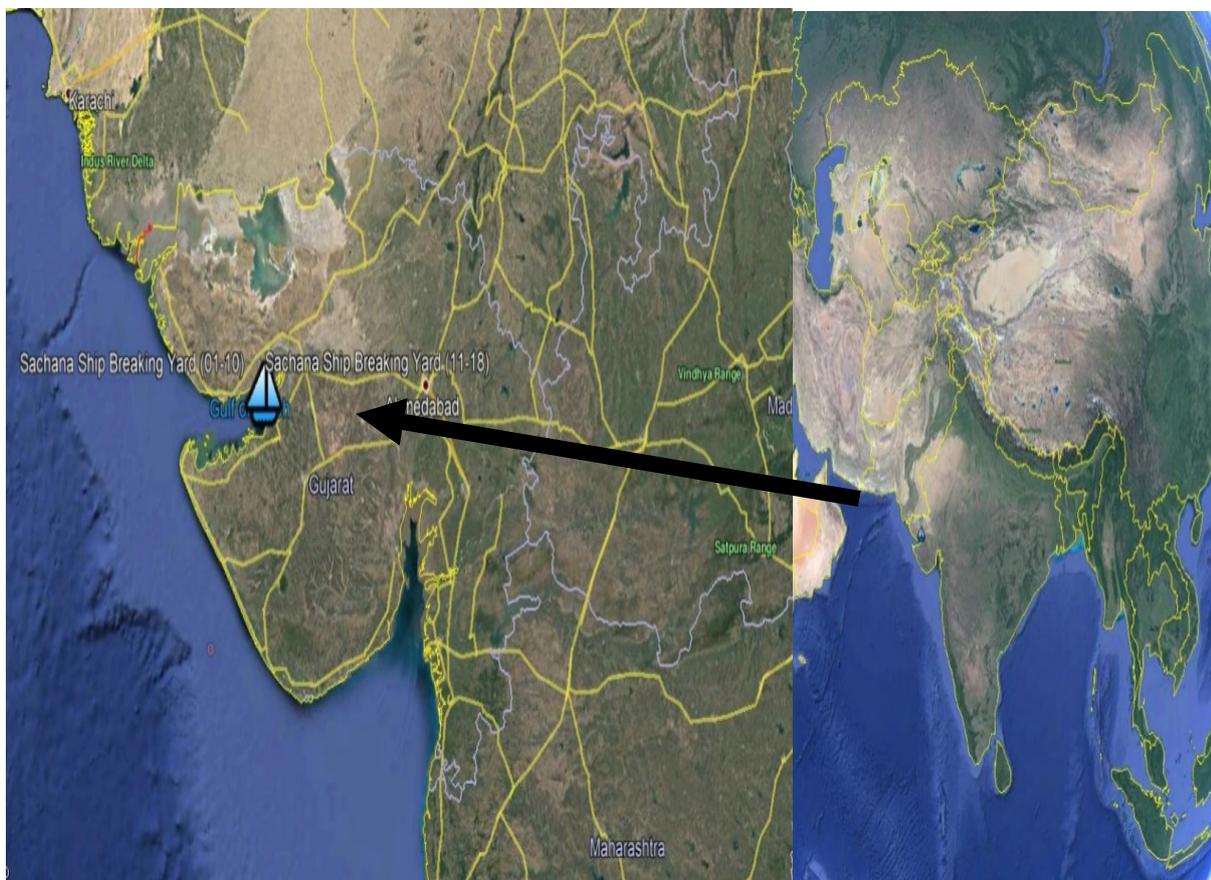
As per the Hon'ble NGT mandate, the committee visited Sachana Ship Recycling Plots on **21-22<sup>nd</sup> February 2022**. GPCB facilitated logistics support and necessary secretarial assistance to the committee.

### **INTRODUCTION**

- Sachana ship recycling plots are located in Jamnagar Taluka in Jamnagar District of Gujarat State. It is located 17 KM approximately towards East from Jamnagar city. The Public Works Department, Government of Gujarat vide Notification No IPA/1062-C1358-M(iii) dated **8th July-1963** followed by another even Notification dated **13th May-1964** declared Port Limits of Bedi group of Ports which includes Sachana, Bedi and Rozi Ports locations as per Indian Port Act-1908 (**Annexure-I**). Ship Recycling Plots at Sachana in Jamnagar district falling in the above Port Limit has been developed in **1977-78**. The ship recycling at Sachana remained operational from 1977-78 to 2012, which was regulated under GMB Ship Regulations -2003 and in compliance with the directions of Hon'ble Supreme Court issued in Oct-2007 in WP 657/95.
- Agriculture, Forest & Co-operation Dept., Govt. of Gujarat vide notification dated 12-08-1980 declared 2030.75 Ha area as Block No. 50 "Nagarnar Nu Jungle" as Marine Sanctuary under Wildlife Protection Act, 1972. Further, Govt. of Gujarat *vide* notification dated 20-07-1982 modified the notified area from 2030.75 Ha to 1543.64 Ha and also added 274.96 Ha new area to Block No. 50 "Nagarnar Nu Jungle" to make it 1818.60 Ha. After following all due settlement procedures, Settlement Report for the Marine Sanctuary was published by Deputy

Collector on 11-09-1998 in which “No rights has been sanctioned to any person, organization, company or anyone”. The Forest & Environment Department, Govt. of Gujarat accepted the same on 03-08-2002. Hence, aforesaid notified area attained its final status as Marine Sanctuary.

- Govt. of Gujarat on 09-07-1976 declared 2500.00 Ha area as Block No. 50 “Nagarnar Nu Jungle” under Section 4 of the Indian Forest Act, 1927. In the year 2015, Forest Settlement Officer (FSO), Junagadh vide its Case No. 7 dated 30-12-2014 (for Block No. 50) has issued Settlement Resolution for Block No. 50 i.e. “Nagarnar Nu Jungle”. This settlement report by FSO, Junagadh is yet to be accepted by Govt. of Gujarat and on acceptance; notification under section 20 of Indian Forest Act, 1927 will be published by the Govt. of Gujarat. Hence, aforesaid area is under the transition phase and the boundary marked by FSO, Junagadh will be considered final, only after notification under section 20 of IFA, 1927 is published by Govt. of Gujarat.





### LOCATION MAP OF SACHANA SHIP BREAKING PLOTS IN GULF OF KACHCHH

- During the period between 1977 to 2011, about 263 small sized vessels less than 11000 LDT each had been recycled at Sachana Ship Recycling Plots. The year wise details is as below:

#### YEAR WISE LIGHT DISPLACEMENT (LDT) AND NUMBER OF SHIPS RECYCLED AT SACHANA

YEAR	TOTAL LDT	NO. OF SHIP
1977-78	2200	01
1978-79	-	-
1979-80	-	-
1980-81	5471	02
1981-82	4300	02
1982-83	13160	05
1983-84	31438	10
1984-85	28588	10
1985-86	46695	16
1986-87	52620	12

1987-88	12580	03
1988-89	12024	03
1989-90	8249	02
1990-91	3494	01
1991-92	28067	04
1992-93	2158	01
1993-94	17618	04
1994-95	38067	13
1995-96	33685	09
1996-97	30591	08
1997-98	35155	10
1998-99	30984	07
1999-2000	48847	11
2000-2001	32400	08
2001-2002	51144	12
2002-2003	61901	13
2003-2004	65470	19
2004-2005	32603	14
2005-2006	22093	07
2006-2007	15229	05
2007-2008	6639	04
2008-2009	16371	04
2009-2010	64309	19
2010-2011	93271	24
		(UP TO FEB-11)

(Source: Gujarat Maritime Board)

Livelihood (Employment) for around 5000 persons directly and for around 8000-10,000 persons indirectly was being generated during the operational period of the ship breaking plots.

## **COMMITTEE SITE VISIT ON 21-22<sup>ND</sup> FEBRUARY TO SACHANA SHIP BREAKING PLOTS, KHIJADIYA BIRD SANCTUARY AND AREAS OF MARINE NATIONAL PARK & SANCTUARY**

The committee visited Sachana ship breaking plots followed by visit to Khijadiya bird sanctuary as well as certain areas of Marine National Park & Sanctuary.

### **FACTUAL DETAILS AS ON DATE**

- The committee noted that no ship recycling activities was being carried out at any of the plots at Sachana Ship Breaking Plots.
- The committee noted that Ship breaking Plots were divided into two parts. Few plots were on one side followed by a gap of approximately 800 meters which is covered by a mangrove patch and then rest of the plots were on other side (**Annexure-II**). Committee noted that mangroves were present in the gap area as well as near the creek.
- The Committee found that plots were in desolate condition indicative of non-use of the plots in recent past. It was also observed that ancillary structures (like offices, land levelling and filling, storage facilities, boundary walls etc.) were being repaired/ maintained on some ship recycling plots. Photographs showing the current conditions of the plots are attached as **Annexure-III**. Based on further inquiry, it was orally informed by the GMB authorities that Plots would be upgraded in compliance with the Ship Breaking Code (revised)-2013 formulated by Ministry of Shipping (**Annexure-IV**) and the activity would be carried out subject to prevailing norms, rules and regulations. The comprehensive ship breaking code is prepared based on the Hon'ble Supreme Court order dated 6<sup>th</sup> September 2007 in C.W.P 657 of 1995 in the matter of Research Foundation for science vs. Union of India and Anr. (**Annexure-V**).
- The procedure being followed in ship breaking activity was explained by the Port Officer. Any vessel entering Indian exclusive economic zone notifies the Maritime Rescue coordination centre (MRCC) of its

intended date of arrival. Upon entry into the port area, Vessel is allowed to be anchored by dropping anchors to the seabed. This prevents drifting of the ship and enables boarding from boats. A vessel at anchor can lift its anchor and sail away if required. Anchoring of ships is therefore a fully reversible process. The vessel owner submits to Gujarat Maritime Board his intention to send the ship to the authorized ship recycling plots through prescribed application at least 7 days prior to arrival of his vessel for recycling. Documents are submitted by vessel owner to various Government departments such as Gujarat Maritime Board, Gujarat Pollution Control Board and the Customs department for a desk review thereof. After the desk review by the Gujarat Maritime Board, State Pollution Control Board, Customs department, decision regarding anchorage of the vessel is taken by the Gujarat Maritime Board. In case all the concerned agencies are satisfied after desk review and have recommended that the vessel can be anchored, anchorage safety instructions would be issued by the Gujarat Maritime Board. Thereafter comes the stage of physical boarding and verifications by various Government Departments at anchorage Points. All the documents related to ship such as inventory of hazardous materials, inventory of gases, CO<sub>2</sub> declaration, confirmation of ballast water exchange at high seas, confirmation of the bunker oil/lube oil or other oil substances that are remaining on board etc., are submitted. Representatives of Customs department, Gujarat Maritime Board, Gujarat Pollution Control Board, RSO of Gujarat Maritime Board (trained and certified by Atomic Energy Regulatory Board (AERB)) boards the vessel for physical verifications. After Completion of all verifications and receipt of clearances granted by all the concerned departments/agencies, beaching permission would be given by Gujarat Maritime Board. After the process of beaching, the Ship recycler ensures following safety and environmental measures :

- (1) The vessel is secured properly and

- (2) Left overs in bunker are removed with proper precautions including sufficient ventilation in engine room.
- (3) Bunker and bunker contents are disposed of to a registered dealer for petroleum products.
- (4) Used oil and sludge are disposed of to registered recyclers/refinery only.

Subsequently the permission from Gujarat Pollution Control Board (GPCB) is required which is issued only after the ship recycler removes all the loose and hazardous wastes including oil and petroleum hydrocarbon from tanks, stop tanks etc. Decontamination certificate is issued by GPCB after inspection, which is carried out with proper lighting in the engine room. Simultaneously Gas free and hot work permit is issued by competent authority/agency after ensuring safe and complete removal of oils/used oils/hydrocarbon.

After the above process, the ship recycler submits ship recycling plan which includes two components i.e ship specific recycling plan and recycling facilities management plan. After the Gujarat Maritime Board ensures all the aspects of ship recycling plan rigorously by way of "The Ready For Recycling Certification" document, The ship recycler thereafter applies for cutting permission to the Port authority. If everything is found in order then cutting permission is accorded.

- The committee was informed that as the tidal draft in the area is less and therefore comparatively smaller vessels can be brought for ship recycling at Sachana unlike Alang where due to high tidal amplitude large vessels are beached for recycling. (Photographs showing vessel size which were recycled at Sachana are placed as **Annexure-VI**)
- It was also informed to the Committee by Gujarat Maritime Board and Gujarat Pollution Control Board officials that all the active plots at Sachana were operated only after obtaining necessary permissions from statutory authorities such as Gujarat Pollution Control Board, Atomic Energy Regulatory Board, Petroleum and Explosive Safety

Organization, Directorate of Industrial Safety and Health. The exemplary set of document is attached as **Annexure-VII**.

- The Committee visited Khijadiya bird sanctuary and took note that boundary of the Khijadiya Bird Sanctuary aerial distance is about **3 km** away from Sachana Ship Recycling Plots. The road distance between Khijadiya bird sanctuary and Sachana Ship recycling plots is about **15 km** (Probably due to some civil works and diversions found during the visit). The Google map showing the distance between Sachana Recycling Plots and Khijadiya bird sanctuary is attached as **Annexure-VIII**.
- It is to be mentioned that, draft Notification for the Eco Sensitive Zone around Marine National Park and Marine Sanctuary area was published by Govt. of India on 29-02-2012. Comments and suggestions were invited from the stakeholders for the same. After considering all the comments and suggestions received, final notification for Eco Sensitive Zone for the Marine National Park and Marine Sanctuary area was published on 22-08-2013 by Govt. of India. The copy of Eco Sensitive Zone final notification is enclosed as **Annexure-IX**
- Also, the draft notification for Coastal Regulation Zone of Jamnagar District was published by Govt. of India on 18-04-2018. Comments and suggestions were invited from the stakeholders and public hearings were also conducted for the same. After considering all the comments and suggestions received, final notification for Coastal Regulation Zone of Jamnagar District was published by Govt. of India on 18-01-2019. The copy of Coastal Regulation Zone final notification and the map is enclosed as **Annexure-X**.
- It was also informed to the committee by Marine National Park Officials that any ship recycler, if uses any of the sanctuary area/Forest area/Eco sensitive zone area/ Coastal Regulation Zone area as per the notifications & maps by Government of

Gujarat/Government of India, necessary permissions to be obtained from the competent authority.

### **INDEPENDENT ANALYSIS OF THE PREVIOUS REPORTS ALREADY PREPARED BY EARLIER COMMITTEES**

The committee analyzed all the previous reports already prepared by earlier committees. The details of the reports analyzed by the committee are as following:

#### **(A) REPORT OF THE JOINT MEASUREMENT COMMITTEE CONSTITUTED ON 25/02/2013**

A Joint measurement committee was constituted by the Forest and Environment Department under the chairmanship of Collector, Jamnagar. Committee constitution is as below:

<b>Sr. No.</b>	<b>Member Details</b>	<b>Designation in committee</b>
1.	Collector, Jamnagar	Chairman
2.	Deputy General Manager (Env.) Gujarat Maritime Board, Gandhinagar	Member
3.	District Inspector of Land Records, Jamnagar	Member
4.	Deputy Conservator of Forest, Marine National Park, Jamnagar	Member Secretary

The Joint measurement Committee was constituted as there was discrepancy between Forest department and Gujarat Maritime Board regarding the area under Block no:50, Nagarnar nu Jungle. The committee was constituted to submit a joint measurement report after carrying out measurement of the area of block no: 50. The first meeting of the committee was held on 09/05/2013 during which following aspects were decided upon:

- (A) A joint measurement shall be carried out in relation to the revenue boundary of eastern side of Sachana Village to verify the revenue

boundary of Sachana Village, which is a joint border as per the revenue boundary and Marine sanctuary notification.

(B) After the boundary of the marine sanctuary related to block no: 50 is finalized joint measurement of the forest area under section 4 and block-50 of marine sanctuary be carried out.

(C) During the meeting, it was instructed by the chairman of the committee that DILR-Jamnagar shall carry out measurement of revenue boundary of Sachana village within 3 weeks.

The report of the Joint Measurement Committee was examined with focus on the information provided by District Inspector of Land Records (DILR), Jamnagar as it was not a party to the matter. As per the details of DILR and subsequent maps prepared based on the gazette related chatursima, it is depicted that Sachana Ship recycling Plots fall outside the boundary of Marine National Park & Sanctuary. The maps prepared by DILR as a part of Joint Measurement Committee is attached herewith as **Annexure-XI**.

**(B) FOREST SETTLEMENT OFFICER REPORT ABOUT RESERVE FOREST UNDER SECTION-20 OF INDIAN FOREST ACT, NAGARNAL NU JUNGLE, BLOCK NO:50 ON 30/12/2014**

The committee took note that as per The Indian Forest Act-1927, whenever it has been decided to declare any land “as reserved forest”, the State Government shall issue a notification in the Official Gazette– appointing an officer (hereinafter called “the Forest Settlement-officer”) to inquire into and determine the existence, nature and extent of any rights alleged to exist in favour of any person in or over any land comprised within such limits or in or over any forest-produce, and to deal with the same.

The committee noted that Block no: 50 which is known as Nagarnar nu Jungle admeasuring 2500 hectare which is declared as mangrove forest has following chatursima:

North: Gulf of Kachchh

South: Jamnagar Dhuvav, Khijadiya and Jambuda boundary

East: Sachana village boundary

West: Rozinivav

The committee studied the FSO report in detail and took note of the FSO settlement map prepared for Block no:50, Nagarnar nu Jungle which depicted that Sachana Ship Recycling plots is falling outside Forest area. The FSO Settlement map is attached herewith as **Annexure-XII** for necessary information.

**(C) DILR's JOINT SITE MEASUREMENT AND SURVEY CARRIED OUT ON 17/07/2020**

The committee reviewed the DILR joint measurement and survey rojkam prepared by DILR-Jamnagar office. The joint measurement and survey was carried out in presence of representatives from Forest department and Gujarat Maritime Board. As per the DILR survey report it has been depicted that Sachana Plots are within the village limit of Sachana and hence outside the section-4 area of Forest and also outside the "Nagarnal nu Jungle".

**(D) MINUTES OF THE MEETING OF THE HIGH POWER COMMITTEE CONSTITUTED UNDER THE CHAIRMANSHIP OF CHIEF SECRETARY, GUJARAT AS PER THE DIRECTIONS OF HON'BLE HIGH COURT IN SCA NO. 12226 OF 2015.**

The committee took note of the fact that high power committee was constituted in the Sachana matter based on Hon'ble High Court-Gujarat order dated 14/08/2019, looking at the larger issue involving various authorities. The members of the high power committee were as following:

Sr. No	Designation & Department
1.	Chief Secretary, Gujarat State
2.	Additional Chief Secretary, Revenue Department
3.	Additional Chief Secretary, Forest department
4.	Principal Secretary, Port & Transport Department
5.	Vice Chairman & Chief Executive Officer, Gujarat Maritime Board

During the hearing of Hon'ble High Court of Gujarat held on 19-02-2020, Hon'ble Court disposed the matter as withdrawn. However in the order, it was informed that High Power Committee would afford an opportunity of hearing the petitioner and further action would depend upon the decision taken by High Power Committee after affording the opportunity of hearing the petitioner. Thereafter 4<sup>th</sup> meeting of High Power Committee was convened on 06-08-2020 to take further action as per the High Court order.

The committee noted that over all four meetings of high power committee were convened on dates 28-02-2019, 11-09-2019, 10-10-2019 and 06-08-2020 respectively.

The committee took note that the representations made by Gujarat Maritime Board and Forest Department were considered by the High Power Committee (HPC). It was noted that ship recycling activities had been in operation since 1977. In 2012, it was closed down, as Forest department issued a closure order claiming that the land under question falls under the boundary of Marine sanctuary. Accordingly concerned ship recycler filed case against Forest Department and GMB was also a party in the matter.

Further the HPC dated 10-10-2019, noted that considering the ecological importance and maintaining the continuity of the Marine National Park all along the region, it is desirable that no polluting industry like ship breaking etc., hazardous for the marine life is allowed near Sachana village seacoast in Marine National Park.

Regarding section-4 areas of Sachana village, the settlement procedure was carried out during 2014 by the FSO (Forest Settlement Officer) and recommended to Government, to keep the area intact but excluding the ship breaking plots. The Forest department had put up an appeal before the Collector Jamnagar which was disposed.

Regarding the sanctuary, a meeting was held by PCCF (WL) with CCF (MNP), DCF (MNP), Collector-Jamnagar and Additional Secretary (Wildlife) on 11/07/2020 and it was decided to do joint site measurement and survey of the land in question. DILR had done the joint site measurement and survey

in presence of the officials of Forest department, GMB and Revenue department on 17/07/2020.

Further both the Minutes of the Meeting dated 10-10-2019 and 06-08-2020 were studied by the committee and it is quite evident from the minutes of the last meeting of the High Power Committee (HPC) that Sachana ship recycling plots falls outside Forest as well as Marine National Park and Sanctuary area.

### **CONCLUDING REMARKS OF THE COMMITTEE**

- The Plots were in desolate condition indicative of non-use of the plots in recent past. However, the boundaries of the some plots were uneven.
- Presently, no ship recycling activities were seen to be going on at the Sachana Ship Recycling plots. Certain ship recycling plots have initiated activities for up-gradation of the facilities and ancillary structures on the plots which had ambiguous boundaries.
- Khijadiya bird sanctuary is about 3 km (aerial distance) away from the Sachana Ship Recycling Plots and the road distance is about 15 km.
- Based on analysis of the previous committee's reports as well as High Power Committee's Minutes of the meeting relating to Sachana, it is evident that Sachana ship recycling plots are not part of Sanctuary or Forest area.

Sr. No	Name and designation of the Committee Member	Signature
1.	Shri Ketan Suthar, Deputy Secretary- Ports & Transport Department, Government of Gujarat, Gandhinagar	
2.	Dr. Manan Shukla I/C-Dy. General Manager (Env.) Gujarat Maritime Board, Gandhinagar	
3.	Shri R. Senthil Kumaran Dy. Conservator of Forest, Marine National Park, Jamnagar	
4.	Smt. Shivani Bhargava I/C-Unit Head-Jamnagar Gujarat Pollution Control Board, Gandhinagar	

PART-IV-A) GUJ. GOVT. GAZ. MAY 21, 1964/VAISAKHA 31, 1986

The following Notifications have been published as Extra-ordinary Gazette in the dates shown against them:-

88

WEDNESDAY, MAY 19, 1964/VAISAKHA 23, 1986.

PUBLIC WORKS DEPARTMENT  
NOTIFICATION

Sachivalaya, Ahmedabad-15, 19th May 1964.

## INDIAN PORTS ACT, 1908

No. G/J-2/IPA/1964/6647(2)/TH(I). - In exercise of the powers conferred by Section 5 of Indian Ports Act, 1908 (XV of 1908), the Government of Gujarat hereby amends with effect on and from the 13th May 1964, the Government Notification, Public Works Department No. IPA/1963-C-1958-M, (1), dated the 8th July 1963, as follows, namely:-

In the said Notification for the entries 1, 2, 3, and 4 relating to the ports of Sikka, Salaya, Jodia and Pindhara respectively, the following shall be substituted in columns 1, 2 and 3 respectively, namely:-

## 1. SIKKA.

North:- The boundary line on North runs along the 10 fathom contour line of sounding in gulf of Kutch. On East side it will end where it meets the line coming from the N - W corner of Survey No. 378 of village Bed drawn Northwards. Similarly on West side it will meet the line coming from the N.W. corner of Survey No. 307 of village Singach drawn in northwards.

East:- The boundary line on East side will start from the N - W corner of Survey No. 378 of village Bed and will run in North direction and will end where it will meet the 10 fathom contour line of sounding in gulf of Kutch.

South:- The boundary line on South side will start from N-W corner of Survey No. 378 of village Bed and will run along the reverse limit on Sea side of the village Bed and will further continue to run along the reverse limits of sea side of the villages Bed, Sikka, Murgand, Gagava, Zankhar and Singach. It will end at the N-W corner of Survey No. 307 of village Singach.

West:- The boundary line on West side will start from the N-W corner of Survey No. 307 of the village Singach and will run in north direction and will end where it will meet the 10 fathom contour line of sounding in gulf of Kutch.

## 2. SALAYA.

North:- The boundary line on North runs along the 10 fathom contour line of sounding in gulf of Kutch. On East side it will end where it meets the line coming from the N-W corner of Survey No. 307 of village Singach drawn northwards. Similarly on West side it will end where it meets the line coming from the N.W. corner of Survey No. 378 of village Bed drawn northwards.

**East:-** The boundary line on East side will start from the N.W. corner of Survey No.307 of village Singach and will run in North direction and will end where it will meet the 10 fathom contour line at sounding in gulf of Kutch.

**South:-** The boundary line on South side will start from the N.W. corner of Survey No.307 of village Singach and will run along the revenue limit on sea side of the village Singach and will further continue to run along the revenue limit of sea side of the villages Vaxinal, Bharna, Motn, Ambin, Nana-Ambin, Mot Mandha, Parodiya, Salaya, going, Chudesar, Kalavad, Simani, Athamann Barn, and it will end at the N.W. corner of Survey No. 18 of village Athamann Barn.

**West:-** The boundary line on West side will start from the N.W. corner of Survey No.1871 of the Village Athamann-Barn and will run in North direction and will end where it will meet the 1 fathoms contour line of sounding in gulf of Kutch.

### 3. JALIA

**North:-** The boundary line on North runs along the 10 fathom contour line of sounding in gulf of Kutch. On East side it will end where it meets the line coming from the N.W. corner of Survey No.363 of the village Rampar or Padavekar drawn northwards. Similarly on West side it will end where it meets the line coming from the N.E. corner of Survey No.155 of the village Sachana drawn northwards.

**East:-** The boundary line on East side will start from the N.W. corner of Survey No.363 of the village Rampar or Padavekar and will run in North direction and end where it will meet the 10 fathom contour line of sounding in gulf of Kutch.

**South:-** The boundary line on South side will start from N.W. corner of Survey No.363 of the village Rampar or Padavekar and will run along the revenue limit on sea side of the village Rampar or Padavekar and will further continue to run along the revenue limits of sea side of the villages Kothariya, Manamorn, Jamsar, Balambha Jodiya, Kunad, Madiyana, Balachandi and Sachana and it will end of the N.E. corner of Survey No.155 of village Sachana.

**West:** The boundary line on West side will start from the N.E. corner of Survey No.155 of the village Sachana and will run in north direction and will end where it will meet the 10 fathom contour line of sounding in gulf of Kutch.

### 4. PINHARA

**North:-** The boundary line on North runs along the 10 fathom contour line of sounding in gulf of Kutch. On East side it will end where it meets the line coming from the N.W. corner of Survey No.1871 near Survey No.497 of the village Athamann Barn, drawn northwards. Similarly on West side it will end where it meets the line coming from the N.W. corner of Survey No.403 near Survey No.507 of the village Gurgach drawn northward.

East:- The boundary line on East side will start from the West corner of Survey No. 1871 near Survey No. 341 of the village Athamana Barn and will run along the West side revenue limit of the village Athamana Barn upto N.W. corner of Survey No. 1871 near Survey No. 487. From there it will go in North direction in the Sea meeting the 10 fathom contour line of sounding in gulf of Kutch.

South:- The boundary line on South side will start from the West corner of Survey No. 1871 near Survey No. 341 of the village Athamana Barn and will run along the revenue limit on sea side of the village Athamana Barn and will further continue to run along the revenue limits of sea side of the village Baw, Nana and Mota-Asota, Virpur Losari, Pindhara, and Gurgadh, and it will end at the N.W. corner of Survey No. 403 near Survey No. 507 of the Gurgadh.

West:- The boundary line on West side will start from the N.W. corner of Survey No. 403 near Survey No. 507 of the village Gurgadh, and will run in north direction and will end where it will meet 10 fathom contour line of sounding in gulf of Kutch.

By order and in the name of the Governor of Gujarat.

TRUE COPY  


ASST. PORT OFFICER,  
 BEDI FORT

L. E. DALAL  
 Secretary to Government.



**Sachana Ship Breaking Yard**  
Write a description for your map.

**Legend**  
Line Measure  
Sachana Ship Breaking Plots

Google Earth  
Image © 2022 Maxar Technologies

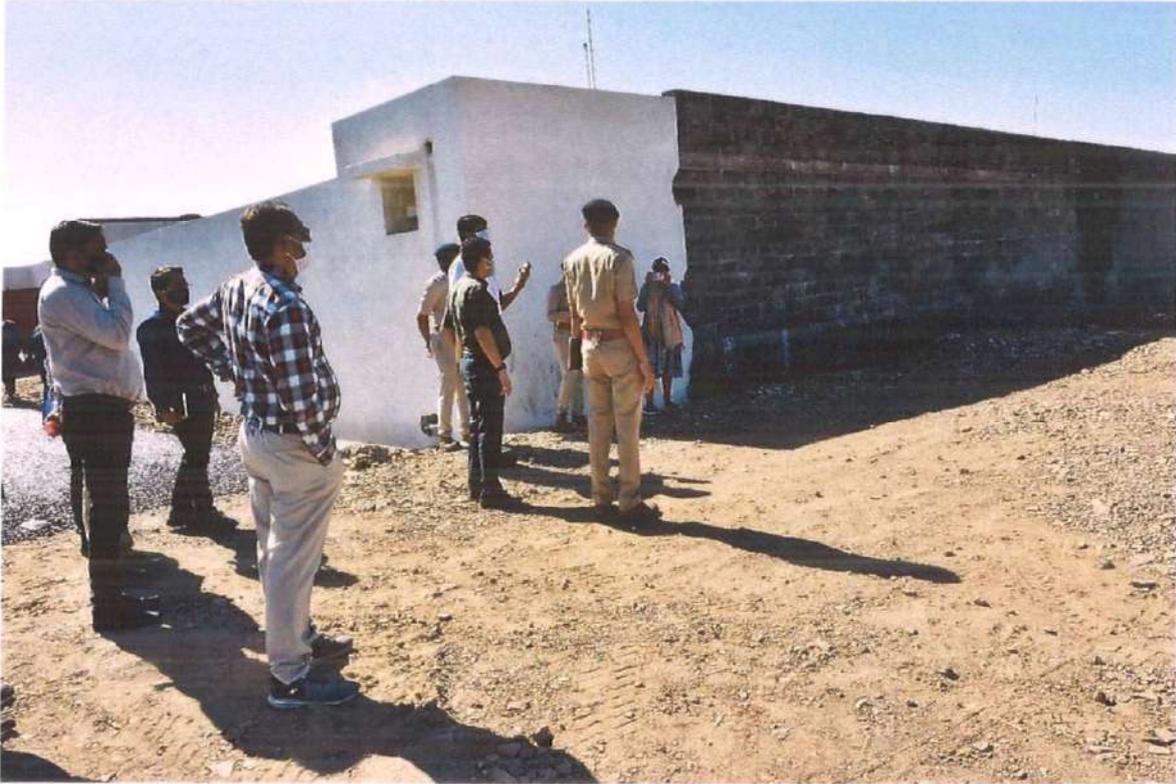
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**ANNEXURE-III**



**COMMITTEE VISIT TO THE SACHANA SHIP BREAKING PLOTS**



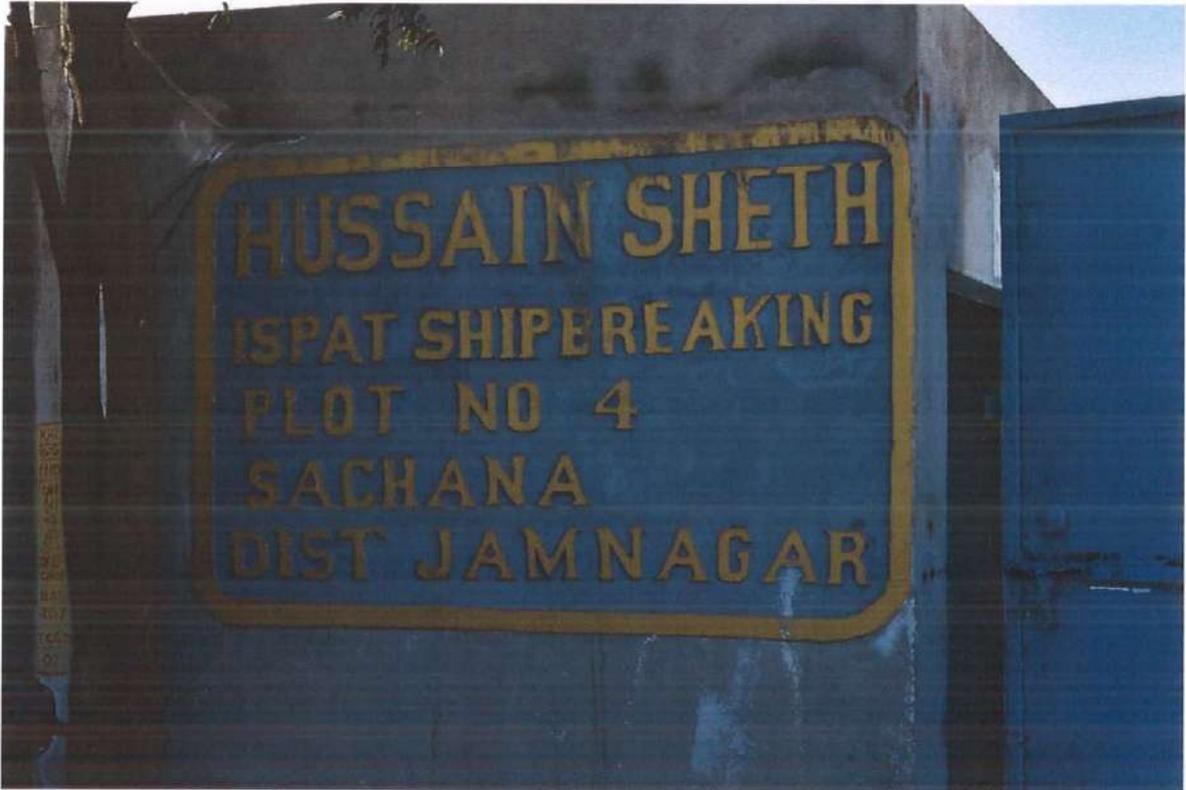
**COMMITTEE CONSULTATION WITH FOREST DEPARTMENT AND GUJARAT MARITIME BOARD**



**MACHINERIES AND WEIGH BRIDGE FOUND IN DILAPIDATED CONDITION AT SACHANA SHIP BREAKING PLOTS**



**MACHINERIES FOUND IN DILAPIDATED CONDITION AND VIEW OF SHIP  
BREAKING PLOT AT SACHANA**



**TYPICAL PLOT AT SACHANA SHIP BREAKING YARD**

**SCHEDULE****SHIPBREAKING CODE (REVISED), 2013****Chapter I**

- 1.1 **Short title and Commencement:** This may be called Shipbreaking Code (Revised), 2013.
- 1.2 The code shall come into force with effect from the date of its publication in the official Gazette and shall remain in operation until the concerned enactments are amended on line with the Code.
- 1.3 **Definitions :-**  
In this Code, unless the context otherwise requires
- (a) "Administration" means the Government of the country whose flag the ship is entitled to fly, or under whose authority it is operating.
  - (b) "AERB" means Atomic Energy Regulatory Board under the Atomic Energy Commission.
  - (c) "Authorized Ship Recycling Yard" means a ship recycling plot or plots in cluster developed to cater to safe and environmentally sound ship recycling, allotted by the SMB or Port Trust/Authority and for which 'Authorization' has been issued by the concerned State Pollution Control Board for the purpose of Ship Recycling.
  - (d) "Certificate of Inventory of Hazardous Materials" means a certificate to be issued by the Administration, or in the absence of such Certificate being issued by an Administration, the Certificate to be issued by the Master of the ship or the Shipowner, which lists the hazardous materials on board the ship in the format as prescribed in Annexure II.
  - (e) "DG FASLI" means Directorate General Factory Advice Service & Labour Institute a technical arm of the Ministry of Labour & Employment, Government of India.
  - (f) "D G Shipping" means the Directorate General of Shipping, the authority constituted under the provisions of Merchant Shipping Act (44 of 1958), 1958, as may be amended from time to time.
  - (g) "Employer" means any natural or legal person that employs one or more workers, engaged in Ship Recycling.
  - (h) "Factory Inspector" means an inspector appointed under Sub-

## Section (1) of Section 8 of the Factories Act, 1948

- (i) "Hazardous Material" means any substance or material which, by reason of its chemical or physio-chemical properties or handling, is liable to cause harm to human beings, other living creatures, plant, micro-organism, property or the environment.
- (j) "Owner of a ship Recycling plot/yard/facility" means any person or body permitted/authorized by the State Maritime Board (SMB) or Port Trust for use of the ship recycling plot/yard.
- (k) "Port Authority" means a Port officer or any other person appointed and authorized by the State Maritime Board (SMB) or any officer appointed under the Major Port Trusts Act, 1963 to act as Port Authority.
- (l) "Radiological Safety Officer (RSO)" means any person who is so designated by the SMB/State Government and approved by AERB, as per Atomic Energy (Radiation Protection) Rules, 2004.
- (m) "Ready for Recycling Certificate" means the certificate issued by the Maritime Administration or organization authorized by the Maritime Administration, which authenticates that the vessel is complying with the present Code and applicable International regulations.
- (n) "Safety Officer" means Officer appointed to ensure safety in hazardous processes as per Section 40B of the Factories Act, 1948.
- (o) "Ship" as used in this Code means vessels and floating structures of any type whatsoever operating or having operated in the marine environment and shall include submersibles, floating crafts, floating platforms, self-elevating platforms, Floating Storage Units (FSU), Floating Production Storage Units and Offloading Units (FPSO), a vessel stripped of equipment or being towed.
- (p) "Shipowner" for the purposes of this Code, means the person or persons or company registered as the owner of the ship and, in the case of a ship owned by a State and operated by a company which in that State is registered as the ship's operator, owner shall mean such company.
- (q) "Ship Recycler" is the person who purchases a ship for Recycling

activities.

- (r) "Ship Recycling Activities" means and includes all activities such as beaching, cutting, breaking, dismantling of the ship, reprocessing, reducing and re-using of the components and materials there from, and includes associated operations such as storage, treatment and disposal of the components and materials.
- (s) "Ship Recycling Plot or Yard": A defined piece of land of suitable dimension as allotted by SMB or Port Trust, and duly authorized by the SPCB under the prevailing hazardous waste management rules, in which ship recycling activities are carried out.
- (t) "SMB" means State Maritime Board as constituted by the State Government under official Gazettes as per the role and functions stipulated under the Indian Port Act, 1908.
- (u) "SPCB" means State Pollution Control Board and is the Board or Committee constituted under sub-section (1) of section 4 of the Water (Prevention and Control of Pollution) Act, 1974 (6 of 1974).
- (v) "SRP" means Ship Recycling Plan. It is the Plan Document developed by the ship recycler to recycle a ship in safe and environmentally sound manner.
- (w) "SRFMP" means Ship Recycling Facility Management Plan which includes the plot for ship recycling as per approved lay out and equipped with various facilities as set out in the code and as may be prescribed by the competent authority from time to time.
- (x) "Supervisor" means safety Supervisor appointed to supervise safety provisions hazardous processes as per Section 41-C (b) of Factories Act, 1948.
- (y) "Tanker" means an oil tanker as defined by the Merchant Shipping Act, 1958.
- (z) "Worker" means the Worker defined under sub -clause (1) of Section 2 of the Factories Act, 1948.

## CHAPTER II

### CATEGORIES OF SHIPS AND SHIPS OF SPECIAL CONCERN

2.1 **Classification of Ships:-** The following ships shall be treated as Ships of “Special Concern”:-

- a) War Ships,
- b) Nuclear Powered Vessels,
- c) Naval Ships,
- d) Passenger or Passenger cum Roll-on/Roll-off (RORO) vessels weight 20,000 Light Displacement Tonnage(LDT) or more,
- e) Petroleum, Oil and Chemicals carrying tankers,
- f) Floating Platforms for Off-Shore Production (FPSO),
- g) vessels having mean draft more than 8 meters and requiring beaching at 1.5 kilometers or more from the shore base line and
- h) International Maritime Dangerous Goods (IMDG) carrying vessels.

All ships other than ships of Special Concern would be treated as ships of general concern.

2.2 The nature of concern in respect of the ships of special concern and the essential infrastructure and precautions necessary whilst handling such categories of ships shall be as set out in the table below.

S. No:	Category	Nature of Concern	Essential infrastructure and precautions necessary
1.	Warships	Large quantities of PCBs, ACMs and radioactive materials	-Adequate infrastructure at the yard to handle the identified quantities of radioactive and other hazardous materials with adequate, approved infrastructure and disposal facilities nearby, adequately trained staff. -Inspection and strict monitoring by the AERB, Customs Department, Navy, State Maritime Board (SMB)/ Port Authority and State Pollution Control Board (SPCB) concerned. State Maritime Board / Port Authority shall coordinate intimation, inspection and monitoring.
2.	Large	Large	Inspection and strict monitoring by

	passenger liners (greater than or equal to 20,000 LDT or having mean draft more than 8 meters)	quantities of PCBs, ACMs	AERB, directly or through RSO, for any radioactive materials. Adequate infrastructure at the yard to handle the identified quantities, adequate approved infrastructure and disposal facilities nearby adequately trained staff. Inspection and strict monitoring by the Customs Department, the SPC B and the SMB/Port Authority concerned.
3.	Nuclear powered ships and naval vessels	Residual Radiation Level	Monitoring by AERB of residual radiation level and if such level is found to be higher than the permissible limits, to recommend measures for decontamination. Reactors, cores and all radioactive wastes to be removed by ship owner before last voyage and before sending it for recycling. Inspection and strict monitoring by AERB, Customs Department, Navy, State Maritime Board (SMB) Port Authority and the State Pollution Control Board (SPCB) concerned.
4.	Deep draft ships having mean draft more than 8 meters requiring beaching at 1.5 kilometres or more from the baseline.	Distance from the beach during beaching and difficult to drag up to the plots	Extra precautions required in transferring hazardous materials or materials containing hazardous substances to avoid spillage into the sea. Inspection and strict monitoring by Customs Department/ State Maritime Board (SMB)/ Port Authority/ SPCB concerned.
5.	International Maritime Dangerous Goods	Hazardous residues in Cargo Tanks	Adequate infrastructure at the yard to handle the identified quantities, adequate approved infrastructure and disposal facilities nearby adequately trained staff, strict monitoring by the SPCB and the SMB/Port Authority concerned.
6.	Floating Platforms For Offshore Production, Petroleum. Chemicals and oil carrying tankers	Beaching difficulties and hazardous wastes in platforms and the vessels	Extra precautions required in transferring hazardous materials or materials containing hazardous substances to avoid spillage into the sea. Inspection and strict monitoring by Customs Department, State Maritime Board / Port Authority/ SPCB concerned.

## Chapter III

### ARRIVAL OF VESSEL, ANCHORING AND BEACHING PROCESS

#### 3.1 Information to be submitted prior to vessels arrival in India

3.1.1 All ships, prior to entering the Indian exclusive economic zone, are required to notify the Maritime Rescue Coordination Centre (MRCC) of its intended date of arrival. Such notice is required to be given at least 7 days prior to the arrival of the vessel at the Exclusive Economic Zone of India.

3.1.2 The notice to be furnished in 3.1.1 should set out the following information:-

- a. that the ship is bound for the Recycling Yards for ship recycling
- b. the coordinates of the area and
- c. likely duration of stay at the anchorage.

This will enable the MRCC to provide necessary help to the ship(s) in case of any machinery breakdown, thereby avoiding any mishap to the Ocean Data Acquisition Systems (ODAS) and other ships at outer anchorages.

#### **Anchoring and Beaching:**

3.2 Upon entry into the Port area, a ship is allowed to be anchored by dropping one or more anchors to the seabed. This prevents drifting of the ship, tethers it to one spot, and enables boarding from boats. A ship at anchor may lift its anchors, and sail away. Anchoring of ships is thus fully reversible.

3.3 Beaching is the process in which a ship is taken ashore to land or grounded deliberately in shallow water, either on its own power or under tow. A beached ship is rendered immobile and cannot be re-floated. Beaching is thus irreversible.

#### **Process for Anchoring:**

3.4 **Notice to the SMB/ Port Authority:-** The Ship Owner shall submit to the State Maritime Board /Port Authority, his intention to send the ship to the Authorized Ship

Recycling Yard as per format given in **Annexure-I** at least 7 days prior to the arrival of his ship(s) for recycling.

- 3.5 **Submission of Documents for Desk Review:-** Along with the submission of the document at **Annexure-I**, the shipowner or recycler shall also submit the following information/documents to the State Maritime Board/Port Authority, State Pollution Control Board and the Customs Department, for a desk review thereof, including on the genuineness of the documents.

Details of ship, which include:

- a. Name of the Ship
- b. International Maritime Organization (IMO) No of Ship.
- c. Flag of the ship
- d. Call Sign
- e. Name of the Master of the Ship and his nationality
- f. List of the crew
- g. Gross Registered Tonnage (GRT)/Net Registered Tonnage (NRT)/Light Displacement Tonnage (LDT) of the ship with supporting documents
- h. Port clearance from the last port of call
- i. Proof of ownership
- j. details like name, address, contact number, e-mail address of the owner of the vessel and master of vessel.
- k. Undertaking from the Shipowner that they will submit Non-Encumbrance certificate within 7 days from the date of anchorage of vessel at outer anchorage. ***It is made clear that permission for beaching will be granted by State Maritime Board only on production of the Non- Encumbrance Certificate and not just the undertaking.***
- l. Copy of Memorandum of Agreement with Ship Recycler.
- m. Assessment of hazardous wastes in the structure of the ship, and on board as far as practicable by reference to the ship's drawings, technical specifications, ship's stores,

manifest, in consultation with the ship builder, equipment manufacturers and others as appropriate. In the case of ships of special concern, in addition to the identification and marking of all areas containing hazardous wastes/hazardous substances, quantification of such wastes/substances would also be necessary.

- 3.6 **Payment of Port Charges:-** The Shipowner or the ship recycler shall also, along with the submission of Annexure 1 and all documents under 3.5 above, pay all necessary port charges for obtaining permission for the ship to enter the port. The SMB/ Port Authorities reserve their rights to refuse permission to enter the port in the event of the shipowner or the ship recycler being in default of payment of past dues.
- 3.7 **Verification of Documents:-** The SMB/ Port Authorities, may, at their discretion, consult the Directorate General of Shipping to verify the genuineness of the documents submitted to them under Clause 3.5 above.
- 3.8 On receipt of any request for consultation under clause 3.7, the Directorate General of Shipping, in consultation with the Coast Guard, shall verify the genuineness of the documents submitted for review.
- 3.9 **Denial of permission:-** In the event of any of the documents submitted is deemed unreliable or if the document submitted are fake or conceals any material fact, the ship owner/ will be denied permission to beaching and/or breaking. Such denial of permission shall be communicated to the shipowner/ ship recycler within 5 days of them having submitted the application in the form of Annexure 1 under clause 3.4 and the documents accompanying it under Clause 3.5.

### **Anchoring**

- 3.10 After the desk review by the Port Authority/State Maritime Board (SMB)/State Pollution Control Board (SPCB)/Customs, a decision will be taken regarding anchorage of the ship by the Port Authority/ the State Maritime Board concerned. In case anchorage of the ship is refused by any one of these agencies the ship owner would be entitled to appeal to the concerned statutory authorities, who will entertain and hear the appeal in accordance with their respective statutes. Any order granted under these Appeal proceedings, granting permission for anchoring, shall be an anchoring permission under this clause.

- 3.11 Where all the concerned agencies are satisfied after desk review and have recommended that the ship be anchored, anchorage safety instructions would be issued by the State Maritime Board/Port Authority, who shall also carry out physical verification of the ship by the Petroleum and Explosives Safety Organization (PESO) for issuance of gas free and fit for hot work for their petroleum tankers Cargo fold tanks and Atomic Energy Regulatory Board (AERB) for War Ships/Naval ship Nuclear Powered Vessels and by the SPCB for large passenger liners more than **20,000** LDT and Customs Department for all vessels and the Navy, in case of warships/naval ships and nuclear powered vessels, in addition to the other concerned agencies. In case a ship does not comply, according to the submitted documents, or as per inspection by any of the agencies, owner would be entitled for appeal to the designated appellate authorities.
- 3.12 **Documents to be provided at the time of boarding the ship by concerned authorities:-** Boarding is to be done after anchorage permission has been given under clause 3.10. At the time of boarding, the Ship Recycler has to submit the following documents and those specified in **Annexure-II**, in original, to the Port Authority/State Maritime Board for a verification of the documents, contents and its genuineness.
- i) Master's certificate-original with IMO No. and showing
    - a. Inventory of hazardous materials
    - b. Inventory of gases,
    - c. Inventory of radioactive material on board,
    - d. CO<sub>2</sub> declaration,
    - e. Confirmation of Ballast water exchange at high seas,
    - f. Confirmation of the Bunker oil / lube oil or other Oil substances that are remaining on board
  - (ii) Cargo declaration form;
  - (iii) Safe Manning Certificate;
  - (iv) Competency certificates of crew;

(v) The Inventory of Hazardous Material (IHM) Certificate as may be certified/prepared by International Classification Society once the Hong Kong Convention for Safe and Environmentally Sound Ship Recycling Convention is ratified by India and till such time inventory signed by master of the ship by provided to SMB.

(vi) Seller/agent pays applicable port dues to the port at the prevailing rate.

(vii) The name of the State whose flag the ship is entitled to fly:

(viii) Hull number on building delivery;

(ix) The name and type of the ship along with the date of such registration;

(x) The port at which the ship is registered:

(xi) The name and the address of the ship owner;

(xii) The name of the classification society (ies) with which the ship is classed: and

(xiii) The ships main particulars such as length overall (LOA), Breadth (Moulded), Depth (Moulded) Lightweight Cargo Carrying Capacity, Gross and Net tonnage, and engine type.

3.13 **Physical Boarding and verifications:-** At anchorage/location specified by the Port authority for waiting prior to beaching, the ship would be boarded and physically verified by-

(i) Representatives of Customs Department for all vessels,

(ii) For petroleum tankers for their cargo hold by the representatives of the Petroleum & Safety Organization (PESO)

(iii) For chemical tankers, in its cargo hold, by the competent authority as approved by SMB/ Port authority.

(iii) For War Ships, Naval Ships Nuclear Powered Vessels and large passenger liners, by the, representative of the AERB and Indian Navy. It deemed fit, above agencies shall give clearance to SMB/Port Authority for issuance of Beaching Permission.

(iv) Representatives of SPCB for Large Passenger Liners more than

20000 LDT.

(v) For all ships other than War Ships, Naval Ships and Nuclear Powered Vessels, personnel the RSO of SMB/Port Authority trained and certified by AERB who shall examine the ship from a radiological survey safety point of view. SMB/State Government/Port Authority which does not have an RSO, may, if required, direct the Ship Recycler to obtain clearance from AERB for ships belonging to category of general concern.

(vi) Certified true copy of 'Certificate of Registry' in his favour certifying that the ships has no registered mortgage with email identity of the respective Registrar of Ships. Such certified true copy of the certificate of registry should not be dated earlier than 7 days.

(vii) Prior approval of the Ministry of Defence for vessel warships, naval ships and nuclear powered ships to be scrapped, shall be obtained by the Ship owner through State Maritime Board/Port Authority.

- 3.14 Provided that the shipowner/ ship recycler shall be responsible for the identification and marking of all areas containing hazardous wastes/hazardous substances, in the structure of the ship, and on board as far as practicable (by reference to the ship's drawings, technical specifications, ship's stores, manifest and in consultation with the ship builder, equipment manufacturers and others as appropriate) and shall be provided to the concerned agencies at the time of boarding of the vessel.
- 3.15 In the case of ships of special concern as listed in Chapter-II, identification and marking of all areas containing hazardous wastes/hazardous substances, quantification of such wastes/substances would be provided at the time of boarding by the concerned agencies. The details as specified in **Annexure-V** and **Annexure-VI** would additionally be furnished.
- 3.16 It shall be mandatory for the SPCB to undertake an assessment of hazardous waste/hazardous substances available on the ship (passenger vessels > 20000 LDT) and likely to be generated during the ship recycling process.
- 3.17 On completion of inspections under 3.13, if any deviations are observed by the inspecting authorities, contrary to the undertaking and documents submitted during desk review and 3.13, the inspecting authorities shall notify the concerned SMB/ Port authority, who can, in their discretion, refuse permission for beaching of the vessel. Such

refusal of permission to beach the vessel shall be communicated to the shipowner/ ship recycler at the earliest but not after the beaching permission has been granted to the ship.

- 3.18 **Customs procedures:-** The Ship Recycler shall also submit all documents and details as are required by the Customs Authorities under the Customs Act, 1962, at least 3 days prior to the expected arrival of the vessel at anchorage, to enable the Customs Authorities to complete all customs formalities under the Act.
- 3.19 Customs Officers shall board the vessel within 24 hours of ship's arrival (as per Customs regulation) to complete all procedures and processes required under the Customs Act, 1962.
- 3.20 On completion of all procedures under 3.13 and 3.14, the Ship Recycler will pay the duty, as duly assessed under the Customs Act, 1962. On the ship recycler producing the proof of payment of such duty by production of the Import Duty Challan, the Customs Authorities shall, within 24 hours, issue a No Objection Certificate to the SMB/ Port Authorities, stating their No Objection to grant of permission to beach the vessel. It is understood that it is the SMB/ Port Authority which shall grant permission for beaching of vessels.
- 3.21 It is also understood that any sweepings of cargo (left over of last cargo) will be permitted to be cleared upon completion of proper import processes thereto if the sweeping/left out cargo have no commercial value or are not fit for consumption/use, such cargo shall be disposed of by the ship recycler as per appropriate statutes and rules framed there under.
- 3.22 The proper officer shall board vessel, and destroy the Wireless equipment/restricted radio equipment/navigational equipment of the vessel in presence of the Importer. Thereafter, the importer shall surrender the goods, if any, as per the MOA/IGM to the agent for further transshipment or delivery to the Customs as the case may be.
- 3.23 After completion of all these formalities and on payment of all dues/duty on the vessel, the Customs Authority would give out of charge and clear the ship for recycling
- 3.24 Beaching permission will be given by the SMB/Port Authority within two working days after receipt of clearances granted by all the concerned departments/ agencies as set out in 4.2, as applicable.

- 3.25 **Beaching permission by Port Authority/State Maritime Board:-**  
Beaching permission shall be granted by the Port Authority/State Maritime Board only to:
- (a) the plot-holders to whom plots are allotted by the port authorities or to those who are otherwise permitted by the Port Authority/SMB;
  - (b) those plot-holders whose SRFMP has been approved along with authorization issued by SPCB for handling hazardous waste generated from ship recycling.
- 3.26 Beaching permission shall be granted-to ships subject to observing specific requirements in respect of the following cases:-
- (a) In the case of petroleum oil cargo tanks and petroleum slop tanks; on production of gas-free for hot work certificate along with gas free certificate given by the Petroleum and Explosives Safety Organization(PESO);
  - (b) In case of ships of special concern, on production of No Objection Certificate (NOC) from Atomic Energy Regulatory Board; and
  - (c) In the case of war ships and naval vessels on production of NOC from the Naval Department, the AERB and the Customs Department.
- 3.27 The activities of ship recycling is identified as a hazardous process under Section 2 (cb) of the Factories Act, 1948 and the provisions of Chapter-IVA, Section 41A to H of the Factories Act, 1948 shall be applicable. Directorate of Industrial Safety and Health shall inspect the ship recycling operation whenever felt necessary to check and ensure compliance with the provisions under the Factories Act, 1948.
- 3.28 Ship or ships shall be allowed to beach one at a time, provided that the breadth of the ship or ships is less than 5 meters of the width of the plot. The ships behind the ships in one line across the plot shall not be permitted.
- 3.29 Petroleum tankers which have not obtained "fit for hot work" certificate for all cargo tanks, slop tanks, forward deep fuel oil tanks and forward coffer dams shall not be allowed to beach.

- 3.30 **Beaching of ship:-** On beaching of ship, the Ship Recycler shall take necessary action to ensure that
- (i) the vessel is secured properly; and
  - (ii) left overs in bunker are removed with proper precautions, including sufficient ventilation in engine room.
  - (iii) bunker and bunker contents are disposed of to a registered dealer for petroleum products.
  - (iv) used oil and sludge are disposed of to registered recyclers/ refinery only;
- 3.31 The ship recyclers will be liable to penalty and fines, including cancellation of license for ship recycling in the event they are found to have not complied with the aforesaid provisions during examination of their records or during inspections of their plots/yards by concerned agencies.

## CHAPTER IV

### OTHER PROCEDURES

- 4.1 **Permission from the State Pollution Control Board (SPCB):-** After beaching the ships, the Ship Recycler, shall remove all the loose and hazardous wastes including oil and petroleum hydrocarbon from, tanks, stop tanks etc. The SPCB shall issue decontamination certificate to ship recycler after inspection which will be done with proper lighting in the engine room. Simultaneously, Gas free and hot work permit as per Section 68 H of the Factories Act 1948 shall be issued by competent authority/agency after ensuring safe and complete removal oils/used oil/hydrocarbon.
- 4.2 **Security aspects:-** The concerned SMB/ Port Authority shall issue I requisite orders on all matters of security in consultation with the Navy and the Coast Guard and circulate the same for strict compliance.
- 4.3 A record of all ships reporting for breaking, along with the nature and details of the ships, shall be maintained by the SMB/ Port Authority and shall be provided to the Naval and Coast Guard as soon as their Expected Time of Arrival (ETA) is received.
- 4.4 Photographic record of all ships reporting for recycling shall be maintained by the SMB/ Port Authority and provided to the Navy and Coast Guard.
- 4.5 Details of arrival and departure of the crew including off-signer details, in particular for the foreign crew members are to be reported to the concerned Naval Authority, prior to the actual arrival and departure of such crew.
- 4.6 A monthly security and intelligence meeting shall be conducted by each Port Authority/SMB in which representatives from local police, Intelligence Bureau, Coast Guard and the Navy shall participate.
- 4.7 All ship breaking yards must ensure proper security, i.e. physical security which should include boundary wall, deployment of armed guards/force/ security personnel, strict access control and checking of any material being taken out from the ship breaking yard, adequate checks against any possibility of any contraband/radioactive element entering the hinterland. All ship breaking yards shall be subject to regular security audits by

the local state police, Intelligence Bureau, Coast Guard Authorities, Naval Authorities and/or any other security agency of the Government of India.

- 4.8 **Flow Diagram for the process:-** The sequence of steps/process for Grant of Clearances by the SMB/SPCB/Customs Department and other concerned agencies for Ships Destined for Dismantling at Ship Breaking Yards, covering all the three stages, namely, anchorage, beaching and breaking are given in **Appendix-I**.

## CHAPTER V

### SHIP RECYCLING PROCESS

- 5.1 **Recommended Process for Ship Recycling:-** The ship recycling plan should have two components i.e. Ship Specific Recycling Plan, and Recycling Facility's Management Plan. The size of the plots should be such that while cutting the ship, both the sides of the beached ship should have space for free movement of labour, with sufficient width of at least 5 metres freely available on each side or as per direction of the Port Authority/State Maritime Board concerned.
- 5.2 For ships other than petroleum tankers and petroleum slops, Directorate of Industrial Safety and Health (DISH) shall conduct the inspection for issuing gas-free-fit-for-hot-work certificate, else it may be obtained from Department of Explosives.
- 5.3 **Ship Recycling Facility Management Plan:-** The State Maritime Board (SMB)/Port Authority allots the plots to the ship recyclers for the purpose of ship recycling. The plot should be of sufficient dimensions to allow for safe and environmentally sound ship recycling. The concerned SMB/Port Authority shall approve the Ship Recycling Facility Management Plan (SRFMP) if the plan satisfies the following requirements: -
- (i) Availability of requisite and valid documents
    - a. Authorization for handling Hazardous waste generated from ship recycling activities issued by the SPCB.
    - b. Registration as a Member of the Hazardous Waste Treatment, Storage and Disposal Facility (TSDF) from TSDF operator.
    - c. License for storage of LPG Cylinders required under the Gas Cylinders Rules, 2004 from Explosives Department.
    - d. License of the plot under Factory Rules.
    - e. Map showing the yard layout and other components of the facilities.
    - f. Any other document(s) or No Objection Certificate/Permission letter required from the concerned

authority (ies).

- g. License and SRFMP approval under the provisions of the Factories Act, 1948 and rules made there-under.
- (ii) Provisions of shelter/rest room and lunch room and canteen as per Sections **46** and 47 of the Factories Act, 1948. In addition, provision for adequate lighting as per Sec 17, adequate clean drinking water as per Section 18, latrines and urinals as per Sec. 19, washing facilities as per Sec.42 and first aid as per Sec.45 of the Factories Act, 1948. The list of trained first aiders and fire fighters shall be displayed at a conspicuous place.
  - (iii) Storage Godown with adequate safety precautions for Temporary Storage for Hazardous/Non Hazardous Waste Materials.
  - (iv) Temporary asbestos handling and removing and storage facility or appropriate mobile asbestos handling facility.
  - (v) Storage Godown for Liquefied Petroleum Gas (LPG) Cylinders as per Explosives Act
  - (v) Sanitation and 'Rest Room' facilities for a minimum 50 workers, as per the Factories Act, 1948.
  - (vi) Workers Change Room.
  - (vii) First Aid Facility.
  - (viii) Firefighting facility and Emergency Response System including oil spill Combat system.
  - (ix) Certified Material Handling Equipment and Personal Protection Equipment of BIS Standard or equivalent.
  - (x) List of the trained and certified labours of all disciplines (lightening, gas cutting, waste handling; working in confined spaces, using various gadgets like oxygen and other gas detectors, crane and material handling systems etc.).
  - (xi) Hazardous area classification of the facility in accordance with Petroleum Rules-2002 for providing safe electrical fittings.
  - (xii) Other necessary facilities, if any required.

- 5.4 The SMB/Port Authority concerned shall issue SRFMP approval after the plots are allotted to ship recyclers, within one month's time. This approval would be a one-time activity during each cycle of five years of allotment to one agency, subject to review after every six months. Requisite corrective measures, if required arising out of such six monthly reviews should be carried out promptly by the ship recycler.
- 5.4 The SMB/Port Authority concerned shall issue SRFMP approval after the plots are allotted to ship recyclers, within one month's time. This approval would be a one-time activity during each cycle of five years of allotment to one agency, subject to review after every six months. Requisite corrective measures, if required arising out of such six monthly reviews should be carried out promptly by the ship recycler.
- 5.5 All lifting machines, wire ropes and lifting tackle shall be tested and certified by a Competent Person approved by the DISH as per Section 29 of the Factories Act, 1948.
- 5.6 The SMB/Port Authority concerned shall issue permission after getting comments/views of DISH on the compliance with the requirements under the Factories Act, 1948 and Rules to undertake the activities of Ship Recycling.
- 5.7 If any of the components of the Ship Recycling Facility Management Plan of the Plot are found to be inoperative and not in place during the inspection by any of the concerned authorities, the SMB/Port Authority may cancel the permission of the Ship Recycling Facility Management Plan and the ship recycler would not be permitted to beach any ship till the required components under the, Ship Recycling Facility Management Plan are made operative as per the requirements.
- 5.8 Therefore, before ships are permitted in the plot for recycling, the SMB/ Port Authority shall ensure the above aspects rigorously, by way of Ready For Recycling Certification Document as per **Annexure-III** and **Annexure-I**.

