NOTARY
Adv. Sunilkumar N. Naik
ADVOCATE & NOTARY
State of Goa
Reg. No. 21
Exp. Dt. 25
GOVT OF GOA INDIA

BEFORE THE NATIONAL GREEN TRIBUNAL WESTERN ZONAL BENCH AT PUNE

APPEAL NO. 16/2023

Old Cross Fishing Canoe Owners
Cooperative Society Limited Vasco
& Ors .... Appellants

vs.

South West Port Limited & Ors .... Respondents

REPLY ON BEHALF OF THE RESPONDENT NO. 1.

I, **Anthony Fernandes**, son of Mr. Leo Fernandes, major of age, Indian Inhabitant, resident of 604, Prime Complex, Mundvel, Vasco, Goa, authorized Signatory of **M/s. South West Port Limited**, the Respondent No. 1 above named, having its office at Berth No. 5A & 6A of Mormugao Port Authority, Mormugao Goa - 403803, do hereby solemnly affirm and states as under:

1. I state that I am the authorized signatory of the Respondent No. 1 ("answering Respondent") and I am conversant with the facts of the present case and duly authorized to file the present reply. I am filing the present reply based on the facts which are available from the records of the Respondent No.1.

2. That the answering respondent denies all and singular the averments made in the Appeal and no averment therein shall be deemed admitted for the lack of a specific traverse, unless specifically admitted herein. The averments which have not specifically been dealt with and/or denied may not be taken as having been admitted.

3. At the outset, it is submitted that the instant Appeal is entirely premised on a conscious and concerted distortion of data, bald assertion of factually incorrect facts, suppression of relevant material facts, and further, most importantly the Appeal fails to disclose to this Hon'ble Tribunal that the Appellant No.1 has filed a PIL Writ Petition No. 24/2018, before the Hon'ble High Court of Bombay at Goa, in which matter same allegations *qua* issue of alleged pollution are a subject matter of the proceedings. Further, a bare perusal of the EAC's minutes (in which meetings proposal of the answering respondent was considered) would show that it has put the answering respondent through all the rigors contemplated in law and what the Appellants desires is that this Hon'ble Tribunal substitute the wisdom of the EAC,

which is beyond the scope of judicial review contemplated under Sec. 16 of THE NATIONAL GREEN TRIBUNAL ACT, 2010 (NGT Act), and the law laid down by the Hon'ble Supreme Court in ***G. Sundarrajan v. Union of India***, (2013) 6 SCC 620.

NATURE OF PROJECT:- CONSEQUENTIAL CAPACITY ENHANCEMENT ON ACCOUNT OF MODERNISATION



4. At the further outset, before dealing with the contents of the captioned Appeal, the answering respondent finds it expedient to set out the nature of proposed project for which the Environmental and CRZ Clearance (EC) has been granted; the context and circumstances in which the present EC was applied for and granted by MoEF&CC. The answering respondent has been operating Berth No.5A and 6A situated at Mormugao Port Authority (earlier known as Mormugao Port Trust) since the year 2004, in compliance with all the relevant statutory requirements and with the prescribed regulatory measures. The answering respondent has been carrying on the activity of handling of cargo at the aforesaid berths No.5A and

6A by taking all the requisite environmental protection measures. The answering respondent has always endeavored to ensure that there is no pollution caused on account of the activities of the answering respondent and the answering respondent has always ensured that the emission levels *qua* the activities of the answering respondent are always within the prescribed limits. Therefore with an objective *interalia* to put in place the State-of-the-Art environmental pollution control measures, the answering respondent conceived the project for modernization of Berth No. 5A and 6A by deploying highly mechanized and efficient environmental friendly material handling system and equipment. Such modernized and advanced state of the art equipment's/systems were sought to be introduced *interalia* with an objective to ensure that best environment protection measures are put in place *qua* the activity of the answering respondent at Berth No. 5A & 6A of the Mormugao Port Authority. The answering respondent states that it has installed modern equipment and machinery at the berths and the answering respondent further proposes to install state-of-the-art equipment and further modernize and

carry out extensive mechanization of its operations thereby resulting in a consequential capacity enhancement at the berths.

5. The aforesaid modernisation by putting in place State-of- the-Art equipment mechanism would cost the answering respondent substantial expenditure, notwithstanding the same the answering respondent decided to proceed further with implementation of such modernisation *inter alia* to ensure that there is substantial reduction in any kind of pollution, if any, alleged due to the activities of the answering respondent.

6. It is in the context of the aforesaid modernization that the answering respondent realized that by implementation of the aforesaid State-of-the-Art facilities being put in place, the answering respondent would get consequential capacity enhancement at Berth No. 5A & 6A without change in the stockyard area and water front area. The consequential increase in the handling capacity could be achieved by utilization of existing resources and without putting additional pressure on the existing resources.

7. The capacity enhancement at Berth No. 5A and 6A as granted by the EC is thus a consequential capacity enhancement which would result on account of modernisation and putting in place State-of-the-Art machinery/systems at Berth No.5A and 6A. Most importantly such modernisation is in the furtherance of the endeavor of the answering respondent to adopt best possible environment protection measures. The answering respondent by incurring substantial cost is putting in place modernized and state-of-the-art machinery/system in place which is resulting in consequential capacity enhancement and that is the consequential capacity enhancement for which MoEF&CC after taking into consideration all the relevant factors has granted the Environmental Clearance dated 11.01.2023. The answering respondent has narrated the aforesaid so as to bring forth the fact that the capacity enhancement which has been granted by MoEF&CC is in fact consequential capacity enhancement which would be achieved by virtue of implementation of environment protection measures in the form of modernised machinery and other environmental protection measures which have been narrated

hereinabove. The aforesaid factors are required to be considered whilst considering the present challenge to the Environmental Clearance dated 11.01.2023.

8. Further, the answering respondent states that the environment clearance granted *interalia* includes setting up of a covered shed at the berths of the answering respondent. The covered shed would facilitate handling coal in a most environment friendly manner and would house modernized and state-of-the art equipment *interalia* stackers-reclaimers and associated conveyors. The covered shed will have advanced dust suppression system inside and will also be equipped with advance fire- fighting system. The covered shed once set up would avert or substantially minimize any fugitive emissions *qua* the handling operation of the answering respondent.



ALL ENVIRONMENTAL ASPECTS CONSIDERED BY EAC BEFORE GRANTING EC

9. At the further outset, it is submitted that this Appeal, preferred under Sec. 16 of the NGT Act, is without any basis inasmuch as all environmental issues, were duly considered by the EAC during its deliberations and requisite safeguards are put in

place so as to ensure that there is no damage to the environment. The above is evident from a reading of the minutes of the said meetings of the proceedings.

10. Before dealing with the allegations of the Appellant, it is important to note the threshold for judicial review of an EC, and in particular, the threshold to interfere with the findings and consideration by the EAC, has been laid down by the Hon'ble Supreme Court. In ***Rajeev Suri v. DDA***, (2022) 11 SCC 1, the Hon'ble Supreme Court held that the standard for interference with findings of the EAC is that of "total absence of mind", and that deference must be shown to a body like the EAC which has domain expertise. In this context the Hon'ble Supreme Court has held as under:-

"*We, therefore, upon a thorough examination, decline to interfere in the grant of EC. The expertise developed by the EAC cannot be undermined in a light manner and as noted above, due deference must be accorded to expert agencies when their decisions do not attract the taint of legal unjustness.*"

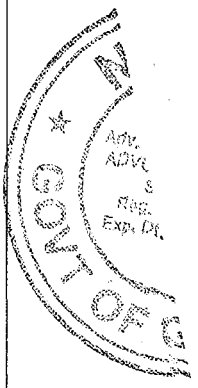
11. This Hon'ble Tribunal followed the aforesaid judgment of the Hon'ble Supreme Court in the matter of ***Rajiv Suri (supra)*** in the matter of ***Pravir Prabhabkar Fadte & Ors vs The Ministry***

of Environment, forest and Climate change and Ors., Appeal No. 18/2022, wherein this Hon'ble Tribunal in its judgment dated 04.05.2023, refused to interfere with the EC granted for capacity enhancement of the project on the ground that all the issues raised were duly considered by the EAC. It is humbly submitted that the Expert Appraisal Committee in the present case has applied its mind and has looked into all the material on record and thereafter has taken a decision to grant EC. Therefore, this Hon'ble Tribunal should not interfere with the grant of EC in deference to decision of a body like the EAC which has domain expertise.

12. The answering respondent states that the proposal of the answering respondents project has undergone extensive and detailed scrutiny before the grant of environment clearance. It is stated that the EAC has considered all the relevant factors before grant of EC and incorporated necessary condition in the EC which are required for ensuring that there is no damage to the environment. The answering respondent has tabularized the timeline of grant of Environmental and CRZ clearance

dated 11.01.2023, which provides the details about the entire process of consideration and grant of EC to the answering respondent by MOEF&CC, New Delhi, which is as follows:-

SR. NO.	DATE	PARTICULARS
1	**09.02.2015**	The answering respondent filed an application in Form- I to Ministry of Environment, Forest and Climate Change, New Delhi ("MoEF&CC") for grant of Terms of Reference ("TOR") for EIA studies *qua* the project of the answering respondent. ***The copy of the application is annexed and marked as <u>Annexure R-1.</u>*** The same was considered by Expert Appraisal Committee ("EAC") for projects related to Infrastructural Development, Coastal Regulation Zone, Building/Construction and miscellaneous projects at 148th meeting held on 19th-21st May, 2015, wherein EAC recommended grant of TOR for the proposed project of the answering respondent. ***The copy of the minutes is annexed and marked as <u>Annexure R-2.</u>***
2.	**19.06.2015**	The MOEF&CC, New Delhi, *vide* communication dated 19.06.2015, issued TOR in accordance with



		the procedure of scoping enumerated under the EIA Notification 2006. The TOR *interalia* mandated EIA study and conduct of the public hearing. In terms of the TOR, the EIA study was carried out by M/s WAPCOS, a Government of India undertaking (a mini ratna under the Ministry of Jal shakti, Government of India) and duly accredited to carry out such study. ***The copy of the communication dated 19.06.2015 issued by MoEF& CC is annexed and marked as <u>Annexure R-3.</u>***
3.	**16.09.2016**	The TOR *inter alia* also required that the answering respondent should conduct public hearing through the Pollution Control Board. Accordingly, the answering respondent made an application to the GSPCB for conducting public hearing *vide* application dated 16.09.2016. The answering respondent submitted EIA to the GSPCB for conducting the public hearing. ***The copy of the application dated 16.09.2016 is annexed and marked hereto as <u>Annexure R- 4.</u>***
4.	**01.02.2017**	The answering respondent filed Application dated 01.02.2017 with the Goa Coastal Zone Management Authority ("GCZMA") seeking recommendation/ permission for the proposed project of the answering respondent for grant of

		EC in terms of the provisions of the EIA Notification, 2006 and CRZ Notification, 2011. In this context it is pertinent to state that for those projects which attracts CRZ Notification and are also covered by EIA notification, 2006, clearance under EIA notification only shall be required subject to being recommended by the concerned State Coastal Zone Management Authority. The Application of the answering respondent was considered by the GCZMA in its 153th meeting held on 18.07.2017, wherein the GCZMA granted recommendation for the proposed project. ***The copy of the application dated 01.02.2017 made to GCZMA is marked and annexed hereto as <u>Annexure R-5.</u>***
5.	**26-27.04.2017 & 29.04.2017**	The public hearing was conducted by the GSPCB at Tilak Maidan, Vasco Da-Gama, on 26th,27th & 29th April 2017. The notice regarding the conduct of public hearing was duly published in newspapers. During the public hearing, the EIA report for the proposed project, the executive summary of the project was made available in English, Konkani and Marathi to the general public at the office of GSPCB as well at the office of Collector.

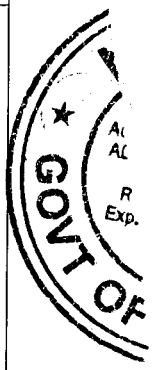
		The minutes of the public hearing were duly recorded. Also, summary of queries (oral & written) raised during the public hearing and replies thereto by the project proponent were duly summarised/compiled, filed with and also uploaded on the website of MoEF&CC. It is pertinent to note that all the queries raised during the public hearing were adequately responded. ***The copy of the summaries of the queries raised and the replies of the project proponent; executive summary in English, Konkani and Marathi language, are is marked as <u>Annexure R -6 Colly.</u>***
6.	**15.07.2017**	The answering respondent filed online Application on the MoEF&CC portal for Environmental & CRZ clearance for the proposed terminal consequential capacity enhancement at Berth 5A & 6A of Mormugao Port for handling coal and coal products, iron ore and limestone including unitized and steel products. ***The Copy of the application in Form I is annexed and marked as <u>Annexure R-7</u>.***
7.	**18.08.2017**	The GCZMA *vide* communication dated 18.08.2017 issued permission/recommended for the proposed project of the answering respondent. ***The Copy of the permission issued by GCZMA is annexed and marked as <u>Annexure R-8</u>.***

8.	**21.08.2017**	The proposal of answering respondent was considered at 21st meeting EAC (infra-2) on 21.08.2017, wherein the EAC after detailed deliberation sought certain additional information from project proponent and accordingly the proposal was deferred till the submission of the desired information by the project proponent. ***Copy of minutes is annexed and marked as Annexure R-9.***
9.	**21.09.2017**	The project proponent submitted additional information as sought by EAC *vide* communication dated 21.09.2017. ***Copy of the communication dated 21.09.2017 annexed and marked hereto as Annexure R-10.***
11.	**30.10.2017**	The proposal of answering respondent was considered at 24th meeting of EAC (infra-2). On 30.10.2017 the EAC sought information from project proponent namely *a)* Specific point wise reply to the concerns expressed during the public hearing; *b)* statement of representation received during the additional period of 7 days as provided by the District Magistrate after the public hearing, with details of redressal, & *c)* reply to the letter received from Government of Goa. Accordingly, the proposal was deferred till the information sought is submitted.

		Copy of the minutes is annexed and marked as <u>Annexure R-11</u>.
12.	**13.11.2017**	The answering respondent submitted additional information as sought by EAC in its meeting on 30.10.2017 *vide* communication dated 13.11.2017. ***Copy of the communication dated 13.11.2017 is annexed and marked hereto as <u>Annexure R-12.</u>***
13.	**24.11.2017**	The answering respondent replied to the letter of the Hon'ble Chief Minster of Goa *vide* communication dated 24.11.2017, *inter alia* pointing out the extensive environment protection measures taken by the answering respondent and narrating the benefits of the proposed capacity enhancement project. ***The copy of the communication dated* 24.11.2017 *is marked and annexed hereto as <u>Annexure R13</u>.***
14.	**15.12.2017**	The proposal of the answering respondent was considered in 26th meeting of EAC (Infra-2), wherein the EAC was pleased to recommend for the grant of Environmental and CRZ clearance. ***Copy of the minutes is annexed and marked as <u>Annexure R-14</u>.***

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15.	**11.04.2018**	The answering respondent received a letter dated 11.04.2018 from MoEF&CC, forwarding a letter received from the Hon'ble Chief Minister of Goa with respect to the issue of recommendation of proposed project of answering respondent. ***The Copy of the communication dated 11.04.2018 from MoEF&CC is marked and annexed hereto as Annexure R-15.***
16.	**30.05.2018**	The proposal of answering respondent was considered during the 31st meeting of ECA (infra2), wherein it was clearly recorded that on account of representation received from Government of Goa, it was decided by the Ministry to refer the proposal to EAC (Infra-2) for further reconsideration. In the said meeting, the EAC sought further information in respect of proposed project of answering respondent and accordingly the proposal was deferred till desired information was submitted. ***Copy of the minutes is annexed and marked as Annexure R-16.***
17.	**18.07.2018**	The project proponent submitted additional information as sought by EAC during its 31st meeting held on 30.05.2018 under covering letter dated 18.07.2018. ***Copy of the letter dated 18.07.2018 marked and annexed hereto as Annexure R-17.***



19.	**10.08.2018**	Thereafter the proposal was once again considered at 33rd Meeting of EAC (Infra-2) held on 10.08.2018, wherein EAC sought certain additional information and deferred the proposal till the submission of such information. ***Copy of the minutes is annexed and marked as Annexure R-18.***
20.	**30.10.2018**	The project proponent submitted additional information as sought by EAC i.e., the clarification from the GSPCB on the status of court cases related to port under covering letter dated 30.10.2018. ***Copy of the letter dated 30.10.2018 marked and annexed hereto as Annexure R-19.***
21.	**14.11.2018**	The answering respondent received letter from MoEF&CC forwarding letter received from GSPCB asking for court cases related to port. ***Copy of the communication dated 14.11.2018 marked and annexed hereto as Annexure R-20.***
22.	**15.11.2018**	The answering respondent responded to the aforesaid communication concerning the status of pending court cases vide communication dated 15.11.2018. ***Copy of the letter dated 15.11.2018 marked and annexed hereto as Annexure R-21.***

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23.	**28.11.2018**	Eventually, the proposal of answering respondent came to be considered during the 36th meeting of EAC (Infra-2), wherein the EAC was pleased to recommend grant of Environmental and CRZ Clearance for the proposed project. The EAC recommended the grant of the Environmental and CRZ clearance after deliberating upon the information provided by the project proponent including earlier submissions. The expert committee on being satisfied, recommended the project for grant of Environmental and CRZ clearance as per specific conditions mentioned in minutes of 26th of EAC and 33rd meeting of EAC along with other environmental conditions. Further, the grant Environmental and CRZ clearance was subject to the final outcome of pending case CA 64/2018 in Writ Petition No. 2011/2018; PIL WP No. 24/2018 (*Sherwin Correia v. GSPCB and Ors).;* Pollution Appeal no. 9/18/AIR; Pollution Appeal No. 10/18/AIR. The EAC further recommended additional two conditions for the proposed project. ***Copy of the minutes is annexed and marked as <u>Annexure R-22</u>.***

		Period from 22.11.2017 to 06.09.2022 At this stage it is relevant to note that though the EAC had duly recommended for grant of EC, the MoEF& CC had not issued the Environment clearance to the answering respondent in view of the embargo imposed by the Hon'ble NGT, New Delhi, whereby the Hon'ble NGT vide Order dated 22.11.2017 had restrained MoEF&CC from granting any Environmental clearances for the project affected by CRZ notification till the respective State finalised and MoEF&CC approved the Coastal Zone Management Plan. For the State of Goa the said embargo remained in force from 22.11.2017 till 06.09.2022. The Hon'ble National Green Tribunal, New Delhi in the matter of ***Mehdad and Anr. v. MoEF&CC&Ors.,*** vide Order dated 22.11.2017, had directed that no EC should be granted in respect of any project coming within the coastal zone till the Coastal Zone Management Plan ("CZMP") are finalized by the respective State Governments and approved by MOEF&CC. Such a direction was issued by the Hon'ble NGT on account of the fact that there was a delay on the

		part of the State Government in finalizing the CZMP as mandated under the provision of CRZ Notification, 2011. It would be relevant to note that though the NGT had put timeline for finalization of CZMP, the same was not adhered by State of Goa and in case of State of Goa, there was substantial delay in finalizing the CZMP, and subsequent approval of the same by the MOEF&CC. The State of Goa from time to time sought extension of time before the Hon'ble NGT to finalize the CZMP for state of Goa, which was duly granted by Hon'ble NGT from time to time. It is in this context, the embargo imposed by the Hon'ble NGT, New Delhi vide Order dated 22.11.2017 remained in force till the CZMP for State of Goa was eventually approved by the MOEF&CC on 06.09.2022. It is on account of the Order of the Hon'ble NGT, New Delhi, which restrained grant of EC in the State till the finalization of the CZMP, which remained in force from 22.11.2017 to 06.09.2022 and consequently, though the project of the answering respondent no. 1 was duly recommended the Environment clearance was not granted till the embargo was lifted by virtue of finalisation/approval of the GCZMP.

		The copy of the Order dated 22.11.2017 passed Hon'ble National Green Tribunal, New Delhi, in matter of Mehdad and Anr. v. MoEF&CC& Ors. is annexed and marked hereto as <u>Annexure R-23</u>.
24.	**06.09.2022**	The MOEF&CC approved the CZMP for State of Goa in accordance with CRZ notification, 2011 on 06.09.2022. ***Copy of the communication issued by MoEF&CC dated 06.09.2022 is marked and annexed hereto as <u>Annexure R-24</u>.***
25.	**22.11.2022**	MoEF&CC issued Office Memorandum for processing projects attracting EC+ CRZ clearance for Goa subsequent to approval of CZMP for Goa on 06.09.2022. In the said Office Memorandum in respect of pending cases the project proponent was required to get revalidation of recommendation for the proposed project. ***Copy of the OM dated 22.11.2022 is marked and annexed hereto as <u>Annexure R-25.</u>***
26.	**16.122.2022**	The answering respondent vide letter dated 01.12.2022 in accordance with Office Memorandum, sought for revalidation of the CRZ recommendation for the proposed project as per the approved CZMP approved in terms of CRZ notification, 2011.

Read

		The revalidation for the proposed project of the answering respondent was issued on 16.12.2022. ***Copy of letter dated 16.12.2022 is marked and annexed hereto as <u>Annexure R-26.</u>***
27.	**20.12.2022**	The answering respondent *vide* communication dated 20.12.2022 forwarded the revalidated recommendation for issuance of EC and CRZ clearance for the proposed project of the answering respondent. ***Copy of letter dated 20.12.2022 is marked and annexed hereto as <u>Annexure R-27.</u>***
28.	**11.01.2023**	Environmental and CRZ clearance was issued to the answering respondents by the MoEF&CC for the proposed project namely Terminal Capacity Enhancement of Berth No. 5-A, 6-A of Mormugao Port by South West Port Limited, Goa.

The documents referred in the table as ***<u>Annexure R-1 to R-27</u>*** are marked and annexed hereto to the reply.

13. From the perusal of the aforesaid dates and events; perusal of the minutes of meetings wherein the project of answering respondent was considered & documents on record it is clear that the proposal of answering respondent has gone through a detailed scrutiny by the EAC and the EAC has taken into

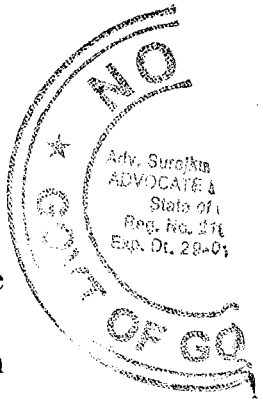
consideration all issues and further imposed requisite conditions for the safeguard of the environment.

14. Thus, the EAC, which is an expert body, has considered the objections raised, and has only thereafter recommended the grant of an enhanced EC. In other words, there is a clear application of mind by the EAC, which is an expert body, prior to grant of the EC and consequently, this Hon'ble Tribunal ought not to interfere with the grant of EC as held by the Hon'ble Supreme Court and also by this Hon'ble Tribunal.

15. Therefore, the process and the requirements as enumerated in law have been duly followed by the authorities while granting EC to the proposed project. All the environmental concerns have been taken care of as well as looked into closely by the authorities and after following the procedure as contemplated in law, the answering respondent was granted the impugned EC. Thus, it is not open for the Appellants to substitute its view in place of technical bodies/authorities who have applied their expert mind to the environment concerns and have decided to grant EC to the project and thus, the Appellants cannot be

permitted to reappraise the EC, more so since no perversity/illegality is apparent ex-facie. It is therefore respectfully submitted that this Tribunal ought not to interfere with the grant of EC.

ALLEGATIONS OF POLLUTION – PENDENCY OF PIL WP NO. 24/2018 BEFORE THE HON'BLE HIGH COURT OF BOMBAY AT GOA.



16. Firstly, the answering respondent states that the activity of the answering respondent has been carried out in accordance with requirement of law and within the prescribed limits. Secondly, the allegations made by the Appellants *qua* the purported pollution are without there being even iota of evidence on record and appears to be merely an attempt to create prejudices against the answering respondent. Thirdly, and most importantly the answering respondent at this stage, finds it expedient to place on record the fact that there is a PIL WP No.24/2018 in the matter of ***Sherwin Correia v. State of Goa & Ors,*** pending before the Hon'ble High Court of Bombay at Goa, in which Petition the Hon'ble High Court of Bombay at Goa, is seized of the issues concerning allegations of pollution

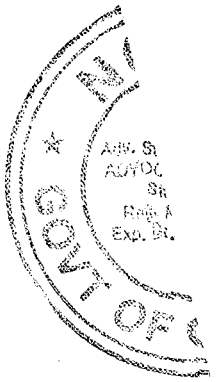
in the Mormugao Port area on account of handling of coal at the Port, in which Petition the answering respondent is also one of the party along with other private Operators at the said port.

17. Pertinently the Appellant No.1 is one of the Petitioner in the said petition and this relevant/material fact has been deliberately suppressed by the Appellants whilst filing the captioned Appeal. The answering respondent states that the Hon'ble High Court is monitoring the issue. It is pertinent to further state that no adverse order or findings have been recorded against the answering respondent therein, in fact the answering respondent has time and again placed on record various reports that demonstrate the fact that the activities of the answering respondent at the said berths do not cause any pollution.

18. In the said proceeding before the Hon'ble High Court, the GSPCB has in fact commissioned a source apportionment study from IIT Bombay, the said study has been completed and the IIT Bombay has submitted a detailed report to GSPCB.

The said matter is pending active consideration of the Hon'ble High Court and consequently it would not be appropriate for this Hon'ble Tribunal to adjudicate upon the same issue which is pending consideration before the Hon'ble High Court.

19. Further, the EC which is granted to the answering respondent is also subject to the outcome of the said PIL Writ Petition No.24/2018 pending before the Hon'ble High Court.



The copy of the PIL WP No. 24/2018 is marked and annexed hereto as <u>Annexure R-28 Colly</u>.

20. It is pertinent to point out that issues raised in the instant Appeal are significantly overlapping with those raised in PIL WP No. 24/2018 before the Hon'ble High Court of Bombay at Goa, which is already pending consideration of the Hon'ble High Court. The Hon'ble Supreme Court has very recently held in State of ***A.P. v. Raghu Ramakrishna Raju Kanumuru***, 2022 SCC OnLine SC 728 that this Hon'ble Tribunal ought not to take a course that can lead to conflicting directions of a High Court and the Tribunal.

21. It is submitted that the aforesaid facts have been suppressed by the Appellants with the sole intention of maliciously impinging the validity of an EC granted after following the prescribed procedure and which has put in place the requisite safeguards to ensure compliance with the conditions contained therein, by baldly making baseless allegations of pollution.

22. It is submitted that in similar circumstances, wherein an Appeal was filed challenging grant of an EC for capacity enhancement of project and where the issues regarding alleged pollution caused by the said project was pending consideration before the Hon'ble High Court, this Hon'ble Tribunal in the matter of ***Pravir Prabhabkar Fadte & Ors vs The Ministry of Environment, forest and Climate change and Ors,*** has held it would not be appropriate for this Tribunal to pass any orders in respect to the issue of pollution, since it was pending before the Hon'ble High Court. This Hon'ble Tribunal has held as under:

"48..... Moreover, we are also in agreement with the learned Counsel for Respondent No. 3's arguments that this Tribunal should not pass any orders with respect to air pollution since the same is under consideration before the

Hon'ble High Court. It would not be appropriate for us to pass any orders with respect to air pollution, it being pending before the Hon'ble High Court....."

23. A perusal of the pleadings before the Hon'ble High Court, would make it amply clear that the core concern raised in this Appeal, namely that of pollution is the thrust of the petition pending before the High Court and consequently it is the very issue which is pending consideration by the Hon'ble High Court. A perusal of the orders passed by the Hon'ble High Court would also show that a consideration of this issue is well underway before it. In this light the cautionary note struck by the Hon'ble Supreme Court in ***Raghu Ramakrishna Raju Kanumuru (supra)*** will be squarely attracted in the instant case.

SUPPRESSION OF MATERIAL FACTS AND STATEMENTS OF FACTUALLY INCORRECT FACTS.

24. The Appellant has filed the present Appeal by suppressing material facts & deliberately making incorrect statements, which appears to be a deliberate attempt to mislead this Hon'ble Tribunal. It is most respectfully submitted that the

Appellant despite being aware of certain material facts in the context of the grant of EC and CRZ clearance to the project proponent, has deliberately chosen to suppress them from this Hon'ble Tribunal. It is most respectfully submitted that the captioned Appeal is liable to be dismissed on ground of suppression of material facts. The details of facts suppressed and factual incorrect statements made is as follows:

i. The Appellant have deliberately suppressed the fact that there is a PIL pending before the Hon'ble High Court of Bombay at Goa concerning identical allegations of pollution being caused purportedly on account of coal handling activity at port. The Appellant herein is the one of the Petitioner in the said petition before the Hon'ble High Court. The perusal of the said petition would reveal that the allegations made regarding the pollution in the said petition are identical to those made in the present Appeal. A perusal of the pleadings made in the Petition pending before the Hon'ble High Court would make it clear that the concerns raised in this

Appeal, namely the pollution on account of coal handling activity at port is the thrust of the petition pending before the Hon'ble High Court and consequently, it is the very issue pending consideration by the Hon'ble High Court. It is stated that the Hon'ble High Court is seized with the issue. In the said proceeding, the GSPCB has in fact commissioned a source apportionment study from IIT Bombay, the said study has been completed and IIT Bombay has submitted a detailed report to GSPCB. The said matter is pending active consideration of the Hon'ble High Court and consequently it would not be appropriate for this Hon'ble Tribunal to adjudicate upon the same issue which is pending consideration before the Hon'ble High Court.



ii. The Appellant has conveniently and deliberately suppressed the fact that there was an embargo on the grant of EC from the period 22.11.2017 to 06.09.2022 in the State of Goa, for the projects affected by CRZ notification, since the Hon'ble NGT, New Delhi, had

restrained the MoEF&CC from grant of EC for the projects affected by CRZ Notification till the CZMP for the States are approved in terms of the CRZ Notification, 2011. The CZMP for the State of Goa came to be approved only on 06.09.2022 and consequently for the period from 22.11.2017 to 06.09.2022 the MOEF&CC could not have issued Environmental and CRZ clearances. After the CZMP was approved for the State of Goa on 06.09.2022, the MOEF&CC issued Office Memorandum for processing projects attracting EC+CRZ clearance in the State of Goa which required in case of a pending case, revalidation from the authority. Accordingly, in the case of answering respondent, the authority issued revalidations on 16.12.2022 and only thereafter the MOEF&CC granted Environmental and CRZ clearance dated 11.01.2023. It is submitted that the Appellant despite being aware of the peculiar circumstances *qua* the State of Goa for grant of Environmental and CRZ clearances has deliberately and malafidely choose not to

disclose this fact before this Hon'ble Tribunal, obviously in an attempt to mislead this Hon'ble Tribunal.

PARAWISE RESPONSE

25. Having elucidated succinctly the aforesaid chronology of facts and events, we shall now proceed to deal with the contents of the said Appeal para-wise and the same are traversed in *seriatim* as under: -

26. With respect to the para 1 of the Appeal titled "Brief description of the Appellants" it is submitted that the answering respondent denies that the Appellant no. 1 namely, Old Cross Cannoe Owners Co-op Society Ltd" is a registered fishing society formed in 2007, by the fisherman from fishing Villages around Vasco as the Petitioner No.1 has neither adduced any registration certificate granted by competent authority established under the law evidencing that that the Appellant No. 1, has been duly registered in year 2007 nor provided copy of its bye-laws confirming that the purpose of its establishment is for social and economic betterment of its

members. The answering respondent states that the reference to the Judgment of this Hon'ble Tribunal in Appeal No. 10/2016 is wholly out of context and has no relevance in the present proceedings. The answering respondent was not a party in the proceedings and the subject matter of the said proceedings has no relevance with the subject matter of the present proceedings. The said judgment is pertaining to EC of Mormugao Port Trust regarding dredging work at the existing navigational channel at Vasco da Gama and the said issue has no relevance to the answering respondent's proposal with respect to the grant of an updated EC to the answering respondent for a consequential enhancement of capacity on account of modernization at its berths. It is submitted that reference to the aforesaid judgment is nothing more than attempt to create confusion and to mislead this Hon'ble Tribunal.



27. With respect to the para 3 to 8 of the Appeal titled "Brief description of the Appellants" it is submitted that the Respondent no. 1 denies that the Appellant no. 2, 3, 4, 5, 6 & 7, namely Baina Ramponkar Fishing Canoe Owners Society

was formed in the year 2007, and that Goenchea Raponkarncho Ekvott (GRE) is a federation of traditional fisherman union of Goa registered in year 1976, Goencho Ekvott is registered non-profit organization, Canoe Owners society is involved in traditional fishing in Karewado Village etc.. The Respondent no. 1 states that the Appellant no. 2 to 7 have neither adduced any registration certificate granted by any competent authority established under the law evidencing that they are duly registered nor these organizations have provided any copy of their bye-laws confirming that the purpose of its establishment is for social and economic betterment of its members. It is pertinent to mention that the Resolution annexed at Annexure – 3- page no. 81 to 83 of Appeal appears to be on the letter head of Appellant no. 1 and merely signed by Appellant no. 2 to 7 and it appears that the Appellant no. 2 to 7 have joined this petition without any lawful authority. The Respondent no.1 further denies that the Appellants more particularly Appellants 2 to 7 represent interest of any artisanal or traditional fisherfolks. It is further denied that there is any threat of displacement of permanent

livelihood and environmental impact and Appellants are put to strict proof of all such averments. No evidence in respect thereof has been adduced by the Appellants No. 2 to 7 in this regard. In any event all the concerns and responses of all stakeholders have been duly considered during the course of public hearing. Most importantly it is reiterated that, there is no expansion either on land side or on waterfront and consequently the question of any alleged displacement or loss of permanent livelihood does not even arise.

28. With respect to the para No.1 of the Appeal titled "Brief description of the project for which Environment Clearances was sought" the Respondent No. 1 reiterates that the Respondent no. 1 is operating and handling cargo at berth number 5A and 6A at the Mormugao Port Authority (earlier known as Mormugao Port Trust), which is Major Port as defined under section 3 (8) of Indian Ports Act, 1908 and governed by the Major Port Authorities Act, 2021 and carrying on its operations from year 2004, after having obtained all the requisite compliances in accordance to the requirements of law. As far as the answering respondent is concerned, it does

not handle woodchips, gypsum, bauxite, ammonia, petroleum and lubricant. The contents of this para. are wholly irrelevant in so far as the present Appeal is concerned.

29. With respect to the para 2 of the Appeal titled "Brief description of the project for which Environment Clearances was sought" the Respondent no. 1, denies and disputes the contents therein. In response thereto, we state that the google image annexed at Annexure 5 page 86 to 86 itself clarifies the position that the Mormugao Port is located far away from the Fishing Jetty and therefore it is denied that the lives and livelihood of the fisher folks from karvi and other indigenous communities etc. as alleged are intrinsically linked to activities of Mormugao Port. It is reiterated that in the present project of the answering respondent there is no expansion either on the land side or on the waterfront and consequently the question of any alleged displacement or loss of permanent livelihood or impact on daily activities like fishing landing, boat parking, net mending and competition with larger shipping vessels does not even arise. It is further pertinent to mention that Mormugao Port is a Major Port and an ISPS compliant port and the

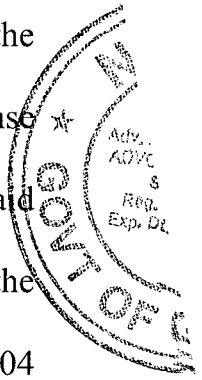
Advt. Surekha ADVOCATE State of Reg. No. 2[illegible] Exp. Dt. 28-0[illegible] GOVT OF GOA

navigation channels for shipping vessels are defined and regulated by the Mormugao Port and are not under the control of Respondent no. 1 as the operations of Respondent no.1 are only limited upto berth no. 5A & 6A alone.



30. With respect to the para 3 of the Appeal titled "Brief description of the project for which Environment Clearances was sought" it is stated that the public hearing, as per the applicable laws, was duly carried out at Tilak Maidan, Vasco da Gama on 26th, 27th and 29th April, 2017. The Executive Summary of the project in English as well as in Konkani and Marathi was made available to general public at the Regional Office (RO) office of the GSPCB as well as at the Collector office and minutes of the public hearing were duly recorded. The executive summary was made available in English, Marathi and Konkani. Thus the GSPCB in accordance with provisions of EIA Notification 2006 conducted the public hearing. A summary of the queries (both oral and written raised during the course of public hearing and the Replies thereto were duly summarized/ complied, and also uploaded on the website of MOEF & CC.

31. With respect to the para 4 of the Appeal titled "Brief description of the project for which Environment Clearances was sought", the contents therein are denied in the manner they have been stated. The Respondent no. 1 state that the respondent no. 1 operates berth no. 5A and 6A at the Mormugao Port under a concession granted *vide* a license agreement entered into between Respondent no. 1 and the said Mormugao Port. The Respondent no. 1 has been operating the said berths and carrying on its operations from the year 2004 after having obtained all the requisite compliances in accordance to the requirements of law and handles the dry bulk cargoes in accordance with the permissions/approval granted by the concerned authorities.

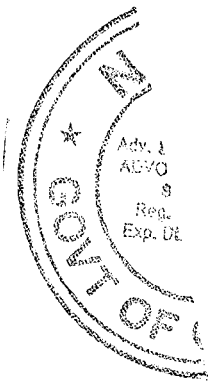


32. With respect to the para 5 of the Appeal titled "Brief description of the project for which Environment Clearances was sought", we state that the judgment annexed at Annexure – 7-page no. 137 to 151 has no bearing on the present appeal inasmuch as the SMWP No. 08 of 2001 before the Hon'ble High Court of Bombay at Goa was in respect of manual coal handling at berth No. 10 and 11 of the Mormugao Port Trust

and not in respect of berth no. 5A and 6A of the Respondent no. 1. The Respondent no. 1 was not even a party to the said writ petition SMWP No. 8/2001. In fact, the Coal Pollution Monitoring committee which was set up by the State Government during the pendency of the aforesaid SMWP No. 08 of 2001, had recommended that coal handling of berth 10 and 11 be shifted to berth No. 5A and 6A which are mechanised berths, which are constructed and being operated by Respondent no. 1. In fact berths 5A and 6A operated by the respondent no. are 1 mechanized berths and the answering respondent takes all the environment protection measures whilst carrying out its operations. We further state that, the photographs annexed by the Appellant do not depict the correct factual position and in any event of the matter the same certainly do not relate to the operations/activity of the answering respondent.

33. With respect to the content of para. 6 and 8 of the Appeal, the contents herein are denied in the manner stated therein. It is specifically denied that ambient air quality readings were found to be beyond permissible limits in MPT area, in any

event of the matter such readings do not relate to the activity of the answering respondent and it is submitted that the activities of the answering respondent are carried out well within prescribed limits. It is stated that a Continuous Ambient Air Monitoring System ("CAAQMS") has been set up by the answering respondent at its berth 5A and 6A to monitor ambient air quality and the data is shared with GSPCB on a real-time basis. The readings of the said CAAQMS make it evidently clear that the activities of the Answering respondent at its said berths do not cause any pollution and the emission levels are within the prescribed limits.



The copies of the Continuous Ambient Air Monitoring System are annexed and marked as <u>Annexure R-29</u>

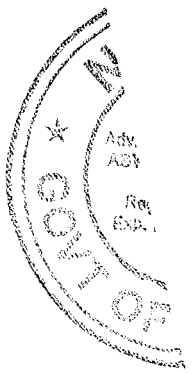
A copy of the Monitoring Report of the MOEF & CC, Bangalore office with respect to the site visit done on 01.06.2017 is annexed herewith and marked as <u>Annexure R-30.</u>

34. Further, the ambient Quality Reports and STP Water Quality Reports issued by agency duly recognized by the Ministry of Environment Forest and Climate Change namely Akansha

Analytical & Research Laboratory clearly points out that the activities of the Respondents are well within the prescribed limit. Also, ROOTS EHS Advisory, Vadodara, Gujarat, who is an expert in the field of Environment, Health & Safety had prepared report *qua* the activities of the answering respondent which clearly demonstrates that answering respondent has taken adequate environment protection measures.

35. As regards the contention of the Appellant that the GSPCB decided that in order to monitor and review the coal pollution issue at the port the annual handling capacity should be reduced by 25% etc., it is stated that the said direction was not in respect of this answering Respondent no.1 alone but with respect to the entire port and the same was purely perceptional and without any scientific study, whilst necessary compliance to the directions of the GSPCB in this regard were duly and promptly made by the Respondent no.2. It is stated that the contentions of the Appellant in this regard are merely a half-baked truth and hence misleading and erroneous. In fact, the Respondent had adequate measures in place to curb any possible pollution, and complied with the directions of the

GSPCB *inter alia* w.r.t. the installation of a CAAQMS (Continuous Ambient Air Monitoring System) whilst also furnishing a Bank Guarantee, some other measures and best practices adopted by the Respondent *inter alia* involved restricting the coal stockpile height to 9m, continuous sprinkling on exposed portions of coal stockpiles, geotextile covering of coal stockpiles, regular submission of information as desired from time to time, etc. Thereafter, the IIT Bombay has also carried out a Source Apportionment study as required by GSPCB and no adverse finding has been arrived at therein. In any event we reiterate that the operations of the Respondent no.1 at its said berths do not cause any pollution, which is evident from the various reports filed by this answering Respondent. The standards for air emissions (NAAQS, 2009) notified by the Govt. of India are being adequately met by the Respondent.



36. With reference to para 9 to 12 the expert appraisal committee in it's said 33rd meeting *inter alia* observed that the project proponent through GSPCB has duly conducted the public hearing for the project proposal, the EAC further noted that the

project proponent has submitted the additional information *vide* its letters dated 21st September 2017 and 13th November 2017. Thus the EAC in its 26th meeting held on 14-15 December 2017 after being satisfied with the submissions of the project proponent recommended the project for a grant of Environmental and CRZ clearance. In fact, the EAC also took into consideration certain additional issues raised on behalf of the State Government and after taking into consideration the clarifications submitted was satisfied that all measures were in place recommended for the grant of the EC. The EAC clearly noted that the earlier recommendations were made by the Committee after exercising all due diligence and based on the merits of the case. The aforesaid language as contained in the minutes of the MOEF & CC is self-explanatory as regards the diligence and the due process followed by the EAC for the grant of Environmental Clearance to the project of this answering respondent. In so far as the contentions with regard to the source apportionment conditions are concerned it is stated that it was GSPCB who was desirous of carrying out a source apportionment study and to include a condition in

respect thereof, in fact it is pertinent to highlight that the said source apportionment studies were duly carried out by IIT Bombay and nothing adverse there in has been observed with respect to the alleged pollution caused by coal handling at the Mormugao port. The Respondent no. 1 further denies the purported ground truthing report attached at Annexure 11 page 196 to 213 of the petition as the said report is neither prepared by any agency accredited by Ministry of Environment or by GSPCB, nor prepared at the instructions of any statutory authority and therefore the same cannot be relied upon. The contents of the said report are denied and disputed. In response to the contents of the said para. 12 it is reiterated that this answering respondent does not carry out any open coal handling or open transportation by trucks as wrongly alleged. It is denied that there is any spillage during transportation and no water pollution is caused inasmuch as the answering respondent does not use any barges or waterways for transporting the cargo, there is no runoff from any stockyard. All such contentions are wholly in applicable to this answering respondent and are denied and disputed. It is submitted that the

answering respondent uses minimal required water for purpose of sprinkling on the coal and there is no question of any spillage of water. The sprinkled water is absorbed by the coal and there is no run-off created whatsoever, additionally the answering respondent has also constructed a settling pond to avoid any run-off. All cargo of the respondent is transported in railway wagons duly covered and securely fastened with tarpaulin. Therefore, none of the contentions as made in the said para. are applicable in so far as the answering respondent is concerned. The answering respondent further reserves its rights to deal with and controvert the contents of the said report at length at the opportune time when necessary.

37. With respect to the para 13 (i), (ii) & (iii) of the Appeal titled "Brief description of the facts leading to present Appeal" It is denied that the EIA report was severely flawed and all such contentions are bereft of any iota of merit and the Respondent no. 1 denies all the contents therein in toto.

38. The Respondent no. 1 states that in the EIA report at point no. 3.22 titled "Socio- Economic Status" the Respondents have

described the demographic profile in detail covering all the villages within 10 KM radius of the Project. The Demographic profile of the project area is based on the census report, 2011. The information presented therein has been mainly extracted from Primary Census Abstract, 2011. We state that the Socio-economic status, demographic profile, caste profile, literacy levels occupational profile, health status etc. have all been discussed and adequately captured in section 3.22 of the report.

39. The fishery status both inland and marine has been duly addressed at section 3.19 of the EIA Report. The data/ information also includes details about the fishermen population. There is no displacement due to this proposal as no dredging or expansion on landside or the water side is involved. The EIA covers study of 10 villages and *inter alia* covers data as per the Marine Fisheries Census 2011 of Goa published by Ministry of Agriculture & CMFRI.

40. The Respondent no. 1 states that the impact on ambient air quality has been studied and reported in Chapter 4, section 4.2.4, page no. 4.4 and Chapter 4, section 4.3.4, page no. 4-14 and chapter 5 Section 5.3.1-page no. 5-3 respectively at EIA Report wherein the Ambient air analysis carried out as a part of the EIA as well as other routine monitoring carried out by the project proponent and Goa State Pollution Control Board (GSPCB) indicate that the ambient air standards are within the prescribed limits in and around the Terminal. No significant impact on air environment due to the proposed capacity enhancement is envisaged. The Respondent no. 1 states that the IIT-Bombay preliminary reports *inter alia* clearly indicate that the amounts of PM10 coal dust in ambient aerosols over Vasco is below detection. The preliminary report of IIT-Bombay finds almost no coal in the ambient air over Vasco. The Respondent no. 1 further states that a Continuous Ambient Air Monitoring System ("CAAQMS") has been set up by the Respondent no.1 SWPL at its berth 5A and 6A to monitor ambient air quality and the data is shared with GSPCB on a

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real-time basis. The readings of the said CAAQMS make it evidently clear that the activities of the Respondent no.1 at its said berths do not cause any pollution. The Respondent states that chapter 5 Section 5.3.1-page no. 5-3 respectively of EIA Report defines a comprehensive environment management plan in which the study suggests to carry out coal handling operations under the covered storage shed and the same has been mentioned in CRZ recommendation granted by GCZMA vide its letter dated GCZMA/S/17-18/19/899 dated 18th August 2017 and the Respondent no. 1 have taken steps to construct the covered shed.



41. With respect to the point no. B para 14 to 16 of the Appeal titled "Faulty Public Hearing" Respondent no. 1 denies the contents in toto and states that the Port limit notifications at Annexure 16 are wholly irrelevant to the present appeal, while the purported google earth image at Annexure 17 is denied and disputed, the same are irrelevant and have no bearing on the present issue at hand whilst the port limits of the Mormugao Port Trust is not meant for the Respondent's extant proposal and has no relevance thereto. The Respondent no. 1 already

has the operational berth and the EC is only for a consequential capacity enhancement of the existing operational terminal arising out of the deployment of mechanized and modernized equipment and the Respondent no. 1 is not doing any expansion either on land side or on marine side.

42. With respect to the para 17 & 18 of the Appeal titled *"EIA report not made available in vernacular language to village panchayats within the 10 km radius impact area"* the Respondent no. 1 denies the contents in toto. The Respondent states that the notice dated 24th March 2017 regarding conducting the Public Hearing was published in newspapers on 25th March 2017 in English, Kokani & Marathi languages. During the hearing, the EIA report for the project, the Executive Summary of the project in English as well as in Konkani and Marathi was made available to all village panchayats, Zilla Parishads, MOEFCC, Director of Industries, general public at the Regional Office (RO) office of the GSPCB as well as at the Collector office and minutes of the public hearing were duly recorded. The Executive Summary was made available in English, Marathi and Konkani. Thus,

the GSPCB in accordance with provisions of EIA Notification 2006.

Copy of the newspapers on 25th March 2017 in English, Kokani & Marathi languages are annexed and marked as **Annexure R-32.**

43. With respect to the para 19 to 25 of the Respondent no. 1 states that the Public hearing was conducted strictly as per the EIA notification and requirements therein. The GSPCB have recorded the minutes of the public hearing and submitted to MoEF & CC on 12th July 2017 with copy to answering respondent. The GSPCB have forwarded public hearing minutes of meeting to answering respondent wherein the response of answering respondent also recorded against all objections during public hearing (Total 762 persons attended the public hearing. Total 99 persons submitted their oral representation during public hearing and 110 persons have submitted their written objections including Mr. Terrance George during and after public hearing). It is pertinent to mention that the notice for public hearing notice dated 24th March 2017 was published in newspapers on 25th March 2017

and the actual public hearing took place during 26th, 27th & 29th April 2017 and therefore a minimum notice period of 30 days was provided for pubic to furnish their response.

44. With respect to the para 26 of the Petition the contents are denied. The copy of representation of Mr. Custodio D'Souza which is annexed at Annexure 21 is denied in toto as the same was neither served on Respondent no. 1 nor does the copy of the purported letter/ representation annexed at Annexure 21 shows any proof of service evidencing that the said representation has been served upon/ is received by Expert Appraisal Committee (Infra II), Ministry of Environment, Forest & Climate Change. It appears that the contents of the representation annexed at Annexure 21 and the queries raised by the said Mr. Custodio D'Souza during the public hearing are completely different and the contents stated in his representation annexed at Annexure 21 were never raised during the public hearing. In so far as the contentions raised by the said Mr. Custodio D'souza at the time of public hearing are concerned the same were adequately dealt and replied and the same have been encapsulated in the summaries of the

queries raised and the replies of the project proponent, (executive summary) viz. Annexure. R-6 compiled and filed with the MOEF&CC.

45. With respect to the para 27 & 28 the contents are denied and the Appellants are put to strict proof thereof.

46. With respect to para 29 the Respondent no. 1 states that in so far as the contentions with regard to the source apportionment conditions are concerned, it is stated that it was GSPCB who was desirous of carrying out a source apportionment study and to include a condition in respect thereof, in fact it is pertinent to highlight that the said source apportionment studies were duly carried out by IIT Bombay. As per the report of IIT Bombay dated 21.12.2021, nothing materially adverse there in has been observed with respect to the alleged pollution caused by coal handling at the Mormugao port. It is pertinent to highlight that the said source apportionment studies were duly carried out by IIT Bombay and nothing adverse there in has been observed with respect to the alleged pollution caused by coal handling at the Mormugao port. It is pertinent to further

highlight that both the interim study reports and the final study reports of the said source apportionment study form a matter of record and the same are under consideration before the Hon'ble High Court of Bombay at Goa in PIL WP No. 24/2018.

47. With respect to the para 30 to 32 and 33 to 34 the Respondent no. 1 denies the contentions that GSPCB *vide* letter dated 12th July 2017 requested the regional office of MOEF & CC Bangalore not to issue any new Environment Clearance (EC) for expansion of the coal handling activities at the port until and unless the source apportionment study was done and appropriate measures were taken based on the findings of the said study. The Appellants have misinterpreted the contents of the said GSPCB letter dated 12th July 2017 and the Appellant is put to strict proof thereof.

48. We respectfully submit that the aforesaid letter of GSPCB dated July 12, 2017 appears to have been sent in pursuance of the public hearing conducted by the MOEF&CC, and as such the same ought to have been limited to the extent of conducting

the public hearing as admittedly stated by the Respondent no.3 GSPCB, whilst the role of GSPCB therein is to the extent of collating the responses, making arrangements for the publicity and making available the summary of EIA report for inspection etc. and therefore any observations or suggestions made otherwise are beyond the purview and limited scope thereof. In any event all such observations have been adequately dealt with and the EAC as an expert and competent body in this regard have only thereupon appraised the Respondent no.1's project for the grant of an updated EC. Even otherwise, with respect to the contents of the said letter of GSPCB we state that, the said letter itself clarifies that the berths handled by this answering Respondent appeared to be clean, whilst coal dust sweeper and vacuum cleaner truck were in operation, while the rakes are filled through the conveyor hoper chute system and the rakes are covered with tarpaulin etc. The answering respondent repeat and reiterate that the Respondent no.1 uses modernized and mechanized equipment for the purpose of handling its cargo, and the operations of the answering respondent at its said berths do not cause any

pollution. As regards the purported exceedance found in the values of PM10 on few occasions, we state that the said data was a source monitoring data and not an ambient air data, in accordance to the ambient air quality standards, thereby, resulting in misleading conclusions. The location of the monitoring station was not as per the prescribed CPCB guidelines and Indian Standards 'Method for Measurement of Air Pollution', and captured influences of other data including emissions from vehicular movement, construction activities and that of other port operators. The Respondents had therefore time and again *vide* several correspondences requested the GSPCB to shift the location and installation of the CAAQMS in consonance with the CPCB guidelines and aforesaid Indian Standards, which is evident from the contents of this very letter of GSPCB. In any event, all such contentions are *non-est* and do not survive any further, whilst neither can the same be impugned in the present proceedings. With respect to the issuance of a Show Cause Notice we state that the said show cause notice was duly replied and contended by this answering Respondent in appropriate proceedings, and in any

event the answering Respondent has been subsequent thereupon been permitted handled and operate the said berths and the same is therefore irrelevant for the purpose of the present challenge. Further, the proceeding initiated by the authority against the answering respondent and its officials for an alleged violation in this regard were quashed by the competent court of law and the same are irrelevant for the purpose of the present appeal. It is reiterated that the contentions of the appellants herein are premised on incomplete and incorrect (cherry picking) facts and are therefore misleading.

49. It is reiterated that most of the observations made by GSPCB in its said letter are generic and suggestive in nature and more so *inter alia* with respect to use of enclosures of conveyors, chutes, use of ship loaders, maintaining pile size, use of water sprinklers etc. are already in place and have been complied with in so far as the Respondent no.1 is concerned. It is reiterated that the said source apportionment study has been completed by the IIT Bombay and nothing adverse *qua* the activities of the Respondent no.1 has been observed therein.