For obtaining cutting permission, the Ship Recyclers shall apply to the Port Authority as per **Annexure-IV** duly filled in. The port authority shall consider the application for cutting and accord permission or notify any deficiencies to be rectified, within 3 days' time.

5.9 In addition to the above, the Ship Recycler shall have to submit an undertaking to the SMB/ Port Authority to the effect that they shall comply with the Safety, Health- and Environment (SHE) management aspects as per the SHE Policy as enumerated below before approval of the Ship Recycling Facility Management Plan.

- (i) A policy with focus on adequate worker safety and the protection of human health and environment, including the establishment of goals leading to the minimization, and ultimately elimination of the adverse effects on human health and environment caused by ship recycling.
- (ii) A system for ensuring implementation of the requirements set out in national, regulations, the achievement of goals set out in the policy of the company, and, a commitment for continuous improvement of the procedures used in ship recycling operations.
- (iii) Identification of roles and responsibilities of supervisors, contractors, and workers.
- (iv) A programme for appropriate training of workers and availability of adequate PPEs and material handling equipments.
- (v) An emergency preparedness and response plan for the plot.
- (vi) A system for monitoring the performance of the ship recycling operations.
- (vii) A system for reporting how the ship recycling operations would be performed, including system for reporting discharges, emissions and accidents, including accidents causing damage or accidents having potential to cause damage to workers' safety, human health and the environment, due to handling of hazardous wastes, and materials containing hazardous substances.

5.9.1 The ship recycler shall ensure that:-

- i) A board displaying important precautions (do's and don'ts) to be followed during ship recycling activity is installed at prominent places on the plot and that such display is made in English and vernacular language(s) as understood by the workers employed on such plot

- (ii) All the equipment on the plot such as crane, winch, chain rope and shackles, generator set and any other safety equipment as may be prescribed from time to time, shall be installed and maintained in accordance with the provisions of the Factories Act, 1948 and Rules made there-under and any other relevant Acts and Rules.
- (iii) An explosive gas detector, a multigas monitor including hydrogen sulphide (H<sub>2</sub>S) gas monitor and an oxygen percentage analyser are available in the plot in working condition.
- (iv) Proper lighting arrangement is made on the yard.
- (v) Every SRF should have a detailed emergency and evacuation plan. The emergency plan should be rehearsed once in **6** months. Further, an off-site emergency plant for the whole district should be prepared and rehearsed once in a year.

5.9.2 Permission for ship-recycling activities under this Code shall not be given to any ship- recycler by the SMB/Port Authorities unless the ship recycler has complied with all the requirements under the SRFMP.

#### 5.10 **Ship Specific Recycling Plan:**

5.10.1 Once the Ship Recycling Facility Management Plan is approved by the SMB/Port Authority for the plot, the ship recycler shall be required to submit application to the SMB/Port Authority along with the Ship Specific Recycling Plan and details as per Annexure-IV, along with details of Ready for Recycling Document duly filled in. Removal of oil from the vessel may be permitted prior to submission of Ship Specific Recycling Plan (SSRP).

5.10.2 Requirements of Ship Specific Recycling Plan (SSRP) shall be as under:-

Details about the ship, and in particular, a fair assessment of hazardous wastes and hazardous materials.

- (i) Ship breaking schedule with sequence of work.
- (ii) Operational work procedures.

- (iii) Availability of material handling equipment and Personal Protection Equipment (PPE).
- (iv) Certification from the State Pollution Control Board (SPCB) that all kinds of oils and other loose hazardous wastes are completely removed and the decontamination certificate issued by SPCB shall be attached with the SSRP.
- (v) "Gas-free and fit for hot work" certificate issued by the Petroleum and Explosives Safety Organisation (PESO) for oil tankers and for slop tanks, or any competent agency authorized by the Directorate of Industrial Safety and Health (DISH) under the Factories Act; This certificate shall be attached with plan document. In case a false certification is given, the concerned explosive inspector/official shall be liable for prosecution departmental action and action may be taken to cancel the license of the ship recycler in such cases.
- (vi) Hazardous waste handling and disposal plan: - Identification and marking of all non-breathable spaces by the Recycler in the ships documented in the plans with drawings. Identification and marking of all places containing/likely to contain hazardous substances/hazardous wastes in the ships and the same be documented in the plans with drawings. Identification and marking of all places containing/likely contain hazardous substances/hazardous wastes in the ships documented in the plans with drawings.
- (vii) Confirmation from the Master of the Ship to the effect that ballast water has been exchanged in the high seas. The requirements should address all the three phases of recycling, i.e.
  - (a) Preparation phase.
  - (b) Dismantling phase.
  - (c) Waste stream management phase.
- (viii) Ballast Sediments shall be discharged along with the ballast water with proper churning and shall be handed over to authorized agency of the SMB/Port Authority on payment of the fees, for suitable disposal.
- (ix) Asbestos being a major area of concern, the scheme for

removing asbestos, and asbestos containing materials (ACMs) on board, and on shore, shall be specifically provided. The plan shall include arrangements for removal handling treatment and disposal. Locations having asbestos/ACMs shall be marked before commencing dismantling operations and shall conform to Bureau of Indian Standards for Cleaning of Premises and Plants using Asbestos Fibres (IS 11767:1986). Those ships having asbestos quantification more than 100 metric tonnes should go for negative pressure chamber technique.

- (x) System and procedure shall be followed to document and keep track of all hazardous wastes generated during recycling as well as hazardous substances found onboard the ship, and their transport to the disposal facility or registered recycling facility shall be provided in the SSRP.

5.10.3 The Port Authority may grant the Ship Recycling Permission, after ensuring compliance of the requirements of 5.10.2 above. The sequence of permissions and recycling activities shall be as under:-

- I. First - Man entry certificate to be obtained from the competent person. Such Man Entry Certificate shall be obtained 3 days prior to the commencement of work. In the event of any delays in commencement of work, a fresh Certificate is to be obtained, valid for 3 days until commencement of work.
- II. Second - Cargo holds should be cleaned up and all the loose sludge on board vessel should be cleaned up properly. The State Pollution Control Board shall issue the Decontamination certificate only on being satisfied that the cargo holds have been fully and properly cleaned up.
- III. Third - Inspection shall be carried out by the competent person of DISH to ensure that the ignitable material are completely removed from confined spaces; that the other areas in engine room are practically gas free with proper venting, by use of gas detection meter confirming that the areas are well within explosive limits. On satisfactory compliance of this inspection, Gas free and hot work (Naked light) certificate for cutting shall be issued for engine room, Bunker area and those area of common ships where there are likelihood of ignitable gases generations. In case of Oil tankers and Chemical tankers, there should be compartment wise practice of issuance of hot work permit just before actual cutting operations are initiated by ship recyclers irrespective of SMB/Port Authority's permission of ship dismantling of whole ship.

- IV. All the material handling systems i.e winches, cranes and such other systems which includes, chain rope and shackles, generator set etc., valid fitness certificate should be available before ship recycling permission is granted.

5.11 **Reporting upon completion**

When the recycling of a ship is completed in accordance with the requirements of this Code, a Statement of Completion shall be issued by the Ship Recycler and reported to the SMB/Port Authority, as in **Annexure VII**.

## Chapter VI

### **General Instructions for Safety Health and Environmental Compliance for stakeholders involved in Ship Recycling.**

#### **6.1 Safety compliance**

6.1.1 To comply with the Safety Instructions while undertaking Ship Recycling Activities in the Plots/Yards, the following steps shall be taken:-

- (i) Adequate open space shall be provided on the plot for safe passage and easy movement of fire fighting units and equipment, maintenance of passage ways, so as to permit unobstructed access for fire fighting units and equipment.
- (ii) Identification and marking of all non-breathable spaces in the ship shall be made by the Recycler
- (iii) Identification and marking of all places in the ship containing/likely to contain hazardous substances/hazardous wastes shall be done.
- (iv) Systems and procedures shall be followed to document and keep track of all hazardous wastes generated during recycling of a ship, as well as hazardous substances found on board the ship, and their transport to the disposal facility or registered recycling facility in safe and sound manner.
- (v) It shall be ensured that sufficient area for office building, storage of non-ferrous metals and open space to store segregated finished scrap for delivery (just like re-rollables of 6 millimetre (mm), 8mm, 12 mm and melting, etc.) are provided.
- (vi) Sufficient area shall be provided for installation of at least 2 winches and operation of at least 2 cranes.
- (vii) Sufficient area shall be provided for processing of cut pieces from the ships.
- (viii) Gas free certificate shall be obtained for man entry into confined spaces likely to contain dangerous fumes & insufficient oxygen, as per the Sections 36, 41 & 112 of the Factories Act, 1948 issued by the Competent

Person as defined in Clause (ca) of section 2 of the Factories Act, 1948. This must be ensured before ship recycling operations start.

- (ix) Safety distance shall be maintained for storage of petroleum products, including LPG storage or any other combustible material as specified under the relevant Acts/Rules.
- (x) Facilities of water storage and pumping and fire fighting devices such as portable fire extinguishers, fire fighting suits, liquid foam, oxygen mask, sand boxes /buckets, fire hose with complete attachment shall be provided as required in accordance with the provisions of the Factories Act, 1948 and other relevant Acts/Rules.
- (xi) Constructed facility for removal and handling of asbestos on the yard and necessary provision for showering of asbestos handling workers or appropriate mobile handling. Facility by the Association of ship recyclers shall be provided. Alternatively the Common Asbestos Handling System facility as duly approved by DG, FASLI and SPCBs shall be availed.
- (xii) Temporary storage facility for storing hazardous waste shall be constructed as per the Central Pollution Control Board guidelines. The recycling, recovery and , disposal of hazardous waste shall be as per Hazardous and other Waste (Management and Transboundary Movement) Rules, 2008 2016 and radioactive waste as per Atomic Energy (Safe Disposal of Radioactive Wastes) Rules, 1987, wherever applicable.
- (xiii) There shall be no overlapping of activities to ensure safety of workers.
- (xiv) Ship Recyclers shall provide and ensure the use of personal protective equipment for operations requiring such use, including for:
  - a. head protection;
  - b. face and eye protection;
  - c. hand and foot protection;
  - d. respiratory protective equipment;
  - e. hearing protection;
  - f. protectors against radioactive contamination;
  - g. protection from falls: and

- h. appropriate clothing.
- (xv) Temporary storage facility with adequate safety precautions for storing of radioactive material shall be available as per the requirements of AERB in every recycling yard wherever applicable.
- 6.1.2 Every ship-recycler shall appoint qualified Safety Officer as per Section 40-B of the Factories Act, 1948. The cutting operations shall be carried out under the supervision of competent supervisor as per Section 41-C(b) of the Factories Act, 1948. The duties, qualifications and conditions of service of the Safety Officer shall be as such which may be prescribed by the State Government.
- 6.1.3 The Safety Officer/Safety Supervisor shall ensure availability of material handling equipment, and availability of Personal Protective Equipment (PPEs) to workmen.
- 6.1.4 The Safety Officer/Safety Supervisor shall ensure that:-
- (i) Safety guidelines are followed for safety distance. Cutting operations are undertaken at a distance beyond safety distance of LPG storage area, as prescribed in the Explosives Act.
  - (ii) Explosive and oxygen meters are readily available in working condition throughout the cutting operations.
  - (iii) Parameters with respect to permissible limits of hydrocarbon vapours and oxygen are strictly complied with before commencing actual cutting operations and also during such operations. Provided that if the level of oxygen coefficient reduces or that of Hydrocarbon vapour increases beyond the permissible limit in particular space/area, cutting operations carried out in that space/area shall be immediately suspended. Thereafter steps shall be taken to ventilate such area with the help of mechanical blowers or any other effective means to restore the oxygen content so as to bring it within the permissible limits.
  - (iv) Number of LPG and other Gas Cylinders stocked on the deck of the ship or near cutting area are as per the provisions of relevant Act/ Rules.
  - (v) Cylinders and other articles are lowered down to the ground in safe manner instead of throwing them from the ship.

- (vi) All pipelines are dismantled by cold opening/cutting. Provided that, in case of fuel dripping from the pipelines, it shall be dismantled only after collecting such dripping fuel in a container.
- (vii) Area where cutting operation is carried out in last two hours of the working day shall be quenched by pouring sufficient amount of water or by any other effective means to avoid any incident of smouldering/fire.
- (viii) The progress of ship breaking is recorded daily in properly designed log book continuously and shall be preserved. The log book shall be produced to the Authorities as and when called for.

6.1.5 Work timings of the workers relating to the ship breaking shall be such that it should be adjusted not to be before sunrise and also not after sunset, so that the cutting/ breaking activities and other ship breaking related activities including loading and unloading operations are undertaken in natural light. The maximum working hours for cutting operations shall be as under.

- (i) During the months from March to October - 7 AM to 7 PM.
- (ii) During the months from November to February - 7 AM to 6 PM.
- (iii) The maximum weekly hours and daily hours of duty will be as per Section 51 and 54 of Factories Act, 1948. Working hours of adults, weekly holidays, compensatory holiday, and intervals of rest, spread over extra wages for overtime shall be as per provisions of Chapter-VI of Factories Act, 1948.
- (iv) Ship Recyclers must obtain Naked Light Certificate (Hot Work Permit) as per the Rule 68-H made under sections 41 & 112 of the Factories Act, 1948 issued by the Competent Person as defined in Clause (ca) of Section 2 of the Factories Act, 1948, before the ship recycling operations start for non-tanker ships and for petroleum tankers and slop tanker. The Petroleum & Explosives Safety Organization (PESO) shall issue Gas free and Fit for Hot work certificate.
- (v) No worker shall be allowed to work in the ship breaking yard beyond the stipulated timings and on holidays.

- 6.1.6 Ship Recycler must carry out safety audit as per IS: 14489 by an External Agency and the frequency of audit should be in line with Manufacture, Storage and import of Hazardous Chemicals (MSIHC) rules under Environment Protection (EP) Act, 1986.
- 6.1.7 Director of Industrial Safety and Health (DISH) or equivalent Department of the State Government under the Factories Act shall carry out regular inspections of the plot and monitor the whole safety management aspects under the Factories Act, 1948. If there is any lapse(s) in compliance, DISH will issue Show Cause Notice/warning/order as per provisions of the Factories Act, 1948, suspend the licence and initiate legal action for non-compliance of the provisions. A copy of the notice/warning/order so served shall be marked to SMB/Port Authority,
- 6.1.8 The management of occupational safety and health shall be in accordance with the provisions of Factories Act, 1948 and labour laws.
- (a) Only trained workers shall be employed.
- (b) All workers will be provided with Personal Protection Equipment (PPE) that conform to Bureau of Indian Standards (BIS) or equivalent. For all operations/works the personal protective equipments of BIS standard should be used.
- 6.1.9 Portable water hoses with a dedicated water pump on the beach with adequate take-off points for attaching additional hoses, shall be provided at all times when working on the beached vessel, for immediate water supply in the event of fire, and for wetting the asbestos etc., before its removal from the vessel. The ship recycler shall enter into a Memorandum of Understanding with port authority/any other nearby industry for providing support in case of emergency. Work permit system shall be followed as per applicable Acts and rules to carry out work safely. No hot work shall be permitted unless the area is free from any explosive mixture and the explosive meter reading is below explosive limit. The explosive meter reading shall be recorded in the work permit.
- 6.1.10 The following areas shall be given special attention and the workers shall have expertise with necessary training and certificates for the works allotted to them as follows:-

- (a) Separate work permit shall be issued for working at height, working in confined spaces & working in hazardous area/environment like flammable/toxic/corrosive environment etc. Use of safety belt/safety net and helmet shall be mandatory while working at height.
- (b) Working in Confined Space: no work shall be done in enclosed area without checking the presence of oxygen. Presence of adequate oxygen meters in the confined space and oxygen tanks/masks in the vicinity of the confined space shall be mandatory.
- (c) Working in Flammable Environment- the ship recycler shall ensure that spaces and adjacent spaces that contain or have contained combustible or flammable liquids or gases are inspected by the Safety Officer /Supervisor or other specially trained person to determine the presence of combustible or flammable liquids. The ship recycler shall also ensure that flammable vapors or gases in the spaces to be entered are below the explosive limit and sufficient ventilation is provided to ensure that the concentration of flammable vapor is maintained below the lower explosive limit (at < 10% of the lower explosive limit) and there is sufficient oxygen for man e ntry.
- (d) Working with Toxic, Corrosive, Irritant or Fumigated Atmosphere or Residues- the ship recycler shall ensure that spaces or adjacent spaces that contain or have contained liquids, gases or solids that are toxic, corrosive or irritant are inspected visually by the Safety Officer/Supervisor or other specially trained person.He shall also ensure that air concentration of toxic, corrosive or irritants is maintained below its Threshold Limit Value (TLV) as per the Material Safety Data Sheet (MSDS) of that chemical, prior to entry by workers to the concerned spaces.
- (e) For gas cutting, the recycler shall employ only the workers certified for gas cutting work. Gas cutters shall be provided with proper masks and other adequate PPEs to avoid inhalation of toxic fumes.
- (f) For crane operation: inspection and testing records of cranes and lifting tackles shall be maintained as per statutory norms and appropriate PPEs shall be provided to crane operators. Constant and adequate supervision shall be provided while

heavy loads are lifted. Only those lifting machines, wire ropes and lifting tackle shall be used which are tested and certified by a person as per Section 2 (ca) of the Factories Act, 1948 and approved by DISH. As per Section 29 of the Factories Act, 1948 it shall be ensured that the material handling equipment are safe.

- (g) For handling Asbestos Wastes and Asbestos Containing Materials(ACM), specialized contractors shall be engaged. The removal of asbestos dust and fibers and its handling shall be done in a wet condition. On shore, removal of asbestos shall be done in enclosures maintained under negative pressure, with filters for outgoing air and wastewater. All applicable safety standards and measures shall be adhered to in respect of such enclosures.
- (h) For "Ships of Special Concern", where asbestos/ACMs quantities are the Special Concern, asbestos/ACMs removal on board shall be given special importance and the practice of wet removal of asbestos onboard shall be mandatorily followed with the use of appropriate PPEs.
- (i) The asbestos and broken pieces of ACMs sheets/panels thus removed shall be packed in leak proof packets and disposed of at secured landfills where the packets shall be handled and processed as per the SPCB norms. Recovered and usable ACMs sheets/panels shall be sold for reuse as permitted by law.
- (j) PPEs like masks or respirators shall be provided to all the workers engaged in asbestos removal or handling.
- (k) Asbestos fibre concentrations in the environment shall be monitored regularly by the SPCB.
- (l) For removal of asbestos specialized contractors should be accredited and their performance assessed periodically.
- (m) Only trained workers shall be employed in activities involving asbestos handling.
- (n) In so far as handling of Radioactive substances, guidelines/instructions of the AERB shall be followed.

## 6.2

### **Permission for ship breaking**

- 6.2.1 The recycler shall apply to the Port Authority for breaking/cutting permission with relevant documents such as:
- (i) Workers' registration under Employees State Insurance Corporation (ESIC) or Workmen Compensation Act as the case may be.
  - (ii) Gas free certificate and hot work permit for man entry into confined spaces likely to contain dangerous fumes & insufficient oxygen, as per the Rules under Sections 36, 41 and 112 of the Factories Act 1948 issued by the Competent Person as defined in Clause (ca) of Section 2 of the Factories Act.
  - (iii) Proof of removal of residual oil from all bunker tanks
  - (iv) Copy of Customs beaching clearance
  - (v) Copy of decontamination certificate from the SPCB
- 6.2.2 Prior to submitting application for permission for cutting operation, the ship-recycler shall have to install for the purpose of fire fighting at least two efficient fire fighting pumps including power supply and should ensure continuous power supply to the fire fighting pumps at all times, on the ship with sufficient water in the holds or any receptacles.
- Provided that one of the above fire fighting pumps shall be installed and maintained in working condition at all times near the engine room with foam and dry powder, until the complete dismantling of the engine room.
- Provided further that at least one portable fire extinguisher of suitable type shall always be kept in working condition near every cutting point.
- 6.2.3 If the Port Authority is satisfied that the ship-recycler has complied with all the provisions for management of occupational safety and health, it may grant permission for cutting operations of the ship within a maximum period of three working days. In case any shortcomings are noticed, the same shall be communicated in writing within the said period of 48 hours to enable the ship recycler to re submit his request after doing necessary corrections.
- 6.3 **Specific Instructions regarding training for the labour and usages of Personal Protective Equipment and other important**

**aspects:**

- 6.3.1 Prior to delegation/entrustment of any job relating to ship recycling, workers shall be imparted proper training for the safe ship breaking operations in general and also for the specific jobs they are required to perform in the plot.
- 6.3.2 Such training shall be with provision of certification on successful completion of the training programme. Training shall be in the language understood by the workers and shall prolong till such time necessary to get them acquainted with the knowledge and risk factors of ship recycling operations, with necessary examination and certification. Training shall include the hazards associated in the job and role of an individual during emergency situations. The syllabus of training programme should also include familiarization of radioactive material and radiation hazard for SMB/Ports handling radioactive waste. The syllabus for such training programme shall be as per the recommendations of SPCB/AERB/Port Authorities. Such training programs shall be conducted by the State Maritime Boards/Port Authorities, prior to entrustment of any job relating to ship recycling. In addition, the following shall be ensured:
- (i) An attendance register of workers working on the plot shall be maintained in accordance with the provisions of Factories Act 1948 and rules made there under
  - (ii) Photo identity cards carrying personal particulars of labourers may be issued by the ship recyclers in accordance with the relevant Rules, in an approved manner by the Port Authorities /SMBs and ship recyclers will maintain proper records of the entry and exit of the workers.
  - (iii) A Safety Supervisor, having requisite qualification and experience as per the relevant rules, shall be employed.
  - iv) Only trained and registered workers having identity cards issued as per clause 4.3.2 (ii) as mentioned above shall be engaged in respective ship recycling activity.
  - (v) Minimum two workers shall be employed who are trained to use gas detectors during ship recycling activity.
  - (vi) Handling of asbestos shall be by contractors or workers having special knowledge and skill of handling asbestos, with proper training.

- (vii) All the equipment on the plot such as crane, winch, chain rope and shackles, generator set and any other safety equipment as may be prescribed from time to time, shall be installed and maintained in accordance with the provisions of the Factories Act, 1948 and the Rules made there-under and any other relevant Act(s) and Rules.
- (viii) Flammable and toxic gas detectors shall be calibrated regularly to ensure correct values when used and an oxygen percentage analyzer shall always be available in the plot in working condition.
- ix) The workers shall be provided with PPEs such as helmets, safety shoes, welding goggles, safety belt with safety life line, hand-gloves, self contained breathing apparatus etc as provided in the relevant Acts and Rules for such purpose and such safety gadgets shall be conforming to relevant Bureau of Indian Standards (BIS) or equivalent standards or as approved by the Chief Inspector of Factories (by Directorate of Industrial Safety & Health, of the State Government concerned) and shall be mandatorily used by the workers during such activities.
- x) The workers engaged in ship recycling activities shall be provided with the necessary instructions by the Safety Officer/Safety Supervisor with respect to the availability and use of fire fighting and safety equipment installed and maintained at the plot and on the ship and shall also ensure that such instructions are provided to the workers prior to delegation or entrustment of actual work to them.
- xi) The workers engaged in ship recycling activities shall be provided with the necessary instructions, information and training regarding the emergency and evacuation plan so that it may be executed smoothly in an emergency.
- xi) Proper precautions shall be taken while dismantling Coo Control Room and releasing CO<sub>2</sub> from the Cylinders and that
  - a) such operations shall be undertaken only when there are no other works in the nearby area; and

b) such operations shall be done in the presence and as per the instructions of Safety Officer/Supervisor only.

#### 6.4 **Environmental compliance**

6.4.1 Ship Recyclers shall strictly ensure the Environmental Compliance as per the requirements under the Water & Air Act, Hazardous Wastes (Management, Handling and Trans - boundary Movement) Rules 2008, and the relevant Environmental Impact Assessment and Coastal Regulation Zone notifications in case of new facilities planed. The following shall also be ensured:-

- (i) Plot/yard shall be kept neat and clean and good housekeeping must be carried out all the time.
- (ii) All plot holders must create temporary storage as authorized by SPCB under Hazardous Waste (Management, Handling and Trans-boundary movement) Rules-2008 and the amendments issued from time to time.
- (iii) Each Plot holder must provide for handling Asbestos Containing Materials (ACM) and Asbestos Wastes with specially designed Negative Pressure Chambers with trained labours or avail common mobile facility for such removal. The concentration of Asbestos fiber in the work zone while recycling of the ships shall be complied with the prescribed norms i.e. less than 0.1 fibre per cubic centimeter for Blue and Brown Asbestos and less than 1 fibre per Cubic Centimeter as per OSHA standards. Alternatively, the plot holders must avail the Common Asbestos Handling System as approved by DG, FASLI and SPCBs.
- (iv) Each plot holder must become a member of Treatment Storage and Disposal Facility (TDSF) authorized by SPCB to dispose their wastes into it.
- ( v ) Each plot holder must maintain registers with calculation of for each kind of wastes generated. Accordingly the ship recyclers must maintain ship-wise register for all waste categories,
- (vi) Ship Recyclers shall pay for waste management charges to TSDF operator/SMB, if SMB is operating the same, based on the actual quantities of wastes disposed.

- (vii) Seller / Ship Recyclers shall implement a local oil spill contingency plan to combat any oil spill eventuality from the anchoring point up to the ship recycling plots. Oil spill contingency plan should be approved by Indian Coast Guard.
- (viii) Ship Recyclers shall enhance their support to regulatory authorities for environmental monitoring done from time to time including providing manpower, equipments, vessels and financial support, if any, required
- (ix) For development of new plots or yards, ship recyclers through the, SMB or Port Trusts/Port Authorities shall have to obtain Environmental Clearance under EIA Notification-2006 and Coastal Regulation Zone (CRZ) Clearance under the CRZ Notification-1991.
- (x) The SPCB shall monitor for Management and Handling of Hazardous wastes etc. The main items of ships and the substances of concern with disposal options are as follows:-

<b>Sl No.</b>	<b>Main items of ship that may contain substances of concern</b>	<b>Substances of concern</b>	<b>Appropriate Disposal Option(Reuse / Recycle / Incineration Treatment &amp; Disposal to secure landfill ) of substances of concern</b>
1	Electric equipment e.g. transformer, batteries, accumulators	Dielectric fluids containing polychlorinated biphenyl (PCBs) Lead/electrolyte in Unusable Batteries	Incineration/ Disposal in secured landfill after stabilization/ solidification shall be in authorized TSDF whereas recycling of used lead acid batteries and/or other lead bearing waste shall be through authorized recyclers under Hazardous and Other Waste (Management and Trans-boundary

			Movement) Rules), 2016.
2	Air conditioners and Refrigeration machines	Residual refrigerants as Ozone Depleting Substances Evaporator dosing/ de-scaling acids.	All the electrical and electronic waste shall be recycled through E-waste recyclers authorized under E-Waste (Management) Rules, 2016.
3	Tanks	Fuels, lubricants. Sludge Oil and grease	Reuse, refining/ recycling shall be through authorized recyclers authorized by SPCB under HW Rules, 2016 and disposal of residue in an authorized facility.
		Foreign aquatic Organisms in ballast Tank sediments	Treatment and disposal of bilge water. Exchange of ballast water in high seas.
4	Partition walls	Asbestos Containing Materials (ACMs), Paints containing PCBs and /or Lead or Broken pieces containing ACMs	The reusable material shall be sold for reuse. Copper bearing waste to be recycled by authorized recyclers and non-recyclable material to be disposed of through authorized TSDF.
5	Cables	Insulated copper cables	Should be given to registered recycler of copper bearing waste and dispose of insulation material through TSDF
		Other cables	Sold for re-use. Dispose of insulation material through TSDF
6	Heat Exchangers	Asbestos insulation on surfaces	Disposal of asbestos in an authorized secured landfill after solidification/ stabilization.

7	Facilities for Chemicals	Residues of toxic Chemicals/ reagents	Incineration/disposal in a secured landfill after treatment.
8	Stored Solvents and other chemicals stocks	Residues of I toxic Chemicals, solvents, thinners, kerosene, white spirit water treatment chemicals. Acetylene/Propane / Butane/ Miscellaneous medicines	Recovery/recycling of solvents through authorized recyclers under HW Rules, 2016. Non recyclable residues to be disposed through authorized TSDF after treatment for stabilization as required.
9	Paint Scrap	PCBs, Tributyltin (TBT), Lead	Disposal in a Secured Land Fill(SLF) as per the guidelines prescribed by Central Pollution Control Board.
10	Sacrificial anodes	Heavy metals	Reuse, recycling and recovery shall be done whereas non recyclable residue shall be disposed of in authorized TSDF after pre-treatment or immobilization.
11	Fire Extinguishing and fire fighting equipment	Halons, CO <sub>2</sub> Cylinders	Recovery and banking for reuse. Recycling through authorised facilities; Recycle/Reuse,
12	Piping, valves and fittings	Asbestos as Insulation/ Gaskets	Disposal to SLF after solidification/ stabilization
13	Pumps and Compressors	Asbestos in Gaskets	Disposal to Secured Land Fill (SLF) after solidification/ stabilization
14	Engines and Generators	Asbestos insulation, residues of lubricants/ oils/coolants	Disposal to Secured Land Fill (SLF) after solidification/ stabilization or incineration;

		antifreeze compounds	disposal to Secured Land Fill (SLF) after treatment; for coolants, pre-treatment and disposal to SLF.
15	Oil sumps	Sediments	To be sent to authorized TSDF for disposal through common hazardous waste incineration.
16	Hydraulic system	Residual fluids, Anti-freeze fluids	Re-refining through registered/ authorized units.
17	Light fittings and fixtures	PCBs	Waste material to Secured Land Fill (SLF).
18	Instruments	Mercury, radioactive materials including ionizing radiation based smoke detectors and liquid level indicators.	Recovery of mercury by distillation and re-use of recovered mercury by facilities permitted under HW Rules, 2016.

- (xi) The SPCB shall monitor for Management and Handling of Hazardous wastes etc. The main items of ships and the substances of concern with disposal options are as follows:- All ship breaking units shall be provided with air pollution control systems like suction devices or water sprinklers.
- (xii) Each plot holder shall maintain basic oil spill response resources including sorbent boom, sorbent pads, and absorbent sheets in a quantity sufficient to attend to any spill from the ships being recycled in the plot.

- 6.4.2 Hazardous materials as listed above, not meant for resale, will be handed over to authorized waste management facility for further treatment and disposal. All ship breaking units shall obtain authorization under E-waste (Management) Rules, 2016.
- 6.4.3 In addition to above, SPCBs shall set-up ambient air quality monitoring station within 10Km radius of shipbreaking units for taking measurements as per notification of CPCB on National Ambient Air Quality Standards . Further, SPCB shall also carry out periodic monitoring of soil, sediment quality, work-zone

air quality and marine water quality in shipbreaking areas. SMB/Port Authority shall carry out twice yearly monitoring of the same independently through any Council of Scientific & Industrial Research (CSIR) labs or the environmental labs recognized under the Environment (Protection) Act, 1986 for the same parameters. In addition to this, the SMB/Port Authority shall carry out the detailed analysis on improvement of the beaching methods with a mandate to evolve recycling methods targeting "zero waste" and "zero accidents" at every five year time interval.

**6.5 Creation/enhancement of facilities for removal, storage and disposal of hazardous materials and hazardous wastes:**

- 6.5.1 The ballast water is required to be exchanged at high seas to avoid entry of Ceresin organisms into the local environment. The sediments are generally disposed of at yard/into' tidal zone. In order to avoid this, it shall be ensured by the Master of the ship that the sediments are also disposed along with ballast water by churning the mass. Alternatively, the sediments must have a reception facility at the yard to be set up by the Port Authority/SMB or authorized agencies on cost-recovery basis. Master of the Ship should be required to issue a certificate that this has been done.
- 6.5.2 Oil sediments removal practices shall be modernised to avoid workers getting exposed to unhygienic and unsafe environment. The yards shall use mobile tank cleaning systems to clean the tank's inside surfaces by adopting modern methods in which detergents and high pressure jets may be used.
- 6.5.3 For removal and disposal of asbestos, the procedure outlined above in Section 6. 1.10 (g), (h) (i), (j), (k), (l) and (m) shall be followed.
- 6.5.4 A land based common facility for treating bilge water shall be set up by the port authority or agencies authorized by it and made available to the recyclers on cost-recovery basis. Alternatively, a mobile facility shall also be provided by the port authority or authorized agencies. The sediments shall be sent to the secured landfill for disposal.
- 6.5.5 There shall be no burning of any material on the plot/yard/inertial zone.
- 6.5.6 The ship recycling permission shall be granted subject to the condition:

- (i) The waste generated during ship breaking shall be segregated into hazardous and non-hazardous categories and intimate their quantities to the authority concerned.
- (ii) Entire quantity of waste oil sludge and other mineral oil and paint chips generated during the ship breaking process shall be removed carefully and shall be sent immediately to the areas outside the beach for safe treatment and disposal.
- (iii) A list of materials generated during ship breaking duly classified as hazardous waste and non-hazardous waste shall be submitted to SSPCB in the prescribed form periodically.

6.5.7 All gas cylinders recovered from ships shall be disposed off in accordance with appropriate regulations. -

## 6.6 **Environmental measures and house keeping**

6.6.1 The ship-recycler shall obtain necessary authorization and consent from the State Pollution Control Board (SPCB) for ship-recycling activities and shall observe the following stipulations in that regard:-

- (a) The ship recycler shall observe wherever applicable all the norms/stipulations covered under the Water Act, 1974, Air Act, 1981, the Environment (Protection) Act, 1986, the Hazardous Wastes (Management, Handling and Trans-boundary Movement)) Rules, 2008 and Coastal Regulation Zone (CRZ) Rules-1991 framed under the Environment (Protection) Act, 1986.
- (b) The ship recycler shall not allow waste materials such as oil cakes, dead cargo of inorganic stuff like hydrated/solidified cement, thermocol pieces, wooden pieces/rubber pieces, scrap iron and other metallic pieces, glass wool, rubber pipes and gaskets, Poly Vinyl Chloride(PVC) pipelines and pieces of PVC sheets, corks, asbestos pieces etc. to be thrown directly into the sea or on the sea shore but shall ensure that such waste materials are collected and stored in secured storage facility within the plot and shall be subsequently sent to the secured landfill site. Records shall be maintained regarding the quantities of such wastes generated in the yard for every ship recycled. In any case no open burning of hazardous waste either within the ship-recycling yard or outside shall be allowed.

- (c) The ship recycler shall strictly adhere to and follow the instructions issued by the State Pollution Control Board (SPCB) for collection and disposal of toxic materials, such as asbestos, lead (Pb), chromium (Cr) etc. and organic materials such as polychlorinated biphenyls (PCBs).
- (d) The ship recycler shall separately collect the sand and fine powder, if any, obtained after clearing of cargo holds of oil tankers and shall dispose of the same in secured landfill in accordance with the directions of the SPCB.
- (e) The ship recycler shall sprinkle seawater, daily, over the working area in order to minimize dust generation due to material handling.
- (f) The ship recycler shall take necessary measures for preventing the escape of oil or noxious liquid substances into the sea. If any oil or noxious liquid substances spill occurs and escapes into the sea, the ship recycler shall inform the Coast Guard and other concerned authorities and take necessary action for the removal of the oil or noxious liquid substances slicks on the surface of the sea. If the spill is not contained and removed locally, necessary pollution report shall be made to the concerned authority in accordance with the National Oil Spill Disaster Contingency Plan (NOSDCP). The ship recycler will be liable for the cleanup.
- (g) The ship recycler shall ensure surrender of and maintaining details of removal and surrender of smoke detectors to SMB/Port Authority for safe disposal as per AERB norms.

## 6.7 **Solid waste management**

- 6.7.1 A modern Solid Waste Management system shall be established in the plot to collect, transport, store and dispose of solid waste generated from the plot in accordance with the conditions of authorization issued by the concerned SPCB, from time to time.
- 6.7.2 Special care must be taken in the handling of asbestos wastes, and total quantities of such waste shall be made known to the authorities concerned. The concerned SPCB shall authorize and ensure final disposal of asbestos waste.
- 6.7.3 Ship-recyclers should be given authorization by the concerned SPCB under the Hazardous Wastes (Management Handling and

Trans- boundary Movement) Rules, 2008, only if they have provisions for handling and disposal of the waste in an environmentally sound manner. All authorizations shall be renewed subsequently only if they have complied with the conditions of authorization and also have adequate facilities for handling and disposal of wastes in an environmentally sound manner.

6.7.4 Radioactive waste including ionization chamber based smoke detectors, if any, shall be securely stored in an exclusive place till such time they are disposed of as per norms of AERB.

#### 6.8 **House Keeping**

6.8.1 The ship-recycler shall keep the work place clean and well maintained. The machinery and material/scrap etc. shall be arranged properly within the plot to provide access for rescue operation in case of any accident or fire or explosion.

6.8.2 Statement of completion of ship recycling shall be submitted to the SMB/Port Authorities after the completion of ship recycling.

#### 6.9 **Health Compliance:-**

(i) Ship Recyclers shall regularly arrange the health camps for ship breaking labour at their own cost. Ship Recyclers shall also arrange for diagnosis, treatment and referral at their own cost for ship breaking labourers.

(ii) SMB shall ensure establishing adequate number of permanent health care facilities and doctors at Ship Recycling Yards for treatment of orthopaedic, burns and other chronic diseases and disabilities reported in the ship recycling industries

(iii) National Institute of Occupational Health (NIOH) or Indian Council of Medical Research (ICMR) institutions may be involved for such facilitation.

#### 6.10 **Action by the State Maritime Board (SMB)/ Port Authority**

6.10.1 The SMB/ Port Authority and the Ship recycler shall be responsible for overall supervision of the ship recycling activities at the yard. The SMB/Port Authority may appoint required number of qualified safety officers/supervisors for vigorous supervisions of the ship recycling activities and for attending to rescue operation in case of necessity. This is in addition to the Officers/Inspectors appointed by the State Government under the Factories Act.

- 6.10.2 The SMB /Port Authority's Safety officer/ Supervisor and/or Factory Inspector and/or the members of Safety Rating Team - as may be constituted by the Port Authority/SMB for safety evaluation within the ship recycling yard - will periodically visit the ship recycling plots and shall bring to the notice of the Safety Officer/Safety Supervisor of respective plots, the incidents of unsafe practices that may be observed by him/them during such visits for necessary corrective action.
- 6.10.3 The SMB/Port Authority shall have the powers to suspend the cutting operations temporarily, in case any unfair practices or unsafe operations are observed in any of the ship recycling plots until the corrective measures are taken to the satisfaction of the SMB/Port Authority.
- 6.10.4 The SMB/ Port Authority shall provide to the Ship recycling yard/plot:
- i. water
  - ii. sanitation facilities
- 6.10.5 The SMB/Port Authority shall provide adequate housing/dormitory facilities for workmen at suitable locations on cost recovery basis by way of rent from occupants with facilities for supply of drinking water, sanitation, electricity and shopping centre etc.
- 6.10.6 The SMB/Port Authority shall take up in a time bound manner the following steps:-
- i. To rationalize the leasing arrangements for the plots, including the appropriate time period for the lease, work out appropriate plot size and layout of the recycling facilities so that the ship-breaking operations could be undertaken in a well-regulated and better organized manner with particular attention being paid to the requirements of safety, health and environmentally sound ship recycling operations management.
  - ii. Setting up of a Model ship recycling facility in coordination with Ship Recyclers and as per prevailing regulations of Safety and Environment management. This model facility may function as a demonstration/training facility, while being leased out to prospective plot holders for undertaking ship-breaking operations.

## **6.11 Training**

- 6.11.1 Appropriate arrangement for handling ship recycling works shall be made by the SMB/Port Authority in a time bound manner to ensure that all the workers are trained. Arrangement shall be made to provide specialized training to handle gas detector and for handling of Asbestos and other hazardous materials. After such training, specialization certificates may be issued to the workers concerned.
- 6.11.2 Till the time separate training and certification arrangements are in place, the SMB/Port Authority may set up necessary temporary facilities for training and certification or authorize a competent agency to do so.

## **6.12 Other Miscellaneous Provisions**

- 6.12.1 Drinking Water and water supply, overall sanitation and health care facilities to workers, including housing facilities shall be the responsibilities of the SMB/Port Authority and these authorities must cater these facilities within 12 months from the date on which this code comes into force.
- 6.12.2 In case any worker suffers from asbestosis cancer due to ship breaking occupation and such disabilities including loss of limbs or any part of body in accidents, the concerned ship recyclers or Ship Recyclers Association shall compensate the worker. The workers if detected for asbestosis and other diseases and disabilities due to ship recycling activities, Ship Recyclers shall have to re-employ the workers in less prone area as post disease plans and protect their livelihood.
- 6.12.3 Ship Recyclers shall provide the food/canteen facilities as per the provisions of the Factories Act.
- 6.12.4 The SMB/Port Authority with the help of Health Department of the State Government shall create data base of health profile and health card of each labours to create base line health status of the labors engaged in the ship breaking industry.

## CHAPTER VII

### Occupational Safety and Health (OSH) Management Guidelines

#### 7.1 **Implementation of Occupational Safety and Health Management System**

- 7.1.1 The process of improving working conditions at a ship recycling facility must be approached systematically in order to bring them up to reasonable standards. Occupational Safety and Health (OSH) Management Systems shall be implemented by each ship recycler. The systems shall be specific to the facilities and appropriate to their size and the nature of activities. The aim of OSH Management Systems shall be to prevent accidents and injury to health arising out of, linked with or occurring in the course of work, by minimising, so far as is possible, the causes of hazards inherent in the working environment.

With a view to achieving acceptable occupational safety, health and environmentally sustainable conditions, investment in permanent structures for their continuous review, planning, implementation, evaluation and action is necessary.

- 7.1.2 An OSH management system shall contain the following main elements:
- (a) Occupational Safety and Health(OSH) Policy
  - (b) Necessary conditions for the executing organization, i.e. establishment of a system of responsibility and accountability, awareness and training, documentation, communication and information;
  - (c) Hazard and risk assessment, planning and implementation of OSH activities;
  - (d) Evaluation of OSH performance and taking corrective action for improvement.

#### 7.2 **Occupational Safety and Health Policy (OSH Policy)**

- 7.2.1 The OSH policy for the Ship Recycling Facility shall include at least the following key principles and objectives to which the facility is committed:-
- (a) Commitment of the management to the occupational safety,

health and environmental programmes;

- (b) Recognizing OSH as an integral part of the overall management structure and OSH performance as an integral part of the facility's business performance.
- (c) Protecting the safety and health of all workers of the facility by preventing work related injuries and diseases, ill health and incidents;
- (d) Complying with relevant OSH national laws and regulations, voluntary programmes, collective agreements on OSH and other requirements to which the facility subscribes;
- (e) Ensuring that workers and their representatives are consulted and encouraged to participate actively in all elements of the OSH management system; and
- (f) Continuous improvement of the performance of the OSH Management System.

### 7.3 **Planning and implementation**

- 7.3.1 Every Ship Recycling Facility must be duly certified as compliant with the Occupational Safety and Health Management Guidelines. This Certification shall be done initially upon the entry into force of this Code or by such date as may be specified under this Code.

Every such certified Ship Recycling Facility is required to undergo (annual/ bi-annual/ Five yearly) audit by a recognized surveyor to ensure continued compliance with the Occupational Safety and Health Management Guidelines.

- 7.3.2 The Ship Recycling Facility shall submit its OSH Management policy for a review to (authority), alongwith its application for the issuance of Certificate under 7.3.1 above. Based on the results of the initial review, subsequent reviews or other available data, arrangements shall be made for adequate and appropriate OSH planning, which shall include:

- (a) a clear definition, priority setting and quantification, where appropriate, of the OSH objectives for the reduction of existing risks to as low a level as possible;
- (b) preparation of a plan for achieving each objective, with defined responsibility and clear performance

criteria indicating what is to be done by whom and when;

- (c) selection, planning and implementation of corresponding preventive and protective measures:
- (d) selection of measurement criteria for confirming that the objectives are achieved : and
- (e) provision of adequate resources, including human and financial resources and technical support, as appropriate to supplement and strengthen the OSH Management System.

#### 7.4 **Emergency preparedness**

7.4.1 Emergency prevention, preparedness and response arrangements shall be established and maintained. These arrangements shall identify the potential for accidents and situations of emergency , and seek to address and prevent the OSH risks associated with such emergencies . Arrangements shall be made according to the location and environment of the Ship Recycling Facility and also take into account the size and nature of activities associated with the ship recycling operation. These shall:-

- (a) ensure that the necessary information, internal communication and coordination are provided to protect all people in the event of an emergency at the facility:
- (b) provide information to, and communication with the relevant competent authorities, and the neighborhood and emergency response services:
- (c) address issues of first-aid and medical assistance, fire-fighting and evacuation of all people at the facility: and
- (d) provide relevant information and training to all members of the Ship Recycling Facility , at all levels and according to their competence, including regular exercises in emergency prevention, preparedness and response procedures.

7.5 **Reporting, recording and notification of work related injuries and diseases, ill health and incidents**

7.5.1 In the establishment, review and application of systems for the reporting, provisions for recording and notification of work-related injuries and diseases, ill health and incidents shall be developed.

7.5.2 Reporting, recording, notification and investigation of work-related injuries and diseases, ill health and incidents are essential for active monitoring and shall be undertaken to:

(a) provide reliable information about occupational accidents and diseases at facility level;

(b) identify major safety and health problems arising from ship recycling activities;

(c) define priorities of action; ^

(d) evolve effective methods for dealing with occupational accidents and diseases; and

(e) monitor the effectiveness of measures taken to secure satisfactory levels of safety and health.

7.6 **Notification of work-related injuries**

7.6.1 All accidents at the work place shall be reported to the Directorate of Industrial Safety & Health (DISH) as per Section 88 and 88-A of Factories Act 1948 and a copy of the same will be sent to SMB/Port Authority

7.6.2 Such report shall be made immediately which shall *inter-alia* contain:

(a) an accident report for sending to the factory inspectorate and the SMB/Port Authority; and

(b) a compensation report for sending to the insurance institution

7.7 **Notification of occupational diseases**

7.7.1 Notification of occupational diseases shall be in accordance with the provisions of Section 89 of the Factories Act, 1948 and the

report of the Medical Officer shall include the following information:-

- (a) The name and full postal address of the patient:
- (b) the disease from which he believes the patient to be suffering; and
- (b) the name and address of the premises in which the patient is or was last, employed.

## 7.8 **Means of access and egress**

9.8.1 Adequate and safe means of access and egress shall be provided for all workplaces during all ship recycling operations, and these routes shall be maintained so that they are in a safe condition.

7.8.2. Means of access to vessels shall be:

- (a) where practicable the ship's accommodation ladder, a gangway or a similar appliance: or
- (b) in other cases, ladders, stairs; or, if necessary, rope stepladders or similar appliances.

7.8.3 Means of access shall:-

- (a) be kept free from obstructions; if they pass through workplaces they shall be protected against falling objects:
- (b) as far as practicable be so installed that no loads pass over them. In any event, loads shall not be passed over the means of access while workers are using them.

7.8.4 Hatches, openings or any other 'means 'of access to holds, ships' decks or between decks shall be provided with safety barriers. If it is not practicable to provide fixed hold ladders, portable- metal ladders (or appropriate wooden ones) shall be provided. Rope ladders shall be used only as supplementary means of access to holds. All ladders shall be safely and adequately secured before being used.

## 7.9 **Means of escape, in case of fire, or other dangers**

7.9.1 Means of escape shall be kept clear at all times. Escape routes shall be frequently inspected and modified on the ship continuously

according to the progress of the breaking process . Where appropriate, suitable visual signs shall be provided to indicate clearly the direction of escape in case of fire.

7.9.2 Means of escape shall be:-

- (a) provided on the ship and from the ship during all breaking operations:
- (b) shown on plans which shall be prominently displayed at the access to and inside the ship and landside facilities as appropriate.

7.10 **Roadways, quays, yards and other places**

7.10.1 Roadways, quays, yards, etc., where persons or vehicles move or are stationed shall be so constructed and maintained as to be safe for the traffic that they have to carry.

7.10.2 Yards and other places that are surrounded by fencing shall have separate gates for pedestrians and vehicles.

7.10.3 Dangerous crossings where transport of heavy objects is carried out shall be protected by automatic signals or gates whenever possible, or be guarded by watchmen.

7.11 **Housekeeping**

97.11.1 A suitable housekeeping programme shall be established and continuously reviewed and implemented on each ship recycling facility and ship which shall include provisions for:-

- (a) the proper storage of materials and equipment;
- (b) the removal, at appropriate intervals, of scrap, waste and debris.

7.11.2 Loose materials which are not required for immediate use shall not be placed or allowed to accumulate on the site so as to dangerously obstruct means of access to and egress from workplaces and passageways.

7.11.3 Workplaces and passage ways that are slippery owing to oil or other causes shall be cleaned up or strewn with sand,

sawdust, ash or like materials.

7.11.4 Tools, bolts, nuts and other objects shall not be left lying around where they could create a tripping hazard.

7.11.5 Scrap, waste, rubbish and dirt shall not be allowed to accumulate at workplaces or in passageways.

7.11.6 Rubbish, dirt and refuse shall not be thrown overboard or in and around the yard but removed in a systematic and environmentally sustainable manner.

## 7.12 **Scaffolds and ladders**

7.12.1 Where work cannot safely be done on or around the yard or part of a ship or other permanent structure, a safe and suitable scaffold, or other equally safe and suitable provision should be provided and maintained.

7.12.2 The competent authority shall establish and enforce laws, regulations or standards covering detailed technical provisions for the design, construction, erection, use, maintenance, dismantling and inspection of different kinds of scaffolds and ladders used.

7.12.3 Scaffolds shall be provided with safe means of access, such as gangways, stairways or ladders. Ladders shall be adequately secured against inadvertent movement.

7.12.4 Every scaffold and part thereof shall be:

- (a) designed so as to prevent hazards for workers and collapse or accidental displacement when properly used;
- (b) designed so that guard rails and other protective devices, platforms, putlogs, rakers, transoms, ladders, stairs or ramps, as appropriate, can be easily put together;
- (c) of suitable and sound material and of adequate size and strength for the purpose for which it is to be used and
- (d) maintained in a proper condition.

## 7.13 **Precautions against the fall of persons and materials**

- 7.13.1. All openings through which workers are likely to fall should be kept effectively covered or fenced and clearly indicated in the most appropriate manner.
- 7.13.2. Adequate precautions shall be taken such as the provision of fencing, lookout men or barriers to protect any person who might be injured by the fall of materials, or tools or equipment being raised or lowered.
- 7.13.3. As far as practicable and in accordance with national laws and regulations, guard rails and toe boards shall be provided to protect workers from falling from elevated workplaces. Wherever the guard rails toe boards cannot be provided:
- (a) adequate safety nets or safety sheets shall be erected and maintained: or
  - (b) adequate safety harnesses shall be provided and used.
- 7.13.4. Where necessary to prevent danger, guys, stays or supports shall be used or other effective precautions shall be taken to prevent the collapse of structures or parts of structures that are being dismantled or demolished.
- 7.13.5. Waste materials or objects shall not be thrown down from heights. If material and objects cannot be safely lowered from heights, adequate precautions such as the provision of fencing or barriers shall be taken. Loose articles shall not be left lying in places where they could fall on persons below. Workers employed at elevated workplaces shall be provided with containers for screws, bolts, nuts and the like.
- 7.14 **Fire prevention and fire-fighting**
- 7.14.1 All appropriate measures shall be taken by the employer to:
- (a) avoid the risk of fire;
  - (b) control quickly and efficiently any outbreak of fire; (c) bring about a quick and safe evacuation of persons.
- 7.14.2. Sufficient and secure storage areas shall be provided for flammable liquids and solids and gases such as liquefied petroleum gas (LPG) tanks and acetylene cylinders, paints and other such materials.

- 7.14.3. Smoking shall be prohibited and "No Smoking" notices prominently displayed in all places containing readily combustible or flammable materials.
- 7.14.4. In confined spaces and other places in which flammable gases; vapours or dusts can cause danger:
- (a) only suitably protected electrical installations and equipment including portable lamps, shall be used;
  - (b) there shall be no naked flames or similar means of ignition  
:
  - (c) there shall be notices prohibiting smoking;
  - (d) oily rags, waste and clothes or other substances liable to spontaneous ignition shall be removed promptly and without any delay to a safe place;
  - (e) adequate ventilation shall be provided; and
  - (f) persons wearing clothes likely to cause static electricity or shoes likely to cause sparks shall be excluded.
- 7.14.5. Combustible materials, greasy/oily waste and scrap wood or plastics shall be kept in closed metal containers in a safe place.
- 7.14.6. Regular inspections shall be conducted in places where there are fire risks. These include the vicinity of heating appliances, electrical installations and conductors, stores of flammable and combustible materials, hot welding and cutting operations.
- 7.14.7. Welding, flame cutting and other hot work shall only be done on the orders of a competent person after appropriate precautions, as required, are taken to reduce the risk of fire and explosion.
- 7.14.8. In accordance with the provisions of the relevant Acts and Regulations, places where the danger of fire exist, shall be provided with:
- (a) suitable and sufficient fire -extinguishing equipment, readily available, and easily visible and accessible;

(b) an adequate water supply at ample pressure.

7.14.9. Fire-extinguishing equipment shall be selected and provided in accordance with the provisions of international and national laws and regulations, the results of the initial hazard identification and risk and assessment and based on the processes, identified in the safe ship recycling plan. Equipment deployed shall comply with national/international standards and be suitable for and consistent with the following demands and applications:

- (a) the restricted access, egress and confined spaces inside the ship;
- (b) the quantity and characteristics of hazardous, flammable and explosive substances handled in ship recycling operations;
- (c) site transport and storage facilities; and
- (d) first-stage fire-fighting purposes (hand-held or trolley-mounted portable fire-fighting extinguishers). The extinguishing medium shall be selected according to identified hazards and risks and control measures.

7.14.10. Fire-extinguishing equipment shall be properly maintained in full working order and inspected at suitable intervals by a competent person. Access to fire extinguishing equipment such as hydrants, portable extinguishers and connections for hoses shall be kept clear at all times.

7.14.11 Suitable training, instruction and information shall be given to all supervisors and a sufficient number of workers about the hazards of fires, the appropriate precautions to be taken and the use of fire-extinguishing equipment, so that adequate trained personnel is readily available during all working periods. The training, instruction and information provided shall include, in particular:

- (a) the circumstances in which workers shall not attempt to deal with a fire themselves but shall evacuate the area and call in firefighters;
- (b) when, where and how to raise the alarm;
- (e) action to be taken in the event of fire, including the use of means of escape:

- (d) the correct use of fire-fighting and fire-protection equipment for workers expected to use it;
- (e) the toxic nature of the fumes given off and first-aid measures;
- (f) the proper use of appropriate personal protective equipment; and
- (g) evacuation plans and procedures.

7.14.12. Sufficient and suitable areas should be provided for flammable liquids and solids adhering to the provisions stipulated in the relevant Acts and rules for storage of such materials and suitable and effective means (sight and sound signals) to give warning in case of fire shall be installed. There shall be an effective evacuation plan so that all persons are evacuated speedily without panic.

7.14.13 Notices shall be prominently posted at conspicuous places indicating; if applicable, the: , J

- (a) nearest fire alarm;
- (b) telephone number and address of the nearest emergency services; and
- (c) nearest first-aid post.

#### 7.15 **Dangerous atmospheres and confined spaces**

7.15.1 Where workers are required to enter any area in which a toxic or harmful substance may be present, or may have been present, or in which there may be an oxygen deficiency or a flammable atmosphere, adequate measures shall be taken to guard against danger.

7.15.2 The measures to be taken regarding dangerous atmospheres shall be prescribed by the competent authority in conformity with the IMO recommendations for entry into enclosed spaces aboard ships and shall include prior permission from a competent person, or any other system by which entry into any area in which a dangerous atmosphere may be present can be affected only after completing specified procedures.

7.15.3 Inside a confined space or area, no naked light or flame or hot work shall be permitted unless it has been made completely free of

the flammable material, tested and found safe by a competent person. Only non-sparking tools and flameproof hand lamps protected with guard and safety torches shall be used inside such confined space or area for initial inspection, cleaning or other work required to be done for making the area safe.

7.15.4. While a worker is in a confined space:-

(a) adequate facilities and equipment including breathing apparatus, first- aid kit, resuscitation apparatus and oxygen shall be readily available- for rescue purposes:

(b) a fully trained attendant or attendants shall be stationed at or near the opening; and

(c) suitable means of communication shall be maintained between the worker and the attendant or attendants.

#### 7.16 **Signs, notices and colour codes**

7.16.1 Signs and symbols are a very effective methods for warning against hazards and for presenting information in a non-linguistic form. Safety signs and notices shall conform in shape and colour to the requirements of the competent authority.

7.16.2 The contents of portable fire extinguishers shall be indicated by a colour code in compliance with the requirements of the competent authority. Each fire extinguisher shall have a label affixed to it providing instructions for its use.

7.16.3 Various standards exist for the colour coding of electrical wiring. Care shall always be taken to ensure that personnel are aware of the meaning of the core colours on board each ship. If a replacement is required, it shall be in accordance with the coding system.

7.16.4 All gas cylinders should be clearly marked with the name and symbol of the gas and the body should be colour coded as per the relevant BIS. A copy of the colour coding shall be displayed at conspicuous place in the cylinder storage yard. A separate place shall be earmarked for storage of empty cylinders.

7.16.5 All radioactive waste material shall be labeled and stored as per Atomic Energy (Radiation Protection) Rules, 2004 and with due instructions of RSO of SMB/Port Authority.

7.17 **Prevention of unauthorized entry**

- 7.17.1 Visitors shall not be allowed access to ship breaking facilities or ships, as appropriate, unless authorized and accompanied by a competent person and provided with the appropriate protective equipment.
- 7.17.2 Appropriate arrangements concerning access by workers representatives shall be established in accordance with the provisions of national laws and regulations or of collective agreements.

## CHAPTER VIII

### Miscellaneous and Penalty Provisions

- 8.1 **Actions to be taken in the event of an accident on any plot and/or on the ship or for non-compliance of any of these regulations**
- 8.1.1 The ship-recycler shall report in writing to the Factory Inspector, Port Authority about any accident/fire/explosion which occurred on the plot and a ship, immediately on such occurrence. In the event of death of the worker, the ship recycler shall also inform the Police Authority having jurisdiction, nearest relative and District Magistrate or Sub-divisional Magistrate.
- 8.1.2 In the event of any accident/fire/explosion/radiological incident on any plot and/or on any ship leading to a death or serious bodily injury to any person or any accident on any plot and/or on the ship resulting from the non-compliance of any of the Regulations contained in this Code, , the following actions shall be taken:
- (a) In the event of major fire/explosion/accident/radiological incident causing damages with or without death or serious bodily injury to any person, all activities related to ship recycling on the plot be suspended forthwith by the port authority with immediate effect for a minimum period of 5 (five) days and for a maximum period of 30 days. During this period, the State Maritime Board/Port Authority shall carry out detailed investigation through a team comprising of professionals having experience and qualification of Industrial Safety and Health Management; Naval Architecture/Marine Engineering, Environment and Pollution Control/AERB (in radiological incidents). The investigation team appointed by the SMB/Port Authority shall thoroughly inspect the plot/yard and investigate the cause of incident. The respective plot holder shall be directed by the State Maritime Board/Port Authority to rectify the same and restore safe working environment prior to resumption of operation within 30 days. If the situation is not restored within 30 days, the time limit for closure of the plots shall be extended till the inspecting team satisfies itself regarding the compliance with the above conditions. The outcome of the investigation team will form a Standard Operating Procedures for prevention of such accidents or help upgrading existing SOP.

- (b) Legal action in case of any accident injury/non-compliance with the provisions of the Factories Act, 1948 shall be taken by the DISH. The Inspector of Factories shall enquire into every fatal accident and serious injuries to any person on any plot for on the ship, as per Section 88 of the Factories Act, 1948. Legally DISH may file the case against concerned ship recycler for such non-compliance or accidents as per Factory Act under Section 92 or such relevant Sections.
- (c) For all the cases of fire/accident/explosion leading to a death or serious bodily injury to any person, an inquiry shall be commissioned by a team comprising authorized person(s) of DISH as mentioned in (a) above and such investigative team shall file the inquest report on which the DISH shall initiate penal action, if any.
- (d) The State Government/SMB/Port Authority, if it considers it expedient, may appoint a competent person to enquire into the causes as per Section 90 of the Factories Act, 1948.
- (e) The penalties and procedure for initiating legal action should be as per the provisions of Chapter X -Penalties and Procedures - Section 92 - 106A of the Factories Act 1948

## 8.2 **Appeal provision**

The ship recycler on whom an order in writing has been served by the Factory Inspector under the provisions of the Factories Act, 1948 or by the SMB/Port Authority as per the provisions given above, may within 30 days of service of such order, appeal against the prescribed authority and such authority may, subject to rules made in this behalf by the State Government, modify or reverse the order. The Appeal shall be against the Secretary (Labour) of the State Government.

## 8.3 **Miscellaneous**

- 8.3.1 The Ship-Recycling Yard/Ship breaking yard under SMB/Port Authority or Port Trust or private operator shall provide basic infrastructure within a maximum of 2 (two) years period from the date of entry into force of this code of regulations. The basic infrastructure shall have a minimum of the following facilities.
  - i. Hydrant system for fire fighting purpose.

- ii. Potable drinking water supply.
- iii. Drainage/Sewerage system.
- iv. Street lighting facilities.
- v. Domestic waste management system.
- vi. Internal Roads and connectivity to main Highways
- vii. Administrative Buildings and Training Institutes
- viii Common Sanitary Blocks for labours and other primary amenities like community centres, labour welfare centre.

- 8.3.2 The above services may be regulated either by the State Maritime Board (SMB)/Port Authority or such authorities appointed by the State Government or by a body constituted by SMB/Port Authority which shall have the authority to regulate all services, levy duty/cess, and collect operational and maintenance expenses. Such authority shall be responsible for over-seeing and regulating the functioning, operation, and maintenance of above facilities.
- 8.3.3. Further, SMB/Port Authority/or such other authorities/ Owner of such yard will develop and protect the area by removing encroachments, taking up beautification and afforestation activities.
- 8.3.4 Housing facilities for the labourers/workers shall be provided by suitable mechanisms such as by creation of a Trust, The Trust may include members of ship recycling association, the SMB/Port Authority representatives, District Collectorate Officials, Labour Officer and Labourers' representatives.
- 8.3.5 The Labour Department shall ensure that labourers/workers are paid as per minimum wages rules and no exploitation of the ship recycling labourers/workers be made by the ship breakers.
- 8.3.6 In the event of any question arising out of the interpretation of any of the clauses of the regulations, the decision of the Ministry of Shipping shall be final.
- 8.3.7 Unless the context otherwise requires, the other terms used in the Code shall have the meaning assigned to them under the Acts such as Petroleum Act, 1934; Petroleum Rules, 2002; Factories

Act, 1948 and the respective State Factories rules: Water Pollution (Prevention and Control) act, 1974; Gas Cylinder Rules, 2004; Air (Prevention and Control of Pollution) Act, 1981; the Merchant Shipping Act, 1958, Static and Mobile Pressure Vessels (Unfired) Rules, 1981; Explosive Act, 1884 and Explosive Rules, 2008; Hazardous Wastes (Management, Handling and Trans-boundary Movement) Rules, 2008; the Environment (*Protection*) Act, 1986; the various Regulations and Rules framed under these Acts and Rules including Gujarat Maritime Board Ship Recycling Regulations 2003 and also other applicable Acts and Rules of the State Governments for ship recycling as notified from time to time.

- 8.3.8 Import of ships destined for recycling under this Code shall be subject to the Import and Export Policy of the Government of India as well as relevant provisions laid down under various Acts/Rules as amended from time to time. At present such import is permitted under Open General License vide tariff item 89.08. Department of Revenue of the Ministry of Finance in consultation with World Customs Organization vide circular No.37/96 dated 3 July 1996 has clarified that, apart from the ship, everything contained in the ship such as spares etc. are also covered under tariff item 89.08.
- 8.3.9 This Code shall be applicable to all Ship Recycling Activities in India. Under item 1.3.4 the concerned Port Authority/State Maritime Board or the concerned State government, while granting permission for ship recycling, yard/plots under their control and/or while granting the approval and authorization for carrying out Ship Recycling Activities shall seek approval, licensing and registration of the factory as per Section 6 of the Factories Act, 1948 from the Directorate of Industrial Safety and Health/State Factories Directorate.
- 8.3.10 However, the Ministry of Shipping, Government of India and the respective Port Authorities/State Maritime Boards or the concerned Department of the State Government reserve the right to give specific exemptions for undertaking recycling/breaking of ships grounded at any other sea front other than a recognized ship recycling plot or yard. These regulations do not apply to the ships, which are grounded and defined as wrecks. For removal of a wreck, the relevant rules under the Merchant Shipping Act, 1958.
- 8.3.11 A ship delivered physically for recycling purpose shall be free from any claims or maritime lien arising against any former owner of the ship.

8.3.12 This Code shall mandatorily apply to all the implementing authorities involved.

#### 8.4 **Amendment Provisions for the Code**

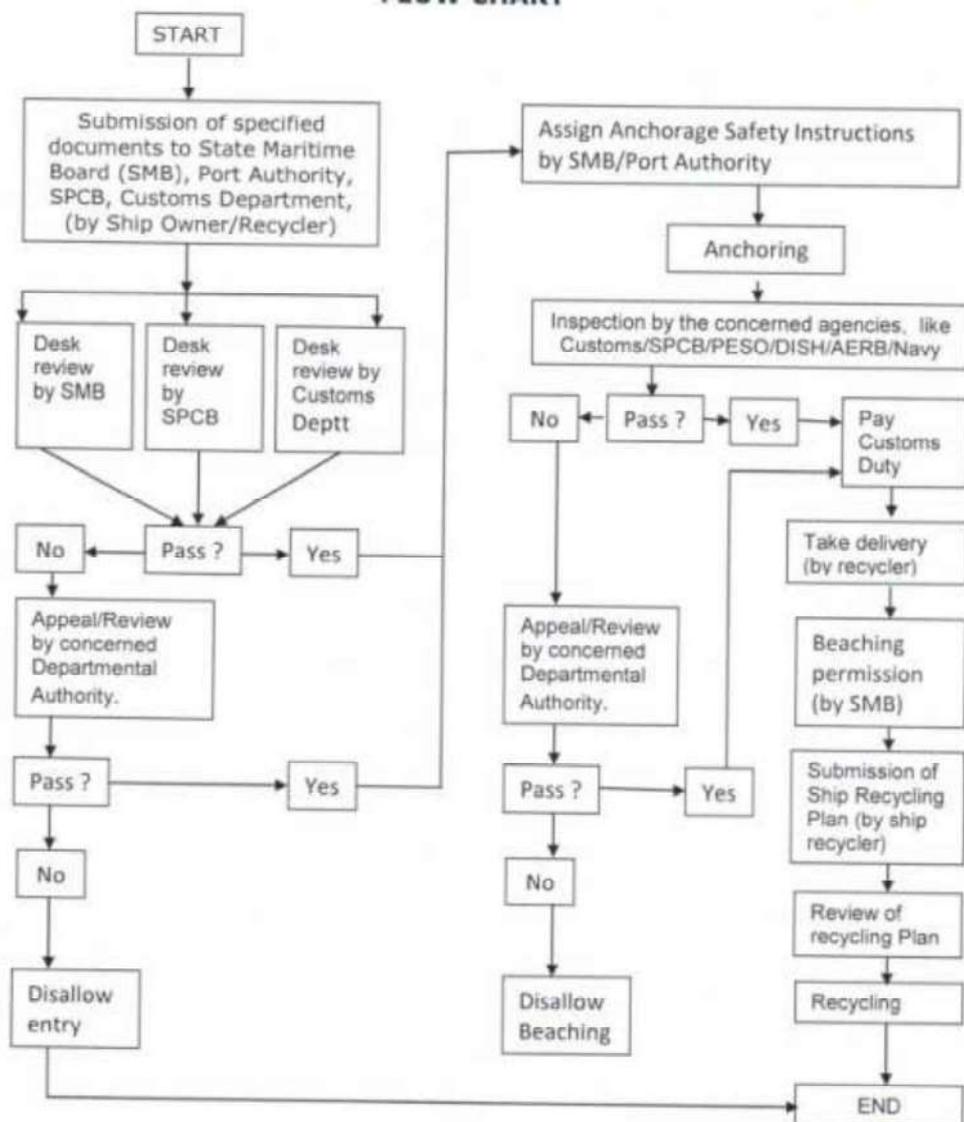
8.4.1 This regulations contained in this Code may be amended by the Ministry of Shipping, Government of India, in the following circumstances:-

- i. On ratification of the International Maritime Organization (IMO) Convention on Ship Recycling by the Government of India and any subsequent changes to the IMO Convention on ship recycling;
- ii. On amendments of other rules and regulations by the Government of India having a bearing on the Code; and
- iii. On consideration of the Ministry of Shipping, Government of India, on requests from the other Central Ministries/Departments, the State Maritime Boards /Port Authorities and other Stakeholders for carrying out requisite amendments, in the event of any practical difficulties in the implementation of the provisions of this Code.

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## FLOW CHART

## Appendix-I



**Annexure-I**  
(para 3.4)

**Initial Reporting by the Ship Owner regarding their ship(s) to be sent to the States (Recycling Yards)**

- 1.0 A ship-owner shall notify the concerned Administration as specified in the IMO Ship Recycling Convention (yet to be ratified) in due time and in writing, of the intention to recycle a ship in order to enable the Administration to prepare for the survey and certification as required by the IMO Ship Recycling Convention.
- 1.1 A Ship Recycling Facility when preparing to receive a ship for recycling shall notify in due time and in writing to the Competent Authority (ies) of the intent The notification shall include the following ship details:
- i. Name of the State whose flag the ship is entitled to fly;
  - ii. Date on which the ship was registered with that State;
  - iii. Ship's identification number (IMO number);
  - iv. Hull number on new-building delivery;
  - v. Name and type of the ship;
  - vi. Expected time of arrival;
  - vii. Port at which the ship is registered and last port clearance;
  - viii. Name and address of the Ship-owner as well as the IMO registered owner identification number;
  - ix. Name and address of the company as well as the IMO company identification number;
  - x. Inventory of Hazardous Materials as per Appendix-HI of Hong Kong Convention of Ship Recycling on board the shipsstructures ( This will be made mandatory once the Convention is ratified, otherwise common IHM Inventory may be sufficient for knowledge of hazardous materials by the ship recycling yards);
  - xi. Cargo free certificate issued by the last port authorities;
  - xii. Name of all classification society(ies) with which the ship is classed;
  - xiii. Ship's main particulars -{Length overall (LOA)}, Breadth (Moulded)/ Depth (Moulded), Lightweight, Gross and Net tonnage, and engine type and rating); and

xiv. Inventory of Hazardous Materials; and International Ready for Recycling Certificate.

Signature of owner:

Seal of his Company:

Telephone No:

Fax No.:

E-mail ID:

Date:

**Annexure-II**  
(para 3.12)

To,

The Port Authority/State Maritime Board

**Sub: Application for beaching permission.**

Dear Sir,

I/We am/are having licensed to beach and break ships on plot no. \_\_\_\_\_ apply for granting permission to beach ship on my/our plot. Required information is given below.

1. Name of the applicant:
2. Plot No.:
3. Size of the plot:
4. Last vessel beached on:
5. LDT of the last vessel:
6. Present status of the last vessel beached. ( If it is under recycling , percentage yet to be dismantled shall be indicated.)
7. Details of vessel to be beached:-
  - (a). Name:
  - (b) Flag:
  - (c) Origin:
  - (d) Type:
  - (e) LDT:
  - (f) ETA:
  - (g) Last port visited and Last Port Clearance Certificate.
  - (h) Cargo handled during last 3 voyages:
  - (i) Live or dead vessel:
8. Certified that,
  - i. All the information given are true to my best knowledge.
  - ii. All the debris other than clean scrap are removed from sea/sea shore and disposed in approved manner.
  - iii. Gas free certificates viz. (a) for entry into wet or dry dock (b) for man entry (c) gas free certificate for work are obtained from the explosive department and enclosed if the vessel is Oil Tanker

which is attached as Annexure:

- iv. Certificate from master of ship is attached as Annexure:
  - v. Certificate of entry as per Section 36 of the Factories Act, 1948 is obtained from competent person and attached as Annexure:
  - vi. Present status of the total width of the ship/ships along with ship to be beached is less than **5** metres of the width of the plot:
9. Documents attached:
- (a) Original MOA between buyer and seller
  - (b) Challan for payment made to port
  - (c) Customs NOC with challan
  - (d) SPCB authorization
  - (e) Copy of Registered Certificate from TDSF operator
  - (f) Master Certificate (Gas free, CO<sub>2</sub>, No hazardous material)
  - (g) Survey report - original
  - (h) Original physical delivery certificate
  - (i) For oil, petroleum, gas free certificates issued by an officer of Petroleum and Explosives, Safety Organization, Government of India. In case of Chemical Carrier - Certificate from competent persons under the provisions of the Factories Act, 1948.
  - (j) For oil tankers, gas free certificates issued by an officer of Petroleum and Explosives, Safety Organization, Government of India. In case of LPG/LNG tanker of chemical carrier, certificates from competent persons under the provisions of the Factories Act, 1948.
  - (k) Undertaking on Rs. 100 stamp paper with name, full address and contact

-----  
**(For office use only)**

- 1. Date of receipt of application**
- 2. Received by:**
- 3. Beaching permission granted on:**

**Annexure – III**  
(para 5.8)

To,

The Port Authority/State Maritime Board

**Sub: Application for recycling permission.**

Dear Sir,

I/We am/are having licensed to beach and break ships on plot no. \_\_\_\_\_ apply for granting permission to breakship on my/our plot. Required information is given below.

1. Name of the applicant:
2. Plot No.:
3. Size of the plot:
4. Present status of the vessel under cutting:
5. Details of vessel to be broken.
  - (a) Name:
  - (b) Type:
  - (c) LDT:
6. Certified that:-
  - (i) All the information given are true to my best knowledge.
  - (ii) Certificates viz. (a) for man entry into confined spaces likely to contain dangerous fumes & insufficient oxygen, as per the Rules 68-H made under sections 36,41 &112 of the Factories Act, 1948 issued by the Competent Person, (b) Naked Light Certificate (Hot Work Permit) as per the Rules 68 -H made under sections 41 & 112 of the Factories Act, 1948 as issued by the competent person (c) Receipt giving evidence of Custom Clearance of the ship (d) Certified copy of authorization and consent from the

State Pollution Control Board for ship recycling activity; are enclosed as Annexure: ' '. A copy of Ship Specific Dismantling Plan is attached.

**Annexure IV**  
(para 5.8)

**UNDERTAKING**

I, the undersigned, hereby certify that:-

(a) All kinds of petroleum products such as oil, fuel in tank etc. and gas, including CO<sub>2</sub>, gas of the ship have been emptied and evacuated and shall be thoroughly cleaned prior to undertaking cutting operation.

(b) No unauthorized decanting of gas cylinder/**s** and/or tiling of cylinder/**s** with gases such as Freon, Ammonia, Carbon Dioxide etc., is carried out on the plot or within the ship recycling yard as per Gas Cylinder Rules-1981.

Signature:

(Name of the official)

(For office use only)

1. Date of receipt of application:
2. Received by:
3. Beaching permission granted on:

**Annexure-V**  
(Para 3.15)

(FORMAT FOR INFORMATION ON RADIOACTIVE MATERIAL CONTAINED IN THE SHIP, TO BE PROVIDED BY THE SHIP RECYCLER BEFORE ANCHORING)

- 1) Name of the Ship :
- 2) IMO Identification No :
- 3) Flag of the country:
- 4) Call Sign:
- 5) Name of the Master of the ship and his nationality:
- 6) Details of radioactive material contained in the ship while the ship was in service:

Sr. No.	Name of radionuclide	No. of sources*	Total activity (Curies)	Location of the sources in the ship	Purpose of the sources

7. Details of radioactive material present in the ship at the time of anchoring:

Sr. No.	Name of radionuclide	No. of sources*	Total activity (Curies)	Location of the sources in the ship	Purpose of the sources

8. Detail of radioactive devices

S.No.	Device	Make	Model	Sl.No. of device	Name of Manufacturer	Name of radio-nuclide	Activity (curies)	Purpose and location of the device

\*In case of sources contained in devices, details of the type of device, its make and model number is to be given

Undertaking

I hereby certify that:-

All the statements made above are correct to the best of my knowledge and belief.

Name and signature of the Master of the Ship/ Representative of the  
Recycler: Designation

**Annexure-VI**  
(para 3.15)

(FORMAT FOR INFORMATION ON, DESK REVIEW DURING ON BOARD VERIFICATION OF A SHIP FOR PRESENCE OF ANY RADIOACTIVE MATERIAL)

- 1) Name of the Ship:
- 2) IMO Identification No:
- 3) Flag of the country:
- 4) Call Sign
- 5) Name of the Master of the Ship and his nationality:
- 6) Details of the permission issued for anchoring of the ship:
- 7) Results of verification of the information provided in Annexure V:
- 8) Details of any radioactive material recovered from the ship after beaching:

Name(s) and signature(s) of the:

Inspecting Team of the State Maritime Board/Port Authority:

Designation(s):

Name of the organization:

Place;

Date:

**Annexure VII**  
(para 5.11)

FORM OF THE STATEMENT OF COMPLETION OF SHIP RECYCLING

STATEMENT OF COMPLETION OF SHIP RECYCLING

This document is a statement of completion of Ship Recycling for

.....  
(Name of the ship when it was received for recycling/at the point of deregistration)

**Particulars of the Ship as received for recycling**

Distinctive number or letter:

Port of Registry :

Gross tonnage :

IMO number :

Name and address of shipowner :

IMO registered owner :

Identification number

IMO company identification number :

Date of Construction :

Details of hazardous waste generated and disposed:

Attach list.

Details of accidents, if any, including

details of compensation paid :

THIS CONFIRMS THAT:

The ship has been recycled in accordance with the approved as per the Ship Breaking Code, 2013.

(Name and location of the authorized Ship Recycling Facility)

and the recycling of the ship was completed on:

(dd/mm/yyyy)

(Date of completion)

.....  
(Date of issue) (Signature of the Ship Breaker or his representative, with complete address)

R-904/07

IN THE SUPREME COURT OF INDIA

CIVIL ORIGINAL JURISDICTION.

WRIT PETITION (C) NO. 657 of 1995

-102980

Research Foundation for Science

....Petitioner

Versus

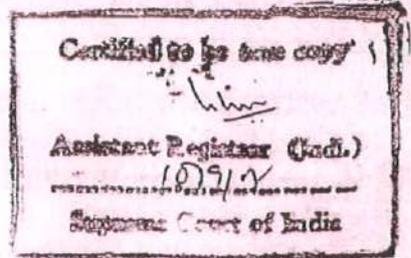
Union of India and Anr.

.....Respondents

(With SLP © No. 16175/1997, C.A. No.7660/1997 and Suo Motu Con. Petition 155/2005)

ORDER

Dr. ARJIT PASAYAT, J



1. By order dated 17.2.2006 in the present W.P.(C) No.657/1995 this Court passed the following order:

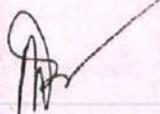
"It is brought to our notice that the ship Clemenceau has been directed to be taken back to France. Therefore, immediate controversy relating to Clemenceau ship seems to be over. But the problem is a recurring one. First and foremost requirement as of today is to find out the infrastructural stability and adequacy of the ship breaking yard at Alang. It has to be found out whether the same are operational/operating in a way that

environmental hazards and pollution are avoided and/or equipped to meet the requirements in that regard. For that purpose, it is necessary to constitute a Committee of technical experts who can, after obtaining views and inviting suggestions from those who would like to give them to find out whether the infrastructure as existing at Alang presently is adequate. If according to the Committee, it is not adequate it shall indicate the deficiencies, and shall also suggest remedial measures to upgrade the infrastructural facilities. For this purpose, Union of India shall, as early as practicable, constitute a Committee of technical experts, some of them having Navy background, preferably retired officers, The Committee shall submit its report to this Court within eight weeks. The expenses of the Committee shall be met by the Ministry of Environment and Forests. Since at various points of time various guidelines have been indicated, it would be appropriate if they are properly codified to be followed scrupulously by all concerned including the Government authorities. The matter is adjourned by ten weeks"

2. Subsequently, time for submission of report was extended from time to time. It appears that in compliance with the aforesaid order the Ministry of Environment and Forests after getting views of the concerned ministries and organizations constituted a Committee for recommending on issues relating to Ship Breaking. In terms of order of the Ministry dated 24.3.2006 the Committee was headed by the then Secretary, Ministry of Environment and Forests and comprised of experts from reputed organizations like National Institute of Occupational Health (NIOH), Ahmedabad, Indian Toxicological Research Centre (ITRC), Lucknow, retired Naval Officers, Academicians from Indian Institutes of Technology (IITs) of Kharagpur and



Chennai and Central Pollution Control Board (CPCB). The Committee after examining various materials and details has submitted its report. During its various sittings, agencies and individuals were called for discussions. They included the Gujarat Maritime Board (in short 'GMB'), Department of Ports, Govt. of Gujarat, representatives of Alang-Sosiya Ship Breakers' Association (in short 'ASSBA Breakers'), Gujarat Pollution Control Board (in short 'GPCB'), Department of Customs, Alang, Directorate of Industrial Safety and Health (in short 'DISH' of Govt. of Gujarat), Representatives of Workers at Alang Sosiya Yard, Assistant Labour Commissioner, Gujarat Enviro Protection and Infrastructure Ltd. (in short 'GEPIL'), operators of Treatment, Storage and Disposal Facility (in short 'TSDF') at Alang. The Committee as it appears from the reports has undertaken a very elaborate and detailed study of the problems and has also suggested valuable norms and solutions. It has focused on the "Hazards Associated with Ship Breaking" under this broad head. Reference has been made to hazards in ship breaking industry, occupational and health issues, primary preparation and breaking, occupational health hazards associated with different stages of ships, secondary breaking and sorting and handling of hazardous materials. It has also focused on ships of special concern and the assessment of hazardous wastes and potentially hazardous materials. It has also referred to



occupational health and safety issues at Alang-Sosiya Yard and the asbestos related issues. Reference has been made to studies conducted by National Institute of Occupational Health and Workers evaluation of State and the Demonstration facility for Asbestos Removal. It has categorized the "ships of special concern" as follows:

3. Table-2.1. Categories of Ships of "Special Concern"

Sl.No.	Category	Nature of Concern	Essential Infrastructure and Precautions Necessary
1.	Warships	Large quantities of PCBs, ACMs	Adequate infrastructure at the yard to handle the identified quantities, adequate approved infrastructure of disposal facilities nearby, adequately trained staff, strict monitoring by SPCB/SMB
2.	Large Passenger Liners	Large quantities of PCBs, ACMs	Adequate infrastructure at the yard to handle the

))

			identified quantities, adequate approved infrastructure of disposal facilities nearby, adequately trained staff, strict monitoring by SPCB/SMB
3.	Nuclear Powered Ships	Residual Radiation Level	Monitoring by AERB/Health Physics Department of BARC of residual radiation level and if found higher than the permissible limits to recommend measures for decontamination. Reactors, cores and all radioactive wastes to be removed by owner before last voyage for breaking
4.	Deep Draft Ships requiring to be beached at 1.5 K.M. or more from the shore base line	Distance from the Beach during beaching	Extra precautions in transferring hazardous materials or materials containing hazardous substances to



12

			avoid spillage into the sea.
5.	IMDG	Hazardous Residues in Cargo Tanks	Adequate infrastructure at the yard to handle the identified quantities, adequate approved infrastructure of disposal facilities nearby, adequately trained staff, strict monitoring by SPCB/SMB
6.	FPSO/Offshore Platforms	Beaching difficulties	Extra precautions in transferring hazardous materials or materials containing hazardous substances to avoid spillage into the sea.

4. The recommended process for anchoring, beaching and breaking needs to be quoted:

"3. Upon entry into the Port area, a ship is allowed to be anchored by dropping one or more anchors to the seabed. This prevents drifting of the ship, tethers it to one spot, and enables

boarding from boats. A ship at anchor may lift its anchors, and sail away. Anchoring of ships is thus fully reversible.

Beaching refers to running aground on the beach a ship meant for breaking by the beaching method. This ship is sailed into the beach under its own power or is towed by barges. A beached ship is rendered immobile, and cannot usually be refloated. Beaching is thus irreversible.

"Ship Breaking" is the process of dismantling a vessel's structure for scrapping or disposal whether conducted at a beach, pier, dry dock or dismantling slip. It includes a wide range of activities, from removing all gear and equipment to cutting down and recycling the ship's infrastructure.

It may be mentioned that a ship at anchor, or while otherwise afloat, requires to be fully manned, with at least generators running. These involve significant costs. There is little possibility of hazardous materials embedded in the ship's equipment or structure being released to the environment, till the stage of ship breaking. Accordingly, the Committee considered that it is not necessary to require ships to remain outside Port limits, or outside the territorial waters, or the Exclusive Economic Zone (EEZ), pending decision on its being permitted to anchor, or beach.

### 3.1. Recommended Process for Anchoring:

The ship owner or recycler should submit the following documents well in advance of the arrival of the ship for recycling for a desk review by the SMB in consultation with SPCB and Customs Department:

- a) Name of the Ship
- b) IMO Identification No.
- c) Flag
- d) Call Sign
- e) Name of the Master of the Ship and his nationality
- f) List of the crew
- g) GRT/NRT/LDT of the ship with supporting documents



h) Assessment of hazardous wastes/hazardous substances: In the structure of the ship, and on board as far as practicable by reference to the ship's drawings, technical specifications, ship's stores, manifest, in consultation with the ship builder, equipment manufacturers and others as appropriate. In the case of ships of special concern, in addition to identification and marking of all areas containing hazardous wastes/hazardous substances, quantification of such wastes/substances would also be necessary.

After desk review by SMB/SPCB/Customs, a decision will be taken regarding permission for anchorage of the ships. In case, permission is refused by any one of these three agencies, the ship owner would be entitled to both a review and appeal. SMB and Customs Dept. would separately notify the procedure therefor along with the time frames and consequences of not adhering to the time frames. In the case of SPCB, while review would be done by an appropriate authority of the SPCB itself, the appeal would lie with the CPCB since there are no specific legal provisions governing this. Once a decision is taken to accord permission for anchorage, instructions for safe anchorage would be issued by the SMB.

### 3.2 Recommended Process for Beaching:

For obtaining beaching permission, the recycler has to submit documents as per Annexure - I of the GMB notification dated 05th July 2003. At anchorage, the ship would be boarded by representatives of Customs Dept./ SPCB/ Explosives Dept/AERB to verify the submissions/data provided for desk review. If considered necessary, an adequate and representative sample may be used for the verification. For oil tankers, Gas Free and Fit for Hot Working certificate should also be submitted in respect of oil cargo tanks and slop tanks.

After verification, beaching permission will be given by SMB based on clearance granted by all the above/concerned departments/agencies. Again in the event of refusal to grant permission for beaching the ship owner shall be entitled to a review and appeal on the lines of provisions governing

anchorage. Thereafter, the recycler pays customs duty and takes charge of the ship.

**3.3 Recommended Process for Breaking:**

The ship recycling plan is an important document. It has two components i.e. Ship Specific Dismantling Plan, and Recycling Facility's Management Plan. To obtain permission for recycling, the recycler is currently required to submit application in Form 2 of GMB's notification dated 05th July 2003 along with the documents specified therein. In addition, the ship recycler should also submit a Dismantling Plan and a copy of the Recycling Facility's Management Plan, along with approval of SPCB therefor.

"A"

**3.3.1. Recycling Facility Management Plan:**

Before granting authorization to the recycling facilities, the SPCB should ensure that the Plan has been adopted by the Board, or the appropriate governing body of the company, and should include:

(a) A policy with focus on adequate worker safety and the protection of human health and environment the establishment of goals leading to the minimization, and ultimately elimination of the adverse effects on human health and the environment caused by ship recycling.

(b) A system for ensuring the implementation of the requirements set out in national regulations, the achievement of goals set out in the policy of the company, and a commitment to continual improvement of the procedures used in ship recycling operations.

(c) Identification of roles and responsibilities of supervisors, contractors, and workers.

(d) A programme for appropriate training of workers and availability of adequate PPEs and material handling equipment.

(e) An emergency preparedness and response plan for the port.

(f) A system for monitoring the performance of the ship recycling operations.

(g) A system for reporting how, the ship recycling operations would be performed, including system for reporting discharges, emissions, and accidents causing damage or potential to cause damage to workers' safety, human health and the environment, due to handling of hazardous wastes, and materials containing hazardous substances.

### 3.3.2. Ship Specific Dismantling Plan:

Before starting the recycling process, the recycler should submit a Dismantling Plan to the authorities, which should include:

- a) Details about the ship, and in particular, a fair assessment of hazardous wastes/hazardous materials.
- b) Ship breaking schedules with sequence of work.
- c) Operational work procedures.
- d) Availability of material handling equipment and PPEs.
- e) Plan for removal of oil and cleaning of tanks.
- f) Hazardous waste handling and disposal plan.
- g) "Gas-free and fit for hot work" certificate issued by the Department of Explosives, or any competent agency authorized by the Department of Explosives.
- h) Identification and marking of all non-breathable spaces by the Recycler.
- i) Identification and marking of all places containing/likely to contain hazardous substances/hazardous wastes.

j) Confirmation to the effect that ballast water has been exchanged in the high seas. The tasks should address all the three phases of recycling, i.e.

- (i) Preparation phase
- (ii) Dismantling phase
- iii) Waste stream management.

k) Asbestos being a major area of concern, the scheme for removing asbestos, and asbestos containing materials (ACMs) on board, and on shore, should be specifically provided. The plan should include arrangements for handling treatment and disposal. Locations having asbestos/ACMs should be marked before commencing dismantling operations.

l) Systems and procedures to be followed to document and keep track of all hazardous waste generated during recycling, as well as hazardous substances found on board the ship, and their transport to the disposal facility or registered recycling facility should be provided."

5. It has also suggested sequence of steps/process for grant of clearance by SMB/SPCB/Customs Department for ships destined for dismantling at Ship Breaking Yards. The same reads as follows:

- (i) The removal of asbestos dust and fibres and its handling should be done in a wet condition.
- (ii) On shore removal of asbestos should be done in enclosures maintained under negative pressure, with filters for outgoing air and wastewater. The applicable



BIS specifications should be adhered to in respect of such enclosures.

(iii) For ships of "Special Concern", where asbestos/ACMs quantities are the Special Concern, asbestos/ACMs removal on board should be done in enclosures maintained under negative pressure with arrangements for filtration of outgoing air and wastewater. For other ships, the practice of wet removal of asbestos on board may be adequate with the use of appropriate PPEs.

(iv) The asbestos and broken pieces of ACM's sheets/panels thus removed should be packed in leak proof synthetic packets and disposed of at secured landfills where the packets should be solidified by mixing with cement. Recovered and usable ACMs sheets/panels may be sold for reuse as permitted by law.

(v) PPEs like masks under positive pressure (or masks or respirators meeting BIS specifications for asbestos handling) should be provided to all the workers engaged in asbestos removal.

(vi) Asbestos fiber concentrations should be monitored regularly.

6. The report contains recommendations on management of occupational safety and health issues and handling of hazardous materials and hazardous wastes. The report also identifies the stake holders. It is pointed out that the agencies responsible for ensuring compliance with the regulations in Gujarat are GMB, DISH, Govt. of Gujarat, GPCB, Customs and the Petroleum Safety Organisation. Reference has also been made to Workers Welfare issues. Summary of the recommendations has been categorised into four categories i.e. immediate, short term, medium term and long term.

7. We have heard learned counsel for the parties at length. There is unanimity that the report is a comprehensive one. Certain suggestions have been given by Mr. Parekh to the effect that there should be additional precaution for de-contamination. It is suggested that before leaving port in a foreign country a certificate that it is totally de-contaminated should be obtained. We find many practical difficulties in accepting this suggestion. In fact the decontamination aspect has been taken care of in the report. The authorities in India can without the certificate at the stage of anchorage

verify and come to a conclusion that if the ship is contaminated same is to be sent back.

8. In Research Foundation for Science Technology National Resource Policy v. Union of India and Anr. (2005 (10) SCC 510) while dealing with the aspect of ship breaking. It was noted as follows:

(2) Ship-breaking:

We accept the following recommendations of HPC:

“(1) Before a ship arrives at port, it should have proper consent from the authority concerned or the State Maritime Board, stating that it does not contain any hazardous waste or radioactive substances. AERB should be consulted in the matter in appropriate cases.

(2) The ship should be properly decontaminated by the ship owner prior to the breaking. This should be ensured by SPCBs.

(3) Waste generated by the ship-breaking process should be classified into hazardous and non-hazardous categories, and their quantity should be made known to the authority concerned or the State Maritime Board.

(4) Disposal of waste material viz, oil, cotton, dead cargo of inorganic material like hydrated/solidified elements, thermocol pieces, glass wool, rubber, broken tiles, etc. should be done in a proper manner, utilising technologies that meet the criteria of an effective destruction efficiently of 99.9 per cent, with no generation of persistent organic pollutants, and complete containment of all gaseous, liquid and solid residues

21

for analysis and, if needed, reprocessing. Such disposed-of material should be kept at a specified place earmarked for this purpose. Special care must be taken in the handling of asbestos wastes, and total quantities of such waste should be made known to the authorities concerned. The Gujarat Pollution Control Board should authorise appropriate final disposal of asbestos waste.

(5) The ship-breaking industries should be given authorization under Rule 5 of the HW Rules, 2003, only if they have provisions for disposal of the waste in environmentally sound manner. All authorisations should be renewed only if an industry has facilities for disposal of waste in environmentally sound manner.

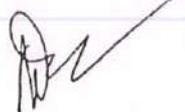
(6) The State Maritime Board should insist that all quantities of waste oil, sludge and other similar mineral oils and paint chips are carefully removed from the ship and taken immediately to areas outside the beach, for safe disposal.

(7) There should be immediate ban of burning of any material whether hazardous or non-hazardous on the beach.

(8) The State Pollution Control Board (of Gujarat and other coastal States where this ship-breaking activity is done) be directed to close all units which are not authorised under the HW Rules.

(9) That the plots where no activities are being currently conducted should not be allowed to commence any fresh ship-breaking activity unless they have necessary authorisation.

(10) The Gujarat PCBs should ensure continuous monitoring of ambient air and noise level as per the standards fixed. The Gujarat PCBs be further directed to install proper equipment and infrastructure for analysis to enable them to conduct first-level inspection of hazardous material, radioactive substances (wherever applicable). AER shall be consulted in such cases.



(11) The Gujarat SPCB will ensure compliance with the new Gujarat Maritime Board (Prevention of Fire and Accidents for Safety and Welfare of Workers and Protection of Environment during Ship breaking Activities) Regulations, 2000, by the Gujarat Maritime Board and should submit a compliance report to the Court within one year of the coming into force of the said Regulations.

(12) The notification issued by GMB in 2001 on gas free for hot work, should be made mandatory and no ship should be given a beaching permission unless this certificate is shown. Any explosion irrespective of the possession of certification should be dealt with sternly and the licence of the plot-holder should be cancelled and the Explosives Inspector should be prosecuted accordingly for giving the false certificate.

(13) A complete inventory of hazardous waste on board of ship should be made mandatory for the shipowner. And no breaking permission should be granted without such an inventory. This inventory should also be submitted by GMB to SPCBs concerned to ensure safe disposal of hazardous and toxic waste.

(14) The Gujarat Maritime Board and Gujarat SPCB officers should visit sites at regular intervals so that the plot-owners know that these institutions are serious about improvement in operational standards. An inter-ministerial Committee comprising Ministry of Surface Transport, Ministry of Steel, Ministry of Labour and Ministry of Environment should be constituted with the involvement of labour and environment organisations and representatives of the ship-breaking industry.

(15) SPCBs along with the State Maritime Boards should prepare landfill sites and incinerators as per CPCB guidelines and only after prior approval of CPCB. This action should be taken in a time-bound manner. The maximum time allowed should be one year.

(16) At the international level, India should participate in international meetings on ship-breaking at the level of the International Maritime Organisation and the Basel Convention's Technical Working Group with a clear mandate for the decontamination of ships of their hazardous substances such as asbestos, waste oil, gas and PCBs, prior to export to India for breaking. Participation should include from Central and State level.

(17) The continuation or expansion of the Alang ship-breaking operations should be permitted subject to compliance with the above recommendations by the plot-holders.

(18) That the above conditions also apply to other ship-breaking activities in other coastal States."

9. It is desirable that the Government of India shall formulate a comprehensive Code incorporating the recommendations and the same has to be operative until the concerned Statutes are amended to be in line with the recommendations. Until the Code comes into play, the recommendations shall be operative by virtue of this order. Until further orders, the officials of Gujarat Marine Board, the concerned State Pollution Control Board, officials of the Customs Department, National Institute of Occupational Health (in short 'NIOH') and Atomic Energy Regulatory Board (in short 'AERB') shall oversee the arrangement. The Collector of the State shall be associated when the actual dismantling takes place. Within three weeks the Central Government shall notify the particular authorities. The vetting of the

17  
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documents to be submitted for the purpose of grant of permission for ship breaking shall be done by the authorities indicated above.

10. It is ordered accordingly.

7/9/07

sd  
.....J.  
(Dr. ARIJIT PASAYAT)

sd  
.....J.  
(S.H. KAPADIA)

New Delhi,  
September 6, 2007

**ANNEXURE-VI****VESSELS BROKEN AT SACHANA SHIP BREAKING YARD BEFORE 2012**



**VESSELS BROKEN AT SACHANA SHIP BREAKING YARD BEFORE 2012**



**GUJARAT MARITIME BOARD**  
OFFICE OF THE PORT OFFICER  
GMB COMPLEX. JAMNAGAR.

☎ 0288-2712307/2712816/2711805/2711806 [Fax-2712815]

NO-GMB-POT-BEDI- 142

DT-20-04.2012.

To,  
M/s.ARK Shipping Agency,  
Jamnagar.

Sub: - Anchoring Permission for the ship **MV.BLUE STAR.**

Sir,

In connection with the above subject, Hon'ble Supreme Court of India Issued direction with respect to the recommended process for anchoring, Beaching and Breaking of ship vide its order dated:-06/09/2007 in WP No:-657 of 1995.

As per your application dated:- 18.04.2012 for an anchoring permission of above vessel and you have submitted the relevant document as per Hon'ble supreme court order dated:-06/09/2007.

Based on the above documents permission for the anchoring of the said vessel **MV.BLUE STAR** at Bedi anchorage is hereby granted:

Yours faithfully.

  
PORT OFFICER  
BEDI PORT




:: सीमाशुल्क अधीक्षक कार्यालय, सीमाशुल्क सदन, ::  
"गायत्री भुवन", पार्क कोलोनी, मोटर हाउस एरिया,  
जय भवानी डेरी फार्म के पीछे, जामनगर-361008

:: OFFICE OF THE SUPERINTENDENT OF CUSTOM HOUSE ::  
"GAYATRI BHUVAN" PARK COLONY, MOTOR HOUSE AREA,  
B/H JAI BHAVANI DAIRY FARM, JAMNAGAR-361 008.  
दूरभाष / PHONE NO. फॅक्स / FAX NO. No.0288-2550332  
Email ID : bedicustoms@rediffmail.com

*Probleic*  
*day*  
*20*  
*2012*  
*[Signature]*

फा. क्रमांक:- IGM No.01/18.04.2012

*01/2*

दिनांक :- 20.04.2012

**:: DESK REVIEW REPORT ::**

Desk Review Report on the Prior IGM No. F-01 dated 18.04.2012 filed in respect of M.V. BLUE STAR by the agent M/s. Ark Shipping Agency, Jamnagar arrived for demolition is as under :-

M/s. ARK Shipping Agency, Jamnagar (hereinafter referred to as the agents for short) have filed prior IGM No. F- 01 dated 18.04.2012 in respect of M.V. BLUE STAR including following details.

1.

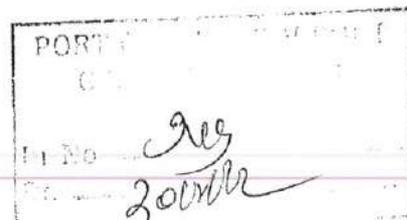
a. Name of the ship	:	M.V. BLUE STAR
b. IMO identification no.	:	9037018
c. Flag	:	Korea
d. Type of Ship	:	Cargo Ship
e. Call Sign	:	DSQE5
f. Arrival from Last Port & Country	:	Kandla, India
g. Built Year and Country	:	1995, Romania
h. GRT/NRT/LDT	:	12233/7042/6492 MT

2. Following details have also been submitted by the agents.

a. Name of the Master of the ship and his nationality : Capt. Won Joonsik, S. Korea Nationality.

b. List of the Crew : As per the document titled as Desk review submitted by the Agent and the crew list filed in the I.G.M., there are total 14 crews (out of which 11 crew members are of Myanmar nationality, 02 crew members are of S. Korean Nationality and 01 crew member is of Indonesia nationality.

3. Assessment of Hazardous waste/Hazardous substances : In the desk review submitted by the Agent, it is mentioned at Sl. No.29 that there is no hazardous waste in loose form on board. Also the Master of the said vessel/Agent have not declared any prohibited Hazardous waste in the declaration/boarding papers filed under section 30 of the Customs Act, 1962.



4. Further, the Gujarat Pollution Control Board, Jamnagar vide their letter dated 19.04.2012 has also stated that there is no hazardous waste in loose form on board of the said vessel as per the schedule-6 of the Hazardous Waste (Management, handling & T.M.) Rules, 2008.
5. In view of above para, this office does not have any objection prima-face on the basis of documents submitted by the agents and letter dated 19.04.2012 issued by the GPCB, Jamnagar, and letter dated 20.04.2012 by the GMB regarding Ship anchoring permission. This no objection is without prejudice to restrictions/prohibition under the Customs Act, 1962 or any other law for the time being in force.
6. This report is issued as per the Standing Order No. 06/2007-08/CCP/JMR dated 6.11.2007 issued by the Hon'ble Commissioner of Customs (Preventive), Jamnagar consequent upon Hon'ble Supreme Court of the India's Order dated 06.09.07 in the Writ Petition bearing No. 657/1995 and is without prejudice to any action that can be taken under the Customs Act 1962, or any other law, time being in force.

  
(एन. डी. शेट्टी) 20/04/12

अधीक्षक

सीमा शुल्क सदन - जामनगर

Copy forwarded to :

The Port Officer,  
(Through M/s. Ark Shipping Agency, Jamnagar)  
Gujarat Maritime Board,  
Bedi Port,  
Jamnagar.

Copy submitted to :

1. The Assistant Commissioner of Customs, Customs Division, Jamnagar... for kind information.
2. The Regional Officer, Gujarat Pollution Control Board, Jamnagar (Through M/s. Ark Shipping Agency, Jamnagar).
3. M/s. Ark Shipping Agency, Jamnagar as owners agents.
4. Importers/recyclers (with a request to agents M/s. Ark Shipping Agency, Jamnagar to serve upon the copy of this to them)
5. Boarding officer for the purpose of para B (I) of Standing order.



## CUSTOMS HOUSE KANDLA PORT CLEARANCE CERTIFICATE

Port Clearance No. F-99 Dated 20.04.2012

Valid till 20.4.12 (23:59 hrs)

This is to certify that the Vessel MV. BLUE STAR

Commander's Name WON JOONSIK

Burthen: 7042 Passenger: NIL Crew: 14

Under S.KOREA colours

For SINGAPORE FOR ORDER (port s name)

Vessel said  IN BALLAST / WITH FOREIGN SAME BOTTOM CARGO / WITH EXPORT CARGO

The commander of the said vessel has rendered or has through the ship's agents undertaken to render an account of the import and export cargo and has otherwise complied with all the regulations for the port.

Date: 20.04.2012

*Juluu*  
20/4/12  
For Assistant Commissioner of Customs  
Custom House: Kandla

*Kam*  
20/4/12

LIGHT DUES PAID AT KANDLA

VIDE RECEIPT NO. 76412/65

DATED 17/04/2012 FOR Rs. 56336/

WHICH BECOME PAYABLE ON DEPARTURE



To  
The Boarding officer  
Bedi Customs  
Jamnagar.

Subject :- Regarding Diversion to Bedi

Sir,

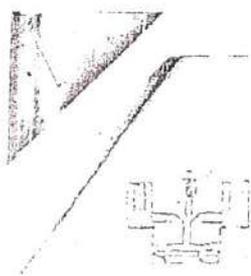
This is to bring to your kind notice that I received port clearance from Kandla to Singapore but during voyage I got telephonic instruction from my owner to divert for Bedi port as the vessel was sold for demolition.

Kindly accept the port clearance  
Thanking you.

Yours Sincerely

only received without  
any prejudice





AERE/Ship-Breaking/Verification/Form II/Re

ATOMIC ENERGY REGULATORY BOARD  
NIYAMAK BHAVAN, ANUSHAKTINAGAR,  
MUMBAI - 400 094

FORM - II

(FORMAT FOR INFORMATION ON DESK REVIEW DURING ON BOARD VERIFICATION OF A SHIP FOR PRESECE AND RADIOACTIVE MATERIAL)

- 1. Name of the Ship : M.V. BLUE STAR / Multipurpose General Cargo
- 2. IMO Identification No. : 9037018
- 3. Flag : Korea
- 4. Call Sign : DSQES
- 5. Name of the Master of Ship & his Nationality : Capt. Won Joonsik (S. Korean)
- 6. Details of the Permission issued for Anchoring of the Ship: Attached herewith .
- 7. Result of Verification of the Information Provided in Form - I: All information are correct.
- 8. Details of any Radioactive Material recovered from the Ship after anchoring:  
Total 140 no. of smoke detectors having Am 241 0.5 Hci each radioactive material are found.

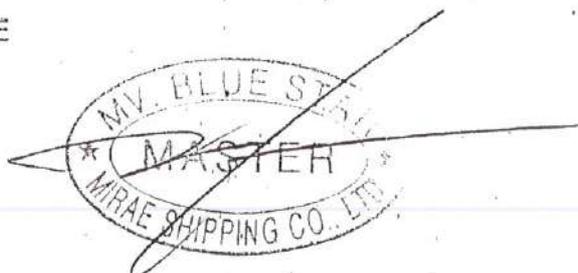
Name(s) and Signature of the:  
Inspecting Team of Gujarat Maritime Board:

Designation(s): R.S.O.

*Attala*  
Chima Patel

Name of the Organization: GUJARAT MARITIME BOARD

Jamnagar  
Place: BHAVNAGAR ANCHORAGE  
Date: 22/4/2008 2012



Page No 2

Undertaking:

I hereby certify that

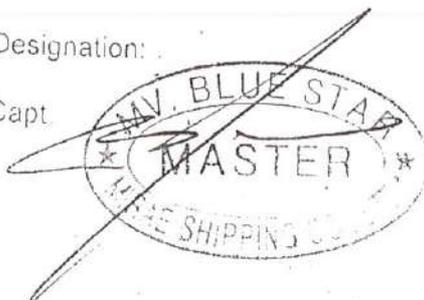
All the statements made above are correct to the best of my knowledge and belief.

Name and Signature of the Master of  
The Ship/representative of the Recycler

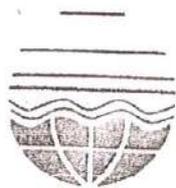
Designation:

Capt

Jamnagar  
Place: BHAVNAGAR ANCHORAGE  
Date: 22/4/2008  
2012







## GUJARAT POLLUTION CONTROL BOARD

Paryavaran Bhavan

Sector-10-A, Gandhinagar - 382 010.

Fax : (079) 23232156

Website : [www.gpcb.gov.in](http://www.gpcb.gov.in)

- 2.5 The authorization is subject to the conditions stated below and such other conditions as may be Specified in the rules from time to time under the Environment (Protection) Act-1986.

### 3 TERMS AND CONDITIONS OF AUTHORISATION

- a) The applicant shall comply with the provisions of the Environment (Protection) Act - 1986 and the rules made there under.
  - b) The authorisation shall be produced for inspection at the request of an officer authorized by the Gujarat Pollution Control Board.
  - c) The persons authorized shall not rent, lend, sell, and transfer of otherwise transport the hazardous wastes without obtaining prior permission of the Gujarat Pollution Control Board.
  - d) Any unauthorized change in personnel, equipment or working conditions as mentioned in the authorisation order by the persons authorized shall constitute a breach of this authorisation.
  - e) It is the duty of the authorised person to take prior permission of the Gujarat Pollution Control Board to close down the facility.
  - f) An application for the renewal of an authorisation shall be made as laid down in rule 5 (6) (ii).
  - g) Ind. Shall have to manage waste oil, discarded containers etc as per Rules 2008.
  - h) Ind. Shall submit annual report within 15 days and sub sequently by 31<sup>st</sup> January every year.
4. You shall submit following documents to Regional Office, Bhavnagar well in advance of the arrival of the ship for recycling for a desk review
- a. Name of the ship
  - b. IMO Identification No.
  - c. Flag
  - d. Call sign
  - e. Name of the Master of the Ship and his nationality
  - f. List of the crew
  - g. GRT/NRT/LDT of the ship with supporting documents
  - h. Assessment of Hazardous Waste / Hazardous Substance
5. The Recycling Facility Management Plan(RFMP) submitted by you is approved for a period up to 30-09-2009 based on the recommendations made by the Committee constituted by the Board vide its order dated with the condition that you shall submit following details within 2 months to the Board and modify the RFMP accordingly and upgrade the facilities within 6 months. If you fail to comply with the directives to upgrade the facilities as proposed in revised RFMP within six months, you will stop all activities including ship breaking activities. The RFMP must contain following things besides items listed in 3.3.1 of TEC report.
6. Map showing layout of the plot including existing facilities and also the proposed ones.
- A. Minimum facilities to be created immediately are-
    - a. Hazardous/ Non-Hazardous Waste Storage Facility
    - b. Asbestos Handling and Removal Facility as per TEC Report
    - c. LPG Cylinder Storage Facility as per Explosive Act
    - d. Sanitation/ Drinking Water Facility/ Washing Facility
    - e. Workers Changer Room
    - f. First Aid Facility
    - g. Fire Fighting Facility



## GUJARAT POLLUTION CONTROL BOARD

### Paryavaran Bhavan

Sector-10-A, Gandhinagar - 382 010.

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Some of the facilities like Asbestos Removal, Bilge Treatment etc. shall be developed and utilized as common facilities amongst group of the Ship recyclers on mutually agreeable conditions. This may be reported to concerned authorities.

- 7) The various details of the plot including its size and the number and type of ships it can accommodate at a time in terms of LDT as per various laws in force.
- 8) Details about Allocation of various resources at a time, considering the maximum number of beached ships on a plot. The resources would include Labour, Machinery, Equipments, PPE's, fire fighting and emergency response system including the Oil Spill Combat System etc.
- 9) The details about implementation of various National regulations/ laws including-
  - a. CRZ, 1991 & its subsequent amendments
  - b. Factories Act, 1948
  - c. Minimum Wages Act, 1948
  - d. Other relevant labour laws
  - e. Relevant Environment laws
  - f. GMB Regulations
- 10) Annual Schedule for training to workers would be chalked out depending upon the number and type of skilled, semi skilled and unskilled labourers. An annual training program giving a brief about the training module and number of days for training must be mentioned. This can be in a tabulated form.
- 11) Identifying emergencies together with the roles to be played by each individual, at different levels, in the plot. This must be precisely worked out in detail.. It should also lead to generation of reports. Use of Case Studies in emergency must be emphasized upon.
- 12) The Response Plan including the one for fire fighting and other disasters/ accidents must address all the possible exigencies. Regular mock drills must be conducted in consultation with authorities viz.GMB, DISH, Labour Department, GPCB etc.
- 13) Monitoring of the ship recycling operations must also be done by plot holders themselves and a time table regarding the same must be submitted. The monitoring to be carried out by the plot holders must lead to generation of reports which can be verified by various agencies/authorities. at the time of inspection by these agencies/authorities.
- 14) The details of Environment Management System as regards to waste water discharge, air emissions, hazardous waste material and disposal including that of PCBs and Asbestos and Asbestos containing material must be also given. Management system related to human health including that of workers safety issues and about accidents that causes or is likely to cause damage to workers safety human health and environment must also be mentioned.
- 15) You shall also comply with the following conditions for the removal and disposal of Hazardous wastes.
  - a) The removal of asbestos dust and fibers and its handling should be done in a wet condition .



# GUJARAT POLLUTION CONTROL BOARD

## Paryavaran Bhavan

Sector-10-A, Gandhinagar - 382 010.

Fax : (079) 23232156

Website : [www.gpcb.gov.in](http://www.gpcb.gov.in)

- b) On shore removal of asbestos should be done in enclosures maintained under negative pressure with filters for out going air and waste water. The applicable BIS specification should be adhered to in respect of such enclosures.
  - c) For ships of "Special concerns" where asbestoses/ ACM, quantities are the special concerns, asbestos/ ACM removal on Board should be done in enclosures maintained under negative pressure with arrangement for filtration of out going air and waste water. For other ships, the practice of wet removal of asbestos on board may be adequate with the use of appropriate PPEs
  - d) The asbestos and broken pieces of ACMs sheets / panels thus removed should be packed in leak proof synthetic packets and disposed of at TSDF, Alang where the packets should be solidified by mixing with cement. Recovered and usable ACMs sheets/panels may be sold for reuse as permitted by law.
  - e) PPEs like masks under positive pressure (or masks or respirators meeting BIS specification for asbestos handling) should be provided to all workers engaged in asbestos removal.
- 16) Asbestos fiber concentration should be monitored regularly.
  - 17) Asbestos fiber concentration in ambient air both at plot and ship should be monitored regularly and data so obtained during dismantling of each ship should be submitted to Gujarat Pollution Control Board.
  - 18) Bilge water shall be treated in ETP. A common facility for such purpose may be developed by the association, GMB, group of plot holders or any other agency. Till that time the unit shall send their bilge water to nearby CETP through tankers.
  - 19) The Ballast water is required to be exchanged at high seas to avoid entry of foreign organisms in to the local environment. The left out sediments may be disposed of at a reception facility at the yard set up by the GMB or authorized agencies on cost-recovery basis..
  - 20) Oil sediment removal practices should be modernized to avoid workers getting exposed to unhygienic environment. The yards should use mobile tank cleaning systems to clean the tank surfaces by adopting modern methods in which detergents and high pressure jets are used.
  - 21) Due to the possibility of residual leaching and risk to marine organism, a means for collection of paint chips from the hull falling on the beach shall be explored by the ship recycler to avoid their getting carried into the sea. All collected paint chips should be sent to TSDF for stabilization, solidification and disposal.
  - 22) Toxic paints or coatings should be removed up to a distance of 10 cm from the cutting line of the plates. If removal is not possible or feasible, cutting may be done provided that the operators are equipped with respiratory protective equipments such as airlines respirators. In case of surface blasting involving high pressure equipment, periodic checking of pressure equipments/tools should be done. Abrasive blast material should be disposed of in TSDF at Alang. Alternatively, mechanical removal may be practiced using power tools but in no case the thermal tools can be used.
  - 23) The remains from pieces of cables, from which the Copper, Aluminum etc have been or is to be removed, have to be disposed of at TSDF. The plot holder will be responsible for disposal of such remains containing PCBs even while selling the cable to traders.
  - 24) A scientific waste accounting system should be maintained by the ship recycler and the wastes should be sold or disposed of through a manifest system in accordance with hazardous (Management & Handling) Rules 1989 as amended in 2003 .
  - 25) The permissible exposure limit for fiber depending upon the type of asbestos unit shall comply with the emission standard for asbestos in work environment which shall be as follows:-
    - Asbestos Fiber – 1 Fiber/ C.C of Air for chrysotile
    - 0.5 fiber /C.C. of Air for amosite
    - 0.2 fiber /C.C of Air for crocidolite
  - 26) The Committee of Technical expert's report must be followed in letter and spirit.



## GUJARAT POLLUTION CONTROL BOARD

Paryavaran Bhavan

Sector-10-A, Gandhinagar - 382 010.

Fax : (079) 23232156

Website : www.gpcb.gov.in

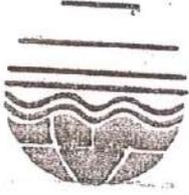
27. GENERAL CONDITIONS:-
- 27.1 Any change in personnel, equipment or working conditions as mentioned in the consents form/order should immediately be intimated to this Board.
- 27.2 Applicant shall also comply with the general conditions given in annexure I.
- 27.3 The waste generator shall be totally responsible for (I.E. Collection, storage, transportation and ultimate disposal) of the wastes generated.
- 27.4 Records of waste generation, its management and annual return shall be submitted to Gujarat Pollution Control Board in Form - 4 by 31-st January of every year.
- 27.5 In case of any accident, details of the same shall be submitted in Form - 5 to Gujarat Pollution Control Board.
- 27.6 As per "Public liability Insurance Act - 91" company shall get Insurance policy, if applicable.
- 27.7 Empty drums and containers of toxic and hazards material shall be treated as per guideline published for "management & handling of discarded containers". Records of the same shall be maintained and forwarded to Gujarat Pollution Control Board regularly.
- 27.8 In no case any kind of hazardous waste shall be imported without prior approval of appropriate authority.
- 27.9 In case of transport of hazardous waste to a facility for (I.E. Treatment, Storage and disposal) existing in a state other than the state where hazardous waste are generated, the occupier shall obtain "No Objection certificate" from the state pollution Control Board, the Committee of the concerned state or Union territory Administration where the facility exists.
- 27.10 Unit shall take all concrete measures to show tangible results in waste generation reduction, avoidance, reuse and recycle. Action taken in this regards shall be submitted within three months and also along with Form - 4.
- 27.11 Industry shall have to display the relevant information with regard to hazardous waste as indicated in the Hon Supreme Court's order in W.P. No.657 of 1995 dated 14th October 2003.
- 27.12 Industry shall have to display on-line data outside the main factory gate with regard to quantity and nature of hazardous chemicals being handled in the plant, including wastewater and air emissions and solid hazardous waste generated within the factory premises.

For and on behalf of  
Gujarat Pollution Control Board

(R.V.PATEL)  
Environmental Engineer

NO: GPCB/ CCA-JMN- 463 / 18490

24 AUG 2009



# GUJARAT POLLUTION CONTROL BOARD

Paryavaran Bhavan

Sector-10-A, Gandhinagar-382 010.

Phone : (079) 23226295

Fax : (079) 23232155

Website : www.gpcb.gov.in

## AMENDMENT IN APPROVAL OF RFMP

NO:GPCB/CCA-JMN-492/GPCB-ID-10612 / 52012

27 MAY 2010

To,  
 ✓ M/S: SARASWATI ENTERPRISES  
 PLOT NO:15,SACHANA SHIP BERAKING YARD,  
 SACHANA,  
 DIST- JAMNAGAR.

**Sub:- Amendment in Approval of RFMP and Amendment of Authorization under the Hazardous Waste (Management and Handling) Rules'1989 as amended from time to time under E.P.Act'1986 .**

**Ref:-(1) Your Recycling Facility Management Plan submitted at our Regional Office, JAMNAGAR**

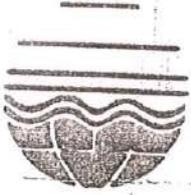
**(2) RFMP Approval meeting held on 05/04/10.**

**(3) This office letter no:GPCB/CCA/JMN-463/23354 dated 16/10/09**

Sirs,

In pursuance of the directions issued by Honorable Supreme Court of India vide its order dated 06/09/2007, and revised Recycling Facility Management Plan submitted by you at Regional Office, JAMNAGAR, the RFMP Approval order issued vide this office letter no:GPCB/CCA/JMN-492/40313 dated 04/01/10 is Reviewing and now being amended the RFMP and incorporating following additional conditions:-

- 1) The Recycling Facility Management Plan is approved for a period up to 30/09/2014.
- 5) All terms and conditions mentioned in the Authorization order no-H-33770 dated 30/07/09 and letter of RFMP Approval vide ref no:3 issued shall remain unchanged.

**GUJARAT POLLUTION CONTROL BOARD****Paryavaran Bhavan****Sector-10-A, Gandhinagar-382 010.****Phone : (079) 23226295****Fax : (079) 23232156****Website : [www.gpcb.gov.in](http://www.gpcb.gov.in)**

For and on behalf of

Gujarat Pollution Control Board

**(R.V.PATEL)****Environmental Engineer**

Copy to:-

- 1) R.O. JAMNAGAR. To carryout monitoring of this unit and verify compliance of above condition as per schedule decided by the Board and submit report.
- 2) Office copy.

**GUJARAT MARITIME BOARD**  
**OFFICE OF THE PORT OFFICER**  
**GMB COMPLEX SARU SECTION ROAD, JAMNAGAR.**

NO-GMB-POT-BEDI-477

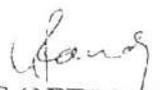
DT: 23.04.2012.

2/4

**-: CERTIFICATE :-**

This is to certify that this office has no objection to allow "M.V.BLUE STAR" of dated:- 21.04.2012 lying at Bedi Port to proceed to Sachana Ship Breaking Yard for Beaching at Sachana Plot No:-15. This permission is only for Beaching and not for dismantling.

For dismantling permission please submit necessary documents as required by Hon'ble Supreme Court guide lines prior breaking of vessel.

  
**PORT OFFICER**  
**BEDI PORT.**

Issued to:-

(01) M/s. Saraswati Enterprise, Sachana. For further necessary action.

Copy f.w.c to:-

- (01) The Superintendent of Customs, Jamnagar.
- (02) The Environment Engineer, Gujarat Maritime Board, Gandhinagar.
- (03) M/s. ARK Shipping Agency, Jamnagar.

Copy to:-

- (01) The Port Supervisor, Sachana Port. For Information.

**GUJARAT MARITIME BOARD**  
**OFFICE OF THE PORT OFFICER**  
**GMB COMPLEX SARU SECTION ROAD, JAMNAGAR.**

NO:-GMB / PO / BEDI/ SACHANA / 172

DT:-26.07.2012.

To,  
M/s. Saraswati Enterprise.  
Sachana Ship Breaking Yard, Plot No-15,  
Sachana, Dist:- Jamnagar.

Sub- Removal of oil and as far as practicable all combustibile and hazardous material from the vessel  
MV.BLUE STAR.

Ref:- Beaching permission No:- GMB/POT/BEDI/171 Dated:-24.04.2012.

Your application dated:- 26.07.2012. & Honorable High Court Oral Order dated:-24.07.2012.

Before removal of oil and as far as practicable all combustibile and hazardous material from the vessel, may please be removed and the following must be complied with.

01. Date of starting must be communicated to this office as well as Gujarat Pollution Control Board in writing.
02. It is strictly directed to ensure that prior to carry your above activities, CO2/FIRE FIGHTING SYSTEM OF THE SHIP HAS BEEN EMPTIED AND THE CYLINDERS ARE LOWERED FROM THE SHIP.
03. Proper ventilation arrangement should be made to improve safe working condition.
04. Workers engaged must be trained for the particular trade / job.
05. Proper PPEs of approved make (BIS) are provided and used by the worker.
06. Proper Fire Fighting arrangement should be kept ready for any emergency.
07. In case of oil spillage, take immediate steps as per guideline of Gujarat Pollution Control Board and inform this office as well as Gujarat Pollution Control Board immediately.
08. You must appoint QUALIFIED SAFETY OFFICER / SUPERVISOR AS PER GUJARAT FACTORIES RULES – 1963 before starting removal of oil and as far as practicable all combustibile and hazardous material from the vessel and all activities must be carried out under his / their strict supervision and permission.
09. This permission is for COLD PROCESS WORKS ONLY and NO HOT WORK is permitted, subject to Hon'ble.High Court order this work should be completed within 8 days and inform to this office earlier.

*[Signature]*  
PORT OFFICER  
BEDI PORT

**Copy submitted to:-**

The Chief Conservator of Forest, Forest Department, Jamnagar. For information please.  
The Financial Controller Cum Chief Account Officer, Gujarat Maritime Board, Gandhinagar.

**Copy fwcs to:-**

The Financial Controller Cum Chief Account Officer, Gujarat Maritime Board, Gandhinagar.

- The Deputy General Manager (Env), Gujarat Maritime Board, Gandhinagar.
- The Regional Officer, Gujarat Pollution Control Board, Jamnagar- for information.
- Copy to:- The Port Supervisor, Sachana. for information and necessary action which may include joint supervision of the entire oil removal process.

*copy submitted to.*

*The District & P.W. Officer, Jamnagar District, Jamnagar to  
in coordination & necessary action please.*

*[Signature]*  
PORT OFFICER  
BEDI PORT



**REGIONAL OFFICE**  
**GUJARAT POLLUTION CONTROL BOARD**

**IS/ISO: 9001:2008 and IS/ISO: 14001:2004 Organization**

**SARDAR PATEL BHAVAN, RAMESHWAR NAGAR, JAMNAGAR-361008. PH. : 2752366 FAX: 0288-2753540**

Ref.: GPCB/JMN-1029 / *179/1*

*EXABIC*

Date:

To  
 The Port Officer,  
 Gujarat Maritime Board,  
 Office of the Port Officer,  
 Bedi Port, Jamnagar.

**23 OCT 2012**

*20*  
*23.10.2012*

PORT OFFICE BEDI PORT G.M.B. JAMNAGAR	
In No.	<i>6653</i>
Dt.	<i>11-12</i>

Sub.: Ensuring of ship with respect to decontamination.

- Ref.: 1) GPCB H.O. Letter No.1-GPCB/HAZ/GEN-66(5)34622 Dtd.: 04.12.03 and  
 Letter No.2: HAZ/BHV-C-92/28488 Dtd.: 10.10.07  
 2) Decontamination application submitted by the party on 22/10/12.  
 3) Monitoring report submitted by the officials of this office on Dated:- 22/10/2012.

Sir,

In connection with the direction issued by the Hon'ble Supreme Court of India with respect to the ship breaking activity in the order dtd.14-10-2003 & 06-09-2007 in WP No.657 of 1995, it is required to ensure that ship is properly decontaminated by the ship owner prior to the breaking. Considering this and as per the our H.O. letter under reference-2, necessary certificate required from this office before granting permission for breaking of ship by Gujarat Maritime Board is enclosed herewith for the ship M.V. BLUE STAR.

For & behalf of  
 Gujarat Pollution Control Board

*M. S. Shukla*  
 (M. S. Shukla)  
 Regional Officer

Encl.: as above.