50. With respect to the contents of para 33 and 34, the contentions of Appellants therein are denied in *toto*. The Respondent no. 1 states that all the issues raised by the GSPCB *vide* its letter dated 25th January 2018 and letter dated 12th July 2017 bearing reference no. 1/25/17/PCB/Legal/6689 have been adequately dealt with and responded by this answering Respondent in its letter dated 16th April 2018 addressed to the MOEF&CC. It is pertinent to mention here that the answering respondent had received a letter dated 11.04.2018 from the MoEF&CC, forwarding therewith a letter received from the Hon'ble Chief Minister of Goa which *inter alia* cited and contained a reference to the contents of the said GSPCB letter dated 12th July 2017 bearing reference no. 1/25/17/PCB/Legal/6689 and the Respondent no. 1 have duly responded at length to the said MoEF&CC letter dated 11.04.2018 *vide* its detailed pointwise reply letter dated 16.04.*2018 to MOEF & CC,* a copy of the said reply of the answering respondent dated 16.04.2018 is hereto annexed and marked as Annexure R-15. We state that the contents of and the issues raised in the GSPCB letter dated 25.01.2018 are substantially similar or rather a repetition and

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in continuation of their letter dated 12.07.2017, and all the issues raised therein have been adequately dealt with by the Respondent no.1 vide its aforesaid reply. It is stated that the Respondent no.1 had no occasion otherwise to deal with the same. In any event all such contentions have been duly considered, examined and dealt with by the competent authority *qua* the EAC of the MOEF & CC prior to the grant of the updated EC and therefore the same do not warrant any interference any further. The Respondent no. 1 further also duly responded to subsequent letters from MoEF&CC and provided the required additional information to MoEF&CC, the copies of replies submitted by Respondent no. 1 are annexed at R-16 to 21 of this reply. Eventually the proposal of the Respondent no. 1 came to be duly considered during the 36th meeting of EAC(Infra-2) held between on 26th to 28th November 2018, the copy of minutes of meeting is annexed at R-22 of this reply, wherein the EAC was pleased to recommend grant of Environmental and CRZ clearance for the proposed project of Respondent no. 1.

51. It is apparent from the Annual Reports of the Goa State Pollution Control Board (GSPCB), Goa *inter alia* for the years 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016 that there is no Correlation between the Ambient Air quality at Vasco and the concentration of any particulate matter or pollution allegedly caused by coal handled at the MPT, inasmuch as the correlation factor of 0.035 as shown therein, which is highly insignificant. In fact, the GSPCB reports show that the air quality of Vasco is in the same range as other cities of Goa like Panjim or Margao. The PM 10 and PM 2.5 levels in Vasco are similar to other cities of Goa.



52. The EIA study was conducted as per the TOR since no land side or marine side expansion is envisaged a comprehensive EIA was not required. All environmental aspects considered by EAC before granting EC.

53. The answering respondent states that the coal handled by answering respondent at its berths is mostly metallurgical grade bituminous coal which has a low concentration of trace

metals and volatiles. Moreover, the coal has already undergone beneficiation and much of the associated toxic silicate and sulphide minerals have been removed. Thus, before coal is shipped and received at answering respondent, it undergoes coal-washing or beneficiation which may be a simple size grading or complex treatment. Preparation includes removing heavy, extraneous non-coal materials and other impurities. Leachable organic compounds and volatiles are also removed during the beneficiation. Since the main objective of coal handling at MPT is to transfer coal to the hinterlands outside Goa, handling operations are designed to avoid crushing of the coal.



54. The answering respondent states that the Cargo handling at the Terminal is carried out with utmost care. Specific provisions have been made in the entire material handling train to ensure minimum possible generation of fugitive particulates from answering respondents bulk cargo handling operations by providing appropriate Air Pollution Control Measures (APCMs) at each and every location where there is propensity of generation of particulate emissions. The answering

respondents environmental management practices for coal handling are in total sync. with the Environmental, Health, And Safety Guidelines for Ports, Harbors, And Terminals, World Bank, February, 2017, Cargo handling at the Terminal is carried out with utmost care. Specific provisions have been made in the entire material handling train to ensure minimum possible generation of fugitive particulates from our bulk cargo handling operations by providing appropriate Air Pollution Control Measures (APCMs) at each and every location where there is propensity of generation of particulate emissions. The terminal handles metallurgical coal and coke coal with inherent moisture content of about 10%, which makes it less prone to dust emissions. Bulk cargoes are handled with special purpose quay unloaders equipped with locking grab buckets and discharge hoppers. Quay unloaders obviate the swinging motion of the old material handlers (Mobile Harbour Cranes) to short and straight movement further eliminating any possibility of spillage. Cargo is moistened at this point with plenum water fogging ring. The terminal is provided with AQUA DYNE water fogging

system, in the hoppers, which receives the unloaded material from the ship, at the Junction towers and in the conveying systems. Since this works on the Fogging technology, the water droplets are of stipulated size and type to effectively control the finest fugitive emissions. Moistened coal is taken by a series of covered conveyor belts to stockpile. Stacking and reclamation of cargo is carried out in mechanized fashion by use of Stacker-cum-Reclaimers, under continuous sprinkling of water. The part of stockpile which is not in use is kept covered by geotextile/tarpaulin. Reclaimed coal is transferred to a covered concrete Silo using pipe conveyors (the best available technology for conveyance of bulk cargo with dust implications). Wagon loading is carried out with flexible chutes inside the enclosed area at the bottom of the Silo. The wagons thereafter are immediately covered from top with custom cut and stringed tarpaulin sheets and secured with additional ropes from the top margins, thus not leaving any possibility of in-travel spillage or dust emission. The stock piles are maintained at a height of about 9 meters. In addition, a 14 m tall geotextile wind barrier has been erected around the

stockpiles. Additionally, a Greenbelt comprising 1400 m^2 (approximately) including 700 trees has been raised on the project site.

55. It is further stated that, the berths are cleaned regularly with a large size Dulevo suction sweeping machine. The paved sections and roads are sprinkled with water for dust suppression and unpaved sections are being paved. Other measures for dust suppression include the erection of windshields and the closing of open galleries. The fugitive dust emissions will be almost completely controlled when the coal is stockpiled in proposed covered sheds having advanced dust suppression systems.

56. The allegations of pollution being caused on account of coal handling are without any basis or supporting scientific evidence. It is submitted that it is matter of fact that PM2.5 and PM 10 readings in Vasco City are on similar lines (in fact lower) as those of other cities in Goa, which belies the allegations of the petitioner that the pollution is being caused on account of coal handling activity at the port. With respect

of the said paras, it is denied that coal handling activity of the Respondent at Mormugao Port exceeded the permitted quantities.

57. The answering respondent denies and disputes the ground raised by the Appellant in the present Appeal inasmuch as the same are without any merit and/or substance. Also the judgment referred in the grounds are wholly out of context and not applicable in the facts of the present case. Further, the answering respondent craves leave to deal with the same during the course of the hearing in the matter.

58. The answering respondent states that it is worthy to note that material handling activity at Mormugao port including coal handling provides employment to substantial number of people and also contributes substantially to the State exchequer in form of taxes etc. thousands of people are directly employed by various Companies at the Mormugao Port, whose only source of livelihood is from the coal and other material handling activity at the Port. Further, substantially number of people are indirectly dependent upon

the material handling activity at Mormugao Port. It is submitted that thousands of people are directly and/or indirectly dependent upon the material handling activity at the Mormugao port trust. The answering respondent itself directly and indirectly employs around 1500 peoples. This people and their families are solely dependent on coal/coke handling at MPT Port for their livelihood. Further, the answering respondent has contributed many thousands of crores to the Government exchequer in form of taxes, fees, levies etc. since the inception of answering respondents' operation. Inf act for last for 10 (Ten) years itself the answering respondent has contributed around ₹. 1200 crores (Rupees One Thousand Two Hundred Crores only) to the Government exchequer in form of royalty to MPT, Service tax, GST, VAT, income tax, custom duty, railway freight etc. The answering respondent states that this Hon'ble Tribunal will have to take into consideration concept of sustainable development and take into consideration factors like employment generation; revenue generation; livelihood of thousand of people dependent on operations; necessity of raw material for iron and

steel industry which is backbone of our economy. It is submitted that while preserving the environment and ecology, economic development of the state has also to be kept in the mind and a balance has to be struck between the two.

59. In the light of the aforesaid facts and circumstances we state that the EC & CRZ clearance dated 11.01.2023 granted to this answering respondent for a consequential capacity enhancement at its Terminal does not suffer from any illegalities or infirmities and the present Appeal filed by the Appellants is devoid of any merits and thus deserves to be dismissed *in limine* at the very threshold.

60. In above conspectus it is most humbly prayed that present Appeal which is without any merits or substance, should be dismissed with cost.

DATE: 22.02.2024
PLACE: PANAJI- GOA

RESPONDENT NO.1
THROUGH ITS AUTHORISED SIGNATORY
(MR. ANTHONY FERNANDES)

VERIFICATION

I, Mr. Anthony Fernandes, son of Mr. Leo Fernandes, 58 years of age, Indian National, Authorised signatory of the Answering respondent above named, having its registered office at site office, Berths No. 5A and 6A Mormugao Harbour, Goa – 403803, do hereby solemnly verify and state that what is stated by me in Paragraphs 1, 2, 3, 4, 5, 6, 7(part), 8(part), 9(part), 10(part), 11(part), 12(part), 13(part), 14(part), 15(part), 16, 17, 18(part), 19, 20(part), 21, 22(part), 23(part), 24, 25, 26, 27, 28, 29, 30, 31(part), 32(part), 33, 34, 35, 36(part), 37, 38, 39, 40, 41(part), 42, 43, 44, 45, 46(part), 47(part), 48, 49(part), 50, 51, 52(part), 53, 54, 55, 56, 57(part), 58, 59(part) & 60 of the reply is true to my own knowledge and/or as per the records available in the office of the Answering respondent and what is stated in the remaining Paragraphs namely 7(part), 8(part), 9(part), 10(part), 11(part), 12(part), 13(part), 14(part), 15(part), 18(part), 20(part), 22(part), 23(part), 31(part), 32(part), 36(part), 41(part), 46(part), 47(part), 48, 49(part), 52(part), 57(part), 59(part) are in the nature of submissions of the Answering

respondent are made on legal submissions and/or inferences of facts, which I believe to be true.

Solemnly verified at ~~Panaji~~ Goa, on this the 22nd day of February 2023

DEPONENT

Identified by me:

Advocate for Respondent No.1

Adv. Athnain Naik
MAH/2012/2010

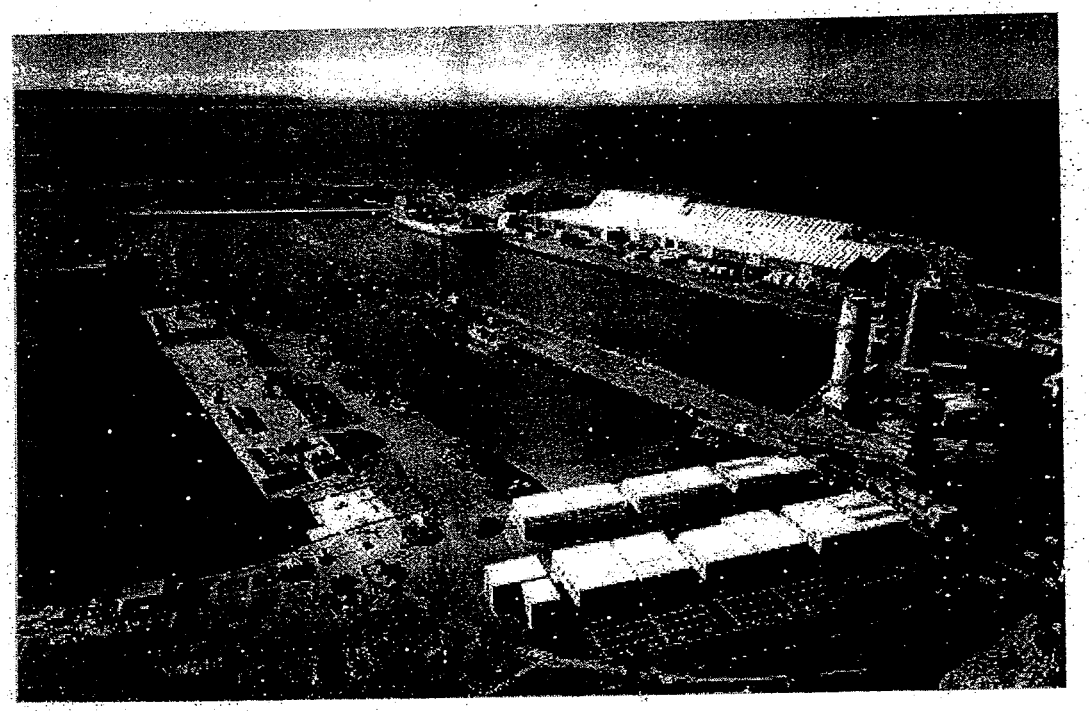
Executed before me
by Mr. Anthony Fernandes
which I attest

Adv. Suralkumar N. Naik
NOTARY
STATE OF GOA
30, Ground Floor, Apna Bazar, Bldg.,
VASCO-DA-GAMA, GOA - 403 802
Date : 22/02/2024
Reg. No.: 3446/2024

Annexure R-1

FORM I

PROPOSED TERMINAL CAPACITY ENHANCEMENT AT BERTH 5A-6A OF MORMUGAO PORT FOR HANDLING COAL AND COAL PRODUCTS, IRON ORE AND LIMESTONE INCLUDING UNITISED AND STEEL PRODUCTS



Prepared for

MINISTRY OF ENVIRONMENT, FORESTS & CLIMATE CHANGE (MOEF & CC), NEW DELHI

Submitted By

M/s South West Port Ltd.

February 2015

JSW

वाप्कोस WAPCOS

FORM I

I. BASIC INFORMATION

1.	Name of the project/s	Proposed Terminal Capacity Enhancement At Berth 5A-6A of Mormugao Port for Handling Coal And Coal Products, Iron Ore And Limestone including Unitised and Steel Products
2.	Sl. No. in the schedule	Project 7(e): Ports, harbours, breakwaters, dredging
3.	Proposed capacity/ area/ length/ tonnage to be handled/command area/lease area/number of wells to be drilled.	Expansion of existing cargo handling capacity from 7.5 mmtpa to Bulk handling to 12 mmtpa and multiple unitised cargo and Steel product at about 2 mmtpa.
4.	New/Expansion/Modernization	Capacity Enhancement and Modernisation. The project is proposed to improve the efficiency of cargo handling capacity by use of modern equipments.
5.	Existing Capacity/Area etc.	7.5 MMTPA
6.	Category of Project i.e. 'A' or 'B'	Category 'A', ≥ 5 million TPA of cargo handling capacity
7.	Does it attract the general condition? If yes, Please specify.	No
8.	Does it attract the specific condition? If yes, Please specify.	No
9.	Location Plot/Survey/Khasra No./ Village/ Tehsil/ District/ State	The existing berths are situated in the Mormugao Port Trust, Mormugao, Goa
10.	Nearest railway station/airport along with distance in kms.	The nearest Railway station i) Vasco is about 4 km on the Southwest Railways , ii) Madgaon is about 35 km on the Konkan Railways. The nearest airport is Dabolim (national and international) located about 8 km
11.	Nearest Town, city, District Headquarters along with distance in kms.	Nearest town Vasco da Gama is about 5km. District Headquarters is at South Goa
12.	Village Panchayats, Zilla Parishad, Municipal Corporation, Local body (complete postal addresses with telephone nos.)	Mormugao Municipal Corporation Vasco da Gama **Goa 403802**

13.	Name of the applicant	M/s South West Port Ltd.
14.	Registered Address	1st Floor, Port User's Complex Mormugao harbour, Mormugao, Goa- 403 802
15.	Address for correspondence : Name Designation (Owner/Partner/CEO) Address Pin Code E-mail Telephone No. Fax No.	Mr. Rashmiranjan Patra Vice President- Projects JSW Centre, Bandra Kurla Complex (BKC) Bandra (E), Mumbai – 400 051 rashmiranjan.patra@jsw.in santhosh.nair@jsw.in, Mobile: +919096534739/+919765408623 022-42862006, 022-428688131 Fax no. 022-42863000
16.	Details of Alternative Sites examined, if any. Location of these sites should be shown on a topo sheet.	The project is a capacity enhancement of the existing berth at Mormugao Port, hence no alternative sites are considered.
17.	Interlinked Projects	No
18.	Whether separate application of interlinked project has been submitted	Not Applicable
19.	If yes, date of submission	Not Applicable
20.	If no, reason	Not Applicable
21.	Whether the proposal involves approval/clearance under: (a) The Forest (Conservation) Act, 1980 (b) The Wildlife (Protection) Act, 1972 (c) The C.R.Z Notification, 1991	 No No Yes
22.	Weather there is any Government Order/ Policy relevant/ relating to the site?	No
23.	Forest land involved (hectares)	No
24.	Whether there is any litigation pending against the project and / or land in which the project is propose to be set up? (a) Name of the Court (b) Case No. (c) Orders/directions of the Court, if any and it's relevance with the proposed project.	Not Applicable

II. ACTIVITY

1. Construction, operation or decommissioning of the Project involving actions, which will cause physical changes in the locality (topography, land use, changes in water bodies, etc.)

S.No.	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities /rates, wherever possible) with source of information data
1.1	Permanent or temporary change in land use, land cover or topography including increase in intensity of land use (with respect to local land use plan)	No	The berths are operational and the proposed project is enhancement of the cargo handling capacity.
1.2	Clearance of existing land, vegetation and buildings?	No	Not applicable
1.3	Creation of new land uses?	No	Not applicable
1.4	Pre-construction investigations e.g. bore holes, soil testing?	No	Not applicable.
1.5	Construction works?	No	Not applicable
1.6	Demolition works?	No	Not Applicable
1.7	Temporary sites used for construction works or housing of construction workers?	No	Local labourers shall be deployed for any development works at the site.
1.8	Above ground buildings, structures or earthworks including linear structures, cut and fill or excavations	No	Not Applicable
1.9	Underground works including mining or tunneling?	No	Not applicable
1.10	Reclamation works?	No	Not Applicable
1.11	Dredging?	No	Not applicable
1.12	Offshore structures?	No	**Not applicable**
1.13	Production and manufacturing processes?	No	Not applicable
1.14	Facilities for storage of goods or materials?	Yes	Storage facilities for the cargo like raw material and finished goods being loaded and unloaded at the jetty is proposed at the site.
1.15	Facilities for treatment or	Yes	The activity does not produce any

S.No.	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities /rates, wherever possible) with source of information data
	disposal of solid waste or liquid effluents?		industrial effluent. The domestic waste water will be treated in a septic tank and soak pit as is done at present. The solid waste shall be segregated and disposed as per the norms.
1.16	Facilities for long term housing of operational workers?	No	Not envisaged
1.17	New road, rail or sea traffic during construction or operation?	No	Not envisaged
1.18	New road, rail, air waterborne or other transport infrastructure including new or altered routes and stations, ports, airports etc?	No	Not envisaged
1.19	Closure or diversion of existing transport routes or infrastructure leading to changes in traffic movements?	No	Not envisaged
1.20	New or diverted transmission lines or pipelines?	No	Not envisaged
1.21	Impoundment, damming, culverting, realignment or other changes to the hydrology of watercourses or aquifers?	No	Not applicable
1.22	Stream crossings?	No	Not applicable
1.23	Abstraction or transfer of water from ground or surface water?	No	Not applicable
1.24	Changes in water bodies or the land surface affecting drainage or run-off	No	There are no alterations in the existing drainage network. The drainage facility, if required for the enhancement project shall be merged with the existing facilities.
1.25	Transport of personnel or materials for construction, operation or decommissioning?.	Yes	During the construction phase Construction materials, mechanical and electrical materials will be sourced from different parts of the state. Labourers required for construction shall also be

S.No.	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities /rates, wherever possible) with source of information data
			transported to the site. During the operational there shall be transportation of cargo to the port. Also the personnel involved in operational activities shall be transported to the region.
1.26	Long-term dismantling or decommissioning or restoration works?	No	Not envisaged
1.27	Ongoing activity during decommissioning which could have an impact on the environment?	No	Not envisaged
1.28	Influx of people to an area in either temporarily or permanently?	Yes	Only the operators, technical staff would be coming to the site
1.29	Introduction of alien species?	No	Not applicable
1.30	Loss of native species or genetic diversity?	No	Not applicable
1.31	Any other actions?	No	Not applicable

2. Use of Natural resources for construction or operation of the Project (such as land, water, materials or energy, especially any resources that are non-renewable or in short supply):

S.No.	Information/checklist confirmation	Yes/No	Details thereof (with approximate quantities /rates, wherever possible) with source of information data
2.1	Land specially undeveloped or agricultural land (ha)	No	Not applicable
2.2	Water (expected source and competing users)	Yes	The requirement shall be met from existing allocation of Goa PWD for existing operations. About 700 KLD of water would be required for full operation.
2.3	Minerals (MT)	No	Not envisaged
2.4	Construction material – stone, aggregates, and/ soil (expected source-MT)	No	Not envisaged

S.No.	Information/checklist confirmation	Yes/No	Details thereof (with approximate quantities /rates, wherever possible) with source of information data
2.5	Forests and timber (source-MT)	No	No use of timber is envisaged in the proposed expansion of Jetty
2.6	Energy including electricity and fuels (source, competing users) Unit: fuel (MT), energy (MW)	Yes	The power will be drawn from the Goa State Electricity Board. Approximately 7 MVA of power shall be required when the entire project is in operation.
2.7	Any other natural resources (use appropriate standard units)	No	Not envisaged

3. Use, storage, transport, handling or production of substances or materials, which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health.

S.No.	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities /rates, wherever possible) with source of information data
3.1	Use of substances or materials, which are hazardous (as per MSIHC rules) to human health or the environment (flora, fauna, and water supplies)	No	Not envisaged
3.2	Changes in occurrence of disease or affect disease vectors (e.g. insect or water borne diseases)	No	Not envisaged
3.3	Affect the welfare of people e.g. by changing living conditions?	No	Not envisaged
3.4	Vulnerable groups of people who could be affected by the project e.g. hospital patients, children, the elderly etc.,	No	Not envisaged
3.5	Any other causes	No	Not applicable

4. Production of solid wastes during construction or operation or decommissioning (MT/month).

S.No.	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities /rates, wherever possible) with source of information data
4.1	Spoil, overburden or mine wastes	Yes	A very little amount of solid waste is envisaged during the development phase. The waste shall be segregated and disposed through CPCB authorised vendors.
4.2	Municipal waste (domestic and or commercial wastes)	Yes	All municipal solid waste generated from the sewage treatment will be used within the jetty site for plantation as manure.
4.3	Hazardous wastes (as per Hazardous Waste Management Rules)	Yes	The spent oil will be given to the recycler authorised by SPCB. Other wastes like soiled packaging material, discarded batteries, etc. will be sent to the authorised agency for incineration.
4.4	Other industrial process wastes	Yes	Not envisaged
4.5	Surplus product	No	Not envisaged
4.6	Sewage sludge or other sludge from effluent treatment	Yes	Biological sludge generated shall be mixed with the vermi-composed manure and used for horticulture.
4.7	Construction or demolition wastes	Yes	Small quantity of metallic scrap waste is expected to be generated during installation activities. This scrap will be used as melting scrap in steel making.
4.8	Redundant machinery or equipment	No	Not envisaged
4.9	Contaminated soils or other materials	No	Not envisaged
4.10	Agricultural wastes	No	Not envisaged
4.11	Other solid wastes	No	Not envisaged

5. Release of pollutants or any hazardous, toxic or noxious substances to air (Kg/hr)

S. No.	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities /rates, wherever possible) with source of information data
5.1	Emissions from combustion of fossil fuels from stationary or mobile sources	Yes	The emissions like smoke are expected from ships carrying cargo and the vehicles carrying cargo in and from the port area. Proper mitigation measures would be implemented to minimize the impacts.
5.2	Emission from production processes	No	The proposed project caters to services for loading / unloading of raw materials and product from ships. Dust emissions from loading unloading activities, transfer operations etc. can be expected.
5.3	Emissions from materials handling including storage or transport	Yes	Fugitive dust will be generated from the material handling activities. Dust suppression systems with water sprinklers/dry fog system will be provided to prevent the fugitive dust emissions. Further, the development of Greenbelt would prevent the fugitive dust emissions.
5.4	Emissions from construction activities including plant and equipment	Yes	Fugitive Dust only.
5.5	Dust or odours from handling of materials including construction materials, sewage and waste	Yes	Dust emissions from raw material handling will be generated. Suitable dust suppression and dust extraction equipments will be installed for dust suppression. There is no possibility of any odour generation as there are no organic solvents / processes involved.
5.6	Emissions from incineration of waste	No	Not envisaged
5.7	Emissions from burning of waste in open air (e.g. slash materials, construction debris)	No	Not envisaged
5.8	Emissions from any other sources	No	Not envisaged

6. Generation of Noise and Vibration, and Emissions of Light and Heat.

S.No.	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities /rates, wherever possible) with source of information data
6.1	From operation of equipment e.g. engines, ventilation plant, crushers	Yes	During construction phase i.e. upgradation of facilities noise will be generated from activities and equipments. During operational phase noise will be generated from loading /unloading activities. Proper mitigation measures shall be deployed to attenuate the noise generated. The noise limit will not be allowed to exceed 85 dB (A).
6.2	From industrial or similar processes	No	Not envisaged
6.3	From construction or demolition	Yes	Noise shall be generated from the construction activities and running of the construction equipments. This will be in the range of about 65-80 dB(A).
6.4	From blasting or piling	No	Not envisaged
6.5	From construction or operational traffic	Yes	The noise levels are expected to be in the range of about 70-75 dB(A).
6.6	From lighting or cooling systems	No	Not envisaged
6.7	From any other sources	No	Not envisaged

7. Risks of contamination of land or water from releases of pollutants into the ground or into sewers, surface waters, groundwater, coastal waters or the sea.

S.No.	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities /rates, wherever possible) with source of information data
7.1	From handling, storage, use or spillage of hazardous materials	No	Not envisaged
7.2	From discharge of sewage or other effluents to water or the land (expected mode and place of discharge)	Yes	The sewage water will be treated in septic tanks and soak pit. Treated sewage will be used for horticulture within the port area.

S.No.	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities /rates, wherever possible) with source of information data
7.3	By deposition of pollutants emitted to air, onto the land or into water	No	Not envisaged
7.4	From any other sources	No	Not envisaged
7.5	Is there a risk of long term build-up of pollutants in the environment from these sources?	No	Not envisaged

8. Risk of accidents during construction or operation of the Project, which could affect human health or the environment

S.No.	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities /rates, wherever possible) with source of information data
8.1	From explosions, spillages, fires etc from storage, handling, use or production of hazardous substances	No	Not envisaged
8.2	From any other causes	No	Not envisaged
8.3	Could the project be affected by natural disasters causing environmental damage (e.g. floods, earthquakes, landslides, cloudburst etc)?	Yes	During the design stage, the possible effects of natural disasters will be considered and necessary precautionary measures would be built-in and implemented.

9. Factors which should be considered (such as consequential development) which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality

Sr. No.	Information/Checklist Confirmation	Yes/ No	Details thereof (with approximate quantities/ rates, wherever possible) with source of information data
9.1	Lead to development of supporting, facilities, ancillary development or development stimulated by the project which could have impact on the environment	Yes	Existing and ancillary facilities will improve.

Sr. No.	Information/Checklist Confirmation	Yes/ No	Details thereof (with approximate quantities/ rates, wherever possible) with source of information data
	Supporting infrastructure (roads, power supply, waste or waste water treatment, etc)	Yes	Existing infrastructure facilities will be expanded / extended to take care of the project.
	Housing development	No	-
	Extractive industries	No	-
	Supply industries	Yes	The material is sent by Indian Railways at present and the mode will continue to be the same.
	Other		-
9.2	Lead to after use of the site, which could have an impact on the environment	No	-
9.3	Set a precedent for later developments	No	This facility is inside a major port and is for receiving stacking and despatching to the intended industries. No ancillary industries are envisaged.
9.4	Have cumulative effects due to proximity to other existing or planned projects with similar effects	No	-

III ENVIRONMENTAL SENSITIVITY

S.No.	Areas	Name/ Identity	Aerial distance (within 15 km) Proposed project location boundary
1	Areas protected under international conventions, national or local legislation for their ecological, landscape, cultural or other related value	No	The project is in the existing operational facility. There are no ecological, landscapes, cultural or other sensitive areas around the project site.
2	Areas which are important or sensitive of ecological reasons – wetlands, water courses or other water bodies, coastal zone, biospheres, mountains, forests	No	The project is in the existing operational facility.
3	Areas used by protected, important or sensitive species of flora or fauna for breeding, nesting, foraging, resting, over	No	There are no protected for sensitive flora and fauna near the site.

S.No.	Areas	Name/ Identity	Aerial distance (within 15 km) Proposed project location boundary
	wintering, migration		
4	Inland, coastal, marine or underground waters	Yes	The facilities are in the coastal marine areas of Mandovi -Zuari estuary, located inside a Major Port.
5	State, national boundaries	No	-
6	Routes or facilities used by the public for access to recreation or other tourist, pilgrim areas	No	Not applicable
7	Defence installations	No	Not applicable
8	Densely populated or built-up area	No	Capacity enhancement of the existing facility by increased mechanisation and associated operational efficiency.
9	Areas occupied by sensitive man made land uses *(hospitals, schools, places of worship, community facilities)*	No	Not applicable
10	Areas containing important, high quality or scarce resources *(ground water resource, surface resources, forestry, agriculture, fisheries, tourism, minerals)*	No	No scarce resources are present around the site.
11	Areas already subjected to pollution or environmental damage. *(those where existing legal environmental standards are exceeded)*	No	The proposed activity is in the operational berths.
12	Areas susceptible to natural hazard which could cause the project to present environmental problems *(earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions)*	No	There is no record of occurrence of floods, landslides and cloud bursts in the area. The project site is seismically not active zone.

Date: 09.02.2015
Place: MUMBAI

Signature:
Name: Rashmi Ranjan Patra
Designation: Vice President-Projects

(IV) PROPOSED TERMS OF REFERENCE FOR EIA STUDIES

The Proposed project " Terminal Capacity Enhancement at Berth 5A-6A of Mormugao Port for Handling Coal And Coal Products, Iron Ore And Limestone Including Unitized and Steel Products" by South West Port Ltd. is 'A' category project.

The Terms of Reference (TOR) is proposed for preparation of Environmental Impact Assessment and Environmental Management Plan for grant of environmental clearance is as under:

1. Project Description:

a) Type, Need and Location of the project.

b) Size and process description of the project with aspects which may affect the environment.

c) Relevant maps/plates showing various details.

2. Description of the Environment:

a) Study area, period, components & methodology

- The description of the study area w.r.t its environmental setting as under:

Physico-chemical settings – comprising of meteorological & air environment; noise environment; land environment and water environment.

Ecological settings – comprising of aquatic flora-fauna.

Demographic settings – comprising socio-economic status, infrastructure, etc.

b) Maps of all environmental components

c) Environmental Monitoring Programme – one season

Sl No	Attribute	Parameters
1.	Ambient air quality	RSPM or PM10, SO_2 and NO_x
2.	Meteorology	Wind speed, direction, temperature, humidity, rainfall, etc.
3.	Water quality	Physical, Chemical and Bacteriological parameters.
4.	Noise levels	Noise levels in dB(A)
5.	Socio economic aspects	Socio economic characteristics, labours force characteristics, boom town effect etc.

3. Anticipated Environmental impacts and mitigation measures:

a) Assessment of impact on the baseline due to size, location, operation, accidental or incidental activities of the project.

b) Measures for minimizing the anticipated impacts.

c) Assessment of importance of various impacts and parameters.

d) Mitigative measures.

4. Additional Studies:

a) Risk assessment and disaster management plan

b) Social Impact

5. Project Benefits:

a) Socio-economic benefit

b) Other tangible benefits

6. Environment Management Plan:

a) Proposed mitigative measures and their implementation.

b) Structure of environment management cell

c) Administrative and cost control of implementation schedule

1.	Assessment of existing environmental status with respect to meteorology at a site, 05 no AAQ , water(surface and ground), noise(outside plant boundary i.e. residential area) & soil (at different land use area) by carrying out field monitoring during one recent season covering three months other than monsoon.
2.	Assessment of socio-economic status of the study area covering 10 km radius from the plant centre based on limited survey & secondary information's. Public opinion in respect of the proposed project will also be collected.
3.	Assessment of flora & fauna in the study area covering 10 km radius from the plant centre based on limited survey & secondary information.
4.	Assessment of existing traffic density on roads leading to existing plant.
5.	Prediction of environmental impacts both qualitative & quantitative based on the projection of emission due to construction / operation on various environmental attributes including social impacts if any.
6.	Drawing of environmental management plan to minimize / off setting adverse impacts.

7.	Identification of risks and preparation of on-site emergency plan.
8.	EMP implementation and monitoring plan.
9.	Project cost including capital cost towards pollution control equipment and environmental monitoring cost.

JSW

वाप्कोस WAPCOS

UNDERTAKING

I hereby declare that the information given in the application is true to the best of my knowledge. I fully understand that any information furnished above, if proved incorrect or misleading at any stage, the project will be rejected and Clearance given, if any, to be the project will be revoked at our risk and cost.

Date:

Place: Mumbai

09/02

Rashmi Ranjan Patra

Vice President (Projects)

JSW Infrastructures Limited

JSW Centre, Bandra Kurla Complex,

Bandra (East), Mumbai 400 051

Annexure R-2

Minutes of the 148thmeeting of Expert Appraisal Committee for Projects related to Infrastructure Development, Coastal Regulation Zone, Building/Construction and Miscellaneous projects held on 19th – 21st May, 2015 at Conference Hall (Teesta), Vayu Wing, First Floor, Ministry of Environment, Forest and Climate Change, Indira Paryavaran Bhawan, Jor Bagh Road, New Delhi-110003



Day 1: Tuesday, 19th May, 2015	
1	**Opening Remarks of the Chairman.** The Chairman welcomed the Members to the 148th meeting of the Expert Appraisal Committee.
2	**Confirmation of the Minutes of the 147th Meeting of the EAC held on 23rd – 24th April, 2015 at New Delhi.** The EAC confirmed the minutes of the 147th of the EAC held on23rd – 24th April, 2015 at New Delhi and confirmed the amendment in the minutes of the 135th meeting held on 30th June- 2nd July, 2014, wherein the Committee considered a proposal namely **"Eastern Peripherai Expressway (NE II) passing through Kundli- Ghaziabad Noida-Faridabad in the State of Haryana and Uttar Pradesh".** The EAC recommended the proposal for grant of extension of validity of environment Clearance granted by the Ministry vide letter of even no. 3rd June, 2009. However, due to typographical error in the Minutes of the 135th EAC the word 'ToR' is mentioned in place of word 'validity of Environment Clearance' in last para of the item no. 4.29. The Committee after careful scrutiny of the Minutes of the 135th meeting clarified that: "The Expert Appraisal Committee (EAC) has recommended the aforesaid project for grant of extension of validity of Environment Clearance granted by the Ministry on dated 03.06.2009."
3	**Consideration of Proposals:**
3.1	**Proposed construction "Aakash Healthcare" (Hospital project) at Main Road, Sector-3, Dwarka, New Delhi by M/s Aakash Healthcare Pvt. Ltd – Environmental Clearance - Correction in minutes [F.No.21-204/2014-IA-III]**
3.1.1	The PP made a presentation before the EAC and informed that: The proposal was considered in the 146th EAC meeting. The project location as mentioned in Form-1 submitted by the PP is at 28°36'"9.008"N Latitude and,'77°03'"1.808"E Longitude; whereas, due to typographical error it is mentioned in the Minutes of the 146th

1400

	reduce pollution & transportation energy. (iii) Energy efficient building envelope-use of fly ash bricks for external walls, light coloured china tile / high SRI paint to terrace, use of recycled building materials (Programmable switching arrangement for external lighting to prevent wastage of energy (iv) Energy efficient lighting fixture-CFL, T5 (28 W), LED) lamps to reduce energy consumption (v) Use of Solar energy to reduce burden on non-renewable energy. xix. Fire Protection Measures– (Fire Prevention) includes: (i) RCC Framed structure-CLASS-I, (ii) Building Envelope with 4 hrs fire rating (iii) Number, arrangement of staircases & its width as per fire norms- (NBC-2005) (iv) Automatic Fire detection and alarm system and manually operated electric fire alarm system (v) Public address system (vi) Smoke management through ventilation system as per fire bylaws (vii) Exit signage system for evacuation (viii) Protection of exits with fire check doors & pressurization (ix) Refuse Area provision of balconies. xx. Fire & Safety Measures (Fire Suppression) includes: (i) Fire tender access to campus, Fire tender movement road 9 m wide (ii) Provision of underground tank (iii) Stand by power supply for all firefighting installation (iv) Provision of fire man lift (v) Fire Extinguishers (vi) Fire Hose Cabinet (vii) Wet riser and external fire hydrants (viii) Automatic Fire sprinkler system in basement (ix) Special Fire Protection System For electrical Installations (ESS/HT-IT-Panels). xxi. No court case is pending.
3.4.2	The EAC after detailed deliberations recommended the Standard Terms of Reference for preparation of EIA/EMP Report. The Standard Terms of Reference are annexed as **Annexure-I**.
3.5	**Proposed Terminal Capacity Enhancement at Berth 5A-6A of Mormugao Port for Handling Coal And Coal Products, Iron Ore And Limestone including Unitised and Steel Products by M/s South West Port Ltd – Finalization of ToR[F.No.10-5/2015-IA-III]**
3.5.1	The Project Proponent (South West Port Ltd.) made a presentation before the Committee and provided the following information:- i. **Proposal** M/s. SWPL operates berth 5A and 6A at the Mormugoa Port Trust (MPT), Goa. It is proposed to enhance the Terminal capacity of Berth 5A and 6A of Mormugao Port for handling Coal, Coal Products, Iron Ore, Limestone including Unitised and Steel Products. Consequentially the total cargo to be handled is expected to go up to 12 to 13 MTPA of bulk (consisting of coal, iron ore, lime stone, dolomite, bauxite, mineral ores and other miscellaneous cargo), and about 2 MTPA of unitised cargo (consisting of steel bars, coils, flats and plates, and other steel products). The total cargo handling capacity hence is expected to

increase to about 14 to 15 MTPA. The capacity enhancement shall be achieved by deploying highly mechanised and efficient handling systems like, Grab Ship Unloader (GSU) in place of Mobile Harbour Cranes, Stacker cum Reclaimer (ScR), Pipe conveyor, in-motion wagon loading system, Silos, Wagon Loader and Gantry cranes. Other components of the proposed project include open and covered storage area, steel sheds, wind shields, store buildings, canteen, DG sets, pavement and internal roads green belt, etc. The proposed modernisation will primarily involve:

a. Cargo Handling System: Two Grab Ship Un-loaders Two (4000 TPH) and one Mobile Harbour Crane – one (800 TPH) as standby system for steel loading at 5A along with Ship's gear with a total capacity of 4,000 TPH.
b. Cargo Handling System- Bulk Break: Six Gantry cranes at Rail siding, and Jetty handling will involve Five forklifts
c. Increase in Conveyor Belt Speed up to 4.6 m/s
d. Increase in capacity of ScR i.e. Stacking up to 3000TPH and Reclaiming up to 2200 TPH.

ii. **Location:** The facilities are located at Latitude 15°25' North and Longitude 73°47' East between the Major Ports of New Mangalore and Mumbai. It is inside a naturally protected harbour in the confluence Zone of Zuari River with the Arabian Sea. The site is connected by road and railway. The nearest railway station is Vasco which is about 4 km on the southern railways, and Madgaon is about 35 km on the Konkan railways. The nearest airport is Dabolim at about 8 km. The nearest town is Vasco da Gama (District Headquarters, South Goa Dist.) at about distance of 5 km.

iii. **Justification:** These berths have mobile harbour cranes and conventional wagon loading system. The Ships calling at these berths are generally up to Panamax (80,000 – 90,000 DWT) in size and throughput of about 7.5 MTPA is being achieved presently. The implementation of proposed Project will lead to increase in Port efficiency, better utilization of existing resources and net reduction in pollution levels due to retrofitting of material handling system with latest dust entrainment systems and barriers.

iv. No increase in backup area is proposed

v. No increase in present berth length /waterfront of 450 meter is proposed.

vi. There shall be no dredging / reclamation for implementing the proposed project.

vii. There will be no increase in rows of rail corridor and the project will not handle any hazardous cargo.

viii. No new construction or intervention is proposed in the MPT as part of the proposed project.

ix. No potential fishing activity is carried out in the vicinity, due to traffic of cargo vessels, passenger vessels and Indian Navy flotilla.

x. The berths are erosion protected with under deck pitching, so no

NOTARY SUBHASH KRISHNA KAMLEKAR SALCETE TALUKA MARGAO-GOA Regd. No 344/14 EXP DT: 28/04/2024 STATE OF GOA (INDIA)

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	shoreline change corresponding to the waterfront of the project is likely. xi. Water requirement is expected to be 350 KLD which would be met from Goa PWD and treated water from MPT – STP Plant.
3.5.2	**Observations & Recommendations of EAC:** The EAC enquired about the status of the Public Hearing. It was informed that Environmental Clearance for the project was granted in 2001. The Public hearing was not conducted at that time. EAC was of the view that the PP should conduct Public Hearing either independently or by joining the MPT for public hearing proposed for the expansion of the Port. The EAC also suggested that PP should explore the possibility to have covered storage shed with geodesic or parabolic dome which are wind and live load efficient. The Committee after considering the information provided by the proponent and in view of the aforesaid observations recommended granting following specific TOR for the proposed project: i. Submit the details of the consent validity and compliance of the conditions. ii. Details of liquid waste and solid waste likely to be generated during construction and operation stages of the project and the arrangements for their management. iii. Submit study on quantum of leachate generation and possibility its utilisation since it would be full of micro nutrients. iv. Details of handling of each cargo, storage, transport along with spillage control, dust preventive measures. In case of coal, mineral cargo, details of storage and closed conveyance, dust suppression and prevention filters. Submit study on possibility of covered storage shed with geodesic or parabolic dome which are wind and live load efficient. v. Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale along with the recommendation of the concerned State Coastal Zone Management Authority. vi. Submit the status of shore line change at the project site. vii. Details of the layout plan including details of channel, breakwaters, dredging and disposal. viii. Submit the details of fishing activity and likely impacts on the fishing activity due to the project. ix. Examine the details of water requirement, impact on competitive user, treatment details, use of treated waste water. Prepare a water balance chart. x. The air quality monitoring should be carried out according to the notification issued on 16th November, 2009. xi. Details of litigation pending against the project, if any, with direction /order passed by any Court of Law against the Project should be given. xii. Examine road/rail connectivity to the project site and impact on the existing traffic network due to the proposed project/activities. A detailed traffic and transportation study should be made for existing and projected cargo traffic.

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	xiii. The Public Hearing should be conducted for the project in accordance with provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan. The Public Hearing should be conducted based on the ToR letter issued by the Ministry and not on the basis of Minutes of the Meeting available on the web-site. xiv. A detailed draft EIA/EMP report should be prepared in accordance with the above TOR and should be submitted to the Ministry in accordance with the Notification. The General guidelines shall also be considered for preparation of EIA/EMP.
3.6	**Proposed New Dry Dock Facility at Cochin Shipyard Ltd, Kochi, Kerala by M/s Cochin Shipyard Ltd – Finalization of ToR[F.No.10-9/2015-IA-III]**
3.6.1	The Project Proponent (Cochin Shipyard Limited) made a presentation before the Committee and provided the following information:- i) **Proposal:** It is proposed to construct a new dry dock of size 320 x 75 x 13 meter within the existing shipyard premises to accommodate very large ships like Cape size Bulk carriers & General cargo ships, Aframax & Suezmax tankers, Panamax & Post Panamax type container ships, LNG carriers, Rigs and higher versions of Aircraft carriers. The overall length is proposed to be 320 meters out of which 20 meters would be extended in to back water. The dock would have one Goliath Crane of capacity of 400 tons, two LLTT cranes each of capacity of 50 tons and mechanical, electrical and service facilities, which would be required for the operation of dock. The 45 meter of the crane track would project in the water. ii) **Location:** The proposed project site is located on Ernakulum Channel at the Coordinates namely 9° 57' 37.0488" North latitude and 76 ° 17' 5.4458" East longitudes. The Shipyard has an area of 170 acres of land, of which about 30 acres are set aside for development of future expansion. The proposed dry dock shall be constructed in maximum 15 acres of land within the existing Cochin Shipyard premises and no additional land shall be acquired for the purpose. The shipyard is located on MG Road within the city. The road lies north-south with its boundaries at the Venduruthy Bridge, Thevara in the South, and the Madhava Pharmacy Junction in the North, where it intersects the Banerji Road. The total distance of the site from road is about 4 km. The Defence (Navy) Airport, Willingdon Island is about 1 km from the site. The Cochin Railway Station (Ernakulam Junction) is about 3 km from the site. The distance of project site from Mattancherry Palace Museum is 1.5km, from St. Francis Church is 3.5km and from Mangalavanam Bird Sanctuary is 6km. iii) **Justification:** The existing two dry docks of sizes of 270x45x12 meter and 255x43x9 meter respectively cannot handle repair or building activities of large vessels namely jack up rigs, aircraft

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Annexure R-3

F.No.10-5/2015-IA.III
Government of India
Ministry of Environment, Forest & Climate Change
(IA.III Section)

Indira Paryavaran Bhawan,
Jor Bagh Road,
New Delhi - 110 003.

Dated: 19th June, 2015

To
The Vice President - Projects,
M/s South West Port Ltd.,
JSW Centre, Bandra Kurla Complex,
Bandra (E), Mumbai – 400 051

Subject: Proposed Terminal Capacity Enhancement at Berth 5A-6A of Mormugao Port for Handling Coal And Coal Products, Iron Ore And Limestone including Unitised and Steel Products at Mormugao Port Trust, Mormugao, Goa by M/s South West Port Ltd. –Terms of Reference (ToR) - Reg.

Sir,

This has reference to your letter No. Nil dated 09.02.2015 forwarding along with application seeking for Terms of Reference for the aforesaid project.

2. The proposal was considered by the Expert Appraisal Committee (EAC) in its 148th meeting held on 19th – 21st May, 2015 and the proponent has informed that:

i. **Proposal** M/s. SWPL operates berth 5A and 6A at the Mormugoa Port Trust (MPT), Goa. It is proposed to enhance the Terminal capacity of Berth 5A and 6A of Mormugao Port for handling Coal, Coal Products, Iron Ore, Limestone including Unitised and Steel Products. Consequentially the total cargo to be handled is expected to go up to 12 to 13 MTPA of bulk (consisting of coal, iron ore, lime stone, dolomite, bauxite, mineral ores and other miscellaneous cargo), and about 2 MTPA of unitised cargo (consisting of steel bars, coils, flats and plates, and other steel products). The total cargo handling capacity hence is expected to increase to about 14 to 15 MTPA. The capacity enhancement shall be achieved by deploying highly mechanised and efficient handling systems like, Grab Ship Unloader (GSU) in place of Mobile Harbour Cranes, Stacker cum Reclaimer (ScR), Pipe conveyor, in-motion wagon loading system, Silos, Wagon Loader and Gantry cranes. Other components of the proposed project include open and covered storage area, steel sheds, wind shields, store buildings, canteen, DG sets, pavement and internal roads green belt, etc. The proposed modernisation will primarily involve:

   a. Cargo Handling System: Two Grab Ship Un-loaders Two (4000 TPH) and one Mobile Harbour Crane – one (800 TPH) as standby system for steel loading at 5A along with Ship's gear with a total capacity of 4,000 TPH.

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Cargo Handling System- Bulk Break: Six Gantry cranes at Rail siding, and Jetty handling will involve Five forklifts

c. Increase in Conveyor Belt Speed up to 4.6 m/s
d. Increase in capacity of ScR i.e. Stacking up to 3000TPH and Reclaiming up to 2200 TPH.

ii. **Location:** The facilities are located at Latitude 15°25' North and Longitude 73°47' East between the Major Ports of New Mangalore and Mumbai. It is inside a naturally protected harbour in the confluence Zone of Zuari River with the Arabian Sea. The site is connected by road and railway. The nearest railway station is Vasco which is about 4 km on the southern railways, and Madgaon is about 35 km on the Konkan railways. The nearest airport is Dabolim at about 8 km. The nearest town is Vasco da Gama (District Headquarters, South Goa Dist.) at about distance of 5 km.

iii. **Justification:** These berths have mobile harbour cranes and conventional wagon loading system. The Ships calling at these berths are generally up to Panamax (80,000 – 90,000 DWT) in size and throughput of about 7.5 MTPA is being achieved presently. The implementation of proposed Project will lead to increase in Port efficiency, better utilization of existing resources and net reduction in pollution levels due to retrofitting of material handling system with latest dust entrainment systems and barriers.

iv. No increase in backup area is proposed.

v. No increase in present berth length/waterfront of 450 meter is proposed.

vi. There shall be no dredging/reclamation for implementing the proposed project.

vii. There will be no increase in rows of rail corridor and the project will not handle any hazardous cargo.

viii. No new construction or intervention is proposed in the MPT as part of the proposed project.

ix. No potential fishing activity is carried out in the vicinity, due to traffic of cargo vessels, passenger vessels and Indian Navy flotilla.

x. The berths are erosion protected with under deck pitching, so no shoreline change corresponding to the waterfront of the project is likely.

xi. Water requirement is expected to be 350 KLD which would be met from Goa PWD and treated water from MPT – STP Plant.

3. The EAC enquired about the status of the Public Hearing. It was informed that Environmental Clearance for the project was granted in 2001. The Public Hearing was not conducted at that time. EAC was of the view that the Project Proponent (PP) should conduct Public Hearing either independently or by joining the MPT for public hearing proposed for the expansion of the Port. The EAC also suggested that PP should explore the possibility to have covered storage shed with geodesic or parabolic dome which are wind and live load efficient.

4. The EAC in its 148th meeting held on 19th – 21st May, 2015 recommended the project for the TOR with the following specific TOR with general conditions for preparation of the Environment Impact Assessment (EIA) Report and Environment Management Plan (EMP) in respect of the **Proposed Terminal Capacity Enhancement at Berth 5A-6A of Mormugao Port for Handling Coal And Coal Products, Iron Ore And Limestone**

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including Unitised and Steel Products at Mormugao Port Trust, Mormugao, Goa by M/s South West Port Ltd.:

(i) Submit the details of the consent validity and compliance of the conditions.

(ii) Details of liquid waste and solid waste likely to be generated during construction and operation stages of the project and the arrangements for their management.

(iii) Submit study on quantum of leachate generation and possibility its utilisation since it would be full of micro nutrients.

(iv) Details of handling of each cargo, storage, transport along with spillage control, dust preventive measures. In case of coal, mineral cargo, details of storage and closed conveyance, dust suppression and prevention filters. Submit study on possibility of covered storage shed with geodesic or parabolic dome which are wind and live load efficient.

(v) Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale along with the recommendation of the concerned State Coastal Zone Management Authority.

(vi) Submit the status of shore line change at the project site.

(vii) Details of the layout plan including details of channel, breakwaters, dredging and disposal.

(viii) Submit the details of fishing activity and likely impacts on the fishing activity due to the project.

(ix) Examine the details of water requirement, impact on competitive user, treatment details, use of treated waste water. Prepare a water balance chart.

(x) The air quality monitoring should be carried out according to the notification issued on 16th November, 2009.

(xi) Details of litigation pending against the project, if any, with direction /order passed by any Court of Law against the Project should be given.

(xii) Examine road/rail connectivity to the project site and impact on the existing traffic network due to the proposed project/activities. A detailed traffic and transportation study should be made for existing and projected cargo traffic.

General Guidelines

(i) The EIA document shall be printed on both sides, as for as possible.

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(ii) All documents should be properly indexed, page numbered.

(iii) Period/date of data collection should be clearly indicated.

(iv) Authenticated English translation of all material provided in Regional languages.

(v) The letter/application for EC should quote the MoEF&CC File No. and also attach a copy of the letter prescribing the TOR.

(vi) The copy of the letter received from the Ministry on the TOR prescribed for the project should be attached as an annexure to the final EIA-EMP Report.

(vii) The final EIA-EMP report submitted to the Ministry must incorporate the issues in TOR and that raised in Public Hearing. The index of the final EIA-EMP report, must indicate the specific chapter and page no. of the EIA-EMP Report where the specific TOR prescribed by Ministry and the issue raised in the P.H. have been incorporated. Questionnaire related to the project (posted on MoEF&CC website) with all sections duly filled in shall also be submitted at the time of applying for EC.

(viii) Grant of TOR does not mean grant of EC.

(ix) Grant of TOR/EC to the present project does not mean grant of approvals in other regulations such as the Forest (Conservation) Act 1980 or the Wildlife (Protection) Act, 1972.

(x) Grant of EC is also subject to Circulars issued under the EIA Notification 2006, which are available on the MoEF&CC website: www.envfor.nic.in.

(xi) The status of accreditation of the EIA consultant with NABET/QCI shall be specifically mentioned. The consultant shall certify that his accreditation is for the sector for which this EIA is prepared.

(xii) On the front page of EIA/EMP reports, the name of the consultant/consultancy firm along with their complete details including their accreditation, if any shall be indicated. The consultant while submitting the EIA/EMP report shall give an undertaking to the effect that the prescribed TORs (TOR proposed by the project proponent and additional TOR given by the MoEF) have been complied with and the data submitted is factually correct (Refer MoEF office memorandum dated 4th August, 2009).

NOTARY SUBHASH KRISHNA KANEKAR MARGAO-GOA Regd. No. 24/14 Exp. Dt: 28/02/2022 GOVT. OF GOA (INDIA)

(xiii) While submitting the EIA/EMP reports, the name of the experts associated with/involved in the preparation of these reports and the laboratories through which the samples have been got analysed should be stated in the report. It shall clearly be indicated whether these laboratories are approved under the Environment (Protection) Act, 1986 and the rules made there under (Please refer MoEF office memorandum dated 4th August, 2009). The project leader of the EIA study shall also be mentioned.