Copy to:

- 1) The Member Secretary, Gujarat Pollution Control Board, Sector 10-A, Gandhinagar.
- 2) M/s Saraswati Enterprise, Plot No.15, Sachana Ship Breaking Yard, Sachana,  
 Dist. Jamnagar
- 3) Select file : JMN - 1029.



## REGIONAL OFFICE

## GUJARAT POLLUTION CONTROL BOARD

IS/ISO: 9001:2008 and IS/ISO: 14001:2004 Organization

SARDAR PATEL BHAVAN, RAMESHWAR NAGAR, JAMNAGAR-361008. PH. : 2752366 FAX: 0288-2753540

CERTIFICATE  
TO WHOM IT MAY CONCERN

This is to certify that our officials from Regional Office, Jamnagar have inspected Plot No. 15 and ship M.V. BLUE STAR on 22/10/2012 By visual inspection of our official team and on verification of records submitted by the plot holder, it is ensured that the vessel M.V. BLUE STAR is found decontaminated in respect of removal Hazardous material / Hazardous waste that was available in loose condition in ship. This certificate is issued on the basis of submission of inspection report, submission of notarized affidavit made by M/s Saraswati Enterprise., Dt.16/10/2012, on basis of beaching permission granted by Gujarat Maritime Board, Jamnagar on Dt. 23/4/2012 and subject to the following condition:

- 1) Due of breaking activity, there shall be no pollution in the sea.
- 2) The asbestos containing parts shall be dismantled and brought to the plot and removal of asbestos containing material be carried out by scarping in out in wet condition through trained skilled persons in asbestos handling facility at the plot only and not on ship. Asbestos waste thus generated shall be collected, packed in plastic bag, sealed and then only be disposed off into landfill site.
- 3) Asbestos containing material / sheet shall be removed carefully and sold for reuse. Record thereof shall be submitted to this office.
- 4) Adequate personal protective equipment shall be provided to asbestos handlers.
- 5) The non-use lead batteries unloaded from the ship shall be sold out to Registered Recycler only and record thereof shall be submitted to this office.
- 6) The Pieces of cables removed from the ship shall not be sold to the traders but it shall be sold to actual Reprocessor having valid consent of the Board or disposed off to landfill site.
- 7) In case of oil spill, the plot holder shall carry out cleanup operation at its own cost.
- 8) All the accumulated waste as well as waste that will be generated from this ship shall be disposed off only at the TSDF site of Naroda, Dist. Ahmedabad, where plot holder is a member.
- 9) All the Hazardous material shall be carefully removed and record of selling / disposal shall be submitted to this office.
- 10) Directions issued by Hon'ble Supreme Court in its order Dt.06.09.2007 shall be complied.
- 11) You are requested to obtained necessary permission from concern respective authority, local authority including GMB permission.

Date: 23/10/2012

Place: Jamnagar

*M. S. Shukla*  
for (M. S. Shukla)  
Regional Officer

Issued to .

1. The Port Officer, Gujarat Maritime Board, Jamnagar.
2. M/s. Saraswati Enterprise., Plot No.15, Sachana Ship Breaking Yard, Sachana, Dist.Jamnagar.
3. Select file : JMN – 1029.

L.P.K



GOVERNMENT OF INDIA  
O/o Jt. Chief Controller of Explosives  
PETROLEUM AND EXPLOSIVES SAFETY ORGANISATION (PESO)  
(Formerly Department of Explosives)  
WEST CIRCLE

Tel : 27575946, 27573881  
Fax : (22)- 27575967  
Email : jtccemumbai@explosives.gov.in

A1 & A2 wing, 5th Floor,  
C.G.O. complex, CBD Belapur  
Navi Mumbai (M.S.) - 400614

No: G/WC/GJ/06/1548 (G24491)

Date : 8/10/2009

To,

M/s. Saraswati Entreprise,  
C/o. Jawahar Cloth Store,  
Vora Bazar,  
Bhavnagar,  
District : BHAVNAGAR  
State : Gujarat

Sub : Storage of LPG in Cylinders at Plot No. 15 Sachana Ship Breaking Yard, Village : Balachadi, Sachana  
-, District : JAMNAGAR State : Gujarat under Gas Cylinders Rules, 2004 - Grant licence regarding.

Please refer to your letter No. NIL. dated 13/8/2009.

Licence Number: **G/WC/GJ/06/1548** dated 8 October, 2009 granted in Form 'F' under Gas Cylinder Rules, 2004 Valid upto 30.9.2014 for storage of 900 Kgs. of LPG in cylinders has been forwarded to the Dy. Chief Controller of Explosives, Vadodara for inspection of your storage godown and endorsement of licence.

Please note that application for renewal of the licence should be submitted so as to reach the O/o the Dy. Chief Controller of Explosives, Vadodara before the licence expires (i.e. on or before 30<sup>th</sup> September, 2014) as required under Rule 55(5) of Gas Cylinder Rules, 2004. Application for renewal of licence received after 30<sup>th</sup> September, 2014 but not later than 30<sup>th</sup> September, 2015 shall be considered only with late fee applicable vide Rule 55(7) (a)(b) of said Rules. The licence will automatically expire if no application is received upto 30<sup>th</sup> September, 2015.

Balance of fee paid of ~~Rs. 1100/-~~ is standing in your credit which may please be utilised in your renewals by quoting this reference. Please acknowledge the receipt of the same.

Yours faithfully,

(Rajnish Piplani)

Controller of Explosives

for Jt. Chief Controller of Explosives, West Circle

West Circle, Navi Mumbai (M.S.)

Copy together with two copies of the licences are forwarded to The Dy. Chief Controller of Explosives, Vadodara. In case premises is found conforming to the approved plan and other requirements, on inspection, the original copy of the licence may be send directly to the licensee duly endorsed.



# NARODA ENVIRO PROJECTS LTD.

REGD. OFFICE : PLOT NO. 512-515, PHASE-I, GIDC, NARODA, AHMEDABAD-382 :  
Phone : 079-22816311, 22818391 Fax : 079-22823299  
E-mail : nep10@hotmail.com Website : www.cleanerproduction.org

3rd Feb., 2009

To  
Gujarat Pollution Control Board  
Sector - 10A, Paryavaran Bhavan,  
Gandhinagar - 382 010

Sirs,

*This is to state that,*

**M/s. SARASWATI ENTERPRISES**

*situated at Plot No. 15, Sachana Ship Breaking Yard, Jamnagar  
is a member of our TSDF Site, Pit No. II only at Odhav.*

*Sincerely,*

*Shailish Patwari*

**Shailish Patwari**  
**Chairman**

- The membership is subject to permission of GPCB.
- The membership fees paid is non-refundable.
- The membership is also subject to compliance of necessary Rules & Regulations of GPCB as well as, as may be prescribed from time to time, by management of TSDF Site.

c.c. : Saraswati Enterprises  
c/o. Jawahar Cloths, Vora Bazar, Bhavnagar.

(5) ગુજરાત મેરીટાઈમ બોર્ડ, બંદર અધિકારીની કચેરી  
 જીએમબી વહીવટી સંકુલ, સરકારી રોડ, જામનગર  
 91-0288-2711803/2711806/2711805/(FAX-0288-2712816)  
 ક્રમાંક:- ગુમેબો/બંકબેડી/સંચાર/૧૮૩૫ તા. ૨૨-૧-૨૦૦૯

પ્રતિ,  
 મે. સરસ્વતી એ-ટરપ્રાઈસ,  
 C/O જવાહર કલોલ સ્ટોર,  
 પીર છલ્લા શેરી,  
 ભાવનગર.

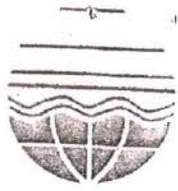
વિષય:- સચાણા શીપ બ્રેકીંગ પ્લોટ નાં. ૧૫ એટ સચાણા.

જયભારત સાથે ઉપરોક્ત વિષય પરત્વે આ કચેરીના પત્ર ક્રમાંક: ગુમેબો/બંકબેડી/સંચાર/૧૮૩૫ તા. ૨૦-૧-૨૦૦૯ અન્વયે તમોએ સચાણા ખાતે ના પ્લોટ નંબર-૧૫ ના ભાડાની રકમ રૂ. ૨,૪૦,૦૦૦/- મની રશીદ નાં. ૪૨૩૦૫ તા. ૨૨-૧-૨૦૦૯ થી ભરપાઈ કરેલ હોય જેથી નીચેની શરતોને આધીન રહી સચાણા શીપ બ્રેકીંગ યાર્ડ ખાતે પ્લોટ નંબર-૧૫ ૮૦ x ૫૦ મીટર = ૪૦૦૦ ચોરસ મીટર જે છે તે સ્થિતીમાં ૧૦ ચો. મી.ના રૂ. ૬૦૦/-ના નિયત ભાડાથી કબજો સંભાળ્યા તારીખથી હંગામી ધોરણે ભાડેથી આપવામાં આવે છે.

- (૧) ગુજરાત મેરીટાઈમ બોર્ડના વખતોવખત નિયમો પ્રમાણે ચાર્જીસ ભરપાઈ કરવાના રહેશે.
- (૨) ભવિષ્યમાં સચાણા શીપ બ્રેકીંગ યાર્ડ માટેના જે કોઈ નિયમો બનાવવામાં આવશે તે બંધનકર્તા રહેશે.
- (૩) પોર્ટ શેડ્યુલમાં પ્લોટ ભાડાના દરમાં ભવિષ્યમાં કોઈ વધારો થશે તો તે મુજબ ભાડું ભરપાઈ કરવાનું રહેશે.
- (૪) ભાડે આપેલ પ્લોટનાં. ૧૫ માં આ કચેરીની પરવાનગી મેળવ્યા વગર કોઈ જાતનું બાંધકામકે હેરફેર કરી શકાશે નહીં.
- (૫) પ્લોટ હંગામી ધોરણે કબજેલ હોય ગુજરાત મેરીટાઈમ બોર્ડ ને જરૂરિયાત ઉપસ્થિત થાય ત્યારે તુરંતજ પ્લોટનો ખાલી કબજો પરંતુ સોંપી આપવાનો રહેશે.
- (૬) પ્લોટ અન્ય કોઈને વાપરવા માટે આપી શકાશે નહીં.
- (૭) જે વેસલ ભાગવા માટે લાવવામાં આવે તે અન્વયે માન. સુપ્રિમ કોર્ટ દ્વારા જે આઈડે લાઈન નક્કી થયેલ છે (જેની નકલ તમોને આપવામાં આવેલ છે) તેનો અમલ કરવાનો રહેશે.

મેરીટાઈમ બોર્ડ  
 બંદર અધિકારી  
 બેડીબંદર

નકલરવાના:-



## GUJARAT POLLUTION CONTROL BOARD

### Paryavaran Bhavan

Sector-10-A, Gandhinagar - 382 010.

Fax : (079) 23232156

Website : www.gpcb.gov.in

In exercise of the power conferred under section-25 of the Water (Prevention and Control of Pollution) Act-1974, under section-21 of the Air (Prevention and Control of Pollution)-1981 and Authorization under rule 3(c) & 5(5) of the Hazardous Waste (Management Handling and Tran boundary Movement) Rules'2008

And whereas Board has received Authorisation application Inward ID No .7702 dated 04-05-09 for the Authorization (CC & A) of this Board under the provisions/rules of the aforesaid acts. Consents & Authorization are hereby granted as under:

#### CONSENTS AND AUTHORISATION:

(Under the provisions /rules of the aforesaid environmental acts)

To:

M/S SARASWATI ENTERPRISE,  
P.NO:15,Sachna Ship Breaking Yard.  
Sachna, Tal & Dist: Jamnagar.

1. Consent Order No.: 33770

date of Issue: 30/07/09

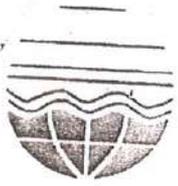
2. Authorization For The Management & Handling Of Hazardous Wastes Form-2 (See rule 3 (c) & 5 (5) Form for grant of authorization for occupier or operator handling hazardous waste.

Sr. No.	Waste	QTY/YEAR	Schedule-I	Facility
1	Used Spent Oil	0.8MT	5.1	Collection,Storage,Transportation, Disposal by selling to Registered Authorised Recyclers
2	Asbestos Containing Residue	0.200MT	15.1	Collection,Storage,Treatment,Transportation, Disposal at TSDF
3	Oily sludge Emulsion	0.100	4.1	Collection,Storage,Transportation, Disposal at TSDF
4	Process waste, Residues and Sludge	0.100MT	21.1	Collection,Storage,Transportation, Disposal at TSDF
5	Wastes and Residues Containing Oil	0.150MT	5.2	Collection,Storage,Transportation, Disposal at TSDF
6	Lead Acid Batteries	0.050MT	Sch-4	Collection,Storage,Transportation, Disposal by selling to Registered Authorised Recyclers

2.2 The authorization is granted to operate a facility for collection, storage, within factory premises, transportation, Treatment and ultimate disposal of Hazardous wastes by selling it to Registered Authorised Recyclers or TSDF Developed by approved by GMB.

2.3 Unit shall become a member of TSDF for final disposal.

2.4 The authorization shall be in force for a period up to five year( i.e.03/05/2014 )from the date of application.



# GUJARAT POLLUTION CONTROL BOARD

Paryavaran Bhavan

Sector-10-A, Gandhinagar - 382 010.

Fax : (079) 23232156

Website : www.gpcb.gov.in

2.5 The authorization is subject to the conditions stated below and such other conditions as may be Specified in the rules from time to time under the Environment (Protection) Act-1986.

## 3 TERMS AND CONDITIONS OF AUTHORISATION

- a) The applicant shall comply with the provisions of the Environment (Protection) Act - 1986 and the rules made there under.
  - b) The authorisation shall be produced for inspection at the request of an officer authorized by the Gujarat Pollution Control Board.
  - c) The persons authorized shall not rent, lend, sell, and transfer of otherwise transport the hazardous wastes without obtaining prior permission of the Gujarat Pollution Control Board.
  - d) Any unauthorized change in personnel, equipment or working conditions as mentioned in the authorisation order by the persons authorized shall constitute a breach of this authorisation.
  - e) It is the duty of the authorised person to take prior permission of the Gujarat Pollution Control Board to close down the facility.
  - f) An application for the renewal of an authorisation shall be made as laid down in rule 5 (6) (ii).
  - g) Ind. Shall have to manage waste oil, discarded containers etc as per Rules 2008.
  - h) Ind. Shall submit annual report within 15 days and sub sequently by 31<sup>st</sup> January every year.
4. You shall submit following documents to Regional Office, Bhavnagar well in advance of the arrival of the ship for recycling for a desk review
- a. Name of the ship
  - b. IMO Identification No.
  - c. Flag
  - d. Call sign
  - e. Name of the Master of the Ship and his nationality
  - f. List of the crew
  - g. GRT/NRT/LDT of the ship with supporting documents
  - h. Assessment of Hazardous Waste / Hazardous Substance
5. The Recycling Facility Management Plan(RFMP) submitted by you is approved for a period up to 30-09-2009 based on the recommendations made by the Committee constituted by the Board vide its order dated with the condition that you shall submit following details within 2 months to the Board and modify the RFMP accordingly and upgrade the facilities within 6 months. If you fail to comply with the directives to upgrade the facilities as proposed in revised RFMP within six months, you will stop all activities including ship\*breaking activities. The RFMP must contain following things besides items listed in 3.3.1 of TEC report.
5. Map showing layout of the plot including existing facilities and also the proposed ones.
- A. Minimum facilities to be created immediately are-
    - a. Hazardous/ Non-Hazardous Waste Storage Facility
    - b. Asbestos Handling and Removal Facility as per TEC Report
    - c. LPG Cylinder Storage Facility as per Explosive Act
    - d. Sanitation/ Drinking Water Facility/ Washing Facility
    - e. Workers Changer Room
    - f. First Aid Facility
    - g. Fire Fighting Facility



## GUJARAT POLLUTION CONTROL BOARD

### Paryavaran Bhavan

Sector-10-A, Gandhinagar - 382 010.

Fax : (079) 23232156

Website : [www.gpcb.gov.in](http://www.gpcb.gov.in)

Some of the facilities like Asbestos Removal, Bilge Treatment etc. shall be developed and utilized as common facilities amongst group of the Ship recyclers on mutually agreeable conditions. This may be reported to concerned authorities.

- 7) The various details of the plot including its size and the number and type of ships it can accommodate at a time in terms of LDT as per various laws in force.
- 8) Details about Allocation of various resources at a time, considering the maximum number of beached ships on a plot. The resources would include Labour, Machinery, Equipments, PPE's, fire fighting and emergency response system including the Oil Spill Combat System etc.
  - The details about implementation of various National regulations/ laws including-
    - a. CRZ, 1991 & its subsequent amendments
    - b. Factories Act, 1948
    - c. Minimum Wages Act, 1948
    - d. Other relevant labour laws
    - e. Relevant Environment laws
    - f. GMB Regulations
- 10) Annual Schedule for training to workers would be chalked out depending upon the number and type of skilled, semi skilled and unskilled labourers. An annual training program giving a brief about the training module and number of days for training must be mentioned. This can be in a tabulated form.
- 11) Identifying emergencies together with the roles to be played by each individual, at different levels, in the plot. This must be precisely worked out in detail.. It should also lead to generation of reports. Use of Case Studies in emergency must be emphasized upon.
- 12) The Response Plan including the one for fire fighting and other disasters/ accidents must address all the possible exigencies. Regular mock drills must be conducted in consultation with authorities viz.GMB, DISH, Labour Department, GPCB etc.
- 13) Monitoring of the ship recycling operations must also be done by plot holders themselves and a time table regarding the same must be submitted. The monitoring to be carried out by the plot holders must lead to generation of reports which can be verified by various agencies/authorities at the time of inspection by these agencies/authorities.
- 14) The details of Environment Management System as regards to waste water discharge, air emissions, hazardous waste material and disposal including that of PCBs and Asbestos and Asbestos containing material must be also given. Management system related to human health including that of workers safety issues and about accidents that causes or is likely to cause damage to workers safety human health and environment must also be mentioned.
- 15) You shall also comply with the following conditions for the removal and disposal of Hazardous wastes.
  - a) The removal of asbestos dust and fibers and its handling should be done in a wet condition .



# GUJARAT POLLUTION CONTROL BOARD

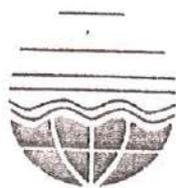
## Paryavaran Bhavan

Sector-10-A, Gandhinagar - 382 010.

Fax : (079) 23232156

Website : [www.gpcb.gov.in](http://www.gpcb.gov.in)

- b) On shore removal of asbestos should be done in enclosures maintained under negative pressure with filters for out going air and waste water. The applicable BIS specification should be adhered to in respect of such enclosures.
- c) For ships of "Special concerns" where asbestos/ ACM, quantities are the special concerns, asbestos/ ACM removal on Board should be done in enclosures maintained under negative pressure with arrangement for filtration of out going air and waste water. For other ships, the practice of wet removal of asbestos on board may be adequate with the use of appropriate PPEs
- d) The asbestos and broken pieces of ACMs sheets / panels thus removed should be packed in leak proof synthetic packets and disposed of at TSDF, Alang where the packets should be solidified by mixing with cement. Recovered and usable ACMs sheets/panels may be sold for reuse as permitted by law.
- e) PPEs like masks under positive pressure (or masks or respirators meeting BIS specification for asbestos handling) should be provided to all workers engaged in asbestos removal.
- 16) Asbestos fiber concentration should be monitored regularly.
- 17) Asbestos fiber concentration in ambient air both at plot and ship should be monitored regularly and data so obtained during dismantling of each ship should be submitted to Gujarat Pollution Control Board.
- 18) Bilge water shall be treated in ETP. A common facility for such purpose may be developed by the association, GMB, group of plot holders or any other agency. Till that time the unit shall send their bilge water to nearby CETP through tankers.
- 19) The Ballast water is required to be exchanged at high seas to avoid entry of foreign organisms in to the local environment. The left out sediments may be disposed of at a reception facility at the yard set up by the GMB or authorized agencies on cost-recovery basis..
- 20) Oil sediment removal practices should be modernized to avoid workers getting exposed to unhygienic environment. The yards should use mobile tank cleaning systems to clean the tank surfaces by adopting modern methods in which detergents and high pressure jets are used.
- 21) Due to the possibility of residual leaching and risk to marine organism, a means for collection of paint chips from the hull falling on the beach shall be explored by the ship recycler to avoid their getting carried into the sea. All collected paint chips should be sent to TSDF for stabilization, solidification and disposal.
- 22) Toxic paints or coatings should be removed up to a distance of 10 cm from the cutting line of the plates. If removal is not possible or feasible, cutting may be done provided that the operators are equipped with respiratory protective equipments such as airlines respirators. In case of surface blasting involving high pressure equipment, periodic checking of pressure equipments/tools should be done. Abrasive blast material should be disposed of in TSDF at Alang. Alternatively, mechanical removal may be practiced using power tools but in no case the thermal tools can be used.
- 23) The remains from pieces of cables, from which the Copper, Aluminum etc have been or is to be removed, have to be disposed of at TSDF. The plot holder will be responsible for disposal of such remains containing PCBs even while selling the cable to traders.
- 24) A scientific waste accounting system should be maintained by the ship recycler and the wastes should be sold or disposed of through a manifest system in accordance with hazardous (Management & Handling) Rules 1989 as amended in 2003 .
- 25) The permissible exposure limit for fiber depending upon the type of asbestos unit shall comply with the emission standard for asbestos in work environment which shall be as follows:-  
Asbestos Fiber – 1 Fiber/ C.C of Air for chrysotile  
0.5 fiber /C.C. of Air for amosite  
0.2 fiber /C.C of Air for crocidolite
- 26) The Committee of Technical expert's report must be followed in letter and spirit.



## GUJARAT POLLUTION CONTROL BOARD

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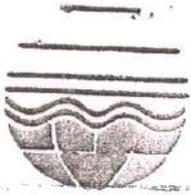
27. **GENERAL CONDITIONS: -**
- 27.1 Any change in personnel, equipment or working conditions as mentioned in the consents form/order should immediately be intimated to this Board.
- 27.2 Applicant shall also comply with the general conditions given in annexure I.
- 27.3 The waste generator shall be totally responsible for (I.E. Collection, storage, transportation and ultimate disposal) of the wastes generated.
- 27.4 Records of waste generation, its management and annual return shall be submitted to Gujarat Pollution Control Board in Form - 4 by 31 st January of every year.
- 27.5 In case of any accident, details of the same shall be submitted in Form - 5 to Gujarat Pollution Control Board.
- 27.6 As per "Public liability Insurance Act - 91" company shall get Insurance policy, if applicable.
- 27.7 Empty drums and containers of toxic and hazards material shall be treated as per guideline published for "management & handling of discarded containers". Records of the same shall be maintained and forwarded to Gujarat Pollution Control Board regularly.
- 27.8 In no case any kind of hazardous waste shall be imported without prior approval of appropriate authority.
- 27.9 In case of transport of hazardous waste to a facility for (I.E. Treatment, Storage and disposal) existing in a state other than the state where hazardous waste are generated, the occupier shall obtain "No Objection certificate" from the state pollution Control Board, the Committee of the concerned state or Union territory Administration where the facility exists.
- 27.10 Unit shall take all concrete measures to show tangible results in waste generation reduction, avoidance, reuse and recycle. Action taken in this regards shall be submitted within three months and also along with Form - 4.
- 27.11 Industry shall have to display the relevant information with regard to hazardous waste as indicated in the Hon Supreme Court's order in W.P. No.657 of 1995 dated 14th October 2003.
- 27.12 Industry shall have to display on-line data outside the main factory gate with regard to quantity and nature of hazardous chemicals being handled in the plant, including wastewater and air emissions and solid hazardous waste generated within the factory premises.

For and on behalf of  
Gujarat Pollution Control Board

  
(R.V.PATEL)  
Environmental Engineer

NO: GPCB/CCA-JMN-463 / 18490

24 AUG 2009



**GUJARAT POLLUTION CONTROL BOARD**  
**Paryavaran Bhavan**

Sector-10-A, Gandhinagar-382 010.

Phone : (079) 23226295

Fax : (079) 23232156

Website : [www.gpcb.gov.in](http://www.gpcb.gov.in)

**AMENDMENT IN APPROVAL OF RFMP**

NO:GPCB/CCA-JMN-492/GPCB-ID-10612 / 52012

27 MAY 2010

To,  
 ✓ M/S: SARASWATI ENTERPRISES  
 PLOT NO:15,SACHANA SHIP BERAKING YARD,  
 SACHANA,  
 DIST- JAMNAGAR.

Sub:- Amendment in Approval of RFMP and Amendment of Authorization under the Hazardous Waste (Management and Handling) Rules'1989 as amended from time to time under E.P.Act'1986.

Ref:-(1) Your Recycling Facility Management Plan submitted at our Regional Office, JAMNAGAR

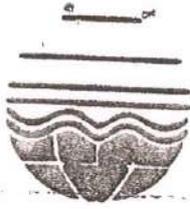
(2) RFMP Approval meeting held on 05/04/10.

(3) This office letter no:GPCB/CCA/JMN-463/23354 dated 16/10/09

Sirs,

In pursuance of the directions issued by Honorable Supreme Court of India vide its order dated 06/09/2007, and revised Recycling Facility Management Plan submitted by you at Regional Office, JAMNAGAR, the RFMP Approval order issued vide this office letter no:GPCB/CCA/JMN-492/40313 dated 04/01/10 is Reviewing and now being amended the RFMP and incorporating following additional conditions:-

- 1) The Recycling Facility Management Plan is approved for a period up to 30/09/2014.
- 5) All terms and conditions mentioned in the Authorization order no-H-33770 dated 30/07/09 and letter of RFMP Approval vide ref no:3 issued shall remain unchanged.

**GUJARAT POLLUTION CONTROL BOARD****Paryavaran Bhavan**

Sector-10-A, Gandhinagar-382 010.

Phone : (079) 23226295

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Website : [www.gpcb.gov.in](http://www.gpcb.gov.in)

For and on behalf of

Gujarat Pollution Control Board

**(R.V.PATEL)****Environmental Engineer**

Copy to:-

- 1) R.O. JAMNAGAR. To carryout monitoring of this unit and verify compliance of above condition as per schedule decided by the Board and submit report.
- 2) Office copy.



## List of Trained workers.

S.No.	Name	Desi	Training No	Date of Training.
1	Israni Dinesh B.	Supervisor	2011/5086	16.08.11 to 18.08.11
2	Gand Panchanand Poojanchar	Jodi	19743	19.03.2009 to 21.03.2009
3	Yadav Bixenara Baijnath	Cutter	12935	16.09.2010 to 17.09.2010
4	Jeng Kashiyath H.	Jodi	26597	22.08.2009 to 23.08.2009
5	Parida Jeetendra V.	Jodi	26416	21.08.2009 to 23.08.2009
6	Chauhan Zinnalal B.	Cutter	26424	21.08.2009 to 23.08.2009
7	Chauhan Ram Agya R.	Cutter	26423	21.08.2009 to 23.08.2009
8	Sewain Gajendra K.	Jodi	26428	29.08.2009 to 30.08.2009
9	Sahy Tunga S.	Jodi	26418	21.08.2009 to 23.08.2009
10	Mishra Shrikishna B.	Cutter	10162	19.09.2007 to 21.09.2007
11	Sahani Shiv K.	Cutter	27426	29.08.2009 to 30.08.2009
12	Bharya Sanjay P.	Jodi	22689	08.06.2009 to 10.06.2009
13	Behra Basudev P.	Jodi	27410	29.08.2009 to 30.08.2009
14	Barad Deva D.	Jodi	27411	29.08.2009 to 30.08.2009
15	Polai Mangal B.	Jodi	27412	29.08.2009 to 30.08.2009
16	Shamal Sanjay S.	Jodi	27413	29.08.2009 to 30.08.2009
17	Lodhi An Prakash C.	Helper	27414	29.08.2009 to 30.08.2009



S.No.	Name	Desi.	Training No.	Date of Training.
18	Pradhay shiv R.	Jodi	27415	29.08.2009 to 30.08.2009
19	Patnay Pradeep Kumar B.	Jodi	27416	29.08.2009 to 30.08.2009
20	Gand Sujya K.	Jodi	27417	29.08.2009 to 30.08.2009
21	Polai Abhi. R.	Jodi	27418	29.08.2009 to 30.08.2009
22	Pradhay Dadheshi B.	Jodi	27419	29.08.2009 to 30.08.2009
23	Pradhay Bally A.	Jodi	27428	29.08.2009 to 30.08.2009
24	Tomar Poojaram G.	Cutter	27429	29.08.2009 to 30.08.2009
25	Sahani Kedarnath R.	Cutter	27430	29.08.2009 to 30.08.2009
26	Tomar Jeetendra singh	Cutter	27431	29.08.2009 to 30.08.2009
27	Pradhay Bally K.	Jodi	27432	29.08.2009 to 30.08.2009
28	Chauhan Indersingh M.	Cutter	27433	29.08.2009 to 30.08.2009
29	Yadar Govind M.	Cutter	27434	29.08.2009 to 30.08.2009
30	Pradhay Abhram G.	Jodi	27435	29.08.2009 to 30.08.2009
31	Tomar Balveer singh	Cutter	27436	29.08.2009 to 30.08.2009
32	Bargad Ramesh A.	Jodi	19501	16.03.2009 to 18.03.2009
33	Bargad Santosh A.	Jodi	19522	16.03.2009 to 18.03.2009
34	Bargad Gagay R.	Jodi	19500	16.03.2009 to 18.03.2009



**GUJARAT MARITIME BOARD**  
OFFICE OF THE PORT OFFICER  
GMB COMPLEX. JAMNAGAR.

0288-2712307/2712816/2711805/2711806 [Fax-2712815]

NO-GMB-POT-BEDI- 1359

DT-25-10.2012.

To,  
M/s.Saraswati Enterprise.  
Sachana Ship Breaking Yard, Plot No:-15.  
Sachana Port. Dist. Jamnagar.

**Sub:- Breaking Permission of Vessel MV.BLUE STAR.**

Ref: - Deputy Financial Controller Cum Chief Account Officer letter No;-GMB/ENV/SACHANA/8019 DT:-  
12.10.2012.

Dear Sir,

With reference to your application requesting cutting/ recycling permission for the above vessel is hereby granted after verification of documents submitted by you inclusion of Honorable SC ordered directives dated:-06/09/2007 & Hon'ble High Court Common Oral Order No:- Civil Application for vacating interim relief No:-7259 of 2012 in Special Civil Application No:- 6929 of 2012 with Civil Application for vacating interim Relief No:-6795 of 2012 in Special Civil Application No:- 7020 of 2012 with Special Civil Application No.7487 of 2012 to Special Civil Application No:-7493 of 2012 and upon undertaking to carry out ship recycling activities strictly in accordance with the rules and regulation of all government / Semi government authorities applicable to ship recycling activities.

Now you are hereby permitted to break your vessel MV.BLUE STAR. Following aspects may please be expeditiously examined so that safe and environmentally sound ship recycling takes place.

1. The plot holder must have approved Recycling Facility Management Plan (RFPM), Authorization under Hazardous Waste Management Rules by SPCB and the prior permission of GMB to use of the plots along with all other legally required licensed facilities as per RFPM.
2. Ensure compliance of all provisions of GMB Ship Recycling Regulation -2003 and TEC report including free space around the ships for safe working conditions.
3. The plot holder must have trained labor force as per list attached with the Annexure-I of dismantling plan.
4. The ship recyclers be specifically instructed that after beaching and well before dismantling, all oil pipelines, fuel tanks-slop tanks and other places where there are oil, oily contain and petroleum hydrocarbons be properly decontaminated and ensure that such places are made gas free and fit for hot work conditions. The pipes carrying oil be only unfold/removed by cold cuttings and cold openings. During such operation qualified Safety Supervisor of the plot must remain present and supervise the operation. Gas detection meters be used exclusively in such spaces.



**GUJARAT MARITIME BOARD**  
**OFFICE OF THE PORT OFFICER**  
**GMB COMPLEX. JAMNAGAR.**

0288-2712307/2712816/2711805/2711806 [Fax-2712815]

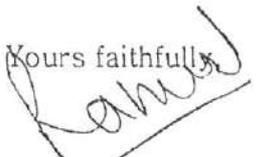
-:(02):-

5. Care be taken to prevent entry of untrained labors and/or personnel into ships beached for recycling and material handling system including winches, wire ropes, frames, chain pulley etc. and PPEs be used as per standard specifications and duly tested by the competent authority. The non-breathing places in the ships may be first well ventilated before entry of trained labors and after ensuring oxygen level, the entry of such labors may be permitted.

In addition to the above you to comply strictly with the followings.

6. Maintain the status of safe working conditions during ship recycling activities under taking given by you for this vessel.
7. Conditions lay down by Gujarat Pollution Control Board in the decontamination certificate issued for this ship.
8. Strictly adhere to the recommendations of TEC Clause 4 and specifically establish system for compliance of Sub clause 4 2 1(a) to (g).

Encl:- As above.

Yours faithfully,  
  
 PORT OFFICER  
 BEDI PORT

Copy Submitted to:-

The Chief Conservator of Forest, Forest Department, Jamnagar. For information with copy of Hona'ble High Court Common Oral Order.

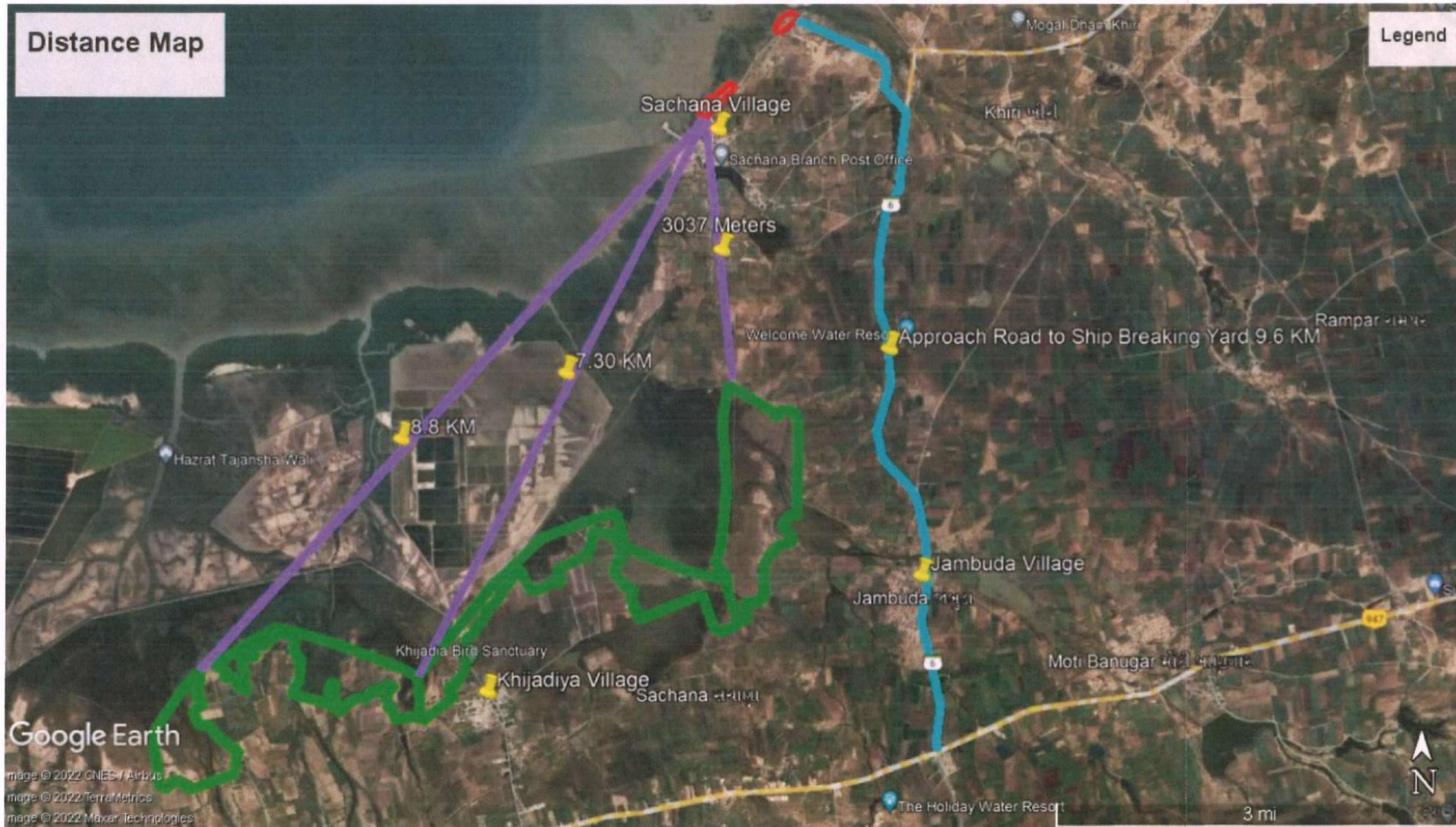
Copy fwc'to:-

The Deputy Financial Controller cum Chief Account Officer, Gujarat Maritime Board, Gandhinagar for information.

The Deputy General Manager, Gujarat Maritime Board, Gandhinagar for information.

Copy to:-

The Port Supervisor, Sachana for information and monitoring the activities and reporting to this office every week for submit the report to Head Office.



26

THE GAZETTE OF INDIA : EXTRAORDINARY

[PART II—Sec. 3(ii)]

29.	पारस्परिक रीति से मछली	—	—	हां	राज्य में विद्यमान निबंधनों और विद्यमान विधियों के साथ अनुज्ञात
30.	लवण का क्रियाकलाप	—	हां	—	—
31.	समुद्री जल की निकासी	—	हां	—	यह प्रवृत्त विधि के अनुसार विद्यमान उद्योगों का अनुज्ञात होगा।
32.	क्षेत्र या उपसतह पर प्रवहण प्रणाली और पाइप लाइनों (तेल और गैस, समुद्री जल को ग्रहण करने, उपचारित बहिष्पाव) का निर्माण करना	—	हां	—	क्रियाकलाप जैसे क्षेत्र या उपसतह पर प्रवहण प्रणाली और पाइप लाइनों (तेल और गैस, समुद्री जल को ग्रहण करने, उपचारित बहिष्पाव) का निर्माण करने में प्रस्तावित पारिस्थितिकी संवेदनशील जोन में पहले से ही विद्यमान सभी अवसंरचनात्मक और सुविधाओं को क्रियाकलापों के रूप में विनियमित करना भी है

[फा. सं. 25/2/2012-ईएसजेड/आरई]

डी. जी. वी. सुब्रह्मण्यम, वैज्ञानिक जी

## MINISTRY OF ENVIRONMENT AND FORESTS

## NOTIFICATION

New Delhi, the 22nd August, 2013

S.O. 2561(E).—Whereas, the total area of 326.26 square kilometre around Marine National Park and Marine Sanctuary has been identified as Eco-sensitive zone, of which 208.5818 square kilometre is the area towards landward side, 105.14 square kilometre towards sea and 12.5384 square

kilometer is the area covered by rivers and the Marine Sanctuary covers an area of 457.92 square kilometre and an area of 162.89 square kilometre as Marine National Park was notified in 1982 and the entire Southern Coast of the Gulf in Jamnagar district is ringed by a cluster of 42 islands and many of them are fringed by coral reefs and mangrove vegetation;

And whereas, the high density and diversity in the Gulf of Kutch is due to the availability of different types of habitats like sandy, muddy, rocky, calcareous sea bed and coral beds and mangroves in the relatively sheltered waters of the Gulf and is defined as "portion of sea partially enclosed by sweep of coast and usually narrower at mouth than bay";

And whereas, the Gulf of Kutch is located in bio-geographical zone, "The coasts of Indo-Malayan Realm" and can be considered as International Union for Conservation of Nature Protected Area Category-I;

And whereas, the flora of Marine National Park mainly consists of mangroves and array of marine algae, including some commercially important species of *Agarophytes* and *Alginophytes* and the coastal line of the Gulf is fringed with luxuriant growth of *Avicennia*, *Rhizophora* and *Ceriops* species of mangroves and *Salvadora*, *Zizyphus* and *Prosopis* species are some of the terrestrial species found in that area;

And whereas, the Sanctuary has more than 70 sponge species, 37 species of hard coral and 24 species of soft coral, 150-200 species of fish, 27 species of prawn, 30 species of crab, 200 species of mollusc, 3 species of sea turtle, 3 species of sea snake, 3 species of sea mammal, 94 species of aquatic bird and 78 species of terrestrial bird;

And whereas, many developmental activities including industrial, ports, infrastructural and fishing etc. have been going on in the areas

adjoining the Marine National Park and Marine Sanctuary and thus causing adverse environmental impacts on the Marine National Park and Marine Sanctuary, it is necessary to conserve and protect the area around the protected area of Marine National Park and Marine Sanctuary as Eco-sensitive Zone from ecological and environmental point of view, to protect, propagate or develop wild life therein or its environment;

And whereas, a draft notification under sub-section (1) read with clause (v) and clause (xiv) of sub-section (2) of section 3 of the Environment (Protection) Act, 1986 (29 of 1986) was published in the Gazette of India, Extraordinary, *vide* notification of the Government of India in the Ministry of Environment and Forests number S.O. 353(E), dated the 29<sup>th</sup> February, 2012, as required under sub-rule (3) of rule 5 of the Environment (Protection) Rules, 1986, inviting objections and suggestions from all persons likely to be affected thereby within a period of sixty days from the date on which copies of the Gazette containing the said notification were made available to the public;

And whereas, copies of the Gazette containing the said notification were made available to the public on the 29<sup>th</sup> February, 2012;

And whereas, all objections and suggestions received in response to the draft notification have been duly considered by the Central Government;

Now, therefore, in exercise of the powers conferred by sub-section (1) and clause (v) and clause (xiv) of sub-section (2) of section 3 of the Environment (Protection) Act, 1986 (29 of 1986) read with sub-rule (3) of rule 5 of the Environment (Protection) Rules, 1986, the Central Government

hereby notifies the area up to a length of one kilometre from the coastal boundary towards landward side; an area within 200 metre from the boundary of Marine National Park and Sanctuary towards seaward side and 31 rivers flowing into the Gulf of Kachchh with their length varying from 0 to 5 kilometre and a width of 250 metre from the centre of the river on both sides of river from the boundary of the protected area of Marine National Park and Marine Sanctuary in the State of Gujarat as the Eco-sensitive Zone (herein after called as the Marine National Park and Marine Sanctuary Eco-sensitive Zone) and also in exercise of the powers conferred by sub-section (3) of section 3 of the said Act, the Central Government hereby constitute a State Level Eco-sensitive Monitoring Committee (hereinafter referred to as the SESZMC) and on and from the date of publication this notification, the SESZMC shall monitor the compliance of this notification, in accordance with the following namely:-

1. **Boundaries of Eco-sensitive Zone.**- (1) The Eco-sensitive Zone (hereinafter referred to as the ESZ) towards landward side constitutes an area of about 208.58 square kilometre including 36 villages adjoining Marine National Park and Sanctuary and the boundary of the ESZ from coastal boundary towards landward side extends up to a length of one kilometre which include either whole or part of survey numbers upto this limit of one kilometre.
- (2) The ESZ towards seaward side constitutes an area of 105.14 square kilometre and an area within 200 metre from boundary of Marine National Park and Sanctuary towards seaward side has been included in the said Zone.

(3) 31 rivers which flow into the Gulf of Kachchh have been included in the ESZ and the length of the rivers falling in the said Zone varies from 0 to 5 square kilometre and a width of 250 metre from the centre of the river on both sides of river has also been included in the said Zone which constitute a total area of 12.53 square kilometre.

(4) The Eco-sensitive zone is bounded by 22°55'31.33" N latitude and 70°32'57.02" E longitude towards East; 22°28'1.31" N latitude and 69°3'33.77" E longitude towards West; 22°56'14.26" N latitude and 70°25'54.27" E longitude towards North and 22°13'12.35" N latitude and 69°17'43.97" E longitude towards South.

(5) The boundary description of the ESZ of the Marine National Park and Marine Sanctuary is appended with this notification as **Annexure-**

**A.**

(6) The map of the ESZ boundary together with latitude-longitude of the extremes of the boundary is appended with this notification as **Annexure-B.**

(7) The list of villages falling within the ESZ is appended as **Annexure-C** and the same shall be revisited and confirmed by the State Government while preparing the Zonal Master Plan.

## 2. **Zonal Master Plan for the Marine National Park and Marine**

**Sanctuary Eco-sensitive Zone.-** (1) The State Government shall prepare in consultation with local people a Zonal Master Plan within a period of two years from the date of publication of this notification in the Official Gazette and the same shall be approved by the Ministry of Environment and Forests.

(2) The Zonal Master Plan shall be prepared with due involvement of all concerned Local Self Governments and the State Departments of Environment, Forest, Urban Development, Tourism, Agriculture, Revenue, Public Works Department, Gujarat State Pollution Control Board, Gujarat Coastal Management Authority, Water Resources, Horticulture, Panchayati Raj, Rural Development etc.- for integrating environmental and ecological considerations into it.

(3) The Zonal Master plan shall provide for restoration of denuded areas, conservation of existing water bodies, management of catchment areas, watershed management, groundwater management, soil and moisture conservation, needs of local community and such other aspects of the ecology and environment that need attention.

(4) The Zonal Master Plan shall demarcate all the existing village settlements, types and kinds of forests, agricultural areas, fertile lands, green areas, horticultural areas, orchards, lakes and other water bodies.

(5) The Zonal Master Plan shall regulate the development in the ESZ so as to meet the requirement of local people without affecting the rights and privileges of the bona-fide residents and also ensure eco friendly development for their livelihood security.

(6) The Zonal Master Plan shall be a reference document for the Monitoring Committee for any decision to be taken by them including consideration for relaxation.

(7) (a) Change of land use such as forest, horticulture areas, agriculture, parks and open spaces earmarked for recreational purposes for the commercial or industrial development activities shall not be permitted in the ESZ:

Provided that the conversion of agricultural lands within the ESZ shall be permitted to meet the residential needs of the local residents due to the natural growth of existing local population with the prior approval of the State Government on the recommendation of SESZMC:

Provided further that no change in use of land from tribal uses to non-tribal usages shall be permitted without the prior approval of the State Government.

(8) There shall be no consequential reduction in green area such as forest area, agricultural area, etc.

(9) The Central Government and the State Government shall specify other measures, if it considers necessary, in giving effect to the provisions of this notification.

(10) (a) The tourism activities shall be as per the Tourism Master Plan prepared by the Department of Tourism of the Gujarat State Government;

(b) The Tourism Master Plan shall also form a component of the Zonal Master Plan and shall be based on a detailed carrying capacity study

of the concerned protected area as well as the ESZ, which may be carried out by the State Government.

(c) All new tourism activities, development for tourism or expansion of existing tourism activities shall be permitted only within the parameters of this Tourism Master Plan.

(d) The carrying capacity study shall be carried out based on the existing infrastructure and shall not be based on future projections of any project that requires environmental or forest clearance.

(e) Till the Zonal Master Plan is approved, development for tourism and expansion of existing tourism activities shall be permitted by the Monitoring Committee only after a detailed examination and shall be subject to the guidelines laid down by the State Government and the Central Government in this regard.

**3. Activities to be prohibited, regulated or permitted within the Eco-sensitive Zone.-** (1) All activities in the Marine National Park and Marine Sanctuary Eco-sensitive Zone shall be governed by the provisions of the Environment (Protection) Act, 1986 (29 of 1986).

(2) The activities in the ESZ are prohibited, regulated or permitted in accordance with **Annexure-D** to this notification.

(3) (a) No new polluting industries and expansion of existing industries shall be allowed in the ESZ.

(b) The existing industries such as salt manufacturing units, ship breaking and building units, shipping yards, etc. shall not be allowed to discharge effluents, slurry, etc. into the ESZ and shall take adequate measures to prevent any leakage of brine water or harmful chemicals into the water.

(c) The raw material (crude oil) and finished product carrying vessels from the refineries shall not pollute the ESZ.

(d) No washing release of ballast water or any hydro carbon material shall be permitted in the ESZ.

(4) The structures connected with small agro-based industries, activities related to the needs of the local village economy and processing or storage of local agro-based products shall be allowed subject to the permission to be obtained from the revenue authorities for alienation of land for non-agricultural purposes.

(5) (a) All quarrying and mining activities shall be banned in the ESZ and no fresh mining leases shall be granted.

(b) Collection of shells or any other marine resources in the ESZ shall be prohibited.

(6) Mechanised fishing including fishing by trawlers shall be prohibited.

(7) (a) Strict norms shall be followed in regulating the movement of vehicles in and around the ESZ.

(b) Preventive measures shall be taken during transportation of goods, etc. in order to prevent spraying dust particles on mangroves and other flora and fauna.

(c) The Gujarat Maritime Board and the industrial units using their jetties shall take measures to contain the dust particles from their godowns or consignments.

(d) Preventive measures shall be taken to prevent leakages of fuel from the vehicles and to prevent oil spills in and around the ESZ.

(8) There shall be no felling of trees either on forest, Government, revenue or private land without the prior permission of the State Government in case of forest land and respective district Collector in case of Government, revenue and private land, granted in such manner as may be laid down by the State Government.

(9) The use of plastics, laminates and tetra-packs within the ESZ shall be regulated as per the activities mentioned in this notification.

(10) Any non-forestry activities shall be regulated in accordance with the guidelines issued *vide* letters No. 6-10/2011WL the dated 15<sup>th</sup> March, 2011 and the 19<sup>th</sup> December, 2012 by the Ministry of Environment and Forests.

(11) (a) No untreated effluent shall be permitted to be discharged into any water body or water source within the ESZ.

(b) Effluents from all existing industrial or residential areas shall be treated and recycled properly and if possible the treated water may be reused for various purposes.

(c) If discharge of treated or untreated is inevitable, it shall be done in deep sea through long distance leak proof pipe line strictly in

accordance to the provisions of the Water (Prevention and Control of Pollution) Act, 1974 (6 of 1974).

(12) (a) The discharge of any industrial solid wastes in the ESZ shall be prohibited.

(b) The local authorities shall draw up plans for the segregation of domestic solid wastes into biodegradable and non-biodegradable components.

(c) The biodegradable material shall be recycled preferably through composting or vermiculture and the inorganic material shall be disposed of at environmentally acceptable locations.

(d) No burning or incineration of solid wastes shall be permitted.

(e) The solid waste disposal in the ESZ shall be carried out as per the provisions of the Municipal Solid Waste (Management and Handling) Rules, 2000 issued by the Central Government *vide* notification number S.O. 908(E), dated the 25<sup>th</sup> September, 2000 and amended from time to time.

(13) (a) The catchment area of all natural springs and streams shall be identified and their conservation plans along with rejuvenation plans of those that have run dry in their natural setting shall be incorporated in the Zonal Master Plan.

(b) Strict guidelines shall be drawn up by the State Government to ban development activities at or near these areas.

**4. State Level Eco-sensitive Zone Monitoring Committee.**— (1) A State Level Eco-sensitive Zone Monitoring Committee (hereinafter referred to as the SESZMC) shall be constituted by the Central Government under sub-section (3) of section 3 of the Environment (Protection) Act, 1986 comprising of the following Chairman and Members, namely:-

- (a) Chief Secretary, Government of Gujarat- Chairman
- (b) a representative of the Department of Urban Development, Government of Gujarat - Member;
- (c) a representative of the Ports and Transport Department, Government of Gujarat - Member;
- (d) a representative of Non-governmental Organizations working in the field of natural conservation (including heritage conservation) to be nominated by the State Government of Gujarat - Member;
- (e) the Regional Officer, Gujarat State Pollution Control Board, Gandhi Nagar- Member;
- (f) one expert in Ecology from reputed Institution or University of the State of Gujarat - Member;
- (g) the District Collector or his representative, Jamnagar - Member;
- (h) the Director, Marine National Park and Marine Sanctuary - Member.
- (i) Director, Department of Environment, Government of Gujarat- Member Secretary.

(2) The SESZMC shall monitor the compliance of the provisions of this notification.

(3) In case of activities that are covered in the Schedule to the notification of the Government of India in the Ministry of Environment and Forests, number S.O. 1533(E), dated the 14<sup>th</sup> September, 2006 as amended from time to time, and are falling in the ESZ except the prohibited activities as provided under sub-paragraph(2) of paragraph 3 and Annexure-D to this notification, shall be scrutinised by the SESZMC based on the actual site-specific conditions and shall be referred to the Central Government in the

Ministry of Environment and Forests for prior environmental clearances under the provisions of the said notification.

(4) The activities that are not covered in the Schedule of notification of the Government of India in the Ministry of Environment and Forests number S.O. 1533(E), dated the 14<sup>th</sup> September, 2006 as amended from time to time, and are falling in the ESZ except the prohibited activities as provided under sub-paragraph(2) of paragraph 3 and Annexure-D to this notification, shall be scrutinised by the SESZMC based on the actual site-specific conditions and shall be referred to the concerned regulatory authorities.

(5) The Chairman or the Member Secretary of the SESZMC shall be competent to file complaints under section 19 of the Environment (Protection) Act, 1986 (29 of 1986) against any person who contravenes the provisions of this notification.

(6) The SESZMC may invite representatives or experts from concerned Departments, representatives from Industry Associations or concerned stakeholders to assist in its deliberations depending on the requirements on issue to issue basis.

(7) The SESZMC shall submit the annual action taken report of its activities by the 31<sup>st</sup> March of every year to the Central Government in the Ministry of Environment and Forests.

(8) The Central Government in the Ministry of Environment and Forests shall give directions, from time to time, to the SESZMC for effective discharge of their functions.

## Annexure-A

**Boundary description of the Marine National Park and Marine Sanctuary Eco-sensitive Zone**

**North :-** Coastal boundary of village Adatra, village boundary of Adatra, Coastal boundary of village Padli, Coastal boundary of village Hamusar, Coastal boundary of village Shamlasar, Coastal boundary of village Poshitra, village boundary of Poshitra, Coastal boundary of village Khatumba, boundary of village Khatumba, boundary of village Aniry of Dwarka Taluka of Jamnagar District, Tata salt, Coastal boundary of village Pindhara, Coastal boundary of village Mevasa and village boundary of Virpur, Coastal boundary of village Virpur, Coastal boundary of village Mota Ashota of Kalyanpur Taluka of Jamnagar District, Coastal boundary of village Nana Ashota, Coastal boundary of village Zakasiya, Coastal boundary of village Beh, Coastal boundary of Vachalabara area, Coastal boundary of village Kalawad simani, Coastal boundary of village Chudeshwar, Coastal boundary of village Goinj of Khambhaliya Taluka of Jamnagar District, Boundary of village Balachadi towards village Khiri, Coastal boundary of village Balachadi, Coastal boundary of village Hadiyana, Coastal boundary of village Kunnad, Coastal boundary of village Jodiya, Coastal boundary of village Ranjitpar, Coastal boundary of village Jamsar, Coastal boundary of village Manamora, Coastal boundary of village Kothariya, Coastal boundary of village Rampar Padabekar, Coastal boundary of village Bela and village Untbet sampar, boundary of village Zinzuda towards Fadsar and coastal boundary of village Zinzuda of Jodiya Taluka of Jamnagar District

**East :-** Village boundary of Bodki of Maliya Taluka of Rajkot District, Coastal boundary of village Goinj and village boundary of Salaya of Khambhaliya Taluka of Jamnagar District.

**South :-** Boundary of village Arambhada towards Adatra village, boundary of village Padli towards Arambhada village, 1 Km. distance from coastal boundary of village Padli and survey numbers 13, 10, 16, 17, 3pt, 23pt, 28 of village Padli, 1 Km. distance from Revenue boundary of village Hamusar and survey numbers 16, 15, 14, 140, 44, 162, 163, 58, 59, 66, road of village Hamusar, 1 Km distance from coastal boundary of village Samlasar and survey numbers 222, 221, 220, 110, 114, 113, 94, 95, 101, 100, 168, 170, 211, 212, 210, 209, 208, 233, 234, 239, 238, 260, 250, 251, 225, 288 pt of village Samlasar, 1 Km. distance from coastal Boundary of village Poshitra and survey numbers 1pt, 412, 419, 420, 430, 431, 482, 479, 478, 498, 501, 517, 516, 6, 7, 14, 36, 62, 63, 64, 65, 60, 52, 53, 40, 47, 453, 451, 447, 130, 131, 132, 133, 134, 135, 152, 154, 167, 164, 237, 235, 243, 242, 222, 216, 215, 214, 213, 212, 250, 249, 254, 251, 252, 280, 282, 283, 284, 285, 324, 323, 321, 320,

319, 336, 337, 338, 301, 302, 303 of village Poshitra, Boundary of village Poshitra towards village Mulvel and survey numbers 210 of village Mulvel, 1 Km. distance of coastal boundary of village Khatumba and survey numbers 39/1, 38, 45, 46, 54, 53, 62, 56, 57, 58, 59pt of village Khatumba, Boundary of village Tupani of village Aniary, Boundary of village Gurgadh of village Tupani and survey numbers 241pt of Dwarka Taluka of Jamnagar District, 1 Km of distance from coastal boundary of village Gurgadh and survey numbers 61pt, 20, 404pt, 70, 28/2, 27, 25, 511, 436, 477, 478, 442, 445, 449, 450, 456, 457, 470, 471, 472, 473, 478, 479, 521, 520, 427, 402, 528, 421, 385, 533, 370, 364, 365, 366 of village Gurgadh, 1 Km. distance from coastal boundary of village Pindhara and survey numbers 111, 112, 198, 90, 89, 82, 81, 80, 399, 420, 394, 71, 424, 68, 41, 40, 44, 422, 45, 46, 48, 49, 24, 336, 405, 339, 43, 4/1, 336pt, 433, 371, 317, 316, Rasto of village Pindhara, 1 Km. distance from coastal boundary of village Mevasa and survey numbers 330pt, 267, 266, 268/2, 270, 274, 424, of village Mevasa, 1 Km. distance from coastal boundary of village Virpur and survey numbers 118/2, 155, 119, 116, 115, 114, 113, 112, 111, 110pt, 59, 183, 56, 53 of village Virpur, 1 Km. distance from coastal boundary of village Mota Ashota and Survey numbers 550, 215, 171, 172, 238pt, 167, 168, 181, 128, 129, 125, 124, 123, 192, 194, 201, 202, 200, 285, 286, 521, 520, 75, 76, 71, 72, 69, 66, 55, 538, 45, 47 of village Mota Ashota of Kalyanpur Taluka of Jamnagar District, 1 Km. distance from coastal boundary and Survey numbers 99, 101, 95, 92, 91, 128 pt, 66, 62/1, 68, 15, 16, 18, 22, 27, 27/2, 28, 50, 48, 47 of village Nana Ashota, 1 Km. distance from coastal boundary of village Zakasiya and Survey numbers 101, 412, 406, 407, 74, 77, 73, 409, 72, river of village Zakasiya, 1 Km distance from coastal boundary of village Beh and survey numbers 91, 89, 82, 81, 83, 73, 72, 67, 56, 58, 49, 50, 30, 27, 22, 20, 19, 18, 16, 15, 9, 456, 455, 439, 431, 428, River of village Beh, 1 Km distance from coastal boundary of village Vachlabara and survey numbers 859, 858, 857, 883, 844, 885, 804, 803, 810, 815, 814, 817, 822, 797, 739, 717, 711, 710, 712, 709, 572, 586, 587, 588, 589, 590, 591, 581, 599, 598, 597, 596, 593, 530, 532, 534, 535, 536, 538, 539, 511, 508, 509, 519, 520, 516, 515, 527, 594, 603, 604, 616, 617, 619, 642, 380, 379, 367, 364, 348, 347, 345, 363, 263, 264, 259, travers. number of village Vachlabara, 1 Km distance from coastal boundary of village Kalavad simani and survey numbers 179pt, 3, 7, 8, 161, 160, 158, 152, 149, 128, 132, 124, 125, 121, 91, 93, 182 of village Kalavad simani, 1 Km distance from coastal boundary of village Chudeshwar and survey numbers 249, 251, 252, 255, 257, 258, 260, 261, 262, 265, 266, 320, 325, 237, 129, 102, 72, 71, 70, 75, 76, 87, 86 of village Chudeshwar, 1 Km distance from coastal boundary of village Goinj and survey numbers 267, 280, 279, 278, 277, 276, 275, 274, 304, 303, 302, 301, 299, 225, 211, 212, 197, 196, 185, 123, 179, Rasto of village Goinj of Khambhaliya Taluka of Jamnagar District, Boundary of village Sachana towards Khiri village, 1 Km. distance from coastal boundary of village Balachadi and survey numbers 8, 86, 99, 116, 76,

118, 5, 140, 139, 138, 19, 20, 21, 119, 24, 25, 59, 58, 56 of village Balachadi, 1 Km. distance from coastal boundary of village Hadiyana and survey numbers 629pt, 628pt, 653pt of village Hadiyana, 1 Km. distance from coastal boundary of village Kunnad and survey numbers 315 pt, 326, 329, 330, 332, 333, 334, Rasto of village Kunnad, 1 Km. distance from coastal boundary of village Jodiya and survey numbers 411, 393, 391pt, 390, 388, river, 339, 349, 325, 328, 310, 305, 302, 299pt, 298pt of village Jodiya, 1 Km. distance from coastal boundary of village Ranjitpar and survey numbers 410pt of village Ranjitpar, 1 Km. distance from coastal boundary of village Jamsar and survey numbers 119pt, 121, 70, 71, 72, 74, 73, 94, 97, 98, 103, 102 of village Jamsar, 1 Km. distance from coastal boundary of village Manamora and survey numbers 299, 301, 302, 303, 304, 273, 274, 272, 271, 252, 367pt, 242, 190, 368, 79, 63, 139, 62, 159, 158, 154, 156, 142, 141, 130 of village Manamora, 1 Km. distance from coastal boundary of village Kothari and survey numbers 160, 146, 144, 133, 132, 117, 116, 119, 108, 107, 66, 67, 69, 74 of village Kothari, 1 Km. distance from coastal boundary of village Rampar padabekar and survey numbers 306, 305, 310, 297, 312, 313, 316, 119, 120, 121, 130, 131, 136, 133, 134, 163, 172, 171, 170, 169, 179, 183, 185, 184 of village Rampar padabekar, 1 Km. distance from coastal boundary of village Bela and survey numbers 192, 191, 175, 157, 291, 312, 293 of village Bela, 1 Km. distance from coastal boundary of village Untbet sampar and survey numbers 232pt, 208, 175, 170, 151, 150, 146, 143, 140 of village Untbet sampar, 1 Km. distance from coastal boundary of village Fadsar and survey numbers 401/1pt, 1 Km. distance from coastal boundary of village Zinzuda and survey numbers 129/1, 3, 83, 37, 9, 39, 30, 78, 75, 70 of village Zinzuda of Jodiya Taluka of Jamnagar District.

**West :-** Coastal boundary of village Khiri and Balachadi of Jodiya Taluka of Jamnagar District and village boundary of Adatra and Arambhada of Dwarka Taluka of Jamnagar District.

#### **Boundary description of rivers falling in the Marine National Park and Marine Sanctuary Eco-sensitive Zone**

**North :-** Coastal boundary of village Zinzuda and Untbet sampar of Zinzuda river, Coastal boundary of village Ranjitpar, Jamsar and Manamora of Aji river, Coastal boundary of village Jodiya and Kunnad of Und river, Coastal boundary of village Hadiyana of Kankavati river, Coastal boundary of village Sachana and Khiri of Sachana river of Jodiya Taluka of Jamnagar District, Coastal boundary of village Jambuda of Jambuda river, Coastal boundary of village Dhunvav of Dhunvav river, Coastal boundary of village Navanagna and Junanagna of Nagna river, Coastal boundary of village Sarmat of Sarmat river, Coastal boundary of village Bed of Sasoi river, Coastal boundary of village Nanikhavadi of Khavadi river, Coastal boundary of village Gagwa of Gagwa river of

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Jamnagar Taluka of Jamnagar District, Coastal boundary of village Jogvad of Jogvad river, Coastal boundary of village Zhakhar of Zhakhar river of Lalpur Taluka of Jamnagar District, Coastal boundary of village Bharana of Bharana river, Coastal boundary of village Mandha of Mandha river, Coastal boundary of village Mota mandha of Sinhan river, Coastal boundary of village Kothavisotri of Ghi river, Coastal boundary of village Goinj of Goinj river, Coastal boundary of village Vachalabar of Bara river, Coastal boundary of village Beh of Beh river, Coastal boundary of village Beh and Zakasiya of Zakasiya river, Coastal boundary of village Nana ashota river of Khambhaliya Taluka of Jamnagar District, Coastal boundary of village Mota ashota of Mota ashota river, Coastal boundary of village Pindhara of Rani river of Kalyanpur Taluka of Jamnagar District, Coastal boundary of village Shamlasar of Shamlasar river of Dwarka Taluka of Jamnagar District.

**East :-** Village boundary of Zinzuda and Fadsar of Zinzuda river, Village boundary of Manamora, Jamsar, Ranjitpar of Aji river, Village boundary of Jodiya of Und river, Village boundary of Hadiyana of Kankavati river, Village boundary of Khiri of Sachana river of Jodiya Taluka of Jamnagar District, Village boundary of Jambuda of Jambuda river, Village boundary of Dhunvav of Dhunvav river, Village boundary of Navanagna and Vibhapar of Nagna river, Village boundary of Kharaberaja and Gordhanpar of Sarmat river, Village boundary of Sarmat and Vasai of Sasoi river, Village boundary of Khavdi of Khavdi river, Village boundary of Gagwa of Gagwa river of Jamnagar Taluka of Jamnagar District, Village boundary of Jogvad of Jogvad river, Village boundary of Zhankhar of Zhankhar river of Lalpur Taluka of Jamnagar District, Village boundary of Bharana of Bharana river, Village boundary of Mota mandha and Timbadi of Mandha river, Village boundary of Nana mandha of Sinhan river, Village boundary of Kothavisotri, Kabarvisotri, Sodasala of Ghi river, Village boundary of Goinj of Goinj river, Village boundary of Vachlabara of Bara river, Village boundary of Vachlabara of Beh river, Village boundary of Beh of Zakasiya river, Village boundary of Nana ashota river of Khambhaliya Taluka of Jamnagar District, Village boundary of Nana ashota of Mota ashota river, Village boundary of Mevasa of Rani river of Kalyanpur Taluka of Jamnagar District, Village boundary of Poshitra and Shamlasar of Shamlasar river of Dwarka Taluka of Jamnagar District.

**South :-** Village boundary of Fadsar of Zinzuda river, Village boundary of Manamora, Jamsar and Ranjitpar of Aji river, Village boundary of Jodiya of Und river, Village boundary of Hadiyana of Kankavati river, Village boundary of Khiri of Sachana river of Jodiya Taluka of Jamnagar District, Village boundary of Jambuda of Jambuda river, Village boundary of Dhunvav of Dhunvav river, Village boundary of Vibhapar and Nagna of Nagna river, Village boundary of Sarmat of Sarmat river, Village boundary of Bed of Sasoi river, Village boundary of Khavadi of Khavadi river, Village boundary of Gagwa of Gagwa river of Jamnagar Taluka of Jamnagar District, Village boundary of Jogvad of Jogvad river, Village boundary of

Zhankhar of Zhankhar river of Lalpur Taluka of Jamnagar District, Village boundary of Bharana of Bharana river, Village boundary of Mandha of Mandha river, Village boundary of Mandha of Sinhan river, Village boundary of Kothavisotri and Kabarvisotri of Khiri river, Village boundary of Goinj of Goinj river, Village boundary of Vachalabara of Bara river, Village boundary of Beh of Beh river, Village boundary of Beh of Zakasiya river, Village boundary of Nana ashota of Nana Ashota river of Khambhaliya of Jamnagar District, Village boundary of Mota ashota of Mota Ashota river, Village boundary of Mevasa and Pindhara of Rani river of Kalyanpur Taluka of Jamnagar District, Village boundary of Shamlasar of Shamlasar river of Dwarka Taluka of Jamnagar District.

**West :-** Village boundary of Untbet sampar and Zinjuda of Zinjuda river, Village boundary of Manamora, Jamsar and Ranjitpar of Aji river, Village boundary of Kunnad of Und river, Village boundary of Hadiyana of Kankavati river, Village boundary of Khiri and Sachana of Sachana river of Jodiya Taluka of Jamnagar District, Village boundary of Jambuda of Jambuda river, Village boundary of Dhunvav of Dhunvav river, Village boundary of Nagna of Nagna river, Village boundary of Sarmat of Sarmat river, Village boundary of Bed of Sasoi river, Village boundary of Khavadi of Khavadi river, Village boundary of Gagwa of Gagwa river of Jamnagar Taluka of Jamnagar District, Village boundary of Jogvad of Jogvad river, Village boundary of Zhankhar of Zhankhar river of Lalpur Taluka of Jamnagar District, Village boundary of Bharana of Bharana river, Village boundary of Mandha of Mandha river, Village boundary of Mota mandha of Sinhan river, Village boundary of Kothavisotri and Kabarvisotri of Ghi river, Village boundary of Goinj of Goinj river, Village boundary of Vachalabara of Bara river, Village boundary of Beh of Beh river, Village boundary of Beh and Zakashiya of Zakasiya river, Village boundary of Nana ashota of Nana Ashota river of Khambhaliya Taluka of Jamnagar District, Village boundary of Mota ashota of Mota ashota river, Village boundary of Pindhara of Rani river of Kalyanpur Taluka of Jamnagar District, Village boundary of Shamlasar of Shamlasar river of Dwarka Taluka of Jamnagar District.

**Boundary description of around 200 metre towards the sea of the Marine National Park and Marine Sanctuary Eco-sensitive Zone**

**North :-** Gulf of Kachchh towards Zanzarawadi, Gulf of Kachchh towards Ajad tapu, Gulf of Kachchh towards Ashota ni nar, Gulf of Kachchh towards Babudhoro, Gulf of Kachchh towards Barani nar, Gulf of Kachchh towards Berajani nar, Gulf of Kachchh towards Bhad, Gulf of Kachchh towards Bhaidar tapu, Gulf of Kachchh towards Bhalori, Gulf of Kachchh towards Chank tapu, Gulf of Kachchh towards Chusda, Gulf of Kachchh towards Bet sankhodwar, Gulf of Kachchh towards coral area north west Chank reef, Gulf of Kachchh towards Divdi Dhabdhaba, Gulf of Kachchh towards Coral little Bay Sikka, Gulf of Kachchh towards Coral near

Mithapur, Gulf of Kachchh towards Coral near Narara reef, Gulf of Kachchh towards Coral near Okha, Gulf of Kachchh towards coral of Chandri reef, Gulf of Kachchh towards coral of west of Kalubhar, Gulf of Kachchh towards coastal area of Okha, Gulf of Kachchh towards Dhani tapu, Gulf of Kachchh towards Dhoranu jungle, Gulf of Kachchh towards Didika, Mundeka tapu, Gulf of Kachchh towards Gadnhio kado tapu, Gulf of Kachchh towards Jindra tapu, Gulf of Kachchh towards Kadiyari, Gulf of Kachchh towards Kalavad ni nar, Gulf of Kachchh towards Kalubhar tapu, Gulf of Kachchh towards Kharara ni nar, Gulf of Kachchh towards Lafa marodi and Man marodi, Gulf of Kachchh towards Morzangi, Gulf of Kachchh towards Moshido, Gulf of Kachchh towards Moto kharo, Gulf of Kachchh towards Nagarnar nu jungle, Gulf of Kachchh towards Narara jungle, Gulf of Kachchh towards Navinar nu jungle, Gulf of Kachchh towards Noru tapu, Gulf of Kachchh towards Okhari, Gulf of Kachchh towards Pagar reef, Gulf of Kachchh towards Panero tapu, Gulf of Kachchh towards Pirotan tapu, Gulf of Kachchh towards Rai bet, Gulf of Kachchh towards Ravalpir jungle, Gulf of Kachchh towards Ribdi, Gulf of Kachchh towards Rozi bet, Gulf of Kachchh towards Rozinar jungle, Gulf of Kachchh towards Rozinar no val, Gulf of Kachchh towards Sikotari titar doro, Gulf of Kachchh towards Sui nu jungle, Gulf of Kachchh towards Untado, Gulf of Kachchh towards Vadinar, Gulf of Kachchh towards West side Okhari.

**East :-** Marine Sanctuary towards Zanzarawadi, Gulf of Kachchh towards Ajad tapu, Gulf of Kachchh towards Ashota ni nar, Gulf of Kachchh towards Babudhoro, Marine Sanctuary towards Barani nar, Marine Sanctuary towards Berajani nar, Marine National Park towards Bhad, Gulf of Kachchh towards Bhaidar tapu, Marine National Park towards Bhalori and Gulf of Kachchh, Gulf of Kachchh towards Chank tapu, Gulf of Kachchh towards Chusda, Gulf of Kachchh towards Bet sankhodwar, Marine National Park towards coral area north west Chank reef, Gulf of Kachchh towards Divdi Dhabdhaba, Gulf of Kachchh towards Coral little Bay Sikka, Gulf of Kachchh towards Coral near Mithapur, Marine National Park towards Coral near Narara reef, Gulf of Kachchh towards Coral near Okha, Gulf of Kachchh towards coral of Chandri reef, Marine National Park of coral towards west of Kalubhar, Gulf of Kachchh towards coastal area Okha, Gulf of Kachchh towards Dhani tapu, Gulf of Kachchh towards Dhoranu jungle, Gulf of Kachchh towards Didika, Mundeka tapu, Gulf of Kachchh towards Gadnhio kado tapu, Marine National Park towards Jindra tapu, Gulf of Kachchh towards Kadiyari, Marine Sanctuary towards Kalavad ni nar, Gulf of Kachchh towards Kalubhar tapu, Gulf of Kachchh towards Kharara ni nar, Gulf of Kachchh towards Lafa marodi and Man marodi, Marine National Park towards Morzangi, Gulf of Kachchh towards Moshido, Gulf of Kachchh towards Moto kharo, Gulf of Kachchh towards Nagarnar nu jungle, Gulf of Kachchh towards Narara jungle, Gulf of Kachchh towards Navinar nu jungle, Gulf of Kachchh towards Noru tapu, Gulf of Kachchh towards Okhari, Gulf of Kachchh towards Pagar reef, Gulf of Kachchh towards Panero tapu, Gulf of Kachchh towards Pirotan tapu,

Gulf of Kachchh towards Rai bet, Gulf of Kachchh towards Ravalpir jungle, Gulf of Kachchh towards Ribdi, Marine Sanctuary towards Rozi bet, Gulf of Kachchh towards Rozinar jungle, Gulf of Kachchh towards Rozinar no val, Gulf of Kachchh towards Sikotari titar dhoro, Marine Sanctuary towards Sui nu jungle, Gulf of Kachchh towards Untado, Gulf of Kachchh towards Vadinar, Gulf of Kachchh towards West side Okhari.

**South :-** Marine Sanctuary towards Zanzarawadi, Gulf of Kachchh towards Ajad tapu, Marine Sanctuary towards Ashota ni nar, Marine Sanctuary towards Babudhoro, Marine Sanctuary towards Barani nar, Marine Sanctuary towards Berajani nar, Marine National Park towards Bhad, Sanctuary and National Park and Gulf of Kachchh towards Bhaidar tapu, Gulf of Kachchh towards Bhalori, Gulf of Kachchh towards Chank tapu, Gulf of Kachchh towards Chusda, Gulf of Kachchh towards Bet sankhodwar, Gulf of Kachchh towards coral area north west Chank reef, Gulf of Kachchh towards Divdi Dhabdhaba, Marine National Park towards Coral little Bay Sikka, Gulf of Kachchh towards Coral near Mithapur, Marine National Park towards Coral near Narara reef, Gulf of Kachchh towards Coral near Okha, Gulf of Kachchh towards coral of Chandri reef, Marine National Park towards coral of west of Kalubhar, Gulf of Kachchh towards coastal area of Okha, Gulf of Kachchh towards Dhani tapu, Marine Sanctuary towards Dhoranu jungle, Gulf of Kachchh towards Didika, Mundeka tapu, Gulf of Kachchh towards Gandhio kado tapu, Marine National Park towards Jindra tapu, Marine Sanctuary towards Kadiyari, Marine Sanctuary towards Kalavad ni nar, Gulf of Kachchh towards Kalubhar tapu, Gulf of Kachchh towards Kharara ni nar, Gulf of Kachchh towards Lafa marodi and Man marodi, Marine National Park towards Morzangi, Marine National Park towards Moshido, Gulf of Kachchh and Marine sanctuary towards Moto kharo, Marine sanctuary towards Nagarnar nu jungle, Gulf of Kachchh towards Narara jungle, Marine Sanctuary towards Navinar nu jungle, Gulf of Kachchh towards Noru tapu, Marine sanctuary and National Park and Gulf of Kachchh towards Okhari, Gulf of Kachchh towards Pagar reef, Gulf of Kachchh towards Panero tapu, Marine National Park and Sanctuary towards Pirotan tapu, Marine National Park and sanctuary towards Rai bet, Marine Sanctuary and Gulf of Kachchh towards Ravalpir jungle, Marine Sanctuary towards Ribdi, Marine Sanctuary towards Rozi bet, Marine Sanctuary towards Rozinar jungle, Marine Sanctuary towards Rozinar no val, Marine Sanctuary towards Sikotari titar dhoro, Marine sanctuary and Gulf of Kachchh towards f Sui nu jungle, Marine Sanctuary towards Untado, Marine Sanctuary towards Vadinar, Marine Sanctuary towards West side of Okhari.

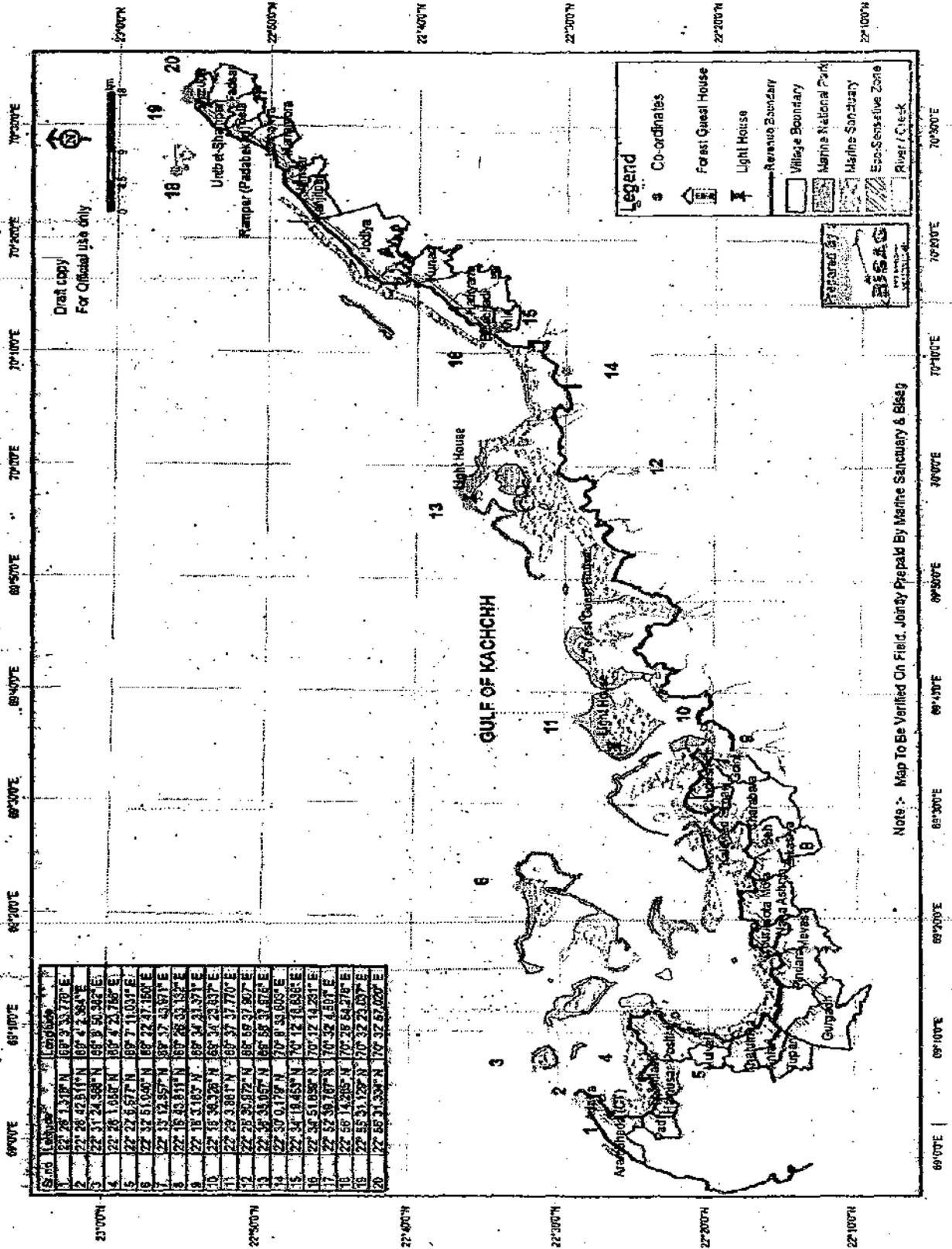
**West :-** Gulf of Kachchh towards Zanzarawadi, Gulf of Kachchh towards Ajad tapu, Gulf of Kachchh and Marine Sanctuary towards Ashota ni nar, Gulf of Kachchh towards Babudhoro, Gulf of Kachchh towards Barani nar, Marine National Park towards Berajani nar, Gulf of Kachchh towards Bhad, Gulf of Kachchh towards Bhaidar tapu, Gulf of Kachchh towards Bhalori, Gulf of Kachchh towards Chank tapu, Gulf of Kachchh towards Chusda,

Gulf of Kachchh towards Bet sankhodwar, Gulf of Kachchh towards coral area north west Chank reef, Gulf of Kachchh towards Divdi Dhabdhaba, Marine National Park and Sanctuary towards Coral little Bay Sikka, Gulf of Kachchh towards Coral near Mithapur, Gulf of Kachchh towards Coral near Narara reef, Gulf of Kachchh towards Coral near Okha, Gulf of Kachchh towards coral of Chandri reef, Gulf of Kachchh towards coral of west of Kalubhar, Marine Sanctuary towards coastal area of Okha, Gulf of Kachchh towards Dhani tapu, Gulf of Kachchh towards Dhoranu jungle, Gulf of Kachchh towards Didika, Mundeka tapu, Gulf of Kachchh towards Gandho kado tapu, Marine National Park and Sanctuary towards Jindra tapu, Gulf of Kachchh towards Kadiyari, Marine National Park towards Kalavad ni nar, Gulf of Kachchh towards Kalubhar tapu, Gulf of Kachchh towards Kharara ni nar, Gulf of Kachchh towards Lafa marodi and Man marodi, Marine Sanctuary towards Morzangi, Marine National Park towards Meshido, Gulf of Kachchh towards Moto kharo, Gulf of Kachchh and Marine Sanctuary towards Nagarnar nu jungle, Gulf of Kachchh towards Narara jungle, Gulf of Kachchh towards Navinar nu jungle, Gulf of Kachchh towards Noru tapu, Gulf of Kachchh towards Okhari, Gulf of Kachchh towards Pagar reef, Gulf of Kachchh towards Panero tapu, Gulf of Kachchh towards Pirotan tapu, Gulf of Kachchh towards Rai bet, Gulf of Kachchh towards Ravalpir jungle, Gulf of Kachchh towards Ribdi, Marine Sanctuary towards Rozi bet, Marine Sanctuary towards Rozinar jungle, Marine Sanctuary towards Rozinar no val, Gulf of Kachchh towards Sikotari titar dhoro, Gulf of Kachchh towards Sui nu jungle, Gulf of Kachchh towards Untado, Gulf of Kachchh towards Vadinar, Marine Sanctuary towards West side of Okhari.

**Total area of the Marine National Park and Marine Sanctuary Eco-sensitive Zone Jamnagar**

Name of National Park /Sanctuary	Description of the Eco-sensitive zone	Area in hectare
Marine Sanctuary and Marine National Park	(1) 1 Km. distance towards landward side	20858.18
	(2) Rivers falling in Eco-sensitive zone	1253.84
	(3) 200 mt. towards sea	10514.00
<b>Total :-</b>		<b>32626.02</b>

**Annexure-B**  
**Map Showing the Marine National Park and Marine Sanctuary Eco-sensitive Zone, District Jamnagar, Gujarat**



Sl. No.	Latitude	Longitude
1	22° 28' 1.818" N	69° 3' 33.770" E
2	22° 28' 42.811" N	69° 4' 2.864" E
3	22° 31' 24.588" N	69° 9' 50.342" E
4	22° 28' 1.858" N	69° 4' 23.785" E
5	22° 27' 4.877" N	69° 7' 11.031" E
6	22° 32' 51.040" N	69° 22' 47.150" E
7	22° 33' 12.957" N	69° 37' 43.914" E
8	22° 18' 43.811" N	69° 28' 33.132" E
9	22° 18' 41.057" N	69° 34' 31.371" E
10	22° 18' 40.328" N	69° 34' 23.837" E
11	22° 29' 3.881" N	69° 37' 37.770" E
12	22° 28' 30.072" N	69° 48' 37.807" E
13	22° 28' 33.057" N	69° 58' 34.878" E
14	22° 30' 0.178" N	70° 0' 33.605" E
15	22° 34' 18.453" N	70° 12' 18.634" E
16	22° 38' 51.038" N	70° 12' 14.291" E
17	22° 52' 39.167" N	70° 32' 4.507" E
18	22° 58' 14.205" N	70° 28' 54.787" E
19	22° 58' 31.128" N	70° 32' 23.037" E
20	22° 58' 31.338" N	70° 32' 57.020" E

Note :- Map To Be Verified On Field. Jonly Prepared By Marine Sanctuary & Biosag

## Annexure-C

**Statement showing the Latitude and Longitude of villages falling in the Marine National Park and Marine Sanctuary Eco-sensitive Zone**

S.No.	Name of village	Lat.	Long.	Taluka
1.	Bela	22° 52' 48.180" N	70° 29' 40.874" E	Jodiya
		22° 52' 21.306" N	70° 29' 59.395" E	
2.	Kunad	22° 40' 15.651" N	70° 16' 8.782" E	
		22° 39' 26.782" N	70° 16' 27.660" E	
3.	Kothariya	22° 50' 30.953" N	70° 28' 1.868" E	
		22° 50' 15.318" N	70° 28' 32.659" E	
4.	Khiri	22° 34' 18.958" N	70° 12' 17.735" E	
		22° 34' 19.362" N	70° 12' 21.109" E	
5.	Jodiya	22° 40' 44.181" N	70° 16' 24.411" E	
		22° 40' 58.523" N	70° 16' 55.072" E	
6.	Jamsar	22° 48' 9.412" N	70° 23' 46.369" E	
		22° 47' 55.433" N	70° 24' 20.463" E	
7.	Zinzuda	22° 54' 27.746" N	70° 31' 54.708" E	
		22° 54' 20.709" N	70° 31' 49.881" E	
8.	Hadiyana	22° 37' 53.267" N	70° 14' 0.469" E	
		22° 37' 5.550" N	70° 14' 3.812" E	
9.	Untbet-Shampar	22° 52' 50.163" N	70° 29' 40.289" E	
		22° 53' 6.062" N	70° 30' 11.203" E	
10.	Fadsar	22° 54' 7.106" N	70° 32' 22.571" E	
		22° 53' 56.761" N	70° 32' 5.278" E	
11.	Ranjitpar	22° 47' 0.189" N	70° 21' 46.882" E	
		22° 46' 26.405" N	70° 21' 55.357" E	
12.	Rampar (Padabekad)	22° 51' 36.903" N	70° 28' 42.099" E	
		22° 51' 26.602" N	70° 29' 17.284" E	
13.	Balachadi	22° 34' 53.328" N	70° 12' 16.106" E	
		22° 35' 1.420" N	70° 12' 49.998" E	
14.	Manamora	22° 49' 7.639" N	70° 26' 0.252" E	
		22° 48' 44.815" N	70° 26' 25.229" E	
15.	Zakasiya	22° 17' 1.764" N	69° 25' 29.763" E	Khambhaliya
		22° 16' 34.991" N	69° 25' 49.561" E	
16.	Vachlabara	22° 17' 24.155" N	69° 28' 16.164" E	
		22° 16' 53.188" N	69° 28' 26.708" E	
17.	Nana Ashote	22° 17' 5.285" N	69° 23' 34.608" E	
		22° 16' 32.642" N	69° 23' 39.232" E	
18.	Kalawad Simani	22° 18' 47.024" N	69° 29' 42.854" E	
		22° 18' 46.835" N	69° 30' 17.975" E	

[भाग II—खण्ड 3(ii)]

भारत का राजपत्र : असाधारण

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19.	Goinj	22° 20' 34.158" N	69° 33' 37.374" E	Kalyanpur	
		22° 19' 43.928" N	69° 33' 26.401" E		
20.	Chudeshvar	22° 21' 42.189" N	69° 30' 42.327" E		
		22° 21' 6.471" N	69° 30' 46.625" E		
21.	Beh	22° 17' 14.652" N	69° 26' 52.569" E		
		22° 16' 49.060" N	69° 26' 32.524" E		
22.	Virpur	22° 15' 23.371" N	69° 17' 7.512" E		
		22° 15' 40.335" N	69° 17' 38.032" E		
23.	Pindara	22° 12' 56.137" N	69° 14' 12.318" E		
		22° 12' 28.240" N	69° 14' 30.217" E		
24.	Mevasa	22° 15' 18.957" N	69° 17' 5.266" E		
		22° 14' 49.006" N	69° 17' 19.780" E		
25.	Gurgadh	22° 14' 49.927" N	69° 10' 16.714" E		
		22° 14' 20.869" N	69° 10' 0.959" E		
26.	Asota Mota	22° 16' 42.632" N	69° 19' 29.087" E		
		22° 16' 11.474" N	69° 19' 47.447" E		
27.	Tupani	22° 14' 39.852" N	69° 10' 11.326" E		Dwarka
		22° 14' 45.784" N	69° 9' 42.106" E		
28.	Shamlesar	22° 23' 10.958" N	69° 4' 16.644" E		
		22° 22' 42.487" N	69° 4' 16.788" E		
29.	Positra	22° 23' 46.487" N	69° 7' 47.985" E		
		22° 23' 5.969" N	69° 7' 42.673" E		
30.	Padli	22° 24' 14.913" N	69° 2' 48.458" E		
		22° 24' 15.942" N	69° 2' 12.303" E		
31.	Mulvel	22° 19' 14.799" N	69° 8' 55.325" E		
		22° 18' 47.023" N	69° 8' 49.611" E		
32.	Khatumba	22° 18' 24.444" N	69° 9' 30.755" E		
		22° 18' 31.769" N	69° 8' 54.176" E		
33.	Hamusar	22° 23' 55.055" N	69° 3' 9.094" E		
		22° 23' 14.977" N	69° 2' 50.736" E		
34.	Arambhada (CT)	22° 26' 34.203" N	69° 2' 46.176" E		
		22° 27' 20.610" N	69° 3' 18.984" E		
35.	Aniari	22° 15' 8.998" N	69° 10' 25.643" E		
		22° 15' 27.680" N	69° 9' 57.101" E		
36.	Adatra	22° 26' 13.755" N	69° 3' 1.412" E		
		22° 26' 35.478" N	69° 3' 20.710" E		

**Annexure-D**  
**[See paragraph 3]**

**Activities to be prohibited, regulated or permitted within the Marine National Park and Marine Sanctuary Eco-sensitive Zone.**

S.No.	Activity	Prohibited	Regulated	Promoted	remarks
1.	Commercial Mining	Yes	-	-	Regulation will not prohibit the digging of earth for construction or repair of houses and for manufacture of country tiles or bricks for housing for personal consumption.
2.	Felling of trees	-	Yes	-	With permission from appropriate authority.
3.	Setting of saw mills	Yes	-	-	-
4.	Setting of industries causing pollution (Water, Air, Soil, Noise, etc)	Yes	-	-	-
5.	Establishment of hotels and resorts	-	Yes	-	As per approved Master Plan, which takes care of habitats allowing no restriction on movement of wild animals.

6.	Commercial use of firewood	Yes	-	-	For hotels and other business related establishment
7.	Drastic change of agriculture systems	-	Yes	-	-
8.	Commercial use of natural water resources including ground water harvesting	-	Yes	-	As per approved Master Plan, which takes care of habitats allowing no restriction on movement of wild animals.
9.	Establishment of major hydroelectric projects	Yes	-	-	-
10.	Erection of electrical cables	-	Yes	-	Promote underground cabling.
11.	Ongoing agriculture and horticulture practices by local Communities along with aquaculture and fisheries	-	-	Yes	Excessive expansion of some of these activities and excessive exploitation of the marine resources shall be regulated as per the Master Plan.
12.	Rain Water harvesting	-	-	Yes	Shall be promoted.
13.	Fencing of premises of hotels and lodges	-	Yes	-	-
14.	Organic farming	-	-	Yes	Shall be promoted.
15.	Use of	-	Yes	-	-

	polythene bags by shopkeepers				
16.	Use of renewable energy sources	-	-	Yes	Shall be promoted.
17.	Widening of roads	-	Yes	-	This shall be done with proper Environment Impact Assessment and mitigation measures.
18.	Movement of vehicular traffic at night	-	Yes	-	For commercial purpose.
19.	Introduction of exotic species	-	Yes	-	
20.	Use or production of any hazardous substances	Yes	-	-	
21.	Undertaking activities related to tourism like over-flying the National Park area by any aircraft, hot-air balloons and activities related to coastal tourism	Yes	-	-	
22.	Protection of hill slopes and river banks and coastal areas	-	Yes	-	As per the Master Plan
23.	Discharge of untreated effluents and	Yes	-	-	

	solid waste in natural water bodies or terrestrial area				
24.	Discharge of treated effluents in natural water bodies or terrestrial area.		Yes		Recycling of treated effluent be encouraged and for disposal of sludge or solid waste, the existing regulations shall be followed.
25.	Air and vehicular pollution	-	Yes		
26.	Sign boards and hoardings	-	Yes		
27.	Adoption of green technology for all activities	-	-	Yes	Shall be promoted.
28.	Mechanised Fishing including fishing by trawlers	Yes	-		
29.	Traditional fishing		-	Yes	Permitted with restrictions and laws prevailing in the State.
30.	Salt work activities	-	Yes		
31.	Sea water withdrawal	-	Yes		It shall be allowed to the existing Industries as per the law in force.

32.	Erection of conveying systems and pipelines (oil and gas, seawater intake, treated effluent) on terrestrial or sub-surface		Yes		Activities like erection of conveying systems and pipelines (oil and gas, seawater intake, treated effluent) on terrestrial or sub-surface shall be included under the regulated activities as all these infrastructure or facilities already exists in the proposed ESZ.
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[F. No. 25/2/2012-ESZ/RE]

DR. G. V. SUBRAHMANYAM, Scientist 'G'



# भारत का राजपत्र The Gazette of India

असाधारण

EXTRAORDINARY

भाग II—खण्ड 3—उप-खण्ड (i)

PART II—Section 3—Sub-section (i)

प्राधिकार से प्रकाशित

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## पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय

### अधिसूचना

नई दिल्ली, 18 जनवरी, 2019

**सा.का.नि. 37(अ).**—केन्द्रीय सरकार ने भारत सरकार के तत्कालीन पर्यावरण और वन मंत्रालय, की अधिसूचना संख्या का.आ. 19 (अ) तारीख 6 जनवरी, 2011 (जिसे इसमें इसके पश्चात तटीय विनियमन जोन अधिसूचना, 2011 कहा गया है) द्वारा तटीय क्षेत्रों को पर्यावरण (संरक्षण) अधिनियम, 1986 की धारा 3 के अधीन कतिपय तटीय विनियमन क्षेत्र (जिसे इसमें इसके पश्चात सीआरजेड कहा गया है) के रूप में घोषित किया था;

और पर्यावरण वन और जलवायु परिवर्तन मंत्रालय को समुद्री तथा तटीय पारितंत्रों के प्रबंधन और संरक्षण, तटीय क्षेत्रों में विकास, पारि-पर्यटन, तटीय क्षेत्रों में रहने वाले समुदायों की जीविका के विकल्पों तथा वहनीय विकास आदि के संबंध में तटीय विनियमन जोन अधिसूचना, 2011 में कतिपय उपबंधों के बारे में अन्य पणधारियों के अतिरिक्त, विभिन्न तटीय राज्यों और संघ राज्य क्षेत्रों से अभ्यावेदन प्राप्त हुए हैं;

और विभिन्न राज्य सरकारों/संघ राज्य क्षेत्रों और पणधारियों ने पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय से तटीय विनियमन जोन अधिसूचना, 2011 के संदर्भ में तटीय पर्यावरण और वहनीय विकास से संबंधित चिंताओं का निराकरण करने का अनुरोध किया है;

और पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय ने तटीय विनियमन जोन अधिसूचना, 2011 के संबंध में विभिन्न मुद्दों तथा तटीय राज्यों और संघ राज्य क्षेत्रों और पणधारियों की चिंताओं की जांच करने और उक्त अधिसूचना में समुचित परिवर्तन किए जाने की सिफारिश करने के लिए डॉ. शैलेश नायक की अध्यक्षता में एक समिति का गठन किया था;

और मंत्रालय में डॉ. शैलेश नायक द्वारा प्रस्तुत की गई रिपोर्ट की जांच की गई है और इस संबंध में विभिन्न पणधारियों के साथ परामर्श किए गए हैं;

और सभी संबंधितों से टिप्पणियों और सुझावों की ईप्सा से प्रारूप तटीय विनियमन जोन अधिसूचना, 2018 जारी की गई थी और उसे तारीख 18 अप्रैल, 2018 को पर्यावरण, वन और जलवायु परिवर्तन की वेबसाइट पर डाला गया था;

और केन्द्रीय सरकार द्वारा उपर्युक्त उल्लिखित प्रारूप तटीय विनियमन जोन अधिसूचना, 2018 की प्रतिक्रिया में प्राप्त आक्षेपों और सुझावों पर सम्यक रूप से विचार कर लिया गया है;

अतः अब केन्द्रीय सरकार, पर्यावरण (संरक्षण) अधिनियम, 1986 (1986 का 29) की धारा 3 की उपधारा (1) और उपधारा (2) के खंड (v) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए और तटीय विनियमन जोन अधिसूचना 2011 संख्यांक का. आ. 19 (अ) तारीख 6 जनवरी, 2011 को, उन बातों के सिवाय अधिकांत करते हुए, जिन्हें ऐसे अधिक्रमण से पहले किया गया था या करने का लोप किया गया था, के तटीय क्षेत्रों के मछुआरा समुदायों और अन्य स्थानीय समुदायों की आजीविका की सुरक्षा और प्राकृतिक जोखिमों, ग्लोबल वार्मिंग के कारण समुद्र स्तर में वृद्धि के खतरों को ध्यान में रखते हुए वैज्ञानिक सिद्धांतों पर आधारित सतत विकास को बढ़ावा देने के अतिरिक्त, तटीय खंडों और समुद्री क्षेत्रों के अद्वितीय पर्यावरण के संरक्षण और सुरक्षा के उद्देश्य से अंडमान और निकोबार द्वीपसमूह और लक्षद्वीप तथा इन द्वीपसमूहों के आस-पास के समुद्री क्षेत्रों को छोड़कर देश के तटीय खंडों और उसकी राज्यक्षेत्रीय सागर खंड को निम्नानुसार तटीय विनियमन जोन के रूप में घोषित करती है:-

- (i) उच्च ज्वार रेखा (इसमें इसके पश्चात् एचटीएल के रूप में कहा गया है) से लेकर समुद्र की ओर अभिमुख 500 मीटर का भू-क्षेत्र।

स्पष्टीकरण – इस अधिसूचना के प्रयोजनों के लिए एचटीएल से भूमि पर ऐसी रेखा अभिप्रेत है जहां तक उत्पन्न होने वाले ज्वार के दौरान उच्चतम जल रेखा पहुंचती है, जैसाकि निर्धारित प्रक्रियाओं के अनुसार राष्ट्रीय सतत तटीय प्रबंधन केन्द्र (एनसीएससीएम) द्वारा सीमांकित और विभिन्न तटीय राज्यों और संघ राज्य क्षेत्रों को उपलब्ध कराया गया है।

- (ii) सीआरजेड उन भू-क्षेत्रों पर लागू होगा जो एचटीएल से लेकर 50 मीटर या क्रीक की चौड़ाई जो भी कम हो, ज्वार से प्रभावित जल निकायों, जो कि समुद्र से जुड़े हुए हैं, के मध्य स्थित वह दूरी जहां तक ज्वार से प्रभावित जल निकायों के आस-पास विकासात्मक कार्यकलापों को विनियमित किया जाना है और इस दूरी का निर्धारण वर्ष की शुष्क अवधि में लवणीयता की मात्रा को पांच भाग प्रति हजार (पीपीटी) को आधार मानकर किया जाएगा तथा ज्वार से प्रभावित होने वाली दूरी को तटीय जोन प्रबंधन योजनाओं (जिसे इसमें इसके पश्चात् सीजेडएमपी के रूप में कहा गया है) के अनुसार अभिज्ञात करके उसका निर्धारण किया जाएगा।

परन्तु, 50 मीटर की सीआरजेड सीमा या क्रीक की चौड़ाई, इनमें से जो भी कम हो, इस अधिसूचना, जिसे उचित परामर्शी प्रक्रिया/जनसुनवाई इत्यादि के साथ विरचित किया गया है, के अनुसार संबंधित सीजेडएमपी के संशोधन तथा अन्तिम अनुमोदन और इसमें सूचीबद्ध पर्यावरणीय सुरक्षोपायों के अध्यधीन होगी और इस अधिसूचना की सीजेडएमपी का अनुमोदन होने तक, 100 मीटर या क्रीक की चौड़ाई की सीमा जो भी कम हो, लागू होगी।

स्पष्टीकरण :- इस उप पैराग्राफ के प्रयोजनार्थ ज्वार प्रभावित जल निकायों से खाड़ी, नदी मुहाना, नदी, क्रीक, बैकवाटर, लेगून और तालाब इत्यादि जो समुद्र से मिले हुए हों, में समुद्र से ज्वारीय प्रभावों से प्रभावित जल निकाय अभिप्रेत है।

- (iii) एचटीएल तथा निम्न ज्वारीय रेखा (जिसे इसमें इसके पश्चात् एलटीएल के रूप में कहा गया है) के मध्य स्थित अन्तर ज्वारीय क्षेत्र अर्थात् भूमि क्षेत्र अभिप्रेत है।
- (iv) ज्वार से प्रभावित जल निकायों के लिए समुद्र और जल के मामले में एलटीएल और क्षेत्रीय जल सीमा (12 समुद्री मील) के मध्य स्थित भू-क्षेत्र और किनारे की विपरीत दिशा में एलटीएल से किनारे पर एलटीएल के बीच के क्षेत्र

**2. सीआरजेड का वर्गीकरण –** तटीय क्षेत्रों और समुद्री जल के संरक्षण और सुरक्षा के प्रयोजनार्थ सीआरजेड क्षेत्र को निम्नानुसार वर्गीकृत किया जाएगा, अर्थात् :-

**2.1 सीआरजेड -I** क्षेत्र पर्यावरण की दृष्टि से सर्वाधिक संवेदनशील हैं और इन्हें निम्नानुसार और वर्गीकृत किया जाएगा:

**2.1.1-सीआरजेड-Iक:**

(क) सीआरजेड-Iक में पारिस्थितिकी की दृष्टि से संवेदनशील (ईएसए) और भू-आकृति की विशेषताओं वाले निम्नलिखित क्षेत्र सम्मिलित होंगे, जो तट की अखंडता को बरकरार रखने में भूमिका निभाते हैं अर्थात्:

- (i) कच्छ वनस्पति । यदि कच्छ वनस्पति क्षेत्र 1000 वर्ग मीटर से अधिक है तो कच्छ वनस्पति के किनारे 50 मीटर के क्षेत्र को बफर क्षेत्र के रूप में उपलब्ध कराया जाएगा और ऐसे क्षेत्र में सीआरजेड-क भी सम्मिलित होगा।
- (ii) प्रवाल और प्रवाल भित्ति;
- (iii) बालू के टीले;
- (iv) जैविक रूप से सक्रिय नमभूमि (मडफ्लैट);
- (v) जैवमंडल रिजर्वों सहित वन्यजीव (संरक्षण) अधिनियम, 1972 (1972 का 53), वन (संरक्षण) अधिनियम, 1980 (1980 का 69) या पर्यावरण (संरक्षण) अधिनियम, 1972 (1972 का 53) के उपबंधों के अधीन राष्ट्रीय उद्यान, समुद्री पार्क, अभयारण्य, रिजर्व वन, वन्यजीव पर्यावास और अन्य संरक्षित क्षेत्र;
- (vi) नमकीन दलदल;
- (vii) कछुआ प्रजनन स्थल;
- (viii) हॉर्स शू केकड़े का पर्यावास;
- (ix) समुद्री घास का मैदान;
- (x) पक्षियों के प्रजनन का स्थान;
- (xi) पुरातात्विक महत्व के क्षेत्र या संरचनाएं और धरोहर स्थल ।

(ख) इस अधिसूचना के उपाबंध-1 में यथाअंतर्विष्ट और सीजेडएमपी में एकीकृत मार्गदर्शक सिद्धांतों के आधार पर राष्ट्रीय सतत तटीय प्रबंधन केन्द्र (एनसीएससीएम) द्वारा यथा मानचित्रित संबंधित क्षेत्रों में ऐसे पारिस्थितिकी की दृष्टि से संवेदनशील क्षेत्रों के लिए राज्यों और संघ राज्यक्षेत्रों द्वारा एक विस्तृत पर्यावरण प्रबंधन योजना बनाई जाएगी।

### 2.1.2 सीआरजेड-ख:

अन्तरज्वारीय क्षेत्र अर्थात् निम्न ज्वार रेखा और उच्च ज्वार रेखा के बीच का क्षेत्र सीआरजेड-ख में सम्मिलित होगा ।

### 2.2 सीआरजेड-॥:

सीआरजेड-॥ में विद्यमान नगरीय सीमाओं या अन्य विद्यमान विधिक रूप से अधिकृत शहरी क्षेत्रों जो बिल्टअप प्लॉटों से 50 प्रतिशत से अधिक होते हुए कुल प्लॉटों के अनुपात के साथ पर्याप्त बिल्टअप हों और जहां ट्रेनेज तथा सम्पर्क सड़कों और अन्य अवसंरचनात्मक सुविधाएं जैसे जलापूर्ति और सीवरेज मेन इत्यादि की व्यवस्था की गई हो, के अन्दर तटरेखा तक या इसके समीप विकसित भूमि क्षेत्र सम्मिलित होंगे।

### 2.3 सीआरजेड-॥॥:

ऐसे भूमि क्षेत्र जो अपेक्षाकृत अहस्तक्षेपित (अर्थात् ग्रामीण क्षेत्र इत्यादि) हैं और जो सीआरजेड-॥ के अन्तर्गत नहीं आते हैं, सीआरजेड-॥॥ में सम्मिलित होंगे और सीआरजेड-॥॥ को आगे निम्नलिखित श्रेणियों में वर्गीकृत किया जाएगा:-

#### 2.3.1 सीआरजेड-॥॥ क:

ऐसी घनी आवादी वाले सीआरजेड-॥॥ क्षेत्र, जहां 2011 जनगणना आधार के अनुसार जनसंख्या घनत्व प्रतिवर्ग किलोमीटर 2161 से अधिक हो, उन्हें सीआरजेड-॥॥क के रूप में नामित किया जाएगा और सीआरजेड-॥॥क में, भूमि की ओर वाले भाग पर एचटीएल से 50 मीटर तक के क्षेत्र को 'नो डेवलपमेंट जोन (एनडीजेड)' के रूप में निर्धारित किया जाएगा, परन्तु इस अधिसूचना के अनुसार सीजेडएमपी जिसे उचित परामर्शी प्रक्रिया के साथ तैयार किया गया हो, को अनुमोदित किया गया है जिसके न होने पर 200 मीटर का 'नो डेवलपमेंट जोन' लागू रहेगा।

#### 2.3.2 सीआरजेड-॥॥ ख:

वर्ष 2011 जनगणना आधार के अनुसार प्रति वर्ग किलोमीटर 2161 से कम जनसंख्या घनत्व वाले सभी अन्य सीआरजेड-॥॥ क्षेत्र सीआरजेड-॥॥ख के रूप में अभिहित किए जाएंगे और सीआरजेड-॥॥ख में, भूमि की ओर वाले भाग पर एचटीएल से 200 मीटर तक के क्षेत्र को 'नो डेवलपमेंट जोन (एनडीजेड)' के रूप में निर्धारित किया जाएगा।

**2.3.3** ज्वार प्रभावित जल निकायों के किनारे एचटीएल से 50 मीटर तक भूमि क्षेत्र या क्रीक की चौड़ाई, जो भी कम हो, को भी सीआरजेड III क्षेत्रों में एनडीजेड के रूप में निर्धारित किया जाएगा।

*टिप्पण:* अधिसूचित पत्तन सीमाओं में आने वाले ऐसे क्षेत्रों में एनडीजेड लागू नहीं होगा।

#### **2.4 सीआरजेड-IV:**

सीआरजेड-IV में जल क्षेत्र सम्मिलित होंगे और इन्हें निम्नानुसार और वर्गीकृत किया जाएगा:

##### **2.4.1 सीआरजेड-IV क:**

समुद्र की ओर वाले भाग पर बारह (12) समुद्री मील तक निम्न ज्वार रेखा के बीच जल क्षेत्र और समुद्र तल क्षेत्र सीआरजेड-IVक में सम्मिलित होंगे।

##### **2.4.2 सीआरजेड-IV ख:**

सीआरजेड-IV ख क्षेत्रों में ज्वार से प्रभावित जल निकायों के किनारे पर एलटीएल और ज्वार के प्रभाव अर्थात् वर्ष के शुष्कतम मौसम के दौरान पांच भाग प्रति हजार (पीपीटी) की लवण्यता तक समुद्र में जल निकाय के मुहाने से विस्तृत होकर किनारे की विपरीत दिशा में एलटीएल के बीच जल क्षेत्र और तल क्षेत्र सम्मिलित होंगे।

**3.0 सीआरजेड में विशेष ध्यान की अपेक्षा रखने वाले क्षेत्र:-** निम्नलिखित तटीय क्षेत्रों पर संकटपूर्ण तटीय पर्यावरण के संरक्षण तथा स्थानीय समुदायों द्वारा सामना की जा रही कठिनाइयों के प्रयोजनार्थ विशेष ध्यान दिया जाएगा:-

##### **3.1 गंभीर रूप से असुरक्षित तटीय क्षेत्र (सीपीए)**

पर्यावरण (संरक्षण) अधिनियम, 1986 के अधीन अभिज्ञात पश्चिम बंगाल के सुंदरवन क्षेत्र और अन्य पारि-संवेदनशील क्षेत्रों जैसे गुजरात में खंबात की खाड़ी और कच्छ की खाड़ी, महाराष्ट्र में मालवन, अचरा- रत्नागिरि, कर्नाटक में कारवार और कूडापुर, केरल में वैम्बानाड, तमिलनाडु में मन्नार की खाड़ी, ओडिशा में भैयतारकनिका, आंध्र प्रदेश में कोरिंगा, पूर्वी गोदावरी और कृष्णा को गंभीर रूप से असुरक्षित तटीय क्षेत्र (सीवीसीए) के रूप में लिया जाएगा और उनका प्रबंधन तटीय समुदायों, जिनमें वे मछुवारे सम्मिलित हैं जो अपनी स्थायी आजीविका के लिए तटीय संसाधनों पर निर्भर करते हैं को सम्मिलित कर के किया जाएगा।

3.2 अंतर्देशीय पश्चजल द्वीपों और मुख्य भूमि तट के साथ-साथ द्वीपों के लिए सीआरजेड।

3.3 वृहत्तर मुंबई की नगरीय सीमाओं के भीतर आने वाले सीआरजेड।

**4. सीआरजेड के भीतर प्रतिषेधित क्रियाकलाप:** साधारणतया: निम्नलिखित क्रियाकलाप को पूरे सीआरजेड में प्रतिषेधित किया जाएगा और इनके अपवाद तथा विनिर्दिष्ट सीआरजेड श्रेणियों, जैसे सीआरजेड-I, II, III और IV में अनुमत्य/विनियमित अन्य क्रियाकलाप को इस अधिसूचना के पैरा 5 के उपबंधों के द्वारा शासित किया जाएगा:-

- (i) नये उद्योगों की स्थापना और विद्यमान उद्योगों, प्रचालनों या प्रक्रियाओं का विस्तार।
- (ii) पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय की अधिसूचना संख्यांक सा.का.नि. 395(अ), तारीख 4 अप्रैल, 2014 में यथा विनिर्दिष्ट, तेल का विनिर्माण या हथालन, खतरनाक पदार्थों का भंडारण या निपटान।
- (iii) नई मत्स्य प्रसंस्करण इकाइयों को स्थापित किया जाना।
- (iv) इस अधिसूचना के अधीन अनुमत्य और सक्षम प्राधिकारी की पूर्वानुमति से निष्पादित कार्यकलापों को छोड़कर भूमि सुधार, समुद्री जल के स्वभाविक प्रवाह पर बंध लगाया जाना या उसमें बाधा डालना।
- (v) उद्योगों, शहरों या नगरों तथा अन्य मानवीय बस्तियों से अशोधित अपशिष्ट और बहिःस्रावों का छोड़ा जाना।
- (vi) भूमि के भराव के प्रयोजन से सन्निर्माण का मलबा, औद्योगिक ठोस अपशिष्ट, फ्लाईएश सहित शहर या नगर के अपशिष्ट काडलाव।
- (vii) तट के अधिक कटाव वाले क्षेत्रों में बंदरगाह और पोताश्रय।
- (viii) रेत, चट्टानों तथा निचली सतहों में अन्य सामग्रियों का खनन।

- (ix) सक्रिय रेत टीलों की छंटाई या उनमें बदलाव।
- (x) जल प्रणाली और समुद्री जीव स्टिकों की सुरक्षा के लिए तटीय जलक्षेत्रों में प्लाजन्तु-सामग्री को फेंके जाने का प्रतिषेध किया जाएगा और सीआरजेड में प्लास्टिक सामग्री के प्रबंधन और निपटान के लिए पर्याप्त उपाय किये जाएंगे।
- (xi) भूजल का निष्कासन।

## 5. सीआरजेड में अनुमत्य क्रियाकलाप का विनियमन:

### 5.1 सीआरजेड-।:

#### 5.1.1 सीआरजेड—।क:

ये क्षेत्र पारिस्थितिक रूप से अत्यधिक संवेदनशील हैं और सामान्य रूप से सीआरजेड-।क क्षेत्रों में निम्नलिखित अपवादों सहित, कोई क्रियाकलाप नहीं किया जाएगा:-

- (i) इस अधिसूचना के अनुसार, अनुमोदित सीजेडएमपी में निर्दिष्ट, ऐसी पारि-पर्यटन योजना के अध्यक्षीन, अभिज्ञात क्षेत्रों में कच्छ भूमि भ्रमण, वृक्ष कुटीर, प्राकृतिक मार्ग इत्यादि जैसे पारि-पर्यटन क्रियाकलाप, जिन्हें उचित परामर्शी प्रक्रिया/ जन सुनवाई के पश्चात तैयार किया गया हो और सीजेडएमपी में सूचीबद्ध, पारिस्थितिक रूप से संवेदनशील क्षेत्रों से संबंधित पर्यावरणीय सुरक्षोपायों और सावधानियों के अध्यक्षीन।
- (ii) कच्छ भूमि बफर क्षेत्र में केवल ऐसे क्रियाकलाप जैसे पाइप लाइनों, ट्रांसमिशन लाइनों का बिछाया जाना, वाहन प्रणालियों या तंत्रों तथा खंभों इत्यादि पर सड़क का सन्निर्माण, जिनकी जन उपयोगिताओं में जरूरत पड़ती है, की अनुमति दी जाएगी।
- (iii) सीआरजेड-। क्षेत्रों में सुधार के द्वारा सड़कों और खंभों पर बनायी जाने वाली सड़कों की अनुमति केवल आपवादिक मामलों में रक्षा, रणनीतिक प्रयोजनों और जन उपयोगिताओं के लिए, एक ब्योरे वार समुद्री या दोनों पृथ्वी पर्यावरण प्रभाव निर्धारण के अध्यक्षीन दी जाएगी जिसकी सिफारिश तटीय क्षेत्र प्रबंधन समिति प्राधिकरण द्वारा की गई हो और जिसकी पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय द्वारा स्वीकृति दी गयी हो और यदि ऐसी सड़कों का निर्माण कच्छ भूमि क्षेत्रों से होकर गुजरता है या उससे कच्छ भूमियों को, सन्निर्माण प्रक्रिया के दौरान, कम से कम तीन बार क्षति पहुंचने की संभावना हो, तो प्रभावित या क्षतिग्रस्त या कटाईग्रस्त कच्छ भूमि क्षेत्र पर प्रतिपूरक वृक्षारोपण प्रारंभ किया जाएगा।

#### 5.1.2 सीआरजेड-। ख – अंतर्ज्वारीय क्षेत्र:

सीआरजेड-।ख क्षेत्रों में क्रियाकलाप का निम्न प्रकार से विनियमित या अनुमति अनुज्ञेय होगी:-

- (i) भूमि सुधार, बंध निर्माण इत्यादि की अनुमति केवल ऐसे क्रियाकलाप के लिए दी जाएगी जैसे:-

- (क) तटाग्र सुविधाएं, जैसे बंदरगाह, पोतआश्रय, घाट, जहाज घाट, प्लेटफार्म, जलावतरण मंच, पुल, तटरक्षा के लिए होवर पोर्ट और समुद्री बंध इत्यादि;
- (ख) रक्षा, रणनीतिक और सुरक्षा प्रयोजनों के लिए परियोजनाएं;
- (ग) विद्यमान उच्च ज्वार रेखा तक, खंभों पर सड़क बशर्ते ऐसी सड़कों के, भूमि की तरफ वाले क्षेत्र के विकास की अनुमति के लिए प्राधिकृत नहीं किया जाएगा:

परंतु यह और कि सुधार की गयी भूमि के उपयोग की अनुमति केवल जन उपयोगिताओं, जैसे सामूहिक, त्वरित या बहुविध परिवहन प्रणाली, सभी आवश्यक सहबद्ध जन उपयोगिताओं के निर्माण और स्थापना तथा ऐसी परिवहन प्रणाली के प्रचालन के लिए आधारभूत संरचना जिसमें विद्युत या इलैक्ट्रॉनिक सिग्नल प्रणाली, अनुज्ञाप्राप्त डिजाइनों के परिवहन विश्राम स्थल; किसी औद्योगिक प्रचालन, मरम्मत या अनुरक्षण को छोड़कर, के लिए दी जाएगी;

- (घ) कटाव के नियंत्रण के लिए उपाय;
- (ङ) जलमार्गों, चैनलों और बंदरगाहों और तटरक्षा के लिए होवर पोर्टों का अनुरक्षण और सफाई;

- (च) रेत बाधाओं, ज्वारीय विनियामकों की स्थापना, वर्षाजल नालों का बनाया जाना या लवणता के प्रवेश के निवारण हेतु संरचना और ताजा जल का पुनः भराव के लिए उपाय।
- (ii) जलाग्र से संबंधित क्रियाकलाप या बंदरगाहों तथा पोताश्रय, घाटों, प्लेटफार्मों, जहाज घाटों, कटाव नियंत्रण उपायों, ब्रेकवाटर्स, पाइप लाइनों, लाइट हाउसों, नौचालन सुरक्षा सुविधाएं, तटीय पुलिस स्टेशनों, भारतीय तट रक्षा स्टेशनों और इसी प्रकार के अन्य क्रियाकलाप जैसी प्रत्यक्ष रूप से आवश्यक समुद्र तटाग्र सुविधाएं।
- (iii) गैर परस्परागत ऊर्जा स्रोतों द्वारा विद्युत तथा सहबद्ध सुविधाएं।
- (iv) खतरनाक पदार्थों को, पोतों से बंदरगाहों, टर्मिनलों और परिष्करणियों को स्थानान्तरित किया जाना और विपर्ययेन व्यवस्था।
- (v) इस अधिसूचना के उपाबंध-11 में यथा विनिर्दिष्ट अनुसार पेट्रोलियम उत्पादों और तरलीकृत प्राकृतिक गैस की प्राप्ति और भंडारण के लिए सुविधाएं, पेट्रोलियम और प्राकृतिक गैस मंत्रालय में, तेल उद्योग सुरक्षा निदेशालय द्वारा जारी दिशानिदेशों और पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय द्वारा जारी मार्ग दर्शक सिद्धांतों सहित सुरक्षा विनियमों के कार्यान्वयन के अध्यक्षीन, परंतु यह कि ऐसी सुविधाएं उर्वरकों और अमोनिया, फास्फोरिक एसिड, गंधक का तेजाब, शोरे का तेजाब इत्यादि जैसे उर्वरकों के लिए आवश्यक कच्चे सामग्रियों की प्राप्ति और भंडारण के लिए हो।
- (vi) अधिसूचित बंदरगाहों में गैर खतरनाक कार्गो अर्थात् खाद्य तेल उर्वरकों और खाद्यान्नों का भंडारण।
- (vii) हैचरी और मछलियों को प्राकृतिक रूप से सुखाया जाना।
- (viii) विद्यमान मत्स्य प्रसंस्करण इकाइयां निम्नलिखित शर्तों के अध्यक्षीन आधुनिकीकरण प्रयोजनों के लिए, 25 प्रतिशत अतिरिक्त कुर्सी क्षेत्र (केवल अतिरिक्त उपस्करों और प्रदूषण उपायों के लिए) का उपयोग कर सकती हैं:-
- (क) ऐसे पुनर्निर्माण का फर्श स्थान सूचकांक जो नगर और देश आयोजन के परिव्यापी विनियमों के अनुसार, अनुमत्य फर्श स्थान सूचकांक से अधिक न हो।
- (ख) अतिरिक्त कुर्सी क्षेत्र का सन्निर्माण केवल भूमि क्षेत्र की तरफ ही हो।
- (ग) संबद्ध राज्य प्रदूषण नियंत्रण बोर्ड या प्रदूषण नियंत्रण समिति का अनुमोदन।
- (ix) अपशिष्ट और बहिःस्त्रावों के लिए शोधन सुविधाएं और शोधित बहिःस्त्रावों का परिवहन।
- (x) वर्षा जल के लिए नाले।
- (xi) परियोजनाएं, जिन्हें रणनीतिक, रक्षा से संबंधित परियोजनाओं और भारत सरकार के परमाणु ऊर्जा विभाग की परियोजनाओं के रूप में वर्गीकृत किया गया है।
- (xii) खान और खनिज (विकास और विनियमन) अधिनियम, (1957 का 67) की प्रथम अनुसूची के भाग-ख के अधीन अधिसूचित परमाणु खनिज(जों) का हस्त चालित खनन, जो इस प्रकार या परमाणु खनिज खोज और अनुसंधान निदेशालय द्वारा अनुमोदित खनन योजना के अनुसार भारत सरकार के परमाणु ऊर्जा विभाग द्वारा यथा प्राधिकृत अभिकरणों द्वारा, अंतर्ज्वारीय क्षेत्र में एक या अन्य खनिजों के साथ किया जा रहा हो:
- परन्तु अंतर्ज्वारीय क्षेत्र के भीतर हस्त चालित खनन कार्य ऐसे व्यक्तियों को नियोजित करके किया जाएगा जो अंतर्ज्वारीय अयस्क या खनिज के संग्रहण के लिए टोकरियों और हाथफावड़ों का प्रयोग करते हों और जो अनुमोदित खनन योजना के अनुसार अंतर्ज्वारीय क्षेत्र में ड्रिलिंग और विस्फोट या भारी हैवी अर्थ मूविंग मशीनरी का प्रयोग किये बिना कराया गया हो।
- (xiii) तेल और प्राकृतिक गैस की खोज और निष्कर्षण तथा उससे संबंधित सभी क्रियाकलाप और सुविधाएं।
- (xiv) पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय द्वारा अधिसूचित पर्यावरणीय मानकों और यथास्थिति, केंद्रीय प्रदूषण नियंत्रण बोर्ड या राज्य प्रदूषण नियंत्रण बोर्ड या प्रदूषण नियंत्रण समिति के सुसंगत दिशानिदेशों के अनुरूप, कच्चे माल के परिवहन के लिए तटाग्र अपेक्षित सुविधाएं, ठंडा करने वाले जल की प्राप्ति हेतु सुविधाएं निर्लवणीकरण संयंत्रों इत्यादि के लिए जल की प्राप्ति और शोधित अपशिष्ट जल को बाहर निकालने या तापीय विद्युत संयंत्रों से ठंडा करने वाले जल को बाहर निकालने के लिए मुहाने जैसी सुविधाएं होनी चाहिए।

- (xv) ट्रांसमिशन लाइनों सहित पाइप लाइन और संवहन प्रणालियां।
- (xvi) चक्रवातों की पूर्व सूचना की निगरानी के लिए मौसम रडार, महासागर प्रेक्षण प्लेट फार्मों, संचलन तथा सहबद्ध क्रियाकलाप।
- (xvii) नमक एकत्रण और सहबद्ध सुविधाएं।
- (xviii) निर्लवणीकरण और सहबद्ध सुविधाएं।