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(xiv) All the TOR points as presented before the Expert Appraisal Committee (EAC) shall be covered.

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

6. You are required to submit the detailed final EIA/EMP prepared as per ToRs including issues raised during Public Hearing to the Ministry for considering the proposal for environmental clearance within 3 years as per the MoEF&CC O.M. No.J-11013/41/2006-IA-II(I) (P) dated 08.10.2014.

7. The consultants involved in the preparation of EIA/EMP report after accreditation with Quality Council of India/National Accreditation Board of Education and Training (QCI/NABET) would need to include a certificate in this regard in the EIA/EMP reports prepared by them and data provided by other Organization(s)/Laboratories including their status of approvals etc. vide notification of the MoEF dated 19.07.2013.

8. The prescribed ToRs would be valid for a period of three years for submission of the EIA/EMP Reports.

(Dr. Ranjini Warrier)
Director

Copy to:
The Member Secretary, Goa State Pollution Control Board, Dempo Towers, EDC Plaza, Patta, Panaji - 403 001, Goa.

NOTARY
SUBHASH LAXMAN KAMERKAR
SALCETE TALUKA
MARCAJ-GOA
Regd. No 344/14
Exp. on: 20/01/2024
GOVT. OF GOA (INDIA)

Annexure R-4

SOUTH WEST PORT LIMITED

Regd. Office : 1st floor, Port Users Complex
Mormugao, Harbour-Goa 403 803
CIN NO.: U45203GA1997PLC002369
Phone : 0832 2523000
Fax : 0832
Website : www.jsw.in

Date: 16.09.2016

To,
The Member Secretary,
Goa State Pollution Control Board,
1st Floor, Dempo Tower, EDC Patto Plaza,
Panaji, Goa

Subject: CONDUCTING PUBLIC HEARING AS PER EIA NOTIFICATION DATED 14TH SEPTEMBER, 2006.

Project: Proposed Terminal capacity Enhancement at Berth 5A, 6A of Mormugao Port, Mormugao, Goa by M/s South West Port Ltd.

Dear Sir,

This is bring to your kind notice that we have proposed terminal capacity enhancement at our berth 5A, 6A by deploying environment friendly highly mechanized handling systems. In this connection, MoEFCC, New Delhi has granted Terms of Reference (ToR) *vide* their letter dated 19.06.2015, and mandated public consultation for the Environmental and CRZ clearance of the project.

For the same, we are submitting the following documents (both in hard and soft copy format) to your good office for conducting the public hearing.

1. Draft EIA report
2. Executive Summary in Konkani
3. Executive Summary in Marathi
4. Executive Summary in English

Along with the documents, we are submitting the requisite fee of Rs. 10,00,000/- (Rupees Ten lacs) through demand draft no 011854 drawn in Axis Bank Ltd. Dt. 16.09.2016.

We request you to kindly expedite the process for conducting the public hearing for further appraisal of the project.

Your kind co-operation in this regard is highly appreciated and obliged.

Thanking you.

Yours Sincerely,
for South West Port Ltd.

(ADIVEPPA KAMBLE)
UNIT HEAD, SWPL, Goa

Copy To:
1. The Director (IA.III), Ministry of Environment, Forest & Climate Change, New Delhi
2. The Regional Officer, MoEFCC, Bangalore

Goa State Pollution Control Board
Panaji Goa

Annexure R-5

South West Port Limited
1st Floor, Port Users Complex,
Mormugao Harbour,
Mormugao, Goa – 403 803, India
Phone 0832-2523000, Fax: 2523006
Website: www.jsw.in
CIN No. : U45203GA1997PLC002369

Date: 01.02.2017

To,
The Member Secretary
Goa Coastal Zone Management Authority (GCZMA)
Dempo Tower, 3rd floor
Patto, Panaji, Goa

Subject: **CRZ NOC for Proposed Terminal Capacity Enhancement at Berth 5A-6A of Mormugao Port by M/s South West Port Ltd., Goa.**

Dear Sir,

South West Port Ltd. (SWPL) is currently operating two berths (Berth 5A, 6A) in Mormugao Port, Goa, and handling coal, lime stone and steel products. SWPL has proposed to enhance the port handling facility by modernization with environment friendly equipments. The enhancement shall be achieved by deploying highly mechanized and efficient material handling systems. The proposed project does not involve with land acquisition and marine infrastructure developments.

The implementation of the project will lead to increase in port efficiency, better utilization of existing resources and overall net reduction in pollution level due to retrofitting of material handling systems with latest dust entrapment systems and barriers.

ToR has been granted for the project from Ministry of Environment, Forest & Climate Change (MoEFCC), New Delhi (*Annexure I*).

We request you to kindly consider our application for the grant of CRZ NOC/ recommendation for the proposed project for which earlier CRZ NOC was received from GCZMA through letter no. GCZMA/S/55/2000 Vasco/ 02 Dt. 03.04.2000 (*Annexure II*).

Your kind consideration in the regard is highly appreciated and obliged.

Thanking You.

Sincerely Your's

for South West Port Limited, Goa

(Rashmiranjan Patra)

Vice President- Strategy & Planning

01/02/17
O/o. Member Secretary
Goa Coastal Zone Management Authority
Dempo Towers, 3rd Floor,
Patto Panaji Goa 403001
Ph : 2438511

Annexure R-6 colly

SOUTH WEST PORT LTD.

Regd. Office : 1st Floor, Port Users Complex
Marmugao Harbour, Goa - 403 803. India
Bandra (East), Mumbai - 400 051
CIN : U45203GA1997PLC002369
Phone : 0832 - 252 3000
Fax : 0832 - 252 3006
Website : www.jsw.in

Date: 13.11.2017

To,
The Director (IA-III)
Infrastructure and Miscellaneous Projects & CRZ (Infra-2)
Ministry of Environment, Forests & Climate Change (MoEF & CC)
Indira Paryavaran Bhavan, Jor Bagh Road, New Delhi- 110 003

Sub: **Additional Report Submission for Environmental and CRZ Clearance for proposed Terminal Capacity Enhancement at Berth 5A-6A of Mormugao Port by M/s South West Port Ltd., Goa [F. No. 10-5/2015-IA.III]**

Ref: **Minutes of 24st meeting of Expert Appraisal Committee (EAC), dated 07.11.2017.**

Dear Sir,

We are thankful for hearing us on our proposed project modernization and consequential capacity enhancement at Berth 5A, 6A of Mormugao Port in the 24th expert appraisal committee (EAC) meeting. As desired by the EAC, we are herewith submitting the following additional documents for your kind perusal.

i. Specific point wise replies to the concerns expressed during the public hearing (PH) by SWPL, Goa.
ii. Statement of representations received during the additional period of 7 days as provided by District Magistrate after the PH by SWPL, Goa.
iii. Reply to the letter received from the Chief Minister of Goa, Govt. of Goa, Goa.

We request that our proposal may kindly be appraised for the crz and environmental clearance and grant us clearance for its implementation.

Your kind consideration in this regard is solicited and highly obliged.

Thanking You.

Sincerely Yours,
for South West Port Ltd., Goa

Rashmi Ranjan Patra
Vice President- Strategy & Planning

Encl: *As above*

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i. Specific point wise replies to the concerns expressed during the PH by SWPL, Goa

REPLY TO THE QUERIES

of

ENVIRONMENTAL PUBLIC HEARING

for

PROPOSED TERMINAL CAPACITY ENHANCEMENT AT BERTH 5A & 6A OF MORMUGAO PORT TRUST

by

M/s. SOUTH WEST PORT LIMITED, MORMUGAO HARBOUR, GOA

CONSULTANTS:
WAPCOS INDIA LTD., NEW DELHI
(A Government of India Undertaking)

PROPOSED TERMINAL CAPACITY ENHANCEMENT AT BERTH 5A & 6A OF MORMUGAO PORT TRUST
BY
M/s. SOUTH WEST PORT LIMITED, MORMUGAO HARBOUR, GOA

1. Avinash Tavares, Fatorda		
a.	He stated that there are gross errors in the EIA report. He submitted as follows;	
	•The EIA study is stated to be over a 10 KM radius area; however, sensors have been placed within 5 km radius. EIA report is thus flawed as the data presented is over a small area of less than 4 kms radius and not the entire 10 kms.	The project site is uniquely placed on the northern face of the SADA headland and is surrounded by sea (immediately in the north and in the south). The possible source of air pollution is from Port Terminal operation is particulate matter of fugitive origin, which is controlled largely by the pollution measures implemented at site. Further, these very low concentration emissions, if any, is not likely to travel over larger distances under normal atmospheric conditions. Accordingly, the AAQ baseline stations have been located within 5 km radius or there about of the project site, to catch the low intensity pollutions, if any, before the air pollutions are dispersed.
	•AAQ measurements are done during summer ie. in March – May 2016. Such a study should not be done in summer but should be done during winter when pollution levels are at the highest. During Winter Pollution is the Highest in Mormugao and people fall sick due to pollution and smog in the Air. Wind direction study has been intentionally not been conducted and is missing from the EIA. WAPCOS intentionally selected these months and omitted the wind pattern studies in order to collect the lowest possible readings.	The EIA study was carried out in accordance with ToR issued by the Ministry of Environment, Forest and Climate Change (MoEFCC).
	•Misleading Ambient Guidelines: (Table 3.1 of the EIA Report) Average readings are compared to daily limit of the Indian standards and not annual average of Indian standards of Ambient Air. According to the readings of particulates and NO2 in table 3.1 exceed the annual average Ambient Air Quality. It is evident that WAPCOS try to misinterpret the data by comparing it to 24 hours permissible limits. This is an intentional misrepresentation of data.	The study has been for a three months' period, therefore NAAQS annual mean has not been compared with, which is as per standard practice.
	•Indian Ambient Standards are inadequate as world standards for P10 is 50 and in India it is 100. The same applies for all other pollutants. Even at current levels of Indian Standards, Indians are at risk	Comments not directed to the project proponent.

	•P2 & P10 standards are four times and three times higher than standards prescribed by WHO and even Australia from where coal is being imported has more stringent standards.	Comments not directed to the project proponent.
	•WAPCOS claim that dust pollution will be low because of high moisture content coal is imported. This is false since the input high ash and low moisture coal which is cheaper (page 4.16 and 5.6 of the EIA Report) Handling of such coal results in dust pollution.	The statement is wrongly quoted. We stand by the statement made in the EIA report.
b.	The impact of the proposed project on the water environment has not been stated in the study. For example, the lead content in the EIA report shows that the Port waters are 260% higher than the level in sea water. Safe parameters of heavy metals contamination in the water is not given in the report.	The water environment is considered in the report and the parameters as laid down by the ToR issue by the MoEF is listed in the EIA, report. Since SWPL is not in control of the waterside operations, and heavy metal if any would be the cumulative of all the material handling since the inception of the port, SWPL would be not in a position to answer the same.
c.	Soil testing has been done only around the port area and not in the affected area in a 10 km radius. Soil has not been tested for presence of heavy metals like mercury and arsenic presence.	Nature of activities in the proposed project is a presently on-going process, and no change of the activity is proposed except increase in the efficiency of handling, bringing in consequential increase in the annual throughput. Therefore, since there is no change in the process, this is not likely to make any impact on the soils of the impact area. Soil analysis has been carried out to establish soil quality baseline.
d.	The impact of coal dust that will be generated during operation of the proposed project has not been assessed.	Ambient air analysis carried out as part of the EIA as well as other routine monitoring carried out by the project proponent and Goa State Pollution Control Board indicate the ambient air standards are within stipulated margin in and around the Terminal. There shall not be any significant impact in the operation phase of the project as all the emission control measures will be operated and AAQ standards will be met. The emission control measures are given in the chapter 4; Impact Assessment & Mitigation Measures, Section 4.3.4, page no. 4.14.
e.	Inefficient water sprinkling	Water sprinkling is carried out using modern equipments sufficient to curtail fugitive emissions.
f.	The size of water droplets must be equal or less than the particulate matter size. However, the sprinklers used by the company are of normal size and are hence ineffective in controlling the dust pollution. Wetting agents are not used which is required since many coal are hydrophobic and not easily wetted by water. Smaller particles can remain in the Air for several days and can spread by the wind over wide areas or long distances from the original source. Therefore, all of Goa is at risk of Coal Pollution from the Port. The additional coal trains as an increase capacity will increase a particulate concentration in the	The terminal is provided with AQUA DYNE water fogging system, in the hoppers, which receives the unloaded material from the ship, at the Junction towers and in the conveying systems. Since this works on the Fogging technology, the water droplets are of stipulated size and type to effectively control the finest fugitive emissions. In the stack yard area the stocks are under cover, and only are opened at the time of stacking and reclaiming, the sprinkling is carried under such conditions and therefore increased moisture contents limits the emissions completely.

	Air by around 20-40% by train traffic alone. (Refer to his written submission for details). Further there has been no baseline study of persons living within the study area and suffering from lung related diseases (since the Port existed for the last 10 years).	
g.	He stated that EIA report states that the sludge produced from the settling tanks which has fuel value can be distributed among villagers. He also states that this sludge is extremely hazardous as it is acidic and filed with toxins and heavy metals. Burning of sludge as fuel it is extremely hazardous for the health of the Villagers and in particular Children. This shows the casual approach of MPT in handling coal waste.	The water sprinkled on the coal mostly gets absorbed by the coal and flow is nearly absent. The coal heaps are continuously covered, rain water does not come in contact with coal heap. Hence the quantity of leachate is very less. The occasional leachate flows into the dump pond where the coal particle settles. The sludge resulted are cleaned periodically and disposed as per norms. No distribution of sludge cakes carried out in our facility. In any case EIA only records inform of advisory and not for mandatory implementation.
h.	The percentage of coal settling is also not carried out by the project proponent.	The coal is settled in the dump pond provided for this purpose.
i.	Disaster Management Plan if there is torrential rain such as the Disaster that recently took place at Adani's Abott point Coal Port in Australia or if there is a sinking ship (such as the Adani's ship that sank off Mumbai Coast) is not in place	The cargo is placed under complete waterproof coverage including during monsoon. There is no possibility of rain water meeting with the cargo under storage conditions. Hence, the latchet flow is not possible. The marine waterside activity is controlled by the MPT, since the conservancy of the port is vested on them. SWPL has not control on navigation, ship manoeuvring and other allied activities.
j.	Besides the ballast water management guidelines are not in place at the Port and the suggestion in the EIA report (no dumping of Blast water will be allowed) is contradictory to Mormugao Port Rules 1966 which states that discharging Blast water shall do so only at such Berths as the Dy. Conservator may direct as well as emission control levels are not spelt out by the project proponent.	Ballast water guidelines are communicated to the vessels by MPT and the same are enforced strictly as known to us.
k.	He states that MPT must not expand the Port till the area is declared as Emission Control Area or ECA to control sulphur levels SOx, NOx etc as the Vasco Bay is Eco Sensitive.	Comments not directed to the project proponent.
l.	The impact of increase emissions from increased trucks and trains to the Port has not been considered in the EIA.	There is no road transportation of cargo in the Project at present and the same is not proposed in the proposed modernization phase as well. The covering of train cargo cars is carried out immediately and automatically, after the loading operation using the in-motion wagon loading system with all round rope sealing thus not leaving any possibility of any escapement of cargo. This is a zero-exception and zero error activity, carried out with utmost stringency by the project proponent.

m.	Impact on fishing activities have not been considered since MPT in its proceedings of 24th Board of Trustees, 4th Meeting dated 08/09/2010 page 33 para 7.21 where the MPT Chairman stated that Khariawada fishing Jetty will be moved out in a year and half. He also stated that hopefully there will be no fishing lane in Zuari.	Comments not directed to the project proponent.
n.	Disaster Management Plan does not factor in the risk posed by proximity to Ammonia / Naphtha tanks.	Comments not directed to the project proponent.
o.	Therefore, the Rapid EIA conducted by WAPCOS is inadequate since the project will be operational throughout the year. It is evident that the project is extremely hazardous and environmentally unviable and therefore must be scraped.	WAPCOS is a NABET accredited consultant, with experience in wide range of projects. The EIA is meticulously carried out in the framework of the ToR.
p.	The EIA report prepared by WAPCOS has several discrepancies pointed out by him (refer to written submissions). It won't be wrong to suggest that the report is biased towards the PP with several sins of omission and commission all of which warrants or vigilance inquiry against WAPCOS.	The EIA report has been prepared based on appropriate and project specific scoping, additional ToR for EIA issued by the MoEFCC, sector specific EIA Guidance Manual and sector specific standard ToRs published by the MoEFCC.
2. Judith Almeida		
a.	She raised serious objection for failure of Government to provide drinking water to the public present for the public hearing. She stated that they do not want water provided by the PP. She also stated that not take away their dignity. She stated that they were not allowed to bring their water bottles to the public hearing and were forced to leave water outside the Stadium.	Comments not directed to the project proponent.
b.	She stated that the GSPCB has failed to control dust pollution by mining companies all these years and they will be not be able to control coal handling pollution, which would be undertaken after expansion	Comments not directed to the project proponent.
c.	She stated that the trees in Goa will be watered with coal dust and the entire greenery would be lost	Comments not directed to the project proponent.
d.	She requested the PCB to first control and stop pollution caused by mining activity and industrial activity before granting permission for more coal handling in Goa. She also requested the MoEF to ensure that unless the damage which has already occurred has been undone no proposal of the project proponent can be entertained. She states that she rejects and objects the expansion or any other till then.	Comments not directed to the project proponent.
3. Siddharth Karapurkar		

a.	The EIA report does not make any mention of double tracking of railways that is being proposed by the project proponent however, permission have been sought from the Forest Dept by the project proponent.	The project proponent has not proposed any double tracking of railway. The facility is independent of the doubling of the tracks as the spare capacity of the present tracks would be sufficient to take care of the present proposal.
b.	These proposed railway tracking will result in demolition of over 100 houses	Comment is not relevant to the Project.
c.	Covering of transported ore with tarpaulin is not effective.	The covering of train cargo cars is carried out immediately and automatically, after the loading operation using the in-motion wagon loading system with all round rope sealing thus not leaving any possibility of any escapement of cargo. This is a zero escapement and zero error activity, carried out with utmost stringency by the project proponent.
d.	There is no mention of Dabolim Airport which would be affected due to coal handling	Dabolim airport is mentioned in Chapter 1: Introduction, section 1.4.1, page no. 1-6. The Airport is too far to be effected by the SWPL Terminal operations.
e.	Provision of double railway tracking will result in division of villages	Comment is not relevant to the Project.
f.	The cost effect of thermal energy is much higher as compared to Solar Energy & instead of encouraging green energy we are encouraging pollution industry.	Comment is not relevant to the Project.
g.	Proposal of the company will result in coal pollution and is in violation of the Prime Ministers Swach Bharat Programme	Comment is not relevant to the Project.
h.	Increase in transportation of coal will result in burning of diesel by the roadways causing of more pollution both of sound and air	There is no road transportation of cargo in the Project at present and the same is not proposed in the proposed modernization phase as well.
i.	He also stated that the Prime Minister in his international convention had signed an agreement to reduce 40% fossil fuel, so why to bring coal into the State ?	Comment is not relevant to the Project.
4. Fiola Rego (Former Councillor of Vasco Municipality) Khariwada Vasco		
a.	The coal being imported in Goa is not being used in Goa but it is being transported to Karnataka for use in steel plants. This coal should be imported through ports in Karnataka and not Goa	This project is modernization of an existing Port Terminal in operation since 2004.
b.	Dredging activity at Khariwada will result in collapse of houses	The project proponent has not proposed any dredging as part of the proposed modernization. The modernisation and consequential increase in capacity is independent of the dredging activity.
c.	During winter due to heavy wind huge amount of dust enters houses in Khariwada as such residents of Vasco have to keep the windows of their houses closed.	The coal stacks are provided with two level protection, with complete covering of the stacks with sprinkling of water, when either stacking or reclaiming operation is in progress. Secondly, the area is surrounded with wind barriers of adequate size, to prevent any

		emissions from the stacks.
d.	A study of the Port water done by MPT indicates pollution of the water	Comment is not specific and not in the purview of the proponent of this project.
e.	The proposal of MPT to transport coal by trucks during the night is not practical as coal pollution will also take place during night and affect the residents and their health	Please refer our response to 3.h above.
f.	MPT should transport coal through closed containers	Please refer our response to 3.c above.
g.	Spraying of water to control coal dust is not feasible as once the ground gets dried , the dust particulates begin to flow in the atmosphere	Please refer our response to 4.c above.
h.	Sewage from MPT Quarters is flowing into the open. If MPT cannot control sewage from its quarters, will it be able to control sludge from the coal handling operations	Comment is not relevant to the Project.
i.	The presentation by the company does not have any details about health effects of coal handling on the people of Vasco	The EIA study submitted is strictly in accordance with the ToRs issues by the MoEFCC.
5. Savio Correia, Mangore Hill Vasco		
a.	The present Project Proponent is only speaking about the environmental impact due to their proposed operation and not about the cumulative impact of all the other projects in neighbouring berths and geographical areas.	The EIA study was carried out in accordance with ToR issued by the MoEFCC. The data collected for impact assessment was carried out as per standards and norms laid down by the MoEFCC.
b.	PP has misrepresented and suppressed material environmental fact and committed fraud on the EAC at scoping stage.	At scoping stage, assessments of environmental facts are envisaged vehemently depending on the scale and scope of the project. The detailed environmental impact assessment is carried out based on the ToR issued.
c.	There is a false statement made in Form I Appendix 9 of the project proponent that there is no impact on the environment caused to surrounding activity hence the EIA study is misleading of the Project Proponent and the present Public Hearing should be cancelled.	The present proposal is for modernisation and consequential increase in productivity. Due to better equipment and practices the pollution levels are likely to reduce. In addition, it is located in an operating port with regular monitoring for ambient condition. Hence there was no suppression of any facts and we stand by the EIA prepared as per the ToR approved by MoEFCC.
d.	He refers to Form I, Appendix I para 2 regarding use of natural resources	No major civil construction is envisaged in the proposal, and hence the use of natural resources will be minimal, if not zero.
e.	With reference to use of water (para 2.2); the company proposes to use 700 KLD of water per day, i.e. 7,00,000 litres of water is sought to be used by the company for spraying on coal heaps inspite of water shortage in the State of Goa and the city of Vasco in particular	A projected quantity of 700 kld water for dust suppression was mentioned in the Form 1. The quantity was optimised to 500 kld as mentioned in the EIA report, section 5.3.2, page 5-15. The Port Terminal presently uses 200-250 kld treated sewage from the STP of MPT. The additional quantity of water for dust suppression is proposed to be sourced from the presently operational 2300 kld CETP

		at Baina operated by PWD.
f.	With reference to the TOR document issued to the company by the MoEF; dated 19/06/2015 para 3, he stated that the TOR states that the company should consider using covered shed with geodicit parabolic dome. He stated that the company as per the presentation made has only proposed to cover the coal stack with tarpaulin and has not even considered covering covered storage of coal nor has they carried out study on this issue as directed by MoEF.	Engineering feasibility for a pre-engineered covered structure is underway, as this is a functional facility; there are challenges in the execution and erection of the covered shed. The same will be presented to the EAC, MoEFCC at the time of EIA presentation and take up construction based on the feasibility and approvals of the MOEFCC.
g.	He stated that the company has carried out covered storage at Jaighad because their computer systems get corrupted because of dust and questioned as to why similar efforts are not done in Vasco making it look like as if computers are more important than human life	Comment is not relevant to the Project. However, contrary to the citation, our Jaigarh facility is covered fully from all sides and there is no escapement of fugitive emissions. In fact, is followed as model in the country.
h.	He stated that the rakes of the company will be transporting coal by railway over a distance of no more than 415 KM. The company has not considered the environmental impact of this transportation in the EIA report because the wagons pass through the fragile western ghats. With regard to the rail transportations he suggests the following measures,	Railway transport of cargo is an ongoing operation since start of the terminal. Railway transport is not in the scope of the project proposal and is under taken by the Indian railways.
	•He stated that metal/fibre glass lids should be fitted to the rail racks transporting the coal as per best world practices	Please refer our response to 3.c above.
	•Covering of the wagons with tarpaulin is unacceptable.	Please refer our response to 3.c above.
	•He stated that the parasitic load after cleaning the coal begins to fly over and over again as there is no mechanism to clean up the wagon racks once they are uploaded	The wagons are completely emptied at the respective destination by wagon tippler mechanism. No residual cargo remains in the train cargo cars in their return journey. Many a times they carry return cargo and such cargos would be contaminated if the wagons are not completely emptied.
	•The Company should install monitoring stations along the railway line through which its racks pass that should be financed by the company and maintained by the GSPCB.	Project proponent will comply to GSPCB's directions in this regard.
i.	Increase in coal handling will result in increase in number of rakes causing traffic congestion at railway level crossing. He suggests construction of road over bridges over all major manned road crossings along the railway line.	Railway transportation and traffic management across the tracks is not in domain and control of the project proponent.
j.	He stated that the company has a pathetic record in complying with environmental norms. He stated that the State Govt has informed the Assembly that it is not satisfied with the environmental compliance done by the company and in this regard the Board has directed the Project Proponent to reduce its existing coal handling capacity. In this scenario he questioned the wisdom in moving this proposal for	Comments not directed to the project proponent.

	increasing coal handling capacity by the Project Proponent. No further expansion ought to be permitted unless source apportionment study is done by Goa State Pollution Control Board and PP's existing coal handling operations are certified to be within environmental norms.	
	•The project site falls under CRZ area. Clearance / recommendations of Goa Coastal Zone Management Authority (GCZMA) have not been obtained.	SWPL has applied to GCZMA for CRZ clearance.
	•Environmental Impact on Bio-diversity Heritage site at Chicalim-Sancoale Bay has not been assessed.	The proposal is modernisation of an existing operation. No new area or water front is involved. Hence, the impact though evaluated and assessed, not included in the EIA and will be included in the final EIA report.
	•PP has neglected to submit certified report of status of compliance of conditions stipulated in EC for existing operation, expressly mandated under MoEF circular no. F. No. J-11011/618/2010-IA-II(I) dated 30.05.2012.	The EC compliance is carried out regularly as per norms. The RO, MoEFCC, Bangalore is in the process of issuing the certified compliance report.
k.	With reference to the 1st EC dated 24/01/2001 granted by the MoEF to the Project Proponent, the company is required to obtain local and State Government licences/approval for construction activity, and to have a green buffer and to submit regular compliance reports to the MoEF. He stated that this has not been done and the company has violated the first EC, and there is no possibility of they abiding any of the conditions to be laid down by the EC in future too.	The EC issued to the company on 24th January, 2001 mentioned in its condition (i) "All construction design/drawings related to construction activities must have the approval of the concerned Government departments/agencies of the state Govt. of Goa.". As the project was located within the notified industrial area of Mormugao Port Trust, stated permissions from any other department of the Goa Government were not applicable. With regard to Green belt development, we would like to bring the following to attention, 1. Greenbelt comprising 1400 m^2 (approximately) including 700 trees has been raised on the project site. 2. The requirements of Green Belt developments is generally worked out for the complete port area. Segregation of the same for each berth many a times not possible, because of operational exigencies. However, all efforts to make the area green and entrap fugitive emission is being made.
6. Adv. Shridharan		
a.	Two years back after the High Court matter filed by the concerned citizens of Vasco, it is seen that the pollution levels vary. He objected to the location of the AAQM stations installed by them as the locations at which the stations are placed is not ensuring provision of accurate ambient data. He stated that stations located at the fire station,	Comments not directed to the project proponent.

	electricity dept office and MPT institute in particular are being blocked by trees and buildings and hence AAQM done here is inaccurate and inconclusive.	
b.	He questioned the capability of the GSPCB in doing AAQM and also objects to the Board's decision to discontinue AAQM at the locations decided by NEERI.	Comments not directed to the project proponent.
c.	He stated that the judgement of the Hon High Court should be followed in totality by the GSPCB, Coal handling operators and all departments.	Comments not directed to the project proponent.
7. Terrance George, Bambolim.		
a.	He questions as to whether, the EIA report has been provided to all the villages that are located within 10 Km zone of the proposed project. He stated that this is pre-requisite of the EIA notification and that some of the villages that fall within the 10 Km radius have been not been provided with the copies of the EIA report. The Chairman of the Public Hearing stated that has objections regarding failure to submit copies of EIA Report to certain villages will be recorded and placed before the EAC and the MoEF.	A list of 19 villages in mentioned in the EIA report, section 3.20.1, page no 3-77. Copies of the EIA report have been placed by GSPCB at locations provided for in the EIA Notification, 2006.
b.	Chairman, Public Hearing Panel's intervening Comment: The Chairman of the Public Hearing stated that has objections regarding failure to submit copies of EIA Report to certain villages will be recorded and placed before the EAC and the MoEF.	-
c.	Mr. Terrance George informed/stated that the Public Hearing should not continue as affected villages are not represented. He also stated that the vernacular copy of the EIA Report has not been provided to the villagers and that the provisions of the EIA Notification are violated and as such the Public Hearing should not proceed.	Copies of the EIA report have been placed by GSPCB at locations provided for in the EIA Notification, 2006 and distributed in the project area. As per the norms, executive summary of the draft EIA report as per appendix IIIA of EIA notification 2006 is provided in the vernacular language.
d.	Chairman, Public Hearing Panel's intervening Comment: The Chairman stated that all objections raised by Mr. George are taken note of and will be placed before the MoEF. He further stated that adequate publicity was given regarding today's Public Hearing and the EIA report and summary both in print and electronic media including scrolls on local television networks	-
e.	Mr. George stated that he reiterates the demand for cancellation of today's Public Hearing also because the EIA report for today's Public Hearing is not uploaded on the Boards website.	The observation is not correct. Procedure for the Public Hearing as mentioned in the EIA Notification, 2006 has been followed.
f.	He stated that para 2.2 of the EIA report is being violated.	No violation of the Para 2.2 of the EIA report, which speaks about the Capital Dredging Project being taken up separately. We reiterate that

		the proposed modernisation is with or without the capital-dredging project, which has no bearing in the present development
g.	He further stated that the present public hearing should be postponed as all the affected villages have not been supplied with copies of EIA report and executive summary.	All documents required to be distributed by the GSPCB was carried out. Same documents were also kept at notified locations for reference as per procedure given in the EIA Notification, 2006.
	Chairman, Public Hearing Panel's intervening Comment. The Chairman however relied upon para 2.4 of the procedure for conduct of public hearing and stated that since the drat EIA report as per appendix III of EIA Notification has been already made available and since no representation has been received demanding for the report to be provided in the vernacular language, the public hearing would continue.	-
8. Fr. Eremito		
a.	He stated that he agrees with the submissions made by Terrance George and he is submitting this submissions to the panel under protest.	Comment is not relevant to the Project.
b.	He stated that totally the people of Vasco and the surrounding areas are totally against the proposed coal hub.	No coal hub is proposed as part of the project modernisation.
c.	He stated that the coal pollution caused in Vasco City is very serious. He stated that the project is being supported by the government to serve the interest of a few individuals.	Comment is not specific.
d.	He stated that tourism is the main source of revenue for the State and if there is increase in coal handling it will result in increased coal dust pollution and will destroy tourism and that no study has been done to assess the impact of coal pollution on tourism. He stated that this activity will have adverse effect on Dabolim Airport too and the various person in the travel and tourism sector.	Please refer our response to 1.d and 3.d above.
9. Vikram, Baina		
a.	He stated that as off today at this moment there is no tarpaulin covering at the coal stacks at MPT. He requested the Panel Members to accompany him immediately at MPT to see the open violation or failure to cover coal stacks with tarpaulin by the coal handling companies.	The observation is not correct. We always keep the stacks covered except at the time of stacking and reclaiming which is carried out under water sprinkling.
b.	He stated that local inhabitants of Vasco are suffering due to coal pollution and that Government Departments are not assisting them.	Comments not directed to the project proponent.

10. Adv. Glerk D'Souza, President of Save Vasco Citizens Committee		
a.	He stated that the coal handling companies have failed to control pollution caused due to coal handling over many years.	Please refer our response to 1.d and other relevant replies.
b.	He refers to the letter issued to him by the GSPCB in July 2005 that most of the coal handled in Goa is being sent to Karnataka.	Comments not directed to the project proponent.
c.	He objects to any further handling/expansion of coal in Vasco city.	No response is offered.
11. Alexio Reginaldo, MLA		
a.	He stated that berth No. 10 & 11 are still operating.	Comment is not relevant to the Project.
b.	He stated that the presentation made by the Project Proponent is childish. He stated that the officers of the GSPCB should act fearlessly and give unbiased reports indicating the levels of pollutions in Vasco.	Comments not directed to the project proponent.
c.	He requested all the local Goan Officers of the Government and the Pollution Control Board to consciously do their job.	Comments not directed to the project proponent.
d.	He opposes the proposal to turn Goa into a coal hub.	The proposed modernisation is not envisages to turn Goa into a Coal Hub.
12. Rony D'Souza, Fisherman		
a.	He stated that the fishermen community has raised numerous objections of handling the coal in Vasco by coal handling companies as it affects their business. He stated that handling of wood chips and gypsum is also causing severe pollution in Vasco city and surrounding areas.	Comment is not specific to this project.
b.	He asked the Panel members to clarify as to whether the activity of coal handling will continue or will stop.	Comments not directed to the project proponent.
c.	Chairman, Public Hearing Panel's intervening Comment: The Chairman submitted that panel will only record and convey all the objections raised by the public to the MoEF and EAC who will take a final decision on whether to grant permission for the project.	-
13. Chandrashekar Vast, Vasco		
a.	He stated that the Project Proponent and other coal handling	Comment is not specific.

	companies do not carry out pollution control measures. He stated that in order to favour a few industrialists the Government is turning Vasco into a coal hub.	
b.	He stated that the Government challans two wheelers for causing pollution but cannot control or fine coal handling companies for causing pollution.	Comments not directed to the project proponent.
c.	He opposed the proposal of the Project Proponent.	No response is offered.
14. Floriano Lobo, President of Goa Environment Protection		
a.	He stated that the Project Proponent is unable to control pollution caused due to its existing coal handling activity and that they will not be able to control pollution caused due to increased coal handling activity.	Please refer our response to 1.d
b.	He stated that he is continuing to make submissions to the panel under protest as the draft EIA report is not provided in vernacular language.	Please refer our response to 7.c
c.	He stated that coal handling activity in Goa has been continued from 1961 and is continuously causing pollution. He informed that the people of Vasco will come on the streets if coal handling is not stopped.	The coal handling by SWPL follows all prescribed norms and pollution controls are in place.
d.	He stated that the Central Government should not threaten the people of Vasco by forcing upon them this coal handling project in Goa.	Comment is not relevant to the Project.
e.	He stated that due to this adamant attitude of the Central Government Goa needs to be liberated from India.	Comment is not relevant to the Project.
15. Olencio Simoes, General Secretary, Goencha Ramponkarancho Ekvott		
a.	He stated that the draft EIA report of the Project Proponent is not provided for public scrutiny and as required under provision 2.2 of the EIA Notification.	Please refer our response to 7.c
b.	He stated that the draft EIA report should have been provided to the public and the affected villages in vernacular languages.	Please refer our response to 7.c
c.	The Project Proponent has not considered the impact of the proposed project on the surrounding villages that fall within the 10 Km radius. He stated that the public hearing should be postponed until all affected villages within 10 Km radius are notified as per the EIA Notification and further, the draft EIA report is made available to the people in local language.	EIA has been carried out for an impact boundary of 10 km. Please refer our response to 7.a & 7.c
d.	Chairman, Public Hearing Panel's intervening Comment:	-

	The Chairman stated that it has already been decided that the Public Hearing would continue and that all objections will be recorded and submitted to MoEF for decision.	
e.	Mr Simoes stated that he objected to the fact that the Collector left the meeting half way and handed over charge to continue the meeting to the Additional Collector.	Comments not directed to the project proponent.
f.	He strongly objected to the Collectors decision to go ahead with the Public Hearing in the absence of draft EIA report in Konkani.	Please refer our response to 7.c
g.	He objected to the EIA report that is prepared by WAPCOS as it has not considered many relevant issues.	Comment is not specific.
h.	He has requested that the decision to overrule his objection to continue the public hearing be recorded and submitted to the MoEF for scrutiny of the Court.	No response is offered.
i.	He stated that there has been no measures undertaken to control dust pollution caused due to coal handling at berth no. 5A & 6A.	Please refer our response to 1.d
j.	He stated that the coal pollution is so severe that vision of the fishermen is affected. He stated that in spite of the media highlighting coal pollution due to coal handling at MPT and South West Port, GSPCB has not issued any directions to the Companies.	Comments not directed to the project proponent.
k.	He stated that large amount of contaminated coal water is discharged into the sea after being used by the Project Proponent for dust suppression. This polluted water is discharged into the sea and results in large black patches in the sea, killing the flora and fauna.	The observation is not correct. Water is sprayed over bulk cargo in a controlled manner and it is entrained/absorbed in the cargo. No effluent from the Port Terminal is discharged into the sea. The leachate if any is collected in a dump (settling) Pond, where the sediments settles. The settled solids then collected periodically and safely disposed.
l.	He stated that there is no proposal for the treatment of 7 lakh litres of water that is going to be used by the Project Proponent for dust suppression.	Please refer our response to 5.e
m.	He stated that using of such large quantity of water will result in water shortage for the common people.	Please refer our response to 5.e
n.	He stated that removal/handling of coal from Berth No. 5A & 6A is resulting in flowing of coal dust into the water that is affecting the local fishermen. There is no mention of measures for controlling coal spillage into the sea.	Please refer our response to 15.k
o.	He stated that the loading of coal into trucks by JSW is resulting in dust pollution. He stated that the village roads on which trucks carrying coal from JSW/ Project Proponent are in bad condition. He questioned as to whether there is enough infrastructure to handle additional coal transport from the proposed project.	Please refer our response to 3.h
p.	He stated that there is no proposal for compensating the loss to the	Please refer our response to 15.k

	local marine life and livelihood of local people/fishermen that will be caused due to increased coal handling.	There is no link between fish catch with on ground handling of material.
q.	He stated that there is no provision made for disaster management in respect of disasters that can occur due to the proposed project be it on account of fire or cyclone.	EIA Report, Chapter 6: Risk Analysis and Disaster Management Plan deals with natural and man-made calamities, and a preparedness and response plan for the same.
r.	He stated that the draft EIA report submitted with regard to dredging activity by MPT initially stated that the dredging in question was capital dredging but subsequently, it became maintenance dredging. He stated that due to this faulty report by WAPCOS, MPT was fined 50 crores. He objects to the acceptance of the EIA report prepared by WAPCOS in the case of the present Project Proponent.	Comment is not relevant to the Project.
16. Siddhesh Bhagat, Navelim		
a.	He stated that the Project Proponent could not provide drinking water to the people at the present hearing but is planning on using 7 lakhs litres of water in its proposed project.	Comment is not relevant to the Project. However, the water to be used for pollution control is proposed to be sourced from the CEPT of PWD with a daily capacity of 2300 KLD.
b.	He stated that the EIA report and the Project Proponents presentation is silent on the measures that will be taken to prevent adverse effects on the health of the people of Vasco. He stated that granting of permission for the present project will result in turning Vasco into a coal hub.	Please refer our response to 1.a & 1.d No Coal Hub is proposed. The increase in the capacity is only consequential to the modernisation of the facility.
c.	He requested the Chairman to ensure that the submissions of the Public are effectively conveyed to the MoEF.	No response is offered.
17. Sydney Furtado		
a.	He stated that fishing trawlers anchor to berth No. 11 at MPT. He stated that he appreciates the GSPCB for stopping coal handling operations at berth no 10 & 11. He stated that companies of Adani and Jindal are operating their coal handling operations without any pollution control measures.	Comment is not relevant to the Project. Please refer our response to 1.d
b.	He objected to expanding/increasing coal handling in Vasco and stated that coal handling should be phased off.	No response is offered.
c.	He stated that the agency that has prepared the draft EIA report relied upon in today's public hearing is inefficient inaccurate and studies done	WAPCOS Ltd., a Govt. of India Undertaking is a NABET accredited consultant, recognised by the MoEFCC, with experience in wide range

	by them are a shame.	of projects. The EIA is meticulously carried out in the framework of the ToRs issued by the MoEFCC and as per the standard manual and guidelines.
d.	He stated that the levels of pollution in Vasco city are very high and this has been continuing for many years. He stated that many of the pollution control measures required to be complied with by the companies including creation of a green buffer is not being implemented.	The observation is not correct. Please refer to our response at 5.n. Adequate measures as indicated above are in place and described in the answer addressed under various replies above.
e.	He stated that the companies of JSW (present Project Proponent) and Adani are refusing to transport coal with covered containers.	The statement is not correct. Please refer our response to 3.c
f.	He stated that during the monsoons the local fishermen has observed that the entire river turns black due to runoff from coal handling activity. He requested the PCB to initiate action and ensure that coal activity is phased off.	The coal stacks are covered with water proof sheets and protected at the sites from collapse by crash barriers. Hence, no flow is envisaged from the coal dump. During rainy, if any, they are collected in the dump pond/settling tank. Therefore, runoff from coal handling is highly remote.
18. Gandhi Henriques, Vasco		
a.	He stated that the present public hearing is being held on account of judgement dated 02/09/2016 from the NGT.	The observation is not correct. The proposed project was never referred to NGT.
b.	He stated that NGT had obtained an EC from the MoEF for dredging activity. However, the NGT set aside the EC.	Comment is not relevant to the Project.
c.	He objected to the fact that public hearings are scheduled over three days.	Comment is not relevant to the Project.
d.	He stated that if as informed by MPT to the NGT that 60% of the work has been completed than why the present public hearing is held.	Comment is not relevant to the Project.
e.	He stated that in the event the objections of the people are upheld as to whether MPT would restore the area to its original condition.	Comment is not relevant to the Project.
f.	He strongly objects further enhancement of coal handling activity at MPT.	No response is offered.
19. Swati Kerkar, Keri-Ponda		
a.	She opposes the proposed project as she says that this project will turn Vasco into a coal hub.	We do not agree to the contention that Vasco is turning in to a coal Hub. The increase in the output is on account of increased efficiency

		and replacement of old equipment.
b.	She stated that the GSPCB cannot control pollution due to mining activity as can be seen in the Sonshi issue and will not be able to control pollution due to coal handling.	Comments not directed to the project proponent.
c.	She stated that if the authorities do not act, people of Vasco will agitate.	No response is offered.
d.	She stated that the GSPCB has failed to control pollution in the State and has also failed to control coal pollution.	Comments not directed to the project proponent.
e.	She stated that such projects as the one is presented by JSW are being forced upon the public by the State and Central Government.	No response is offered.
f.	She requested the concerned activities to act in favour of the Public.	Comments not directed to the project proponent.
g.	She strongly opposed the proposed project of the Project Proponent.	No response is offered.
20.	**Dominic Noronha**	
a.	He opposed grant of approval for the proposed project of the Project Proponent.	No response is offered.
b.	He stated that the EIA report relies upon data from the 2011 census, which is old data and should not be relied upon, because we are now in the year 2017 for which fresh ate should have been collected by the project proponent.	Census data of 2011 has been referred as secondary data for environmental baseline, which is as per EIA Guidance Manual and is an accepted practice. As no direct significant social impact is scoped for the EIA, primary data has not been collected.
c.	He sought to know the names of the 19 villages in which the EIA study has been carried out.	The names as mentioned in the EIA report, Chapter 3 Environmental Baseline Status were read out by the Project Proponent.
d.	The names of the Villages had been read out to him by Project Proponent.	Please refer our response to 20.c
e.	He stated that the EIA report does not specifically mention the names of villages it has studied thereby rendering the report ineffective.	Socio-economic profile of the project area is given in EIA report, Chapter 3, section 3.20, page no. 3-77.
f.	The EIA report does not mention the socio economic impact on the local people.	Socio-economic impact of the project is given in EIA report, Chapter 4 Impact Assessment and Mitigation Measures, section 4.4, page no. 4-17.
g.	He stated that the local village panchayats which were part of the study of the EIA report have not given their approval for the same.	Approval from local authorities is not a requirement for EIA, especially when it is inside the notified port area.
h.	He further stated that the local authorities have not submitted their approval for the proposed project.	Comments not directed to the project proponent.
i.	He requested the Goan local Officers of the Government to verify the carrying capacity of the State to have such industries.	Comments not directed to the project proponent.

21. Simon Pereira, Vasco		
a.	He stated that the Adani Company has obtained a mine in Australia and due to illegal operation of the mine they were fined heavily by the Australian Government.	Comment is not relevant to the Project.
b.	He stated that comparatively, the Indian Government has never fined Adani Company for environmental pollution.	Comment is not relevant to the Project.
c.	He stated that on lines of action taken by the Australian Government similar action should be taken by the State Government and an opinion poll on this issue should be held of all the villagers located within 10 km of the project.	Comments not directed to the project proponent.
d.	He stated that conducting of public hearing is a waste of time, money and effort.	No response is offered.
e.	He requested the Chairman to consider as to why there is such serious objection to coal handling by the Project Proponent by the people of Vasco.	Comments not directed to the project proponent.
f.	He stated that the company carries out sprinkling of water on coal stacks to control pollution but such sprinkling of water is only to control fires that ignite due to heat.	The observation is not correct. The coal in the stack catches fire only when the coal contains high percentage of Sulphur stored for longer period. The SWPL terminal mainly handles coke and thermal coal, so there is very less chance of catching fire. In any case, maximum dwell time of the coal at the terminal is not in excess of 10 days. So chance of fire further reduces. Hence, the water sprinkling is carried out for pollution control and not for extinguishing fire.
g.	Vasco is a sitting on a time bomb as it is surrounded with Naphtha tanks, Ammonia tanks and coal stacks. He stated that if the authorities fail to act the People of Vasco will approach the courts of law.	No response is offered as not relevant to the project.
h.	He strongly opposed granting for the proposed project.	No response is offered.
22. Rupesh Shinkre		
a.	He stated that Prime Minister of our Country in 2015 declared at the Paris Convention that India would limit the use of fossil fuels, to preserve and conserve the same for the future.	Comment is not relevant to the Project.
b.	He stated that use of fossil fuel as sought to be done by the Project Proponent will result in adverse climate change and global warming.	Comment is not relevant to the Project.
c.	He stated that the Project Proponent seeks to increase handling of coal	Comment is not relevant to the Project.

	by over 400 % of its present handling capacity. He stated that this amounts to a gross violation of the Prime Ministers undertaking made at the Paris Convention on climate change.	
d.	He stated that in terms of the Prime Ministers undertaking at the Paris Climate Convention will require the phasing out of coal handling in Goa and not increase.	Comment is not relevant to the Project.
e.	He stated that the EIA report overlooks the aspect of climate change and global warming.	No response is offered.
f.	He stated that there was no need for conducting three projects as neither of the projects can exist in isolation and all are core dependent on each other. He based this statement on para 2.2 of the WAPCOS report.	As mentioned in the EIA report, Chapter 2. Project Description, section 2.2 *"The consequential capacity enhancement shall be achieved by the increasing operational efficiency of the existing mechanised material handling system and equipment by enhancing the existing conveyor speed and improving the rake loading turnaround time. Thus the increase capacity is the direct result of the better and more efficient handling methods".* The proposed project is not dependant on the capital dredging proposed by MPT, however it will benefit from the same as large size vessels could call on the SWPL Terminal.
g.	He stated that the State Government has attempted to cheat the people of Goa by conducting three public hearings.	Comments not directed to the project proponent.
h.	He stated that the proposed project is being carried out not for the benefit of the people of Goa but for the benefit of certain industries.	No response is offered.
i.	He stated that the precautionary principle must be applied while considering the present project.	No response is offered.
j.	He stated that Goa's carrying capacity for such industries has never been done nor has the Government done a study to verify the sustainability of the proposed project.	Comments not directed to the project proponent.
k.	He further relied upon the judgements passed by the Hon'ble Supreme Court which stressed that Public Health is more important than profit of the individual Companies i.e. judgment regarding banning of vehicle with diesel engines of 2000 CC capacities, banning entry of trucks in the national capital beyond certain age limit, conversion from BS3 engine to BS4 engine are an eye-opener leading an example to follow on the precept of right to life & environment.	Comment is not relevant to the Project.
l.	He once again objects grant of approval for the proposed project as it is in the interest of the environment or the people.	Comment is not specific.

23. Sebastian Rodrigues, Department of Humanities and Social Sciences, BITS Pilani, Goa Campus, Zuarinagar.		
a.	He stated with reference to chapter 1 of the EIA report, he objects to the statement that MPT has served the State of Goa for the past 125 years and be questioned as to whether its services to erstwhile Portuguese could in any way be a part of a State of Goa.	Comment is not relevant to the Project.
b.	He stated that it appears that the JSW's proposed project is only to supply coal to units in Karnataka at the cost of Goa's environment, in the nature of a corridor.	This project is modernization of an existing Port Terminal in operation since 2004.
c.	He stated that the EIA report does not indicate as to how the proposed project serves public interest of the people of Goa.	The matter is covered in the EIA report, Chapter 4 Impact Assessments and Mitigation Measures, section 4.4, Page no. 4-17
d.	He stated that a cumulative EIA report requires to be done and not an independent EIA report as if the project is independent of the other two projects scheduled for hearing tomorrow and the day after.	The EIA study was carried out in accordance with ToR issued by the MoEFCC. The facility is located inside a notified port area, where ambient monitoring of air quality is continuously recorded at multiple stations. These readings give the cumulative impact of all operation and formed the baseline for the EIA study. As mentioned in the EIA report, Chapter 2. Project Description, section 2.2 *"The consequential capacity enhancement shall be achieved by the increasing operational efficiency of the existing mechanised material handling system and equipment by enhancing the existing conveyor speed and improving the rake loading turnaround time. Thus the increase capacity is the direct result of the better and more efficient handling methods".* The proposed project is not dependant on the capital dredging proposed by MPT, however it will benefit from the same as large size vessels could call on the Port Terminal.
e.	He stated that MPT has carried out activity of dredging without EC or approval from the authorities.	Comment is not relevant to the Project.
f.	He stated that increase of coal handling by JSW cannot be allowed as they are unable to control pollution caused due to their present coal handling capacity.	Please refer our response to 1.d
g.	He stated that the life of people of Vasco should not be compromised for the benefit of a few industrialists.	Comment is not specific.
h.	He stated that if the present project is permitted, Goa will become a corridor of coal transportation.	No comments offered.
i.	He stated that there are no proper reports pertaining to ground water	The matter is covered in the EIA report, Chapter 3, Environmental

	analysis in the EIA report.	Baseline Status, section 3.11, page no. 3-10
j.	He stated that many of the affected villages that come into 10 Km radius of the proposed project do not have access to the EIA report nor has they been subject of study in the EIA report.	Please refer response 7.c
k.	He stated that barges transporting ores on the river Mandovi and Zuari are being washed in the middle of the river causing water pollution.	Comment is not relevant to the Project.
l.	He requested the GSPCB to take action on discharge of effluents during transportation of coal and ore in the rivers.	Comments not directed to the project proponent.
m.	He stated that the source of water that is proposed to be used for spraying on coal stacks has to be ascertained.	Please refer our response to 5.e
n.	He stated that Goa should avoid lending in the same environmental mess as China is in, as some parts of China have not seen the sun for last many years.	Comment is not relevant to the Project.
o.	He stated that the quantity of water proposed to be used for pollution control measures should be ascertained.	Please refer our response to 5.e
p.	With reference to the Environment Management Plan in the EIA report, he stated that all such waste will be handed over to the Goa Municipal Corporation which does not exist.	The word 'Goa Municipal Corporation' as mentioned in Chapter 5. Environment Management Plan, section 5.2.6, page no. 5-5 is an inadvertent error and it will be replaced with 'Mormugao Municipal Council' in the final EIA report.
q.	He stated that the report has not suggested steps for containment of oil spills.	No oil cargo is presently being handled, nor it is proposed to be handled as a part of capacity enhancement. SWPL is not involved in the water side operation and port conservancy is the responsibility of the port trust. So oil spill contingency is not part of the SWPL responsibility.
r.	He stated that in light of what he has stated so far he opposes grant of approval for the proposed project.	No response is offered.
24. Dolvin Braganza, Majorda		
a.	She stated that such project will result in destruction in biodiversity of the local area and even a fox which is commonly seen would be a thing of past.	EIA report, Chapter 3 Environmental Baseline Status, in various sections covers the details of the marine and terrestrial biodiversity study. The project is operational since 2004 at the proposed site. The increase in the capacity is only consequential to the modernisation of the facility and no additional waterfront or land is to be utilised.
b.	She strongly opposes grant of approval for the proposed project.	No response is offered.
25. Adv. Fr. Micheal E. Fernandes, Vasco		

a.	He stated that it was the duty of the Project Proponent to supply copy of all documents and reports including EIA reports to the affected people.	Please refer our response to 7.a & 7.c
b.	He stated that this failure renders the present public hearing ineffective.	Please refer our response to 7.a & 7.c
c.	He stated that there is severe air pollution in Vasco pollution due to coal handling.	Comment is not specific and not directed to the project proponent.
d.	He stated that there has been no efforts to verify the impact on the health of the people due to pollution caused due to coal handling activities.	Please refer our response to 4.c
e.	He stated that a few economically powerful people are causing large scale pollution due to unplanned industrial activities with the active support of the political class.	Comment is not specific.
f.	He stated that the interest of the public is not considered. He stated that the cumulative impact of all three projects should be considered and not individually. He questioned as to what action the Pollution Control Board has taken to control pollution caused due to coal handling operations in Vasco city.	Please refer our response to 23.d Comments not directed to the project proponent.
g.	He stated that there have been no steps or study undertaken to assess the impact on the health of local people by the project proponent.	Please refer our response to 4.c
h.	He stated that the for the proposed activity of the project would result in adverse effect on the marine environment and ecology.	Comment is not specific.
i.	He stated that report does not make a mention of the danger posed through Indian Oil tanks located at Vasco due to the proposed activity of expansion of coal handling activity by JSW/Project Proponent.	Please refer our response to 15.q
26.	**Abhijit Salkar,Vasco**	
a.	He refers to Chapter 8 (8.4.2) of the EIA report. He stated that the clause say that only three AAQM stations are proposed to be established close to the construction site only after operation of the unit. He objects to this as there should be minimum 12 stations and monitoring should be done during construction.	The word 'construction' as mentioned in Chapter 8 (8.4.2) is an inadvertent error and it will be replaced with 'operation' in the final EIA report. Three monitoring stations to be placed near to the area of operation are felt adequate to cover impacts of operation phase. However, we are open to GSPCB's directions in this regard.
b.	He objects AAQM is being done by GSPCB as there is not transparency in their proceeding. He recommends that monitoring should be done by NGO's	Comments not directed to the project proponent.
c.	He stated that adequate finance should be made for the monitoring more than the stipulated 12 lakhs.	The cost of AAQ monitoring as mentioned in EIA report, Chapter 8. Environmental Monitoring Programme, section 8.4.2, page 8-4 is an

		estimate. Additional provision for the monitoring may be made as required.
d.	He objected the locations of the three AAQM and says that there are specific guidelines for location of AAQM that should be followed.	Please refer our response to 26.a
e.	He states that in the event the AAQM fails there should be consequences to be faced by the project proponent.	No response is offered.
27. Udhav Pol, Headland, Sada		
a.	He stated that the dusty coal that is proposed and is currently being handled at MPT has been refused at tuticorim Port and not accepted in any other port except MPT.	Comment is not relevant to the Project.
b.	He stated that the height of the stacked coal at MPT and the speed of conveyor moving the coal is more than the height of the wind breaking walls rendering them inefficient.	Please refer our response to 1.d and 1.f In addition to the wind shield provided around the stack yard are about 4 m higher than the coal stacks (which are covered). The conveyors are covered wherever possible. Hence the pollution measures are adequate as indicated by the ambient air quality results.
c.	He strongly opposes grant of approval for the proposed project and seeks a complete ban on coal handling at MPT.	No response is offered.
28. Rui Costa Araujo, Chicalim		
a.	He stated that the coal handling activities results in dumping of coal in various water bodies. This coal pollution is also polluting the Chicalim bay which is home to unique window pane oysters.	Please refer our response to 1.d Please refer our response to 15.k No pollution of water is presently carried out and nor possible.
b.	He stated that expansion of coal handling activity by the project proponent will result in pollution of the Chicalim Bay.	Please refer our response to 1.d Please refer our response to 15.k
c.	He stated that EIA report has to be set aside as it has violated guidelines of MoEF and is not in terms of EIA Notification.	The EIA study was carried out in accordance with ToR issued by the MoEFCC.
d.	He stated that EIA report contains false submissions pertaining to benthic organism and life.	Comment is not specific. However, in the EIA report, Chapter 3 Environmental Baseline Status, section 3.17.8, page no. 3-55 details the benthic study carried out in the study area.
e.	He further stated that the Chicalim Bay is an ecologically sensitive area; however, this is not mentioned in the EIA report.	This is an operating facility with no significant change in operation. The sensitivity of Chicalim Bay was evaluated and impact was assessed. This will be included in the final EIA report.
f.	The presence of corals near Grande Island is not mentioned in the EIA report. He objects to the proposed project of the Project Proponent as	The observation is not correct. The fact that corals have been recently discovered at Grande island

	it is a part of overall proposal to increase coal handling activities and dredging activity by the MPT that will cause serious environmental pollution.	has been duly mentioned in the EIA report, Chapter 3 Environmental Baseline Status, section 3.17.10, page no. 3-61. However, Grande island is at a distance of about 10 km from the proposed project by sea distance. It is too far away from the proposed project site to have any kind of significant adverse impact.
g.	He stated that the EIA report has failed to make a quantitative assessment of the air pollution that will be caused due to the operation of the present project.	Please refer our response to 1.a at various sub points and 1.d
h.	He objected the EIA report and grant of any approval for the proposed project of the Project Proponent. He seeks that the EIA report be scrapped and a comprehensive EIA report covering all three projects should be prepared and submitted.	Please refer our response to 23.d
29. Sanjay Redkar, Vasco		
a.	He refers to Form I pertaining to the project proponent of the project.	Form 1 is submitted for obtaining Terms of Reference for EIA from the MoEFCC at the initial stage of the EIA cycle. The EIA may contain information revised/updated information about the project without materially changing the project components and profile.
b.	He stated that the draft EIA report contradicts Form I.	Form 1 is submitted for obtaining Terms of Reference for EIA from the MoEFCC at the initial stage of the EIA cycle. The EIA may contain information revised/updated information about the project without materially changing the project components and profile.
c.	He stated that sr. No. 10 of Form I; Vasco is less than 3 Km and not about 4 Km.	The distance from the project site as mentioned in the Form 1 is approximate distance and not definitive.
d.	He stated that the dredging is interlinked to the project however, this does not match with the Sr. No. 17 where the answer is sates as "no".	The proposed project is not dependant on the capital dredging proposed by MPT.
e.	Sr. No. 11 "Dredging "is stated as no. however there is already a mention in the draft EIA that the depth is to be increased to 19.8 m from 14 m and that this public hearing is an aftermath of the order passed by NGT as the MPT had carried out dredging upto 60%.	Please refer our response to 22.f
f.	There is no study made on impact on humans on coal pollution.	Please refer our response to 1.a, bullet no. 2 and 1.d
g.	He objects to the statement that there will be no effect on human life due to operation of the proposed project as referred in sr. no 3.2 of Form I.	Please refer our response to 1.a, bullet no. 2 and 1.d
h.	He objects to the company's submission in Form 1 that there will be no impact of environmentally sensitive areas and ecologically sensitive zone. refer sr. no. 3.1	This is modernization of an existing Port Terminal in operation since 2004. Modernization of the operation will accompany installation of more effective, integrated and efficient APCMs. No incremental adverse impact on the environment including sensitive elements is

		envisaged.
i.	He objects to the submission in Form 1 Sr. No. 3.4 as "no" of the vulnerable groups of the people who will be affected by the project. Eg. Hospital patients, children, elderly, etc.	Please refer our response to 29.h
j.	With reference to the undertaking given by the Project Proponent since most of the above points are false, the draft EIA has to be quashed/or nullified as these are false.	The EIA report has been prepared based on appropriate and project specific scoping, additional ToR for EIA issued by the MoEFCC, sector specific EIA Guidance Manual and sector specific standard ToRs published by the MoEFCC.
k.	He objects to the grant of approval for the proposed since Form I has been submitted with false information.	Please refer our response to 29.h
l.	He states that more than 100 thousand people reside in and around Vasco da Gama and project site and there will be direct effect on the health of the people due to dust air pollution.	Please refer our response to 1.a & 1.d
m.	He states that the Municipal council of Vasco has objected to transportation of coal in Vasco city due to the health hazards being caused in Vasco on 4th Jan 2016 by a resolution through a special meeting.	Comments not directed to the project proponent.
n.	He states that the three projects for which public hearing is scheduled are interlinked. The common similarity is that the deepening of the channel is a common requirement of all three projects as they all require increase in depth from 14 m to 19.8 m. of the channel.	Please refer our response to 29.d
o.	Overall he raised his protest against the project of increasing the coal handling capacity .	No response is offered.
p.	As submitted in sr. no 7 of Form I of defence installations there are defence installations within a distance of 15 Km and are also as near as 1-2 Km within their project site.	Please refer our response to 29.h
q.	Sr. no. 8 of Form I states 'no'. He submits that hospitals, schools, places of worship, community facilities, etc. are within the distance of 15 Kms.	Please refer our response to 29.h
r.	He states that four of the five monitoring stations are located about 50 -100 meters above the site. However, none of the stations are located in Vasco city where the wind blows through the city.	Please refer our response to 1.a
s.	He states that the draft EIA report should be rejected on account of the discrepancies as stated above in Form I.	No response is offered.
t.	He states that the EIA report submits that there is no dense population	The proposal is an ongoing operation. The consequential increase due to modernisation and changing of aging equipments.
u.	He states that there is a dense population around the project site and the project proponent has made false statement.	No response is offered.
v.	He raised his objections for the project.	No response is offered.

30. Peter Andrade, Vasco		
a.	He stated that the EIA report does not incorporate the findings of the AAQM conducted by the GSPCB. He stated that the AAQM report mentioned in the EIA report are inaccurate and are done by location AAQM stations in locations that do not effectively record the levels of air pollution.	Please refer our response to 1.a at various sub points
b.	He stated that the submission that there is no fishing activity in the vicinity of the proposed project is false. He stated that the report is silent on the extent of fishing vessels and activity at the Kariwada jetty is not contained in the EIA report.	The observation is not correct. No fishing is allowed in the Port area and near the channel due to security reasons as the Port is ISPS compliant.
c.	He objected to the statement in the EIA report that there are no turtle nesting sites in the vicinity of the proposed project. He stated that there is clear evidence that turtles breed and lay eggs at Baina beach. He stated that this indicates that improper study has been conducted.	The observation is not correct. Isolated and random egg laying events are not classified as turtle breeding grounds.
d.	He stated that they cannot deny the fact that there is coal pollution in Vasco and surrounding area due to the presence of coal dust in the area.	Please refer our response to 1.a & 1.d
e.	He requested that the EIA report submitted by the Project Proponent be rejected and entire coal handling be stopped.	No response is offered.
31. Parshuram Shetye, Vasco		
a.	He stated that the three projects are one single project however, public hearings are scheduled on three separate days. This is being done intentionally to harass and trouble the people of Vasco.	The observation is not correct. The Terms of Reference for the proposed projects have been obtained separately from the MoEFCC. Also refer our response 22.f
b.	He stated that there is no health study or survey by the Project Proponent on the impact of coal handling activities on the people of Vasco.	Please refer our response to 1.a & 4.c
c.	He stated that the GSPCB in spite of receiving various complaints regarding coal pollution in Vasco city has failed to act or delayed in acting and has permitted the pollution to continue. In this context he says that it is not possible for Pollution Board to control pollution after increase in coal handling.	Comments not directed to the project proponent.
d.	He stated that people of Vasco do not require freebees or doles from coal handling companies and want coal handling in Vasco to be stopped.	No response is offered.

e.	He vehemently opposed to the approval of the grant of permission to the Project Proponent.	No response is offered.
32. Avertano Miranda, Panaji		
a.	He stated that it is important to know that there are absolutely no persons present at the personal hearing who support this project and all have strongly opposed this.	No response is offered.
b.	He stated that the coming up of this project will render a threat to the defence establishments located in Vasco.	Comments not specific. However, the project proponents mention here that the operations at the berth are carried out since 2004 and the capacity enhancement would be carried out in the same water front and land ward side area. The project does not envisage any road transportation.
c.	He requested that drinking water be provided to the participants at the next two public hearings.	Comment is not relevant to the Project.
d.	He vehemently opposed to the approval of the grant of permission to the Project Proponent.	No response is offered.
33. Suresh Barve, Vaddem Vasco		
a.	He stated that the queries raised by the public are not being answered by the Chairman and the Panel Member.	Comments not directed to the project proponent.
b.	Chairman, Public Hearing Panel's intervening Comment: The Chairman informed him that all queries and objections raised by the public will be communicated to MoEFCC for decision in the matter for grant of approval to the Project Proponent.	
c.	He stated that the EIA report and summary report was not made available to him by the Chicalim Panchayat and he wanted action to be taken against village panchayat Secretary.	Comments not directed to the project proponent.
d.	He stated that the EIA report has not been made available to the local Panchayat in local language i.e. Konkani/Marathi.	Please refer our response to 7.c
e.	He stated that Secretary of Village Panchayat, Shri. Narayan Azgaonkar refused to give him EIA report on his request. The Secretary has harassed him and requested the Board to initiate action in the matter.	Comments not directed to the project proponent.
34. Parshuram Sonurlekar		

a.	He stated that the EIA report is silent on the method for monitoring of noise pollution.	The observation is not correct. The matter is covered in the EIA report, Chapter 3 Environmental Baseline Status, section 3.16, page no. 3-26. Noise data is collected from 7 stations as mentioned in the EIA using weighted sound pressure level meter.
b.	He stated that units of Adani and Jindal operate their plants only at night. He sought to know as to whether any special permission has been granted by the Government or the Pollution Control Board for night operation of the units.	The Port terminal is a round the clock operation.
c.	He stated that the NGT has directed Adani and Jindal to grow a green belt plantation in the vicinity.	With regard to Green belt development, SWPL i.e. company of the Jindal group, would like to bring the following to attention, 1. Greenbelt comprising 1400 m^2 (approximately) including 700 trees has been raised on the project site. 2. The requirements of Green Belt developments is generally worked out for the complete port area. Segregation of the same for each berth many a times not possible, because of operational exigencies. However, all efforts to make the area green and entrap fugitive emission is being made.
d.	He seeks to know whether the plantation has been carried out.	Please refer our response to 34.c
e.	He conveyed his serious objection to the approval of the present project.	No response is offered.
35. Abhijit Prabhudesai Vasco		
a.	He refers to judgement by NGT in Appeal No 10/2016 filed by Old Cross Fishing Society;	No response is offered.
b.	He stated that the NGT has directed the MoEF to first consider whether capital dredging can be considered in isolation to cargo handling operations.	Comment is not relevant to the Project. Further we mention that the project proposed by SWPL is independent to the dredging to be carried out by MPT. Please refer to our response 22.f
c.	He stated that without complying with the above the public Hearing could not have been held.	Comment is not relevant to the Project.
d.	He stated that Form I has not been made available on the GSPCB website or at any other forum. This is in violation of guidelines of MoEF.	Comments not directed to the project proponent
e.	He stated that MoEF guidance manual has not been compiled by the Project Proponent or the consultant while preparing the EIA report.	WAPCOS is a NABET accredited consultant, with experience in wide range of projects. The EIA is meticulously carried out in the framework of the ToR. The EIA report has been prepared based on appropriate and project specific scoping, additional ToR for EIA issued by the MoEFCC, sector specific EIA Guidance Manual and sector

		specific standard ToRs published by the MoEFCC.
f.	He stated that compliance statement as required to be submitted has not been prepared and as such the EAC could not have granted TOR.	As per the approved ToR, application has been made to RO, MoEFCC, Bangalore to obtain the certified compliance report and submit for project appraisal.
g.	The issue pertaining to double tracking of railways indicates that wildlife and forest clearance will be required to be submitted. However, the same is not finding a mention in the Form I.	The project proponent has not proposed any double tracking of railway. The facility is independent of the doubling of the tracks as the spare capacity of the present tracks would be sufficient to take care of the present proposal. Thus the project doesn't need to obtain wildlife and forest clearances.
h.	He stated that data and maps required to be submitted by the Project Proponent to the EIA are not made available.	The EIA report has been prepared based on appropriate and project specific scoping, additional ToR for EIA issued by the MoEFCC, sector specific EIA Guidance Manual and sector specific standard ToRs published by the MoEFCC.
i.	The Guidelines of EIA are clearly flaunted.	Comment is not specific.
j.	However, the EIA report states that railways and road facility have to be enhanced.	The observation is not correct. The project proponent has not proposed any additional railway tracking. There is no road transportation of cargo in the Project at present and the same is not proposed in the proposed modernization phase as well.
k.	The guidelines state that an existing alternative has to be submitted in the report. The alternate infrastructure exists in the form of ports on the east coast. The EIA is silent on this aspect.	The Port terminal is in operation since 2004. Alternatives sites for project are applicable for greenfield projects.
l.	He stated that primary data has not been collected except of a two day study on marine biology in the EIA report.'	The observation is not correct. Information about primary survey carried out for the project giving period and duration of surveys is given in the EIA report, Chapter 3 Environmental Baseline Status. Please refer section 3.15, page no. 3-17 for the information about AAQ survey. Also noise data is collected during the study
m.	The manual requires baseline data of land and demographic data to be part of the EIA report. However, the EIA report is silent on this aspect.	The observation is not correct. Please refer our response to 20.b
n.	He stated that contour maps and topographical study are missing from the EIA report. Though the same is required as per the guidelines.	The EIA report has been prepared based on appropriate and project specific scoping. No change in the landscape of the Port terminal is proposed, therefore the contour maps and topographic survey are not scoped as necessary for the EIA study.
o.	The geological details are not mentioned in the EIA report.	As the proposed project is not envisaged to have any impact on the geology of the site or its surroundings, geological details are not scoped as necessary for the EIA study.
p.	The geotechnical properties of soil upto a depth of 10 meters is not	Comment is not relevant to the Project.

	carried out below the area to be dredged.	
q.	There is no application of mind relating to standards of water in the study area.	Comment is not specific.
r.	Sampling of water quality at certain depths as per the guidelines has not been done in the EIA report.	The observation is not correct. Study for marine water quality is covered in the EIA report, Chapter 3 Environmental Baseline Status, section 3.17.2, page no. 3-36 where results for surface and bottom samples of marine waster are presented.
s.	Field studies done in the EIA report are not done with any scientific basis.	Comment is not specific.
t.	Study on flora and fauna as mandated in the MoEF guidelines have not been done nor has any data being collected in the study area as per the EIA report.	The observation is not correct. Details of flora and fauna is covered in the EIA report, Chapter 3 Environmental Baseline Status, section 3.18, page no. 3-63 onwards.
u.	There is no study done of the residential area, schools, hospitals, etc. of the area around the project site.	Comment is not specific
v.	Relevant socio economic data does not figure in the EIA report and the data available is based on 2011 census.	Please refer our response to 20.b
w.	None of the road and railways close to the site have been considered.	Comment unclear
x.	He stated that the Dabolim Airport operations will be adversely affected by this project.	Please refer our response to 3.d
y.	The report does not contain any Impact assessment of the project on the fishermen and marine environment.	The observation is not correct. The matter is dealt with in the EIA report, Chapter 4 Impact Assessment and Mitigation Measures, section 4.3.2, page no. 4-12 (marine biology), and section 4.4, page no. 4-17 (socio economic impacts).
z.	Proper cost benefit analysis has not been done.	Cost benefit analysis is to be carried out only if included as part of the issued additional ToR by the MoEFCC in accordance with EIA Notification, 2006 (amended), Appendix III, Sr. 9,
aa.	He stated that Form I is filled with false submissions.	The comment is not specific.
bb.	He stated that the ownership of the land on which this project is coming up is pending before the Hon'ble High Court. However, in form I it is stated that there is no legal issues pending.	The land is leased from MPT. We have no legal cases pending for the same.
cc.	In Form I, it is stated that dredging is not required for the project however, dredging is already done by MPT.	Comment is not relevant to the Project. No dredging is proposed as a part of the project proposed by SWPL
dd.	He stated that expansion of coal handling capacity will require enhanced/ expansion of infrastructure.	The project is operational sine 2004 at the proposed site. The increase in the capacity is only consequential to the modernisation of the facility and no additional waterfront or land is to be utilised.
ee.	He stated that coal handling has a direct relation with respiratory diseases. However, the Project proponent has denied the same in Form I.	Please refer our response to 1.d, 4.c and 7.c

ff.	The Project proponent has denied that the project will cause any impact on human living conditions; however, this is false as the project will have a direct impact on the life of the fishermen and residents of Vasco city.	
gg.	The old Goa heritage site falls within 15 Km radius of the project site which is concealed by the project proponent.	Please refer our response to 29.h
hh.	The Project proponent has denied that the site falls within a densely populated area which is a blatant lie as the site is within Vasco city.	The observation is not correct. The site lies in the notified industrial area of MPT, which is away from Vasco city.
ii.	The Project proponent has denied that in the existing project causes pollution. This is false as record of the PCB clearly indicates that the existing coal handling activity at JSW causes pollution.	The observation is not correct. Please refer our response to 1.d and various points discussed above
jj.	Decisions for increase in coal handling and infrastructure for the same has been concealed from the people amounting to a violation of the provision of the constitution of Goa.	The observation is not correct. Comment is not specific.
kk.	The Project proponent has a very bad track record. Firstly, the JSW was charged for illegal allocation of a coal block. Secondly, criminal proceedings have been filed against JSW for cutting of mangroves, Thirdly, 8 banks have filed proceedings for recovery of 7000 crores which JSW owes to them.	Comment is not relevant to the Project.
ll.	OSHAS has fined JSW over 1 lakh Dollars for violation.	Comment is not relevant to the Project.
mm.	JSW has adequate infrastructure on the east coast of India and are operating on the west coast purely for profit.	Comment is not relevant to the Project. The existing logistics of transport of coal from berth 5A & 6A is operational by SWPL since 2004.
nn.	The EIA report states that fish catch is dropping drastically and in this case the proposed project should not come up as it will reduce the catch further.	The observation is not correct. The information given in the EIA report, Chapter 3 Environmental Baseline Status, table 3.42, page no. 3-75 clearly indicated an increase in marine fish production for the period 2011 to 2015 (Source: Directorate of Fisheries, Govt. of Goa).
oo.	Double tracking of railways is anti-people and against public interest.	Comment is not relevant to the Project.
pp.	Geological data does not figure in the EIA report. The hill side at Sada is on the verge of collapse.	The comments are arbitrary and incorrect. No construction is envisaged at Sada.
qq.	The procedure followed for today's hearing has no legal sanctity.	No response is offered.
rr.	EIA report is completely silent on the issue of climate change.	Please refer our response to 1.a
ss.	He further states that the Project proponent has falsely stated in Form I that no other similar activity exists in the vicinity. This is a false statement as the next berth located adjacent to the site is being operated by coal handling company i.e. Adani.	Entry in the Form 1 is an inadvertent error and it will be corrected in the final EIA report. However, data collected at site was the cumulative effect of all operations, hence baseline data was not compromised.
tt.	The consultant WAPCOS has carried out EIA study for all the three projects scheduled for public hearing. All three reports are identical.	WAPCOS is a NABET accredited consultant, with experience in wide range of projects

uu.	The EIA report contains baseless statements without reference and the method of data collection is flawed. He requested that MoEF black list the consultant.	No response is offered.
vv.	The baseline data regarding marine life is silent on endangered marine life.	The observation is not correct. Sensitive and endangered coastal life forms such as corals, turtles, dugongs, sea weeds, certain mangroves, etc. have been duly discussed in the respective sections in the EIA report, Chapter 3 Environmental Baseline Status, sections 3.17.9, page no. 3-61 onwards.
ww.	The EIA report lists out only 90 species while there are 400 species in the fauna at this area.	The EIA Report, Chapter 3 Environmental Baseline Status, sections 3.18.2, page no. 3-66 onwards has listed representative macro fauna species covering amphibian, reptilian, avian and mammalian phyla as per good scientific practice.
xx.	The secondary data like NIO report on fisheries and pollution in Zuari river is not considered by the Project proponent.	The EIA study was carried out in accordance with ToR issued by the MoEFCC.
yy.	The PM 2.5 and PM 10 readings in the EIA report are fabricated.	No response is offered. The data was collected and analysed by approved agencies.
zz.	The EIA report is silent on the precautionary principle and sustainability. He states that this indicates the consultant bias.	The EIA study was carried out in accordance with ToR issued by the MoEFCC.
aaa.	He conveys his serious objection to the approval of the present project.	No response is offered.
36. Inacio Dias, Navelim		
a.	He states that the Project proponent has done the EIA report through a fraudulent agency who should be investigated and black listed.	WAPCOS is a NABET accredited consultant, with experience in wide range of projects
b.	He states that Form I has been filed by the Project Proponent very casually. He states that the PCB should have reviewed the EIA report before today's public hearing.	No response is offered.
c.	He further states that the proposed project should be scrapped.	No response is offered.
d.	He recommended Abhijit Prabhudessai should be appointed in the PCB as the Officers of GSPCB are incompetent and complemented Abhijit Prabhudesai for the intricate study and revelations unveiled in opposition to the said projects.	Comments not directed to the project proponent.
e.	He states that the PCB should furnish its comments on the proposed project to the MoEF and should not merely forward the minutes of today's hearing.	Comments not directed to the project proponent.
37. Maggie Silveira, President Bharat Mukti Morcha, Goa Unit		

a.	She states that the Project proponent and the Government officials are colluding to destroy Goa.	No response is offered.
b.	She claims that the GSPCB has intentionally fixed three consecutive public hearings so as to harass the people of Vasco.	No response is offered.
c.	She states that the proposed activity will use huge quantity of water running into thousands of crores of litres of water.	Comment is not specific.
d.	She states that the proposed project has no benefit to the people of Goa.	No response is offered.
e.	She states that the Report of EIA is a fraudulent document.	EIA report is prepared through WAPCOS is a NABET accredited consultant, with experience in wide range of projects
f.	She states that the GSPCB should have assessed the report prior to today's hearing.	No response is offered.
g.	She stated that water is a necessity not a luxury. Water is a free gift to us all. To put off the fire Jindal will require 3 lakhs litres of water per day 3,00,000 x 30 days equals to 90,00,000 litres of water if you further multiply by 365 days it comes to 3,28,50,00,000 litres of water.	SWPL will not use any potable for dust suppression. The source of water is mentioned in our response 5.e
h.	She stated that in a ward when a Water tanker comes, family does not get 200 litres of water. So also the school children in schools do not have water for toilets, as Jindals will be using water for destruction of humanity.	SWPL will not use any potable for dust suppression. The source of water is mentioned in our response 5.e
38.	**Jose Philip D'Souza, Khariwada Vasco**	
a.	He objects to the action of the Police in preventing the public from carrying drinking water to the venue.	Comment is not relevant to the Project.
b.	He states that people from all over Goa have come to Vasco to support the Public of Vasco in their fight against coal handling units. However, local MLA of Vasco and MMC Chairman have failed to remain present.	Comment is not relevant to the Project.
c.	For many years and till today Vasco is suffering from air pollution and today even the sea is polluted.	A generic statement. The possible source of air pollution is from Port Terminal operation is particulate matter of fugitive origin, which is controlled largely by the pollution measures implemented at site. Further, these very low concentration emissions, if any, is not likely to travel over larger distances under normal atmospheric conditions. No effluent from the Port Terminal is discharged into the sea
d.	He states that the local fishermen inhabited Vasco before the arrival of MPT. However, today MPT is harassing the locals of Vasco.	Comment is not relevant to the Project.
e.	The water in the sea near Kharewada is completely polluted due to coal	The observation is not correct. Water is sprayed over bulk cargo in a

	handling activity.	controlled manner and it is entrained/absorbed in the cargo. No effluent from the Port Terminal is discharged into the sea. The latchet if any is collected in a dump (settling) Pond, where the sediments settles. The settled solids then collected periodically and safely disposed.
f.	He states that if Adani commences full operation pollution in Vasco will increase by 200%.	Comment is not relevant to the Project.
g.	He states that now wooden chips are being handled at Berth no. 11. Pollution from these chips is affecting the heath of the local fishermen.	Comment is not relevant to the Project.
h.	The activity of dredging for which public hearing is fixed tomorrow will result in landslides in the area.	Comment is not relevant to the Project.
i.	Priority of the Government should be to ensure health of the public and not to foster corporate interest.	Comments not directed to the project proponent.
j.	He states that another proposal for handling of material is coming up behind Kharewada.	Comment is not relevant to the Project
k.	He objects to continuous pollution in Vasco due to the coal handling.	No response is offered.
l.	He states that people of Vasco will not rest till coal handling is stopped in Vasco.	No response is offered.
m.	He requests that all the views of the public should be noted and submitted to the MoEF.	Comments not directed to the project proponent.
n.	He states that priority should be for stopping of coal pollution in Vasco.	No response is offered.
o.	Coal dust is also the cause for large number of accidents in Vasco.	Comment is not specific.
p.	People will launch a massive agitation if coal pollution is not stopped.	No response is offered.
q.	He conveys his serious objection to the approval of the present project.	No response is offered.
39. John Fernandes, Benaulim		
a.	He objects to police presence at the gate.	No response is offered.
b.	He alleges that the police are protecting the corporate.	No response is offered.
c.	He states that the presentation made at the start of the meeting is made by the consultant, He seeks to know why MPT Officials are not present for today's meeting.	Comments not directed to the project proponent.
d.	He questioned as to why there have to be 3 separate public hearings in respect of the projects.	The Terms of Reference for the proposed projects have been obtained separately from the MoEFCC. Also refer our response 22.f
e.	He objects to the failure of the project proponent to reply to queries of the public	The written replies to queries is submitted to GPCB
f.	He objects to separation at the venue with the public sitting separately from the panel members, officials and the project proponent officials.	Comments not directed to the project proponent.

g.	He applauded the efforts of the fishermen Union in approaching the NGT.	No response is offered.
h.	He states that the poor fishermen and marine environment will be destroyed due to the objection of the proposed project.	Please refer our response to 15.k, 15.p
i.	He objects to the EIA report on account of all its fraudulent submissions and objects to the conduct of WAPCOS in preparing the report.	Please refer our response to 36.a
j.	He states that the report of EIA is filled with incorrect data and facts. The report is silent on the impact of the proposed project on the life of the common man/fishermen.	The observation is not correct. Also refer our response 17.c Also refer our response 35.y
k.	He states that the reports in the EIA report indicate that the air, water and soil are not polluted is false.	Comment is not specific.
l.	With regards to the CSR by the project proponent cannot compensate the people for the amount of environmental pollution caused due to the proposed project.'	No response is offered.
m.	He states that the project proponent is harming the environment by enhancing its use of coal i.e. fossil fuel.	No response is offered.
n.	He disagreed with the findings in the report that there is no immediate threat to territorial ecology and that the proposal does not involve dredging and reclamation. He states that a rail track is being specially built for them to transport coal to Karnataka.	The project proponent has not proposed any dredging or reclamation as part of the proposed modernization. No ecology will be disturbed. The modernisation and consequential increase in capacity is independent of the dredging activity and confined to on shore activity alone. SWPL has not proposed any railway track.
o.	He states that the State is permitting the corporation to do as they wish in Goa.	No response is offered.
p.	He states that not a single person at the public hearing has spoken in favour of the project.	No response is offered.
q.	As such he strongly opposes the proposed project and seeks immediate steps to all coal handling.	No response is offered.
r.	Coal used for industries out of Goa should not be handled and transported through Goa.	No response is offered.
s.	There are no health studies done in the area by the project proponent.	EIA study is as per the approved ToR and MoEFCC guidelines
t.	He states that Goans will agitate if coal pollution is not stopped immediately.	No response is offered.
u.	He conveys his whole hearted objection to the proposed project and to all coal handling at MPT.	No response is offered.
40. Cyril Fernandes : Alto Chicalim		

a.	He states that it is unfair that EIA report and executive summary has not been submitted to all affected Village Panchayats that come within the 10 Km radius of the proposed project. He objects to the decision of the Chairman not to postpone the Public hearing on the above ground as the said villages have been deprived of their right to submit their views today. It is in violation of EIA Guidelines of Public hearing and public hearing is done without proper notice and providing of draft EIA Report for all effective Panchayats within study area.	Please refer our response to 7.b and 7.c
b.	He stated that the earlier 2 hearings were postponed due to fixing of wrong date by the GSPCB while the second hearing was postponed due fixing the hearing at a small venue.	No response is offered.
c.	He stated that the public was always willing to participate in the hearings.	No response is offered.
d.	He stated that because the public did not raise the objections above within the 30 days' notice period, they were not disqualified from raising the objections today.	No response is offered.
e.	He states that the PCB has been lethargic in failing to submit reports to the affected villages.	Comments not directed to the project proponent.
f.	He states that the primary area for study should have been 5 Kms from project site while secondary area should be 10 Kms from the project site.	Please refer our response to 1.a and its sub points
g.	This is not done in the EIA report (chapter 1.6) and as such this report should be rejected outright.	WAPCOS is a NABET accredited consultant, with experience in wide range of projects. The EIA is meticulously carried out in the framework of the ToR. The EIA report has been prepared based on appropriate and project specific scoping, additional ToR for EIA issued by the MoEFCC, sector specific EIA Guidance Manual and sector specific standard ToRs published by the MoEFCC.
h.	He stated that dredging sought to be done by MPT is linked to this project like an umbilical cord.	Please refer our response to 22.f
i.	The present Project Proponent is already involved in the business of coal handling and should have undertaken for radius of 15 Kms.	The EIA is meticulously carried out in the framework of the ToR.
j.	There are discrepancies in the details pertaining to wind directions in the EIA report and no wind rose diagrams were provided.	The observation is not correct. Details of wind speed and direction is given in the Chapter 3 Environmental Baseline Status, Section 3.3 Meteorology, page no. 3-3 onwards which is based on climatological data collected from IMD for Mormugao station from year 1981 to 2010.
k.	With regards to AAQM reports give a wrong picture as they have been done in violation of MoEF guidelines for a period of 3 months instead of one year. Hence, AAQM cannot be relied upon.	The study has been for a three months' period, therefore NAAQS annual mean has not been compared with, which is as per standard practice.
l.	EIA report has faulty primary data, does not mention turtle nesting at	The observation is not correct.

	Baina Beach and gives wrong statistics of fishermen's population.	Isolated and random egg laying events are not classified as turtle breeding grounds. Details of fish production and fisher folk in the study area is given in Chapter 3 Environmental Baseline Status, Section 3.19 Fisheries, page no. 3-72 onwards which is based on information from Director of Fisheries, Govt. of Goa.
m.	He listed out a number of villages that have been left out from the EIA study and hence, the impact of the proposed project on the said villages.	Please refer our response to 20.e & 20.f
n.	At chapter 4 para 2.2, the project proponent states that the proposed project does not involve dredging reclamation and construction in the sea.	The observation is correct. Please refer our response to 22.f
o.	He has objected to this and stated that dredging is essential to this project.	Please refer our response to 22.f
p.	With regard to para 4.3 of chapter 4 pertaining to impacts during operational phase, it is stated that the following will be disposed namely; disposal of jetty related waste, ship generated waste, escapement of cargo, effluent from coal and stack yard, domestic effluent and berth washing runoff. Further with regard to mitigation measures the Project proponent states that (4.11 of the report) it is stated that all runoff/coal water will be treated in a settling pond and subsequently the sludge generated will be given to the villagers to use as domestic fuel and further he requested the GSPCB official to submit as to whether the Project proponent possess effluent tanks for the past 10 years and whether any sludge was generated and sold to the villagers as stated by them in their EIA Report and sough list of names of such villagers to whom they have sold such sludge	The observation is not correct. Chapter 4 Impact Assessment and Mitigation Measures, Section 4.3 states "*disposal of jetty related waste, ship generated waste, escapement of cargo, effluent from coal and stack yard, domestic effluent and berth washing runoff*" not as present or prevalent sources of pollution, but possible sources of pollution. Measures to avoid/eliminate the pollution and specific management plan to handle any episodic pollution event is detailed in the section. Chapter 4 Impact Assessment and Mitigation Measures, Section 4.3, page no. 4-11 duly mentions settling tank. No distribution of sludge cakes carried out in our facility. In any case EIA only records inform of advisory and not for mandatory implementation.
q.	GSPCB representative's intervening comment: GSPCB official stated that he will submit a written submission tomorrow.	
r.	Coal will be stacked in coal stations of specific height. he seeks to know from GSPCB officials whether stations are covered and the height of the site.	The coal stacks are provided with two level protection, with complete covering of the stacks with sprinkling of water, when either stacking or reclaiming operation is in progress. Secondly, the area is surrounded with wind barriers of adequate size, to prevent any emissions from the stacks.
s.	He stated that the report admits that the air pollution will be caused due to handling of coal.	Comment is not specific.
t.	He stated that specific air modelling and wind rose study required to be done over a period of one year and not three months.	Required modelling was part of EIA study. The wind rose given in the EIA report is based on the long term data.

u.	Project Proponent stated in EIA report that there is no fishing activity in the vicinity.	The observation is not correct. No fishing is allowed in the Port area and near the channel due to security reasons as the Port is ISPS compliant.
v.	It is submitted that there is a false statement saying that Vasco Fishing jetty is not existing in close proximity to their project.	Comment is not specific.
w.	He stated that project proponent should be held criminally liable for the false submissions.	No response is offered.
x.	He further stated that the project proponent statement that there will be no impact on marine life and fish is disputed by him.	Please refer our response to 15.k There is no link between fish catch with on ground handling of material
y.	He refers to page no. 5 to 14; the report states that there will be no specific leachate generation from spraying of water on coal stacks, He seeks details from GSPCB official on the amount of water used by the Project Proponent for spraying on coal stacks at berth no. 5A & 6A over the last 10 years.	Please refer our response to 15.k
z.	He objected to the statement of the Project Proponent report that water will be required periodically for dousing of fire in the stack.	Please refer our response to 21.f
aa.	He seeks comments of GSPCB on this para in the EIA report.	Comments not directed to the project proponent.
bb	He stated that he objected to the submission that stacks of coal are covered with tarpaulin and seeks to know from the GSPCB official if there is an existing practice followed by the Project Proponent or is a new proposal of the Project Proponent.	Please refer our response to 40.r
cc.	He stated that coal dust contain heavy metal contamination that will affect the health of Vasco public and the Environment.	Please refer our response to 4.c.
dd.	He stated that the proposed green belt in the EIA report is a cut paste job of an earlier report.	Since the Port Terminal area is specified, there is already an existing greenbelt at the site and the greenbelt is being raised. The density of foliage is proposed to be increased by planting shrubs and tall canopy trees (e.g. *P. longifolia*). The budget for greenbelt enrichment is given in the Chapter 5 Environmental Management Plan, Section 5.36, page no. 5-23.
ee.	He desires the figures put by the project proponent in chapter wise the cost estimate for the project is not mentioned anywhere in the report.	The observation is not correct.
ff.	With regard to CSR he requested the Project proponent officials to inform the public as to how much of finance is devoted to CSR.	It was informed by the Project proponent officials that 2 % of the total profit is required to be spent on CSR.
gg.	He states that if the company does not make a profit, how will the Project proponent pay for CSR on environment protection.	It was informed by the project proponent that expenses for EMP were different from CSR and the proponent would carry out EMP irrespective of whether the company was making profit or otherwise.
hh.	He raises serious objection to the figure stated in the chapter 9 pertaining to amount to be spent towards CSR.	No response is offered.
ii.	He objects to the Project Proponent submits that EMP is not listed to	EMP and CSR budget is allocated separately

	CSR.	
jj.	He states that as the GSPCB has failed to protect the environment, the public are forced to come out in large numbers to protect their environment.	No response is offered.
kk.	He also objected to conducting of 3 separate Public hearings on 3 separate days.	-
ll.	Chairman, Public Herring Panel's intervening Comment: This is done on basis of Court judgement.	-
mm.	He states that there are several violations by the Project Proponent with the TOR. They are;	
	a. TOR no. 3 :- There is no study on the quantum of leachate.	Water is sprayed over bulk cargo in a controlled manner and it is entrained/absorbed in the cargo, leachate, if any is collected in the settling tank.
	b. TOR no. 4 :- Details of cargo handling and no submission of data by the Project Proponent	The observation is not correct. Please refer Chapter 5 Environmental Management Plan, section 5.3, page no. 5-5 onwards which described cargo wise EMPs. Engineering feasibility for a pre-engineered covered structure is underway, as this is a functional facility; there are challenges in the execution and erection of the covered shed. The same will be presented to the EAC, MoEFCC at the time of EIA presentation and take up construction based on the feasibility and approvals of the MOEFCC.
	c. TOR no. 8 :- Details of fishing activity due to the project. He opposes the Project proponent submission that there is no impact on fishing	No fishing is allowed in the Port area and near the channel due to security reasons as the Port is ISPS compliant. Please refer Chapter 3 Environmental Baseline Status, section 3.19 which deals with Fisheries in detail. There is no link between fish catch with on ground handling of material.
	d. TOR no. 10 :- Re; AAQM has been done for only 3 months instead of one year as per MoEF guidelines	The EIA study was carried out in accordance with ToR issued by the Ministry of Environment, Forest and Climate Change.
	e. TOR no. 11 :- Pending litigations details. Project Proponent has failed to inform regarding the NGT case regarding dredging	The NGT case is regarding dredging. The proposed project of SWPL does not envisage any dredging activity
	f. TOR :- Road and rail connectivity. Project Proponent admits that road and rail connectively is required for enhance transportation of increased handling of coal. However, the Project proponent has not submitted data on the impact on this increased transportation particularly on the western ghats.	There is no road transportation of cargo in the Project at present and the same is not proposed in the proposed modernization phase as well. The covering of train cargo cars is carried out immediately and automatically, after the loading operation using the in-motion wagon loading system with all round rope sealing thus not leaving any

		possibility of any escapement of cargo. This is a zero-exception and zero error activity, carried out with utmost stringency by the project proponent.
nn.	Violation on general violations of MoEF. Dates on which sampling was done is not mentioned. It is not possible to do a study on marine biology in 2 days as submitted by the Project Proponent.	The observation is not correct. Dates of environmental baseline monitoring are duly mentioned in Chapter 3 Environmental Baseline Status, section 3.15, page no. 3-17. As mentioned in Chapter 3 Environmental Baseline Status, section 3.17, page no. 3-27, 3-28, marine sample collection was carried out from seven stations at different depths in two days. Filed parameters were carried out at the site and the samples were preserved and taken for analysis which took several days. This is as per MoEFCC approved methodology and EIA standard practice.
oo.	He objects to the Project Proponents submission that the project does not fall within 5 Kms of an ecologically sensitive area. He states that the Chicalim Bay facilitates the 5 Kms radius and the window pane oysters found there are protected species which is not brought to the notice of the MoEF or is the report. Hence, the report requires to be scrapped.	The fact that corals have been recently discovered at Grande island has been duly mentioned in the EIA report, Chapter 3 Environmental Baseline Status, section 3.17.10, page no. 3-61. However, Grande island is at a distance of about 10 km from the proposed project by sea distance. It is too far away from the proposed project site to have any kind of significant adverse impact. Sensitive and endangered coastal life forms such as corals, turtles, dugongs, sea weeds, certain mangroves, etc. have been duly discussed in the respective sections in the EIA report, Chapter 3 Environmental Baseline Status, sections 3.17.9, page no. 3-61 onwards.
pp.	He stated that a study on the corals found within the study area. He submits that facility TOR have been issued due to fraudulent Form – I submitted by the PP.	Please refer our response to 40.oo above
qq.	With regard to Disaster Management, he seeks a clarification from the Chairman who is also Member Secretary of the South Goa Disaster Management Team on the disaster management plan in case of a fire at the oil tanks. He claimed that the PP has not disclosed that there are 28 Petroleum Storage Tanks on the border of the project site.	Comments not directed to the project proponent.
rr.	Chairman, Public Hearing Panel's intervening Comment: Chairman informed that there are onsite and offsite plan for disaster management is in place	
rr.	He sought to provide details regarding the readiness of the Disaster Management team for a disaster in Vasco.	Chairman informed that there are onsite and offsite plan for disaster management is in place
ss.	He stated that Vasco is on a time bomb and disaster management as to be priority. He stated that there is a huge Ammonia tanks that is 10 mtrs. away from the stacks and that there is a huge fire hazard in	The observation is not correct. Coal is not a hazardous commodity as per MSIHC Rules, 1989. Firefighting arrangements in the SWPL Terminal comprise TAC

	the area.	conforming/approved annular fire water hydrant system provided with fire and foam monitors, completely capable of containing any kind of fire within the battery limit of the Terminal.
tt.	He refers to MoEF manual for ports and harbour and he stated that in terms of the above guidelines the PP was required to submit details regarding protected ecological and other sensitive areas that fall within 15 kms range..	WAPCOS is an accredited consultant, with experience in wide range of projects. The EIA is meticulously carried out in the framework of the ToR issued by the MoEFCC and as per the standard manual and guidelines.
uu.	He stated that Old Goa church, Salim Ali Bird sanctuary, Reis Magos Fort megalities cases in Chicalim, Our Lady of Health church at Sancoale and Verna Megalities all fall within the 15 kms radius.	This is modernization of an existing Port Terminal in operation since 2004. Modernization of the operation will accompany installation of more effective, integrated and efficient APCMs. No incremental adverse impact on the environment including sensitive elements is envisaged.
vv.	He stated that with regard to ecological sensitive areas, he pointed to the Chicalim bay, Mandovi Bay falling within 5 and 10 kms within project site.	Please refer our response to 40.uu
ww.	He stated that they have also failed to point out the defence installations, Goa International Airport, INS Gomantak, INS Hansa, MTR at Bambolim are also within 15 km radius.	Please refer our response to 40.uu
xx.	He stated that Headland Sada is a densely populated area on border of the port. Panaji city, Vasco Town all fall within 10 km range of the site.	Please refer our response to 40.uu
yy.	He states that NIO a CISR research laboratory falls within 10 km radius. He questioned why NIO was not being contacted to conduct this EIA report?	NIO is not an NABET accredited institute to carry out the EIA study for Ports & Harbours.
zz.	He stated that the District Jail, Indian Maritime Institute, biological area is all located within 10 kms radius. The PP has failed to inform regarding all this institutions., there are large number of schools in the close vicinity of the project and a number of hospitals that are located within the area.	Please refer our response to 40.uu
aaa.	The PP has also failed to list out the large number of beaches that fall within the study area and do not found mention the EIA report. He also pointed out that under 'Areas susceptible to natural hazards' such would be headland sada as it is susceptible to landslides.	Please refer our response to 40.uu No present or proposed activity in the SWPL Terminal are likely to cause landslides.
bbb.	There are 28 Petroleum storage tanks and 5000 T ammonia tank in close vicinity of the proposed project and this has not informed by the PP.	Please refer our response to 40.ss
ccc.	He stated that the EIA report is a fraud and as such the EIA has to be re-done.	Please refer our response to 40.tt
ddd.	He strongly opposes the grant of permission to the project.	No response is offered.
eee.	He stated that the coal issue will lead to a Law and Order problem if the proposed project is passed.	No response is offered.

fff.	He stated that the Adani and JSW are handling 15 MT of coal while Vedanta will commence 5 MT of coal and Adani will also seek expansion.	No response is offered.
ggg.	Cruise Boats and coal handling cannot co-exist. He stated that the MPT should concentrate on cruise boats and not on coal handling. He pointed out that Mormugao Municipal Council has resolved to stop coal transportation in the city. He demanded that GSPCB should intervene in the matter.	No response is offered.
hhh.	He requested the Chairman to permit him an opportunity to make a power point presentation as the opportunity for a presentation was allowed to the PP. He said his requesting so on grounds of fair play. Since the PP has been offered the facility of PPT time the project positivity to the notice of Public, the stakeholders also be given similar and equal opportunity to enlighten the public on the negative impact on the project. He requested the Board to take up the issue with the MOEF	No response is offered.
41. Adv. Sunil Lawrence		
a.	He states that there is huge coal pollution being caused due to the coal handling operation at Vasco.	Comment is not specific.
b.	He states that a detailed study on marine ecology in consultation with local fishermen should be closed.	In the EIA report, Chapter 3 Environmental Baseline Status, section 3.17 details the study of marine ecology. All the hydro chemical and biological parameters of the marine environment are discussed in the section.
c.	He requested to know the AAQM readings from the monitoring done by the Board for the past 3 months.	Not relevant to the project.
	GSPCB's representative intervening Comment: GSPCB officials informed that the AAQM reports for the month from December to May is high.	
d.	Project proponent has not explained the same from where the large quantity of water required by them is going to be sourced from.	Please refer our response to 5.e
e.	He seeks immediate action from GSPCB to stop coal pollution in Vasco.	No response is offered.
f.	Coal is highly inflammable and is a grave fire risk.	The observation is not correct. The coal in the stack catches fire only when the coal contains high percentage of Sulphur stored for longer period. The self-weight of the Coal stack ignites the coal. The SWPL terminal mainly handles coke and thermal coal, so there is very less chance of catching fire. In any case, maximum dwell time of the coal at the terminal is not in excess of 10 days. So chance of fire further

		reduces. Hence, the water sprinkling is carried out for pollution control and not for extinguishing fire.
g.	No study done on traffic situation.	No road transport is envisaged in the project.
h.	Tourism and fishing are pillars of our economy and both are being affected by coal pollution.	This is modernization of an existing Port Terminal in operation since 2004. Modernization of the operation will accompany installation of more effective, integrated and efficient APCMs. No incremental adverse impact on the environment including sensitive elements is envisaged.
i.	WAPCOS has custom made the EIA report which is a fraud on the people of Goa.	WAPCOS is a NABET accredited consultant, with experience in wide range of projects. The EIA is meticulously carried out in the framework of the ToR. The EIA report has been prepared based on appropriate and project specific scoping, additional ToR for EIA issued by the MoEFCC, sector specific EIA Guidance Manual and sector specific standard ToRs published by the MoEFCC.
j.	He objects to the grant of approval to the proposed project.	No response is offered
42. Shankar Polji, Mormugao		
a.	He objects to the seating arrangement made by the organising of the Public Hearing.	No response is offered
b.	He objects to non-presence of the MPT Officials.	Comments not directed to the project proponent.
c.	He seeks to inform the Central Government that it cannot force project upon Goa.	Comments not directed to the project proponent.
d.	He states that people of Mormugao taluka are the worst affected.	Comment is not specific.
e.	He states that it is the fault of the Government Officials and politicians for the present news that Vasco is in a they have permitted and coal handling in Vasco.	Comments not directed to the project proponent.
f.	He objected to continuing of the public hearing after illegalities were pointed out.	No response is offered
g.	He states that there is collusion between the Project proponent Officials and government Officials.	No response is offered
h.	He states that the public has not received any reply from either the Project proponent and the Government Authorities.	It was communicated by the Chairman of the Public Herring Panel that the responses of the project proponent will be given at the end of the public hearing.
i.	There is a huge traffic risk in Sada due to movement of coal trucks.	Please refer our response to 35.j
j.	He stated that due to the attitude of the Central Government, the people of Goa will one day demand independence from India.	No response is offered
k.	He states that the Government is a thief and people of Mormugao have	No response is offered

	not got justice.	
l.	He objects to holding of public hearing on 3 consecutive days.	No response is offered
m.	He states that Mormugao MLA is in collusion with the Project Proponent.	No response is offered
n.	He stated that the government should not deal with polluted cargo.	No response is offered
o.	He requests the Central government not to trouble the people of Mormugao by granting approval to the Project Proponent project.	No response is offered
p.	He states that sperm count is affected due to coal pollution.	No response is offered
q.	He seeks to know why no public hearing was held when people from Baina and Khariwada were removed.	Comment is not relevant to the Project
r.	He states that the roads in Vasco and Sada will not be able to manage the extra trucks that will ply on the roads due to enhanced handling of coal, if the Project proponent project is approved.	Please refer our response to 35.j
s.	He requested the Government to understand the problems of Vasco and not to force the people to agitate.	No response is offered
t.	He requested the Government to consider the danger of Ammonia tanker.	Comment is not relevant to the Project
u.	He stated that in spite of all the public opposing the project, he is aware that the project will get approval.	No response is offered
v.	He stated that if the 3 projects are cleared there will be continuous agitation.	No response is offered
w.	He suggested that the government pays the public who attend the public hearing.	No response is offered
x.	He states that all the 3 proposed projects should be scrolled and Adani and Jindal should be removed from Vasco and clean cargo should be dealt with by the MPT.	No response is offered
y.	He also blames the local MLA for the coal problem in Vasco.	No response is offered
z.	He seeks to know why the project proponent in going to be provided with 7 lakh litres of water when people of Sada are provided only 1 hour of water per day.	Please refer our response to 5.e
43. Jayesh Shetgaonkar, Sada		
a.	He states that the local people do not want coal handling in Vasco.	No comments are offered.
b.	He states that Goans are not employed in these type of companies and in the project proponents unit.	The observation is not correct. About 60% of employees working in the SWPL Terminal belong to Goa.
c.	Coal is slow poison to all the Vasco locals. He says that he will go to the police station to file criminal cases for the slow poisoning of Vasco locals.	Comments not directed to the project proponent.