## 5.2 सीआरजेड-II

- (i) जहां तक लागू हो, सीआरजेड-I में यथा अनुज्ञाप्राप्त क्रियाकलाप भी अनुज्ञेय होंगे।
- (ii) आवासीय प्रयोजनों, विद्यालयों, अस्पतालों, संस्थाओं, कार्यालयों, सार्वजनिक स्थलों इत्यादि के लिए भवनों के सन्निर्माण की अनुमति, विद्यमान सड़क के भूमि की तरफ वाले क्षेत्र पर या विद्यमान प्राधिकृत निर्धारित संरचनाओं के भूमि की तरफ वाले क्षेत्र पर दी जाएगी; परन्तु यह कि ऐसी किसी नई सड़क, जो किसी विद्यमान सड़क के समुद्र की ओर वाले क्षेत्र पर बनाई गई हो, के भूमि की तरफ वाले क्षेत्र पर भवनों के सन्निर्माण की अनुमति नहीं दी जाएगी।
- (iii) ऊपर (ii) में अनुज्ञाप्राप्त भवन, समय-समय पर लागू होने वाले स्थानीय नगर और देश आयोजन विनियमों और इस अधिसूचना की तारीख को लागू फर्श स्थान सूचकांक या फर्श क्षेत्र अनुपात के लिए लागू मापदंडों के अध्यक्षीन होंगे और यदि राजपत्र में इस अधिसूचना के प्रकाशन की तारीख को अधिभावी फर्श स्थान सूचकांक के संशोधन की आवश्यकता हो, तो यथास्थिति शहरी स्थानीय निकाय या राज्य या संघ राज्यक्षेत्र प्रशासन, संबंधित राज्य तटीय जोन प्रबंधन प्राधिकरण (एससीजेडएमए) या संघ राज्य क्षेत्र तटीय-जोन प्रबंधन प्राधिकरण, के माध्यम से पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय को अनुरोध करेगा और तत्पश्चात राज्य तटीय जोन प्रबंध प्राधिकरण प्रस्ताव को इस मामले में अपने विचारों के साथ राष्ट्रीय तटीय जोन प्रबंध प्राधिकरण को अग्रेषित करेगा और तत्पश्चात राष्ट्रीय तटीय जोन प्रबंध प्राधिकरण विभिन्न पहलुओं, जैसे जनसुविधाओं की उपलब्धता, पर्यावरण संरक्षण उपायों इत्यादि की जांच करेगा और प्रस्ताव पर उचित निर्णय लेगा। यह संबंधित नगर आयोजन प्राधिकरण की जिम्मेदारी होगी कि वह इस बात को सुनिश्चित करे कि ठोस अपशिष्टों का निपटान संबंधित ठोस अपशिष्ट प्रबंधन नियमों के अनुसार हो और कोई अशोधित मलजल तट पर या तटीय जल में न छोड़ा जाए।
- (iv) प्राधिकृत भवनों का पुनर्निर्माण, वर्तमान भूमि उपयोग में परिवर्तन किए बिना समय-समय पर यथा लागू स्थानीय कस्बा और देश आयोजना संबंधित विनियमों और इस अधिसूचना के राजपत्र में प्रकाशन की तारीख को मौजूदा फर्श स्थान या तल क्षेत्र अनुपात के अध्यक्षीन अनुमत किया जाएगा और यदि अधिसूचना की उक्त तारीख के पश्चात फर्श स्थान सूचकांक के संशोधन की आवश्यकता हो तो शहरी स्थानीय निकाय/राज्य या संघ राज्यक्षेत्र प्रशासन, यथास्थिति संबंधित राज्य तटीय जोन प्रबंधन प्राधिकरण (एससीजेडएमए) या संघ राज्यक्षेत्र तटीय जोन प्रबंधन प्राधिकरण, के माध्यम से पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय को निवेदन करेगा और तत्पश्चात एससीजेडएमए प्रस्ताव को, इस मामले में अपने विचारों के साथ एससीजेडएमए को अग्रेषित करेगा और तत्पश्चात एससीजेडएमए विभिन्न पहलुओं जैसे जनसुविधाओं की उपलब्धता, पर्यावरण संरक्षण उपायों इत्यादि की जांच करेगा और प्रस्ताव पर उचित निर्णय लेगा और यह संबंधित कस्बा आयोजना प्राधिकरण का उत्तरदायित्व होगा कि वह सुनिश्चित करे कि संबंधित ठोस अपशिष्ट प्रबंधन नियमों के अनुसार ठोस अपशिष्ट का हथालन किया जाए और तट क्षेत्र अथवा तटीय जल क्षेत्र पर किसी भी प्रकार के अशोधित मलजल का निस्सारण न किया जाए।
- (v) समुद्र तट पर रिसोर्ट्स या होटलों का निर्माण करने के लिए निर्दिष्ट क्षेत्रों में खाली पड़े हुए भू-खंडों का विकास, इस अधिसूचना के **उपाबंध-III** में दिए गए शर्तों या दिशानिर्देशों के अध्यक्षीन है।
- (vi) समुद्र तटों पर अस्थायी तौर पर पर्यटन सुविधाएं अनुमत की जाएंगी। ऐसी अस्थायी सुविधाओं में केवल कुटीर, शौचालय या स्नानगृह, कपड़े बदलने के लिए कक्ष, शावर पैनेल्स, इंटरलौकिंग पेवर ब्लॉक आदि का उपयोग करते हुए, निर्मित किए गए आवागमन मार्ग, पेयजल सुविधाएं, बैठने की व्यवस्थाएं आदि सम्मिलित होंगे और तथापि, इस अधिसूचना के अनुसार ऐसी सुविधाएं, केवल उचित परामर्शी प्रक्रिया या जन सुनवाई आदि से तैयार की गई अनुमोदित सीजेडएमपी में दर्शाई जा रही पर्यटन योजना के अध्यक्षीन और आगे सीजेडएमपी में सूचीबद्ध पर्यावरणीय सुरक्षोपायों के अध्यक्षीन अनुमत की जाएंगी। तथापि, ऐसी सुविधाओं की स्थापना के लिए एचटीएल से न्यूनतम 10 मीटर दूरी बनाकर रखी जानी चाहिए।

**5.3 सीआरजेड-III**

(i) जहां तक सीआरजेड-I ख में लागू कार्यकलापों को यथाप्रयोज्य सीआरजेड-III में भी अनुमत किया जाएगा।

**(ii) एनडीजेड में कार्यकलापों का विनियमन:**

एनडीजेड में निम्नलिखित अनुज्ञेय होंगे और उन्हें विनियमित किया जायेगा:

- (क) सीआरजेड-III में एनडीजेड के भीतर इस अधिसूचना के अधीन अनुमेय कार्यकलापों के लिए आवश्यक आपदा प्रबंधन प्रावधानों और उचित स्वच्छता की व्यवस्थाओं को सम्मिलित करते हुए मछुआरा समुदाय सहित परंपरागत तटीय, समुदायों की आवासीय इकाइयों के निर्माण, पुनर्निर्माण और कार्यकलापों के लिए अनिवार्य सुविधाओं सहित पूर्व में मौजूदा प्राधिकृत और संरचनाओं, जिनमें फ्लोर स्पेस इण्डेक्स, मौजूदा प्लिथ एरिया और मौजूदा घनत्व पहले से अधिक न हों की मरम्मत या पुनर्निर्माण को छोड़कर, कोई भी निर्माण कार्य अनुज्ञेय नहीं होगा।
- (ख) कृषि, उद्यानकृषि-, उद्यानों, चरागाह, पार्क, खेलने के लिए मैदान और वानिकी।
- (ग) तटीय जोन प्रबंध प्राधिकरण द्वारा मामला-दर-मामला आधार पर स्थानीय निवासियों की आवश्यकता हेतु औषधालयों, विद्यालयों, वर्षा जल से बचाव हेतु सार्वजनिक आश्रय स्थल, सामुयिक शौचालय, पुल, सड़क जलापूर्ति व्यवस्था, जलनिकास प्रणाली, वाहित मल के निकास, शवदाहगृह, कब्रगाह और विद्युत सब-स्टेशनों का निर्माण।
- (घ) संबंधित प्रदूषण नियंत्रण बोर्ड अथवा समिति के पूर्व अनुमोदन से घरेलू वाहित मल, उपचार और निस्तारण के लिए बनाई जाने वाली इकाइयों या संबंधित निकायों का निर्माण।
- (ङ) स्थानीय मत्स्य ग्राही समुदायों के लिए अपेक्षित सुविधाएं जैसे मछली सुखाने के प्रांगण, नीलामी के लिए हॉल, जाल की मरम्मत के लिए प्रांगण, परम्परागत नौका निर्माण प्रांगण, बर्फ संयंत्र, बर्फ तोड़ने वाली इकाइयां, मछलियों के संसाधन की सुविधाएं आदि।
- (च) जहां भी सीआरजेड-III क्षेत्रों के एनडीजेड से राष्ट्रीय अथवा राज्य राजमार्ग गुजर रहे हैं, वहां समुद्र की तरफ की ओर सड़क पर अस्थायी पर्यटन सुविधाएं जैसे शौचालय, चेन्ज रूम, पेयजल सुविधा और अस्थायी शैक्स निर्मित किए जा सकते हैं।

एनडीजेड में ऐसी सड़कों की भूमि की ओर, रिसॉर्ट/होटल और संबद्ध पर्यटन सुविधाएं अनुज्ञात होंगी और तथापि, इस अधिसूचना के अनुसार और यथा लागू उपाबंध-III की शर्तों या मार्गदर्शक सिद्धांतों के अनुसार अनुमोदित सीजेडएमपी में पर्यटन योजना को सम्मिलित किए जाने की शर्त पर ही ऐसी सुविधाओं को अनुज्ञात किया जाएगा।

- (छ) सीआरजेड-III क्षेत्रों में एनडीजेड और समुद्र तटों में अस्थायी पर्यटन सुविधाएं अनुज्ञेय होंगी और ऐसी अस्थायी सुविधाओं में केवल शैक्स, शौचालय या प्रसाधन, कपड़े बदलने के लिए कक्ष, शॉवर पैनल्स, इंटरलॉकिंग पेवर ब्लॉक आदि का उपयोग करते हुए निर्मित वॉक वेज, पेयजल सुविधाएं, बैठने की व्यवस्थाएं आदि सम्मिलित होंगी और तथापि, ऐसी सुविधाओं को इस अधिसूचना के अनुसार अनुमोदित सीजेडएमपी में दर्शाई जा रही पर्यटन योजना के अधीन ऐसी सुविधाओं की स्थापना के लिए एचटीएल से 10 मीटर की न्यूनतम दूरी के अनुरक्षण के अधीन रहते हुए अनुज्ञात किया जाएगा।
- (ज) खोज और अनुसंधान हेतु परमाणु खनिज निदेशालय द्वारा खनन योजना के अनुसार भारत सरकार के परमाणु ऊर्जा विभाग द्वारा प्राधिकृत ऐसे अभिकरणों द्वारा एक या अन्य खनिजों के साथ पाए गए, खान और खनिज (विकास और विनियमन) अधिनियम, 1957 (1957 का 67) की प्रथम अनुसूची के भाग ख के अधीन अधिसूचित, परमाणु खनिजों का खनन।

**(iii) एनडीजेड से बाहर सीआरजेड-III क्षेत्रों के लिए कार्यकलापों का विनियमन:**

- (क) इस अधिसूचना के उपाबंध-III में दी गई शर्तों या मार्गदर्शक सिद्धांतों की शर्त के अध्यक्षीन समुद्र तट पर रिसोर्ट या होटलों या पर्यटन विकास परियोजनाओं के निर्माण के लिए निर्दिष्ट क्षेत्रों में खाली पड़े हुए प्रखंडों का विकास,
- (ख) आवासीय इकाइयों का निर्माण अथवा पुनर्निर्माण जब तक कि वह पारंपरिक अधिकारों और रूढिगत उपयोग जैसे कि मौजूदा मछुआरा समुदाय के गांवों आदि की परिधि के अंदर है और ऐसे निर्माण अथवा पुनर्निर्माण हेतु निर्माण अनुमति केवल दो तलो (भूतल+एक तल) सहित 9 मीटर तक अधिकतम ऊँचाई के निर्माण की समग्र ऊँचाई सहित स्थानीय नगर और शहर आयोजना नियमों की शर्त के अध्यक्षीन होगा।
- (ग) मछुआरों सहित स्थानीय समुदायों को मौजूदा मकानों के प्लिथ क्षेत्र या डिजाइन अथवा अग्रभाग में परिवर्तन किए बिना 'होम स्टे' के माध्यम से पर्यटन को सुकर बनाने के लिए अनुज्ञात किया जा सकेगा।
- (घ) वर्षा जल से बचने के लिए सार्वजनिक आश्रय स्थलों, सामुदायिक शौचालयों, जल आपूर्ति व्यवस्था, वाहितमल निस्तारण, सड़कों और पुलों का निर्माण।
- (ङ.) चूना पत्थर का खनन:  
खनन क्षेत्र में प्रतिष्ठित राष्ट्रीय स्तर के संसाधनों अर्थात् वैज्ञानिक और औद्योगिक अनुसंधान परिषद्, केन्द्रीय खनन अनुसंधान संस्थान आदि की सिफारिशों के आधार पर खनन योजनाओं के अधीन उन विशिष्ट अभिज्ञात क्षेत्रों में चूनापत्थर खनिजों के चयनित खनन को अनुज्ञात किया जा सकेगा, जो एचटीएल की ऊँचाई से पर्याप्त ऊँचाई पर हैं, बशर्ते कि एचटीएल के ऊपर एक मीटर की ऊँचाई तक में खनिजों का उत्खनन न किया गया है और पर्याप्त अवरोधक सृजित किया गया हो ताकि लवणीय जल के प्रवेश के विरुद्ध सुरक्षोपाय किए जा सके और वह तटीय जलों के प्रदूषण और तटीय अपरदन के निवारण के संबंध में पर्याप्त सुरक्षोपायों की शर्त के अध्यक्षीन हो।
- (च) खोज और अनुसंधान हेतु परमाणु खनिज निदेशालय द्वारा खनन योजना के अनुसार भारत सरकार के परमाणु ऊर्जा विभाग द्वारा प्राधिकृत ऐसे अभिकरणों द्वारा एक या अन्य खनिजों के साथ पाए गए, खान और खनिज (विकास और विनियमन) अधिनियम, 1957 (1957 का 67) की प्रथम अनुसूची के भाग ख के अधीन अधिसूचित, परमाणु खनिजों का खनन।
- (iv) भू-गर्भीय जल का निष्कर्षण और उससे संबंधित निर्माण को उन क्षेत्रों में जहां, स्थानीय समुदाय निवास करते हैं और जो केवल उनके उपयोग के लिए है, को छोड़कर एचटीएल से 200 मीटर तक के क्षेत्र में प्रतिबंधित किया जाएगा और एचटीएल के 200-500 मीटर तक के उन क्षेत्रों में, भू-गर्भीय जल का निष्कर्षण को पेयजल, बागवानी, कृषि और मत्स्यन आदि के लिए साधारण कुँओं के माध्यम से शारीरिक श्रम द्वारा अनुमत किया जा सकेगा, जहां जल का कोई अन्य स्रोत उपलब्ध न हो और समुद्र जल के प्रवेश द्वारा प्रभावित क्षेत्रों में राज्य सरकार या संघ राज्य क्षेत्र प्रशासन द्वारा अभिहित प्राधिकरण द्वारा ऐसे निष्कर्षण पर प्रतिबंध लगाया जा सकेगा तथापि, बागवानी और कृषि उद्देश्य के लिए सरकारी कल्याण योजनाओं द्वारा समर्थित माइक्रो सिंचाई अनुमत की जाएगी।
- (v) पर्याप्त पर्यावरणीय सुरक्षा उपायों के साथ सीआरजेड-III क्षेत्रों में अपशिष्ट भूमियों और गैर-कृषि भूमियों पर विमान पत्तनों का विकास।

**5.4 सीआरजेड-IV**

सीआरजेड IV क्षेत्रों में अनुज्ञेय और विनियमित निम्नलिखित कार्यकलाप होंगे:-

- (i) स्थानीय समुदायों द्वारा पारम्परिक रूप से मत्स्य पालन और संबद्ध कार्यकलाप किए गए हैं।
- (ii) भू-सुधार, समुद्री जल को बांधने के लिए केवल निम्नलिखित कार्यकलाप अनुज्ञात होंगे;
- (क) अग्रतट सुविधाओं जैसे पत्तन, बंदरगाह, जेट्टी, घाट, तटबंध या स्लिपवे, पुल और सीलिक और तट रक्षक के लिए होवर पत्तन आदि;

- (ख) तट रक्षक सहित रक्षा, रणनीतिक और सुरक्षा प्रयोजन के लिए परियोजनाएं;
- (ग) क्षरण को रोकने के लिए उपाय;
- (घ) जलमार्गों, चैनलों और बंदरगाहों की देखरेख और उनकी साफ-सफाई;
- (ङ) बलुईटीलों को बनने से रोकने, ज्वार नियंत्रकों का प्रतिस्थापन, तेज जल प्रवाह नालियों को बिछाने तथा स्वच्छ जलाशयों में लवणीय जल के सम्मिश्रण को रोकने और स्वच्छ जल के रिचार्ज हेतु संरचना स्थापित करने संबंधी गतिविधियों पर आधारित उपाय;
- (iii) पत्तनों और बंदरगाहों, जेट्टी, घाटों, तटबंधों, क्षरण नियंत्रण उपायों, तरंगरोधो (ब्रेकवाटर्स), पाईपलाइनों, नेवीगेशनल सुरक्षा सुविधाओं जैसे वाटरफ्रंट अथवा प्रत्यक्ष रूप से आवश्यक तटाग्र सुविधाओं से संबंधित कार्यकलाप।
- (iv) गैर-परम्परागत ऊर्जा स्रोत और संबद्ध सुविधाओं जैसे अपतटीय पवन, तरंग ऊर्जा, महासागरीय ताप विद्युत ऊर्जा संरक्षण आदि द्वारा विद्युत उत्पादन।
- (v) जहाजों से पत्तनों तक खतरनाक पदार्थों का अंतरण।
- (vi) अधिसूचित पत्तनों में खाद्य तेल, उर्वरकों और खाद्यान्न जैसे गैर-परिसंकटमय कार्गो का भंडारण।
- (vii) जलमार्गों में शोधित बहिष्कारों के निस्तारण के लिए सुविधाएं।
- (viii) रणनीतिक और तटरक्षक तटीय सुरक्षा नेटवर्क सहित रक्षा संबंधी परियोजनाओं के रूप में वर्गीकृत परियोजनाएं।
- (ix) परमाणु ऊर्जा विभाग की परियोजनाएं।
- (x) तेल और प्राकृतिक गैस का अन्वेषण और निष्कर्षण तथा इससे जुड़ी हुई अन्य गतिविधियां और सुविधाएं आदि।
- (xi) खान और खनिज (विकास और विनियमन) अधिनियम, 1957 (1957 का 67) की पहली अनुसूची के भाग-ख के अधीन अधिसूचित परिमाणु खनिजों की खोज और खनन जो अन्य खनिज (खनिजों) के साथ और ऐसे संबद्ध खनिज (खनिजों) के रूप में पाए जाते हैं।
- (xii) पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय द्वारा अधिसूचित पर्यावरणीय मानकों और केन्द्रीय प्रदूषण नियंत्रण बोर्ड या राज्य प्रदूषण नियंत्रण बोर्ड या प्रदूषण नियंत्रण समिति के सुसंगत निदेशों के अनुरूप कच्चे माल के परिवहन हेतु तटाग्र अपेक्षित सुविधाएं, शीतलन जल का उपयोग करने के लिए सुविधाएं या थर्मल पावर संयंत्रों से निकलने वाले शीतलन जल अथवा शोधित अपशिष्ट जल के निस्तारण हेतु मुहाना।
- (xiii) पाईपलाइन, ट्रांसमिशन लाईन सहित संचार प्रणाली की व्यवस्था।
- (xiv) चक्रवात के पूर्वानुमान, महासागर अवलोकन स्थल, संचलन और संबद्ध सुविधाओं की मानीटरी के लिए मौसम रडार।
- (xv) संबंधित राज्य सरकार द्वारा सीआरजेड-IV(क) क्षेत्रों में पर्याप्त पर्यावरणीय सुरक्षोपायों सहित निम्नलिखित की शर्तों के अधीन अपवाद मामलों में स्मारक या स्मृति स्थलों का निर्माण और संबद्ध सुविधाएं अर्थात्:-
- (क) संबंधित राज्य सरकार पर्यावरणीय पैरामीटरों सहित विभिन्न पैरामीटरों के संबंध में विचारित वैकल्पिक अवस्थानों और वेटेज मैट्रिक्स के ब्यौरे सहित सीआरजेड-IV 'क' क्षेत्रों में परियोजना की अवस्थापना के लिए राज्य तटीय जोन प्रबंध प्राधिकरण को औचित्यकरण प्रस्तुत करेगी जो परियोजना की जांच करेगा और राज्य सरकार द्वारा पर्यावरणीय प्रभाव मूल्यांकन रिपोर्ट की तैयारी करने के लिए विचारार्थ विषय (टीओआर) प्रदान करने के लिए केन्द्रीय सरकार (पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय) को सिफारिश करेगा।
- (ख) केन्द्रीय सरकार द्वारा टीओआर प्रदान करने पर संबंधित राज्य सरकार पर्यावरण समाघात के साथ निर्धारण अधिसूचना संख्या का.आ. 1533 (अ) तारीख 14 सितम्बर, 2006 के अधीन अधिकथित प्रक्रिया के अनुसार प्रस्तावित परियोजना के लिए सार्वजनिक सुनवाई आयोजित करने के लिए राज्य प्रदूषण नियंत्रण बोर्ड को आपात स्थिति के दौरान स्थल- पर और स्थल- से -दूर आपात योजना और बचाव कार्य योजना सहित प्रारूप

पर्यावरण समाघात निर्धारण रिपोर्ट (ईआईए) सहित पर्यावरणीय प्रबंधन योजना (ईएमपी), प्रारूप जोखिम निर्धारण रिपोर्ट सहित आपदा प्रबंधन योजना (डीएमपी) प्रस्तुत करेगा)

- (ग) संबंधित राज्य सरकार, जन सुनवाई के दौरान जनता द्वारा उप-मद (ख) में उठाए गए संगत मुद्दों का निराकरण करने के पश्चात् अंतिम ईआईए, ईएमपी, जोखिम आकलन और डीएमपी को राज्य सीजेडएमपी को उनकी जांच करने और पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय को सिफारिश करने के लिए प्रस्तुत करेगा:
- (घ) केन्द्रीय सरकार यदि वह ऐसा करना आवश्यक समझे तो उप-मद (ख) में संदर्भित जन सुनवाई की आवश्यकता को अनावश्यक भी बना सकता है यदि उसका यह समाधान हो जाता है कि इस परियोजना में जनता का पुनर्वास और पुनर्स्थापना सम्मिलित नहीं है अथवा परियोजना स्थल, मानव बस्तियों से दूर अवस्थित है।

#### 5.5 डीआई स्थापनाओं से स्वीकृति की अपेक्षा:

परमाणु ऊर्जा विनियामक बोर्ड मार्गदर्शक सिद्धांतों द्वारा विनिर्दिष्ट चारदिवारी सीमाओं के अंतर्गत आने वाली नई संरचनाओं के निर्माण सहित किसी विकासात्मक कार्यकलापों को करने से पहले परमाणु ऊर्जा विभाग स्थापनाओं से पूर्व अनापत्ति अभिप्राप्त करनी होगी।

#### 6. तटीय जोन प्रबंधन योजनाएं (सीजेडएमपी)

(i) इस अधिसूचना के उपबंधों के अनुसार, सभी तटीय राज्य और संघ राज्य क्षेत्र सीआरजैड अधिसूचना, 2011 संख्यांक का.आ. 19 (अ), तारीख 6 जनवरी, 2011 के अधीन विरचित संबंधित तटीय जोन प्रबंधन योजना (सीजेडएमपी) को इस अधिसूचना के उपबंधों के अनुसार पुनरीक्षित या अद्यतन करेंगे और उसे अनुमोदनार्थ यथाशीघ्र पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय को प्रस्तुत करेंगे और उन सभी परियोजना कार्यकलापों, जिन पर इस अधिसूचना के उपबंध लागू होते हैं, का मूल्यांकन अद्यतन तटीय क्षेत्र प्रबंधन योजनाओं के अनुसार किया जाना अपेक्षित होगा और जब तक सीजेडएमपी को इस प्रकार पुनरीक्षित या अद्यतन नहीं किया जाता है, तब तक इस अधिसूचना के उपबंध लागू नहीं होंगे और ऐसी परियोजनाओं के मूल्यांकन और सीआरजैड स्वीकृति के लिए सीआरजैड अधिसूचना, 2011 के उपबंधों के अनुसार तैयार की गई तटीय क्षेत्र प्रबंधन योजनाओं का अनुसरण किया जाता रहेगा;

(ii) तटीय राज्य सरकार या संघ राज्य क्षेत्र द्वारा ख्याति प्राप्त एवं अनुभवी वैज्ञानिक संस्था (ओं) या पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय के राष्ट्रीय सतत तटीय प्रबंधन केन्द्र (इसके उपरांत एनसीएससीएम के रूप में उल्लिखित) सहित अन्य एजेंसियों के सहयोग से और संबंधित पणधारियों के साथ परामर्श करके सीजेडएमपी तैयार या अद्यतन की जाएगी;

(iii) तटीय राज्य और संघ राज्य क्षेत्र अधिसूचना के **उपबंध-IV** में दिए गए मार्गदर्शक सिद्धांतों, जिनके अंतर्गत आम जनता से परामर्श करना भी है, के अनुसार संबंधित प्रदेशों के अंदर सीआरजैड क्षेत्रों को अभिज्ञात और वर्गीकृत करते हुए 1:25,000 स्केल मैप का प्रयोग करके प्रारूप सीजेडएमपी तैयार करेंगे;

इस अधिसूचना में सूचीबद्ध समस्त विकास संबंधी कार्यकलापों को राज्य सरकार, संघ राज्य क्षेत्र प्रशासन, स्थानीय प्राधिकरण या संबंधित तटीय जोन प्रबंध प्राधिकरण द्वारा इस अधिसूचना के उपबंधों के अनुसार यथास्थिति ऐसी अनुमोदित सीजेडएमपी, जो विद्यमान हो, के ढांचे के अंदर विनियमित किया जाएगा;

(iv) राज्य सरकार या संघ राज्य क्षेत्र द्वारा प्रस्तुत प्रारूप सीजेडएमपी को पर्यावरण (संरक्षण) अधिनियम, 1986 (1986 का 29) में अधिकथित प्रक्रिया (ओं) के अनुसार, समुचित परामर्शों और सिफारिशों के साथ मूल्यांकन के लिए संबंधित तटीय जोन प्रबंध प्राधिकरण के समक्ष प्रस्तुत किया जाएगा;

(v) तत्पश्चात् पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय संबंधित राज्य सरकारों या संघ राज्य क्षेत्रों की संबंधित तटीय क्षेत्र प्रबंधन योजनाओं पर विचार करेगा और अनुमोदन प्रदान करेगा।

(vi) सामान्यतया सीजेडएमपी को पांच वर्ष की अवधि से पहले संशोधित नहीं किया जाएगा। पांच वर्ष के बाद संबंधित राज्य सरकार या संघ राज्य क्षेत्र संशोधन लाने पर विचार कर सकती है।

**7. अनुज्ञेय और विनियमित कार्यकलापों के लिए सीआरजैड अनापत्ति-प्रत्यायोजन:**

- (i) इस अधिसूचना के उपबंधों से प्रभावित होने वाली सभी अनुज्ञेय और विनियमित परियोजनाओं को आरंभ करने के पूर्व सीआरजैड अनापत्ति प्राप्त करना अपेक्षित होगा।
- (ii) सीआरजैड-II और सीआरजैड-IV क्षेत्रों में संचालित सभी विकासात्मक कार्यकलापों या परियोजनाओं, जो इस अधिसूचना के अनुसार विनियमित या अनुज्ञेय हैं, के संबंध में पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय द्वारा संबंधित तटीय जोन प्रबंध प्राधिकरण की सिफारिश के आधार पर सीआरजैड अनापत्ति प्रदान की जाएगी।
- (iii) इस अधिसूचना के अनुसार अन्य सभी अनुज्ञेय और विनियमित कार्यकलापों, जो पूर्ण रूप से सीआरजैड-II और सीआरजैड-III क्षेत्रों में आते हैं, के लिए संबंधित तटीय जोन प्रबंध प्राधिकरण द्वारा सीआरजैड अनापत्ति प्रदान करने के संबंध में विचार किया जाएगा और तथापि, सीआरजैड-II और III में संचालित ऐसी परियोजनाओं, जो सीआरजैड-I या IV क्षेत्रों में भी आती हैं, को सीआरजैड अनापत्ति देने के संबंध में केवल पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय द्वारा संबंधित सीजैडएमए की सिफारिशों के आधार पर विचार किया जाएगा।
- (iv) जिन परियोजनाओं या कार्यकलापों के लिए जिसे इस अधिसूचना के उपबंधों और ईआईए अधिसूचना, 2006 संख्यांक का.आ. 1533 (अ), तारीख 14 सितम्बर, 2006 के उपबंध लागू होते हैं, उनके संबंध में संबंधित अनुमोदक प्राधिकरण द्वारा संबंधित सीजैडएमए की संस्तुतियों के आधार पर प्रत्यायोजनों, अर्थात् क्रमशः प्रवर्ग 'ख' और प्रवर्ग 'क' के लिए राज्य पर्यावरणीय समाघात निर्धारण प्राधिकरण (जिसे इसमें इसके पश्चात् एसईआईए कहा गया है) या पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय, के अनुसार ईआईए अधिसूचना, 2006 के अधीन समेकित पर्यावरणीय और सीआरजैड अनापत्ति प्रदान की जाएगी।
- (v) ईआईए अधिसूचना के उपबंधों को आकृष्ट करने के लिए नियत निर्धारित सीमा से कम निर्मित क्षेत्र के साथ भवन या निर्माण कार्य परियोजनाओं के मामले में, इन परियोजनाओं को संबंधित स्थानीय राज्य अथवा संघ राज्य क्षेत्र योजना प्राधिकरणों द्वारा इस अधिसूचना के अनुसार संबंधित तटीय जोन प्रबंध प्राधिकरण की सिफारिश प्राप्त करने के पश्चात् मंजूरी प्रदान की जाएगी।
- (vi) केवल कुल 300 व.मी. के निर्मित क्षेत्रफल तक की स्वयं के लिए निर्मित आवासीय इकाइयों के लिए संबंधित तटीय जोन प्रबंध प्राधिकरण की सिफारिशों की अपेक्षा के बिना संबंधित स्थानीय प्राधिकरण द्वारा मंजूरी प्रदान की जाएगी और तथापि, ऐसे प्राधिकरण मंजूरी प्रदान करने से पूर्व तटीय विनियम जोन अधिसूचना के परिप्रेष्य में उस प्रस्ताव की जांच करेंगे।

**8. अनुज्ञेय और विनियमित कार्यकलापों के लिए सीआरजैड अनापत्ति प्राप्त करने की प्रक्रिया:**

- (i) परियोजना के प्रस्तावक इस अधिसूचना के अधीन पूर्व अनापत्ति प्राप्त करने हेतु निम्नलिखित दस्तावेजों के साथ संबंधित राज्य अथवा संघराज्य क्षेत्र के तटीय जोन प्रबंध प्राधिकरण को आवेदन प्रस्तुत करेंगे:-
  - (क) इस अधिसूचना के उपाबंध-V के अनुसार परियोजना सार के ब्यौरे।
  - (ख) भवन निर्माण परियोजनाओं या आवासीय योजनाओं को छोड़कर यथा लागू सामुद्रिक और प्रादेशिक घटक सहित त्वरित पर्यावरण समाघात निर्धारण रिपोर्ट।
  - (ग) इस अधिसूचना के अधीन तैयार की गई सीजैडएमपी के अनुसार, यदि परियोजनाएं कम और मध्यम अपरदन वाले क्षेत्रों में स्थित हों (ईआईए अधिसूचना 2006, संख्यांक का.आ. 1533 (अ) तारीख 14 सितम्बर, 2006 के उपबंधों को लागू करने हेतु निर्धारित अवसीमा से कम निर्मित क्षेत्रफल वाली भवन निर्माण परियोजनाओं या आवासीय योजनाओं को छोड़कर) तो परियोजनाओं के लिए समेकित अध्ययनों के साथ विस्तृत ईआईए रिपोर्ट।
  - (घ) जोखिम निर्धारण रिपोर्ट और आपदा प्रबंधन योजना ईआईए अधिसूचना 2006, संख्यांक का.आ. 1533 (अ) तारीख 14 सितम्बर, 2006 के उपबंधों को लागू करने हेतु निर्धारित अवसीमा से कम निर्मित क्षेत्रफल वाली भवन निर्माण परियोजनाओं या आवासीय योजनाओं को छोड़कर।
  - (ङ.) पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय द्वारा तारीख 14 मार्च, 2014 के उसके कार्यालय आदेश संख्या जे-17011/8/92-आईए-III द्वारा पहचान किए गए अभिकरणों में से किसी अभिकरण द्वारा 1:4000 स्केल में तैयार किया गया सीआरजैड मानचित्र जिसमें एनसीएससीएम द्वारा किए गए अनुसार ज्वार रेखा या एलटीएल के सीमांकन का उपयोग किया गया हो।

- (च) इस अधिसूचना के अधीन तैयार की गई अनुमोदित तटीय जोन प्रबंध योजना के अनुसार, परियोजना की सीमाओं और परियोजना के स्थान की सीआरजैड श्रेणी को सम्यक् रूप से उपदर्शित करते हुए उपर्युक्त मानचित्र पर अध्यारोपित परियोजना की रूपरेखा।
- (छ) सीआरजैड मानचित्र जिसमें सामान्यतः परियोजना के आस-पास के 7 किलोमीटर क्षेत्र को सम्मिलित किया गया हो और अन्य अधिसूचित पारिस्थितिकीय दृष्टि से संवेदनशील क्षेत्रों सहित सीआरजैड-I, II, III और IV क्षेत्रों को भी दर्शाया गया हो।
- (ज) औद्योगिक बहिस्त्राव और मल-जल के शोधित निस्सारण वाली परियोजनाओं के लिए संबंधित राज्य प्रदूषण नियंत्रण बोर्डों अथवा संघ राज्य क्षेत्र की प्रदूषण नियंत्रण समितियों से “स्थापित करने की सहमति” या एनओसी। यदि, प्रदूषण नियंत्रण बोर्ड या प्रदूषण नियंत्रण समिति की पूर्व सहमति प्राप्त नहीं की गई है तो परियोजना का निर्माण कार्यकलाप शुरू होने से पहले प्रस्तावक द्वारा इस अधिसूचना के अधीन मंजूरी लेना सुनिश्चित किया जाएगा।
- (ii) संबंधित तटीय जोन प्रबंध प्राधिकरण अनुमोदित तटीय जोन प्रबंध योजना के अनुसार तथा इस अधिसूचना के अनुपालन में उपर्युक्त खंड (i) में यथोल्लिखित दस्तावेजों की जांच करेगा और पूर्ण आवेदन की प्राप्ति की तारीख से साठ दिन की अवधि के भीतर निम्नलिखित की सिफारिश करेगा:-
- (क) उन परियोजनाओं या कार्यकलापों के लिए भी जिन पर ईआईए अधिसूचना 2006, संख्यांक का.आ. 1533 (अ) तारीख 14 सितम्बर, 2006 लागू होती है, ईआईए अधिसूचना 2006 के अधीन समेकित अनापत्ति को समर्थ बनाने के लिए क्रमशः श्रेणी 'क' और श्रेणी 'ख' परियोजनाओं हेतु तटीय जोन प्रबंध प्राधिकरण अपनी सिफारिशें पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय या एसईआईए को अग्रेषित करेगा। तथापि, सीआरजैड-I या सीआरजैड-IV क्षेत्रों में स्थित ऐसी श्रेणी 'ख' की परियोजनाओं के लिए, सीआरजैड अनापत्ति हेतु अंतिम सिफारिश केवल पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय द्वारा संबंधित एसईआईए को दी जाएगी ताकि वह उस प्रस्ताव के संबंध में समेकित पर्यावरणीय अनापत्ति और सीआरजैड अनापत्ति प्रदान कर सके।
- (ख) तटीय जोन प्रबंध प्राधिकरण अपनी सिफारिशें पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय को उन परियोजनाओं या कार्यकलापों के लिए जिन्हें ईआईए अधिसूचना, 2006 में सम्मिलित नहीं किया गया है किंतु उन पर सीआरजैड अधिसूचना लागू होती है और जो सीआरजैड-I या सीआरजैड-IV क्षेत्रों में स्थित हैं, अग्रेषित करेगा।
- (ग) उन परियोजनाओं या कार्यकलापों के लिए जो ईआईए अधिसूचना, 2006 में सम्मिलित नहीं हैं किंतु उन पर या अधिसूचना लागू होती है और जो सीआरजैड-II या सीआरजैड-III क्षेत्रों में स्थित हैं, पर संबंधित सीजेडएम द्वारा प्रस्तावक से पूर्ण प्रस्ताव प्राप्त होने के साठ दिन के भीतर विचार किया जाएगा।
- (घ) उन निर्माण परियोजनाओं की दशा में जिन पर यह अधिसूचना लागू होती है किंतु ईआईए अधिसूचना, 2006 के उपबंधों को लागू करने हेतु निर्धारित अवसीमा से कम निर्मित क्षेत्रफल वाली परियोजनाओं के मामले में ऐसे प्राधिकरणों द्वारा अनुमोदन प्रदान करने को सुविधाजनक बनाने के लिए तटीय जोन प्रबंध प्राधिकरण अपनी सिफारिशों को संबंधित राज्य या संघ राज्य क्षेत्र के योजना प्राधिकरणों को अग्रेषित करेगा।
- (iii) पर्यावरण वन और जलवायु परिवर्तन मंत्रालय तटीय जोन प्रबंध प्राधिकरण की सिफारिशों के आधार पर साठ दिन की अवधि के भीतर पूर्ण परियोजना प्रस्तावों के लिए इस अधिसूचना के अधीन अनापत्ति प्रदान करने पर विचार करेगा।
- (iv) यदि तटीय जोन प्रबंध प्राधिकरण उनके पुनर्गठन अथवा किन्हीं अन्य कारणों से कार्यशील न हों, तो यह राज्य सरकार अथवा संघ राज्य क्षेत्र प्रशासन के पर्यावरण विभाग, जो संबंधित राज्यों या संघ राज्य क्षेत्रों की सीजेडएमपी के अभिरक्षक हैं, का दायित्व होगा कि वह उक्त अधिसूचना के उपबंधों के निबंधनानुसार प्रस्तावों पर टिप्पणी दे और सिफारिश करे।

- (v) इस अधिसूचना के अधीन परियोजनाओं को दी गई अनापत्ति सात वर्ष की अवधि के लिए विधिमान्य होगी, परंतु निर्माण संबंधी कार्यकलाप ऐसी अनापत्ति जारी करने की तारीख से सात वर्ष के भीतर पूरे हो जाएं और कार्य संचालन आरंभ हो जाए।  
विधिमान्यता को अधिकतम तीन वर्षों की अवधि के लिए और विस्तारित किया जा सकेगा, परंतु आवेदक द्वारा विधिमान्यता की अवधि के भीतर संबंधित राज्य या संघ राज्य क्षेत्र तटीय जोन प्रबंधन प्राधिकरण द्वारा अनापत्ति की विधिमान्यता के विस्तार हेतु की गई सिफारिश के साथ संबंधित प्राधिकरण को आवेदन प्रस्तुत किया जाए।
- (vi) अनापत्ति प्रदान करने के उपरांत निगरानी:-  
(क) परियोजना के प्रस्तावक के लिए यह अनिवार्य होगा कि वह प्रत्येक कलेंडर वर्ष की 1 जून और 31 दिसम्बर की तिथि को संबंधित विनियामक प्राधिकरण (णों) को हार्ड और सॉफ्ट प्रतियों में पर्यावरणीय अनापत्ति की निर्धारित निबंधनों तथा शर्तों के संबंध में अर्धवार्षिक अनुपालन रिपोर्ट प्रस्तुत करें और परियोजना के प्रस्तावक द्वारा प्रस्तुत की गई सभी अनुपालन रिपोर्ट प्रस्तुत करें और परियोजना के प्रस्तावक द्वारा प्रस्तुत की गई ऐसी सभी अनुपालन रिपोर्टों को पब्लिक डोमेन में प्रकाशित किया जाएगा और उसकी प्रतियां संबंधित तटीय जोन प्रबंध प्राधिकरण को आवेदन करने पर किसी भी व्यक्ति को उपलब्ध कराई जाएंगी।  
(ख) अनुपालन रिपोर्ट को संबंधित विनियामक प्राधिकरण की वेबसाइट पर भी प्रदर्शित किया जाएगा।
- (vii) तटीय जोन प्रबंध प्राधिकरण की कार्यप्रणाली में पारदर्शिता बनाए रखने हेतु, यह तटीय जोन प्रबंध प्राधिकरण का दायित्व होगा कि वह इस परियोजना के लिए समर्पित वेबसाइट सृजित करें और उस पर कार्यसूची, कार्यवृत्त, लिए गए निर्णयों, अनापत्ति पत्रों, उल्लंघनों, उल्लंघनों पर की गई कार्रवाई तथा माननीय न्यायालय के आदेशों सहित अदालती मामलों और संबंधित राज्य सरकार या संघ राज्य क्षेत्र की अनुमोदित सीजैडएमपी को अपलोड करें।

## 9. इस अधिसूचना का प्रवर्तन :

- (i) पर्यावरण (संरक्षण) अधिनियम, 1986 (1986 का 29) के अधीन इस अधिसूचना के कार्यान्वयन और प्रवर्तन तथा उसके अंतर्गत निर्धारित शर्तों के अनुपालन के प्रयोजन लिए शक्तियां मूल रूप से अथवा प्रत्यायोजित रूप में पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय, राज्य सरकार या संघ राज्य क्षेत्र प्रशासन, तटीय जोन प्रबंध प्राधिकरण और राज्य या संघ राज्य क्षेत्र तटीय जोन प्रबंध प्राधिकरण को प्रदान की गई हैं;
- (ii) राष्ट्रीय तटीय जोन प्रबंध प्राधिकरण या राज्य सरकार या संघ राज्य क्षेत्र तटीय जोन प्रबंध प्राधिकरण की संरचना, कार्यकाल और आदेश को पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय द्वारा माननीय उच्चतम न्यायालय द्वारा 1993 की रिट याचिका 664 में दिए गए आदेशों के अनुसार पहले ही अधिसूचित किया जा चुका है।
- (iii) राज्य सरकार अथवा संघ राज्य क्षेत्र का तटीय जोन प्रबंध प्राधिकरण इस अधिसूचना के प्रवर्तन और निगरानी हेतु तथा इस कार्य में सहायता करने हेतु मुख्य रूप से उत्तरदायी होगी, राज्य सरकार और संघ राज्य क्षेत्र की सरकार संबंधित जिला मजिस्ट्रेट की अध्यक्षता में जिला स्तरीय समितियों का गठन करेंगी जिसमें मछुआरों सहित स्थानीय परंपरागत तटीय समुदायों के कम से कम तीन प्रतिनिधि सम्मिलित होंगे और राज्य सरकार, संबंधित जिला मजिस्ट्रेट के स्तर पर इस अधिसूचना के प्रवर्तन पर विचार कर सकेंगी।
- (iv) मछुआरा समुदायों, जनजातियों सहित परंपरागत तटीय समुदायों की आवास इकाइयों जिनके संबंध में तटीय विनियमन जोन अधिसूचना 2011के उपबंधों के अधीन अनेजा प्राप्त थी, किन्तु उनके संबंध में उक्त अधिसूचना के अधीन संबंधित प्राधिकारियों से औपचारिक अनुमोदन प्राप्त नहीं किया गया है, पर विचार संबंधित तटीय जोन प्रबंध प्राधिकरण द्वारा किया जाएगा और आवास इकाइयों को निम्नलिखित शर्त के अधीन विनियमित किया जाएगा, अर्थात् :

(क) उनका उपयोग किसी तरह की वाणिज्यिक गतिविधि के लिए नहीं किया जाएगा;

(ख) उन्हें किसी गैर-परंपरागत तटीय समुदाय को बेचा अथवा अंतरित नहीं किया जाएगा;

## 10. ऐसे क्षेत्र जिन पर विशेष ध्यान देने की आवश्यकता है :

### 10.1 अति संवेदनशील तटीय क्षेत्र (सीवीसीए) :

- (i) उप पैरा 3.1 में उल्लिखित सभी सीवीसीए के लिए, ऐसी एकीकृत प्रबंधन योजनाएं (आईएमपी) तैयार की जाएंगी, जो अन्य बातों के साथ-साथ कच्छ वनस्पति के संरक्षण और प्रबंधन, औषधालयों, स्कूलों, वर्षा से बचने के लिए सार्वजनिक

शरण स्थल, सामुदायिक, शौचालय, पुल, सड़क जेट्टी, जलापूर्ति जल-निकास प्रणाली, सीवरेज जैसी स्थानीय समुदायों की आवश्यकताओं तथा समुद्री जल स्तर में वृद्धि होने और अन्य प्राकृतिक आपदाओं से होने वाले प्रभावों का भी ध्यान रखेंगी और आईएमपी को तटीय जोन प्रबंधन योजनाओं की तैयारी के लिए मार्गदर्शक, सिद्धांत के अनुरूप तैयार किया जाएगा।

(ii) मछुआरों सहित तटीय समुदायों के विचारों के दृष्टिगत तटीय जोन प्रबंधन प्राधिकरण द्वारा जब तक आईएमपी अनुमोदित और अधिसूचित किया जाता है, तब तक पारंपरिक निवासियों के लिए अपेक्षित स्वास्थ्य केंद्र, विद्यालय, वर्षा/चक्रवात से बचाव के आश्रय स्थल, सामुदायिक शौचालय, पुल, सड़कें, जेट्टी, जलापूर्ति, जल निकास प्रणाली, सीवरेज की मामला दर मामला आधार पर मंजूरी दी जा सकेगी।

### 10.2 अंतर्देशीय बैकवाटर द्वीपों और मुख्य भूमि तट के द्वीपों के लिए सीआरजेड :

- (i) तटीय बैकवाटर के सभी अंतर्देशीय द्वीपों और मुख्य भूमि तट के द्वीप भी इस अधिसूचना के अंतर्गत सम्मिलित किए जाएंगे।
- (ii) ऐसे तटीय क्षेत्रों में स्थान-सीमाओं सहित बैकवाटर द्वीप समूहों की अद्वितीय तटीय प्रणालियों तथा मुख्य भूमि तट के द्वीपों के दृष्टिगत, भूमि की ओर एचटीएल से 20 मीटर का सीआरजेड, ऐसे द्वीप समूहों के लिए समान रूप से लागू होगा और निम्नलिखित कार्यकलाप विनियमित किए जाएंगे:-
  - (क) इन द्वीपों के एचटीएल से 20 मीटर के अंतर्गत स्थानीय समुदायों के मौजूदा आवासीय स्थलों की मरम्मत या इनका पुनर्निर्माण किया जाए, तथापि, इस क्षेत्र में किसी नए निर्माण की अनुमति नहीं होगी।
  - (ख) फोरशोर सुविधाएं जैसे मछली पकड़ने के लिए जेट्टी, मछली सुखाने के लिए स्थान, जाल की मरम्मत के लिए स्थान, पारंपरिक तरीके से किया जाने वाला मत्स्य प्रसंस्करण, नौका निर्माण का स्थान, बर्फ संयंत्र, नौका की मरम्मत इत्यादि कार्य, उचित पर्यावरणीय सुरक्षापायों के अध्यक्षीन सीआरजेड सीमाओं में किया जाए।
- (iii) द्वीप संरक्षण जोन अधिसूचना, 2011 संख्या का.आ. 20(अ), तारीख 6 जनवरी, 2011 के अनुसार जैसा कि लक्षद्वीप और अंडमान और निकोबार में छोटे द्वीपों पर लागू होता है, एकीकृत द्वीप प्रबंधन योजनाएं (आईआईएमपी), ऐसे सभी द्वीपों के लिए संबंधित राज्यों/संघ राज्य क्षेत्रों द्वारा तैयार की जाएगी और शीघ्रातिशीघ्र अनुमोदन के लिए पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय को प्रस्तुत की जाएगी। आईआईएमपी के विरचित होने तक इस अधिसूचना के उपबंध लागू नहीं होंगे और सीआरजेड अधिसूचना, 2011 संख्या का.आ. 19(अ), तारीख 6 जनवरी, 2011 के उपबंधों के अनुसार, सीजेडएमपी लागू होती रहेगी।

### 10.3 वृहत्त मुंबई की नगरपालिका सीमाओं के भीतर आने वाला सीआरजेड क्षेत्र :

- (i) वृहत्त मुंबई क्षेत्र के 'ग्रीनलंग' की सुरक्षा और परिरक्षा के लिए सभी खुले स्थानों, पार्कों, उद्यानों, सीआरजेड-II के अंदर की विकास योजनाओं में निर्धारित क्रीडास्थलों को नो डेवलपमेंट जोन, के रूप में वर्गीकृत किया जाएगा और नागरिक सुविधाओं, मनोरंजन और खेलकूद से संबंधित कार्यों के लिए स्टेडियम, जिम्नाजियम आदि निर्माण के लिए ही 15% भूमि स्थान सूचकांक की अनुमति होगी और ऐसे खुले स्थानों के आवासीय या वाणिज्यिक उपयोग की अनुमति नहीं होगी।
- (ii) नगरपालिका क्षेत्र में मलजल शोधन के लिए, सीआरजेड-I क्षेत्र में मलजल शोधन संयंत्रों का निर्माण, विशेष परिस्थितियों में केवल नगरपालिका प्राधिकरणों द्वारा किया जाएगा जहां तटीय जोन प्रबंध प्राधिकरण की सिफारिशों और केन्द्रीय सरकार के अनुमोदन के अध्यक्षीन ऐसी सुविधाएं स्थापित करने के लिए कोई वैकल्पिक साइट उपलब्ध नहीं है और यदि किसी कच्छ वनस्पति क्षेत्र में ऐसे संयंत्र का निर्माण करना अपरिहार्य है तो निर्माण प्रक्रिया के दौरान प्रभावित या नष्ट हुए या काटे गए कच्छ वनस्पति क्षेत्र का न्यूनतम तीन गुना, कच्छ वनस्पति का प्रतिपूरक वृक्षारोपण किया जाएगा।

[फा. सं. 19-112/2013-आईए-III]

रितेश कुमार सिंह, संयुक्त सचिव

**उपाबंध-।****पारिस्थितिकी संवेदनशील क्षेत्र के लिए संरक्षण, सुरक्षा और प्रबंधन रूपरेखा**

तटीय और समुद्री पारिस्थितिकीय संवेदी क्षेत्र (ईएसए) और भू-रूपात्मक विशेषताएं के कार्यों को बनाए रखने में महत्वपूर्ण भूमिका निभाते हैं। कच्छ वनस्पति, समुद्र तट, प्रवाल भित्ति इत्यादि, तटीय कटाव, तटरेखा परिवर्तन, खारे पानी के प्रवेश को नियंत्रित करने में सहयोग देते हैं और तटीय खतरों जैसे तूफानी लहरों, चक्रवातों और सुनामियों के विरुद्ध प्राकृतिक रक्षक के रूप में कार्य करते हैं। ईएसए, तटीय आजीविका के लिए प्रत्यक्ष और अप्रत्यक्ष पारिस्थितिक सेवाएं प्रदान करके तट की जैविक समग्रता बनाए रखता है। इसके अतिरिक्त, कई मूल्यवान पुरातात्विक और धरोहर वाले स्थान भी तट के साथ-साथ स्थित हैं। अतः उपर्युक्त क्षेत्रों, विशेषताओं और स्थलों का संरक्षण और सुरक्षा आवश्यक हो जाती है।

**1. सामान्य उपाय**

- (i) उपग्रह आंकड़ों का प्रयोग करके एनसीएससीएम द्वारा सभी ईएसए की पहचान की जाएगी और सीमा-रेखा निर्धारित की जाएगी।
- (ii) ईएसए के संरक्षण और सुरक्षा का उल्लेख करते हुए, इस अधिसूचना में यथाअंतर्विष्ट मार्गदर्शन सिद्धांतों के अनुसार राज्य सरकार और संघ राज्य क्षेत्र प्रशासन प्राधिकृत अभिकरणों के माध्यम से सीजेडएमपी तैयार करेंगी।
- (iii) इस अधिसूचना के अधीन अनुज्ञेय कार्यकलापों को सीजेडएमपी में सम्मिलित किया जाएगा।

प्रत्येक ईएसए के संरक्षण, सुरक्षा और प्रबंधन के लिए अपनाई गई विशिष्ट शर्तें निम्नलिखित हैं:-

**1.1 कच्छ वनस्पति :**

- (i) कच्छ वनस्पति को वन (संरक्षण) अधिनियम, 1980 (1980 का 69) के अधीन वन के रूप में घोषित किया गया है।

इस अधिसूचना में किसी अन्य बात के होते हुए भी, संबंधित राज्य सरकारों या संघ राज्य क्षेत्र प्रशासनों या केंद्रीय सरकार द्वारा वन (संरक्षण) अधिनियम, 1980 के अधीन वनभूमि के रूप में घोषित उक्त अधिनियम, 1980 के उपबंध लागू होंगे।

- (ii) वन (संरक्षण) अधिनियम, 1980 के अधीन घोषित नहीं की गई कच्छ वनस्पति :

- (क) सरकारी भूमि में कच्छ वनस्पति को संबंधित राज्य/केंद्र शासित प्रदेश की सरकारों द्वारा तैयार की जाने वाली विस्तृत योजना के आधार पर संरक्षित किया जाएगा। यदि कच्छ वनस्पति क्षेत्र 1000 वर्ग मीटर से अधिक है तो कच्छ वनस्पति क्षेत्र की परिधि के साथ-साथ 50 मीटर का बफर क्षेत्र प्रदान किया जाएगा। 50 मीटर के इस बफर क्षेत्र का उपयोग, उद्यान विकसित करने, कच्छ वनस्पति जैव-विविधता से संबंधित अनुसंधान सुविधाओं संरक्षण के लिए सुविधाओं आदि जैसे कार्यों के लिए जन-सुविधाओं हेतु जा सकता है।

- (ख) निजी भूमि में कच्छ वनस्पति के लिए बफर क्षेत्र की आवश्यकता नहीं होगी।

**1.2 प्रवाल और प्रवाल भित्ति तथा संबंधित जैव-विविधता:**

- (i) प्रवाल और प्रवाल भित्ति तथा इसके आस-पास के क्षेत्र को नष्ट करना एक निषिद्ध कार्यकलाप है।
- (ii) अनुसंधान प्रयोजनों के लिए आवश्यक उन कम मात्राओं को छोड़कर, सभी प्रवाल और प्रवाल भित्ति को सुरक्षित किया जाएगा।
- (iii) प्रवाल और प्रवाल भित्तिके प्रतिरोपण कार्यकलाप, वन्यजीव (संरक्षण) अधिनियम, 1972 (1972 का 53) के अधीन, आवश्यक अनुमोदन प्राप्त करने के बाद, जहां भी सुधार के लिए आवश्यक हो, मान्यता प्राप्त अनुसंधान संस्थानों के माध्यम से किया जाएगा।
- (iv) समाप्त या नष्ट हुए या दोनों प्रवाल क्षेत्रों का कायाकल्प और पुनर्वास किया जाएगा। प्रवाल और प्रवाल भित्ति का संरक्षण और सुरक्षा निम्नानुसार की जाएगी :

- (क) चिन्हित और चित्रित की गई सक्रिय और सजीव प्रवाल और प्रवाल भित्तियों पर्यावरण (संरक्षण) अधिनियम, 1986 (1986 का 29) के अधीन ईएसए के रूप में घोषित और अधिसूचित किया जाएगा;
- (ख) यह सुनिश्चित किया जाएगा कि ऐसा कोई कार्यकलाप जो प्रवाल, प्रवाल भित्ति और संबंधित जैव-विविधता जैसे कि खनन, उत्सर्जन और मल-जल बहिस्त्राव, निकर्षण, बैलेस्ट पानी निर्वहन, जहाज की धुलाई, परंपरागत गैर-हानिकारक मत्स्य पालन से इतर मछली पालन, निर्माण कार्यकलापों जैसे अन्य कार्यों के लिए हानिकारक है, को प्रवाल क्षेत्रों में और इसके आस-पास नहीं किया जाएगा।

**1.3** वन्यजीव (संरक्षण) अधिनियम, 1972 (1972 का 53), वन (संरक्षण) अधिनियम, 1980 (1980 का 69) या पर्यावरण (संरक्षण) अधिनियम, 1986 (1986 का 29) के उपबंधों के अधीन घोषित जैव-मंडल रिज़र्वों सहित **राष्ट्रीय उद्यानों, समुद्री उद्यानों, अभयारण्यों, रिज़र्व वनों**, वन्यजीव पर्यावास तथा अन्य संरक्षित क्षेत्रों को निम्नानुसार संरक्षित और सुरक्षित किया जाएगा:

- (i) उपर्युक्त उल्लिखित क्षेत्रों का संरक्षण और सुरक्षा, यथास्थिति संबंधित अधिनियमों, अधिसूचनाओं या मार्गदर्शन सिद्धांतों के अनुरूप होगी।
- (ii) बढ़ते हुए तूफानों, ज्वारभाटा और बाढ़ से जान-माल की हानि रोकने के लिए तटीय क्षेत्रों में वन क्षेत्रों की बढ़ोतरी के प्रयास किये जाएंगे।
- (iii) संबंधित राज्य सरकारें या संघ राज्य क्षेत्र प्रशासन, स्थान के लिए उपयुक्त रोपण सामग्री के साथ शैल्टर बेल्ट पौधरोपण या जैव-सुरक्षा शुरू करने के लिए ऐसे उपायों हेतु पर्याप्त निधियां प्रदान करेंगी।

#### **1.4 लवणीय कच्छ भूमि :**

लवणीय कच्छ भूमि का संरक्षण और सुरक्षा निम्नानुसार की जाएगी:

- (i) लवणीय कच्छ क्षेत्रों को संरक्षित और सुरक्षित किया जाएगा तथा लवणीय कच्छ भूमि में स्थानिक जैव-विविधता को बढ़ावा देने के प्रयास किए जाएंगे।
- (ii) केवल उन्हीं कार्यकलाप की अनुमति होगी जो केबलों के उपरिगामी संदेश या पारेषण और पारेषण लाइन केबलों को भूमिगत बिछाने और इसी तरह के कार्यों के लिए आवश्यक हैं।
- (iii) लवणीय कच्छ भूमि में परंपरागत रूप से मछली पकड़ने की अनुमति होगी।
- (iv) दिशा-निर्देशों में विनिर्दिष्ट कड़े मानदंडों के पालन के अध्याधीन लवणीय कच्छ क्षेत्रों के इर्द-गिर्द अस्थाई पर्यटन सुविधाएं देने पर विचार किया जा सकता है।
- (v) कुछ लवणीय कच्छभूमि, जिनकी कम जैव-विविधता है, जो **एनसीएससीएम** द्वारा चिन्हित और **तटीय जोन प्रबंध योजना** में सीमांकित हैं, को लवण कच्छ कार्यकलापों के लिए विचार किया जा सकता है।

#### **1.5 कछुओं के प्रजनन स्थलों की सुरक्षा एवं संरक्षण निम्नानुसार की जाएगी:**

- (i) संबंधित राज्यों या संघ राज्य क्षेत्रों द्वारा अभिज्ञात कछुओं के प्रजनन स्थल को वन्यजीव (संरक्षण) अधिनियम, 1972 के अनुसार संरक्षित किया जाएगा।
- (ii) कछुओं के प्रजनन स्थल के आस-पास कोई क्रियाकलाप अनुज्ञात नहीं होंगे जिनमें इन स्थलों के संरक्षण और सुरक्षा के लिए अपेक्षित क्रियाकलापों के सिवाए रोशनी और ध्वनि प्रदूषण भी सम्मिलित हैं।
- (iii) कछुओं के प्रजनन स्थानों के संरक्षण के लिए सख्त प्रबंधन योजनाएं शुरू की जाएंगी और संबंधित राज्य या संघ राज्य क्षेत्र प्राधिकरणों द्वारा इसका कार्यान्वयन किया जाएगा।

#### **1.6 हार्स शू केकड़े के पर्यावासों की सुरक्षा और संरक्षण निम्नानुसार की जाएगी :**

- (i) अभिज्ञात पर्यावास का संरक्षण और सुरक्षा की जाएगी।
- (ii) इन पर्यावासों के आस-पास ऐसे कोई क्रियाकलाप नहीं किए जाएंगे जिससे हार्स शू केकड़े की पारि-प्रणाली प्रभावित होती हो।

**1.7 समुद्री घास की सुरक्षा और संरक्षण निम्नानुसार की जाएगी :**

- (i) अभिज्ञात घास की सुरक्षा और संरक्षण किया जाएगा।
- (ii) ऐसे कोई क्रियाकलाप नहीं किए जाएंगे जिनका समुद्री घास पर प्रतिकूल प्रभाव पड़ता हो।
- (iii) राज्यों या संघ राज्य क्षेत्रों द्वारा यथासंभव तटीय जल के किनारों की समुद्री घास के फैलाव के प्रयास किए जाएंगे।

**1.8 पक्षियों के घोंसला बनाने वाली भूमि की निम्नानुसार सुरक्षा एवं संरक्षण किया जाएगा।**

- (i) पक्षियों के स्थानीय प्रवास मार्ग सहित उनके घोंसला वाली भूमि की सुरक्षा की जायेगी। उस स्थान में पवन चक्कियों, पारेषण लाइनों और अन्य क्रियाकलापों के निर्माण सहित कोई विकासात्मक क्रियाकलाप नहीं किए जाने चाहिए जिनका घोषला भूमि तथा प्रवास मार्ग पर प्रतिकूल प्रभाव पड़ता हो।
- (ii) लवणीय दलदली भूमि तथा अन्य तटीय जल निकायों की जैव-विविधता को समृद्ध बनाने सहित वन और कच्छ वनस्पति क्षेत्र बढ़ाने के प्रयास किए जाएंगे ताकि जलीय पक्षियों के लिए उपयुक्त पर्यावास सुलभ हो सके।

**1.9 भू-आकृतिक महत्व के क्षेत्रों का संरक्षण और प्रबंधन निम्नानुसार किया जाएगा:**

- (i) **अभिज्ञात रेत** के टीलों का संरक्षण और सुरक्षा निम्नानुसार किया जाएगा:
  - (क) अभिज्ञात रेत के टीलों को पर्यावरण (संरक्षण) अधिनियम, 1986 के अंतर्गत अधिसूचित किया जाएगा।
  - (ख) पैदल मार्गों, टेंट और इसी तरह के अन्य स्थानों पर पर्यावरण अनुकूल अस्थायी पर्यटन सुविधाएं प्रदान करने के सिवाए कोई विकासात्मक क्रियाकलाप अनुज्ञात नहीं होंगे।
  - (ग) टेलिंग या अन्य उपयुक्त रेत का ठीक प्रकार से प्रयोग करके अणु खनिज निकालने के सिवाए रेत के टीलों से रेत का खनन निषिद्ध होगा।
  - (घ) रेत के टीलों पर ऐसे कोई क्रियाकलाप नहीं किए जाएंगे जिनसे रेत के टीलों का क्षरण/विनाश होता हो।
  - (ङ) रेत के टीलों पर केवल स्थानीय वनस्पतियों का वनीकरण किया जाएगा।
  - (च) राज्य या संघ राज्य क्षेत्र चिन्हित रेत के टीलों के लिए प्रबंध योजनाएं तैयार की जाएंगी।
- (ii) **रेतीले तट:**
  - (क) टेलिंग या अन्य रेत का उपयुक्त प्रयोग करके दुर्लभ खनिज निकालने के सिवाए तटीय रेत का खनन निषिद्ध है।
  - (ख) आस-पास में तट की क्षति का पुर्नानुमान होने पर तटों पर अनुमेय विकास क्रियाकलाप शुरू किए जाते हैं तो इस स्थिति में परियोजना प्राधिकारियों द्वारा इसकी क्षतिपूर्ति के लिए तटों का आवश्यक सुधार किया जाएगा और उनके द्वारा तटों का दीर्घावधिक अनुरक्षण सुनिश्चित किया जाएगा।
  - (ग) राज्य या संघ राज्य क्षेत्र सीमांकित तटों के लिए प्रबंध योजनाएं तैयार करेंगे।
- (iii) **जैविक रूप से सक्रिय मडफ्लैट्स :**
  - (क) एनसीएससीएम द्वारा राज्य सरकार/संघ राज्य क्षेत्र प्रशासन के सहयोग से जैविक रूप से सक्रिय मडफ्लैट्स अभिज्ञात किए जाएंगे।
  - (ख) राज्य या संघ राज्य क्षेत्र ऐसे सीमांकित जैविक रूप से सक्रिय मडफ्लैट्स के लिए प्रबंध योजनाएं तैयार की जाएंगी।