d.	He states that GSPCB should not have gone ahead to hold the public hearing after checking the track record of the project proponent and the balance record is managing pollution due to coal handling.	Comments not directed to the project proponent.
e.	He states that the entire public hearing is a waste of time, money and effort.	No comments are offered.
f.	He states that GSPCB has not been able to handle the garbage problem in Vascokar how they will be able to solve the coal pollution problem in Vasco.	Comments not directed to the project proponent.
44. Chandrashekar Vast		
	He objects to the Chairman's statement that an opinion poll be taken to determine the issue as to whether coal handling operations shall be held in Vasco.	No response is offered
45. Terrence George		
	He clarified that 3 separate public hearing cannot be held on one day after a Court Judgement. However, he states in this case the NGT judgement itself states that the proposed dredging activity of MPT cannot be considered in isolation.	No response is offered
46. Jacinto Dsouza, Khariwada Vasco		
a.	He fully opposes the project of the project proponent.	No response is offered
b.	He states tnat MPT and the coal handling issue is creating health hazards for children in Vasco.	Please refer our response to 4.c
c.	He states that 1000 traditional fishermen are affected and fish catch is affected.	The observation is not correct.
d.	He states that all coal pollution is being faced by residents of Vasco.	The observation is not correct.
e.	He says there is no justification for permitting increase in coal handling capacity of the Project proponent.	No response is offered
f.	He sought a clarification from the GSPCB Official on the monitoring done by the Board and why no action was taken by the Board.	No response is offered
	GSPCB's representative intervening Comment: Board official stated that the levels are found to be high and that the Board issued directions to the project proponent for 25% reduction in coal handling capacity.	-

g.	He questioned the logic of the Board in organising the public hearing for expansion when it has directed the project proponent to reduce the handling of 5 million tons of coal by 25%.	No response is offered
h.	He stated that MPT should give a lease of its berth to locals and not outsiders.	No response is offered
i.	He stated that coal is a disease given to Vasco locals by MPT and the government. He sought to know how many jobs for locals will be created by the starting of the project proponent's project.	The modernization will not lead to any significant potential for manpower recruitment. However, presently about 60 % of manpower is from local population.
j.	He stated that MPT does not employ goans and if there are no employment benefits to local goans, then why the people of Vasco be made to suffer coal pollution due to operation of coal handling facilities of JSW.	Comments not directed to the project proponent. The employment to the local goans at SWPL is about 60%
k.	He sought the details of action taken by the Board on pollution of the sea water	Comments not directed to the project proponent
l.	He further stated that fish have also been contaminated with coal and that fine coal particles cannot be controlled.	Please refer our response to 15.p
m.	He further stated that coal handling is responsible for traffic mess on Vasco roads due to truck transportation. Infact, he stated that his own friend Akshay Thari was killed in a road accident involving a coal carrying truck.	There is no road transportation of cargo in the Project at present and the same is not proposed in the proposed modernization phase as well.
n.	He stated that he strongly objects to the grant of any approval to the project proposal of the Project Proponent.	No response is offered
47. Savio Correia, Mongor Hill, Vasco		
a.	He stated that he wants to raise a point of order. He stated that yesterday at 11.30 pm, decision was taken to continue yesterday's public hearing today at 10.30 am. However, notice of Public Hearing is that today the public hearing is fixed for another project i.e. Deepening of Channel/Dredging by MPT.	Comments not directed to the Project Proponent
b.	A notice should be issued by GSPCB deferring or postponing today's hearing.	Comments not directed to the Project Proponent
c.	He stated that today's public hearing by MPT is being monitored by the Hon'ble Supreme Court of India.	Comments not directed to the Project Proponent
d.	Today's hearing of MPT's project is very important	Comments not directed to the Project Proponent
e.	He stated that if today's hearing id deferred in time or date, a notice indicating the same must be issued.	Comments not directed to the Project Proponent
f.	Chairman, Public Hearing Panel's intervening Comment: Collector stated that on account of the point of order raised by the person	-

	yesterday's hearing will be continued on Saturday i.e 29/04/2017 at 10.30 am, This has been opposed by Mr. Correia who stated that he strongly objects to the decision of the Chairman to postpone yesterday's hearing to Saturday i.e. 29/04/2017.	
48. Suresh Bhave		
a.	He stated that the Chairman cannot adjourn yesterday's hearing to Saturday after agreeing to postpone it to today last night.	No comments offered
	Chairman, Public Hearing Panel's intervening Comment: The decision to continue the proceedings that were halted yesterday was consensual but if the public itself do not want the same to be continued so let it be so.	-
49. Savio Correia, Mongor Hill, Vasco		
a.	He came back and clarified that he has not stated that the public hearing be postponed, rather he has stated that the public hearing of yesterday should be continued as decided yesterday night. Further, the minutes of yesterday's public hearing are required to be confirmed and cannot be confirmed after 4 days	No comments offered
	Chairman, Public Hearing Panel's intervening Comment: He would defer today's public hearing regarding MPT's project for an hour. He would now commence yesterday's hearing as had been assured and thereafter the notified hearing scheduled today would be taken up.	-
50. Advocate Aires Rodrigues		
a.	He requested that the Project Proponent representatives introduce themselves.	The representatives introduced themselves as follows. a) Mr. R.R. Patra, Vice President, JSW Infrastructure b) Mr. Anthony Fernandes, Unit in-charge, SWPL
b.	He stated that the public hearing is conducted in most disorganised manner	No response is offered.
c.	He stated that he will speak in general regarding all 3 projects for which public hearing will be held.	Statement of the speaker. The relevant points directed to project proposed by SWPL will be replied appropriately.
	He seeks clarification from the Chairman as to whether MPT is a part of the public hearing	Comments not directed to the Project Proponent

	Chairman, Public Hearing Panel's intervening Comment: Chairman held that MPT is not party to this public hearing, as the Project Proponent is JSW/SWP limited.	
d.	Adv. Aires stated that MPT is a necessary party in this public hearing.	No comments are offered.
e.	He further stated that the Public hearing is of SWP and not JSW and sought to know on what basis JSW representative is present on SWP behalf without any authority letter. He demanded that the Chairman direct JSW representative to vacate the public hearing	The representative of JSW Infrastructure voluntarily withdrew although SWP Limited is a subsidiary of JSW.
f.	He stated people of Goa have lost credibility in MPT, hence, the large audience for todays and yesterday's public hearing.	Comments not directed to the Project Proponent
g	He stated that MPT has not initiated any action on the case of rape of a 7 year girl in its school.	Comments not directed to the Project Proponent
h.	He stated that that the present State Government had assured to live by the legacy of Late Mathany Saldanha but it has failed to do so. He stated that Goa is a small State and unplanned development is causing large scale destruction of Environment and Social fabric.	Comments not directed to the Project Proponent
	He stated that State Government is out to finish Goa. He pointed out that during the BRICS summit movement of coal was stopped in Vasco, so as to portray that goans breath fresh air.	Comments not directed to the Project Proponent
j.	He sought to know from MPT why coal movement was stopped during the summit. He questioned whether fresh air was only for the rich and powerful.	Comments not directed to the Project Proponent
k.	He stated that unplanned reckless development will destroy Goa. He requested MPT to think of Goa. He also requested Chairman not to take the people of Goa for granted, he stated that the people of Goa will not tolerate any further destruction of its environment. He stated that the GSPCB who is without a Chairman, will be impartial and will not be guided by the politicians in Goa.	Comments not directed to the Project Proponent
51. S.A.Kamat, Chicalim		
a.	He stated that coal pollution has caused deposition of coal dust on the floor of his house. He stated that the 2 issues regarding expansion of coal handling at berth 5A and 6A by SWP is directly linked to deepening of the channels by MPT. He stated that that if pollution by operation of berth 5A and 6A is not controlled then deepening of channel is a waste of money. He stated that the company will require Rs.8 to Rs.10/-per ton for controlling pollution due to coal dust but what is spent is just about	Please refer our response to 22.f

	Rs.1/- per ton. He alleged that the GSPCB and the coal handling companies are in collusion.	
b.	He requested that the companies stop spending money on CSR and spend money to control pollution and give proper breathing air to us.	SWPL has all the pollution mitigation measures in place and is considering the upgradation of the equipments. CSR is carried out separately.
52. Kennedy Afonso : Convenor Goans for Goa, Cavelossim		
a.	He asked as to whether Goa needs coal. Do goans need coal to cook or does Goa's industries need coal. As the answer is no than why do and why should Goan soil be used to reap benefits by the industries who aren't from Goa.	No response is offered.
b.	He stated that the GSPCB is not in a position to handle EIA and had failed in the case of public hearing of Mopa Airport.	Comment is not relevant to the Project.
c.	He stated that the coal is being brought into Goa to fill pockets of Adani and Jindal and results is Goan's suffering from dust pollution.	No response is offered.
d.	He stated that if Goa does not need coal then the present exercise of public hearing must be scrapped.	No response is offered.
e.	He stated that MPT is now Money Port Trust. He stated that ore stacked at MPT is operated without a dome.	Comments not directed to the Project Proponent
f.	He stated that the MPT Chairman's statement that more water will be used for sprinkling is flawed. He stated that coal handling and pollution caused by it has resulted in cancer that is increased day by day.	Comments not directed to the Project Proponent
g.	Increased coal handling at Berth No. 5A and 6A will be result in pollution across the full State of Goa as it is to be transported by rail and road as well.	Please refer our response to 3.c, 3.h & 35.j
h.	He stated that in 2012 the High Court has ordered closure of berths no. 10 and 11 when at the time only 5MT of coal was being handled. He stated that new proposal for handling much beyond handling capacity would result in severe air pollution.	Comments not directed to the Project Proponent
i.	He stated that the company is seeking to transport coal through Goan villages to Karnataka. He stated that the companies wanting coal should install ports in Karnataka as all the coal is for industries in Karnataka.	This project is modernization of an existing Port Terminal in operation since 2004.
j.	He stated that Union Minister, Nitin Gadkari statement that dredging at MPT is only for maintenance is false.	No response is offered. Comment is not relevant to the Project.
k.	He stated that Goans were cheated during the Mopa agitation, however he stated that this time the locals will agitate.	Comments not directed to the Project Proponent
53. Edwin Mascarenhas : Chicalim.		

a.	He requested that all people sitting on dais should be directed to introduce themselves and their designation as they are not taking part in the discussion and have not given any replies to the queries of the public.	No response is offered.
b.	Chairman, Public Hearing Panel's intervening Comment: The Chairman stated that an earlier speaker has already carried out this exercise and continuous introduction would not meet the ends of today's continuous hearing.	-
c.	He stated that so called representative of the PP should participate in the public hearing and should reply to the peoples queries. He stated that the Chairman and the GSPCB should not reply for the PP.	PP has committed to submit the replies in writing.
d.	He stated that the baseline study for enhancing 5A and 6A do not give details regarding water required and Form I says that nearly 7 lakh litres of water is required to curtail and control pollution.	Please refer our response to 5.e. Chapter 5 Environmental Management Plan, Section 5.3.2, page no. 5-13 mentions the water environment. Water balance diagram is depicted on page 5-15 of the EIA report
e.	He explained the various steps involved from unloading / loading / transportation which results in spillage of Coal which is creating pollution in the Air due to generation of dust as well as the Particulate Matter spreading in the air. For example, one million tons of coal comes into the Port as per the Bill of Landing, the quantity of Coal that is lost in handling is minimum 1% which translates into 10,000 MT which also includes the losses in transportation by rail from Mormugao to Torangallu in Bellari District, as also the Coal that cannot be mechanically handled from the hatches of the ship and which remains in the hatches and is washed out in the Sea causing huge Pollution. No study has been done on this baseline study which should have been incorporated in the EIA report.	The statement is not correct. unloading / loading / transportation of coal is done mechanically thereby minimising any loses. The details are mentioned in our reply 1.f and 3.c The trains are covered which obviate any spillage. The loss is transport and spillage is minimal as it is point to point handling. Loss in transit many times happen due to evaporation of moisture. Please refer our response to 1.d
54. Dinesh Dias		
a.	He refers to Form I of the draft EIA proposal of the Project Proponent and compared with it with Form I of MPT for deepening of channel. He requested the PP to look at the Part III regarding Environmental Sensitivity. It speaks of aerial distance of 15 kms from the boundary of the proposed project. At Sr. No. 7 PP states that there are no defence installation in close proximity of the project including the airport which is a blatant lie on the part of the South West Port (SWP).	Please refer our repose 40.uu Though there will be no impact on the installation due to an operating facility being being modernised in the final EIA report.
b.	At Sr, No. 8 of the PP it is stated that there are no thickly populated areas within 15 kms radius of the project, while Form I of MPT project does mention a few areas.	Please refer our repose 50.a
c.	He stated that in Form I of PP (5A and 6A) at Sr. No. 9 he says it states	Please refer our repose 50.a

	that there are no schools or religious structures etc in 15 kms distance. However Form I of MPT's project gives details of a few schools, hospitals and religious structures, so obviously Form I of the PP is wrong and above all by not mentioning the World Heritage Sites i.e. the Old Goa Church	
d.	He stated that in Form I of PP Sr. No. 10 it is stated that there are no important areas containing resource of agriculture, fisherers, tourism, etc. However in MPT's Form I it states that a few tourist destinations exists but ironically has not included the Chicalim bay and Grande island have to be scheduled species.	Please refer our repose 50.a
e.	He stated that in Form I Sr. No. 11 submitted by the PP it states that there are no areas likely to be polluted within 15 kms radius from the project site which is a false statement as the port and its surrounding areas are subject to pollution for last so many years.	Please refer our repose 50.a
f.	He stated that information submitted by the PP in Form I is false and in terms of the undertaken given, the project clearances given should be rejected	Please refer our repose 50.a
g.	He sought to know why JSW and Adani have failed to pay green cess levied by the State Government. He was informed by the GSPCB officials that matter is subjudice before the High Court.	The matter is subjudice before High court
	GSPCB's representative intervening Comment: He was informed by the GSPCB officials that matter is subjudice before the High Court.	-
h.	He stated that in the EIA report it is stated that wagons carrying coal are covered. However he stated that during an inspection of railway doubling project in Cansaulim, coal carrying wagons by MLA (local) and railway authorities in Cansaulim it was seen that covering is inadequate which the SWR authorities blamed on MPT and SWP.	The project proponent has not proposed any double tracking of railway. The facility is independent of the doubling of the tracks as the spare capacity of the present tracks would be sufficient to take care of the present proposal. The covering of train cargo cars is carried out immediately and automatically, after the loading operation using the in-motion wagon loading system with all round rope sealing thus not leaving any possibility of any escapement of cargo. This is a zero-exception and zero error activity, carried out with utmost stringency by the project proponent.
i.	He stated that only if cape size vessels come to the port, can 5A and 6A capacity be expanded. He stated that, for this the channel has to be widened. However in Form I, PP states that channel will not be deepened or widened.	Please refer our response to 22.f The Project Proponent has not proposed any dredging along the channel for deepening or widening.
j.	He sought a clarification from the PP on whether the expansion of 5A and 6a is linked to MPT's project for widening of the channel.	Please refer our response to 22.f
k.	He stated that that there is a specific mention of ecological sensitivity of Chicalim bay where schedule species is found and Grande island in MPTs	The observation is not correct. The fact that corals have been recently discovered at Grande island

	EIA report has failed to make a mention of the same. Surprisingly the consultant for both the EIA is the same. Rocky intertidal zone for Cabo-de-Ram, Siridao and Dona Paula where sea weed is found in abundance is mentioned in one EIA report but not in the PP EIA report.	has been duly mentioned in the EIA report, Chapter 3 Environmental Baseline Status, section 3.17.10, page no. 3-61. However, Grande island is at a distance of about 10 km from the proposed project by sea distance. It is too far away from the proposed project site to have any kind of significant adverse impact. Sensitive and endangered coastal life forms such as corals, turtles, dugongs, sea weeds, certain mangroves, etc. have been duly discussed in the respective sections in the EIA report, Chapter 3 Environmental Baseline Status, sections 3.17.9, page no. 3-61 onwards.
l.	He stated that the consultant WAPCOS a public sector undertaking requires to explain as to how data in the EIA report for the Government of India undertaking differs from the data in the EIA report of the project proponent (5A-6A).	Primary data on air and water environment is collected at the same time by the consultant and reported on need basis based on the analysis of environmental matrix for impact assessment.
55. <u>Rupesh Shinkre.</u>		
a.	EIA report at point no. 2.2 of PP states that the port will be able to handle large vessels only if dredging and widening activity of the channel is carried out by the MPT. This indicates that the submission made by the PP that expansion of 5A and 6A is not linked to dredging and deepening of the channel by MPT is a blatant lie.	We reiterate our response at 22.f As mentioned in the EIA report, Chapter 2. Project Description, section 2.2 *"The consequential capacity enhancement shall be achieved by the increasing operational efficiency of the existing mechanised material handling system and equipment by enhancing the existing conveyor speed and improving the rake loading turnaround time. Thus the increase capacity is the direct result of the better and more efficient handling methods".* The proposed project is not dependant on the capital dredging proposed by MPT, however it will benefit from the same as large size vessels could call on the SWPL Terminal.
56. <u>Sudeep Dalvi, Mapusa</u>		
a.	He stated that the Chairman and the panel have already decided to grant approval for the project.	No response is offered.
b.	He stated that Goan Officers should not support the companies.	No response is offered.
c.	He stated life of Vasco locals will be destroyed with increasing coal handling and transportation.	There is no road transportation of cargo in the Project at present and the same is not proposed in the proposed modernization phase as well. Also please refer to our response to 1d, 4c and 7c

d.	He stated future generation will suffer from carcinogenic diseases and impure air due to increased coal handling and transportation.	SWPL terminal is provided with AQUA DYNE water fogging system, in the hoppers, which receives the unloaded material from the ship, at the Junction towers and in the conveying systems. Since this works on the Fogging technology, the water droplets are of stipulated size and type to effectively control the finest fugitive emissions. In the stack yard area the stocks are under cover, and only are opened at the time of stacking and reclaiming, the sprinkling is carried under such conditions and therefore increased moisture contents limits the emissions completely.
e.	He stated that the government officials will be responsible for future generation environmental pollution problem.	No response is offered.
f.	He stated that entire Goa will rise in agitation due to increasing destruction of Goa due to indifferent attitude of Goan Officials.	No response is offered.
57. Suresh Bharve		
	Chairman, Public Herring Panel's intervening Comment: Chairman informed Suresh Barve who sought to speak that he had already spoken yesterday and would not be given a chance to speak again at the same hearing.	-
58. Lumia Almeida, Seraulim		
a.	Trains carrying coal through Seraulim village causing respiratory diseases to the locals. She states that lot of locals get asthma and have to visit hospital.	Rail transport is being carried out since the inception of the project. The covering of train cargo cars is carried out immediately and automatically, after the loading operation using the in-motion wagon loading system with all round rope sealing thus not leaving any possibility of any escapement of cargo. This is a zero-exception and zero error activity, carried out with utmost stringency by the project proponent.
b.	She says that increase in handling of coal and transportation of coal by rail will destroy the villages and villages.	Please refer our response to 58.a
c.	She stated that the State Government is out to destroy Goa.	No response is offered.
59. Sankalp Amonkar, Baina Vasco.		
a.	He stated that he is voicing he's position to the project under protest.	No response is offered.
b.	He stated that since yesterday the public hearing is being conducted and the public hearing is a stage managed show being done	No response is offered.

c.	He refers to the presentation by the project proponent and says that the Project proponent only showered praises on the PP.	No response is offered.
d.	He stated that the presentation of the project proponent is wrong as a local yesterday confirmed that pollution is being caused as on date at MPT without even the coal heaps being covered with tarpaulin.	Please refer our response to 4.c
e.	He stated that there is a severe shortage of water in Vasco and the proposal to use 7 lakh litres of water for dust suppression by not providing drinking water to the locals who are craving for water should be discouraged. He states that all coal imported in Goa is sent to Karnataka and is not of any use to Goa.	Please refer our response to 5.e
f.	He stated that Karnataka should develop its own infrastructure.	Comment is not relevant to the Project.
g.	He stated that some children suffer from breathing defects due to coal pollution including his own daughter.	Please refer our response to 1.a & 4.c
h.	He stated that people of Vasco do not want coal handling in Goa	No response is offered.
i.	He stated that the CSR done by the Project proponent is of no use.	No response is offered.
j.	He stated that the people of Vasco have not requested for CSR from the Project Proponent and the snippy doles roled out in the form of CSR which includes a hearse van only adds to the irony of the fact that after inhaling pollution the resultant death would be taken care of by the PP through the hearse van.	The statement is not correct. SWPL has ear marked a budget and spends 2% of the profit for CSR activities. Various CSR activities undertaken by SWPL include: donations to schools for infrastructure development, procuring various study materials, beautification of the local parks, various activities like distribution of dustbins and construction of toilets under the Swachh Bharat Abhiyan etc. SWPL has not donated any Hearse Van.
k.	He stated that the Project Proponent should not carry on with Public Hearing and it should be stopped and that he fully opposes coal handling in Goa and the proposed project of the Project Proponent.	No response is offered.
60. Dr Jorson Fernandes, Loutolim		
a.	He stated that there is no safe threshold for coal dust. Mercury, lead, Nickel, Chromium and radio isotopes and other heavy and poisonous metals are found in coal dust that get carried away with coal dust.	The observation is not correct. The statement has been made without any scientific reference.
b.	He enquired as to who is checking the coal cargo prior to entry into the Port. He stated that if baggage is checked at the airport, all coal cargo should also be checked before entry into Ports.	No response is offered.
c.	Fine coal dust particulates cause a range of health problems. Fine coal dust is also called respirable dust. Inhalation of this dust causes severe respiratory problems.	Comment is not specific. Please refer our response to 1.a & 4.c
d.	Exposure to coal dust is very dangerous	Comment is not specific.
e.	He questioned the GSPCB as to whether it is equipped to check the coal	Comments not directed to the project proponent.

	dust particles that is present in Vasco Air.	
f.	GSPCB representative's intervening comment: GSPCB official informed that the Board proposes to do a source apportion study to get answer to the question.	-
g.	He stated that it is inconceivable that GSPCB is unable to determine the extent of coal dust at this stage and in allowing the coal cargo to be handled.	No comments offered
h.	He stated that GSPCB has failed to control pollution at Cuncolim caused due to Hazardous Waste pollution and he doubted that same failure of GSPCB would continue to control coal dust will result in a similar situation in Vasco.	Comment is not relevant to the Project
i.	Fine dust particles have to be monitored continuously and details of monitoring be made public. He stated that spikes in environment of coal dust pollution must be mentioned.	The ambient air quality is mentioned in the EIA
j.	An agency for monitoring coal dust has to be appointed/established. Authority in designated hospitals have to be appointed and established to treat coal dust related illness.	Comments not directed to the project proponent.
k.	Autistic cases are on the rise / increase in Goa which has to be investigated.	Comments not directed to the project proponent.
l.	GSPCB should do a study on pollution of drinking water due to coal pollution.	Comments not directed to the project proponent.
m.	He stated that coal dust pollution causes emission of Mercury in the environment. 114 pounds of Lead and 4 pounds of Cadmium in Human Tissue can cause damage to the nervous system.	SWPL ensures minimal pollution in the prescribed limits. No comments offered.
n.	Damage to nervous system and cardio vascular system and respiratory system is caused due to air pollution.	No comments offered.
o.	Coal dust pollution is leading to high incident to heart attacks	No comments offered.
p.	The Air Act needs to be modified	Comments not directed to the project proponent.
q.	The GSPCB should make efforts to control coal dust pollution by seeking amendment to Water and Air Act.	Comments not directed to the project proponent.
r.	Pregnant woman exposed to coal pollution lead to defects in new born children.	No comments are offered.
s.	Soil and Water Pollution is caused due to coal pollution	No comments are offered.
t.	Industrial Bronchitis is caused due to coal dust pollution	No comments are offered.
u.	Reduction of dust exposure and use of coal by Project Proponent should be adopted by the Project proponent or else coal handling should be stopped.	Appropriate PPEs (face mask, goggles and protective clothing) are issued to the workers operating in high dust areas. Areas where Critical instrumentation control areas are located away from the areas of operations and have been given barrier protection by means of HAPA filtration to reduce occupational exposures.
v.	Analysis is a precursor	Comment is not specific.

w.	He stated that PESTELI (Political Economic Social Technological Environmental Legal Industrial Policy) analysis has not been done nor any study on coal dust emission during transportation.	Comment is not relevant to the Project.
x.	300 Kgs of coal dust is spilled from each wagon during transportation and it is unimaginable what would be the question of spillage in the ensuing transportation.	Statement is not correct. The rail wagons are fully covered ensuring zero spillage.
y.	Heavy metals in coal arecand not being checked for impact of coal	Comment is not specific.
z.	In absence of the above, coal handling should not be allowed.	No comments are offered.
aa.	He questioned if Goa Government has an industrial policy and whether it was received. He stated that Public participation is essential whilst forming industrial policy.	Comments not directed to the project proponent.
61. Abhijit Prabhudesai		
a.	He stated that the public hearing has to be compiled and minutes have to be confirmed. He further stated that the Project Proponent has to submit clarification to queries raised by the public.	No comments are offered.
	Chairman, Public Hearing Panel's intervening Comment: Chairman informed that the Public Hearing is yet to concluded for the minutes to be read out and confirmed.	-
62. Olencio Simoes		
a.	He objects to recording of names for speaking at the Public Hearing.	No response is offered.
b.	He raised this as a point of order	No response is offered.
63. Parshuram Shetye, Vasco		
a.	He raised a point of order that Chairman cannot curtail the public of constitutional right of the public to speak at the public hearing.	Comments not directed to the project proponent.
b.	The process of writing of names is not as per the EIA Notification. He stated that the Chairman cannot avoid the mandate of the EIA Notification	Comments not directed to the project proponent.
c.	He strongly objects to the conduct of the Chairman and states that the EIA Notification is being violated and he states that the present proposal should be quashed. He also objects to the failure of the Authority videograph the objection raised by him.	No comments are offered.
	Chairman, Public Hearing Panel's intervening Comment: Chairman has stated that in order to take the proceedings to its logical end the names of the speaker's has to be recorded so as to enable them to speak on 29/04/2017. He stated that the public hearing has been adjourned to the 29/04/2017.	-

d.	Mr. Shetye challenged the decision of the Chairman to adjourn the public hearing to 29/04/2017 stating that there is no provision of law to adjourn the public hearing in such a manner. He stated that such act of the Chairman would tantamount to an insult of the public. He demands that the constitution right of the public to speak at the public hearing be upheld.	Comments not directed to the project proponent.
e.	He stated that only if there is a default and on part of the project proponent or GSPCB in holding the public hearing then only the public hearing can be postponed. He reiterated his point of constitutional order of right of hearing.	Comments not directed to the project proponent.
f.	He stated that the speaker has been denied his right to speak at todays public hearing.	Comments not directed to the project proponent.
g.	He stated that the Collector/Chairman is violating the provision of the EIA notification by adjourning the public hearing to 29/04/2017. He stated that he is being forced to vacate the venue by the Chairman and being deprived of his right to speak. He also stated that he has not got a reply to his query as to why the names of the people who desire to speak have to register their names and further as to under what provision of law the Public Hearing is being adjourned to 29/04/2017.	Comments not directed to the project proponent.
64. Sandeep Dalvi		
	Chairman called out Sandeep Dalvi to speak	He was not present.
65. Lumena Almeida		
	Chairman called out Lumena Almeida to speak	She was not present
66. Sankalp Amonkar		
	Chairman called out Sankalp Amonkar to speak	He was not present.
67. Edwin Mascarenhas		
	Chairman called out Edwin Mascarenhas to speak	He was not present.
68. Dinesh Dias		
	Chairman called out Dinesh Dias to speak	He was not present.
69. Jose Philip D'Souza		
a.	He raised a point of order. He condemned the statement of Chairman of MPT that all people who are opposing Public Hearing are outsiders. This statement is an insult to Goans and the same has to be withdrawn and he has to apologize to Goans and he demanded an apology.	Comments not directed to the project proponent.
b.	Chairman is trying to divide Goans.	Comments not directed to the project proponent.
	Chairman, Public Hearing Panel's intervening Comment:	-

	Chairman has called upon the representative of MPT to convey the sentiments to the Chairman of MPT	
70. Savio Correia, Mangor Hill, Vasco		
a.	He states the Chairman i.e. Collector, South Goa was not present at yesterdays Public Hearing proceedings	No response is offered.
b.	He refused to but the statement of MPT's Chairman.	Comments not directed to the project proponent
c.	He states public Hearing is a dialogue between PP and Public.	No response is offered.
d.	He states if MPT refuses to withdraw the statement of the Chairman the entire Public Hearing is vitiated as there is no sense in moderating the Public Hearing.	Comments not directed to the project proponent.
e.	Press note is issued during pending of Public Hearing and violates the proceedings of Public Hearing.	Comments not directed to the project proponent.
f.	MPT Chairman has by his statement raises objection to Chairman permitting public from out of Vasco to address the Public Hearing.	Comments not directed to the project proponent.
g.	He requests the MPT to apologize for the statement and stated that he is acting on the directions of Adani and Jindal.	Comments not directed to the project proponent.
h.	He states that Pubic Hearing cannot continue till MPT apologize	Comments not directed to the project proponent.
71. Udhav Pol		
	Chairman called out Udhav Pol to speak	He was not present.
72. Nazir Khan		
	Chairman called out Nazir Khan to speak	He was not present.
73. Edwin D'Souza, Vasco Khariwada		
a.	He states he is an affected person	No response is offered.
b.	He is submitting under protest. Public is not being permitted to speak freely.	No response is offered.
c.	Residents of Khariwada are forced to eat and drink coal.	No response is offered.
d.	Without having initial permission how can PP be permitted to expand.	SWPL has applied to the MoEFCC for obtaining the Terms of Reference for the capacity enhancement to be carried out at the berths. The Public Hearing is conducted as a compliance to the condition of the additional ToR. The actual work will commence only after obtaining the statutory clearances.
e.	PP should stop all coal handling and he opposes grant of approval to Projects	No response is offered.

74. Mr. Jack D'Silva- Goan, Vasco.		
a.	He is submitting under protest.	No response is offered.
b.	His house is on the seashore	Comment is not specific.
c.	He states that he is a Goan and not an outsider.	No response is offered.
d.	Yesterday the MPT Chairman was requested to come and address the Public , he refused saying he was busy yet he had time to give a statement on newspaper.	No response is offered.
e.	Chairman of MPT has insulted Goans.	
f.	Pollution due to existing Coal handling and 5A & 6A is out of control and as such how can PP be permitted to expand.	Comment is not specific.
g.	As a concerned Goan , he states that the invisible coal particles caused due to Coal Pollution caused due to PP operations is entering lungs of people and causing health hazards.	Please refer our response to 1.a & 4.c
h.	MPT is claiming development as reason for expansion but development cannot be at the cost of peoples livelihood and life.	Comments not directed to the project proponent.
i.	Mercury levels in sea is increasing due to coal pollution in water contaminating the fish which locals consume.	The observation is not correct. The comment is not specific.
j.	GSPCB has accepted that PP is causing pollution due to its operations and has directed them to reduce the operation by 25%.	No comments as the necessary compliance to the direction with replies was carried out by project proponent.
k.	He seeks to know the number of times the GSPCB has directed the PP to reduce its pollution and whether they have accepted the Boards directions.	Comments not directed to the project proponent.
l.	GSPCB representative's intervening comment: Boards representative states that on findings pollution level to be high they have issued directions to reduce the operations.	-
m.	He demands that the Board direct the MPT and PP to close operations fully if the levels of Pollution are high.	No response is offered.
n.	Delay on GSPCB is destroying the health of Vasco locals.	No response is offered.
o.	He strongly condemns the statement of Chairman of MPT to term Vasco locals as outsiders.	No response is offered.
p.	He demands GSPCB should take immediate action against the PP does coal pollution.	Comments not directed to the project proponent.
q.	If you salute your duty you don't have to salute anybody because if you pollute your duty you have to pollute everybody.	No response is offered.
75. Gracious Coutinho, Vasco.		
a.	He is the Secretary of Old Cross Fishing Society	Introduction of the speaker
b.	He says that he has lots to speak but he cannot as he is being limited to	No response is offered.

	speak for 5 minutes	
c.	He opposed coal handling in Vasco	No response is offered.
d.	He stated that his friend had died due to lung infection. He says even his father died from Lung Cancer.	No response is offered.
e.	Vasco faces severe water shortage because MPT uses 7 million litres of Water causing Vasco residents to suffer from lack of water.	Please refer our response to 5.e
f.	Transportation of Coal by trucks in Vasco is not being controlled and monitored by GSPCB. He can see coal on roads of Vasco.	Please refer our response to 35.j
g.	He states that entire Vasco bay is filled with coal leading to drop in fish catch and requested GSPCB to act.	Please refer our response to 15.k & 15.p
h.	He states that fishermen cannot get labour as they cannot live in Vasco due to coal pollution, and they leave the place after a year or so.	No response is offered.
i.	He has more to say but is stopping due to lack of time.	No response is offered.
j.	He seeks to know when the Public Hearing for the dredging would commence as he wants to come back to address	No response is offered.
	Chairman, Public Hearing Panel's intervening Comment: The Chairman told him that the same would be commencing at 2:45p.m.	-
k.	He demands that name of speakers be read out as entered in the register maintained.	No response is offered.
l.	Chairman, Public Hearing Panel's intervening Comment: He is informed by the Chairman that he will be permitted to speak at 2:30 p.m. on the dredging issue first.	-
76. Suresh Naik, Vasco		
a.	He strongly opposes Coal dust that is being caused due to operation of JSW and Adani as permitted by MPT.	No response is offered.
b.	Large number of accidents are being caused due to dust pollution. Coal dust lowers visibility causing accidents.	Pls. refer our response 1.a, 1.d & 4.c
c.	He states that the Collector and GSPCB is not taking any action to stop coal dust pollution. He demanded to know as to what has been GSPCB has been taken action is taken to stop coal dust pollution.	Comments not directed to the project proponent.
d.	GSPCB states it has directed Coal handling Companies to reduce Coal dust pollution by 25%.	No comments as the necessary compliance to the direction with replies was carried out by project proponent.
e.	People in Vasco are forced to use masks to avoid dust pollution. He demanded GSPCB should state if they will issue masks to the Public?	Comments not directed to the project proponent.
f.	He seeks to know from GSPCB whether coal dust pollution has reduced as on date and as per latest analysis done by GSPCB i.e. AAQM done in Vasco.	Comments not directed to the project proponent.
g.	GSPCB officials failed to answer and as such is not doing its duty.	Comments not directed to the project proponent.
h.	As per GSPCB report on noise monitoring done as per demand of public at	We are unaware of the date, time and location of the mentioned data

	Public Hearing, GSPCB has done noise monitoring which indicates that during operation of one plant the noise level is 75dB which is exceeding the levels if both plants operate.	collection. Thus we refrain from offering any comment.
i.	He requested the Board representative to disclose whether he is authorised to answer the queries of the Public on receipt from the podium.	Comments not directed to the project proponent.
	Chairman, Public Hearing Panel's intervening Comment: Chairman clarified that GSPCB official is authorised.	-
j.	He stated that as GSPCB is refusing to answer they support Adani & Jindal.	No response is offered.
k.	He states the system as failed	No response is offered.
l.	He states the Chairman has failed to effectively conduct the Public Hearing.	No response is offered.
m.	Chairman, Public Hearing Panel's intervening Comment: Chairman stated that he is conducting the Public Hearing as per the EIA Notification.	-
n.	He sought to know under what law people are being given only 5 minutes to speak.	-
	Chairman, Public Hearing Panel's intervening Comment: Chairman states that he is giving time limit so as to enable all people who are registered to speak. He stated that written objections can be given.	-
77. Peter Andrade		
	Chairman, Public Hearing Panel's intervening Comment: Chairman stated that Peter Andrade has already spoken on the first day. i.e. on 26/04/2017 at the Public Hearing.	-
78. Custodio D'Souza, Khariawada		
a.	Old Goan Society Chairman & Goa against Coal Conveyor.	Introduction by the speaker
b.	He sought to know how many minutes he will get to speak.	Comments not directed to the project proponent.
c.	Chairman, Public Hearing Panel's intervening Comment: Chairman stated that he will get 6 minutes to speak.	-
d.	He states that he wants the order of Collector passed on point of order raised regarding time limit for speaking.	Comments not directed to the project proponent.
e.	Chairman, Public Hearing Panel's intervening Comment: Chairman states that he has passed an order stating that people will speak for 5 -6 minutes only.	-
f.	He states that order was passed at the start of todays proceedings and sought to know the provisions of Law under which the order regarding limit of time was passed.	No response is offered.

g.	He stated that Chairman is refusing to answer and is forcing him to speak for 6 minutes	No response is offered.
h.	He states that people have come to speak about their grievances which cannot be limited in 5 minutes.	No response is offered.
i.	He demanded that the Chairman give his Order in writing on the time limit for speaking and also read out the minutes of Public Hearing so far.	No response is offered.
j.	He sought to know how 3 persons are sitting on the podium.	No comments
k.	Chairman, Public Hearing Panel's intervening Comment Collector stated that as per EIA Notification either the Collector or Additional Collector & representative of the GSPCB have to preside over the meeting. He stated that Additional Collector is helping him to record the Minutes.	-
l.	He sought to know who is the Chairman of the Public Hearing Committe ?	No response is offered.
m.	He stated that Additional Collector effectively conducted the public hearing and today Collector is creating hurdles and imposing time limit.	No response is offered.
n.	Chairman, Public Hearing Panel's intervening Comment: Chairman informed him his time limit is crossed and asked him to stop down.	-
79. Archanjo Gurzao		
	Chairman called out Archanjo Gurzao to speak	He was not present.
80. Pooja Mitra		
	Chairman called out Pooja Mitra to speak	She was not present
81. Deu Kankonkar		
	Chairman called out Deu Kankonkar to speak	He was not present.
82. Enrico Dias		
	Chairman called out Enrico Dias to speak	He was not present.
83. Salvador Fernandes		
	Chairman called out Salvador Fernandes to speak	He was not present.
84. Priscilla Fernandes		
	Chairman called out Priscilla Fernandes to speak	She was not present

85. Custodio D'Souza, Khariawada		
a.	He refused to leave the Podium to let Maxie Correia to speak after he was called up to address the Public Hearing.	No response is offered.
b.	Chairman, Public Hearing Panel's intervening Comment: Chairman permitted him an additional 5 minutes to speak and the said that he would subsequently have to leave.	-
c.	He sought to know under what provision the Collector has decided to limit speakers to speak.	Comments not directed to the project proponent.
d.	He demanded to give 2 hours to speak, however the Chairman stated that he will get only 5 minutes to speak.	Comments not directed to the project proponent.
e.	He stated that he refused to leave the podium and stated that he would have to be evicted forcefully the Chairman request.	Comments not directed to the project proponent.
f.	MPT Chairman stated that outsiders are coming to the Public Hearing and speaking and that no Vasco residents are objecting. He rejects that and says that he is a Vasco resident. He demanded to know who is the representative of MPT present at the Public Hearing are.	Comments not directed to the project proponent.
g.	He demanded that MPT Chairman be summoned to clarify his statement.	Comments not directed to the project proponent.
h.	He demanded that the Collector issue an order and evict him.	Comments not directed to the project proponent.
i.	He states that the Collector, South Goa has by attending todays Public Hearing has started a law & order problem at todays Public Hearing.	Comments not directed to the project proponent.
j.	He demands that all public should be given an equal opportunity to speak. He states the issue is Public Hearing is a serious one and pertains to Vasco & Goan future.	Comments not directed to the project proponent.
k.	He requests the Collector to state under which provision of law the collector has permitted people to submit objections upto 02/05/2017.	No response is offered.
l.	Chairman, Public Hearing Panel's intervening Comment: Collector states that he is following the procedure laid down as per EIA Notification. He states that he has prescribed the time limit in order to enable all public to get an opportunity to speak.	-
m.	He demands to know the amount of time the PP has taken to submit its presentation. He states that Collector is discriminating between the PP and the Public.	Comments not directed to the project proponent.
n.	He states that time limit of 5 minutes for speaking by public should have been issued on the first day of the Public Hearing. He requested to know why Additional Collector did not mention 5 minutes for speaking yesterday.	Comments not directed to the project proponent.
o.	Chairman, Public Hearing Panel's intervening Comment: Chairman states that 20 minutes have been consumed by him and yet he	-

	has not started his submissions.	
p.	He states that as per todays notice issued by GSPCB on todays paper, there is no mention of the 5 minute time limit and hence he wants to know whether the time limit is fixed by the collector or some other person.	Comments not directed to the project proponent.
q.	He states the time limit of 5 minutes should have been informed yesterday and not today by the Chairman at 10:30 a.m.	Comments not directed to the project proponent.
r.	He states he cannot continue his submissions unless he is given an answer by the Collector regarding the order & law under which the collection has prescribed 5 minutes time limit.	Comments not directed to the project proponent.
p.	Custodio D'Souza states he is being evicted by force by the Police and the Collector.	Comments not directed to the project proponent.
86. Maxie Correia, Vaddem		
a.	He is submitting under protest	No comments are offered
b.	He questioned why the Police are stationed at the Public Hearing	Comments not directed to the project proponent.
c.	Police are threatening the Public.	Comments not directed to the project proponent.
d.	He states that he is a Cancer Patient. He states that he is suffering with the public in the podium while officials are sitting in comfort.	Comments not directed to the project proponent.
e.	He submits under protest he seeks to know if any representatives of MPT is present on the dais.	Comments not directed to the project proponent.
f.	Chairman, Public Hearing Panel's intervening Comment: Chairman stated all 3 projects are different from each other.	-
g.	Introduction of PP	JSW officials submitted their names and designation. (1) R.R. Patra – Vice President (2) Anthony Fernandes – Unit In charge
h.	He requests the representatives of JSW to state as to whether any steps have been taken by JSW to help people who suffer critical sickness due to coal pollution.	JSW representative stated that all objection of the Public will be taken note of record and replied at the end of the Public Hearing later.
i.	Chairman, Public Hearing Panel's intervening Comment: Chairman stated that the objection of the public will be noted and sent to EAC for decision.	-
j.	He asks the Chairman if he will be responsible for a law and order problem due to conduct of Public Hearing.	No comments offered
k.	Chairman, Public Hearing Panel's intervening Comment: Chairman stated that the project is not approved and that it is at conceptual stage which will be considered by EAC only after evaluating public objections.	-
l.	He questioned whether JSW is covering its coal stacks.	JSW representative have submitted that they provide tarpaulin cover

		on the coal stockpiles. C and conveyor belts in the SWPL Terminal are covered. where it can be done and that JSW is considering installing a covered shed. Since this is an operating port, engineering challenges are being addressed to install a longitudinal covered shed. Please refer our response to 5.e
m.	He asked the JSW representative to state when did the JSW do a mock drill regarding Disaster Management last?	The representative stated that a written reply will be submitted. SWPL carries out all its safety mock drills as per the general practices and the norms, including periodisc safety workshops for awareness.
n.	He stated JSW has no plan for disaster management in case of explosion of fuel and ammonia tanks.	Not in the purview of the project proponent. A disaster management plan for SWPL is in place. The Disaster Management Plan deals with natural and man-made calamities, and a preparedness and response plan for the same. Pls. refer our response 40.ss
o.	He demands a reply on this point to the public from JSW.	Please refer our response to 86.h
p.	He states the Chairman is obstructing the smooth conduct of the Public Hearing.	No response is offered.
q.	It is noted that the JSW is not replying to the queries of the Public.	Please refer our response to 86.h
r.	He states if the JSW is going to use 7 million litres of water than what will happen to the water supply of the locals. He states the source of 7 million litres of water is not stated in the EIA report.	About 500 kld as mentioned in the EIA report, section 5.3.2, page 5-15 will be needed for the project. The Port Terminal presently uses 200-250 kld treated sewage from the STP of MPT. The additional quantity of water for dust suppression is proposed to be sourced from the presently operational 2300 kld CETP at Baina operated by PWD. No potable water will be used for sprinkling.
s.	JSW does not employ local goans in their unit.	Pls. refer our response 46.i & 46.j
t.	He requests that all his submissions be noted. He states that that as Collector of the District he should also answer to the public queries.	Comments not directed to the project proponent.
u.	He reiterates that he is submitting under protests as time limit is being imposed. Yesterday's proceedings were conducted with huge time given to public speakers	No response is offered.
87. Cedric D'Souza, Raia		
a.	He stated that he is speaking on the protest reason being the Chairman gave only 5 minutes.	No response is offered.
b.	He states that JSW representative are not replying to the Public queries	Please refer our response to 86.h
c.	He stated that the EIA report was not given to some of the affected panchayats.	Please refer our response to 7.b and 7.c
d.	Chairman, Public Hearing Panel's intervening Comment: Chairman states that villages that are within 10 kms are required to be submitted and these villages have been given copies. Chairrnan states	-

	that the EAC will decide on this issue and can either call the villagers for hearing or can direct a Public hearing for the affected villages. He states that his duty is to record the public views and submit it to the EAC for decision.	
e.	GSPCB representative's intervening comment: GSPCB official introduced himself as Dr. Mohan Girap and stated that he is attending the Public Hearing on behalf of GSPCB.	-
f.	He referred to a request made on 26/04/2017 for conduct of noise monitoring at the Project Proponents unit earlier by the GSPCB to check levels of noise monitoring. Comment of GSPCB GSPCB replied was prepared by the Board and the report indicates that the level is 75 dB.	We are unaware of the date, time and location of the mentioned data collection. Thus we refrain from offering any comment.
g.	He wanted to know what action PCB will take on the issue.	Comments not directed to the project proponent.
h.	GSPCB representative's intervening comment: GSPCB representative stated that he will have to check the records and action will be initiated after processing of the report.	-
i.	He questioned whether the Consent to Operate will be withdrawn, the time frame in which it will be done.	No response is offered.
j.	GSPCB representative's intervening comment: GSPCB representative states that it will be done after following due procedure.	-
k.	He stated that as public are given time limit to speak, GSPCB should have to act as per a time schedule.	No response is offered.
l.	GSPCB representative's intervening comment: GSPCB representative stated that he will reply to the complaint in one day time.	-
m.	He requested the Project Proponent to inform whether MPT hospital is built. He requests the GSPCB to state where the MPT hospital exist just in front of the hospital which is filled with heaps of waste.	Comments not directed to the project proponent.
n.	He states that even third world countries plan their ports and terminals far away from populated areas.	Comments not directed to the project proponent.
o.	He seeks to know the Disaster Management Plan of District Collector.	Comments not directed to the project proponent.
p.	Chairman, Public Hearing Panel's intervening Comment: Chairman states that a disaster management plan exists.	-
q.	He questions as to whether the runoff from coal carrying ships of large size and from the jetty have been considered.	Please refer our response to 17.f and other relevant points.
r.	He states that he opposes expansion of 5A and 6A and other two projects and inefficient action of GSPCB.	Comments not directed to the project proponent.
s.	He also questioned that there was no proper equipment for disaster	Comment is not relevant to the Project.

	contingency as there was grounding in April 2016, of a Tug Boat and a Pontoon and the Disaster Management team had taken a week to clear it. He also stated that they are lucky since there was no pollution but they cannot be riding on luck all the time, as the big Cape size vessels causing pollution could be quick and catasphrophic. A perfect example was a grounding of River Princess of Coast Candolim Beach which took 12 years to clear.	The activities are in the preview of the concessaire, Mormugao Port Trust.
88. Madeline Pereira		
a.	She states that she is a cancer patient and a senior citizen.	-
b.	She stated that she sat at the public hearing venue for the past 3 days. She has decided to speak to oppose the atrocities that are being planned for Vasco by the Project Proponent.	Comment is not specific.
c.	She states that she has grown up in Vasco and has learnt to swim on Vasco beach	Comment is not specific
d.	She states that earlier there was a beach at Vasco which has now been dredged and destroyed by MPT.	Comment is not specific
e.	She stated that MPT, Adani and Jindal have destroyed Vasco beach and ecology.	Comment is not specific
f.	Vasco beauty is destroyed.	Comment is not specific
g.	She objects to police presence at the Public Hearing and says the police are threatening.	No response is offered.
h.	She says citizen of Vasco have come for public hearing to fight for their lives, future and children and not to create a law and order situation.	No response is offered.
i.	She requests the Project Proponent not to cause coal revolution in Vasco.	Comment is not specific
j.	She states that the submission and presentation made by the public so far clearly shows how MPT and coal handling companies are going to destroy Goa as they have no clean plan for preserving Vasco's ecology.	Comment is not specific
k.	Exposure to coal dust can lead to Autism in children.	Please refer our response to 1.a & 4.c
l.	She thanked all the speaker for their brilliant presentation that has put the Project Proponent and the Collector and GSPCB to know that the said project is not good for the general public.	Comment is not specific
m.	She states that what she is speaking for all the three projects and her submission are required to be recorded in all three public hearing proceedings.	Statement of the speaker. The relevant points directed to project proposed by SWPL will be replied appropriately.
n.	She states there are a large number of children are suffering from pulmonary diseases.	Please refer our response to 1.a & 4.c
o.	She questioned the Project proponent as to why Vasco residents are	No response is offered.

	being tortured. She stated that Vasco people have to breath in coal dust for the benefit of the nation.	
p.	She knows a number of Vasco residents who have died due to coal pollution.	No response is offered.
q.	She stated that before the public hearing could start, during the pendency of the notice period, coal was washed upon the beach in Vasco indicating pollution by the Project Proponent.	No response is offered. No such incidences have occurred from the terminals operated by SWPL.
r.	She states that coal from the Project Proponent's operations is entering people's houses.	
s.	She says Goan mud is red but earth of Vasco is black.	No response is offered.
t.	She states if Project Proponent are allowed to import more coal then coal pollution will increase and will not stop	Modernization of the operation will accompany installation of more effective, integrated and efficient APCMs. SWPL Terminal is committed to adhere to all pollution standards stipulated by the MoEFCC and GSPCB.
u.	With increase in import of coal, there will be increase in height of coal stacks that will not be able to be covered.	As in the proposed modernization, the height of stacker will not increase, the stack height will also not increase. The increase in capacity of the Terminal is proposed to be executed by lower dwell time of cargo in the Terminal and faster evacuation rates.
v.	She states that the people of Vasco are being gagged and prevented from speaking.	No response is offered.
w.	She asks why Sonshi mining activity is stopped and why same action cannot be done in Vasco.	Comment is not relevant to the Project.
x.	She demands back clean air in Vasco as it is their constitutional right.	No comments are offered.
y.	She states that people of Vasco have a right to clean air.	No comments are offered.
z.	Goa was pristine during the Portuguese period and remember the late poet Manoharbai Sarde.	Comment is not relevant to the Project.
aa.	She stated Vasco residents are dominated by coal handling tycoons	No response is offered.
bb	She states the Portuguese setup up a fish plant in Vasco as it was getting good catch of fish which has now been short because of the pollution caused in the river that has resulted in loss of fish catch.	The Coal stacks are covered with water proof sheets and protected at the sides from collapse by crash barriers. Hence, no flow is envisaged from the coal dump. In case of any flow, they collected in the dump pond/settling tank, so question of direct discharge in to the sea is not possible. There is no link between fish catch with on ground handling of material.
cc.	She states that coal is being imported to Goa for benefit of other States.	No comments are offered.
dd.	She credits Mr. Custodio for going to Court and exposing the MPT's act of illegal dredging the channel and for going to Court for getting it quashed.	No comments are offered.
ee.	She states that dredging of the river Zuari amounts to raping of the river.	No comments are offered.
ff.	She objects to Police being present in close vicinity of the podium.	Comments not directed to the project proponent.

89. Francisco Gonsalves		
a.	He permits Nazir Khan, Vasco.	
b.	He seeks the translator who gave the project proponents presentation to come to the dais	The Konkani translator introduces himself as Dr. Bhushan Bhave.
c.	He requested the translator to explain how he could submit a presentation of Project Proponent in a few minutes while public gave a presentation of 2 hours.	The translator stated that he delivered the presentation on behalf of the project proponent based on instructions given to him by SWPL.
d.	He states that not a single MLA from Mormugao Constituency is present for the Public Hearing. He seeks to know from the MLA's their stand on the issue of Coal Pollution and support to the project.	No response is offered.
e.	He sought to know from the representative of GSPCB how much pollution is caused from the Chimney of a fast food unit ?	Comment is not relevant to the Project. Comments not directed to the project proponent.
	GSPCB representative's intervening comment: Representative of GSPCB stated that it cannot be quantified.	-
f.	He stated that the GSPCB acts against small businesses for operating without permissions on the basis of a complaint, while it takes no action against coal handling against units like MPT Adani and JSW but only issues meaningless notices.	Comments not directed to the project proponent.
g.	He states Children of Vasco fall sick with Asthma due to Coal Pollution and the GSPCB has not acted.	Comments not directed to the project proponent.
h.	he states that vide letter no. 1/20/15-PCB/Tech/1091 dated 16/02/2016, PCB has informed that the Board has issued Directions to M/s. MPT. SWPL and Adani to carry out following:	
	(1) No over loading of trucks should be carried out .	No road transport is carried out by SWPL
	(2) Coal height should be less than 5 mts, he states coal has crossed from than 5 mtrs height, but no action has been taken.	The coal is stacked upto permissible height. Also a wind breaking wall of 12m is constructed to avoid emission.
	(3) Sprinkling should be carried out at coal stackyards. He seeks to know whether there is any compliance to the Boards directions.	Water sprinkling is carried out at the coal stackyards.
	(4) Coal stacks should be covered with tarpaulin covers. He states that the 3 Companies have not complied with Boards directions and yet no action is taken.	We always keep the stacks covered except at the time of stacking and reclaiming which is carried out under water sprinkling
	(5) Trucks should be covered with tarpaulin. He alleges that Coal and woodchips trucks are not covered.	No road transport is carried out
	(6) He states that no flow meters have been installed for sprinkling system. He alleges that this is not done	Flow meters are installed and flow is regulated
	(7) AAQM data and weekly monitoring data to GSPCB weekly.	Monthly monitoring report is submitted to GSPCB
k.	He questioned the JSW officials whether this is being done.	Anthony Fernandes (incharge of SWPL) representative of JSW states that as per Consent condition they submit monthly report to GSPCB.

l.	He states that JSW submits a monthly report and not a weekly report.	This is done as per the condition in the consent
m.	He states that as per the letter the Board is required to receive a weekly report but the same is not done. He wanted to know that till date how many complaints have been received by the GSPCB from the people of Vasco against Coal Pollution.	Weekly if desired could be submitted. Not relevant to the project.
	GSPCB representative's intervening comment: The GSPCB official states that the record will be checked and the compliance will be informed accordingly.	-
n.	He states that he has also written to the PMO office regarding this issue. The PMO has directed the office of the Chief Secretary to act. He states that if PMO office has replied to this letter, than why State Government Authorities are not replying to him.	Comments not directed to the project proponent.
o.	He seeks action on the MPT / JSW officials who have failed to come prepared for today's public hearing.	No comments are offered.
p.	He objects to grant of approval to the Project of JSW.	No comments are offered.
q.	He states local MLA is not opposing the Project as he has received benefits from the unit.	No comments are offered.
90. Vasant Naik		
	Chairman called out Vasant Naik to speak	He was not present.
91. Mohamad Yusuf Khan		
	Chairman called out Mohamad Yusuf Khan to speak	He was not present.
92. Parshuram Shetye		
a.	He raises a point of order and requests the Collector to print the public register, to speak at the Public Hearing.	Comments not directed to the project proponent.
		Collector declares lunch break to reassemble at 2:45p.m.
93. Vasant Naik		
	Chairman called out Vasant Naik to speak	He was not present.
94. Abdul Rehman Sheikh		
	Chairman called out Vasant Naik to speak	He was not present.

95. Mohamed Yusuf Khan		
	Chairman called out Mohamed Yusuf Khan to speak	He was not present.
96. Henry D'Mello		
	Chairman called out Henry D'Mello to speak	He was not present.
97. Nicholau Satibero		
	Chairman called out Nicholau Satibero to speak	He was not present.
98. Mr Araujo spoke in place of Nicholau Estibeiro		
a.	He stated that he has been here for the last three days. Today is the adjournment hearing. He stated that his submissions towards enhancement of coal handling is as under;	
	• He stated that the condition at the Berths is pathetic and its own employees are not provided with protective wear. The Project proponent should provide the employees with personal protection.	SWPL provides safety helmets, face mask and other safety measures to the employees. The coal stacks are always covered with tarpaulin and also water sprinkling is carried out from time to time to minimise fugitive and dust emission. SWPL has erected a wind shield to obstruct and contain the dispersion of dust. Also mechanised broom vehicles are deployed on the berths for berth cleaning.
	• He further stated that the Project proponent is stacking coal beyond recommended stack height totally exposed without covering.	The observation is not correct. The coal is stacked upto permissible height. Also a wind breaking wall of 12m is constructed to avoid emission. We always keep the stacks covered except at the time of stacking and reclaiming which is carried out under water sprinkling.
	• He stated that the water used for sprinkling flows into the river thereby polluting the sea water and the fish.	The Coal stacks are covered with water proof sheets and protected at the sides from collapse by crash barriers. Hence, no flow is envisaged from the coal dump. In case of any flow, they collected in the dump pond/settling tank, so question of direct discharge in to the sea is not possible. There is no link between fish catch with on ground handling of material.
	• He stated that the sprinkling water is raw sewage totally smelling and the residents residing nearby have to bear this.	The Port Terminal presently uses 200-250 kld treated sewage from the STP of MPT for sprinkling.
	• He submitted that the presentation of EIA is totally fraud.	Please refer our response to 36.a and various other points above..
	• He also stated that during wood chip handling there is spillage and these are washed into the sea.	The terminals 5A & Â do not handle any wood chips .

	• He stated that the Project proponent operates in violation of Human Rights	No response is offered.
	• He questioned as to whether the air flows within the radius of 10 Kms or whether fresh air is generated after 10 Kms radius of the site.	Comment is not specific.
	• He questioned whether the trucks and trains moving through other cities are not contributing to pollution.	There is no road transportation of cargo in the Project at present and the same is not proposed in the proposed modernization phase as well. Railway transport of cargo is an ongoing operation since start of the terminal. All the rakes are covered during movement.
	• He stated that a case should be filed against the JSW, MPT, Adani and GSPCB.	No response is offered.
	• He stated that when he approached three times to the GSPCB for the reports of inspection of coal handling, he was told to approach the Member Secretary of the Board for the same. He further stated that some of the officials informed him that the levels were high. He questioned the representative of the GSPCB as to what is the percentage of pollution.	Comments not directed to the project proponent.
	GSPCB representative's intervening comment: The GSPCB Official informed Mr. Araujo that the data is available on the website of the Board.	-
	• He stated that the project proponent has not mentioned the benefits that the company will gain from this proposed project in the EIA report.	The observation is not correct. Please refer Chapter 1 Introduction, Section 1.3 Project Profile, page no. 1-5 which deals with the matter of benefits of the project to the project proponent.
	• He stated that the site is a reclaimed land and it takes a month to fill it up.	The statement is not correct. The proposed project is to be carried out in the existing operations only. No additional waterfront or land is to be acquired. The project does not involve any reclamation.
	• He questioned as to who is responsible for the health of the people; i.e Whether GSPCB, Adani, JSW or MPT. He further questioned as to who is responsible for the medical bills of the people who are affected due to coal handling activity	Please refer our response to 1.a & 4.c No response is offered.
	• He stated that he strongly condemns the act of the elected members as they did not attend the public hearing. He questioned as to whom they represent? Whether JSW, Adani or MPT. He stated that it is a shame for them for protecting such devils.	No response is offered.
	• He strongly objected to grant of approval for the proposal of the Project proponent.	No response is offered.
99. Abhijit Prabhudesai, Vasco		

a.	He stated that at the first day of the hearing 26/04/2017, the project proponent refused to answer any question posed to them by the public and stated that they will be answering the questions later in the day. However, he stated that these questions were not answered till today by the Project Proponent.	The PP is required to submit written submissions of the answer to the queries. This is being done.
b.	Further he stated that he wanted to know all the questions that were raised by the public on the first day.	The recorded minutes were read out to the public in Konkani and English, thus all the questions/ queries and suggestions made during the proceedings of the public hearing over the three days were informed to all present at the venue.
c.	He further sought for time from the Collector for the public to make corrections in the minutes.	No comments
d.	Chairman, Public Hearing Panel's intervening Comment: The Chairman informed that they would be given time upto 06/05/2017 to carryout necessary amends.	

The Project Proponent was directed by the Chairman to submit a clarification to the Public on their grievances.

Authorised Representative of the Project Proponent submitted as follows:

1) The minutes have been duly recorded.
2) SWPL is duty bound by procedure given in the EIA Notification to provide information or clarification sought during the public hearing and will do so in writing.
3) The following 5 major clarifications are placed before the Public.

- SWPL does not undertaken any coal transportation by public road and they will not be doing it in the proposed capacity enhancement.
- The present rail infrastructure is sufficient to take the consequential additional cargo. No rail doubling has been proposed by us as part of the project.
- Presently, SWPL are using MPT treated sewage water for the current operations of dust suppression. For the proposed enhancement, they will utilize the 2300 KLD CETP water at Baina operated by the PWD.
- Presently, SWPL are covering their Cargo with tarpaulin all year round. Being a Brownfield Project there are engineers challenge to put a hard longitudinal cover, Engineering feasibility for the same is underway.
- SWPL has not proposed any dredging as part of our Project. The proposed project is independent of the capital dredging project of MPT, and will be implemented with or without dredging.

मे. सावथ वॅस्ट पोर्ट लिमिटेड, मुरगांव बंदर, गोंय

हांणी करपाच्या

मुरगांव पोर्ट ट्रस्टाच्या

बर्थ 5 (ए) आनी 6 (ए) च्या प्रस्तावीत टर्मिनल क्षमताय वृद्धी खातीरचे

पर्यावरणीय भौशीक सुनावणेंतल्या

प्रस्नाक दिल्ल्यो जापो

सल्लागार:

वॅपकोस इंडिया लिमिटेड, नवी दिल्ली

(भारत सरकाराचो उपक्रम)

मे. सावथ वॅस्ट पोर्ट लिमिटेड, मुरगांव बंदर, गोंय
हांणी करपाचीं

मुरगांव पोर्ट ट्रस्टाच्या बर्थ 5 (ए) आनी 6 (ए) ची प्रस्तावीत टर्मिनल
क्षमताय वृद्धी

1.	अविनाश तावारीश, फातोड्डें :	
a.	प.प्र.त. अहवालांत व्हडा प्रमाणाचेर चुको आसात.	
	अहवालांत 10 कि.मी. अंतराचो अभ्यास म्हणला, पूण प्रत्यक्षांत फकत 5 कि.मी.चेरच सेन्सर बसयल्यात. देखून 4 कि.मी. परस उण्या अंतरा खातीरचीच माहिती एकठां यल्ल्यान हो प.प्र.त. पुराय रितीन दोशपूर्ण आसा.	सडा हेडलँडाचे उत्तरेकडेन प्रस्तावीत प्रकल्पाचें थळ आसा आनी (उत्तर आनी दक्षिणे वटेन लागींच) ताचे भोंवतणी दर्या आसा. बंदर टर्मीनल कार्यान्वयनांतलें संभाव्या हवा प्रदुशण हवेंत हुबपी घणकणांच्या स्वरुपांत आसतलें, जें चड करून थळाचेर राबयल्ल्या प्रदुशण नियंत्रण उपाय-येवजण्यांक लागून नियत्रणांत उरतले. त्याभायर हें साप्प उण्या प्रमाणांतले संभाव्य संहत स्तर सामान्य हवामान स्थितींत चड पयस पातळपाची शक्यताय ना. देखून, उणी खरसाण आशिल्ले प्रदुशक घटक पातळचे पयलींच आडावपाचे नदरेन ह.भो.गु. मुळाधार कें.द्रां.5 कि.मी. त्रिज्या भितर वा आशीकुशीक स्थापन केल्या.
	• पर्यावरणी तपासण्यो मार्च-मे 2016 मजगती गिमाच्या काळांत केल्यात. प्रदुशणाचे स्तर ज्या वेळार चड आसतात त्या शिंयाळ्याच्या काळांत त्यो करूंक जाय आशिल्ल्यो. शिंयाळ्यांत वास्को शारांत चडांत चड प्रदुशण आसता जाका लागून लोक दुर्येंत पडटात. वाऱ्याचे दिखेचो अभ्यास जाणून बुजून करूंक ना आनी अहवालांत तो दिश्टी पडना. उण्यांत उण्यो नोंदी मेळच्यो म्हूण वॅप्कोसान मुद्दाम जावन हें अशें केलां.	पर्यावरण, रान आनी हवामान बदल मंत्रालयान जारी केल्ल्या सं.सं. प्रमाण प.प्र.त. अभ्यास केला.
	• दिशाभूल करपी भोंवतण मार्गदर्शक सुचोवण्यो वापरल्यात (प.प्र.त.चो तकटो 3.1). सरासरी नोंदींची भारतीय मानकस्तरांचे दीसपट्टे मर्यादे कडेन तुळा केल्या. भारतीय मानकस्तरांचे भोंवतणेच्या हवेचे वर्सुकी सरासरी कडेन न्हय. ताका लागून वॅप्कोसान 24 ताशी मान्यताय मर्यादे कडेन तुळा करून चुकीचें विश्लेशण केलां, हें सिद्ध जाता. हें विश्लेशण जाणीवपूर्वक आसा.	हो अभ्यास तीन म्हयन्यांच्या काळांत केला, देखून रा.ह.भो.गु.स्थि.चे वर्सुकी सरासरी कडेन तुळा करूंक ना, जी मानक/प्रमाण पद्दत आसा.
	• भारतीय मानक स्तर अपर्याप्त आसात, ते सारके नात. देखीक घनकण 10 खातीर जागतीक मानकस्तर 50 जाल्यार भारतांत ते 100 आसात. हीच गजाल हेर प्रदुशक घटकांचे बाबतींत लेगीत खरी आसा. सद्याचे भारतीय स्तर गृहीत धरल्यार लेगीत भारतीयांक धोको आसा.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.

	• घनकण 2 आनी 10 चे स्तर जा.भ.सं. न निर्धारीत केल्ल्या स्तरां परस अनुक्रमान 4 आनी 3 पटीन चड आसात. जंयच्यान कोळसो आयात करतात त्या ऑस्ट्रेलियांत लेगीत हाचे परस खर नियम आसात.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
	• आयात केल्ल्या कोळश्याची ओलसाण चड आशिल्ल्यान हवेंत धुल्ल हुबपाचें प्रमाण उणावता, हो वॅप्कोसाचो दावो चुकीचो आसा. हाचें कारण चड ऍश आनी उणी ओलसाण आशिल्लो कोळसो कच्चो माल म्हूण वापरतात अशें प.प्र.त. च्या पान 4.16 आनी 5.6 भितर म्हणलां.	हे विधान चुकीचें आसा. प.प्र.त. अहवालांतल्या विधाना कडेन आमी बांधील आसात.
b.	प्रस्तावीत प्रकल्पाचो जल-पर्यावरणाचेर जावपी परिणामाचो अभ्यास हया अहवालांत करूंक ना. तशेंच पोर्टांतले लॅडाचे (भिडाचे) स्तर दर्या-उदकांतल्या लॅडा परस 250 पटीन चड आसा, अशें अहवालांत म्हणलां. जड धातुच्या उदकांतल्या संदुशणाचे सुरक्षीत मापदंड अहवालांत दिवंक नात.	अहवालांत जल पर्यावरणाचो विचार केला आनी प.प्र.त. अहवालांत प.रा.ह.ब. मंत्रालयान जारी केल्ल्या सं.सं. प्रमाण मापदंड नमूद केल्यात. उदकांतल्या उपक्रमांची जापसालकी एस.डब्लू.पी.एल.ची नाशिल्ल्यान तशएंच उदकांतल्या जड धातुंचें संभाव्य प्रमाण बंदर चालू जाल्ल्या पसूनच्या सामुग्री हाताळपी सगळ्या उपक्रमांचो एकवटीत परिणामांक लागून जाल्लें आशिल्ल्यान, एस.डब्लू.पी.एल. हया प्रस्नाची जाप दिवपाक शकना.
c.	मातयेचे स्तर फकत बंदर वाठारांत तपासल्यात, पुराय बाधीत वाठारांनी न्हय. आर्सेनीक मर्क्युरी सारक्या जड धातुं खातीर मातयेची तपासणी कंपनीन करूंक ना.	प्रस्तावीत प्रकल्पांतल्या उपक्रमांचें स्वरूप ही सद्याक चालू आशिल्लीच प्रक्रिया आसा आनी हाताळणेची कुशळटाय वापरून वर्सुकी उलाढालींत निर्णायक/अंतीम वाड करपा बगर हया उपक्रमांत कसलोच बदल अपेक्षीत ना.देखून प्रक्रियेंत कसलोच बदल घडपाचो नाशिल्ल्यान प्रभावीत वाठाराचे मातयेचेर ताचो कसलोच प्रभाव पडपाची शक्यताय ना. माती विश्लेशण माती गुणवत्ता मुळाधार माहिती स्थापीत करपा खातीर केलां.
d.	प्रस्तावीत प्रकल्पाक लागून हुबपी धुल्लाचें प्रमाण थरोवंक ना.	प.प्र.त.चो एक वांटो म्हूण केल्लें भोंवतणेची हवा विश्वेशम तशेंच प्रकल्प प्रस्तावक आनी गोंय राज्य प्रदुशण नियंत्रण मंडळ हांणी केल्ल्यो हेर दीसपट्टयो तपासण्यो, हांचे वेल्यान टर्मिनलांत आनी ताचे भौवतणेच्या वाठारांत हवा भोंवतणेचे स्तर निर्धारीत मर्यादे परस जायते उणे आशिल्ल्याचें दिश्टी पडलां. सगळे तरेचे स्राव नियंत्रक उपाय करपाचे आशिल्ल्यान तशेंच ह.भो.गु. पांवड्यार दखलपात्र प्रभाव घडचे नात. स्राव नियंत्रक उपाय पाठ चार भितर सांगल्यांत; प्रभाव मोलावणी आनी उणावणेचे उपाय अनुभाग 4.3.4 पान 4.14 चेर सांगल्यात.
e.	उदक फवारणी फावो तितली ना.	हवेंत हुबपी धुल्ल आडावपा खातीर आर्विल्ली उपकरणां वापरून उदक फवारणी करतले.

f.	उदका थेंब्यांचो आकार घनकणा परस व्हड वा ताचे येदो जाय.पूण कंपनी सामान्य आकाराचे स्प्रिंकलर वापरता देखून प्रदुशण आडावंक ते अपुरे पडटात. कोळसो जायत्या प्रमाणांत जलरोधी. आसता देखून ओलसाण वाडोवपी घटक वापरपाची गरज आसता. पूण कंपनी ते वापरी ना. ल्हान घनकण जायते दीस हवेंत तशेच हुबत रावतात आनी मुळावे सुवाते पसून पयस हुबत वचपाची शक्यताय आसता. देखून बंदरा वयले कोळश्याचे हाताळणेक लागून गोंय धोक्यांत आयलां. प्रस्तावीत वाडीक लागुनचे अतिरिक्त रेल्वे येरादारीक लागून 20-40 टक्क्यांनी हवेंतले घनकण संहत वाडटले (लिखीत निवेदन पळोवचें). अभ्यास वाठारांत रावपी लोकांचे मुळाधार स्थितीचो आनी 10 वर्सांच्या बंदराच्या काळांतल्या फुफ्फुसाच्या दुर्यंसांनी पिडीत लोकांचो अभ्यास केल्लो ना.	जहाजांतल्यान ओतिल्ली सामुग्री एकठांवपी हॉपर, जंक्शन-टॉवर आनी संवाहक वेवस्थांनी 'अक्वा डायन' उजक फवारणी यंत्रणा टर्मिनलाचेर बसयतले. फॉगिंग तंत्रज्ञानाचेर ही यंत्रणा चलत आशिल्ल्यान, सामको बारीक हवेंतलो धुल्ल लेगीत परिणामकारकतायेन आडावप ह्या पूर्वनियोजीत आकार आनी स्वरुपाच्या उदका थेंब्यांक लागून शक्य जातलें. ढिगाऱ्यांच्या यार्डांनी माल धांपिल्लो आसतलो आनी फकत राशी दाळपा वेळार आनी पुनर्वसना वेळारच तो उक्तो करतले, त्या वेळार ताचेर उदक फवारणी करतले आनी हे ओलसाणेक लागून स्राव पुराय रितीन मर्यादीत उरतले.
g.	सांठवण टांकयांतल्यान निर्माण जाल्ल्या धातूमळाक (स्लज) इंधन-मूल्य आसा आनी तो गांवांतल्या लोकांक वितरीत करतले, अशें अहवालांत म्हणलां. पूण हो स्लज आम्ल आशिल्ल्यान आनी तांतूत विखारी घटक आनी जड धातू आशिल्ल्यान तो भोवच घातक आसता. असो स्लज इंधन म्हूण लासलो जाल्यार तें लोकांच्या आनी खासा करून भुरग्यांच्या जिविताक भोवच मारक थारूं येता. हाचे वेल्यान कोळसो कोयर हाताळणेंतलें कंपनीचें हलगर्जीपण दिश्टी पडटा.	कोळश्याचेर मारिल्ले उदक चड करून कोळसो ओडून/शोशून घेता. देखून थंयच्यान तें व्हावूंक पावनां. कोळश्यांच्यो राशी सेगीत धांपून दवरिल्ल्यो आसतात, पावसाच्या उदकाचो तांचे कजेन संबंद येना. देखून 'लिचेट' जावपाची शक्यताय साप्प उणी आसता. कांय प्रसंगीक 'लिचेट' विलो लावपाच्या फोंडांत एकठांय जाता, जंय कोळश्याचे कण तळाक बसतात. निर्माण जाल्लो स्लजद नेमान निवळायतात आनी नियमां प्रमाण ताचो विलो लायतात. आमचे सुविधेंत स्लज केक वितरण जायना. कितेंय जाल्यार प.प्र.त. अहवालांत सल्लो दिवपी माहितीचीच नोंद जाता, अनिवार्य अंमलबजावणे खातीरचे न्हय.
h.	तशेंच कोळसो सकयल बसपाचें प्रमाण लेगीत कंपनीन थरोवंक ना.	कोळसो तळाक बसोवपा खातीर ते खातीर मारिल्ल्या फोंडांनी सोडटात.
i.	अदानी अबॅट पॉयन्ट कोल पोर्ट, ऑस्ट्रेलिया हांगा आडयाळ्या पावसाक लागून घडिल्ली वा जहाज बुडिल्ल्यान घडिल्ली आपत्ती (देखीक मुंबय दर्यांत बुडिल्ली अदानीची बोट) सामकारावपी आपत्ती वेवस्थापन येवजण कंपनी कडेन तयार ना.	मान्सूनांतधरून सगळ्या वेळार कार्गो रितीन जलरोधी धांपण्यांनी दवरतात. सांठयल्ले अवस्थेंत कार्गोंत पावसाचें उदक वचपाची शक्यताय आसना. देखून 'लिचेट' जावप शक्य ना. बंदराचो सांबाळ ही एम.पी.टी.ची जापसालकी आशिल्ल्यान समुद्री उपक्रमांचेर तांचे नियंत्रण आसता, एस.डब्लू.पी.एल.चो जलवहन, जहाजांची हालचाल आनी हेर संलग्न उपक्रमांचेर नियंत्रण आसना.
j.	बंदराचेर बलास्ट उदक (उफेवणी उदक) वेवस्थापन यंत्रणा ना. प.प्र.त. अहवालांतली सुचोवणी(बलास्ट उदक दर्यांत सोडूंक मेळचें ना)	उफेवणी उदका संबंदांतल्यो सुचोवण्यो जहाजांक एम.पी.टी. कळीत करता आमचे माहिती प्रमाण तांची अंमलबजावणी जाता.

	फकत निर्धारीत बर्थाचेरच बलास्ट उदक सोडूंक मेळटलें – ह्या मुरगांव बंदर नियम, 1966 च्या विरोधांतली आसा. प्र.प्र. न स्राव नियंत्रण स्तरां विशीं कांयच उल्लेख केल्लो ना.	
k.	हो वाठार संवेदनशील आशिल्ल्यान स.डा., ना.ऑ. नियंत्रीत जावन जो मेरेन हो वाठार स्राव नियंत्रीत वाठार म्हूण घोशीत जायना तो मेरेन एम.पी.टी.न विस्तार करूंक जायना.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
l.	ट्रक आनी ट्रेनींक लागून जावपी स्रावांचे वाडीचो विचार कंपनीन करूंक ना.	प्रकल्पांत सद्या कार्गोची येरादारी रस्त्यवेयल्यान जायना आनी प्रस्तावीत आधुनिकीकरणाच्या पांवड्यार लेगीत ती अपेक्षीत ना. सगळे वटेन दोरयेन सीलबंद करपा सयत, चल वॅगन लोडींग यंत्रणां वापरून लोडिंगाचो वावर सुरू जाले बराबर सगळ्या कार्गो व्हरपी रेल्वे दब्यांक धांपपाचो वावर पुराय जाता, जाका लागून कार्गोतल्यान भायर धुल्ल हुबूंक पावना. हो एक शुन्य-अपवाद आनी शून्य-दोश उपक्रम जावन आसा, जो प्रकल्प प्रस्तावक भोवच कडकपणान राबयता.
m.	नुस्तेमारीचेर जावपी प्रभावाचो विचार करूंक ना. एम.पी.टी.चे 08-09-2010 तारखेक जाल्ले 24 वे ट्रस्टी मंडळाचे चवथे बसकेंतल्या कार्यवृत्तांतांत एम.पी.टी.च्या अध्यक्षांनी फुडल्या देड वर्सात खारीवाडो जेटी हालयतले अशें म्हणलां. झुवारी न्हंयेंत चडकरून नुस्तेमारी उरची ना अशेंय तांणी म्हणलां.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
n.	अमोनिया/नाफ्था लागी आशिल्ल्यान जो धोको निर्माण जाला तो आपत्ती वेवस्थापन येवजणेन नियंत्रणांत येवचो ना.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
o.	देखून, हो प्रकल्प वर्सूयभर चलपाचो आशिल्ल्यान, वॅप्कोसान तयार केल्लो तात्काळ प.प्र.त. अहवाल अपर्याप्त आसा. हो प्रकल्प भोवच घातक आनी पर्यावरणी नदरेन अशक्य आसा हें दिश्टी पडटा आनी देखून तो रद्द करूंक जाय.	साबार तरांच्या प्रकल्पांचे अणभव आशिल्ली वॅप्कोस ही एन.ए.बी.ई.टी.न मुल्यांकीत सल्लागार कंपनी आसा. संदर्भ संहितांचे फासकेंत रावन प.प्र.त. अहवाल भोवच बारीकसाणेन तयार केला.
p.	वॅप्कोसाच्या प.प्र.त. अहवालांत साबार दोश आसात ते दाखोवन दिले (लिखीत सादरीकरण पळोवचें). हो अहवाल प्र.प्र.कडेन झुकिल्लो आनी साबार तथ्यां शेणयल्लो आनी असत्य आसा अशें म्हणप चुकीचें थारचेंना, जाचे खातीर वॅप्कोसाचेर दक्षताय कारवाय करप गरजेचें आसा.	जुस्ताजुस्त आनी प्रकल्प-विशिश्ट व्याप्ती, प.रा.ह.ब. मंत्रालयान जारी केल्ल्यो अतिरिक्त सं.सं., क्षेत्र-विशिश्ट प.प्र.त. मार्गदर्शक पुस्तिका आनी क्षेत्र-विशिश्ट सं.सं. हांचेर आदारून हो प.प्र.त. अहवाल तयार केला.
2. श्रीमती जुडीथ आल्मेदा		

a.	हे भौशीक सुनावणेक सरकारान पिवपाचें उदक दिवंक ना म्हूण निशेध व्यक्त केलो. लोकांक प्र.प्र.कान दिल्लें उदक नाका. लोकांचो स्वाभिमान काडून घेवचो न्हय.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
b.	प्रदुशण मंडळाक हाचे आदीं इतलीं वर्सां मायनिंगाक लागून जाल्लें धुल्ल प्रदुशण नियंत्रीत करपाक अपेस आयलां. आनी देखून कोळसो हाताळणी प्रकल्प विस्तारा उपरांत जाल्लें प्रदुशण लेगीत आडावपाक जावचेंना.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
c.	गोंयच्या झाडांचेर कोळश्याचो थर बसतलो आनी तांचें पांचवेचारपण नश्ट जातलें.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
d.	चड कोळसो हाताळणेक परवानगी दिवचे पयलीं, मायनिंगाचें आनी उद्देगांक लागून जाल्लें प्रदुशण गों.रा.प्र.नि.मं.न पयलीं आडावचें. जोमेरेन जाल्लें नुकसान भरून येना, तो मेरेन प्रकल्प प्रस्तावकाच्या प्रस्तावाचो प.रा.ह.ब. मंत्रालयान विचार करचो न्हय. तो मेरेन आपूण विस्ताराचो निशेध आनी विरोध करतां.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
3.	सिद्धार्थ कारापुरकार	
a.	रेल्वेच्या रुळांचें दुपेटीकरण करूंक कंपनीन रान खात्याक अर्ज केला, ताचो प.प्र.त. अहवालांत कांयच उल्लेख ना.	प्रकल्प प्रस्तावकान रेल्वेच्या दुपेटीकरणाचो खंयचोय प्रस्ताव दवरिल्लो ना. सद्याच्या प्रस्तावीत पुर्तताय करपाक सद्या उपलब्ध आशिल्ल्या ट्रॅकांची उर्वरीत क्षमताय फावो तितली आसा देखून ही सुविधा ट्रॅकांच्या दुपेटीकरणा सावन स्वतंत्र आसा.
b.	रेल्वेचें डबल ट्रॅकिंग जातलें तेन्ना 100 वयर घरां ताका लागून वतलीं.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
c.	खनिजाची वाहतूक करपा खातीर जी ताडपत्री वापरतात ती फावो तितली ना.	प्रकल्पांत सद्या कार्गोची येरादारी रस्त्यवेयल्यान जायना आनी प्रस्तावीत आधुनिकीकरणाच्या पांवड्यार लेगीत ती अपेक्षीत ना. सगळे वटेन दोरयेन सीलबंद करपा सयत, चल वॅगन लोडींग यंत्रणां वापरून लोडिंगाचो वावर सुरू जाले बराबर सगळ्या कार्गो व्हरपी रेल्वे दब्यांक धांपपाचो वावर पुराय जाता, जाका लागून कार्गोतल्यान भायर धुल्ल हुबूंक पावना. हो एक शुन्य-अपवाद आनी शून्य-दोश उपक्रम जावन आसा, जो प्रकल्प प्रस्तावक भोवच कडकपणान राबयता.
d.	ह्या अहवालांत कोळसो हाताळणेक लागून जाचेर परिणाम जातलो त्या दाबोळी विमानतळाचो अजिबात उल्लेख करूंक ना.	दाबोळी विमानतळाचो उल्लेख पाठ 1 : प्रस्तावना, अनुभाग 1.4.1, पान नं. 1-6 भितर केला. एस.डब्लू.पी.एल. टर्मिनलाच्या वावराचो विमानतळाचेर परिणाम जावपाची शक्यताय ना, हाचें कारण तो थंयच्यान भोवच पयस आसा.

e.	रेल्वे दुपेटीकरणाक लागून गोंयांतली गांवां विभागून वतलीं.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
f.	थर्मल एनर्जी सौर उर्जे परस जायती म्हारक आसता. हरीत उर्जेक पोसवण दिवपा वांट्याक आमी प्रदुशणकारी उद्देगांक प्रोत्साहन दितात.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
g.	कंपनीच्या प्रस्तावाक लागून कोळसो प्रदुशण जातलें, जें प्रधानमंत्र्यांचे स्वच्छ भारत घोशणेच्या विरोधांत आसा.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
h.	कोळसो येरादारींत वाड जाल्ल्या कारणान डिजेलाचो चड वापर जावन ध्वनी आनी हवा प्रदुशणांत वाड जातली.	प्रकल्पांत सद्या कार्गोची येरादारी रस्त्यवेयल्यान जायना आनी प्रस्तावीत आधुनिकीकरणाच्या पांवड्यार लेगीत ती अपेक्षीत ना.
i.	प्रधानमंत्र्यांनी आंतरराष्ट्रीय संमेलनांत 40 टक्के जिवाश्म इधन उर्णे करपाचे समजिकायेचेर निशाणी केल्या, जाल्यार आमी गोंयांत कोळसो कित्याक हाडटात?	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
4.	फियोला रिगो, आदल्यो नगर सेवक, खारीवाडा, वास्को	
a.	गोंयांत येता तो कोळसो गोंयांत वापरनात, जाल्यार तो कर्नाटकांतवता. हो कोळसो कर्नाटक राज्यांतल्या बंदरांतल्यानच थंय व्हरचो.	2004 सावन चालू आशिल्या उपक्रमाचेंच हो प्रकल्प म्हणल्यार आधुनिकीकरण जावन आसा.
b.	ड्रॅजींग उपक्रमाक लागून खारीवाड्या वयलीं घरां कोसळटलीं.	प्रस्तावीत आधुनिकीकरणाचो वांटो म्हणून प्रकल्प प्रस्तावकान कसलेच तरेच्या ड्रेजिंगाचो प्रस्ताव दवरूंकना. आधुनिकीकरण आनी परिणामी भमताय वृद्धी ही ड्रेजिंगा पासून स्वतंत्र आसात.
c.	शिंयाळ्यांत चड वारें आशिल्ल्यान, खारीवाड्याचेर लोकांक जनेलां बंद दवरचीं पडटात.	कोळश्याच्या राशींक दोन स्तरीय राखण आसता. त्यो पुराय रितीन धांपिल्ल्यो आसतात आनी राशी दाळटना वा उसपितना तांचेर उदक फवारणी करतात. दुसरें म्हणल्यार पर्याप्त आकाराच्या वारो आडोवपी पड्ड्यांनी हो वाठार रेंवडायल्लो आसता, जाका लागून राशींतल्यान धुल्ल पातळणी जायना.
d.	एम.पी.टी.च्या बंदरा विशींच्या अभ्यासांत उदक प्रदुशण जाल्ल्याचें दिश्टी पडलां.	विधान सारकें ना आनी ह्या प्रकल्पाच्या प्रस्तावकाच्या आधिकास्क्षेत्रांत बसना.
e.	ट्रकांतल्यान कोळश्याची रातची येरादारी करपाचो एम.पी.टी.चो प्रस्ताव सारको ना. रातचें लेगीत प्रदुशण जातलें आनी तें नागरिकांचेर आनी तांचे भलायकीचेर परिणाम करतलें.	3.ज.क दिल्ली आमची जाप पळोवची.
f.	एम.पी.टी.न धांपिल्ल्या कंटेनरांनी कोळश्याची हाडव्हर करूंक जाय.	3.e.क दिल्ली आमची जाप पळोवची.
g.	धुल्ल आडावपा खातीर केल्ली उदक फवारणी वेवस्था फावो तितली ना. उदकांत धुल्ल सकयल बसता आनी सुकतकीच परत वयर हुबता.	4..सी..क दिल्ली आमची जाप पळोवची.

h.	एम.पी.टी.च्या क्वार्टर्सांतलें सांडपाणी उक्ताडार व्हांवता. कंपनी आपल्या क्वार्टर्सांतलें उदक नियंत्रीत करूंक शकना जाल्यार कोळश्यां हाताळणेंतलें सांडपाणी कशें आडायतली?	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
i.	तशेंच वास्कोकारांचेर ह्या प्रकल्पाच्या जावपी परिणामांचो कसलोच अभ्यास कंपनीच्या सादरीकरणांत ना.	प.रा.ह.ब. मंत्रालयान जारी केल्ल्या सं.सं. प्रमाण काटेकोर पणान सादर केल्लो प.प्र.त. अहवाल तयार केला.
5.	**श्री. सावियो कुरैय, मांगोर हिल, वास्को**	
a.	प्रकल्प प्रस्तावकान फकत प्रस्तावीत प्रकल्पाक लागून जावपी पर्यावरणी परिणाम सांगल्यात. शेजारच्या बर्थांतल्या आनी भुगोलीक वाठारांतल्या हेर सगळ्या प्रकल्पांक लागून जावपी एकवटीत परिणाम दाखोवंक नात.	प.रा.ह.ब. मंत्रालयान जारी केल्ल्या सं.सं. प्रमाण प.प्र.त. अहवाल तयार केला. प.रा.ह.ब. मंत्रालयान घालून दिल्ल्या मानकां आनी नियमां प्रमाण प्रभाव मुल्यांकना खातीरची माहिती एकठांय केल्या.
b.	प्र.प्र.न प.प्र.त. अहवालांत पर्यावरणी सत्य घडणुकांचें चुकीचें विश्लेशण केलां आनी माहिती लिपोवन फटींगपणां केल्यांत.	आरेखन पांवड्यार, प्रकल्पाची व्याप्ती आनी मेजमाप हांचेर पर्यावरणी घटितांची मोलावणी पुराय रितीन आदारून आसता. जारी केल्ल्या सं.सं.चेर आदारून विस्तृत पर्यावरणी प्रभाव तपासणी केल्या.
c.	फॉर्म I च्या, परिशिश्ट-IX भितर पर्यावरणाचेर प्रकल्प वावराक लागून कांयच प्रभाव जावचे नात अशें विधान प्र.प्र.न केलां आनी देखून हो अहवाल लोकांची दिशाभूल करपी आसा, देखून ही भौशीक सुनावणी रद्द करची.	सद्याचो प्रस्ताव आधुनिकीकरण आनी परिणामी उत्पादन वाडी खातीर आसा. बऱ्या तरेच्या उपकरणांक आनी वावराचे पद्दतीक लागून प्रदुशणाचे स्तर उणे जातले. त्याभायर भोंवतणेचे हवेची नियमीत तपासणी करपी चालू स्थितिंतल्या बंदरांत हो प्रकल्प आसा. देखून खंयचीय माहिती लिपोवन दवरपाचो प्रस्नच ना आनी प.रा.ह.ब. मंत्रालयान मान्यताय दिल्ल्या सं.सं. प्रमाण तयार केल्ल्या प.प्र.त. अहवाला कडेन आनी बांधील आसात.
d.	तांणी सैमीक संसाधनांच्या वापरा संबंदान अनुसुची I, परि. 2 चो संदर्भ दिलो.	प्रस्तावांत चड प्रमाणांत नागरी बांदकामाची गरज नाशिल्ल्यान सैमीक साधनांचो उण्यांत उणो वापर, चडकरून शून्य वापर जातलो.
e.	कंपनीक फकत कोळश्यांचेर मारपा खातीर दिसाक सात लाख लिटर उदक लागतलें, पूण गोंय राज्यांत आनी खासा करून वास्को शारांत उदकाची कमतरताय आसा.	फॉर्म-1 भितर अनुमानीत 700 कि.ली./दीस उदकाची धुल्ल-दमना खातीरची गरज सांगल्या. प.प्र.त. अहवालाच्या अनुभाग 5.3.2, पान 5-15 भितर उल्लेख केल्ले प्रमाण, हें प्रमाण 500 कि.ली./दी. मेरेन देंवयलां. पोर्ट टर्मिनलाचेर सद्याक 200-250 कि.ली./दी. एम.पी.टी.च्या सां.प्र. 3.तल्यान प्रक्रियाकृत सांडपाणी वापरता. उदकाची अतिरिक्त गरज भौ.बां.खा.न चलयल्ल्या 2300 कि.ली./दी. सी.ई.टी.पी. उद्देगांतल्यान भागयतले.

f.	प.रा.ह.ब. मंत्रालयान 19.06.2015 च्या परि. 3 वरवी दिल्ल्या संदर्भ संहिता प्रमाण कंपनीन जियोडिसीट पॅराबोलीक डोम वापरपाक जाय आशिल्ले. पूण कंपनी फकत ताडपत्री वापरतात. कंपनीन प.रा.ह.ब.मंत्रालयाचे सुचोवणे प्रमाण कोळश्याचे शेडीचो लेगीत विचार करूंक ना.	ही एक वेव्हारीक सुविधा आशिल्ल्यान पूर्व-अभियांत्रिकीकृत धांपिल्ले रचणुकेचो विचार चालू आसा. धांपिल्ले शेडीची कार्यवाही आनी उबारणेंत धोके आसतात. होच प्रस्ताव प.प्र.त. सांदरीकरणा वेळार ई.ए.सी., प.रा.ह.ब. मंत्रालयाक भेटयतले आनी तांची मान्यताय आनी शक्यतायेचेर आदारून बांदकाम हातांत घेतले.
g.	जयगड हांगा कंपनीन शेड बांदल्या ती तांचे कम्प्यूटर खराब जातात म्हणून. तशे तरेचे यत्न वास्कोंत कित्याक करूंक नात?	विधान प्रकल्पा कडेन संबद्ध ना. पूण हया संदर्भाच्या उरफाटें, आमचो जयगड उद्देग चारूय वटांनी धांपिल्लो आसा आनी तांतूतल्यान धुल्ल भायर हुबना. एका अर्थान तो देसांतलो एक आदर्श प्रयोग आसा.
h.	कंपनीचें रेल्वे रॅक सुमार 415 कि.मी.चेर कोळश्याची येरादारी करतले. कंपनीन हे येरादारीचो पर्यावरणाचेर जावपी प्रभाव विचारांत घेवंक ना. खासा करून हो मार्ग संवेदनशील पश्चीम घाटांतल्यान वता. येरादारी संबंदान तांणी सकयल्यो सुचोवण्यो कल्योः	कार्गोची रेल्वेंतल्यान येरादीर टर्मीनल सुरू जाल्ले पसून चालू आसा. रेल्वेची वाहतूक प्रकल्प प्रस्तावकाचे अखत्यारींत येना, जाल्यार ती भारतीय रेल्वेची जापसालकी आसा.
	• रेल रॅकाचेर संवसारीक पांवड्या वयल्या पद्दती प्रमाण फायबराचे लीडस धांपपाक जाय.	3.e. क दिल्ली आमची जाप पळोवची.
	• ताडपत्रेन दॅगन धांपप. मान्य ना.	3.e. क दिल्ली आमची जाप पळोवची.
	• वॅगना वयलो पॅरासिटीक लोड हवेंत हुबता तशेंच परततना ताचेर उरिल्लो कोयरूय हवेंत हुबता. तो उणो करपाची यंत्रणा उपलब्ध ना.	वॅगन टिपलर यंत्रणा वापरून गन्तव्य थळाचेर वॅगन पुराय पणान रित्यो करतात. ट्रेन कार्गोत परततना कसलोच अवशेशी माल उरना. चडशे फावटी ते परततना लेगीत माल हाडटात, देखून त्यो सारक्यो रित्यो केल्या नात, जाल्यार परतनाचो माल खराब जातलो.
	• रॅक वतले येतले लायनीचेर तपासणी केंद्र बसोवपाक जाय आनी ताचो खर्च कंपनीन करपाक जाय आनी ताची देखरेख गोंय राज्य प्रदुशण नियंत्रण मंडळान करपाक जाय.	प्रकल्प प्रस्तावक हे बाबतींत गों.रा.प्र.नि.मं.चे आदेश मानून घेतलो.
i.	कोळसो हाताळणी वाडटकीच रॅकांची संख्या वाडटली आनी ताका लागून रेल्वे क्रॉसिंगाचेर गर्दी जातली. सगळ्या मुखेल क्रॉसिंगांचेर ओवर ब्रीज बांदचे.	रेल्वे वाहतूक आनी येरादारी वेवस्थापन प्रकल्प प्रस्तावकाच्या अधिकारक्षेत्रांत आनी नियंत्रणा खाला ना.

j.	कंपनीन आतां मेरेन पर्यावरण नेमांची मात लेगीत पुर्तताय करूंक ना. राज्य सरकारान विधान सभेंत कंपनीच्या पर्यावरणी पुर्तताये विशीं आपूण समाधानी ना अशें सांगला. देखून प्रदुशण नियंत्रण मंडळान तांकां कोळसो हाताळणी कमी करपाक सांगल्या. अशे स्थितींत प्रकल्प प्रस्तावकाक विस्तार करपाक कसो दिवं येता? जो मेरेन गों.रा.प्र.नि. मंडळान स्रोत अभ्यास करूंक ना, तो मेरेन कंपनीक विस्ताराक मान्यताय दिवपाक जायना. तांणी सकयल्ले मुद्दे मांडलेः	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
	• ही प्रकल्प सुवात सी.आर.झेड. वाठारांत पडटा. तांची परवानगी घेवंक ना.	सी.आर.झेड. मान्यताये खातीर एस.डब्लू.पी.एल.न जी.सी.झेड.एम.ए.क अर्ज केला.
	• चिखली सांकवाळ खाडीच्या जैव-विविधतायेचेर जावपी पर्यावरणी प्रभावाचो अभ्यास करूंक ना.	हो प्रस्ताव सद्याचे सुविधेच्या आधुनिकीकरणा खातीर आसा. नवें क्षेत्र वा उदकांतली सुवात गरज पडची ना. देखून, संभाव्य प्रभावाची तपासणी आनी मोलावणी जाल्ली आसली तरी प.प्र.त. अहवालांत ती दिवंक ना आनी तिचो आसपाव अंतीम प.प्र.त. अहवालांत करतले.
	• प.रा.ह.ब. मंत्रालयाच्या 30.05.2012 च्या पत्रा प्रमाण पुर्तताय अहवाल प्रकल्प प्रस्तावकान भेटोवंक ना.	ई.सी. पूर्तताय नेमां प्रमाण नियमीतपणान करतात. बेंगलोरच्या प.रा.ह.ब. मंत्रालयाच्या आर.ओ. कडल्यान पुर्तताय दाखलो मेळपाची प्रक्रिया चालू आसा.
k.	2001 वर्सा पर्यावरण, रान आनी हवामान बदल मंत्रालयान राज्य सरकारा कडल्यान बांदकामा खातीर लायसन्स घेवपाक सांगिल्ले. ह्यो खंयच्योच गजाली तांणी पुराय करूंक ना.तांणी पयल्या इ.सी.चे उल्लंघन केलां आनी हाचे फुडें लेगीत ते करीत रावतले.	कंपनीक 24 जानेवारी, 2001 दिसा जारी जाल्ले ई.सी.न. आपल्या अट(i) भितर "बांदकाम उपक्रमां कडेन संबंदीत सगळ्या आरचनांक/आरेखाटनांक संबंदीत सरकारी खातीं/ गोंय राज्य सरकाराच्यो सगळ्यो यंत्रणा" हांची मान्यताय गरजेची अशे म्हणला. हो प्रकल्प मुरगांव पोर्ट ट्रस्टाच्या अधिसुचीत उद्देगीक वाठारांत आस्पावता आशिल्ल्यान, गोंय सरकाराच्या हेर खंयच्याय खात्या कडल्यान परवानगी घेवप लागू जावंक ना. हरीतपट्टो विकासा संबंदी, आमी सकयल दिल्ल्यो गजाली नदरेक हाडून दिवंक सोदतातः 1. प्रकल्प थळाचेर 700 झाडांचो आसपाव आशिल्लो 1400 मी2 चो हरीतपट्टो विकसीत केला. 2. हरीतपट्टो विकासाची गरज सामान्यपणान पुराय बंदर वाठारा वेल्यान थारायतात. बर्थाप्रमाण ताची विभागणी कार्यान्वयन गजालींक लागून खूबशे फावटी शक्य जायना. पूण पुराय वाठार पांचवोचार आनी हुबपी धुल्ल आडावन दवरपी जातलो हे खातीर सगळे तरेचे यत्न करतले.
6.	**ॲड. श्रीधरन**	

a.	वास्कोच्या नागरिकांनी दोन वर्सां पयलीं हायकोर्टांत दाखल केल्ले केसीक लागून कंपनीच्या प्रदुशणाचे स्तर वाडिल्ल्याचें कोर्टाचे नदरेक आयलें. फायर स्टेशन, वीज खातें आनी एम.पी.टी. केंद्रांचेर झाडां आनी बिल्डिंगांक लागून सांवट येता. ताका लागून स्तर मेजणी चुकता. देखून थंयचीं केंद्रां हालोवचीं.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
b.	प्रदुशण नियंत्रण मंडळ ही तपासणी कित्याक करीना? नेरीच्या आदेशा प्रमाण आशिल्लें केंद्र बंद कित्याक केलें?	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
c.	हायकोर्टाचो आदेश गोंय राज्य प्रदुशण नियंत्रण मंडळान, कोळसो हाताळप्यांनी आनी सगळ्या खात्यांनी पाळूंक जाय.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
7.	श्री. तेर्रान्स जॉर्ज, बांबोळी	
a.	10 कि.मी. भोवतणीच्या वाठारांतल्या सगळ्या गांवांक हो अहवाल पावला काय ना? आपले माहिती प्रमाण हो अहवाल पावूंक ना. देखून ही एक पूर्व-अट आशिल्ल्यान हो अहवाल दिवंक ना म्हणून आयची सुनावणी रद्द करची अशी तांणी मागणी केली.	प.प्र.त अहवालांत 19 गांवांची वळेरी अनुभाग 3.20.1, पान क्र. 3-77 भितर दिल्या. प.प्र.त. अहवालाच्यो प्रती गों.रा.प्र.नि.मं.न विंगड विंगड सुवातांचेर दवरल्यात.
b.	तुमी मांडिल्ली हरकत नोंद करून ई.ए.सी.क आनी पर्यावरण खात्याक कळयतले अशें सभेच्या अध्यक्षांनी सांगलें.	-
c.	बाधीत गांवांक हो अहवाल आनी कार्यकारी सारांश मेळूंक नाशिल्ल्यान ते हांगां येवंक पावले ना. देखून ही आयची सुनावणी रद्द करची.	प.प्र.त. अहवालाच्यो प्रती गों.रा.प्र.नि.मं.न विंगड विंगड सुवातांचेर दवरल्यात आनी प्रकल्प वाठारांत वांटल्यात. नियमां प्रमाण, प.प्र.त. अधिसुचोवणी, 2006 चे अनुसूची III(ए) प्रमाण प.प्र.त. अहवालाच्या मसुद्याचो कार्यकारी सारांश थळावे भाशेंत उपलब्ध केला.
d.	ताजेर अध्यक्षांनी आयचे भौशीक सुनावणे विशीं इलॅक्ट्रोनीक माध्यमां, स्थानीक चॅनलांचेर लेगीत खूब प्रसिद्घी केल्ली. म्हणून तेर्रान्स हांची सुनावणी रद्द करपाची मागणी तांणी कुशीक दवरली.	-
e.	श्री. जॉर्ज हांणी आयची भौशीक सुनावणी मंडळाचे वेबसायटीचेर प्रसिद्ध करूंक नाशिल्ल्यान	हें विधान सारकें ना. प.प्र.त. अधिसुचोवणी, 2006 भितर उल्लेख केल्ले प्रमाण भौशीक सुनावणेचे प्रक्रियेक पाळो दिला.
f.	सं.सं.चो परिच्छेद 2.2 चें उल्लंघन कंपनीन केल्लें आसा.	कॅपिटल ड्रेजिंग प्रकल्प स्वतंत्रपणान चालू करपा विशीं सांगपी प.प्र.त. अहवालाच्या परिच्छेद 2.2 चें उल्लंघन जावंक ना. प्रस्तावीत आधुनिकीकरण ड्रेजिंगा सयत वा ड्रेजिंगा विणें जातलें हे गजालीचो आमी पुनरुच्चार करतात.

g.	बाधीत पंचायतींक प.प्र.त. अहवाल आनी कार्यकारी सारांश पावंक ना देखून आयजची भौशीक सुनावणी फुडें धुकलपाक जाय.	गों.रा.प्र.नि. मंडाळान वांटपाचे सगळे दुकुमेंत वांटल्यात. प.प्र.त. अधिसुचोवणी, 2006 तले प्रक्रिये प्रमाण संदर्भा खातीर अधिसुचीत सुवातांनी लेगीत कांय दस्तावेच दवरिल्ले.
	अध्यक्षांनी पर्यावरणी प्रभाव तपासणीचे अनुसूची 2.4 चेर भर दिवन सांगलें, कार्यकारी सारांश सगळ्यांक दिल्लो आसा आनी ही सुनावणी हाचे पयलीं दोन फावटी फुडें धुकल्ल्या आनी आजून मेरेन अहवाल पावूंक ना म्हूण कागाळ करपी एकूय अर्ज येवंक ना, देखून ही सुनावणी रद्द करप शक्य ना अशें तांणी सांगलें.	
8.	**फादर एरिमीतो.**	
a.	तेर्‍यान्स जॉर्जाच्या मता कडेन आपूण सहमत आसा. देखून ह्या प्रकल्पाचो निशेध करतां.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
b.	वास्कोंतलें आनी भोवतणीचें लोक प्रस्तावीत कोल हबाक विरोध करतात.	प्रकल्प आधुनिकीकरणाक लागून खंयचेंय 'कोल केंद्र' प्रस्तावीत ना.
c.	वास्कोंतले कोळसो प्रदुशण गंभीर आसा. कांय व्यक्तींच्या स्वार्था खातीर सरकार अश्या प्रकल्पांक तेंको दिता.	विधान सारकें ना.
d.	पर्यटन गोंयचें महसुलाचें मुखेल साधन. कोळसो उत्पादन वाडलें जाल्यार पर्यटन काबार जातलें हाचो अभ्यास कंपनीन करूंक ना. दाबोळी विमानतळाचेर आनी पर्यटन आनी भोंवडी वेवसायांतल्या लोकांचेर हाचो विपरीत परिणाम जातलो.	आमची 1 घ. आनी 3 ग क दिल्ली आमची जाप पळोवची.
9.	विक्रम, बायणा	
a.	आयज कामांक सुटी आशिल्ल्यान एम.पी.टीं.त कोल राशींचेर ताडपत्री धांपिल्ली ना. पॅनल मेंबरांक हें पळोवपाक तांणी ह्या वेळार आपयले. एम.पी.टी. कायद्याचें उल्लंघन करता तें स्पश्टपणान पळोवंक मेळटले.	विधान/संदर्भ सारको ना. राशी दाळपाचो आनी उसपुपाचो वेळ सोडून हेर सगळ्या वेळार आमच्यो राशी धांपिल्ल्योच आसतात. अपवादाच्या वेळार उदक फवारणी चलता.
b.	वास्कोकारांक दुर्येसां जाल्यांत आनी सरकारी खातीं मात तांकां सहकार्य करिनात.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
10.	**ॲड. ग्लेर्क डिसोझा, अध्यक्ष, सेव्ह वास्को सिटिजन कमिटी.**	
a.	खूब वर्सां सावन कोल हाताळणी वेवसायांतलें प्रदुशण उणें करपाक ह्यो कंपनी उण्यो पडल्यात. तांकां ते बाबतींत अपेस आयलां.	आमची 1 घ क दिल्ली जाप आनी हेर संबद्ध जापो पळोवच्यो.
b.	गोंय राज्य प्रदुशण नियंत्रण मंडळान आपणाक जुलाय, 2005 त गोंयांत हाडिल्लो कोळसो कर्नाटकांत धाडटात अशें बरयलां.	हे विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.