**1.10 पुरातत्वीय महत्व के क्षेत्रों या अवसंरचना तथा विरासत महत्व के स्थल :**

- (i) राज्य पुरातत्वीय अभिकरण यथास्थिति, संबंधित अधिनियमों, अधिसूचनाओं या मार्गदर्शक सिद्धांतों के उपबंधों के अनुसार भारतीय पुरातत्व सर्वेक्षण द्वारा अभिज्ञात सभी पुरातत्वीय संरचनाओं तथा विरासत स्थलों का संरक्षण और सुरक्षा के लिए उत्तरदायी होंगे।

- (ii) पुरातत्वीय तथा विरासत महत्व के अभिज्ञात क्षेत्रों या संरचनाओं के लिए कोई हानिकर क्रियाकलाप अनुज्ञात नहीं होंगे।
- (iii) यह सुनिश्चित किया जाएगा कि इन अवसंरचनाओं या क्षेत्रों का परिरक्षण किया जाए तथा ऐसे संरचनाओं के अग्रमार्ग/प्लिथ क्षेत्र में परिवर्तन किए बिना क्रियाकलाप किए गए हों। ऐसे अवसंरचनाओं पर संरचना के बाहरी वास्तुकीय डिजाइन में परिवर्तन किए बिना इंटीरियर के सावधानीपूर्वक डिजायनिंग करने के पश्चात संगत मानकों के अनुसार प्रयोग करने पर विचार किया जाएगा।

### उपाबंध-II

#### सीआरजेड-आईए को छोड़कर सीआरजेड में भंडारण के लिए अनुमत पेट्रोलियम व रसायन उत्पादों की सूची

- (i) कच्चा तेल;
- (ii) लिक्विफाइड पेट्रोलियम गैस;
- (iii) मोटर स्प्रीट;
- (iv) कैरोसिन;
- (v) विमान ईंधन;
- (vi) हाई स्पीड डीजल;
- (vii) लुब्रीकेटिंग ऑयल;
- (viii) ब्यूटेन;
- (ix) प्रोपेन;
- (x) कम्प्रेस्ड नेचुरल गैस;
- (xi) नेफथा;
- (xii) फर्नेस ऑयल;
- (xiii) लो सल्फर हैवी स्टॉक;
- (xiv) लिक्विफाइड नेचुरल गेस;
- (xv) उर्वरक व उर्वरकों के उत्पादन हेतु कच्चा माल;
- (xvi) एसिटिक अम्ल;
- (xvii) मोनो इकालीन ग्लाइकोल;
- (xviii) पराक्सलीन;
- (xix) इथेन;
- (xx) बुटाडाइन;
- (xxi) मेथनाल;
- (xxii) कास्टिक;
- (xxiii) बिटुमेन ।

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**उपाबंध-III****नामोदिष्ट सीआरजेड क्षेत्रों में तटीय रिजार्टों, होटलों और पर्यटन विकास परियोजनाओं के विकास संबंधी दिशानिर्देश****1. सीआरजेड-II**

पर्यटकों या यात्रियों के ठहरने के लिए सीआरजेड-II के निर्धारित क्षेत्रों में तट रिजार्टों या होटलों का निर्माण निम्नलिखित शर्तों के अध्ययन होगा, अर्थात:-

- (i) निर्माण की अनुज्ञा विद्यमान सड़क या विद्यमान प्राधिकृत निर्धारित संरचनाओं की भूमि की तरफ के लिए दी जाएगी।
- (ii) निजी सम्पत्तियों के आस-पास वनस्पति क्षेत्र सहित तारवाड़ तथा कंटीली तार-बाड़ की अनुमति दी जाएगी बशर्ते कि फेंसिंग से किसी भी तरह तट पर जनता के आने-जाने में बाधा न पड़े।
- (iii) रेत के टीलों को समतल नहीं किया जाएगा;
- (iv) खेल सुविधाओं के लिए गोल पोस्ट, नेट पोस्ट और लैम्प पोस्ट के अतिरिक्त किसी भी प्रकार के स्थाई निर्माण की अनुमति नहीं होगी।
- (v) तहखाने के निर्माण की अनुमति इस आधार पर दी जा सकती है कि प्रस्तावक राज्य भूगर्भ जल प्राधिकरण से इस बात का अनापत्ति प्रमाण पत्र प्राप्त करेगा कि निर्माण उस क्षेत्र में भू-गर्भीय जल के मुक्त प्रवाह को प्रभावित नहीं करेगा।
- (vi) राज्य भूगर्भ जल प्राधिकरण इस प्रकार से अनापत्ति प्रमाण पत्र जारी करने से पहले केंद्रीय सरकार द्वारा जारी किए गए दिशा-निर्देशों को ध्यान में रखेगा।
- (vii) परियोजना क्षेत्र से उपचारित बहिस्त्रावों, ठोस अपशिष्टों, उत्सर्जनों की गुणवत्ता तथा ध्वनि स्तर केंद्रीय या राज्य प्रदूषण नियंत्रण बोर्ड तथा पर्यावरण (संरक्षण) अधिनियम, 1986 (1986 का 29) सहित सक्षम प्राधिकरणों द्वारा निर्धारित मानकों के अनुरूप होगी।
- (viii) बहिस्त्रावों और ठोस अपशिष्टों के उपचार के लिए आवश्यक प्रबंध किए जाएं और यह सुनिश्चित किया जाए कि अनुपचारित बहिस्त्रावों और किसी बहिस्त्राव या ठोस अपशिष्ट का विसर्जन तट पर न किया जाए।
- (ix) यदि परियोजना में वनेत्तर प्रयोजनों के लिए वन भूमि का उपयोग शामिल है, वन (संरक्षण) अधिनियम, 1980 (1980 का 69) के अधीन अपेक्षित स्वीकृति प्राप्त की जाए और परियोजना के लिए लागू अन्य केंद्रीय तथा राज्य विधियों क्षेत्र के पर्यटन विभाग का अनुमोदन प्राप्त किया जाएगा।

**2. सीआरजेड-III**

पर्यटकों या यात्रियों के अस्थाई-निवास हेतु सीआरजेड-III के निर्धारित क्षेत्रों में तट रिसोर्ट या होटलों के निर्माण, निम्नांकित परिस्थितियों के अध्ययन होंगे, अर्थात:

- (i) निजी संपत्तियों के चारों ओर वानस्पतिक आवरण के साथ पौधों और कांटेदार तारों द्वारा चारदीवारी के निर्माण की अनुमति इस शर्त पर दी जा सकती है कि ऐसी चारदीवारी के कारण लोगों को समुद्रतट तक पहुंचने में कोई व्यवधान न हो;
- (ii) रेत के टीलों को समतल नहीं किया जाएगा;
- (iii) खेल सुविधाओं के लिए, गोल पोस्ट, नेट पोस्ट और लैम्प पोस्ट के अतिरिक्त किसी भी प्रकार के स्थायी निर्माण की अनुमति नहीं होगी;
- (iv) तहखाने के निर्माण की अनुमति इस आधार पर दी जा सकती है कि राज्य भूगर्भ जल प्राधिकरण से इस आशय का अनापत्ति प्रमाण-पत्र प्राप्त किया जाएगा कि ऐसा निर्माण-कार्य उस क्षेत्र में भू-गर्भीय जल के मुक्त प्रवाह को प्रतिकूल रूप से प्रभावित नहीं करेगा;
- (v) राज्य भू-गर्भ जल प्राधिकरण, इस प्रकार का अनापत्ति प्रमाण पत्र जारी करने से पहले केंद्रीय सरकार द्वारा जारी किए गए दिशा-निर्देशों पर विचार करेगा;

- (vi) यद्यपि विकास रहित क्षेत्र में भूमि स्थान सूचकांक की गणना के लिए किसी भी प्रकार के निर्माण की अनुमति नहीं है, तथापि सम्पूर्ण भू-खण्ड का क्षेत्रफल, जिसमें वह भाग भी शामिल होगा जो विकास रहित क्षेत्र के अंतर्गत आता है, को भी ध्यान में रखा जाएगा;
- (vii) सभी तलों (फ्लोर) का कुल ढका हुआ क्षेत्र, भू-खण्ड के कुल आकार के 33 प्रतिशत से अधिक नहीं होना चाहिए, अर्थात् भूमि स्थान सूचकांक 0.33 से अधिक नहीं होना चाहिए तथा खुला क्षेत्र समतल होगा और उचित वनस्पतियों से आच्छादित होगा;
- (viii) निर्माण-कार्य, आस-पास की स्थलाकृति एवं स्थानीय वास्तुकला शैली के अनुरूप होगा;
- (ix) निर्माण-कार्य में छत की कुल ऊंचाई 9 मीटर से ज्यादा नहीं होगी और दो तल से ज्यादा (नीचे का तल व उसके ऊपर का तल) का निर्माण नहीं होगा;
- (x) भूगर्भ-जल को उच्च ज्वार रेखा में 200 मीटर के नीचे से नहीं लिया जाएगा; 200-500 मीटर के ज़ोन में इसे केन्द्रीय या राज्य भू-जल बोर्ड की सहमति से ही लिया जा सकता है;
- (xi) उच्च ज्वार रेखा के 500 मीटर की दूरी में बालू का खनन, समतल करना या बालू को खोदना, केवल बिल्डिंग की बुनियाद या स्वीमिंग पुल को छोड़कर अनुमत नहीं होगा;
- (xii) परियोजना क्षेत्र में शोधित बहिस्त्रावों, ठोस कचरे, उत्सर्जनों और ध्वनि के स्तर और इसी प्रकार के अन्य की गुणवत्ता, केन्द्रीय अथवा राज्य प्रदूषण नियंत्रण बोर्ड सहित सक्षम प्राधिकरणों द्वारा पर्यावरण (संरक्षण) अधिनियम, 1986 (1986 का 29) के अधीन बनाए गए मानकों के अनुसार होगी;
- (xiii) बहिस्त्रावों तथा ठोस कचरे के शोधन हेतु आवश्यक व्यवस्थायें अवश्य की जानी चाहिए और इस बात को सुनिश्चित करना चाहिए कि अशोधित बहिस्त्राव तथा ठोस कचरे को पानी में या तट पर फेंका न जाए; तथा कोई भी बहिस्त्राव या ठोस कचरा, समुद्र तट पर छोड़ा नहीं जाएगा;
- (xiv) समुद्र तट पर लोगों की पहुंच को अनुमति देने हेतु किन्हीं दो होटलों या समुद्रतटीय रिज़ॉर्टों के मध्य कम से कम 20 मीटर की चौड़ाई का अन्तराल होना चाहिए; और किसी भी स्थिति में कुल अन्तराल 500 मीटर से कम नहीं होगा; तथा
- (xv) यदि परियोजना में वन भूमि का अपवर्तन, वनेतर प्रयोजनों से किया जाना है तो वन (संरक्षण) अधिनियम, 1980 (1986 का 29) के अधीन, सहमति प्राप्त करना आवश्यक होगा तथा अन्य केन्द्रीय और राज्य कानूनों के लागू होने वाली सभी आवश्यकताओं को परियोजना द्वारा पूर्ण किया जाएगा; तथा राज्य या संघ राज्य क्षेत्र के पर्यटन विभाग से अनुमति प्राप्त करनी होगी।
- टिप्पण :** पारिस्थितिकीय संवेदनशील क्षेत्रों (जैसाकि समुद्री पार्क, मैंग्रोव, प्रवालभित्ति, मछलियों का जनन व पालने का क्षेत्र, वन्यजीव पर्यावास तथा ऐसे अन्य क्षेत्र जिन्हें केन्द्रीय सरकार या राज्य सरकार या संघ राज्य क्षेत्र सरकार द्वारा अधिसूचित किया गया हो) में समुद्रतटीय रिज़ॉर्ट/होटलों के निर्माण की अनुमति नहीं होगी।

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**उपाबंध-IV****तटीय ज़ोन प्रबंधन योजना को तैयार करने के लिए मार्गदर्शक सिद्धांत****1. उच्च ज्वार रेखा और निम्न ज्वार रेखा का चिन्हांकन**

एनसीएससीएम द्वारा देश की सम्पूर्ण समुद्र तट रेखा के लिए उच्च ज्वार रेखा (एचटीएल) और निम्न ज्वार रेखा (एलटीएल) के लिए गए चिन्हांकन को तटीय राज्यों और संघ राज्य क्षेत्रों को उपलब्ध कराया गया है तथा एचटीएल और एलटीएल का किया गया ऐसा सीमांकन ही इस अधिसूचना के अधीन सभी प्रयोजनों के लिए लागू होगा।

**2. 'जोखिम रेखा' :**

सर्वे ऑफ इण्डिया (एसओआई) द्वारा किसी समयावधि में हुए जल स्तर घट-बढ़, समुद्र स्तर में वृद्धि और तट रेखा परिवर्तनों (अपक्षरण और संचयन) के कारण भू-क्षेत्र में बाढ़ के विस्तार को ध्यान में रखते हुए 'जोखिम रेखा' का सीमांकन

किया गया है। एसओआई द्वारा मानचित्रित जोखिम रेखा को एनसीएससीएम के माध्यम से तटीय राज्यों और संघ राज्य क्षेत्रों के साथ साझा किया गया है। जोखिम रेखा का उपयोग अनुकूलक और उपशमन उपायों की योजना बनाने सहित तटीय पर्यावरण के लिए आपदा प्रबंधन योजना बनाने हेतु एक उपकरण के तौर पर किया जाएगा। तटीय समुदायों की असुरक्षा में कमी करने और सतत आजीविका सुनिश्चित करने के विचार से सीज़ेडएमपी को तैयार करते समय जोखिम रेखा और एचटीएल के बीच के क्षेत्र के लिए भूमि उपयोग की योजना बनाते समय जलवायु परिवर्तन और तटरेखा परिवर्तनों के ऐसे प्रभावों को ध्यान में रखा जाएगा।

### 3. सीज़ेडएम मानचित्र का निर्माण

(i) 1:25,000 पैमाने का आधार मानचित्र सर्वे ऑफ इण्डिया (एसओआई) से लिया जाएगा और जब कभी भी 1:25,000 पैमाने का मानचित्र उपलब्ध नहीं होगा तो ऐसी स्थिति में आधार मानचित्र तैयार करने के प्रयोजन से 1:50,000 पैमाने के मानचित्र को 1:25,000 तक बड़ा करके प्रयोग किया जाएगा तथा ये मानचित्र निम्नांकित मानकों के अनुरूप होंगे :-

इकाई	:	7.5 मिनट X 7.5 मिनट
अंकन	:	सर्वे ऑफ इण्डिया की शीट की साख्यांकन पद्धति के अनुसार
क्षैतिज आधार	:	एवरेस्ट या डब्ल्यूजीएस 84
ऊर्ध्वाधर आधार	:	औसत समुद्र स्तर (एमएसएल)
स्थालाकृति	:	एसओआई मानचित्र की स्थालाकृति को आधुनिक उपग्रह इमेजेनरी या एरियलफोटोग्राफ का उपयोग करते हुए अद्यतन बनाया जाएगा।

(ii) पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय के कार्यालय आदेश संख्या जे-17011/8/92-आईए-III, तारीख 14 मार्च, 2014 के द्वारा अभिज्ञात किसी भी अभिकरण द्वारा उच्च ज्वार रेखा या एलटीएल के सीमांकन का उपयोग करते हुए 1:25,000 पैमाने का तटीय ज़ोन प्रबंधन (सीज़ेडएम) मानचित्र तैयार किया जाएगा, जैसाकि एनसीएससीएम द्वारा किया जाता है।

(iii) विभिन्न विनियामक रेखाएं अर्थात् एचटीएल से क्रमशः 20 मीटर, 50 मीटर, 200 मीटर और 500 मीटर की दूरी पर, जैसाकि विभिन्न सीआरज़ेड श्रेणियों में लागू है, और जोखिम रेखा का सीमांकन किया जाएगा और सीज़ेडएम मानचित्रों में स्थानांतरित किया जाएगा।

(iv) एचटीएल, एलटीएल और सीआरज़ेड सीमाओं, यथा लागू, को भी सीज़ेडएम मानचित्रों में ज्वार द्वारा प्रभावित होने वाले अर्न्तस्थलीय जल स्रोतों के किनारों के साथ सीमांकित किया जाएगा।

(v) विभिन्न समुद्र तटीय क्षेत्रों का वर्गीकरण, सीआरज़ेड अधिसूचना के अनुसार किया जाएगा और मानक राष्ट्रीय अथवा अन्तरराष्ट्रीय रंग कोडों को प्रयोग किया जाएगा।

### 4. स्थानीय सीज़ेडएम मानचित्र

(i) स्थानीय सीज़ेडएम मानचित्र, तटीय क्षेत्र प्रबंधन योजना के क्रियान्वयन को सुकर बनाने के लिए स्थानीय निकायों तथा अन्य अभिकरणों के प्रयोग हेतु हैं।

(ii) भूकर (ग्रामीण) मानचित्र, जोकि 1:3960 या इसके नज़दीकी पैमाने पर राजस्व प्राधिकरणों के पास उपलब्ध हैं, को आधार मानचित्रों के रूप में प्रयोग किया जाएगा।

(iii) एचटीएल, एलटीएल और अन्य सीआरज़ेड विनियामक रेखाओं तथा जोखिम रेखा का सीमांकन, भूकर मानचित्रों में किया जाएगा और वर्गीकरणों को स्थानीय सीज़ेडएम मानचित्रों में स्थानांतरित किया जाएगा।

### 5. सीआरज़ेड क्षेत्रों का वर्गीकरण

(i) सीज़ेडएम मानचित्रों में क्षेत्र की भू-उपयोग योजना स्पष्ट रूप से चिन्हित की जाएगी और एनसीएससीएम द्वारा तटीय राज्यों और संघ राज्य क्षेत्रों को उपलब्ध कराए गए मानचित्रण के अनुसार पारिस्थितिकीय संवेदनशील क्षेत्रों (ईएसए)

या सीआरज़ेड-1क क्षेत्रों को चिन्हांकित किया जाएगा। ऐसे सभी ईएसए को रंग कोडो द्वारा समुचित ढंग से सीमांकित किया जाएगा।

(ii) 1000 वर्ग मी. से अधिक के मैंग्रोव क्षेत्रों के चारों ओर बफर क्षेत्र को, मैंग्रोव क्षेत्र से भिन्न करते हुए अलग रंग से चिन्हांकित किया जाएगा। बफर क्षेत्र को भी सीआरज़ेड-1 क्षेत्र के रूप में वर्गीकृत किया जाएगा।

(iii) सीआरज़ेड क्षेत्रों में, मछुआरा समुदाय के गांव, उनकी साझा संपत्तियां, मछली पकड़ने के घाट, बर्फ संयंत्र, मछली सुखाने के प्लेटफार्म अथवा क्षेत्र, मछुआरा और स्थानीय समुदाय की ढांचागत सुविधाओं जैसे कि दवाखाना, सड़कें, विद्यालय इत्यादि को भूकर पैमाने के मानचित्र पर प्रदर्शित किया जाएगा। राज्य और संघ राज्य क्षेत्र विस्तार और अन्य ज़रूरतों, साफ-सफाई, सुरक्षा और आपदा तैयारी सहित मूल सेवाओं के प्रावधानों को ध्यान में रखते हुए तटीय मछुआरा समुदायों की दीर्घकालीन आवासीय ज़रूरतों के लिए विस्तृत योजनाएं तैयार करेंगे।

(iv) सीआरज़ेड-IV के जल क्षेत्रों को सीमांकित किया जाएगा और यदि जल क्षेत्रसमुद्र, लगून, बैकवॉटर, क्रीक, खाड़ी इस्चुअरी आदि हो तो उसे स्पष्ट रूप से सीमांकित किया जाएगा और जल क्षेत्रों के इस प्रकार के वर्गीकरण के लिए नैवल-हाइड्रोग्रैफिक ऑफिस द्वारा प्रयोग की जाने वाली शब्दावली का प्रयोग किया जाएगा।

(v) जल क्षेत्रों में मछली पकड़ने के स्थानों तथा मछली प्रजनन क्षेत्र को स्पष्ट रूप से चिन्हित किया जाएगा।

(vi) सीवीसीए में, भू-उपयोग मानचित्रों को तटीय क्षेत्र प्रबंधन योजना में अध्यारोपित किया जाएगा और इसमें सीआरज़ेड I, II, III, IV को स्पष्ट रूप से दर्शाया जाएगा।

(vii) समुद्र की ओर विद्यमान प्राधिकृत विकास कार्यों को स्पष्ट रूप से सीमांकित किया जाएगा।

(viii) चक्रवातों, तूफानों, सुनामियों तथा इस तरह की आपदा के दौरान बचाव तथा राहत कार्यों के उद्देश्य के लिए सीजेडएम मानचित्रों पर चक्रवात आश्रयों, रेन शेल्टर्स, हेलिपैडों तथा अन्य आधारभूत संरचनाओं सहित सड़क नेटवर्क जैसी विशेषताओं को स्पष्ट रूप से इंगित किया जाए।

(ix) भवनों के निर्माण या अन्य कार्यकलापों को सीजेडएमपी के अधीन अनुज्ञात किया जाएगा बशर्ते कि ठोस तथा द्रव अपशिष्टों का उचित प्रबंधन तथा निपटान पर्यावरणीय मानकों, नियमों तथा संविधियों के अनुसार किया जाएगा और किसी भी परिस्थिति में अशोधित बहिस्त्रावों का तटीय जल में निस्सारण नहीं किया जाएगा।

## 6. सीजेडएमपी पर जनता से परामर्श

(i) तैयार किए गए प्रारूप सीजेडएमपी का व्यापक रूप से प्रचार किया जाएगा तथा पर्यावरण (संरक्षण) अधिनियम, 1986 के अनुसार सुझाव और आपत्तियां प्राप्त होंगी। सीजेडएमपी पर जन सुनवाई, संबंधित सीजेडएमए द्वारा जिला स्तर पर की जाएगी।

(ii) प्राप्त सुझावों तथा आपत्तियों के आधार पर सीजेडएमपी में संशोधन किया जाएगा तथा इस पर पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय का अनुमोदन प्राप्त किया जाएगा।

(iii) अनुमोदित सीजेडएमपी को पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय की वेबसाइट तथा संबंधित राज्य और संघ राज्य क्षेत्र तटीय जोन प्रबंधन प्राधिकरण की संबंधित वेबसाइट पर डाला जाएगा तथा इसकी हार्डकॉपी पंचायत कार्यालय और जिला कलेक्टर के कार्यालय में उपलब्ध कराई जाएगी।

## 7. तटीय जोन प्रबंधन योजनाओं का संशोधन

(i) संदेह होने पर संबंधित राज्य या संघ राज्य क्षेत्र के तटीय क्षेत्र प्रबंधन प्राधिकरण, मामले को राष्ट्रीय संवहनीय तटीय प्रबंधन केन्द्र को हस्तांतरित करेगा जो अद्यतन उपग्रह चित्र तथा वास्तविकता के आधार पर सीजेडएमपी का सत्यापन करेगा।

(ii) यदि अपेक्षित हो तो संशोधित मानचित्र को पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय के विचारार्थ प्रस्तुत किया जाएगा।

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**उपाबंध-V****परियोजना सूचना का विवरण****1. परियोजना विवरण**

- क. परियोजना का नाम
- ख. सर्वे नं./गांव/कोर्डिनेट
- ग. जिला
- घ. राज्य
- ड. किसके लिए प्रस्ताव (संबंधित क्षेत्र का चयन करें) है :
- (i) सीआरजेड के अधीन नयी मंजूरी
- (ii) पहले से जारी सीआरजेड की मंजूरी में संशोधन
- (iii) पहले से जारी सीआरजेड मंजूरी की वैधता को बढ़ाना
- च. आवेदक का नाम
- छ. आवेदक का पता
- ज. संपर्क का विवरण : (दूरभाष संख्या तथा ईमेल पता)
- झ. परियोजना की लागत (करोड़ रु. में)

**2. परियोजना का लाभ**

- क. परियोजना लाभ का विवरण
- ख. संभावित रोजगार का सृजन (हां/ना)
- (i) अपेक्षित कुल जनशक्ति
- (ii) स्थायी रोजगार (संख्या)
- (iii) अस्थायी रोजगार (संख्या)
- (iv) अस्थायी रोजगार - निर्माण के दौरान (संख्या)
- (v) अस्थायी रोजगार- प्रचालन के दौरान (संख्या)

**3. विचाराधीन परियोजना का विवरण (परियोजना की श्रेणी का चयन करें) :****क. आश्रय/भवन/नागरिक सुविधाएं**

- (i) कुल क्षेत्र/निर्मित क्षेत्र (वर्ग मी. में)
- (ii) संरचना की ऊंचाई
- (iii) एफएसआई अनुपात
- (iv) संबंधित नगर योजना प्राधिकारी/पंचायत इत्यादि का नाम
- (v) कार पार्किंग क्षेत्र के प्रावधान का विवरण

**ख. तटीय सड़कें/स्टील्ट पर सड़कें**

- (i) भूमि सुधार का क्षेत्र
- (ii) उद्धार के लिए अनुमानित मलवा/मिट्टी की मात्रा

(iii) परिवहन की क्षमता

(iv) सड़क का परिमाण

**ग. थर्मल पावर ब्लो डाऊन से पाइपलाइनें**

(i) पाइपलाइन की लंबाई

(ii) सीआरजेड क्षेत्र की लंबाई अनुपात

(iii) खुदाई की गहराई

(iv) खुदाई की चौड़ाई

(v) समुद्र के किनारे से समुद्र की गहराई तक पाइप लाइन की लंबाई

(vi) समुद्र जल की सतह से आऊट प्वाइंट की गहराई

(vii) निस्सारण बिंदु पर परिवेश के ऊपर बहिस्त्राव का तापमान

**घ. पाइपलाइन के माध्यम से शोधित बहिस्त्राव का समुद्र तट में निपटान**

(i) प्रवेश/निकास का स्थान

(ii) आउटफाल बिंदु की गहराई

(iii) पाइपलाइन की लंबाई

(iv) सीआरजेड क्षेत्र की अनुप्राय लंबाई

(v) खुदाई की गहराई

(vi) खुदाई की चौड़ाई

(vii) किनारे से लेकर गहरे समुद्र संकरी खाड़ी तक पाइपलाइन की लंबाई

(viii) जल के सतह से आउट फाल बिंदु की गहराई

(ix) निस्सारण बिंदु पर जल की गहराई

(x) बहिस्त्राव, बीओडी, सीओडी, टीएसएस, तेल और ग्रीस, भारी धातुएं

**ड. सामानों/रसायनों के भण्डारण की सुविधा**

(i) रसायन का नाम

(ii) रसायन का अंतिम उपयोग

(iii) भण्डारण के लिए टैंकों की संख्या

(iv) टैंकों की क्षमता

**च. अपतटीय ढांचा**

(i) अन्वेषण या विकास

(ii) समुद्रतल की गहराई

(iii) रिम्स की संख्या

(iv) प्लेटफार्म की संख्या

(v) समूह जमाव स्टेशनों का विवरण

**छ. विलवणीकरण संयंत्र**

- (i) विलवणीकरण की क्षमता
- (ii) कुल लवण जल उत्पादन
- (iii) निस्सारण बिंदु पर परिवेश से ऊपर बहिस्त्राव का तापमान
- (iv) परिवेशी लवणता
- (v) निपटान बिंदु

**ज. दुर्लभ भूमि/आणविक खनिजों की खुदाई**

- (i) खनन की क्षमता
- (ii) निष्कर्षित किए जाने वाले खनिज
- (iii) खनिज का अंतिम उपयोग
- (iv) खनन पट्टा/जांच पड़ताल तथा अनुमोदित खनन योजना के लिए सरकारी आदेश का विवरण
- (v) खनन पट्टा क्षेत्र की सीमा

**झ. मलजल उपचार संयंत्र**

- (i) क्षमता
- (ii) निर्माण का कुल क्षेत्र
- (iii) सीपीसीबी/एसपीसीबी/अन्य प्राधिकृत एजेंसियों द्वारा यथानिर्धारित बहिस्त्राव मापदंड का अनुपालन
- (iv) क्या निस्सारण समुद्र जल/संकरी खाड़ी में किया जा रहा है? यदि हां
  - समुद्र तट/ज्वारीय नदी के किनारे से समुद्री आऊट फाल बिंदु की दूरी
  - समुद्री जल/नदी जल के सतह से आऊट फाल बिंदु की गहराई
  - आऊट फाल बिंदु पर समुद्र तल/नदी तल की गहराई

**ञ. लाइट हाऊस**

- (i) संस्थापना/प्लेटफार्म का कुल भूमि क्षेत्र
- (ii) संरचना की ऊंचाई

**ट. पवन चक्की**

- (i) क्षमता (मेगावाट)
- (ii) पवन चक्की की ऊंचाई
- (iii) पवन चक्की का व्यास
- (iv) ब्लेड की लंबाई
- (v) घूर्णन की गति
- (vi) प्रसारण की रेखा, (ऊपरी या भूमिगत)

**ठ. अन्य**

- (i) कृपया महत्वपूर्ण विशेषताएं के साथ उल्लेख करें
- (ii) संगत कागजातों को दर्शाएं (केवल पीडीएफ में अपलोड करें)

4. सीआरजेड वर्गीकरण के अनुसार परियोजना की स्थिति (यदि परियोजना स्थल विभिन्न/भिन्न सीआरजेड श्रेणियों में पड़ता है तब भी उसका उल्लेख किया जाए)।
5. सीआरजेड अधिसूचना की धारा जिसके अधीन यह परियोजना अनुमत/विनियमित कार्यकलाप है।
6. परियोजना मूल्यांकन के लिए आवश्यक कार्य क्षेत्र
- क. एचटीएल, एलटीएल सीमांकन दर्शाते हुए 1:4000 मान सीआरजेड मानचित्र और एचटीएल से समीपी परियोजना सीमादीवार (मीटर में) की दूरी का उल्लेख किया जाएगा:
- (i) अपलोड मैप (किमी में फाइल)
- ख. परियोजना की स्थिति के वर्गीकरण सहित अन्य तैयार अधिसूचित ईएसए के साथ सीआरजेड नक्शा – 1:4000 मान पर अध्यारोपित परियोजना का अभिविन्यास
- (i) अपलोड मैप (किमी में फाइल)
- ग. परियोजना स्थल के आस पास से 7 किमी व्यास को शामिल करते हुए 1:25000 मान पर सीआरजेड नक्शा :
- (i) अपलोड मैप (फाइल किमी में)
7. परियोजना की स्थिति (प्रकार का चयन करें)
- (i) अपरदनरहित तट  
(ii) निम्न एवं मध्यम अपरदन तट  
(iii) अत्यधिक अपरदन तट
8. सम्मिलित वन/कच्छ वनास्पति भूमि का विवरण (हां/ना) यदि हां तो
- (i) अपवर्तित भूमि का विवरण  
(ii) प्रस्तुत की जाने वाली पर्यावरण मंजूरी (कागजात अपलोड करें)  
(iii) इस परियोजना में काटे जाने वाले पेड़ों की संख्या  
(iv) प्रस्तुत की जाने वाली प्रतिपूरक वनीकरण योजना (कागजात अपलोड करें)
9. ईएसए/तटीय पार्क/वन्यजीव अभ्यारण्य से प्रस्तावित परियोजना की दूरी
- (i) परियोजना स्थल के 10 किलो मीटर के दायरे में (हां/ना) यदि हां
- एनडब्ल्यूवीएल से अनुमति को प्रस्तुत करना (कागजात अपलोड करें)
10. राज्य/संघ राज्य क्षेत्र के प्रदूषण नियंत्रण बोर्ड से प्राप्त अनापत्ति प्रमाण पत्र या स्थापना की सहमति (हां/ना) यदि हां
- (i) एनओसी की प्रति प्रस्तुत करें (कागजात अपलोड करें)  
(ii) लगाई गई शर्तों का उल्लेख करें (कागजात अपलोड करें)
11. पर्यावरण समाघात निर्धारण अध्ययन (संबंधित विषय को भरें)
- क. स्थलीय अध्ययन
- (i) पर्यावरण समाघात निर्धारण (स्थलीय) अध्ययन का संक्षिप्त ब्यौरा  
(ii) पर्यावरण समाघात निर्धारण में की गई संस्तुति को अपलोड करें (कागजात अपलोड करें)  
(iii) अध्ययन की समयावधि का उल्लेख
- ख. समुद्र तटीय अध्ययन
- (i) पर्यावरण समाघात निर्धारण (समुद्री) अध्ययन के सारांश का विवरण

- (ii) पर्यावरण समाघात निर्धारण में की गई संस्तुति को अपलोड करें (कागजात अपलोड करें)  
 (iii) अध्याय की समयावधि का उल्लेख

**12. आपदा प्रबंधन योजना/राष्ट्रीय तेल छितराव आपदा संभावना योजना (यदि लागू हो)**

**13. तरल बहिस्त्राव के निस्सारण में सम्मिलित परियोजना :**

- (i) मल निस्सारण उपचार संयंत्र की क्षमता  
 (ii) उत्पन्न बहिस्त्राव की मात्रा  
 (iii) उपचारित बहिस्त्राव की मात्रा  
 (iv) उपचार और निपटारे का तरीका

**14. ठोस अपशिष्ट के निस्सारण में शामिल परियोजना :**

- (i) ठोस अपशिष्ट का प्रकार  
 (ii) उत्पन्न ठोस अपशिष्ट की मात्रा  
 (iii) निस्सारण का तरीका  
 (iv) परिवहन का स्वरूप

**15. प्रतिदिन किलो मीटर में जल आवश्यकता (केएलडी)**

- (i) अपेक्षित जल की मात्रा  
 (ii) जल का स्रोत  
 (iii) यदि भूमिगत जल (केन्द्रीय भूजल प्राधिकरण या प्राधिकृत निकाय से अनुमोदन की प्रति अपलोड करें)  
 (iv) यदि कोई अन्य स्रोत हो (सक्षम प्राधिकारी से प्राप्त अनुमति की प्रति संलग्न करें)  
 (v) परिवहन का स्वरूप  
 (vi) जलापूर्ति की सपुर्दगी (दस्तावेज अपलोड करें)

**16. जल शोधन तथा पुनश्चक्रण का विवरण (यदि कोई हो) (बहुविध प्रविष्टियों की अनुमति है)**

प्रकार/स्रोत	सृजित अपशिष्ट जल की मात्रा (किलो मीटर प्रति दिन)	शोधन क्षमता (किलो मीटर प्रति दिन)	शोधन क्षमता	निपटान का स्वरूप	छोड़े गए जल की मात्रा (किलो लीटर प्रति दिन)	पुनश्चक्रण/पुनः उपयोग में प्रयुक्त शोधित जल की मात्रा

**17. वर्षा जल संचय का विवरण**

- (i) भण्डारण टैंकों की संख्या  
 (ii) टैंक की कुल क्षमता  
 (iii) रिचार्ज गड्डों की संख्या  
 (iv) गड्डों की क्षमता

**18. अपेक्षित ऊर्जा और स्रोत**

- (i) कुल अपेक्षित ऊर्जा (किलोवाट एच)
- (ii) स्रोत
- (iii) समझौते की प्रति अपलोड करें (केवल पीडीएफ में अपलोड करें)
- (iv) एवजी प्रबंधन (विवरण)

**19. ऊर्जा दक्षता/बचत के उपाय**

- (i) स्रोत/स्वरूप
- (ii) बचत का विवरण

**20. राज्य तटीय क्षेत्र प्रबंधन प्राधिकरण की संस्तुति**

- (i) सीजेडएमए की संस्तुति की प्रति अपलोड करें (केवल पीडीएफ में अपलोड करें)
- (ii) लागू शर्तों के अनुपालन की स्थिति

**21. क्या प्रस्ताव पर ईआई अधिसूचना, 2006 लागू है (हां/ना)**

- (i) उसकी श्रेणी का ब्यौरा क्या है?
- (ii) ईसी के लिए प्रस्ताव का ब्यौरा (जैसा लागू हो)

**22. सामाजिक तथा पर्यावरणीय मामलों तथा सुझाए गए उपशमन के उपायों सहित लेकिन आर एंड आर, जल, वायु, खतरनाक अपशिष्ट, पारिस्थितिकीय पहलू इत्यादि तक सीमित नहीं। (संक्षिप्त विवरण दें)****23. न्यायालय के मामलों का विवरण क्या परियोजना तथा या भूमि जहां परियोजना स्थापित करना का प्रस्तावित के विरुद्ध कोई मामला न्यायालय में लंबित है (हां/ना)**

**यदि हां,**

**लंबित या समाप्त (संगत का चयन करें)**

- (i) न्यायालय का नाम (सर्वोच्च न्यायालय, उच्च न्यायालय, राष्ट्रीय हरित अधिकरण)
- (ii) मामला संख्या
- (iii) मामले का विवरण
- (iv) न्यायालय का आदेश/निर्देश यदि कोई हो तथा प्रस्तावित परियोजना से इसकी संगतता (कागजात अपलोड करें)

**24. अतिरिक्त सूचना, कोई हो**

**वचनबद्धता :** यह प्रमाणित किया जाता है कि उपरोक्त दी गई जानकारी मेरी जानकारी और विश्वास के अनुसार पूर्णतया सत्य है तथा सीआरजेड अधिसूचना, 2011 के उपबंधों के उल्लंघन संबंधी किसी भी तथ्य को छुपाया नहीं गया है।

आवेदक का नाम और हस्ताक्षर

तारीख :

**MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE****NOTIFICATION**

New Delhi, the 18th January, 2019

**G.S.R. 37(E).**—Whereas by notification of the Government of India in the erstwhile Ministry of Environment and Forests number S.O.19 (E), dated the 6<sup>th</sup> January, 2011 (hereinafter referred to as the Coastal Regulation Zone Notification, 2011), the Central Government declared certain coastal stretches as Coastal Regulation Zone (hereinafter referred to as the CRZ) under section 3 of Environment (Protection) Act, 1986 (29 of 1986);

And Whereas, the Ministry of Environment, Forest and Climate Change has received representations from various coastal States and Union territories, besides other stakeholders, regarding certain provisions in the Coastal Regulation Zone Notification, 2011 related to management and conservation of marine and coastal ecosystems, development in coastal areas, eco-tourism, livelihood options and sustainable development of coastal communities etc.;

And Whereas, various State Governments and Union territory administrations and stakeholders have requested the Ministry of Environment, Forest and Climate Change to address the concerns related to coastal environment and sustainable development with respect to the Coastal Regulation Zone Notification, 2011;

And Whereas, the Ministry of Environment, Forest and Climate Change had constituted a Committee under the Chairmanship of Dr. Shailesh Nayak to examine various issues and concerns of coastal States and Union territories and various stakeholders, relating to the Coastal Regulation Zone Notification 2011 and to recommend appropriate changes in the said Notification;

And Whereas, the report submitted by Dr. Shailesh Nayak Committee has been examined in the Ministry and consultations have been held with various stakeholders in this regard;

And Whereas, a draft Coastal Regulation Zone Notification, 2018 was issued and hosted in the website of the Ministry of Environment, Forest and Climate Change on the 18<sup>th</sup> April, 2018 seeking comments and suggestions from all concerned;

And Whereas, objections and suggestions received in response to the above mentioned draft Coastal Regulation Zone Notification, 2018 have been duly considered by the Central Government;

Now, therefore in exercise of the powers conferred by sub-section (1) and clause (v) of sub-section (2) of section 3 of the Environment (Protection) Act, 1986 (29 of 1986) and in supersession of the Coastal Regulation Zone Notification 2011, number S.O. 19(E), dated the 6<sup>th</sup> January, 2011, except as respects things done or omitted to be done before such supersession, the Central Government, with a view to conserve and protect the unique environment of coastal stretches and marine areas, besides livelihood security to the fisher communities and other local communities in the coastal areas and to promote sustainable development based on scientific principles taking into account the dangers of natural hazards, sea level rise due to global warming, do hereby, declares the coastal stretches of the country and the water area up to its territorial water limit, excluding the islands of Andaman and Nicobar and Lakshadweep and the marine areas surrounding these islands, as Coastal Regulation Zone as under:-

- (i) The land area from High Tide Line (hereinafter referred to as the HTL) to 500 meters on the landward side along the sea front.

Explanation. - For the purposes of this notification, the HTL means the line on the land upto which the highest water line reaches during the spring tide, as demarcated by the National Centre for Sustainable Coastal Management (NCSCM) in accordance with the laid down procedures and made available to various coastal States and Union territories.

- (ii) CRZ shall apply to the land area between HTL to 50 meters or width of the creek, whichever is less on the landward side along the tidal influenced water bodies that are connected to the sea and the distance upto which development along such tidal influenced water bodies is to be regulated shall be governed by the distance upto which the tidal effects are experienced which shall be determined based on salinity concentration of five parts per thousand (ppt)

measured during the driest period of the year and distance up to which tidal effects are experienced shall be clearly identified and demarcated accordingly in the Coastal Zone Management Plan (hereinafter referred to as the CZMP):

Provided that the CRZ limit of 50 meters or width of the creek whichever is less, shall be subject to revision and final approval of the respective CZMPs as per this notification, framed with due consultative process, public hearing etc. and environmental safeguards enlisted therein, and till such time the CZMP to this notification is approved, the limit of 100 meters or width of the creek whichever is less, shall continue to apply.

Explanation.- For the purposes of this sub-paragraph the expression “tidal influenced water bodies” means the water bodies influenced by tidal effects from sea in the bays, estuaries, rivers, creeks, backwaters, lagoons, ponds that are connected to the sea.

- (iii) The “intertidal zone” means land area between the HTL and the Low Tide Line (hereinafter referred to as the LTL).
- (iv) The water and the bed area between the LTL to the territorial water limit (12 Nm) in case of sea and the water and the bed area between LTL at the bank to the LTL on the opposite side of the bank, of tidal influenced water bodies.

**2.0 Classification of CRZ.** – For the purpose of conserving and protecting the coastal areas and marine waters, the CRZ area shall be classified as follows, namely: -

**2.1 CRZ-I** areas are environmentally most critical and are further classified as under:

**2.1.1 CRZ-I A:**

- (a) CRZ-I A shall constitute the following ecologically sensitive areas (ESAs) and the geomorphological features which play a role in maintaining the integrity of the coast viz.:
  - (i) Mangroves (in case mangrove area is more than 1000 square meters, a buffer of 50 meters along the mangroves shall be provided and such area shall also constitute CRZ-I A);
  - (ii) Corals and coral reefs;
  - (iii) Sand dunes;
  - (iv) Biologically active mudflats;
  - (v) National parks, marine parks, sanctuaries, reserve forests, wildlife habitats and other protected areas under the provisions of Wild Life (Protection) Act, 1972 (53 of 1972), Forest (Conservation) Act, 1980 (69 of 1980) or Environment (Protection) Act, 1986 (29 of 1986), including Biosphere Reserves;
  - (vi) Salt marshes;
  - (vii) Turtle nesting grounds;
  - (viii) Horse shoe crabs’ habitats;
  - (ix) Sea grass beds;
  - (x) Nesting grounds of birds;
  - (xi) Areas or structures of archaeological importance and heritage sites.
- (b) A detailed environment management plan shall be formulated by the states and Union territories for such ecologically sensitive areas in respective territories, as mapped out by the National Centre for Sustainable Coastal Management (NCSCM), Chennai based on guidelines as contained in **Annexure-I** to this notification and integrated with the CZMP.

**2.1.2 CRZ-I B:**

The intertidal zone i.e. the area between Low Tide Line and High Tide Line shall constitute the CRZ-I B.

**2.2 CRZ-II:**

CRZ-II shall constitute the developed land areas up to or close to the shoreline, within the existing municipal limits or in other existing legally designated urban areas, which are substantially built-up with a ratio of built-up plots to that of total plots being more than 50 per cent and have been provided with drainage and approach roads and other infrastructural facilities, such as water supply, sewerage mains, etc.

**2.3 CRZ-III:**

Land areas that are relatively undisturbed (viz. rural areas, etc.) and those which do not fall under CRZ-II, shall constitute CRZ-III, and CRZ-III shall be further classified into following categories: -

**2.3.1 CRZ-III A:**

Such densely populated CRZ-III areas, where the population density is more than 2161 per square kilometre as per 2011 census base, shall be designated as CRZ-III A and in CRZ-III A, area up to 50 meters from the HTL on the landward side shall be earmarked as the 'No Development Zone (NDZ)', provided the CZMP as per this notification, framed with due consultative process, have been approved, failing which, a NDZ of 200 meters shall continue to apply.

**2.3.2 CRZ-III B:**

All other CRZ-III areas with population density of less than 2161 per square kilometre, as per 2011 census base, shall be designated as CRZ-III B and in CRZ-III B, the area up to 200 meters from the HTL on the landward side shall be earmarked as the 'No Development Zone (NDZ)'.

**2.3.3:**

Land area up to 50 meters from the HTL, or width of the creek whichever is less, along the tidal influenced water bodies in the CRZ III, shall also be earmarked as the NDZ in CRZ III.

*Note: The NDZ shall not be applicable in the areas falling within notified Port limits.*

**2.4 CRZ- IV:**

The CRZ- IV shall constitute the water area and shall be further classified as under:-

**2.4.1 CRZ- IVA:**

The water area and the sea bed area between the Low Tide Line up to twelve nautical miles on the seaward side shall constitute CRZ-IV A.

**2.4.2 CRZ- IVB:**

CRZ-IV B areas shall include the water area and the bed area between LTL at the bank of the tidal influenced water body to the LTL on the opposite side of the bank, extending from the mouth of the water body at the sea up to the influence of tide, i.e., salinity of five parts per thousand (ppt) during the driest season of the year.

**3.0 Areas requiring special consideration in the CRZ.-** Following coastal areas shall be accorded special consideration for the purpose of protecting the critical coastal environment and difficulties faced by local communities: -

**3.1 Critically Vulnerable Coastal Areas (CVCA):**

Sundarban region of West Bengal and other ecologically sensitive areas identified as under Environment (Protection) Act, 1986 such as Gulf of Khambat and Gulf of Kutchh in Gujarat, Malvan, Achra-Ratnagiri in Maharashtra, Karwar and Coondapur in Karnataka, Vembanad in Kerala, Gulf of Mannar in Tamil Nadu, Bhaitarkanika in Odisha, Coringa, East Godavari and Krishna in Andhra Pradesh shall be treated as Critical Vulnerable Coastal Areas (CVCA) and managed with the involvement of coastal communities including fisher folk who depend on coastal resources for their sustainable livelihood.

3.2 CRZ for inland Backwater islands and islands along the mainland coast.

3.3 CRZ falling within municipal limits of Greater Mumbai.

**4. Prohibited activities within CRZ.-** The following activities shall be prohibited, in general, within the entire CRZ and exceptions to these and other permissible and regulated activities in specific CRZ categories viz. CRZ-I, II, III and IV, shall be governed by the provisions of paragraph 5:-

- (i) Setting up of new industries and expansion of existing industries, operations or processes.
- (ii) Manufacture or handling of oil, storage or disposal of hazardous substances as specified in the notification of the Ministry of Environment, Forest and Climate Change number G.S.R.395 (E), dated the 4<sup>th</sup> April, 2016.
- (iii) Setting up of new fish processing units.
- (iv) Land reclamation, bunding or disturbing the natural course of seawater except for the activities permissible under this notification and executed with prior permission from the competent authority.
- (v) Discharge of untreated waste and effluents from industries, cities or towns and other human settlements.
- (vi) Dumping of city or town wastes including construction debris, industrial solid wastes, fly ash for the purpose of land filling.
- (vii) Port and harbour projects in high eroding stretches of the coast.
- (viii) Mining of sand, rocks and other sub-strata materials.
- (ix) Dressing or altering of active sand dunes.
- (x) In order to safeguard the aquatic system and marine life, disposal of plastic into the coastal waters shall be prohibited and adequate measures for management and disposal of plastic materials shall be undertaken in the CRZ.
- (xi) Drawal of ground water.

#### **5. Regulation of permissible activities in CRZ:**

##### **5.1 CRZ-I:**

##### **5.1.1. CRZ-IA:**

These areas are ecologically most sensitive and generally no activities shall be permitted to be carried out in the CRZ-I A area, with following exceptions:-

- (i) Eco-tourism activities such as mangrove walks, tree huts, nature trails, etc., in identified stretches areas subject to such eco-tourism plan featuring in the approved CZMP as per this notification, framed with due consultative process, public hearing, etc. and further subject to environmental safeguards and precautions related to the Ecologically Sensitive Areas, as enlisted in the CZMP.
- (ii) In the mangrove buffer, only such activities shall be permitted like laying of pipelines, transmission lines, conveyance systems or mechanisms and construction of road on stilts, etc. that are required for public utilities.
- (iii) Construction of roads and roads on stilts, by way of reclamation in CRZ-I areas, shall be permitted only in exceptional cases for defence, strategic purposes and public utilities, subject to a detailed marine or terrestrial or both environment impact assessment, to be recommended by the Coastal Zone Management Authority and approved by the Ministry of Environment, Forest and Climate Change; and in case construction of such roads passes through mangrove areas or is likely to damage the mangroves, a minimum three times the mangrove area affected or destroyed or cut during the construction process shall be taken up for compensatory plantation of mangroves.

##### **5.1.2 CRZ-I B - The inter tidal areas:**

Activities shall be regulated or permissible in the CRZ-I B areas as under:-

- (i) Land reclamation, bunding, etc. shall be permitted only for activities such as,-

- (a) foreshore facilities like ports, harbours, Jetties, wharves, quays, slipway, bridges, hover ports for coast guard, sea links, etc;
- (b) projects for defence, strategic and security purposes;
- (c) road on stilts, provided that such roads shall not be authorised for permitting development on the landward side of such roads, till the existing High Tide Line:  
 Provided that the use of reclaimed land may be permitted only for public utilities such as mass rapid or multimodal transit system, construction and installation of all necessary associated public utilities and infrastructure to operate such transit or transport system including those for electrical or electronic signaling system, transit stopover of permitted designs; except for any industrial operation, repair or maintenance;
- (d) measures for control of erosion;
- (e) maintenance and clearing of waterways, channels, ports and hover ports for coast guard;
- (f) measures to prevent sand bars, installation of tidal regulators, laying of storm water drains or for structure for prevention of salinity ingress and freshwater recharge.
- (ii) Activities related to waterfront or directly needing foreshore facilities such as ports and harbours, jetties, quays, wharves, erosion control measures, breakwaters, pipelines, lighthouses, navigational safety facilities, coastal police stations, Indian coast guard stations and the like.
- (iii) Power by non-conventional energy sources and associated facilities.
- (iv) Transfer of hazardous substances from ships to Ports, terminals and refineries and vice versa.
- (v) Facilities for receipt and storage of petroleum products and liquefied natural gas as specified in Annexure-II to this notification, subject to implementation of safety regulations including guidelines issued by the Oil Industry Safety Directorate in the Ministry of Petroleum and Natural Gas and guidelines issued by the Ministry of Environment, Forest and Climate Change, provided that such facilities are for receipt and storage of fertilizers and raw materials required for fertilizers, like ammonia, phosphoric acid, sulphur, sulphuric acid, nitric acid, etc.
- (vi) Storage of non-hazardous cargo i.e. edible oil, fertilizers and food grains in notified Ports.
- (vii) Hatchery and natural fish drying.
- (viii) Existing fish processing units may utilise 25% additional plinth area for modernisation purposes (only for additional equipment and pollution control measures) subject to the following:-
  - (a) Floor Space Index of such reconstruction not exceeding the permissible Floor Space Index as per prevalent town and country planning regulations;
  - (b) additional plinth area is constructed only to the landward side.
  - (c) approval of the concerned State Pollution Control Board or Pollution Control Committee.
- (ix) Treatment facilities for waste and effluents and conveyance of treated effluents.
- (x) Storm water drains.
- (xi) Projects classified as strategic, defence related projects and projects of the Department of Atomic Energy, Government of India.
- (xii) Manual mining of atomic mineral(s) notified under Part-B of the First Schedule to the Mining and Minerals (Development and Regulation) Act, 1957(67 of 1957) occurring as such or in association with one or other minerals in the intertidal zone by such agencies as authorised by the Department of Atomic Energy, Government of India as per mining plan approved by the Atomic Mineral Directorate for Exploration and Research:

Provided that the manual mining operations shall be carried out only by deploying persons using baskets and hand spades for collection of ore or mineral within the intertidal zone and as per approved mining plan, without deploying or using drilling and blasting or Heavy Earth Moving Machinery in the intertidal zone.

- (xiii) Exploration and extraction of oil and natural gas and all associated activities and facilities thereto;
- (xiv) Foreshore requiring facilities for transport of raw materials, facilities for intake of cooling water, intake water for desalination plants, etc, and outfall for discharge of treated wastewater or cooling water from thermal power plants in conformity with the environmental standards notified by Ministry of Environment, Forest and Climate Change and relevant directions of Central Pollution Control Board (CPCB) or State Pollution Control Board (SPCB) or Pollution Control Committee (PCC), as the case may be.
- (xv) Pipelines, conveying systems including transmission lines.
- (xvi) Weather radar for monitoring of cyclones prediction, ocean observation platforms, movement and associated activities.
- (xvii) Salt harvesting and associated facilities.
- (xviii) Desalination plants and associated facilities.

## 5.2 CRZ-II:

- (i) Activities as permitted in CRZ-I B, shall also be permissible in CRZ-II, in so far as applicable.
- (ii) Construction of buildings for residential purposes, schools, hospitals, institutions, offices, public places, etc. shall be permitted only on the landward side of the existing road, or on the landward side of existing authorised fixed structures:

Provided that no permission for construction of buildings shall be given on landward side of any new roads which are constructed on the seaward side of an existing road.

- (iii) Buildings permitted as in (ii) above, shall be subject to the local town and country planning regulations as applicable from time to time, and the norms for the Floor Space Index (FSI) or Floor Area Ratio (FAR) prevailing as on the date of this Notification, and in the event that there is a need for amendment of the FSI after the date of publication of this notification in the official Gazette, the Urban Local Body or State Government or Union territory Administration shall approach the Ministry of Environment, Forest and Climate Change through the concerned State Coastal Zone Management Authority (SCZMA) or Union Territory Coastal Zone Management Authority, as the case may be and the SCZMA shall forward the proposal to the National Coastal Zone Management Authority (NCZMA) with its views in the matter, and the NCZMA shall thereafter examine various aspects like availability of public amenities, environmental protection measures, etc., and take a suitable decision on the proposal and it shall be the responsibility of the concerned Town Planning Authority to ensure that the Solid Wastes are handled as per respective Solid Waste Management Rules and no untreated sewage is discharged on to the coast or coastal waters.
- (iv) Reconstruction of authorised buildings shall be permitted, without change in present land use, subject to the local town and country planning regulations as applicable from time to time, and the norms for the Floor Space Index or Floor Area Ratio, prevailing as on the date of publication of this notification in the official Gazette and in the event that there is a need for amendment of the FSI after the said date of this notification, the Urban Local Body or State Government or Union territory Administration shall approach the Ministry of Environment, Forest and Climate Change through the concerned State Coastal Zone Management Authority (SCZMA) or Union Territory Coastal Zone Management Authority, as the case may be and the CZMA shall forward the proposal to the National Coastal Zone Management Authority (NCZMA) with its views in the matter, and the NCZMA shall thereafter examine various aspects like availability of public amenities, environmental protection measures etc., and take a suitable decision on the proposal and it shall be the responsibility of the concerned Town Planning Authority to ensure that the Solid Wastes are

handled as per respective Solid Waste Management Rules and no untreated sewage is discharged on to the coast or coastal waters.

- (v) Development of vacant plots in designated areas for construction of beach resorts or hotels or tourism development projects subject to the conditions or guidelines at **Annexure-III** to this notification.
- (vi) Temporary tourism facilities shall be permissible in the beaches which shall only include shacks, toilets or washrooms, change rooms, shower panels; walk ways constructed using interlocking paver blocks, etc, drinking water facilities, seating arrangements, etc. and such facilities shall however be permitted only subject to the tourism plan featuring in the approved CZMP as per this notification, framed with due consultative process or public hearing, etc. and further subject to environmental safeguards enlisted in the CZMP, however, a minimum distance of 10 meter from HTL shall be maintained for setting up of such facilities.

### 5.3 CRZ-III:

- (i) Activities as permitted in CRZ-I B, shall also be permissible in CRZ-III, in so far as applicable.

#### (ii) Regulation of activities in NDZ:

Following shall be permissible and regulated in the NDZ:-

- (a) No construction shall be permitted within NDZ in CRZ III, except for repairs or reconstruction of existing authorised structure not exceeding existing Floor Space Index, existing plinth area and existing density and for permissible activities under this notification including facilities essential for activities and construction or reconstruction of dwelling units of traditional coastal communities including fisher folk, incorporating necessary disaster management provisions and proper sanitation arrangements.
- (b) Agriculture, horticulture, gardens, pastures, parks, playfields and forestry.
- (c) Construction of dispensaries, schools, public rain shelter, community toilets, bridges, roads, provision of facilities for water supply, drainage, sewerage, crematoria, cemeteries and electric sub-station which are required for the local inhabitants may be permitted on a case to case basis by Coastal Zone Management Authority (CZMA).
- (d) Construction of units or auxiliary thereto for domestic sewage, treatment and disposal with the prior approval of the concerned Pollution Control Board or Committee.
- (e) Facilities required for local fishing communities such as fish drying yards, auction halls, net mending yards, traditional boat building yards, ice plant, ice crushing units, fish curing facilities and the like.
- (f) Wherever there is a national or State highway passing through the NDZ of CRZ-III areas, temporary tourism facilities such as toilets, change rooms, drinking water facility and temporary shacks can be taken up on the seaward side of the road.  
On landward side of such roads in the NDZ, resorts or hotels and associated tourism facilities shall be permitted and such facilities shall, however, be permitted only subject to the incorporation of tourism plan in the approved CZMP as per this notification and the conditions or guidelines at Annexure-III, to this notification as applicable.
- (g) Temporary tourism facilities shall be permissible in the NDZ and beaches in the CRZ-III areas and such temporary facilities shall only include shacks, toilets or washrooms, change rooms, shower panels, walk ways constructed using interlocking paver blocks, etc, drinking water facilities, seating arrangements etc., and such facilities shall, however, be permitted only subject to the tourism plan featuring in the approved CZMP as per this notification subject to maintaining a minimum distance of 10 meters from HTL for setting up of such facilities.
- (h) Mining of atomic minerals notified under Part-B of the First Schedule to Mining and

Minerals (Development and Regulation) Act, 1957 (67 of 1957) occurring as such or in association with one or other minerals by such agencies as authorised by the Department of Atomic Energy, Government of India, as per mining plan by the Atomic Mineral Directorate for Exploration and Research.

(iii) **Regulation of activities for CRZ–III areas beyond NDZ:**

(a) Development of vacant plots in designated areas for construction of beach resorts or hotels or tourism development projects subject to the conditions or guidelines at Annexure-III to this notification.

(b) Construction or reconstruction of dwelling units, so long it is within the ambit of traditional rights and customary uses such as existing fishing villages, etc. and building permission for such construction or reconstruction will be subject to local town and country planning rules, with an overall height of construction not exceeding 9 meters and with only two floors (ground + one floor).

(c) The local communities including fishermen may be permitted to facilitate tourism through 'home stay' without changing the plinth area or design or facade of the existing houses.

(d) Construction of public rain shelters, community toilets, water supply drainage, sewerage, roads, bridges, etc.

(e) Limestone mining:

Selective mining of limestone minerals may be permitted in specific identified areas under the mining plans, which are adequately above the height of HTL, based on the recommendations of reputed National Institutes in the mining field such as Council of Scientific and Industrial Research (CSIR), Central Mining Research Institute etc., provided that the extraction of minerals shall be carried out not below a height of 1 meter above the HTL and an adequate barrier shall be created so as to safeguard against saline water incursion and subject to appropriate safeguards related to pollution of coastal waters and prevention of coastal erosion.

(f) Mining of atomic minerals notified under Part-B of the First Schedule of Mining and Minerals (Development and Regulation) Act, 1957 (67 of 1957) occurring as such or in association with one or other minerals by such agencies as authorised by Department of Atomic Energy, Government of India, as per mining plan by the Atomic Mineral Directorate for Exploration and Research.

(iv) Drawing of groundwater and construction related thereto shall be prohibited within 200 meters of HTL except for the use of local communities in areas inhabited by them and in the areas between 200 to 500 meters of the HTL, groundwater withdrawal may be permitted only through manual means from ordinary wells for drinking, horticulture, agriculture and fisheries, etc. where no other source of water is available and restrictions for such drawal may be imposed by the designated Authority by State Government or Union territory Administration in the areas affected by sea water intrusion, however, for horticulture and agriculture purpose, micro irrigation promoted by Government welfare schemes shall be permitted.

(v) Development of airports in wastelands and non-arable lands in CRZ-III areas with adequate environmental safeguards.

#### 5.4 CRZ-IV:

Activities shall be permitted and regulated in the CRZ IV areas as under:-

(i) Traditional fishing and allied activities undertaken by local communities.

(ii) Land reclamation, bunding, etc to be permitted only for activities such as:-

(a) foreshore facilities like ports, harbours, Jetties, wharves, quays, slipway, bridges, sea links and hover ports for coast guard ,etc;

(b) projects for defence, strategic and security purpose including coast guard;

- (c) measures for control of erosion;
- (d) maintenance and clearing of waterways, channels and ports;
- (e) measures to prevent sand bars, installation of tidal regulators, laying of storm water drains or for structure for prevention of salinity ingress and freshwater recharge.
- (iii) Activities related to waterfront or directly needing foreshore facilities, such as ports and harbours, jetties, quays, wharves, erosion control measures, breakwaters, pipelines, navigational safety facilities and the like.
- (iv) Power by non-conventional energy sources and associated facilities such as offshore wind, wave energy, ocean thermal energy conversion, etc.
- (v) Transfer of hazardous substances from ships to Ports.
- (vi) Storage of non-hazardous cargo like edible oil, fertilizers and food grains in notified Ports.
- (vii) Facilities for discharging treated effluents into the water course.
- (viii) Projects classified as strategic and defence related projects including coast guard coastal security network.
- (ix) Projects of department of Atomic Energy.
- (x) Exploration and extraction of oil and natural gas and all associated activities and facilities thereto.
- (xi) Exploration and mining of atomic minerals notified under Part-B of the First Schedule of the Mining and Minerals (Development and Regulation) Act, 1957 (67 of 1957), occurring as such or in association with other mineral(s) and of such associated mineral(s).
- (xii) Foreshore requiring facilities for transport of raw materials, facilities for intake of cooling water and outfall for discharge of treated wastewater or cooling water from thermal power plants, and foreshore requiring facilities for transport of raw materials, facilities for intake of cooling water and outfall for discharge of treated wastewater or cooling water from thermal power plants, in conformity with the environmental standards notified by Ministry of Environment, Forest and Climate Change and relevant directions of the Central Pollution Control Board or State Pollution Control Board or Pollution Control Committee.
- (xiii) Pipelines, conveying systems including transmission lines.
- (xiv) Weather radar for monitoring of cyclone prediction, ocean observation platforms, movement and associated activities.
- (xv) Construction of memorials or monuments and allied facilities by the concerned State Government in CRZ-IV (A) areas, in exceptional cases, with adequate environmental safeguards, subject to the following, namely: -
  - (a) the concerned State Government shall submit justification for locating the project in CRZ-IVA area along with details of alternate sites considered and weightage matrix on various parameters including environmental parameters, to State Coastal Zone Management Authority who will examine the project and make recommendation to the Central Government (Ministry of Environment, Forest and Climate Change) for grant of Terms of Reference (ToRs) for preparation of an environmental impact assessment report by the State Government;
  - (b) On grant of ToRs by the Central Government, the concerned State Government shall submit the draft Environmental Impact Assessment report (EIA) with Environmental Management Plan (EMP), draft Risk Assessment Report with Disaster Management Plan (DMP) including on-site and off-site emergency plan and evacuation plan during emergency, to the State Pollution Control Board for conduct of public hearing for the proposed project in accordance with the procedure laid down under the Environment Impact Assessment (EIA) notification number S.O. 1533(E), dated the 14<sup>th</sup> September, 2006;

- (c) The concerned State Government shall, after addressing the relevant issues raised by the public during the public hearing referred to in sub-item (b), submit the final EIA, EMP, Risk Assessment and DMP, to the State CZMA for their examination and recommendation to MoEF&CC;
- (d) The Central Government may, if it considers necessary so to do, dispense with the requirement of public hearing referred to in sub-clause (b), if it is satisfied that the project will not involve rehabilitation and resettlement of the public or the project site is located away from human habitation.