c.	वास्को शारांत मुखावयली कोळसो हाताळणी/विस्ताराक तांणी विरोध केलो.	प्रतिक्रिया दिवंक सोदिनात
11. आमदार श्री. आलॅक्स रेजिनाल्ड.		
a.	10 आनी 11 हे बर्थ आजुनूय चलतात.	विधान प्रकल्पा कडेन संबंदीत ना.
b.	b. कंपनीन केल्लें सादरीकरण अत्यंत बालीश आसा. गोंय राज्य प्रदुशण नियंत्रण मंडळान खंयच्याच भंयाक बळी पडनासतना निडर आनी निश्पक्षपणान वास्कोंतल्या प्रदुशणा विशीं अहवाल दिवपाक जाय.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
c.	गोंयकार अधिकाऱ्यांनी आनी मंडळान आपल्या कुसेंसाक धरून काम करपाक जाय.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
d.	वास्को शाराक कोल हब करपाच्या प्रस्तावाक तांणी पुराय रितीन विरोध उक्तायलो.	प्रस्तावीत आधुनिकीकरणाचो उद्देग गोंयांक 'कोळसो केंद्र' करपाचो ना.
12. रॉनी डिसोझा, नुस्तेंकार.		
a.	नुस्तेंकार समाजान हया वेवसाया विशीं आनी तांच्या धंद्याचेर जावपी परिणामा विशीं साबार हरकती घेतल्यात. तांच्या वेवासायाचेर हया प्रकल्पाचो खूब परिणाम जाता. वूडचिप्स आनी जिप्सम हांकां लागून प्रदुशणांत खुबूच भर पडल्या.	विधान प्रकल्पा कडेन संबंदीत ना.
b.	हो हाताळणी प्रकल्प चालू उरतलो काय बंद पडटलो असो प्रस्न तांणी गोंय राज्य प्रदुशण मंडळाक विचारलो.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
c.	ताचेर सगळ्यो हरकती नोंद करतले आनी त्यो पर्यावरण आनी रान मंत्रालयाक धाडटले आनी ते हया प्रकल्पाक मान्यताय दिवची वा ना तें थारायतले, अशें अध्यक्षांनी जाप म्हूण सांगलें.	-
13. श्री. चंद्रशेखर वस्त, वास्को.		
a.	प्रकल्प प्रस्तावक आनी हेर कोळसो हाताळपी कंपन्यो प्रदुशण नियंत्रणाचे कसलेच उपाय राबयनात. कांय उद्देजकांचेर फावोर करपा खातीर खातीर गोंय सरकार वास्कोक कोल हब करूंक भायर सरलां.	विधान सारकें ना.
b.	जर एखादऱ्या दुचाकी वाहना कडेन प्रदुशणाचो दाखलो नासत जाल्यार ताका सरकार तालांव दिता. पूण प्रदुशण करपी कंपनीचेर मात सरकार कसलीच कारवाय करीना.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
c.	प्रकल्प प्रस्तावकाच्या प्रस्तावाक विरोध केलो.	प्रतिक्रिया दिवंक सोदिनात
14. श्री. फ्लोरयानो लोबो, अध्यक्ष, गोवा एनवायरोमेंट प्रॉटेक्शन.		
a.	प्रकल्प प्रस्तावकाक कोळसो हाताळणेचें प्रदुशण नियंत्रीत करपाक अपेस आयला. तांकां	1. घ. क. दिल्ली जाप पळोवची

b.	कोंकणी भाशेंतल्यान ह्या अहवालाची प्रत संबंदीत गांवांक पावूंक नाशिल्ल्या बद्दल तांणी विरोध व्यक्त केलो.	7 ग. क. दिल्ली आमची जाप पळोवची.
c.	गोंयांत 1961 सावन कोळसो उद्देग चलता आनी सेगीत प्रदुशण करता. जर कोळसो हाताळणी थारूंक ना जाल्यार वास्कोकार रस्त्यार येतले.	एस.डब्ल्यू.पी.एल.चो कोळसो हाताळणी प्रकल्प सगळ्या निर्धारीत नियमांक पाळो दितलो आनी प्रदुशण नियंत्रण सुसज्ज आसा.
d.	केंद्र सरकारान वास्कोंतल्या लोकांचेर कोळसो उद्देग थापून तांकां धमकावपाक जायना.	विधान प्रकल्पा कडेन संबंदीत ना.
e.	केंद्र सरकाराच्या ह्या आडमुठ्या धोरणाक लागून गोंयाक भारता पासून मुक्त करपाक जाय.	विधान प्रकल्पा कडेन संबंदीत ना.
15. ऑलेन्सियो सिमोयश, जनरल सेक्रेटरी, गोंयच्या रांपणकारांचो एकवट.		
a.	पर्यावरणी प्रभाव तपासणी अहवाल प.प्र.त.च्या 2.2 खालाच्या तरतुदी प्रमाण लोकांक उपलब्ध करूंक ना.	7 ग. क दिल्ली आमची जाप पळोवची.
b.	बाधीत गांवांतल्या लोकांक थळावे भाशेंत अहवाल दिवपाक जाय आशिल्लो, तो कंपनीन दिल्लो ना.	7 ग. क. दिल्ली आमची जाप पळोवची.
c.	10 कि.मी. अंतराच्या गांवांचेर प्रकल्पाच्या जावपी परिणामांचो अभ्यास करूंक ना. बाधीत गांवांक अधिसुचीत करी मेरेन आनी थळावे भाशेंत लोकांक प.प्र.त. अहवाल उपलब्ध करी मेरेन ही सुनावणी स्थगीत करची.	10 कि.मी. आघात-प्रवण शिमे खातीर प.प्र.त. केल्या. 7 क आनी 7 ग क दिल्ली आमची जाप पळोवची.
d.	हाचे विशीं हे आदींच निर्णय घेतला, ही भौशीक सुनावणी चालू उरतली, लोकांच्यो सुचोवण्यो नोंद करून घेतले आनी पर्यावरण मंत्रालयाक धाडटले, अशें ताचेर जाप दितना अध्यक्षांनी सांगलें.	-
e.	हे सभेंतल्यान भायर सरून जिल्ल्याधिकाऱ्यान अतिरिक्त जिल्ल्याधिकाऱ्याक फुडले सुनावणेचो अधिभार दिल्ले खातीर हरकत घेतली.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
f.	कोंकणींतल्यान प.प्र.त. अहवाल नासतना लेगीत सुनावणी फुडें चालू दवरपाच्या अध्यक्षाच्या निर्णयाक विरोध केलो.	7 ग क दिल्ली आमची जाप पळोवची.
g.	वॅपकोसान तयार केल्ल्या अहवालांत जायते संबद्ध विशय घेवंक ना देखून तांणी प.प्र.त. अहवालाक विरोध केलो.	विधान सारकें ना.
h.	आपली हरकत मानून ना घेवपाच्या अध्यक्षाच्या निर्णयाची नोंद जावची आनी ती प.रा. मंत्रालयाक निर्णया खातीर धाडची.	जाप दिवंक ना.

i.	5(ए) आनी 6(ए) बर्था वयलें धुल्ल प्रदुशण उणें करपा खातीर कंपनीन कसलेच उपाय करूंक नात.	1 घ क दिल्ली आमची जाप पळोवची.
j.	हें कोळसो प्रदुशण इतलें गंभीर आसा, ताका लागून नुस्तेंकारांच्या फुडाराचेर परिणाम जाला. माध्यमांनी आतां मेरेन ते विशीं जायतें छापून आयिल्लें आसा. तरी लेगीत कंपनीन कसलेच तरेचे आदेश दिवंक नात.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
k.	व्हडा प्रमाणाचेर कोळसो-मिश्रीत पाणी कंपनी दर्यांत सोडटा. ताका लागून दर्यांत ब्लॅक पॅचीस निर्माण जाल्यात जाका लागून वनस्पती आनी प्राणी जिवन नश्ट जायत आसा.	विधान सारकें ना. बल्क कार्गोचेर जावपी उदक फवारणी नियंत्रीत आसता आनी तें उदक कार्गोंत रिगता/मुरता. पोर्ट टर्मिनला वयल्यान कसलेंच सांडपाणी दर्यांत वचना. लिचेट आसलेंच जाल्यार तें एका सांठवण-फोंडांत एकठांय करतात, जंय गाळ तळाक बसता. तळाक बशिल्ले घनकण थरावीक अंतरान एकठांय करतात आनी तांचो सुरक्षीतपणान विलो लायतात.
l.	कंपनी दिसाक जें 7 लाख लिटर उदक वापरतली ताजे विशीं कसलोच प्रस्ताव ना.	5. ड. क दिल्ली आमची जाप पळोवची.
m.	इतलें व्हड प्रमाणांत उदक वापरिल्ल्यान सामान्य मनशांक उदकाचो तुटवडो निर्माण जातलो.	5.ई क दिल्ली आमची जाप पळोवची.
n.	5(ए) आनी 6(ए) बर्थाचेर कोळसो हाताळणेक लागून कोळसो मिश्रीत उदक दर्यांत गेल्ल्या कारणान नुस्तेंकारांचेर परिणाम जाता. कोळश्याची दर्यांतली गळटी आडावपाक कसलेच उपाय कल्ले नात.	15 ट क दिल्ली जाप पळोवची
o.	ट्रकांतल्यान कोळसो हाडिल्ल्यान धुल्ल प्रदुशण जाता तशेंच गांवांतल्या रस्त्यांची दुर्दशा जाता. प्रस्तावीत प्रकल्पांतल्यान जावपी अतिरिक्त कोळश्याची हाताळणी करूंक फावो तितली साधन सुविधा आसा?	3 ज क दिल्ली आमची जाप पळोवची.
p.	वाडीव कोळसो हाताळणेक लागून थळावे जल जिणेक आनी लोकांच्या/नुस्तेंकारांच्या पोट भरपाच्या साधनाक जावपी हानी भरून काडपाक कसलोच प्रस्ताव ना.	15 ट क दिल्ली आमची जाप पळोवची. भूंये वयल्या सामुग्री हाताळणे कडेन नुस्तेमारीचो कांयच संबंद ना.
q.	उजो लागप वा वादळ येवप हया कारणांक लागून जावपी आपत्ती सामकारावपाक आपत्ती वेतस्थापनाची कसलीच तरतूद ना.	प.प्र.त. अहवाल, पाठ 6 : धोको/जोखीम विश्लेशण आनी आपत्ती वेवस्थापन येवजण, हातूंत सैमीक आनी मनीस-निर्मीत संकश्टांचो विचार केला तशेंच तांचे खातीरची सज्जताय आनी प्रतिक्रिया येवजण तयार केल्या.

r.	प.प्र.त. अहवालांत सुरवेक कॅपिटल ड्रेजिंग अशें म्हणिल्लें तें उपरांत मेंटेनन्स ड्रेजिंग जालें. वॅपकोसाच्या हया चुकीच्या अहवालाक लागून एम.पी.टी.क 50 कोटी रुपयांचो दंड भरचो पडलो. वॅपकोसाच्या सद्याच्या प्रकल्प प्रस्तावकाच्या हया प.प्र.त. अहवालाक विरोध केलो.	विधान प्रकल्पा कडेन संबंदीत ना.
16. श्री. सिद्धेश भगत, नावेलीं.		
a.	सुनावणेच्या लोकांक उदक दिवपाक प्र.प्र.काक जमले ना. पूण कंपनी मात दिसाक 7 लाख लिटर उदक वापरूंक सोदता.	विधान प्रकल्पा कडेन संबद्ध ना. पूण प्रदुशण नियंत्रणा खातीर वापरपाचें उदक 2300 कि.ली./दी. क्षमतायेच्या भौ.बां. खात्याच्या सी.ई.पी.टी. तल्यान मेळयतले.
b.	वास्कोकारांचे भलायकेचेर जावपी विपरीत परिणाम पयसावपाक घेवपाचे उपाय प.प्र.त. अहवाल आनी प्र.प्र.चें सादरीकरण हांतूत सांगिल्ले नात. हया प्रकल्पाक जर परवानगी दिली जाल्यार वास्कोचें कोळश्याच्या केंद्रांत रुपांतर जातले.	1 क आनी 1 घ'क दिल्ली आमची जाप पळोवची. कोल केंद्र प्रस्तावीत ना. क्षमताय वाड फकत सुविधेच्या आधुनिकीकरणाचो परिणाम जावन आसा.
c.	सगळ्या लोकांच्यो भावना पर्यावरण, रान आनी हवामान बदल खात्या कडेन सरकारान सारक्यो पावोवच्यो.	जाप दिवंक ना.
17. श्री. सिडनी फुर्तादो.		
a.	फिशींग ट्रॉलर बर्थ 11 चेर ट्रॉलर लायता. बर्थ 10 आनी 11 चेर कोळसो हाताळणी बंद केल्ले खातीर मंडळाची तुस्त केली. प्रदुशण नियंत्रणाचे कसलेच उपाय करीनासतना अदानी आनी जिंदाल कोळसो हाताळणी प्रकल्प चलयतात.	विधान प्रकल्पा कडेन संबंदीत ना. 1 घ'क दिल्ली आमची जाप पळोवची.
b.	कोळसो हाताळणी प्रकल्प आनी ताचो विस्तार हांकां तांणी विरोध केलो आनी बेगिनांत बेगीन टप्प्याटप्प्यान कोळसो हाताळणी पुराय रितीन बंद करची.	जाप दिवंक ना.
c.	जे यंत्रणेन प.प्र.त. अहवाल तयार केला तो अर्दकुटो आनी चुकीचो आसा.	वॅप्कोस ही भारत सरकाराचो उपक्रम आशिल्ली, एन.ए.बी.ए.टी.न मुल्यांकीत सल्लागार कंपनी आसा. ती प.रा.ह.ब. मंत्रालयान मान्यताय दिल्ली, साबार तरेच्या प्रकल्पांचो अणभव आशिल्ली कंपनी आसा. प.रा.ह.ब. मंत्रालयान जारी केल्ल्यो सं.सं. आनी मानक नियमावली आनी मार्गदर्शिके प्रमाण प.प्र.त. भोवच बारीकसाणेन तयार केला.
d.	वास्कोंतले प्रदुशणाचें स्तर भोवच उंच आसात आनी ही गजाल फाटलीं कांय वर्सां चलता. कंपन्यांनी हरीतपट्टो निर्माण करूंक जाय त्या उपायांची अमलबजावणी कंपनी करीना.	विधान सारकें ना. 5 द'क दिल्ली आमची जाप पळोवची. वयर नमूद केल्ले पर्याप्त उपाय करूंक कंपनी सज्ज आसा आनी ते उपाय वयर दिल्ल्या साबार जापांनी आयल्यात.

e.	जे.एस.डब्ल्यू. आनी अदानी बंद कंटेनरांतल्यान कोळसो व्हरूंक न्हयकार दितात.	विधान सारकें ना. 3 ग'क दिल्ली आमची जाप पळोवची.
f.	पावसांत कोळश्याक लागून पुराय उदक काळें जाता अशें नुस्तेंकारांक दिश्टी पडलां. ताचेर मंडळान कारवाय करची आनी ल्हवू ल्हवू कोळसो हाताळणी बंद करची.	कोळश्यांच्यो राशी उदकरोधी धांपण्यांनी धांपून दवरतात आनी त्यो कोंसळच्यो न्हय म्हणून आरत्यो-परत्यो प्रतिबंधक धडो बांदतात. देखून कोळश्याच्या राशींतल्यान प्रवाह अपेक्षीत ना. पावसांत तशी व्हांवती आसलीय जाल्यर ती सकयल्ल्या फोंडांत/टांकयेंत एकठांय करतात. अशे तरेन कोळसो हाताळणेंतल्यान सांडपाणी व्हांवतेची शक्यताय नाच म्हणल्यार जाता.
18. श्री. गांधी हॅनरीक्स, वास्को.		
a.	आयची सुनावणी एन.जी.टी.च्या 2/9/2016 तारखेच्या निकालाक लागून घडटा.	विधान सरकें ना. प्रस्तावीत प्रकल्पाचो केन्नाच एन.जी.टी. मुखार संदर्भ येवंक ना.
b.	एन.जी.टी.न प.रा. मंत्रालया कडल्यान ड्रेजिंगा खातीर इ.सी. मागून घेतिल्ली. पूण एन.जी.टी.न ती दिवंक ना.	विधान प्रकल्पा कडेन संबंदीत ना.
c.	तीन दीस चलिल्ले भौशीक सुनावणेक विरोध केलो.	विधान प्रकल्पा कडेन संबंदीत ना.
d.	हाचे पयलींत 60% ड्रेजिंगाचें काम जर जाल्लें आसा जाल्यार ही सुनावणी जायच तरी कित्याक?	विधान प्रकल्पा कडेन संबंदीत ना.
e.	लोकांच्यो हरकती मानून घेतल्यो जाल्यार एम.पी.टी. हे सुवातेक मुळावे स्थितींत हाडटली व्हय?	विधान प्रकल्पा कडेन संबंदीत ना.
f.	हया प्रकल्पाच्या विस्ताराक आपलो खर विरोध आसा.	जाप दिवंक ना.
19. श्रीमती स्वाती केरकार, केरी, फोंडें.		
a.	वास्को एक कोळश्याचे केंद्र जातलें म्हणून आपूण हया प्रकल्पाक विरोध करतां.	वास्कोचें 'कोळसो केंद्रांत' रुपांतर जाता हया मता कडेन आनी सहमत ना. उत्पादनांतली वाड ही कुशळटाय वाडिल्ल्यान आनी पोन्नी उपकरणां बदलिल्ल्यान आसा.
b.	आयज सोनशी गांवांत जें प्रदुशण जालां तें बंद करपाक लेगीत प्रदुशण नियंत्रण मंडळाक अपेस आयिल्लें आसा. जाल्यार कोळसो हाताळणेचें प्रदुशण कशें कितें बंद करतलें?	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
c.	सरकारी खातीं काम करीनात जाल्यार वास्कोचें लोक रस्त्यार येतले आनी आंदोलन करतले.	जाप दिवंक ना.
d.	मंडळाक राज्यांतलें आनी कोळसो प्रदुशण नियंत्रण करपाक अपेस आयलां.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
e.	राज्य आनी केंद्र सरकार लोकांचेर जे.एस.डब्ल्यू. सारके प्रकल्प थापतात.	जाप दिवंक ना.
f.	सरकारी अधिकाऱ्यांनी लोकांचे वटेन काम करचें, लोकांच्या विरोधांत न्हय.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.

g.	प्रस्तावीत प्रकल्पाक आपलो खर विरोध तांणी उक्तायला.	जाप दिवंक ना.
20. श्री. डॉम्नीक नोरोन्हा.		
a.	तांणी ह्या प्रकल्पाक विरोध उक्तायलां.	जाप दिवंक ना.
b.	अहवालांत घेतिल्ली म्हायती 2011 च्या जनगणने प्रमाण घेतल्या देखून ती पोन्नी आसा. देखून तिचेर विस्वास दवरपाक जायना कारण आयज आमी 2017त आसात. देखून नवी माहिती घेवन प.प्र.त. अहवाल परतून बरोवचो.	पर्यावरणी मुळाधार स्थिती खातीर दुय्यम स्रोत म्हूण 2011 ची जनगणना माहिती वापरल्यात, जें प.प्र.त. मार्गदर्शिके प्रमाण आसा आनी ती एक सर्वमान्य पद्धत जावन आसा. प.प्र.त. भितर प्रत्यक्ष दखलपात्र समाजीक प्रभाव दिश्टी पडूंक नाशिल्ल्यान, मुळावी माहिती संकलीत करूंक ना.
c.	कंपनीन ज्या 19 गांवां विशीं अभ्यास केला तांची नांवां विचारलीं.	पाठ 3 भितर उल्लेख केल्ले प्रमाणची नांवां (पर्यावरणी मुळाधार स्थिती) प्रकल्प-प्रस्तावकान वाचून दाखयली.
d.	कंपनीच्या प्रस्तावकान तांकां तीं नांवां वाचून दाखयलीं.	20 ग'क दिल्ली आमची जाप पळोवची.
e.	प.प्र.त. अहवालांत अभ्यास केल्ल्या गांवांचीं नांवां येवंक नात. ताका लागून हो अहवाल चुकीचो थारता.	प.प्र.त. अहवालाच्या पाठ 3, अनुभाग 3.20, पान क्र. 3 - 77 चेर प्रकल्प वाठाराची समाजीक-अर्थशास्त्रीय वळख घडयल्या.
f.	थळाव्या लोकांचेर जावपी समाजीक-अर्थीक परिणामां विशीं अहवालांत उल्लेख ना.	ही माहिती प.प्र.त. च्या पाठ 4 अनुभाग 4.4 पान क्र. 4-17 मदीं दिल्या.
g.	संबंदीत थळाव्या पंचायतिंनी ह्या प्रकल्पाक मान्यताय दिल्ली ना.	प.प्र.त. खातीर, खासा करून जेन्ना तो अधिसुचीत बंदर वाठारांतलो प्रकल्प आसता, तेन्ना ताका थळाव्या प्राधिकरिणींचे मान्यतायेची गरज आसना.
h.	थळाव्या खात्यांनी लेगीत ह्या प्रकल्पाक मान्यताय दिल्ली ना.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
i.	आतां मेरेन गोंयची धारण-क्षमताय (कॅरियींग कॅपॅसिटी) थारावंक ना. ती बेगिनांत बेगीन थळाव्या सरकारी अधिकाऱ्यांनी थारावची.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
21. श्री. सायमन परेरा, वास्को.		
a.	अदानी कंपनीन ऑस्ट्रेलियांत केल्ल्या जायत्या बेकायदेशीर वावराक लागून तांकां भोवच दंड घातला.	विधान प्रकल्पा कडेन संबद्ध ना.
b.	ते तुळेन भारतांत मात तांचेर प्रदुशण केल्ले खातीर कांयच कारवाय जायना.	विधान प्कल्पा कडेन संबद्ध ना.
c.	राज्य सरकारान ऑस्ट्रेलिया सरकारा भशेनूच कारवाय करची. तशेंच ह्या प्रकल्पा संबंदान 10 कि.मी. वाठारांतल्या लोकांचो ओपिनियन पोल घेवचो.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
d.	औशीक सुनावणी घेवप म्हळ्यार वेळ, पयसो आनी शक्त फुकट घालोवप	जाप दिवंक ना.

e.	कोळसो हाताळणेक वास्कोच्या इतल्या लोकांचो विरोध कित्याक आसा? हाचो अध्यक्षांनी विचार करचो.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
f.	कंपनी करता ती उदक फवारणी धुल्ल प्रदुशण उणें करपा खातीर न्हय, तर कोळश्याक लागून लागपी उजो पालोवपा खातीर आनी कोळश्याची ओलसाण राखपा खातीर.	विधान सारकें ना. राशिंतल्या कोळश्या भितर जेन्ना व्हडा प्रमाणांत सल्फर आसता आनी जेन्ना तो व्हड काळ सांठावन दवरतात, तेन्नाच ताका उजो लागूं येता. एस.डब्लू.पी.एल. टर्मिनलाचेर मुखलेपणान कोक आनी थर्मल कोलाची हाताळणी जाता, देखून ताका उजो तागपाची शक्यताय साप्प उणी आसा. तरी लेगीत, कोळसो टर्मिनलाचेर 10 दिसां परस चड तेंप उरना. ताका लागून पेट घेवपाची शक्यताय आनीकूय उणी जाता. देखून दक फवारणी उजो पालोवपा खातीर न्हय तर प्रदुशण उणावपा खातीर करतात.
g.	वास्को टायम बॉम्बाचेर बसलां आनी तें नाफ्था टांकयो आनी अमोनिया टांकयो तशेंच कोळश्याच्यो राशी हांणी घेरलां. जर खात्यांनी हे गजालीचेर कारवाय करूंक ना जाल्यार वास्कोचे लोक कोर्टांत वतले.	विधान प्रकल्पा कडेन संबद्ध नाशिल्ल्यान जाप दिवंक ना.
h.	प्रस्तावीत प्रकल्पाक मान्यताय दिवपाक विरोध केलो.	जाप दिवंक ना.
22. श्री. रुपेश शिंक्रे.		
a.	भारताच्या प्रधाण मंत्र्यांनी पॅरिस परिशदेंत 2015 वर्सा फुडाराच्या पिळग्यां खातीर जिवाश्म इंधन राखून दवरपा खातीर ताचो मर्यादीत वापर करतले अशी घोशणा केल्या.	विधान प्रकल्पा कडेन संबद्ध ना.
b.	प्रकल्प प्रस्तावकान जिवाश्म इंधनांचो वापर केल्ल्यान हवामानाचेर विपरीत परिणाम जातलो आनी ग्लोबल वॉर्मींग जातलें.	विधान प्रकल्पा कडेन संबद्ध ना.
c.	एके वटेन प्रधानमंत्री हो विचार करता जाल्यार दुसरे वटेन कंपनी मात कोळश्याची हाताळणी 400%नी वाडयता. हें प्रधानमंत्र्यांच्या धोरणा कडेन पुराय रितीन विपरीत आसा.	विधान प्रकल्पा कडेन संबद्ध ना.
d.	पॅरीस हांगा जाल्लें प्रधानमंत्र्यांचें उलोवप पळयलें जाल्यार गोंयांतलीं कोळसो हाताळणी फेडआवट करची पडटली.	विधान प्रकल्पा कडेन संबद्ध ना.
e.	हवामान अभ्यास आनी ग्लोबल वॉर्मींग हांचेर प.प्र.त. अहवालांत पुराय रितीन दुर्लक्ष केलां.	जाप दिवंक ना.

f.	हे तिनूय प्रकल्प एकूच प्रकल्प आसात. देखून तीन वेगळ्यो सुनावण्यो घेवपाची गरज नाशिल्ली. हें तांणी वॅपकोसाच्या अहवालाच्या परिच्छेद 2.2 चो संदर्भ दिवन सांगलें.	प.प्र.त. भितर उल्लेख केल्ल्या प्रमाण (पाठ 2 अनुभाग 2.2) सद्याच्या हाताळणी यंत्रणेची कुशळटाय वाडोवन तशेंच वाहक पट्ट्याची गती आनी रेक परतुपाचो वेळ सुधारून क्षमताय वृद्धी वाडयतले. अशे तरेन वाडीव क्षमताय हो बरे आनी चड कुशळ हाताळणी पद्धतींचो परिपाक आसतलो. एम.पी.टी.न प्रस्तावीत केल्ल्या ड्रेजिंग प्रकल्पाचेर हो प्रकल्प अवलंबून ना पूण व्हडली जहाजां आयिल्ल्यान एस.डब्लू.पी.एल.क ताचो फायदोच जातलो.
g.	तीन सुनावण्यो घेवन राज्य सरकारान गोंयच्या लोकांची फटवण केल्या.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
h.	प्रस्तावीत प्रकल्प गोंयच्या भल्या खातीर न्हय तर कांय उद्देगांच्या फायद्या खातीर आसा.	जाप दिवंक ना.
i.	प्रस्तावीत प्रकल्प मान्य करचे पयलीं प्रतिबंधात्मक उपाय घेवपाक जाय.	जाप दिवंक ना.
j.	प्रस्तावीत प्रकल्पाची गरज तपासपाचे नदरेन, गोंयच्या धारण क्षमतायेचो अभ्यास तशेतरेच्या उद्देगां खातीर सरकारान आतां मेरेन करूंक ना.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
k.	सर्वोच्च न्यायालयान 2000 सीसीच्या डिजेल इंजिनांचेर बंदी घातल्या. राष्ट्रीय राजधान्यांनी ट्रकांच्या प्रवेशांचेर बंदी घातल्या. तशेंच बी.एस.3 इंजिनां बी.एस.4 इंजिनांनी परिवर्तीत करपाचो निर्णय घेतला. हे निर्णय म्हणल्यार जिणेचो हक्क आनी पर्यावरण राखण हांचे खातीरचे आदर्श आसात. तांकां लागून कंपन्यांच्या फायद्या परस भौशीक भलायकी चड म्हत्वाची हाचेर भर दिला.	विधान प्रकल्पा कडेन संबद्ध ना.
l.	पर्यावरणाची राखण आनी जिणेचो हक्क हांचे खातीर प्रस्तावीत प्रकल्पाक मान्यताय दिवपाक तांणी विरोध केलो.	विधान सारकें ना.
23. श्री. सेबेस्तियांव रोड्रिगीश, बिट्स पिलानी.		
a.	फाटलीं 125 वर्सां एम.पी.टी. गोंयची सेवा करता- हया विधानाक तांणी विरोध केलो. पुर्तुगेज तेंपार केल्ली सेवा गोंय राज्याची सेवा कशी जाता ?	विधान प्रकल्पा कडेन संबद्ध ना.
b.	जे.एस.डब्ल्यू.च्या प्रस्तावीत प्रकल्पांत गोंयच्या पर्यावरणाच्या कुस्ताचेर कर्नाटकाक कोळश्याची पुरवण जाता.	सद्याक अस्तित्वांत आशिल्ल्या पोर्ट तर्मिनलाचेंच आधुनिकीकरण म्हळ्यार हो प्रकल्प.
c.	गोंयच्या लोकांक हया प्रकल्पाचो कितें लाब आसा तें प.प्र.त. भितर कायच सांगूंक ना.	हो भाग प.प्र.त.च्या पाठ 4 अनुभाग 4.4, पान 4-17 मदीं आसपावला.

d.	तिनूय प्रकल्पां खातीर एकवटीत प.प्र.त. तयार करपाची गरज आसा. हाचें कारण पयलो प्रकल्प हेर दोन प्रकल्पां परस वेगळो ना.	प.प्र.त. अभ्यास प.रा.ह.ब. मंत्रालयान जारी केल्ल्या सं.सं. प्रमाण केलां. ही सुविधा अधिसुचीत बंदर क्षेत्रा भायर आसा, जंय साबार केंद्रांचेर भौं.ह.गु. स्तरांची तपासणी करतात. तांतूतल्यान प.प्र.त. अभ्यासाखातीर एकवटीत प्रभाव कळटा. प.प्र.त. भितर उल्लेख केल्ल्या प्रमाण (पाठ 2 अनुभाग 2.2) सद्याच्या हाताळणी यंत्रणेची कुशळटाय वाडोवन तशेंच वाहक पट्ट्याची गती आनी रेक परतुपाचो वेळ सुधारून क्षमताय वृद्धी वाडयतले. अशे तरेन वाडीव क्षमताय हो बरे आनी चड कुशळ हाताळणी पद्धतीनचो परिपाक आसतलो. एम.पी.टी.न प्रस्तावीत केल्ल्या ड्रेजिंग प्रकल्पाचेर हो प्रकल्प अवलंबून ना. पूण व्हडली जहाजां आयिल्ल्यान एस.डब्लू.पी.एल.क ताचो फायदोच जातलो.
e.	ई.सी. नासतना वा संबंदीत खात्यांची परवानगी नासतना एम.पी.टी.न ड्रेजिंग केलां.	विधान प्रकल्पा कडेन संबद्ध ना.
f.	सद्याच्या कोळसो हाताळणेक लागून जावपी प्रदुशण आळाबंदाक हाडूंक जे.एस.ड्ब्ल्यू.क अपेस आयला. देखून विस्ताराक मान्यताय दिवपाक जायना.	1. घ क दिल्ली आमची जाप पळोवची.
g.	कांय उद्देजकांच्या फायद्या खातीर वास्कोच्या लोकांचें जिवीत धोक्यांत घालपाक जायना.	विधान सारकें ना.
h.	प्रस्तावीत प्रकल्पाक मान्यताय दिली जाल्यार गोंय कोळसो येरादारीचें कोरिडोर जातलें.	जाप दिवंक ना.
i.	प.प्र.त. अहवालांत भूगर्भी उदक विश्लेशणा विशीं कांयच सांगिल्ले ना.	हो भाग प.प्र.त.च्या पाठ 3 अनुभाग 3.11, पान 3-10 भितर आयलां.
j.	10 कि.मी. त्रिज्या वाठारांतल्या कितल्याश्यांच बाधीत गांवांक प.प्र.त. अहवाला भितर कांयच सुवात दिल्ली ना.	7. ग क दिल्ली आमची जाप पळोवची.
k.	मांडवी आनी झुवारी न्हंयानीं मिनाची येरादारी करपी बार्जी दर्यांत मदींच धुतात, ताका लागून उदकाचें प्रदुशण जाता.	विधान प्रकल्पा कडेन संबद्ध ना.
l.	कोळसो आनी मीन हांची येरादारी करतना दर्यांत सांडपाणी सोडपाचेर प्रदुशण नियंत्रण मंडळान कारवाय करपाची मागणीं केली.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
m.	कोळश्यांच्या राशींचेर फवारणी करपाक जें उदक वापरतले ताचो स्रोत निश्चीत करपाक जाय.	5. ई क दिल्ली आमची जाप पळोवची.

n.	चीन देशांत जशें कांय वाठारांनी फाटलीं कितलिशींच वर्सा सुर्या दिश्टी पडना तशीं गोंयचीं पर्यावरणी स्थिती जावपाक फावना.	विधान प्रकल्पा कडेन संबद्ध ना.
o.	प्रदुशण नियंत्रण उपायाक खातीर जें उदक कवापरतले ताचें प्रमाण निश्चीत करपाक जाय.	5. ई क दिल्ली आमची जाप पळोवची.
p.	प.प्र.त. अहवालांतल्या पर्यावरणी वेवस्थापण येवजणेंच्या संदर्भांत अस्तित्वांत नाशिल्ल्या गोवा मुनिसिपल कॉर्पोरेशनाक सांडपाणी हस्तांतरीत करपाचो संदर्भ तांणी दिलो.	ही एक नदर चुकीन जाल्ली चूक आसा. अंतीम प.प्र.त. भितर ती 'मुरगांव नगर पालिका' अशें सुधारतले.
q.	ऑयल गळटी आडावपा संबंदांत कसलेच उपाय सुचयल्ले नात.	सद्याक ऑयल कार्गोची हाताळणी जायना. क्षमताय वृद्धी भितर ती प्रस्तावीत लेगीत ना. एस.डब्लू.पी.एल.चो उदकांतल्या उपक्रमाकडेन संबंद ना. बंदराची देखभाल ही पोर्ट ट्रस्ताची जापसालकी. देखून ऑयल गळटी ही एस.डब्लू.पी.एल.ची जापसालकी जायना.
r.	आतां मेरेन उपस्थित केल्ल्या मुद्यांच्या आधारान प्रकल्पाक विरोध उक्तायलो.	जाप दिवंक ना.
24. श्रीमती डॉल्वीन ब्रागांझा, माजोड्डें.		
a.	प्रस्तावीत प्रकल्पाक लागून थळाव्या वाठाराची जैव विविधताय नश्ट जातली आनी कोल्या भशेन सामान्य प्राणी लेगीत दिश्टी पडचो ना.	हो भाग प.प्र.त.च्या पाठ 3 भितर आसपावला. हो प्रकल्प 2004 सावन चलता. क्षमताय वृद्धी भितर फकत साधन सुविधांचे आधुनिकीकरण जातले. उदकांत वा जमनीर अतिरिक्त बांदकाम जावचेंना.
b.	तांणी ह्या प्रस्तावीत प्रकल्पाक आपलो खर विरोध उक्तायला.	जाप दिवंक ना.
25. ॲड. फा. मायकल फेर्नांडीस, वास्को.		
a.	बाधीत लोकांक प.प्र.त. अहवालाची प्रत धरून हेर सगळे दुकुमेंत दिवप हें प्रकल्प प्रस्तावकाचें कर्तव्य आशिल्लें.	7. क आनी 7. ग क दिल्ली आमची जाप पळोवची.
b.	हे बाबतींतल्या अपेसाक लागून ही भौशीक सुनावणी रद्दबादल थारता.	7. क आनी 7. ग क दिल्ली आमची जाप पळोवची.
c.	कोळसो हाताळणेक लागून वास्को शारांत खर हवा प्रदुशण जालां.	विधान सारकें ना आनी प्रकल्प प्रस्तावका कडेन संबंदीत ना.
d.	कोळसो हाताळणेक लागून जावपी प्रदुशणा खातीर लोकांचे भलायकेचेर जावपी परिणाम तपासपा खातीर कसलेच यत्न केल्ले नात.	4. सी. क दिल्ली आमची जाप पळोवची.
e.	राजकारणी लोकांच्या पुराय तेंक्या सयत नियोजन शुन्य उद्देगीक उपक्रमांक लागून कांय अर्थीक नदरेन सशक्त मनीस व्हडा प्रमाणाचेर प्रदुशण करतात.	विधान सारकें ना.

f.	लोकांचे हीत लक्षांत घेतिल्लें ना. दरेका प्रकल्पाचो वेगळो, वेगळो न्हय तर तिनूय प्रकल्पांचो एकवटीत परिणाम मतींत घेवंक जाय. वास्को शारांत कोळसो हाताळणेक लागून जावपी प्रदुशण उणें करपाक प्रदुशण नियंत्रण मंडळ कसली कारवाय करता ? प्रकल्प प्रस्तावकाक लागून थळाव्या लोकांचे भलायकेचेर जावपी परिणाम तपासपा खातीर कसलींच पावलां उबारिल्लीं नात वा ते विशीं अभ्यास केल्लो ना.	23. घ क दिल्ली आमची जाप पळोवची. विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
g.	प्रकल्प प्रस्तावकाक लागून थळाव्या लोकांचे भलायकेचेर जावपी परिणाम तपासपा खातीर कसलींच पावलां उबारिल्लीं नात वा ते विशीं अभ्यास केल्लो ना.	4. सी. क दिल्ली आमची जाप पळोवची.
h.	प्रस्तावीत उपक्रमाक लागून समुद्री पर्यावरण आनी परिस्थितिकीचेर विपरीत परिणाम जातलो.	विधान सारकें ना.
i.	जे.एस.डब्ल्यू.च्या प्रस्तावीत प्रकल्पाक लागून वास्कोंतल्या इंडियन ऑयलीच्या टांकयांक धोको निर्माण जालां. ताचो अहवालांत उल्लेख केल्लो ना.	15. थ क दिल्ली आमची जाप पळोवची.
26. श्री. अभिजीत साळकार, वास्को.		
a.	तांणी प.प्र.त. अहवालाच्या पाठ 8 (8.4.2.) चो संदर्भ दिलो. प्रकल्प सुरू जातकीच बांदकाम सुवाते लागीं फकत तीन भों.ह.गु. तपासणेचीं केंद्रां प्रस्तावीत आसात. तीं उण्यांत उणीं बारा आसूंक जाय आनी बांदकामां वेळार तपासणी करूंक जाय, म्हूण तांणी विरोध केलो.	'बांदकाम' हें उतर चुकून आयलां. अतीम प.प्र.त. भितर तें 'कार्यान्वयन' अशें सुधारून घेतलें. कार्यान्वयन वाठारा लागी तीन केंद्रां वरवी तपासणी करतले. जाका लागून थंयचो प्रभाव निश्चीतपणान कळटलो. तरी लेगीत हे विशीं आमी गों.रा.प्र.नि.मं. चो आदेश मानतले.
b.	भो.ह.गु. ची तपासणी प्र.नि.मं.न करपाक तांणी विरोध केलो. ती तपासणी बि.स.सं. न करूंक जाय.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
c.	प.प्र.त अहवालांत तरतूद केल्ले प्रमाण बारा लाखा परस चड निधी तपासणे खातीर उपलब्ध करूंक दिवंक जाय.	हो भाग प.प्र.त.च्या पाठ 8 अनुभाग 8.4.2, पान 8-14 भितर आयलां. अतिरिक्त तरतूद गरजे प्रमाण करतले.
d.	भो.ह.गु.ची केंद्रां खंय आसतली ते विशीं निश्चीत मार्गदर्शक सुचोवण्यो आसात. देखून तीन तपासणी केंद्रांक तांणी विरोध केलो.	26. क क दिल्ली आमची जाप पळोवची.
e.	जर भो.ह.गु.ची तपासणी चुकली जाल्यार प्र.प्र.चेर गुन्यांवकारी कारवाय जावंक जाय.	जाप दिवंक ना.
27. श्री. उद्धव पोळ, हेडलँड, सडा.		

a.	एम.पी.टी. सद्याक धुल्लमय कोळशो हाताळटात आनी देखून एम.पी.टी.क तुतीकुरी बंदराचेर मनाय केल्या आनी गोंय सोडून हेर खंयच्याच बंदराचेर तांकां मान्यताय ना.	विधान प्रकल्प प्रस्तावका कडेन संबद्ध ना.
b.	एम.पी.टी. बंदरा वयल्या कोळश्याच्या राशींची उंची उणीं आसा जाल्यार कन्वेयर पट्ट्यांचीं गती वारो आडावपी वंटी परस चड आशिल्ल्यान त्यो निरुपेगी थारतात.	I डी. आनी I एफ दिल्ली जाप पळोवची.
c.	प्रस्तावीत प्रकल्पाक मान्यताय दिवपाक खर विरोध केलो. आनी एम.पी.टी.च्या कोळसो हाताळणेचेर पुराय बंदी हाडपाची मागणी केली.	जाप दिवंक ना.
	28. श्री. रुइ कोश्ता आरावजो, चिखली.	
a.	कोळसो हाताळणी उपक्रमाक लागून साबार जलाशयांनी कोळसो उडयतात. हाका लागून विंडो-पॅन ऑयस्टर (कालवां) खातीर फामाद आशिल्ले चिखली खाडीचें प्रदुशण जाता.	1. ग क दिल्ली आमची जाप पळोवची. 15 ट क दिल्ली आमची जाप पळोवची. ----
b.	प्रस्तावीत प्रकल्पाच्या विस्ताराक लागून चिखली खाडीचें प्रदुशण जाता.	1. ग क दिल्ली आमची जाप पळोवची. 15 ट क दिल्ली आमची जाप पळोवची.
c.	प.रा.मं.च्या मार्गदर्शक सुचोवण्यांचें उल्लंघन केल्ले खातीर आनी प.प्र.त. अधिसुचोवणेक पाळो दिवंक ना म्हूण हो प.प्र.त. अहवाल भायर मारचो पडटलो.	हो प.प्र.त. अभ्यास प.रा.ह.ब. मंत्रालयान जारी केल्ल्या सं.सं. प्रमाण केला.
d.	बॅन्थीक जिवावळी संबंदान चुकिची म्हायती अहवालांत आसा.	हो भाग प.प्र.त.च्या पाठ तीन अनुभाग 3.17.8 पान क्र. 3-55 हातूंत आसपावला.
e.	चिखली खाडी परिस्थितिकी नदरेन संवेदनशील वाठार आसा. पूण ताचो प.प्र.त. अहवालांत उल्लेक करूंक ना.	ही एक सद्या चालू आशिल्ली सुविधा आसा. चिखली खाडीचे संवेदनशीलतायेचो अभ्यास केला, तो अंतीम प.प्र.त.न आसपावून घेतले.
f.	ग्रांद आयलँडा लागीं कोरल्स मेळटात ताचो उल्लेख अहवालांत ना. प्रस्तावीत प्रकल्पाक लागून कोळसो हाताळणी वाडिल्ल्यान पर्यावरणाचेर गंभीर परिणाम जातले, देखून प्रकल्पाक विरोध केलो.	ही नोंद सारकी ना. ग्रांड आयलँड हांगा पोवळीं मेळटात हाचो उल्लेख प.प्र.त. भितर केला. (पाठ 3 अनुभाग 3.17.10 पान क्र. 3.61) पूण ग्रांड आयलँड प्रस्तावीत प्रकल्पा कडल्यान उदका मार्गान सुमार 10 कि.मी.चेर पडटा. देखून ताचेर कसलोय प्रभाव जावपाक तो खूब पयस आसा.
g.	सद्याच्या प्रकल्पाक लागून जावपी हवा प्रदुशणाची मोलावणी करूंक प.प्र.त. अहवाल अपेशी थारला.	1. ए. क च्यो साबार उप-जापो आनी 1. घ क दिल्ल्यो जापो पळोवच्यो.
h.	प.प्र.त. अहवालाक आनी प्रस्तावीत प्रकल्पाक मान्यताय दिवपाक विरोध केलो. हो प.प्र.त. अहवाल रद्द करचो आनी तिनूय प्रकल्पांचो एकवटीत प.प्र.त. अहवाल तयार करून सादर करचो.	23. घ क दिल्ली आमची जाप पळोवची.

	29. श्री. संजय रेडकार, वास्को.	
a.	प्रकल्प प्रस्तावकांच्या हया प्रकल्पा विशींच्या फॉर्म । चो संदर्भ दिलो.	प.प्र.त प्रक्रियेच्या सुरवेच्या पांवड्यार प.रा.ह.ब. मंत्रालया कडल्यान सं.सं. मेळटकीच फॉर्म । सादर केला. प.प्र.त. भितर कसलीच सुधारीत/अद्यावत माहिती आसल्यार प्रकल्पाचे घटक आनी वळख बदली नासतना ती घालतले.
b.	प.प्र.त. अहवाल फॉर्म । च्या विसंगत आसा.	प.प्र.त प्रक्रियेच्या सुरवेच्या पांवड्यार प.रा.ह.ब. मंत्रालया कडल्यान सं.सं. मेळटकीच फॉर्म । सादर केला. प.प्र.त. भितर कसलीच सुधारीत/अद्यावत माहिती आसल्यार प्रकल्पाचे घटक आनी वळख बदली नासतना ती घालतले.
c.	फॉर्म । च्या अ.क्र. 10 भितर वास्को शार 4 कि.मी. आसा अशें म्हणला, प्रत्यक्षांत तें 3 कि.मी. आसा.	फॉर्म । भितर प्रकल्प सुवातेकडले दिल्ले अंतर अदमाशी आसा निश्चीत ना.
d.	हया प्रकल्पा कडेन ड्रेजिंगाचो संबंद आसा. पूण अ.क्र. 17 भितर ना अशें म्हणला.	एम.पी.टी. प्रस्तावीत केल्ल्या ड्रेजिंगाचेर हो प्रकल्प अवलंबून ना.
e.	अ.क्र. 11 भितर ड्रेजिंग करचे नात म्हणला. पूण प.प्र.त. भितर खोलाय 14 मि. वयल्यान 19.8 मि. वाडयतले अशें म्हणला. एम.पी.टी. 60% ड्रेजिंग केला अशेंय म्हणलां.	22. एफ. क दिल्ली आमची जाप पळोवची.
f.	कोळसो प्रदुशणाचो मनशाचेर जावपी परिणाम अभ्यासूंक ना.	1. ए. क दिल्ली जाप पळोवची, बिंदू 2 आनी 1. घ.
g.	अ.क्र. 3.2 भितर प्रस्तावीत प्रकल्पाचो मनशाचे जिविताचेर कांयच परिणाम जावचो ना अशें म्हणलां, ताका विरोध केला.	1. ए. क दिल्ली जाप पळोवची, बिंदू 2 आनी 1. घ.
h.	फॉर्म । भितर पर्यावरणी संवेदनशील वाठार आनी अधिक्षेत्रांचेर प्रकल्पाचो कांयच परिणाम जावचो ना (अ.क्र. 3.1) अशें म्हणलां, ताका विरोध केला.	हो प्रकल्प 2004 सावन चलता. क्षमताय वृद्धी भितर फकत साधन सुविधांचे आधुनिकीकरण जातले. उदकांत वा जमनीर अतिरिक्त बांदकाम जावचेंना. आधुनिकीकरणा भितर फकत परिणामकारक एकात्मीक आनी कुशळ ए.पी.सी.एम. बसयतले. पर्यावरण संवेदनशील वाठारांचेर खंयचोच चडावत विपरीत परिणाम जावचो ना.
i.	दुर्येंत लोक, भुरगीं, जाण्टी आदी अशक्त लोकांचेर हया प्रकल्पाचो कांयच परिणाम जावचो ना. अशें म्हणलां (अ.क्र. 3.4) ताका विरोध केलो.	29. ज क दिल्ली जाप पळोवची
j.	वयले चडशे मुद्दे फटीचें आशिल्ल्यान प्रकल्प प्रस्तावकान बरोवन दिल्ल्या प्रमाण हो प.प्र.त. अहवाल भायर मारपाक जाय.	जुस्ताजुस्त आनी प्रकल्प-विशिश्ट व्याप्ती, प.रा.ह.ब. मंत्रालयान जारी केल्ल्यो अतिरिक्त सं.सं., क्षेत्र-विशिश्ट प.प्र.त. मार्गदर्शक पुस्तिका आनी क्षेत्र-विशिश्ट सं.सं. हांचेर आदारून हो प.प्र.त. अहवाल तयार केला.

k.	फॉर्म I भितर चुकीची म्हायती दिल्ल्यान हया प्रकल्पाक मान्यताय दिवपाक विरोध केलो.	29. ज क दिल्ली आमची जाप पळोवची.
l.	वास्को-द-गामा शारांत आनी ताचे भोंवतणी 1 लाखा परस चड लोक रावतात आनी हवा प्रदुशणाक लागून तांचे भलायकेचेर थेट परिणाम जाता.	1.क आनी 1. घ क दिल्ली आमची जाप पळोवची.
m.	वास्कों नगर पालिकेंत 4 जानेवारी, 2016 दिसाचे एके खाशेले बसकेंत भलायकेच्या धोक्याक लागून वास्को शारांत कोळसो येरादारीकरपाक बंदी घातली.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
n.	जांचे खातीर तीन भौशीक सुनावण्यो जातात ते तिनूय प्रकल्प एकामेकाक जोडिल्ले आसा. चॅनल खोल करप ही तिनूय प्रकल्पांची सामायीक गरज आसा. आनी सगळ्यांक चॅनलाची खोलाय 14 मी. वयल्यान 19.8 मी. मेरेन व्हरपाक जाय.	29. घ क दिल्ली आमची जाप पळोवची.
o.	कोळसो हाताळणी क्षमताय वाड करपाच्या प्रकल्पाक विरोध केलो.	जाप दिवंक ना.
p.	फॉर्म I च्या अ.क्र. 7 भितर संरक्षण आस्थापनांचो उल्लेख ना. प्रत्यक्षांत 15 कि.मी. त्रीज्या वाठारांत संरक्षण आस्थापनां आसात आनी सगळ्यांत लागी 1-2 कि.मी. भितर लेगीत आसा.	29. घ क दिल्ली आमची जाप पळोवची.
q.	फॉर्म I च्या अ.क्र. 8 भितर हॉस्पिटलां, शाळा, प्रार्थना घरां, समाजीक सुविधा ना अशें म्हणलां. पूण प्रत्यक्षांत 15 कि.मी. त्रिज्या वाठारांत आनी 200-300 मी. वाठारा भितर लेगीत तश्यो सुवातो आसात.	29. घ क दिल्ली आमची जाप पळोवची.
r.	5 तली 4 तपासणी केंद्रां प्रकल्प थळा पासून 50 - 100 मी.चेर आसात. पूण वारें व्हांवता त्या वास्को शारांत एक लेगीत केंद्र ना.	1. ए. दिल्ली आमची जाप पळोवची.
s.	प.प्र.त. अहवाल फॉर्म I भितरल्या विसंगतींक लागून भायर मारपाक जाय.	जाप दिवंक ना.
t.	प.प्र.त अहवालांत लोक संख्येची दाटाय ना अशें म्हणलां.	हो प्रकल्प एक चालू आशिल्लोच प्रकल्प आसा. फकत आधुनिकीकरण आनी पोन्नी यंत्रां बदलप हांचो आधुनिकीकरणान आसपाव जातलो.
u.	पूण प्रत्यक्षांत प्रकल्प थळा भोंवतनी दाटायेन लोक संख्या आसा. देखून प्र.प्र.न फटीचें विधान केलां.	जाप दिवंक ना.
v.	तांणी प्रकल्पाक विरोध केलो.	जाव दिवंक ना.
	30. श्री. पीटर आंद्राद, वास्को :	

a.	प.प्र.त. अहवालांत गों.रा.प्र.नि. मंडळान केल्ले भों.ह.गु. तपासणेचे निश्कर्श आस्पाविल्ले नात. प.प्र.त. अहवालांत नमूद केल्ले भों.ह.गु. चे अहवाल दोशपूर्ण आसात आनी हवा प्रदुशाणाची परिणामकारकतायेन नोंद करपी केंद्राचेर ते घेतिल्ले नात.	1. ए. क दिल्ल्यो साबार जापो पळोवच्यो.
b.	प्रस्तावीत प्रकल्पा भोंवतणी/लागी नुस्तेंमारी चलना - हें कंपनीचें विधान चुकीचें आसा. खारीवाडो जेटी वयलीं नुस्तेमारी जहाजां आनी थंयचो वेवसाय हांचें प्रमाण अहवालांत आस्पाविल्लें ना.	नोंद सारकीं ना. हें बंदर आय.एस.पी.एस. पुर्तताय करपी आशिल्ल्यान चॅनला लागी सुरक्षेच्या करणाक लागून नुस्तेमारी बंदी आसा.
c.	प्रस्तावीत प्रकल्पा लागी कासयेचीं उपज-केंद्रां नात ह्या प.प्र.त. अहवालांतल्या विधानाक तांणी विरोध केलो. कासयो बायणा दर्यादेगेचेर तांतीं घालतात हाचे पुरावे आसात. चुकीचे तरेन अभ्यास केला.	नोंद सारकीं ना. क्वचीत तांतयां घालपाच्या घडणुकांक कासवाचीं प्रजनन सुवात अशें म्हणू येना.
d.	वास्कोंत आनी भोंवतणेच्या वाठारांनी कोळसो उद्देगाक लागून प्रदुशण आसा हें सत्य कोणूय न्हयकारूंक शकना.	1. ए. आनी 1. घ क दिल्ली आमची जाप पळोवची.
e.	प्रकल्प प्रस्तावकान भेटयल्लो पुराय प.प्र.त. अहवाल रद्द करचो आनी पुराय कोळसो हाताळणी बंद करची.	जाप दिवंक ना.
	31. श्री. परशुराम शेट्ये, वास्को :	
a.	तीनूय प्रकल्प एकूच आसात, पूण तीन दीस भौशीक सुनावण्यो दवरल्यात. हें वास्कोच्या लोकांक छळूंकआनी त्रास दिवंक मुद्दाम केलां.	नोंद सारकी ना. ह्या प्रकल्पा खातीर प.रा.ह.ब.मं. कडल्यान स्वतंत्र सं.सं. मेळयल्यात. तशेंच 22. एफ. क दिल्ली आमची जाप पळोवची.
b.	वास्कोंतल्या लोकांचे भलायकेचेर कोळसो हाताळणेक लागून जावपी परिणामाचो अभ्यास वा सर्वेक्षण केल्लें ना.	1. ए. आनी 4. सी. क दिल्ली आमची जाप पळोवची.
c.	वास्कोंतल्या कोळसो प्रदुशणा विशीं गों.रा.प्र.नि. मंडळा कडेन साबार कागाळी पावून लेगीत तांणी कारवाय करूंक ना वा करूंक कळाद केला आनी प्रदुशण चालू दवरलां. कोळसो हाताळणेंतले वाडी उपरांत प्रदुशण नियंत्रणांत दवरप प्रदुशण मंडळाक शक्य जावचेंना.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
d.	वास्कोंतल्या लोकांक कोळसो कंपन्या कडल्यान भेटी-भोंवाऱ्यो आनी दुडू नाकात, तांकां कोळसो कंपन्यो बंद पडिल्लो जाय.	जाप दिवंक ना.
e.	प्र.प्र.क परवानगी दिवपाक तांणी खर विरोध केलो.	जाप दिवंक ना.
	32. श्री. आवेर्तान मिरांदा, पणजी :	

a.	प्रकल्पाक तेंको दिवपी एक लेगीत व्यक्ती भौशीक सुनावणेक ना. प्रत्येक जाण प्रकल्पाक खर विरोध करता.	जाप दिवंक ना.
b.	वास्कोंतल्या संरक्षण आस्थापनांक ह्या प्रकल्पाक लागून धोक्ो निर्माण जातलो.	हो प्रकल्प 2004 सावन चलता. क्षमताय वृद्धी भितर फकत साधन सुविधांचे आधुनिकीकरण जातले. उदकांत वा जमनीर अतिरिक्त बांदकाम जावचेंना. आधुनिकीकरणा भितर फकत परिणामकारक एकात्मीक आनी कुशळ ए.पी.सी.एम. बसयतले. पर्यावरण संवेदनशील वाठारांचेर खंयचोच चडावत विपरीत परिणाम जावचो ना. प्रकल्पांत रस्तो येरादारीचो आसपाव ना.
c.	फुडल्या दोन भौशीक सुनावण्यांनी वांटो घेवपी लोकांक पिवपाच्या उदकाची पुरवण करपाची विनवणी केली.	विधान प्रकल्प प्रस्तावका कडेन संबद्ध ना.
d.	प्र.प्र.क परवानगी दिवपाक तांणी कर विरोध केलो.	जाप दिवंक ना.
	33. सुरेश बर्वे, वाडें, वास्को :	
a.	लोकांनी विचारिल्ल्या सगळ्या प्रस्नांक अध्यक्ष वा कंपनीचे प्रतिनिधी जापो दिनात.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
b.	लोकांनी विचारिल्ले सगळे प्रस्न आनी हरकतींची नोंद घेवन प्रकल्प प्रस्तावकाक मंजुरी दिवची काय ना, हें थारावपा खातीर ते प.रा. मंत्रालयाक धाडटले, अशी माहिती अध्यक्षांनी दिली.	-
c.	चिखली पंचायतीन ताका प.प्र.त. अहवाल आनी सारांश अहवलाची प्रत दिवंक ना, अशें सांगून चिखली पंचायतीच्या सचिवाचेर कारवाय करपाची मागणी ताणें केली.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
d.	प.प्र.त. अहवालाची प्रत थळाव्या स्वराज्य संस्थांक थळावे भाशेंत, कोंकणी/मराठी दिवंक नाशिल्ली.	7. ग क दिल्ली आमची जाप पळोवची.
e.	ग्रामपंचायतीचे सचिव श्री. नारायण आजगांवकार हांणी आपल्याक प.प्र.त. अहवालाची प्रत दिवपाक न्हयकार दिलो. सेक्रेटरीन ताचो छळ केलो. ताचेर कारवाय करपाची मागणी.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
	34. श्री. परशुराम सोनुर्लेकार :	
a.	ध्वनी-प्रदुशण तपासणेची पद्धत प.प्र.त. अहवालांत दिवंक ना.	नोंद सारकीं ना. हो भाग प.प्र.त.च्या पाठ 3 अनुभाग 3.16, पान क्र. 3-26 भितर आसपावला. धव्नी प्रदुशणाचें स्तर वेटेड सावंड प्रेशर लेवल मिटर वापरून 7 केंद्रां वेल्यान मेजला.