#### **5.5 Requirement for Clearance from Department of Atomic Energy installations:**

Prior to undertaking any developmental activity including construction of new structures, falling in the boundary limits specified by Atomic Energy Regulatory Board (AERB) guidelines, prior clearance shall be obtained from Department of Atomic Energy installations.

#### **6. Coastal Zone Management Plan (CZMP)**

- (i) All coastal States and Union territory administrations shall revise or update their respective coastal zone management plan (CZMP) framed under CRZ Notification, 2011 number S.O. 19(E), dated 6<sup>th</sup> January, 2011, as per provisions of this notification and submit to the Ministry of Environment, Forest and Climate Change for approval at the earliest and all the project activities attracting the provisions of this notification shall be required to be appraised as per the updated CZMP under this notification and until and unless the CZMPs is so revised or updated, provisions of this notification shall not apply and the CZMP as per provisions of CRZ Notification, 2011 shall continue to be followed for appraisal and CRZ clearance to such projects.
- (ii) The CZMP may be prepared or updated by the coastal State Government or Union territory by engaging reputed and experienced scientific institution(s) or the agencies including the National Centre for Sustainable Coastal Management (hereinafter referred to as the NCSCM) of Ministry of Environment, Forest and Climate Change and in consultation with the concerned stakeholders.
- (iii) The coastal States and Union territories shall prepare draft CZMP in 1:25,000 scale map identifying and classifying the CRZ areas within the respective territories in accordance with the guidelines given in **Annexure-IV** to this notification, which involve public consultation.  
All developmental activities listed in this notification shall be regulated by the State Government, Union territory administration, the local authority or the concerned Coastal Zone Management Authority within the framework of such approved CZMP, as the case may be, in accordance with provisions of this notification.
- (iv) The draft CZMP shall be submitted by the State Government or Union territory to the concerned Coastal Zone Management Authority for appraisal, including appropriate consultations, and recommendations in accordance with the procedure(s) laid down in the Environment (Protection) Act, 1986 (29 of 1986).
- (v) The Ministry of Environment, Forest and Climate Change shall thereafter consider and approve the respective CZMP of concerned State Governments or Union territory administrations.
- (vi) The CZMP shall not normally be revised before a period of five years after which, the concerned State Government or the Union territory may consider undertaking a revision.

#### **7. CRZ clearance for permissible and regulated activities- Delegation:**

- (i) All permitted or regulated project activities attracting the provisions of this notification shall be required to obtain CRZ clearance prior to their commencement.
- (ii) All development activities or projects in CRZ-I and CRZ-IV areas, which are regulated or permissible as per this notification, shall be dealt with by Ministry of Environment, Forest and Climate Change for CRZ clearance, based on the recommendation of the concerned Coastal Zone Management Authority.

- (iii) For all other permissible and regulated activities as per this notification, which fall purely in CRZ-II and CRZ-III areas, the CRZ clearance shall be considered by the concerned Coastal Zone Management Authority and such projects in CRZ -II and III, which also happen to be traversing through CRZ-I or CRZ-IV areas or both, CRZ clearance shall, however be considered only by the Ministry of Environment, Forest and Climate Change, based on recommendations of the concerned Coastal Zone Management Authority.
- (iv) Projects or activities which attract the provisions of this notification as also the provisions of EIA notification, 2006 number S.O. 1533(E), dated the 14<sup>th</sup> September, 2006, shall be dealt with for a composite Environmental and CRZ clearance under EIA Notification, 2006 by the concerned approving Authority, based on recommendations of the concerned Coastal Zone Management Authority, as per delegations i.e., State Environmental Impact Assessment Authority (hereinafter referred to as the SEIAA) or the Ministry of Environment, Forest and Climate Change for category 'B' and category 'A' projects respectively.
- (v) In case of building or construction projects with built-up area less than the threshold limit stipulated for attracting the provisions of the EIA Notification, 2006 these shall be approved by the concerned local State or Union territory Planning Authorities in accordance with this notification, after obtaining recommendations of the concerned Coastal Zone Management Authority.
- (vi) Only for self-dwelling units up to a total built up area of 300 square meters, approval shall be accorded by the concerned local Authority, without the requirement of recommendations of concerned Coastal Zone Management Authority and such authorities shall, however, examine the proposal from the perspective of the Coastal Regulation Zone notification before according approval.

**8. Procedure for CRZ clearance for permissible and regulated activities:**

- (i) The project proponents shall apply with the following documents to the concerned State or the Union territory Coastal Zone Management Authority for seeking prior clearance under this notification:-
  - (a) Project summary details as per Annexure-V to this notification.
  - (b) Rapid Environment Impact Assessment (EIA) Report including marine and terrestrial component, as applicable, except for building construction projects or housing schemes.
  - (c) Comprehensive EIA with cumulative studies for projects, (except for building construction projects or housing schemes with built-up area less than the threshold limit stipulated for attracting the provisions of the EIA Notification, 2006 number S.O 1533(E), dated 14<sup>th</sup> September, 2006) if located in low and medium eroding stretches, as per the CZMP to this notification.
  - (d) Risk Assessment Report and Disaster Management Plan, except for building construction projects or housing schemes with built-up area less than the threshold limit stipulated for attracting the provisions of the EIA Notification, 2006 number S.O 1533(E), dated 14<sup>th</sup> September, 2006).
  - (e) CRZ map in 1:4000 scale, drawn up by any of the agencies identified by the Ministry of Environment, Forest and Climate Change vide its Office Order number J-17011/8/92-IA-III, dated the 14<sup>th</sup> March, 2014 using the demarcation of the HTL or LTL, as carried out by NCSCM.
  - (f) Project layout superimposed on the CRZ map duly indicating the project boundaries and the CRZ category of the project location as per the approved Coastal Zone Management Plan under this notification.
  - (g) The CRZ map normally covering 7 kilometre radius around the project site also indicating the CRZ-I, II, III and IV areas including other notified ecologically sensitive areas.
  - (h) "Consent to establish" or No Objection Certificate from the concerned State Pollution Control Board or Union territory Pollution Control Committee for the projects involving treated discharge of industrial effluents and sewage, and in case prior consent of

Pollution Control Board or Pollution Control Committee is not obtained, the same shall be ensured by the proponent before the start of the construction activity of the project, following the clearance under this notification.

- (ii) The concerned Coastal Zone Management Authority shall examine the documents in clause (i) above, in accordance with the approved Coastal Zone Management Plan and in compliance with this notification and make recommendations within a period of sixty days from date of receipt of complete application as under: -
- (a) For the projects or activities also attracting the EIA Notification, 2006 number S.O. 1533(E), dated 14<sup>th</sup> September, 2006, the Coastal Zone Management Authority shall forward its recommendations to Ministry of Environment, Forest and Climate Change or SEIAA for category 'A' and category 'B' projects respectively, to enable a composite clearance under the EIA Notification, 2006 number S.O. 1533(E), dated 14<sup>th</sup> September, 2006, however, even for such Category 'B' projects located in CRZ-I or CRZ-IV areas, final recommendation for CRZ clearance shall be made only by the Ministry of Environment, Forest and Climate Change to the concerned SEIAA to enable it to accord a composite Environmental Clearance and CRZ clearance to the proposal.
- (b) Coastal Zone Management Authority shall forward its recommendations to the Ministry of Environment, Forest and Climate Change for the projects or activities not covered in the EIA notification, 2006, but attracting this notification and located in CRZ-I or CRZ-IV areas.
- (c) Projects or activities not covered in the aforesaid EIA Notification, 2006, but attracting this notification and located in CRZ-II or CRZ-III areas shall be considered for clearance by the concerned Coastal Zone Management Authority within sixty days of the receipt of the complete proposal from the proponent.
- (d) In case of construction projects attracting this notification but with built-up area less than the threshold limit stipulated for attracting the provisions of the aforesaid EIA Notification 2006, Coastal Zone Management Authority shall forward their recommendations to the concerned State or Union territory planning authorities, to facilitate granting approval by such authorities.
- (iii) The Ministry of Environment, Forest and Climate Change shall consider complete project proposals for clearance under this notification, based on the recommendations of the Coastal Zone Management Authority, within a period of sixty days.
- (iv) In case the Coastal Zone Management Authorities are not in operation due to their reconstitution or any other reasons, then it shall be responsibility of the Department of Environment in the State Government or Union territory Administration, who are the custodian of the CZMP of respective States or Union territories, to provide comments and recommend the proposals in terms of the provisions of the said notification.
- (v) The clearance accorded to the projects under this notification shall be valid for a period of seven years, provided that the construction activities are completed and the operations commence within seven years from the date of issue of such clearance.
- The validity may be further extended for a maximum period of three years, provided an application is made to the concerned authority by the applicant within the validity period, along with recommendation for extension of validity of the clearance by the concerned State or Union territory Coastal Zone Management Authority.
- (vi) Post clearance monitoring:
- (a) It shall be mandatory for the project proponent to submit half-yearly compliance reports in respect of the stipulated terms and conditions of the environmental clearance in hard and soft copies to the regulatory authority(s) concerned, on the 1<sup>st</sup> June and 31<sup>st</sup> December of each calendar year and all such compliance reports submitted by the project proponent shall be published in public domain and its copies shall be given to any person on application to the concerned Coastal Zone Management Authority.

- (b) The compliance report shall also be displayed on the website of the concerned regulatory authority.
- (vii) To maintain transparency in the working of the Coastal Zone Management Authority, it shall be the responsibility of the Coastal Zone Management Authority to create a dedicated website and post the agenda, minutes, decisions taken, clearance letters, violations, action taken on the violations and court matters including the Orders of the Hon'ble Court as also the approved CZMP of the respective State Government or Union territory.

**9. Enforcement of this notification:**

- (i) For the purposes of implementation and enforcement of the provisions of this notification and compliance with conditions stipulated thereunder, the powers either original or delegated are available under Environment (Protection) Act, 1986 (29 of 1986) with the Ministry of Environment, Forest and Climate Change, State Government or the Union territory Administration, National Coastal Zone Management Authority and the State or Union territory Coastal Zone Management Authority;
- (ii) The composition, tenure and mandate of National Coastal Zone Management Authority and State Government or the Union territory Coastal Zone Management Authority have already been notified by the Ministry of Environment, Forest and Climate Change in terms of Orders of Hon'ble Supreme Court in Writ Petition 664 of 1993;
- (iii) The State Government or the Union territory Coastal Zone Management Authority shall primarily be responsible for enforcing and monitoring of this notification and to assist in this task, the State Government and the Union territory shall constitute district level Committees under the Chairmanship of the District Magistrate concerned comprising at least three representatives of local traditional coastal communities including from fishermen, and the State Government may consider the enforcement of this notification to the level of respective District Magistrates.
- (iv) The dwelling units of the traditional coastal communities including fishermen, tribals as were permissible under the provisions of the Coastal Regulation Zone notification, 2011 number S.O. 19(E), dated the 6<sup>th</sup> January, 2011, but which have not obtained formal approval from concerned authorities under the said Notification shall be considered by the respective Coastal Zone Management Authority and the dwelling units shall be regularised subject to the following condition, namely: -
- (a) these are not used for any commercial activity;
- (b) these are not sold or transferred to non-traditional coastal community.

**10. Areas requiring special consideration:**

**10.1 Critically Vulnerable Coastal Areas (CVCAs):**

- (i) For all the CVCAs mentioned in sub-paragraph 3.1, Integrated Management Plans (IMPs) shall be prepared, which shall, inter alia, keep in view the conservation and management of mangroves, needs of local communities, such as dispensaries, schools, public rain shelter, community toilets, bridges, roads, jetties, water supply, drainage, sewerage and the impact of sea level rise and other natural disasters and the IMPs will be prepared in line with the guidelines for preparation of Coastal Zone Management Plan.
- (ii) Till such time the IMPs are approved and notified, construction of dispensaries, schools, public rain/cyclone shelters, community toilets, bridges, roads, jetties, water supply, drainage, sewerage which are required for traditional inhabitants shall be permitted on a case to case basis, by the Coastal Zone Management Authority with due regards to the views of coastal communities including fisher folk.

**10.2 CRZ for inland backwater islands and islands along mainland coast:**

- (i) All the inland islands in the coastal backwaters and islands along the mainland coast shall also be covered under this notification.

- (ii) In view of the unique coastal systems of backwater islands and islands along the mainland coast, along with space limitations in such coastal stretches, CRZ of 20 meters from the HTL on the landward side shall uniformly apply to such islands and activities shall be regulated as under:-
- (a) existing dwelling units of local communities may be repaired or reconstructed within 20 meters from the HTL of these islands, however, no new construction shall be permitted in this zone.
- (b) foreshore facilities, such as fishing jetty, fish drying yards, net mending yard, fishing processing by traditional methods, boat building yards, ice plant, boat repairs and the like, may be taken up in CRZ limits subject to due environmental safeguards.
- (iii) Integrated Island Management Plans (IIMPs), as applicable to smaller islands in Lakshadweep and Andaman & Nicobar, as per Island Protection Zone Notification, 2011 number S.O. 20(E), dated the 6<sup>th</sup> January, 2011, shall be formulated by respective States or Union territory for all such islands and submitted to Ministry of Environment, Forest and Climate Change and till the IIMPs are framed, provisions of this notification shall not apply and the CZMP as per provisions of CRZ Notification 2011 number S.O. 19(E), dated the 6<sup>th</sup> January, 2011, shall continue to apply.

### 10.3 CRZ areas falling within municipal limits of Greater Mumbai:

- (i) In order to protect and preserve the 'green lung' of the Greater Mumbai area, all open spaces, parks, gardens, playgrounds indicated in development plans within CRZ-II shall be categorised as No Development Zone and a Floor Space Index up to 15% shall be allowed only for construction of civic amenities, stadium and gymnasium meant for recreational or sports related activities and the residential or commercial use of such open spaces shall not be permissible.
- (ii) Construction of sewage treatment plants in CRZ-I area for the purpose of treating the sewage from the municipal area shall be taken only by the municipal authorities in exceptional circumstances, where no alternate site is available to set up such facilities, subject to recommendations of the Coastal Zone Management Authority and approval by the Central Government and in case the construction of such plant is inevitable in a mangrove area, a minimum three times the mangrove area affected or destroyed or cut during the construction process shall be taken up for compensatory plantation of mangroves.

[F. No. 19-112/2013-IA-III]

RITESH KUMAR SINGH, Jt. Secy.

### Annexure-I

## CONSERVATION, PROTECTION AND MANAGEMENT FRAMEWORK FOR ECOLOGICALLY SENSITIVE AREAS

The coastal and marine Ecologically Sensitive Areas (ESAs) and the geo-morphological features play a vital role in maintaining the functions of the coast. Mangroves, beaches, coral reefs, etc., aid in controlling coastal erosion, shoreline change, saltwater intrusion and also serve as natural defence against coastal hazards such as storm surges, cyclones and tsunamis. The ESAs maintain the biological integrity of the coast by providing direct and indirect ecosystem services to the coastal livelihood. In addition, several invaluable archaeological and heritage sites are also located along the coast. Hence conservation and protection of the above areas, features and sites become necessary.

### 1. General measures

- (i) All ESAs shall be identified and boundary delineated by NCSCM using satellite data.
- (ii) The State Governments or Union territory Administrations through the authorised agencies shall prepare CZMP as per the guidelines contained in this notification highlighting the conservation and protection of the ESAs.
- (iii) Those activities permissible under this notification shall be included in the CZMP.

Specific conditions shall be adopted for the conservation, protection and management of each of the ESAs as under: -

### 1.1 Mangroves:

- (i) Mangroves declared as forest under the Forest (Conservation) Act, 1980 (69 of 1980).

Notwithstanding anything contained in this notification, such mangroves declared by the concerned State Governments or Union territory Administrations or Central Government as forest land under the Forest (Conservation) Act, 1980 (69 of 1980) shall attract the provisions of the said Act.

- (ii) Mangroves not declared under Forest (Conservation) Act, 1980:

(a) Mangroves in Government land shall be protected based on a detailed plan to be prepared by the concerned State Governments or Union territory administrations, and in case the mangrove area is more than 1000 square meters, a buffer of 50 metre along the periphery of mangrove area shall be provided. This buffer zone of 50 metre may be utilised for public facilities for developing parks, research facilities related to mangrove biodiversity, facilities for conservation and the like.

(b) Mangroves in private land will not require a buffer zone.

### 1.2 Corals and coral reefs and associated biodiversity:

- (i) Destruction of coral and coral reefs and the surroundings is a prohibited activity.
- (ii) All coral and coral reefs shall be protected except for those small quantities required for research purposes.
- (iii) Coral and coral reefs transplantation activities shall be through recognised research institutions wherever required for regeneration after obtaining necessary approvals under Wildlife (Protection) Act 1972 (53 of 1972).
- (iv) The dead or destroyed or both coral areas shall be taken up for rejuvenation and rehabilitation. The conservation and protection of corals and coral reefs shall be taken up as follows:-
- (a) active and live coral and coral reefs identified and delineated shall be declared and notified as ESA under Environment (Protection) Act 1986 (29 of 1986);
- (b) it shall be ensured that no activities that are detrimental to the health of corals, coral reefs and its associated biodiversity, such as mining, effluent and sewage discharge, dredging, ballast water discharge, ship washings, fishing other than traditional non-destructive fisheries, construction activities and the like are taken up in and around the coral areas.

### 1.3 The National Parks, marine parks, Sanctuaries, reserve forests, wildlife habitats and other protected areas declared under the provisions of Wild Life (Protection) Act, 1972 (53 of 1972), the Forest (Conservation) Act 1980 (69 of 1980) or Environment (Protection) Act 1986 (29 of 1986); including Biosphere Reserves shall be conserved and protected as follows:-

- (i) Conservation and protection of the above mentioned areas shall be as per the provisions of the respective Acts, notifications or guidelines as the case may be.
- (ii) Efforts shall be made to increase the forest area in the coastal region in order to prevent loss of life and property from increased storms, tides and floods.
- (iii) The concerned State Governments or Union territory administrations shall provide for adequate funds for such measures to undertake shelter belt plantation or bio-shields with planting material suitable to the location.

### 1.4. Salt marshes:

The conservation and protection of salt marshes shall be as follows:-

- (i) The salt marsh areas shall be conserved and protected and efforts shall be made to promote the endemic biodiversity in the salt marshes.
- (ii) Only those activities required for overhead conveying or transmission of cables and underground laying of transmission line cables and so on, shall be permissible.
- (iii) Traditional fishing shall be permissible in salt marshes.
- (iv) Temporary tourism facilities around the salt marsh areas may be considered subject to adhering to norms laid down in the guidelines.
- (v) Certain salt marshes which have less biodiversity, identified by NCSCM and demarcated in Coastal Zone Management Plan can be considered for salt pan activities.

**1.5 Turtle nesting grounds shall be protected and conserved as follows:-**

- (i) Turtle nesting grounds identified by the concerned State Governments or Union territory administrations shall be protected as per Wildlife (Protection) Act of 1972.
- (ii) No activities shall be permitted in and around the turtle nesting ground including those causing light and sound pollution except for those required for conservation and protection of these sites.
- (iii) Strict management plans for protecting the turtle nesting grounds shall be undertaken and implemented by the concerned State or Union territory Authorities.

**1.6 Horse shoe crabs habitats shall be protected and conserved as follows:-**

- (i) The habitat identified shall be taken up for conservation and protection.
- (ii) No activities shall be taken up in and around these habitats which affect the horse shoe crab ecosystem.

**1.7 Sea grass beds shall be protected and conserved as follows:-**

- (i) Identified sea grass beds shall be conserved and protected.
- (ii) No developmental activities that have adverse effect on the sea grass bed shall be undertaken.
- (iii) Efforts shall be made to propagate sea grass beds along the coastal waters where ever possible by States or Union territories as it acts as a carbon sink.

**1.8 Nesting grounds of birds shall be protected and conserved as follows:-**

- (i) The nesting ground of birds including their local migratory route shall be protected. No developmental activities which have adverse impact on the nesting grounds and the migratory routes shall be undertaken including construction of wind mills, transmission lines and the like in the locality.
- (ii) Efforts shall be made to increase the forest cover and mangrove cover including enriching the biodiversity of salt marsh and other coastal water bodies so as to provide for suitable habitat for the avifauna.

**1.9 Geo-morphologically Important Zones shall be protected and managed as follows:**

- (i) **Sand dunes** identified shall be conserved and protected as follows:
  - (a) sand dunes identified shall be notified under Environment (Protection) Act 1986;
  - (b) no developmental activities shall be permissible except for providing eco-friendly temporary tourism facilities on stilts such as walkways, tents and the like;
  - (c) mining of sand from sand dunes shall be prohibited activity except for the removal of atomic minerals with proper replenishment using the tailings or other suitable sand;
  - (d) no activities on the sand dunes shall be taken up that would lead to erosion/destruction of sand dunes;
  - (e) afforestation, if any, on the sand dunes shall be done only with native flora;

(f) the States or Union territory shall prepare management plans for the demarcated sand dunes.

(iii) **Sandy beaches:**

(a) Mining of beach sand is prohibited except for manual mining of atomic minerals with proper replenishment using the tailings or other suitable sand.

(b) When the permissible developmental activities are taken up on the beaches if loss of beach in the neighbourhood is predicted, necessary beach nourishment to compensate for the losses shall be undertaken by the project authorities and its long term maintenance shall be ensured by them.

(c) The States or Union Territory shall prepare management plans for the demarcated beaches.

(iv) **Biologically active mudflats:**

(a) Biologically active mudflats shall be identified by NCSCM in association with State Governments or Union territory administrations.

(b) The States or Union territories shall prepare management plans for such demarcated biologically active mudflats.

**1.10 Areas or structures of archaeological importance and heritage value sites:**

(i) State Archaeological agencies shall be responsible for conservation and protection of all archaeological structures and heritage sites identified by the Archaeological Survey of India, as per the provisions of the respective Acts, notifications or guidelines.

(ii) No activities that are detrimental to the identified areas or structures of archaeological and heritage value shall be permitted.

(iii) It shall be ensured that these structures or areas are preserved and activities undertaken without changing the façade/plinth of such structures. Such structures could be considered for use in accordance with the relevant norms after undertaking careful designing of the interiors without changing the exterior architectural design of the structure.

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**Annexure-II**

**LIST OF PETROLEUM AND CHEMICAL PRODUCTS PERMITTED FOR STORAGE IN CRZ, EXCEPT CRZ-I A**

- (i) Crude oil;
- (ii) Liquefied Petroleum Gas;
- (iii) Motor spirit;
- (iv) Kerosene;
- (v) Aviation fuel;
- (vi) High speed diesel;
- (vii) Lubricating oil;
- (viii) Butane;
- (ix) Propane;
- (x) Compressed Natural Gas;
- (xi) Naphtha;
- (xii) Furnace oil;
- (xiii) Low Sulphur Heavy Stock;

- (xiv) Liquefied Natural Gas;
- (xv) Fertilizers and raw materials for manufacture of fertilizers;
- (xvi) Acetic acid;
- (xvii) Mono ethylene glycol;
- (xviii) Paraxylene;
- (xix) Ethane;
- (xx) Butadine;
- (xxi) Methanol;
- (xxii) Caustic;
- (xxiii) Bitumen.

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### **Annexure-III**

## **GUIDELINES FOR DEVELOPMENT OF BEACH RESORTS, HOTELS AND TOURISM DEVELOPMENT PROJECTS IN THE DESIGNATED CRZ AREAS**

### **1. CRZ-II**

Construction of beach resorts or hotels in designated areas of CRZ-II for occupation of tourist or visitors shall be subject to the following conditions, namely: -

- (i) construction shall be permitted only to the landward side of an existing road or existing authorized fixed structures;
- (ii) live fencing and barbed wire fencing with vegetative cover may be allowed around private properties subject to the condition that such fencing shall in no way hamper public access to the beach;
- (iii) no flattening of sand dunes shall be carried out;
- (iv) no permanent structures for sports facilities shall be permitted except construction of goal posts, net posts and lamp posts;
- (v) construction of basement may be allowed subject to the condition that no objection certification is obtained from the State Ground Water Authority to the effect that such construction will not adversely affect the flow of groundwater in that area;
- (vi) the State Ground Water Authority shall take into consideration the guidelines issued by the Central Government before granting such no objection certificate;
- (vii) the quality of treated effluents, solid wastes, emissions and noise levels and the like, from the project area must conform to the standards laid down by the competent authorities including the Central or State Pollution Control Board and under the Environment (Protection) Act, 1986 (29 of 1986);
- (viii) necessary arrangements for the treatment of the effluents and solid wastes must be made and it must be ensured that the untreated effluents and solid wastes are not discharged into the water or on the beach; and no effluent or solid waste shall be discharged on the beach;
- (ix) if the project involves diversion of forest land for non-forest purposes, clearance as required under the Forest (Conservation) Act, 1980 (69 of 1980) shall be obtained and the requirements of other Central and State laws as applicable to the project shall be met with and approval of the State or Union territory Tourism Department shall be obtained.

### **2. CRZ-III**

Construction of beach resorts and hotels in designated areas of CRZ- III for occupation of tourists or visitors shall be subject to the following conditions, namely: -

- (i) live fencing and barbed wire fencing with vegetative cover may be allowed around private properties subject to the condition that such fencing shall in no way hamper public access to the beach;
- (ii) no flattening of sand dunes shall be carried out;
- (iii) no permanent structures for sports facilities shall be permitted except construction of goal posts, net posts and lamp posts;
- (iv) construction of basement may be allowed subject to the condition that no objection certification is obtained from the State Ground Water Authority to the effect that such construction will not adversely affect the flow of groundwater in that area;
- (v) the State Ground Water Authority shall take into consideration the guidelines issued by the Central Government before granting such no objection certificate;
- (vi) though no construction is allowed in the no development zone for the purposes of calculation of Floor Space Index, the area of entire plot including the portion which falls within the no development zone shall be taken into account;
- (vii) the total covered area on all floors shall not exceed 33 per cent of the plot size i.e., the Floor Space Index shall not exceed 0.33 and the open area shall be suitably landscaped with appropriate vegetal cover;
- (viii) the construction shall be consistent with the surrounding landscape and local architectural style;
- (ix) the overall height of construction up to the highest ridge of the roof, shall not exceed 9 metres and the construction shall not be more than two floors (ground floor plus one upper floor);
- (x) groundwater shall not be tapped within 200 metre of the High Tide Line; and within the 200 to 500 metre zone it can be tapped only with the concurrence of the Central or State Ground Water Board;
- (xi) extraction of sand, leveling or digging of sandy stretches, except for structural foundation of building or swimming pool, shall not be permitted within 500 metres of the High Tide Line;
- (xii) the quality of treated effluents, solid wastes, emissions and noise levels and the like, from the project area must conform to the standards laid down by the competent authorities including the Central or State Pollution Control Board and under the Environment (Protection) Act, 1986 (29 of 1986);
- (xiii) necessary arrangements for the treatment of the effluents and solid wastes must be made and it must be ensured that the untreated effluents and solid wastes are not discharged into the water or on the beach; and no effluent or solid waste shall be discharged on the beach;
- (xiv) to allow public access to the beach, at least a gap of 20 metres width shall be provided between any two hotels or beach resorts; and in no case shall gaps be less than 500 metres apart; and
- (xv) If the project involves diversion of forestland for non-forest purposes, clearance as required under the Forest (Conservation) Act, 1980 (69 of 1980) shall be obtained and the requirements of other Central and State laws as applicable to the project shall be met with; and approval of the State or Union territory Tourism Department shall be obtained.

**Note:** Construction of beach resorts or hotels shall not be permitted in Ecologically sensitive areas (such as marine parks, mangroves, coral reefs, breeding and spawning grounds of fish, wildlife habitats and such other area as may be notified by the Central Government or State Government or Union territory administrations).

**ANNEXURE -IV****GUIDELINES FOR PREPARATION OF COASTAL ZONE MANAGEMENT PLANS****1. Demarcation of High Tide Line and Low Tide Line:**

Demarcation of High Tide Line (HTL) and Low Tide Line (LTL) as carried out by NCSCM for the entire coastline of the country, has been made available to the Coastal States or Union territories and only such demarcation of HTL and LTL shall be applicable for all purposes of this notification.

**2. Hazard Line:**

A 'Hazard line' has been demarcated by the Survey of India (SOI) taking into account the extent of the flooding on the land area due to water level fluctuations, sea level rise and shoreline changes (erosion or accretion) occurring over a period of time. The hazard line mapped by SOI has been shared with the coastal States or Union territories through NCSCM. The hazard line shall be used as a tool for disaster management plan for the coastal environment, including planning of adaptive and mitigation measures. With a view to reduce the vulnerability of the coastal communities and ensuring sustainable livelihood, while drawing the CZMP, the land use planning for the area between the Hazard line and HTL shall take into account such impacts of climate change and shoreline changes.

**3. Preparation of CZM Maps:**

(i) Base Maps of 1:25,000 scale shall be acquired from the Survey of India (SOI) and wherever 1: 25,000 maps are not available, 1: 50,000 maps shall be enlarged to 1: 25,000 for the purpose of base map preparation and these maps will be of the standard specification given below:-

Unit : 7.5 minutes X 7.5 minutes

Numbering : Survey of India Sheet Numbering System

Horizontal Datum : Everest or WGS 84

Vertical Datum : Mean Sea Level (MSL)

Topography : Topography in the SOI maps will be updated using latest satellite imageries or aerial photographs

(ii) Coastal Zone Management (CZM) Maps of scale 1:25,000 shall be got prepared by any of the agencies identified by the Ministry of Environment, Forest and Climate Change vide its Office Order number J-17011/8/92-IA-III dated the 14<sup>th</sup> March, 2014 using the demarcation of the High Tide Line or LTL, as carried out by NCSCM.

(iii) Various regulatory lines viz. at a distance of 20 metres, 50 metres, 200 metres and 500 metres from HTL respectively, as applicable in various CRZ categories, and the Hazard line shall be demarcated and transferred to the CZM maps.

(iv) HTL, LTL and CRZ boundaries, as applicable, shall also be demarcated in the CZM maps along the banks of tidal influenced inland water bodies.

(v) Classification of different coastal zones shall be done as per the CRZ notification and Standard national or international colour codes shall be used.

**4. Local level CZM Maps:**

(i) Local level CZM Maps are for the use of local bodies and other agencies to facilitate implementation of the Coastal Zone Management Plans.

(ii) Cadastral (village) maps in 1:3960 or the nearest scale, as available with revenue authorities shall be used as the base maps.

(iii) HTL, LTL, other CRZ regulatory lines and the Hazard line shall be demarcated in the cadastral maps and classifications shall be transferred into local level CZM maps.

**5. Classification of CRZ areas:**

- (i) The CZM Maps shall clearly demarcate the land use plan of the area and map out the Ecologically Sensitive Areas (ESAs) or the CRZ-IA areas as per mapping made available by NCSCM to coastal State or Union territories. All such ESAs shall be appropriately demarcated with colour codes.
- (ii) Buffer zone along mangrove areas of more than 1000 square metres shall be stipulated with a different colour distinguishing from the mangrove area. The buffer zone shall also be classified as CRZ-I area.
- (iii) In the CRZ areas, the fishing villages, common properties of the fishermen communities, fishing jetties, ice plants, fish drying platforms or areas infrastructure facilities of fishing and local communities such as dispensaries, roads, schools, and the like, shall be indicated on the cadastral scale maps. States and Union territories shall prepare detailed plans for long term housing needs of coastal fisher communities in view of expansion and other needs, provisions of basic services including sanitation, safety, and disaster preparedness.
- (iv) The water areas of CRZ-IV shall be demarcated and clearly demarcated if the water body is sea, lagoon, backwater, creek, bay, and estuary and for such classification of the water bodies the terminology used by Naval Hydrographic Office shall be relied upon.
- (v) The fishing Zones in the water bodies and the fish breeding areas shall be clearly marked.
- (vi) In CVCAs, the land use maps shall be superimposed on the Coastal Zone Management Plan clearly demarcating the CRZ-I, II, III, IV.
- (vii) The existing authorised developments on the seaward side shall be clearly demarcated.
- (viii) The features like cyclone shelters, rain shelters, helipads and other infrastructure including road network may be clearly indicated on the CZM Maps for the purpose of rescue and relief operations during cyclones, storms, tsunami and the like.
- (ix) Construction of buildings or other activities shall be permitted under the CZMP provided adequate arrangements are made for proper management and disposal of solid and liquid wastes in accordance with the environmental standards, rules and statutes, and under no circumstances, untreated effluents shall be disposed off in the coastal waters.

**6. Public consultations on CZMP:**

- (i) The draft CZMP prepared shall be given wide publicity and suggestions and objections received in accordance with the Environment (Protection) Act, 1986. Public hearing on the draft CZMP shall be held at district level by the concerned CZMA.
- (ii) Based on the suggestions and objections received the CZMPs shall be revised and approval of Ministry of Environment, Forest and Climate Change shall be obtained.
- (iii) The approved CZMP shall be put up on the website of Ministry of Environment, Forest and Climate Change, concerned website of the State or Union Territory Coastal Zone Management Authority and hard copy made available in the Panchayat Office and District Collector Office.

**7. Revision of Coastal Zone Management Plans:**

- (i) Whenever there is a doubt, the concerned State or Union territory Coastal Zone Management Authority shall refer the matter to the National Centre for Sustainable Coastal Management who shall verify the CZMP based on latest satellite imagery and ground truthing.
- (ii) If required, the rectified map shall be submitted to Ministry of Environment, Forest and Climate Change for consideration.

\*\*\*\*\*

**ANNEXURE-V****PROJECT INFORMATION DETAILS****1. PROJECT DETAILS**

- A. Project Name
- B. Survey No./ Village/ Co-ordinates
- C. District
- D. State
- E. Whether the proposal is for (Select relevant field)
  - (i) Fresh Clearance under CRZ
  - (ii) Amendment to an already issued CRZ clearance
  - (iii) Extension of validity of an already issued CRZ clearance
- F. Name of the Applicant
- G. Address of the Applicant
- H. Contact details (Telephone nos. and e-mail address)
- I. Cost of the project (Rs in crores)

**2. BENEFITS OF THE PROJECT**

- A. Details of Project Benefits
- B. Employment Likely to be Generated (Yes/No)
  - If Yes
    - (i) Total Manpower Requirement
    - (ii) Permanent Employment (Numbers)
    - (iii) Temporary Employment (Numbers)
    - (iv) Temporary Employment- During Construction (Numbers)
    - (v) Temporary Employment- During Operation (Numbers)

**3. DESCRIPTION OF THE PROJECT UNDER CONSIDERATION (Select the Category of the project):****A. Resort / Buildings / civic amenities**

- (i) Total area/Built-up area (in sqm.)
- (ii) Height of structure
- (iii) FSI ratio
- (iv) Name of concerned town planning authority/ Panchayat etc.
- (v) Details of provision of car parking area

**B. Coastal Roads / Roads on Stilt**

- (i) Area of land reclamation
- (ii) Estimated quantity of muck/earth for reclamation
- (iii) Traffic carrying capacity
- (iv) Dimensions of road

**C. Pipelines from thermal power blow down**

- (i) Length of pipeline
- (ii) Length traversing CRZ area

- (iii) Depth of excavation
- (iv) Width of excavation
- (v) Length of pipeline from seashore to deep sea
- (vi) Depth of outfall point from surface of sea water
- (vii) Temperature of effluent above ambient at disposal point

**D. Marine Disposal of Treated Effluent through pipelines**

- (i) Location of intake/ outfall
- (ii) Depth of outfall point
- (iii) Length of pipeline
- (iv) Length traversing CRZ area
- (v) Depth of excavation
- (vi) Width of excavation
- (vii) Length of pipeline from shore to deep sea/creek
- (viii) Depth of outfall point from surface of water
- (ix) Depth of water at disposal point
- (x) BOD, COD, TSS, oil and grease, heavy metals in the effluent

**E. Facility for storage of goods/chemicals**

- (i) Name of chemical
- (ii) End use of the chemical
- (iii) No. of tanks for storage
- (iv) Capacity of tanks

**F. Offshore structures**

- (i) Exploration or development
- (ii) Depth of sea bed
- (iii) No. of rigs
- (iv) No. of platform
- (v) Details of group gathering stations

**G. Desalination Plant**

- (i) Capacity of desalination
- (ii) Total brine generation
- (iii) Temperature of effluent above ambient at disposal point
- (iv) Ambient salinity
- (v) Disposal point

**H. Mining of atomic minerals**

- (i) Capacity of mining
- (ii) Type of mineral to be extracted
- (iii) End use of the mineral
- (iv) Government order for mining lease/exploration and approved mining plan details
- (v) Extent of mining lease area

**I. Sewage Treatment Plants**

- (i) Capacity
- (ii) Total area of construction
- (iii) Compliance of effluent parameters as laid down by cpcb/spcb/other authorised agency
- (iv) Whether discharge is in sea water/creek?
  - If yes
    - Distance of marine outfall point from shore/from the tidal river bank
    - Depth of outfall point from sea water/river water surface
    - Depth of seabed/riverbed at outfall point

**J. Lighthouse**

- (i) Total ground area of foundation/platform
- (ii) Height of the structure

**K. Wind Mills**

- (i) Capacity (MW)
- (ii) Height of the windmill
- (iii) Diameter of the windmill
- (iv) Length of blade
- (v) Speed of rotation
- (vi) Transmission lines (overhead or underground)

**L. Others**

- (i) Please specify with salient features
- (ii) Upload relevant Documents (upload PDF only)

**4. PROJECT LOCATION AS PER CRZ CLASSIFICATION** (If project site falls in different/multiple CRZ categories the same may also be elaborated)

**5. CLAUSE OF CRZ NOTIFICATION UNDER WHICH PROJECT IS A PERMISSIBLE /REGULATED ACTIVITY**

**6. MANDATORY FIELDS FOR PROJECT ASSESSMENT**

**A. CRZ map in 1:4000 scale indicating HTL, LTL demarcation and distance of the nearest project boundary (in meters) from HTL to be stated**

- (i) Upload Map (kml file)

**B. Project layout superimposed on CRZ Map 1:4000 scale with classification of project location including other notified ESAs prepared**

- (i) Upload Map (kml file)

**C. CRZ map 1:25000 scale covering 7 km radius around Project site**

- (i) Upload Map (kml file)

**7. PROJECT LOCATED IN** (Select Type)

- (i) Non eroding Coast
- (ii) Low and Medium eroding coast
- (iii) High eroding Coast

**8. DETAILS OF FOREST/ MANGROVES LAND INVOLVED (YES/NO)****IF YES**

- (i) Detail of area diverted
- (ii) Forest clearance to be submitted (Upload document)
- (iii) No. of trees to be cut under the project
- (iv) Compensatory afforestation plan to be submitted (Upload document)

**9. DISTANCE OF PROPOSED PROJECT FROM ESA/MARINE PARK/ WILD LIFE SANCTUARY**

- (i) Within 10 kilometre radius from the project site (Yes/No)

**If YES**

- Permission from NBWL to be submitted (Upload document)

**10. NOC OR CONSENT TO ESTABLISH FROM STATE/UT POLLUTION CONTROL BOARDS OBTAINED (YES/NO)****If YES**

- (i) Copy of NOC to be provided (Upload document)
- (ii) Conditions imposed to be stated (Upload document)

**11. Environment Impact Assessment (EIA) studies (relevant fields to be filled)****A. Terrestrial studies:**

- (i) Summary details of EIA (Terrestrial) Studies
- (ii) Upload Recommendation made in EIAs (Upload document)
- (iii) State period of Study

**B. Marine Studies**

- (i) Summary details of EIA (Marine) Studies
- (ii) Upload Recommendation made in EIAs (Upload document)
- (iii) State period of Study

**12. DISASTER MANAGEMENT PLAN / NATIONAL OIL SPILL DISASTER CONTINGENCY PLAN (if applicable)****13. PROJECT INVOLVING DISCHARGE OF LIQUID EFFLUENTS:**

- (i) Capacity of Sewage Treatment Plant
- (ii) Quantity of effluent generated
- (iii) Quantity of effluent treated
- (iv) Method of treatment and disposal

**14. PROJECT INVOLVING DISCHARGE OF SOLID WASTE:**

- (i) Type of solid waste
- (ii) Quantity of solid waste generated
- (iii) Method of disposal
- (iv) Mode of transport

**15. WATER REQUIREMENT in kilo litres per day (KLD)**

- (i) Quantity of water required
- (ii) Source of water

- (iii) If Ground water (Upload a copy of approval from Central Ground Water Authority or other authorised body)
- (iv) If other Source (Upload a copy of permission from competent authority)
- (v) Mode of transport
- (vi) Commitment of water supply (Upload document)

**16. DETAILS OF WATER TREATMENT AND RECYCLING (If any) (Multiple Entries Allowed)**

Type/ Source	Quantity of Waste Water Generated (Kilos Litre per Day)	Treatment Capacity (Kilos Litre per Day)	Treatment Method	Mode of Disposal	Quantity of Discharged Water (Kilos Litre per Day)	Quantity of Treatment Water used in Recycling/Reuse (Kilo Litre per Day)

**17. DETAILS OF RAINWATER HARVESTING**

- (i) No. of Storage tanks
- (ii) Total capacity of tanks
- (iii) No. of Recharge Pits
- (iv) Capacity of pits

**18. ENERGY REQUIREMENT AND SOURCES**

- (i) Total Power Requirements (kwh)
- (ii) Source
- (iii) Upload Copy of Agreement (upload pdf only)
- (iv) Stand by Arrangement (Details)

**19. ENERGY EFFICIENCY/SAVING MEASURES**

- (i) Source/Mode
- (ii) Details of savings

**20. RECOMMENDATION OF STATE COASTAL ZONE MANAGEMENT AUTHORITY**

- (i) Upload Copy of CZMA recommendations (Upload pdf only)
- (ii) Compliance status of the Conditions Imposed

**21. WHETHER PROPOSAL ATTRACTS EIA NOTIFICATION, 2006. (Yes/No)**

If YES,

- (i) the category thereof
- (ii) Status of proposal for EC (as applicable)

**22. SOCIAL AND ENVIRONMENTAL ISSUES AND MITIGATIONS MEASURES SUGGESTED INCLUDING BUT NOT LIMITED TO R&R, WATER, AIR, HAZARDOUS WASTES, ECOLOGICAL ASPECTS, ETC. (Brief Details to be Provided)**

**23. DETAILS OF COURT CASES** Whether there is any Court Cases pending against the project and/or land in which the project is proposed to be set up? (Yes/No)

If Yes, Pending or Disposed (Select relevant)

- (i) Name of the Court (Supreme Court, High Court, National Green Tribunal)
- (ii) Case No.

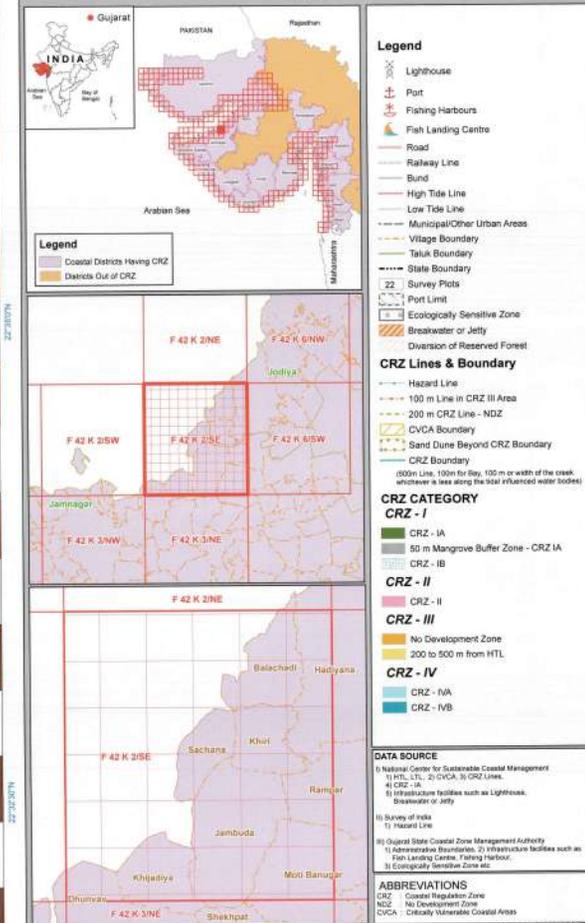
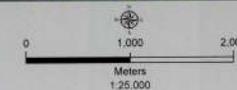
- (iii) Case Details
- (iv) Orders/Directions of the court, if any and its relevance with the proposed project  
(Upload document)

**24. ADDITIONAL INFORMATION, If any**

**UNDERTAKING:** It is certified that the information given above are true to the best of my knowledge and belief and nothing contravening the provisions of CRZ Notification, 2011 has been concealed therefore.

Name and Signature of the applicant:

Date:

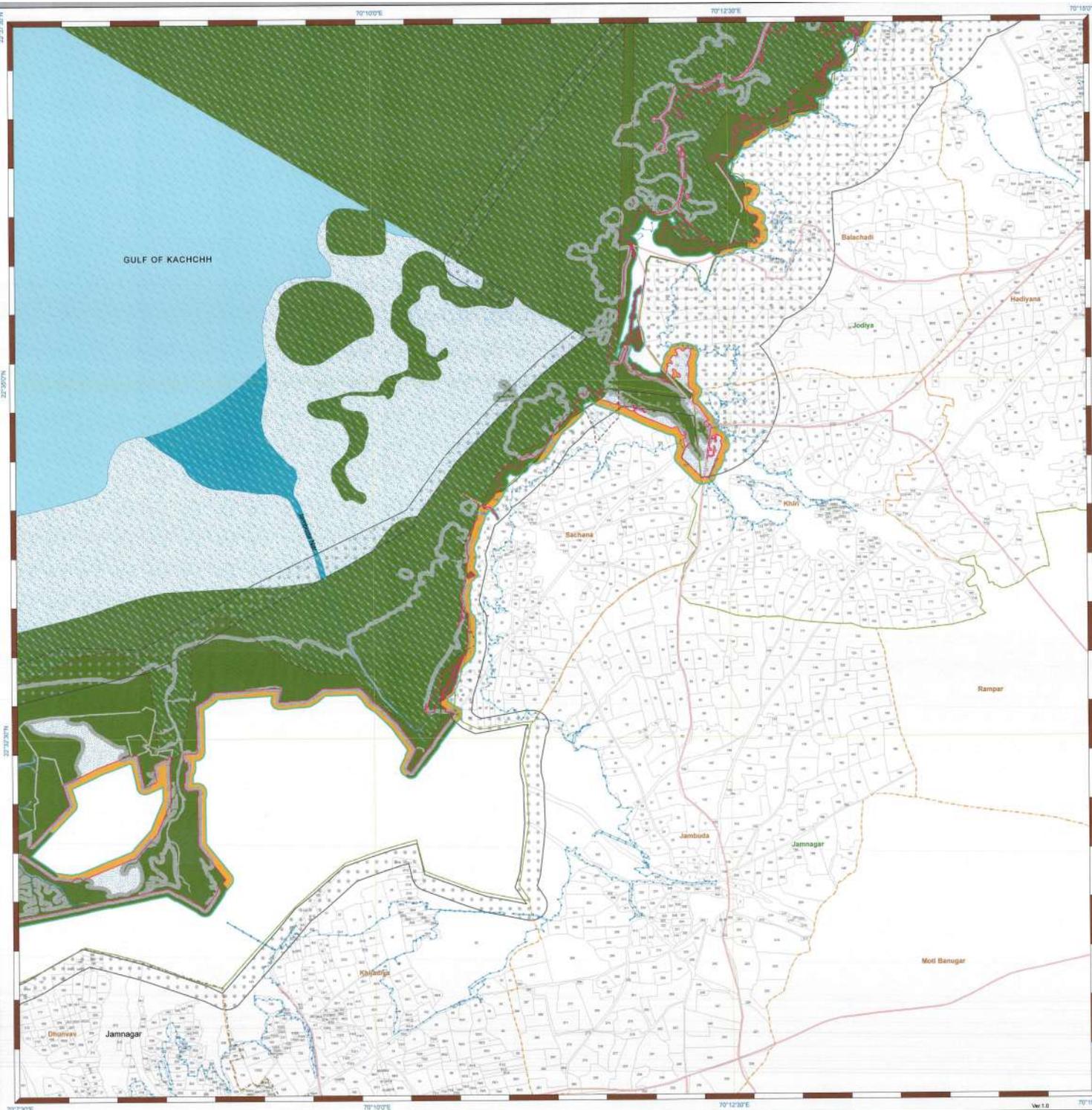


PREPARED AS PER COASTAL REGULATION ZONE NOTIFICATION, 2011

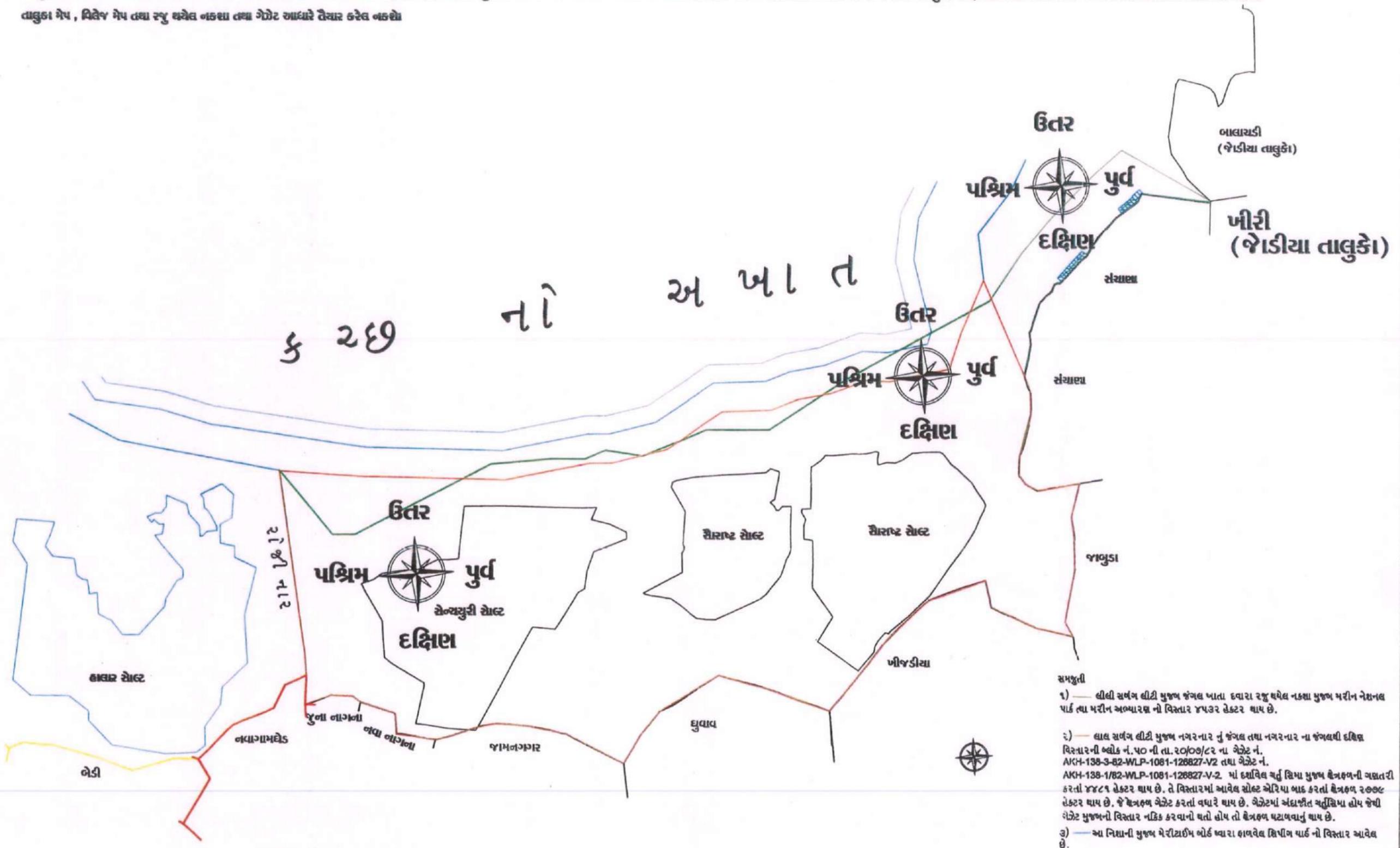
Scrutinized by	Certified by	Concurred by	Approved by
Technical Scrutiny Committee National Centre for Sustainable Coastal Management, MoEF & CC	DIRECTOR National Centre for Sustainable Coastal Management, MoEF&CC	Director (Environment) Government of Gujarat Forest & Environment Department Gandhinagar.	National Coastal Zone Management Authority MoEF & CC, Government of India

Prepared by  
  
National Centre for Sustainable Coastal Management  
(Ministry of Environment, Forest & Climate Change)  
Chennai - 600 025

Prepared for  
  
FORESTS AND ENVIRONMENT DEPARTMENT  
Government of Gujarat



મે. ગુજરાત સરકારનાશ્રીના વન અને પરીચાલણ વિભાગ માધીનગરના પદ નં. વપસ/૧૧૧૦/૧૩૭૦/૬૦૯૯/ તા. ૨૫-૨-૧૩ અન્વયે મરીન નેશનલ પાર્ક અને મરીન સ્પોર્ટ્સ ઓલમ્પિક્સ ૫૦ (નગરનારનું જંગલ) તથા મેરી ટાઇમ બોર્ડ ના સચાલણ શીપબોટીંગવાર્ડ વિસ્તારનો તાલુકા મેપ, વિલેજ મેપ તથા રજુ થયેલ નકશા તથા ગેઝેટ આધારે તૈયાર કરેલ નકશો



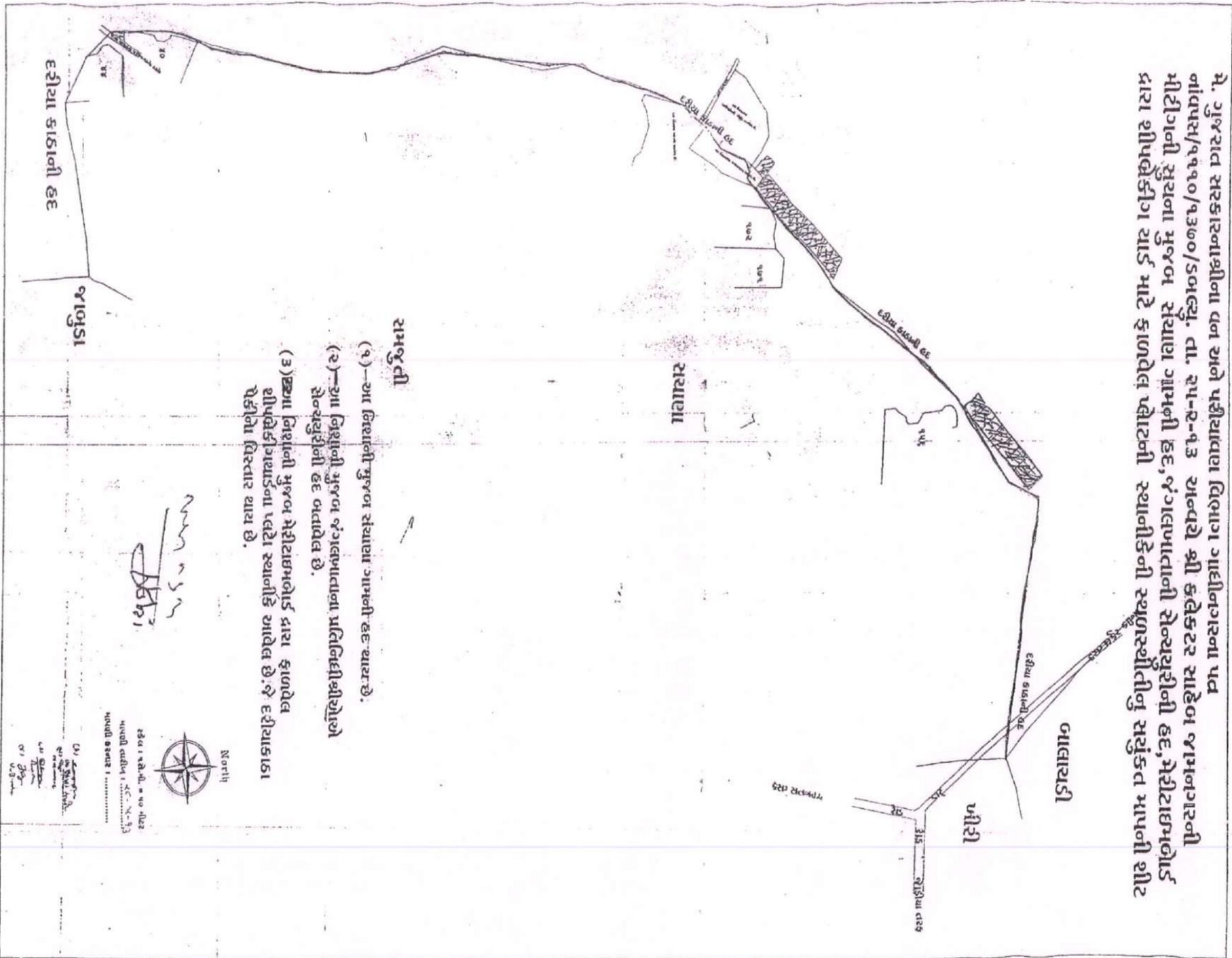
સમજૂતી

- ૧) — લીલી સર્વેચ લીટી મુજબ જંગલ ખાતા દવારા રજુ થયેલ નકશા મુજબ મરીન નેશનલ પાર્ક તથા મરીન ઓલમ્પિક્સ નો વિસ્તાર ૪૫૩૨ હેક્ટર થાય છે.
- ૨) — લાલ સર્વેચ લીટી મુજબ નગરનાર નું જંગલ તથા નગરનાર ના જંગલથી દક્ષિણ વિસ્તારની બ્લોક નં. ૫૦ ની તા. ૨૦/૦૭/૮૨ ના ગેઝેટ નં. AKM-138-3-82-WLP-1081-128827-V2 તથા ગેઝેટ નં. AKM-138-1/82-WLP-1081-128827-V-2 માં દર્શાવેલ ચર્ચ સિમા મુજબ લેનક્ષત્રની ગણતરી કરતાં ૪૪૮૧ હેક્ટર થાય છે. તે વિસ્તારમાં આવેલ સોલ્ટ એરિયા બાક કરતાં લેનક્ષત્ર ૨૭૭૯ હેક્ટર થાય છે. જે લેનક્ષત્ર ગેઝેટ કરતાં વધારે થાય છે. ગેઝેટમાં અંદાજીત ચર્ચિમા હોય જેથી ગેઝેટ મુજબનો વિસ્તાર નક્કી કરવાનો થતો હોય તો લેનક્ષત્ર પટાવવાનું થાય છે.
- ૩) — આ નિશાની મુજબ મેરીટાઇમ બોર્ડ વ્યારા ફાવેલ સિપીંગ પાર્ક નો વિસ્તાર આવેલ છે.

પ્રક્રી-૯

પ્રક્રી-૯

મે. ગુજરાત સરકારનાશીના વન અને પરીચાલવા લિમિટેડ ગાદીનાગરના પદ નાંવચ/૧૧૧૦/૧૩૭૦/૦૧૬૫. ડી. ૨૫-૨-૧૩ અન્વયે શ્રી કલેક્ટર સાહેબ જામનગરની મીટીંગની સુચના મુજબ સંચાલક ગામની હેઠ, જંગલખાતની સેન્યારીની હે, મેટીટાઇમનોર્ડ ધરા શીપલેક્ટીંગ યાર્ડ માટે કાનલવ લેાટની સ્થાનીકની સ્વજનસ્વીતીનુ સચુકત માપની શીટ



સમુદાઈ

- (૧) - આ લિમિટેડ મુજબ સંચાલક ગામની હે ધાર છે.
- (૨) - આ નિશાની મુજબ જંગલખાતના પ્રતિનિદીશી સેન્યારી સેન્યારીની હે બતાવે છે.
- (૩) - આ નિશાની મુજબ મેટીટાઇમનોર્ડ ધરા કાનલવ શીપલેક્ટીંગ યાર્ડના લેટી સ્થાનીકે બાવે છે. જે દરીયાકાંઠા પેટીના વિસ્તાર ધરા છે.

North

કલક : ૧:૧૦.૦ = ૧:૦.૦૧૨૨

મુકેશ સહી : ૧૬-૧૧-૧૩

મુકેશ સહી :

મુકેશ



**FOREST SETTLEMENT OFFICE  
JUNAGADH**

**Map Showing Proposed Area of Reserve Forest Under Section 20 of Indian Forest Act,  
Nagarnar nu Jungle Block Number:- 50  
District :Jamnagar**

Babudhoro



Kadiyari

Ribdi

Sikotari Titar Dhoro

Hadiyana

Balachadi

**Legend**

- Road
- Jetty & Bandar
- Block Boundary
- Revenue Beyl
- Salt Pans
- River / Creek
- Forest Area under Section-4
- Proposed Section-20
- Village Boundary

Block No. 50

Nagarnar nu Jungle

Rozinar nu Val

Kotha nu Jungle

Sanibeli Tapu

Rozibet  
Rozinar Jungle

Sosbari

Nava Nagna

Sachana

Erieta

Sachana

Khiri

Rampar

Barad

Jambuda

Fala

Khijadiya

*[Signature]*  
Forest Settlement Officer  
Junagadh  
01.30.11/11-09



Nani Banugar

Dhunvav

Vibhapar

Khimrana

Shekhpap

**Note:-** Prepared as per data and instructions from Forest Settlement Officer, Junagadh  
Map Jointly Prepared By BISAG & Forest Settlement Office, Junagadh District.  
Total Area of The Block : 12536.08 Ha  
Available Cher Forest area as per notification .....2500.00 Ha  
Proposed Section-4 Area As per Notification : 2500.00 Ha  
Proposed Area under Section-20 : ..... 2500.00 Ha

**Data Source :**  
Settlement Commissionerate & Land Records, GoG.  
Marine National Park & Sanctuary, Forest Department, GoG.  
Indian Remote Sensing Satellite Data.

**Note :** Accuracy to Be Check on Field.  
Maps Prepared for Forest Settlement Officer

**Prepared By :**  
  
ISO 9001:2008  
ISO 27001:2005