b.	अदानी आनी जिंदाल हांचे उद्देग रातींचेच चलतात. हे उद्देग रातचे चलोवपाक तांकां सरकार वा प्रदुशण मंडळान कसली खाशेली परवानगी बी दिल्या ?	हें बंदर 24 वरां चलपी बंदर आसा.
c.	एन.जी.टी.न अदानी आनी जिंदालाक तांच्या प्रकल्पा भोंवतणी हरीत-पट्टो निर्माण करपाचो आदेश दिल्लो, तो तांणी आजून लेगीत पाळूंक ना.	हरिपट्टो विकासा संबंदान जिंदाल ग्रुपाचो वांटो आशिल्ली एस.डब्लू.पी.एल. कंपनी सकयल्यो गजाली दाखोवंक सोदता: 1. सुमार 1400 मी.^{2} सुवातेंत 700 झाडां प्रकल्प सुवाते भितर रोयल्यात. 2. हरिपट्ट्याची गरज पुराय प्रकल्प सुवाते खातीर सोदून काडल्या. ताची विभागणी करप जायते फावटी शक्य जायना. तरी लेगीत पुराय वाठार पांचवोचार करपा खातीर आनी धुल्लधुंवर स्राव आडावपा खातीर यत्न करतले.
d.	वृक्षलागवड केल्या काय म्हूण तांणी प्रस्न विचारलो.	34. सी. क दिल्ली आमची जाप पळोवची.
e.	सद्याच्या प्रकल्पाक मंजुरी दिवपाक तांणी खर विरोध परगटायलो.	जाप दिवंक ना.
	35. अभिजीत प्रभूदेसाय, वास्को :	
a.	ओल्ड क्रॉस नुस्तेमारी समाजान दाखल केल्ले क्र. 10/2016 चे केशीचेर एन.जी.टीन दिल्ल्या निकालाचो संदर्भ दिलो.	जाप दिवंक ना.
b.	एन.जी.टी.न कार्गो हाताळपाचे प्रक्रिये बगर कॅपिटल ड्रेजींग करप शक्य जातलें वा ना हाची खात्री करपाक प.रा.मं.क निर्देश दिल्ल्याचें सांगलें.	विधान प्रकल्प प्रस्तावका कडेन संबद्ध ना. एम.पी.टी.न प्रस्तावीत केल्ल्या ड्रेजिंग प्रकल्पाचेर हो प्रकल्प अवलंबून ना. त्या भायर 22 एफ.क दिल्ली जाप पळोवची.
c.	वयल्या गजालींची पुर्तताय केले बगर भौशीक सुनावणी घडोवन हाडप शक्य ना.	विधान प्रकल्प प्रस्तावका कडेन संबद्ध ना.
d.	फॉर्म I प.रा.मं.चे वेबसायटीचेर तशेंच हेर खंयचेच माचयेर उपलब्ध करूंकनाशिल्ले.हें प.रा.मं.च्या मार्गदर्शक सिध्दांतांचें उल्लंघन अशें म्हणूं येता.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
e.	तांच्या विधाना प्रमाण प्रकल्प प्रस्तावक वा सल्लागारान प.प्र.त. अहवाल तयार करतना प.रा.मं.मार्गदर्शक पुस्तिका तयार करूंक ना.	वॅप्कोस ही भारत सरकाराचो उपक्रम आशिल्ली, एन.ए.बी.ए.टी.न मुल्यांकीत सल्लागार कंपनी आसा. ती प.रा.ह.ब. मंत्रालयान मान्यताय दिल्ली, साबार तरेच्या प्रकल्पांचो अणभव आशिल्ली कंपनी आसा. प.रा.ह.ब. मंत्रालयान जारी केल्ल्यो सं.सं. आनी मानक नियमावली आनी मार्गदर्शिके प्रमाण प.प्र.त. भोवच बारीकसाणेन तयार केला.

f.	गरजेचें पुर्तताय विधान तयार करूंक ना आनी देखून इ.ए.सी. न संदर्भ संहिता दिवंक जाय नाशिल्ली.	सुधारी सं.सं. प्रमाण प.रा.ह.ब.मं. बेंगलोर प्रा.का. हांका प्रमाणांकीत पुर्तताय अहवाल मेळोवपा खातीर अर्ज केलां.
g.	रेल्वेचे धांवपट्टेचें दुपदरीकरण करपाच्या मुद्याचेर सुचयल्ले प्रमाण रान आनी वनजीव विभागांची मान्यताय घेवप गरजेचें आशिल्लें, पूण हाची नोंद फॉर्म । त मेळना.	प्रकल्प प्रस्तावकान रेल्वेच्या दुपेटीकरणाचो खंयचोय प्रस्ताव दवरिल्लो ना. सद्याच्या प्रस्तावीत पुर्तताय करपाक सद्या उपलब्ध आशिल्ल्या ट्रॅकांची उर्वरीत क्षमताय फावो तितली आसा देखून ही सुविधा ट्रॅकांच्या दुपेटीकरणा सावन स्वतंत्र आसा. देखून वन्यजीव आनी रान खात्याची परवानगी घेवपाची गरज ना.
h.	तांच्या विधाना प्रमाण, प्रकल्प प्रस्तावकान नकाशे आनी मजकूर प.प्र.त. अहवालांत दिवपाची गरज आशिल्ली, जे दिल्ले नात.	प.रा.ह.ब. मंत्रालयान जारी केल्ल्यो सं.सं. आनी मानक नियमावली आनी मार्गदर्शिके प्रमाण प.प्र.त. भोवच बारीकसाणेन तयार केला.
i.	प.प्र.त. मार्गदर्शक सुचोवण्यांचें स्पश्टपणान उल्लंघन केलां.	विधान सारकें ना.
j.	मार्गदर्शक सुचोवण्यां प्रमाण अहवालांत अस्तित्वांत आशिल्लो पर्याय दिवपाक जाय आशिल्लो. बंदरांच्या रुपान पर्यायी साधनसुविधा पुर्वी दर्यादेगेर आसा. प.प्र.त. अहवाल ह्या मुद्यांचेर मौन आसा.	निरिक्षण सारकें ना. प्रकल्प प्रस्तावकान रेल्वेच्या दुपेटीकरणाचो खंयचोय प्रस्ताव दवरिल्लो ना. सद्याच्या प्रस्तावीत पुर्तताय करपाक सद्या उपलब्ध आशिल्ल्या ट्रॅकांची उर्वरीत क्षमताय फावो तितली आसा देखून ही सुविधा ट्रॅकांच्या दुपेटीकरणा सावन स्वतंत्र आसा.
k.	प.प्र.त.अहवालांत दोन दिसांच्या समुद्री जिवनशास्त्रा अभ्यास सोडल्यार मुळावे माहितीचें संकलन जावंक ना.	2004 सावन हो पोर्ट चालू आसा. ग्रीन फिल्ड प्रोजेक्टा खातीर पर्यायी सुवाती सोदच्यो पडटात.
l.	मार्गदर्शक पुस्तिकेंत जमनीची मुळाधार माहिती आनी लोकसंख्ये संबंदीची माहिती अहवालाचो भाग आसपाची गरज आशिल्ली. तरी लेगीत प.प्र.त.चो अहवाल ह्या विशयाचेर दुर्लक्ष करता.	निरिक्षण सारकें ना. प.प्र.त. अहवालान पाठ 3 भितर मुळावें सर्वेक्षण घडोवन हाडून अनुभाग 3.15, पान क्र. 3-17 हांतूत भों.ह.गु. सर्वेक्षण केलां. धव्नी प्रदुशणाची माहिती लेगीत एकठांय केल्या.
m.	आकृताय नकाशे आनी स्थलवर्णन माहिती अहवालांत आसप गरजेचें आसून लेगीत ती अहवालांत ना.	विधान सारकें ना. 20. ख क दिल्ली आमची जाप पळोवची.
n.	प.प्र.त.च्या अहवालांत भूंयगर्भी तपशील दिल्ले ना.	हो प.प्र.त. अहवाल प्रकल्पा कडेन संबंदीत व्याप्तीचेर आदारून तयार केला. टर्मिनलाच्या रचनेंत कांयच बदल जावचो ना. देखून प.प्र.त. अभ्यासांत कंटूर नकाशें आनी भूंयथळी सर्वेक्षण हांचो आसपाव करूंक ना.
o.	उत्खनन केल्ले जमनीच्या धा मिटर पोंदच्या मातयेचे भूंयतंत्रीक गुणधर्म अभ्याशिल्ले नात.	प्रस्तावीत प्रकल्पाक लागून ह्या थळाच्या वा भोंवतणेच्या वाठाराचे भूगर्भी स्थितीचेर कांयच परिणाम जावचो ना. देखून प.प्र.त. भितर भूगर्भी तपशील दिवंक ना.
p.	सोद वाठारांतल्या उदकाच्या दर्जाचो विचार जावंक ना.	विधान प्रकल्प प्रस्तवाका कडेन संबद्ध ना.

q.	मार्गदर्शक सुचोवण्यां प्रमाण थरावीक खोलायेचेर उदकाचे नमुने काडपाचें काम प.प्र.त.अहवालांत करूंक ना.	विधान सारकें ना.
r.	प.प्र.त.अहवालांत जाल्लो क्षेत्र अभ्यास खंयचेच शास्त्रीय धर्तरेचेर जाल्लो ना.	विधान सारकें ना. हो भाग प.प्र.त.च्या पाठ 3 अनुभाग 3.17.2, पान क्र. 3-36 भितर दिलां. हांतूत समुद्री उदकाचें भूस्तरी आनी तळाकडले स्तर मांडलें.
s.	प्रस्तावीत प्रकल्पा भोंवतणेच्या वाठारांतल्यो वसाहती, शाळा, रुग्णांलयां आनी हेर आस्थापनांचो अभ्यास जावंक ना.	विधान सारकें ना.
t.	संबद्ध समाजीक आनी अर्थीकमाहिती प.प्र.त.अहवालांत आसपाविल्ली ना आनी उपलब्द आशिल्ली माहिती 2011 जनगणनेंतली आसा.	विधान सारकें ना. हो भाग पाठ 3 अनुभाग 3.18, पान क्र. 3-63 मदीं आसपावला.
u.	प्रस्तावीत प्रकल्पा भोंवतणेच्या वाठारांतल्यो वसाहती, शाळा, रुग्णांलयां आनी हेर आस्थापनांचो अभ्यास जावंक ना.	विधान सारकें ना.
v.	संबद्ध समाजीक आनी अर्थीक माहिती प.प्र.त. अहवालांत आसपाविल्ली ना आनी उपलब्द आशिल्ली माहिती 201। जनगणनेंतली आसा.	20. ख क दिल्ली आमची जाप पळोवची.
w.	प्रकल्पाचे लागीं आशिल्ले रस्ते आनी रेल्वे पट्ट्यांची नोंद घेतिल्ली ना	विधान अस्पश्ट
x.	हया प्रकल्पाक लागून दाबोळे विमानतळाच्या वेव्हाराचेर परिणाम जातलो	3. ग क दिल्ली आमची जाप पळोवची.
y.	हया प्रकल्पाचो नुस्तेकार आनी दर्यांतल्या पर्यावरणाचेर जावपी प्रभावाच्या परिणामांचें मुल्यांकन अहवालांत पळोवंक मेळना.	विधान सारकें ना. हो भाग प.प्र.त.च्या पाठ 4 अनुभाग 4.3.2., पान क्र.4-12. आनी अनुभाग 4.4, पान क्र. 4-17 हांतूत आयलां.
z.	खर्च आनी फायद्याचें मुल्यांकन जावंक ना.	जर प.रा.ह.ब.मं. प.प्र.त. अधिसुचोवणी, 2006 (बदल) परिशिश्ट III, अनु.क्र. 9 प्रमाण अतिरिक्त सं.सं. जारी केलें जाल्यारूच खर्चाचो तपशील दिवपाचो आसता.
aa.	फॉर्म I चुकीची माहिती दिवन भरलां.	विधान सारकें ना.
bb.	हया प्रकल्पाचे सुवातेच्या धनीपणाचो मुद्दो उच्च न्यायालयांत आसा तरी आसताना फॉर्म । त कसलीच कायदेशीर समस्या ना, अशी नोंद केल्ली आसा.	ही जमीन एम.पी.टी. कडल्यान भाडेपट्टीचेर घेतिल्ली आसा. आमच्यो कसल्योच केसी चालू ना.
cc.	फॉर्म I त नोंद केल्ले प्रमाण भूंय उत्खननाची गरज ना, पूण एम.पी.टी.न उत्खनन पयलींच केलां.	जाप प्रकल्पाकडेन संबद्ध ना. हया प्रकल्पाचो भाग म्हूण ड्रेजिंग प्रस्तावीत ना.
dd.	तांच्या विधान प्रमाण कोळसो हाताळपाची तांक	हो प्रकल्प 2004 सावन चलता. क्षमताय वृद्धी भितर

	वाडयतले जाल्यार आमकां सुधारीत आनी विस्तारीतसाधनांची गरज पडटली.	फकत साधन सुविधांचे आधुनिकीकरण जातले. उदकांत वा जमनीर अतिरिक्त बांदकाम जावचेंना.
ee.	कोळसो हाताळणेचो प्रभाव सरळ स्वासा संबंदीच्या दुर्यंसां कडेन जोडूं येता. पूण प्रकल्प प्रस्तावकान फॉर्म I त हो मुद्दो न्हयकारला.	1. ग, 4. क आनी 7. क क दिल्ली आमची जाप पळोवची.
ff.	प्रकल्प प्रस्तावकान हया प्रकल्पाचो मनश्यांच्या जिवन शैलीचेर कसलेच प्रकारचो प्रभाव पडचो ना अशें म्हणलां. पूण हें चुकीचें आसा. हया प्रकल्पाचो थेट प्रभावनुस्तेकार आनी वास्को शारांत रावपी लोकांचेर जातलो.	-
gg.	ओल्ड गोवा ही वारसो वास्तू हया प्रकल्पाच्या 15 कि.मी. क्षेत्रा मदीं आसा. प्रकल्प प्रस्तावकान हें लिपोवपाचो प्रयत्न केला.	29. ज क दिल्ली आमची जाप पळोवची.
hh.	प्रकल्प प्रस्तूत करतल्यान हो प्रकल्प दाट लोक वस्तेंत आशिल्ल्याचें न्हयकारलां .ही एक स्पश्ट फट आसा, कारण हो प्रकल्प वास्को शारांत पडटा.	विधान सारकें ना. ही सुवात एम.पी.टी.च्या अधिसुचीत उद्देगीक वाठारांत पडटा. जी वास्को शारा कडल्यान पयस आसा.
ii.	प्रकल्प प्रस्तावकान सद्याचो प्रकल्प प्रदुशण करता हें न्हयकारला. ही फट आसा कारण प्र.नि.मंडळान म्हणलां ते प्रमाण जे.एस.डब्ल्यु.न हाताळिल्ल्या कोळश्याक लागून प्रदुशण जाता.	विधान सारकें ना. 1 घ. दिल्ली जाप आनी वयर भासाभास केल्ले साबार मुद्दे पळोवचे.
jj.	कोळसो हाताळणी आनी साधन सुविधा वाडोवपाचो निर्णय सामान्य मनशां कडल्यान लिपोवन दवरलां .हें संविधानांतले तरतुदीचें उल्लंघन थारता.	विधान सारकें ना.
kk.	प्रकल्प प्रस्तावकाचो पुर्व इतिहास बरो ना. पयले सुवातेर जे.एस.डब्ल्यु. चेर बेकायदेशीर कोळश्याच्या उपक्रमा खातीर कारवाय जाल्ली. दुसरे सुवातेर, जे.एस.डब्ल्यु आड खारफुटी कातरपा संबंदान गुन्यांवकारी खटलो दाखल जाला. तिसरे सुवातेर, 8 बँकांनी जे.एस.डब्ल्यू. चेर तांचे 7000 कोटी रुपया वसूल करपा खातीर कारवाय सुरू केल्या.	विधान प्रकल्प प्रस्तावका कडेन संबद्ध ना.
ll.	ओ.एस.एच.ए.एस. न जे.एस.डब्ल्यु. क उल्लंघना खातीर I लाख डॉलर्सां वयर दंड दिला.	विधान प्रकल्प प्रस्तावका कडेन संबद्ध ना.
mm.	जे.एस.डब्ल्यु. कडेन पुर्वी दर्या धडेर फावोशी साधन सामुग्री आसा, पश्चिमी दर्यादेगेर फकत सुवार्था खातीर ती सक्रीय आसा.	विधान प्रकल्प प्रस्तावका कडेन संबद्ध ना. बर्थ 5(ए) आनी 6 (ए) चेर कोळश्याची येरादारी 2004 सावन एस.डब्लू.पी.एल. करता.

nn.	प.प्र.त. अहवाला प्रमाण धरिल्ल्या नुस्त्याचें प्रमाण व्हडा प्रमाणांत दैवूंक लागलां. हो प्रकल्प आयल्याह हें प्रमाण आनीक दैवतलें.	विधान सारकें ना. ही माहिती प.प्र.त.च्या पाठ 3, तकटो 3.42, पान 3-75 हांतूत दिल्या आनी ताचे प्रमाण 2011-15 ह्या काळांत समुद्री नुस्त्याचें उत्पादन वाडिल्ल्याचें स्पश्ट दिसता. (स्रोतः नुस्तेंमारी संचालनालय, गोंय सरकार)
oo.	रेल्वे रुळाचें दुपेटीकरण लोकांच्या आनी भौशीक हिताच्या आड आसा.	विधान प्रकल्प प्रस्तावका कडेन संबद्ध ना.
pp.	प.प्र.त. अहवालांत भुगर्भीय माहितीचो आसपाव ना, सड्याची दोंगुरले वाटेनची धड कोंसळपाच्या मार्गार आसा.	हें विधान उखलापें आनी चुकीचें आसा. सड्याचेर कसलेंच बांदकाम अपेक्षीत ना.
qq.	आयचे भौशीक सुनावणेक आपणायल्ल्या प्रक्रियांक कायदेशीर मान्यताय ना.	जाप दिवंक ना.
rr.	प.प्र.त. अहवाल हवामान बदलाच्या प्रस्नाचेर कांय उलयना.	1. ए. क दिल्ली आमची जाप पळोवची.
ss.	ह्या प्रकल्पा भाशेन हेर उपक्रम लागसार ना,हें प्रकल्प प्रस्तावकाचें विधान फट आसा. हाचें कारण ह्या प्रकल्पाक तेंकुनूच अदानीची कोळसो हाताळणी कंपनी आसा.	ही एक नदर चुकीन जाल्ली चूक आसा. अंतीम प.प्र.त. भितर ती 'मुरगांव नगर पालिका' अशें सुधारतले. तरी लेगीत थळाचेर एकठांय केल्ली माहिती सगळ्या प्रकल्पांचो एकवटीत परिणाम आसा. देखून मुळाधार माहिती कडेन तडजोड करूंक ना.
tt.	वॅपकोस ह्या सल्लागारान भौशीक सुनावणेच्या तिनूय प्रकल्पांचो अभ्यास केला,हे तिनूय प.प्र.त .एका सारकेच आसात.	वॅपकोस ही एन.ए.बी.ए.टी.न मुल्यांकीत सल्लागार कंपनी आसा आनी तिका साबार प्रकल्पांचो अणभव आसा.
uu.	कसलोच संदर्भ दिनासताना अहवालांत आधाराविणें विधानां केल्यांत आनी माहिती संकलनाची पद्दत चुकयल्या. प.रा. मंत्रालयान ह्या सल्लागाराक काळ्या यादींत घालचो अशी मागणी तांणी केली.	जाप दिवंक ना.
vv.	मुळाधार माहिती धोक्यांत आयिल्ल्या जल-जिणे विशीं कांयच उलयना.	विधान सारकें ना. ही माहिती प.प्र.त.च्या पाठ 3 अनुभाग 3.17.9, पान 3-61 मजगती दिल्या. (पोवळीं, कासयो, ड्युगॉन्गस, सी वीड, खारफुटी आदी.)
ww.	प.प्र.त. अहवालां90प्रजातींचो उल्लेख केला, प्रत्यक्षांत मात हांगां 400 प्रजाती आसात.	हो भाग प.प्र.त.च्या पाठ 3 अनुभाग 3.18.2 पान क्र. 3-66 मजगती दिला. (उभयचर, सरपटे, सुकणी, सस्तन मोनजाती आदी.)
xx.	नुस्तेमारीचेर आनी जुवारी न्हयेंतल्या प्रदूशणां विशीं एन.आय.ओ. चो अहवाल हे सारखेल्या दुय्यम माहितीचो विचार प्र.प्र.न करूंक ना.	प.रा.ह.ब.मं. जारी केल्ल्या सं.सं. प्रमाण प.प्र.त. अभ्यास केला.
yy.	घ.क. 2.5 आनी घ.क. 10 हांच्यो नोंदी जायतश्यो	जाप दिवंक ना. मान्यताय प्राप्त यंत्रणां वरवी माहिती संकलन आनी

	बरयल्यात.	विश्लेशण केला.
zz.	प्रतिबंधात्मक तत्वां आनी चिरस्थायित्व हांचे विशीं हो अहवाल कांयच सांगिना. हाचे वयल्यान सल्लागाराचो पुर्वग्रह दिश्टी पडटा.	प.रा.ह.ब.मं. जारी केल्ल्या सं.सं. प्रमाण प.प्र.त. अभ्यास केला.
aaa.	हया प्रकल्पाक मान्यताय दिवपाक ताणें खर विरोध केलो.	जाप दिवंक ना.
	36. इनासियो डायस, नावेली :	
a.	प्रकल्प प्रस्तावकान एके गुन्यांवकारी यंत्रणे वरवीं हो प.प्र.त. तयार केला. हे यंत्रणेची चौकशी जावन तिका काळे वळेरेंत घालपाक जाय.	वॅपकोस ही एन.ए.बी.ए.टी.न मुल्यांकीत सल्लागार कंपनी आसा आनी तिका साबार प्रकल्पांचो अणभव आसा.
b.	प्र.प्र.न फॉर्म I वयले वयर भरला. आयची सुनावणी घेवचे पयली प्र.नि. मंडळान हो अहवाल नियाळूंक जाय आशिल्लो.	जाप दिवंक ना.
c.	प्रस्तावीत प्रकल्प रद्द करूंक जाय.	जाप दिवंक ना.
d.	अभिजीत प्रभुदेसाय हाका प्रदुशण नियंत्रण मंडळाचेर नेमपाक जाय. प्रदुशण नियंत्रण मंडळाचे अधिकारी अकार्यक्षम आसात. बारीकसाणेन अभ्यास करून सत्य उक्ताडार हाडलें, हाजे खातीर ताणें अभिजीत प्रभूदेसायाची तुस्त केली.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
e.	प्र.नि. मंडळान फकत आयचे सुनावणेचें इतिवृत्त प.रा. मंत्रालयाक धाडिनासताना हया प्रकल्पा विशीं आपलो शेरो लेगीत धाडपाक जाय.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
	37. मॅगी सिल्वेरा, अध्यक्ष, भारत मुक्ती मोर्चा, गोवा युनीट :	
a.	प्र.प्र.आनी सरकारी अधिकारी हांणी गोंय काबार करूंक हात मेळोवणी केल्या.	जाप दिवंक ना.
b.	वास्कोच्या लोकांक त्रास दिवपा खातीर गों.रा.प्र.नि.मं. न तीन दीस सेगीत भौशीक सुनावणी दवरल्या.	जाप दिवंक ना.
c.	प्रस्तावीत उपक्रमाक हजारांनी करोड लिटर उदक वापरतले.	विधान सारकें ना.
d.	प्रस्तावीत प्रकल्पाचो गोंयकारांक कसलोच फायदो ना.	जाप दिवंक ना.
e.	हो प.प्र.त. अहवाल एक दोशपुर्ण दुकूमेत आसा.	वॅपकोस ही एन.ए.बी.ए.टी.न मुल्यांकीत सल्लागार कंपनी आसा आनी तिका साबार प्रकल्पांचो अणभव आसा.
f.	गो.रा.प्र.नि.मं. न आयचे सुनावणे पयलीं हो अहवाल तपासूंक जाय आशिल्लो.	जाप दिवंक ना.

g.	उदक एक गरज, फोल्ग न्हय. उदक ही आमकां सगळ्यांक मेळिल्ली एक देण. फकत उजो पालोवपाक जिंदालाक दिसाक सात लाख लीटर उदक लागतलें. म्हळ्यार वर्साक 3,28,500,0000 इतलें लिटर उदक वर्साक कंपनीक लागतलें.	एस.डब्लू.पी.एल. धुल्ल दमना खातीर खंयचेच पिवपाचे उदक वापरची ना. उदकाचो स्रोत 5 ई भितर सांगला.
h.	जेन्ना उदकाचे टँकर येतात तेन्ना एका कुटुंबाक 200 लिटर उदक लेगीत मेळना. तशेंच शाळेंतल्या भुरग्यांक नितळसाणे खातीर लेगीत उदक मेळना. पूण जिंदाल मात मनीसपण काबार करपा खातीर उदक वापरतलो.	एस.डब्लू.पी.एल. धुल्ल दमना खातीर खंयचेच पिवपाचे उदक वापरची ना. उदकाचो स्रोत 5 ई भितर सांगला.
	38. जुजे फिलीप डिसौजा, खारीवाडा वास्को :	
a.	पुलिसांनी भौशीक सुनावणेक आयिल्ल्या लोकांक उदक हाडपाक आडायले ते खातीर विरोध केलो.	विधान प्रकल्पा कडेन संबंदीत ना.
b.	वास्कोकारांक तेंकां दिवपाक पुराय गोंयांतल्यान लोक आयिल्ले आसात. पूण वास्कोचो आमदार आनी वास्कोचो नगराध्यक्ष मात हाजीर रावूंक नात.	विधान प्रकल्पा कडेन संबंदीत ना.
c.	वास्को शार फाटल्या कितल्याश्याच वर्सां सांवन हवा प्रदुशण भोगता आनी आयज दर्या लेगीत प्रदुशीत जाला.	हवा प्रदुशणाचो मुखेल स्रोत म्हणल्यार हवेंत हुबपी धुल्ल जो प्रकल्प थळाचेर राबयल्ल्या प्रदुशण नियंत्रक उपायानी उणो करतले. तशेंच खूप उण्यां प्रमाणांत जाल्ले स्राव पयस मेरेन हुबून पावचेना. बंदर टर्मिनला वयल्यान दर्यांत सांडपाणी सोडचे नात.
d.	एम.पी.टी. येवच्या पयलीं थळावे नुस्तेकार वास्कोंत रावताले. पूण आयज एम.पी.टी वास्कोकारांचो छळ करता.	विधान प्रकल्पा कडेन संबंदीत ना.
e.	खारी वाड्या लागीचो दर्या, कोळसो हाताळणी प्रकल्पाक लागून पुराय रितीन प्रदुशीत जाला.	बल्क कार्गोचेर जावपी उदक फवारणी नियंत्रीत आसता आनी तें उदक कार्गोंत रिगता/मुरता. पोर्ट टर्मिनला वयल्यान कसलेंच सांडपाणी दर्यांत वचना. लिचेट आसलेंच जाल्यार तें एका सांठवण-फोंडांत एकठांय करतात, जंय गाळ तळाक बसता. तळाक बशिल्ले घनकण थरावीक अंतरान एकठांय करतात आनी तांचो सुरक्षीतपणान विलो लायतात.
f.	अदानीन हो प्रकल्प पुराय रितीन सुरू केलो जाल्यार वास्कोंतलें प्रदुशण 200टक्क्यांनी वाडटलें.	विधान प्रकल्पा कडेन संबंदीत ना.
g.	बर्थ 11 चेर आतां वुडन चिप्सांची हाताळणी जाता. हया चिप्सांक लागून थळाव्या नुस्तेकारांचे भलायकेचेर परिणाम जाता.	विधान प्रकल्पा कडेन संबंदीत ना.

h.	फाल्यांची भौशीक सुनावणी ड्रेजिंगा खातीर जातली जाका लागून हया वाठारांत भूंयस्खलन जातलें.	विधान प्रकल्पा कडेन संबंदीत ना.
i.	सरकाराची जापसालदारकी लोकांची भलायकी पळोवपाची आसता, कंपन्यांचो फायदो न्हय.	हें विधान प्रकल्प प्रस्तावका कडेन संबद्ध ना.
j.	आनीक एक प्रस्ताव खारीवाड्याच्याफाटल्यान कार्गो हाताळणे खातीर भेटयला.	विधान प्रकल्पा कडेन संबंदीत ना.
k.	वास्को शारांत कोळसो हाताळणेक लागून सेगीत प्रदुशण जाता.	जाप दिवंक ना.
l.	वास्कोकार वास्कोंतली कोळसो हाताळणी पुराय रितीन थारले बगर कशेच वेगी बसचेनात.	जाप दिवंक ना.
m.	लोकांनी मांडिल्लीं सगळीं मतां नोंद करून तीं प.रा. मंत्रालयाक धाडून दिवपाची विनवणी तांणी केली.	हें विधान प्रकल्प प्रस्तावका कडेन संबद्ध ना.
n.	वास्कोंतलें कोळसो प्रदुशण आडावपाक प्राधान्य दिवपाक जाय.	जाप दिवंक ना.
o.	कोळश्याच्या धुल्लाक लागून वास्कोंत जायते अपघात लेगीत घडटात.	विधान सारकें ना.
p.	कोळसो प्रदुशण थांबयलें ना जाल्यार लोक एक व्हड आंदोलन उबे करतले.	जाप दिवंक ना.
q.	प्रस्तावीत प्रकल्पाक मान्यताय दिवपाक तांणी खर विरोध केलो.	जाप दिवंक ना.
	39. जॉन फेर्नांडीस, बाणावले :	
a.	गेटीचेर पुलीस उबे राविल्ल्या खातीर ताणी विरोध केलो.	जाप दिवंक ना.
b.	पुलीस कंपनीची राखण करपाक आयल्यात. असो आरोप तांणी केलो.	जाप दिवंक ना.
c.	सुनावणेचे सुरवेक जें सादरीकरण केलें तें सल्लागाराने केलां, हें सांगून आयज एम.पी.टी. चे अधिकारी कित्याक हाजीर नात, असो प्रस्न तांणी केलो.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
d.	तीन वेगवेगळ्यो भौशीक सुनावण्यो कित्याक जाय आशिल्ल्यो.	प.रा.ह.ब.मं. कडल्यान प्रस्तावीत प्रकल्पा खातीर स्वतंत्र सं.सं. मेळयल्यात. तशेंच 22 एफ.क दिल्ली जाप पळोवची.
e.	प.प्र. न लोकांच्या प्रस्नाक जापो दिवंक नात. हाचो तांणी विरोध केलो.	गों.रा.प्र.नि.मं.क लिखीत जाप दितले.
f.	भौशीक सुनावणेचे बसपाचे वेवस्थेचेर उलयतना एके वटेन लोक आनी दुसरे वटेन अधिकारी आनी	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.

	प.प्र. चे प्रतिनिधी अशी वेगळी वेगळी वेवस्था केल्ले खातीर तांणी विरोध केलो.	
g.	नुस्तेकार संघटनेन एन.जी.टी. कडेन केस घातिल्ले खातीर तांणी तांची तुस्त केली.	जाप दिवंक ना.
h.	ह्या प्रकल्पाक लागून गरीब नुस्तेंकार आनी जल पर्यावरण दोनूय नश्ट जातले.	15. ट आनी 15. त क दिल्ली आमची जाप पळोवची.
i.	दोशपुर्ण सादरीकरणाक लागून तांणी प.प्र.त. अहवालाक विरोध केलो. तशेंच वेपकोसाक लेगीत तांणी विरोध केलो.	36. क दिल्ली आमची जाप पळोवची.
j.	ह्या प.प्र.त अहवालांत चुकिची माहिती घातल्या, सामान्य मनीस, नुस्तेंकार हांचे जिणेचेर ह्या प्रकल्पाचो कितें परिणाम जातलो ते विशीं अहवालांत कांय सांगिल्लें ना.	विधान सारकें ना. 17. ग आनी 35. म क दिल्ली आमची जाप पळोवची.
k.	हवा, उदक आनी माती हांचेर कसलोच परिणाम जावचो ना अशें विधान प.प्र.त. अहवालांत केलां, तें फट आसा.	विधान सारकें ना.
l.	स.स.ला. (सी.एस.आर.) करून पर्यावरणी प्रदुशणाची भरपाय जावची ना.	जाप दिवंक ना.
m.	कोळश्या सारक्या जिवाश्म इंधनाच्या वापराक लागून प्र.प्र. पर्यावरणाक बाधा हाडटलो.	जाप दिवंक ना.
n.	भूंयथळी परिस्थितिचेर कसलोच परिणाम जावचो ना अशें विधान अहवालांत केलां, ताचेकडेन तांणी असहमती दाखयली. तशेंच ह्या प्रकल्पांत ड्रेजींग आनी पुनर्वसन हांचो आसपाव ना, हें विधान लेगीत चुकीचें आसा. गोंयांतल्यान कोळसो कर्नाटकांत व्हरपाक एक खाशेलो रेल्वे ट्रॅक कंपनी खातीर बांदतात.	प्र.प्र.न आधुनिकीकरणाचो भाग म्हूण कसलेच ड्रेजिंग वा पुनर्वसन प्रस्तावीत करूंक ना. आधुनिकीकरण आनी क्षमताय वाड हांचो ड्रेजिंगा कडेन कांयच संबंद ना. आनी हो वावर फकत दर्यादेगेचेरूच चलतलो. एस.डब्लू.पी.एल.न रेल्वे दुपेटीकरणाची मागणी करूंक ना.
o.	राज्य सरकार हे कंपनीक तांकां जाय तशें करूंक मान्यताय दिता.	जाप दिवंक ना.
p.	हे भौशीक सुनावणेंत एकाय मनश्यान प्रकल्पाच्या फावरार उलोवप करूंक ना.	जाप दिवंक ना.
q.	प्रस्तावीत प्रकल्पाक ताचो खर विरोध आसा आनी कोळसो हाताळणी थांबोवपाक बेगोबेग पावलां उबारचीं.	जाप दिवंक ना.
r.	गोंयां भायल्या उद्देगांनी वापरिल्लो कोळसो	जाप दिवंक ना.

	गोंयांतल्यान व्हरपाक जायना.	
s●	प्रकल्प प्रस्तावकान हया वाठाराचे भलायकेचो कसलोच अभ्याक करूंक ना.	प.रा.ह.ब.मं. जारी केल्ल्या सं.सं. प्रमाण प.प्र.त. अभ्यास केला.
t.	कोळसो प्रदुशण थांबोवंक ना जाल्यार गोंयकार आंदोलन करतले.	जाप दिवंक ना.
u.	पुराय प्रस्तावीत प्रकल्पाक ताणी खर विरोध केलो.	जाप दिवंक ना.
	40. सिरील ए. फेर्नांडीस, आल्त चिखली :	
a.	प.प्र.त अहवाल आनी कार्यकारी सारांश प्रस्तावीत प्रकल्पाच्या 10 कि.मी. त्रिज्या वाठारांतल्या बारीक पंचायतींक दिवंक ना. ही भौशीक सुनावणी ताका लागून फुडें ना धुकलपाच्या अध्यक्षांच्या निर्णयाक तांणी विरोध केलो. हाका लागून त्या बाधीत गांवांक आपलीं मतां मांडपाच्या अधिकारा पासून वंचीत केल्यात, हें प.प्र.त. मार्गदर्शक सुचोवण्यांचें उल्लंघन आसा.	7. ख आनी 7. ग दिल्ली आमची जाप पळोवची.
b.	हाचे आदीं एक फावट प्रदुशण नियंत्रण मंडळान चुकिची तारीख थारायल्ल्या खातीर आनी दुसरे फावट सुनावणेची सुवात ल्हान आशिल्ली म्हणून दोन फावटी ही सुनावणी फुडे धुकल्ल्या.	जाप दिवंक ना.
c.	लोक सदांच सुनावणेंत वांटेकार जावपाक इत्सूक आसले.	जाप दिवंक ना.
d.	30दिसां भितर लोकांनी हरकत घेवंक ना हाजो अर्थ ते आयज हरकत घेवपाक अपात्र थरनात.	जाप दिवंक ना.
e.	बाधीत गांवांक प.प्र.त. अहवाल आनी सुचोवण्यो धाडपाच्या कामांत प्रदुशण नियंत्रण मंडळान आळसाय केल्या.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
f.	मुळावो अभ्यास प्रकल्प सुवाते पासून 5 कि.मी. भितर जाल्यार दुय्यम अभ्यास 15 कि.मी. भितर करूंक जाय आशिल्लो.	1. ए. क आनी उप-जापो पळोवच्यो
g.	हया अहवालांत तसो अभ्यास करूंक ना. (भाग 1.6) आनी देखून हो अहवाल भायर मारपाक जाय.	साबार तरांच्या प्रकल्पांचे अणभव आशिल्ली वॅप्कोस ही एन.ए.बी.ई.टी.न मुल्यांकीत सल्लागार कंपनी आसा. संदर्भ संहितांचे फासकेंत रावन प.प्र.त. अहवाल भोवच बारीकसाणेन तयार केला. जुस्ताजुस्त आनी प्रकल्प-विशिश्ट व्याप्ती, प.रा.ह.ब. मंत्रालयान जारी केल्ल्यो अतिरिक्त सं.सं., क्षेत्र-विशिश्ट प.प्र.त. मार्गदर्शक पुस्तिका आनी क्षेत्र-विशिश्ट सं.सं. हांचेर आदारून हो प.प्र.त. अहवाल तयार केला.
h.	एम.पी.टी. करूंक सोदता त्या ड्रेजिंगांच्या वावराचो हया प्रकल्पा कडेन नाळी सारको संबंद	22 एफ.क दिल्ली जाप पळोवची.

	आसा.	
i.	प्रकल्प प्रस्तावक हाचे आदीच कोळसो हाताळणेच्या वेवसायांत गुंतला आनी देखूण तांणी 15 कि.मी.चो अभ्यास करूंक जाय आशिल्लो.	विधान सारकें ना.
j.	हया अहवालांत वाऱ्याच्या दिशे संबंदांत जायत्यो विसंगती आसात आनी वातचक्र दिल्लें ना.	विधान सारकें ना. हो भाग प.प्र.त.च्या पाठा 3 अनुभाग 3.3, पान क्र. 3 चेर आयला. (वाऱ्याची गती आनी दिशा, आय.एम.डी. अहवाल 1981-2000)
k.	भौं.ह.गु.त. अहवाल चुकीचे पद्दतीन दिला आनी प.रा. मंत्रालयाच्या सुचोवण्यां प्रमाण तो एका वर्सा खातीर करिनासताना फकत तीन म्हयन्यां खातीर केला, देखून हया अभ्यासाचेर पातयेवपाक मेळना.	हो अभ्यास तीन म्हयन्यांच्या काळा खातीर केला. देखून रा.भौं.ह.गु. स्तरांचीं वर्सुकी सरासरी तुळा करूंक ना, जें परंपरेक धरून आसा.
l.	हया अहवालांत मुळावी माहिती चुकिची आसा. तातूंत बायणा दर्या देगेर तांतीं घालपी कासयेचो उल्लेख ना, तशेंच नुस्तेंकारांची लोकसंख्या चुकयल्या.	विधान सारकें ना. क्वचीत तांतयां घालपाच्या घडणुकांक कासवाचीं प्रजनन सुवात अशें म्हणू येना. त्या भायर पाठ 3 अनुभाग 3.19, पान क्र. 3-72 मजगती माहिती दिल्या. (नुस्तेमारी उत्पादन आनी अभ्यास वाठारांतले नुस्तेकार, स्रोतः नुस्तेमारी संचालनालय गोंय सरकार.)
m.	हया अहवालांतल्यान भायर दवरिल्ल्या साबार गांवांची वळेरी तांणी वाचून दाखयली आनी देखून त्या गांवांचेर जावपी प्रभाव अहवालांत दाखोवंक ना अशें म्हणलें.	20. ई आनी 20. च क दिल्ली आमची जाप पळोवची.
n.	पाठ 4 परिच्छेद 2.2 भितर हया प्रकल्पांत ड्रेजिंग पुनर्वसन आनी दर्यांतलें बांदकाम आसचें ना अशें म्हणलां.	विधान सारकें ना. 22. एफ. क दिल्ली आमची जाप पळोवची.
o.	हया विधानाक तांणी विरोध केलो आनी हया प्रकल्पाक ड्रेजिंग गरजेचें आसा अशें सांगलें.	22. एफ. क दिल्ली आमची जाप पळोवची.
p.	प्रकल्प सुरू जाले उपरांत जेटी वयलो कोयर, जहाजांतलो कोयर, कारगोंतलो कोयर, कोळश्यांचें आनी स्टॅक यार्डांतलें सांडपाणी, घरगुती सांडपाणी आनी बर्था वयलें सांडपाणी हांचो विलो लायतले अशें म्हणलां, हें सगळें सांडपाणी एका सांठवण फोंडांत साठयतले, ताचेर प्रक्रिया करतले आनी जो स्लज तयार जाता तो गांवच्या लोकांक इंधन म्हूण वापरपाक दितले अशें म्हणलां (4.11). प्रकल्प प्रस्तावका कडेन फाटलीं 10 वर्सां अश्यो	विधान सारकें ना. हो भाग प.प्र.त.च्या पाठ 4 अनुभाग 4.3 भितर दिला. तशेंच पाठ 4 अनुभाग 4.3 पान क्र. 4.11 हांतूत सांठवण टांकयांचो उल्लेख केला. आमच्या प्रकल्पांत स्लज केक वितरीत करिनात कितेंय जाल्यार प.प्र.त.ली माहिती शक्तीची आसना.

	सांडपाणी टांकयो आसात व्हय? तशेंच इतल्या वर्सा निर्माण जाल्लो स्लज तांणी खंयच्या गांवकारांक विकलो तांची वळेरी दिवची अशी मागणी तांणी प्र.नि.मं.क मंडळा कडेन केली.	
q.	प्र.नि. मंडळाच्या अधिकाऱ्यान ही माहिती लिखीत स्वरूपान फाल्यां दितले अशें सांगलें.	-
r.	कोळश्याच्यो राशी एके विशिश्ट उंचायेच्योच आसतल्यो. हीं सगळीं कैंद्रां धापून दवरतले? राशींची उंची कितली आसतली? अशे प्रस्न ताणी मंडळाक विचारले.	कोळश्याच्या राशींक दोन स्तरी संरक्षण आसता. तशेंच राशी दाळटना वा उसपीतना ताचेर उदकाची फवारणी करतात. त्या भायर राशींतल्यान धुल्ल हुबचो न्हय म्हूण फावो त्या आकाराच्यो वारो आडावपी धडो उबारतात.
s.	कोळसो हाताळणेक लागून हवा प्रदुशण जातलें अशें अहवालांत मान्य केलां.	विधान सारकें ना.
t.	हवा प्रदूशण आनी वातचक्र हांचो अभ्यास तीन म्हयन्यां खातीर न्हय तर एका वर्सा खातीर करचो पडटा.	गरजेचें नमुनांकण हो प.प्र.त. अभ्यासाचोच वांटो आशिल्लो. प.प्र.त.त दिल्ले वाट चक्र दिर्घकालीन माहितीचेर आदारीत आसा.
u.	अहवालांत प्रकल्पा लागीं नुस्तेंमारीचो कसलोच उपक्रम ना अशें म्हणलां.	विधान सारकें ना. बंदर क्षेत्रांत आनी चॅनला लागीं सुरक्षेच्या कारणा वयल्यान, हें बंदर आय.एस.पी.एस.ची पुर्तताय करपी आशिल्ल्यान हांगा नुस्तेमारीक बंदी आसा.
v.	प्रकल्पा लागीं वास्को फिशींग जेटी ना अशें चुकीचें विधान केलां.	विधान सारकें ना.
w.	ह्या विधाना खातीर प्रकल्प प्रस्तावकाचेर गुन्यांवकारी कारवाय जावपाक जाय.	जाप दिवंक ना.
x.	आपल्याक प्रकल्प प्रस्तावकान केल्ले जलजिणेचेर आनी नुस्त्याचेर कसलोच परिणाम जावचो ना हें विधान मान्य ना.	15. ट क दिल्ली आमची जाप पळोवची. नुस्तेमारी उत्पादन आनी जमनी वयली कार्गो हाताळणी हांचे मदीं कांयच संबंद ना.
y.	पान 5 ते 14 मजगतीं कोळश्यांच्या राशींचेर उदक फवारणी केल्ल्यान कसलोच रेबो / लिचेट निर्माण जावचो ना अशें म्हणलां. प्र. प्र. न फाटलीं 10वर्सां बर्थ 5एआनी 6ए चेर कोळश्याच्या राशींचेर मारपा खातीर कितलें उदक मारलां ताजो तपशील ताणी प्र.दू. मंडळाक विचारलो.	15. ट क दिल्ली आमची जाप पळोवची.
z.	कोळश्याच्या राशींक लागपी उजो पालोवपा खातीर केन्ना केन्ना उदक लागतलें ह्या प्रस्तावकाच्या मताक तांणी विरोध केलो.	21. च र दिल्ली आमची जाप पळोवची.
aa.	अहवालांतल्या ह्या परिच्छेदा संबंदान ताणी प्र.नि.मंडळाक मत विचारलें.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.

bb.	कोळश्यांच्यो राशी तडपत्रेन धापून दवरतात अशें विधान प्रकल्प प्रस्तावकान केलां, तें सद्दयाच्या प्रकल्पा खातीर काय मुखा वयल्या असो प्रस्न ताणी मंडळाक विचारलो.	40. द क दिल्ली आमची जाप पळोवची.
cc.	कोळश्याच्या धुल्लांत जड धातूंचें संदुशण आसता जाचो वास्कोकारांचे भलायकेचेर आनी पर्यावरणाचेर परिणाम जातलो.	4. सी. क दिल्ली आमची जाप पळोवची.
dd.	अहवालांत प्रस्तावीत हरितपट्टया विशीं जें म्हणलां तें आदल्या अहवालांतल्यान कॉपी मारलां.	बंदर टर्मिनल क्षेत्र निश्चीत आशिल्ल्यान हरीतपट्टो हाचे आदींच विकसीत जाल्लो आसा. झोपां आनी उंच सावळी दिवपी झाडां (देखीक लॉंगीफोलिया) लायतले. हरीतपट्टो विकासा खातीरचें अदमास पत्र पाठ 5 अनुभाग 5.36, पान क्र. 5-23 मदीं दिला.
ee.	अहवालांत खंयच प्रकल्पा खातीरचो अदमासी खर्च दिल्लो ना.	विधान सारकें ना.
ff.	स.स.जा. खातीर कंपनी कितलो निधी दवरता? हया प्रस्नाक जाप दितना प्रकल्प प्रस्तावकाक एकूण नफ्याच्या 2 टक्के अशी जाप दिली. ताका विरोध करताना प्र.प्र.क पर्यावरणीय वेवस्थापनाचो खर्च स.स.जा खातीर दाखयल्ल्या बद्दल तांणी हरकत घेतली. तांणी सांगलें पर्यावरणाचे वेवस्थे खातीरचो निधी स.स.जा. तल्यानयेता.	एकूण नफ्याच्या 2% वांटो सी.एस.आर.चेर खर्च करप गरजेचें अशें प्र.प्र.न सांगलें.
gg.	कंपनी जर फायदो करिना जाल्यार ती स.स.जा. खातीर खंयचे पयशे हाडटली?	प.वे.ये.चेर जावपी खर्च सी.एस.आर.चेर जावपी खर्चा परस वेगळो. देखून फायदो जांव वा ना प्र.प्र. प.वे.ये. राबयतलोच.
hh.	स.स.जा. खातीर खर्च केल्ले रकमे विशीं पाठ 9 भितर जे आंकडे दाखयल्यात तांकां ताणी खर विरोध केलो.	जाप दिवंक ना.
ii.	आमी स.स.जा. कडेन पर्यावरण वेवस्थापन येवजण जोडिल्ली ना अशें प्र.प्र. न जाप दितना सांगलें.	प.वे.ये. आनी सी.एस.आर. अदमास पत्रकां स्वतंत्रपणान तयार केल्यांत.
jj.	प्र.नि. मंडळाक पर्यावरणाची राखण करूंक अपेस आयलां, देखून लोकांक व्हडा संखेन रस्त्यार येवचें पडटा.	जाप दिवंक ना.
kk.	तीन दीस, तीन वेगवेगळ्यो सुनावण्यो घेवपाच्या निर्णयाक ताणी विरोध केलो.	-
ll.	ताचेर जिल्ल्याधिकाऱ्यांनी कोर्टाच्या निर्णयाक लागून तशें करचें पडलें अशें सांगलें.	-
mm.	संदर्भ सहिते भितर जायते उल्लंघन दिश्टी पडटा, तें अशें-	-

	a. सं.सं. 3 प्रमाण लिचेटाचें प्रमाण थारायल्ले ना.	बल्क कार्गोचेर जावपी उदक फवारणी नियंत्रीत आसता आनी तें उदक कार्गोंत रिगता/मुरता. लिचेट आसलेंच जाल्यार तें एका सांठवण-फोंडांत एकठांय करतात, जंय गाळ तळाक बसता.
	b. सं.सं. 4 प्रमाण कार्गो हाताळणेचे तपशील आनी माहिती दिल्ली ना.	विधान सारकें ना. पाठ 5 अनुभाग 5.3, पान क्र. 5 पळोवचे. धापिल्ले शेडीची वेव्हारिक्ताय तपासप चालू आसा. ताचेर उभारणेंत जायती आव्हानां आसात. हो प्रस्ताव ई.ए.सी., प.रा.ह.ब.मं. हांकां प.प्र.त. सादरीकरणा वेळार भेटयतले आनी तांची परवानगी मेळटकच कारवाय करतले.
	c. सं.सं. 8 प्रमाण नुस्तेमारी उपक्रमाचे तपशील दिवंक नात. नुस्तेमारीचेर प्रभाव जावचो ना ह्या विधानाक विरोध केला.	हें बंदर आय.एस.पी.एस. पुर्तताय करपी आशिल्ल्यान चॅनला लागी सुरक्षेच्या करणाक लागून नुस्तेमारी बंदी आसा. पाठ 3 अनुभाग 3.19 (नुस्तेमारी) पळोवचो. नुस्तेमारीचो आनी सामुग्री हाताळणेचो कांयच संबंद ना.
	d. सं.सं. 10 भौ.ह.गु. अभ्यास फकत तीन म्हयन्यां खातीर केला.	पर्यावरण, रान आनी हवामान बदल मंत्रालयान जारी केल्ल्या सं.सं. प्रमाण प.प्र.त. अभ्यास केला.
	e. सं.सं.11 प्रमाण कोर्टांत केशी चल्ल्यात तांची माहिती सुनावणेंत दिवंक ना.	एन.जी.टी.ली केस ड्रेजिंगा संबंदांतली आसा. प्रस्तूत प्रकल्पांत ड्रेजिंग ना.
	f. सं.सं. 12 प्रमाण कोळश्याची हाताळणी वाडोवपा खातीर रेल्वे आनी रस्त्याचे जोडणेची गरज प्रकल्प प्रस्तावकान मान्य केल्या पूण वाडीव येरादारीचो पश्चीम घाटाचेर कितें परिणाम जातलो ताची माहिती अहवालांत दिल्ली ना.	प्रकल्पांत सद्या कार्गोची येरादारी रस्त्यवेयल्यान जायना आनी प्रस्तावीत आधुनिकीकरणाच्या पांवड्यार लेगीत ती अपेक्षीत ना. सगळे वटेन दोरयेन सीलबंद करपा सयत, चल वॅगन लोडींग यंत्रणां वापरून लोडिंगाचो वावर सुरू जाले बराबर सगळ्या कार्गो व्हरपी रेल्वें दब्यांक धांपपाचो वावर पुराय जाता, जाका लागून कार्गोंतल्यान भायर धुल्ल हुबूंक पावना. हो एक शुन्य-अपवाद आनी शून्य-दोश उपक्रम जावन आसा, जो प्रकल्प प्रस्तावक भोवच कडकपणान राबयता.
nn.	कंपनीन प.रा. मंत्रालयाच्या नियमांचें उल्लंघन केलां. ज्या दिसा नमुने घेतल्यात, त्या दिसाची तारीख घातिल्ली ना. प्रस्तावकान फकत दोन दीस जलजिणेचो अभ्यास केला, तो असो करप शक्य ना.	विधान सारकें ना. पर्यावरणी मुळाधार माहिती तपासणीच्यो तारखो पाठ 3 अनुभाद 3.15, पान क्र. 3-17 मजगती सांगल्यात. पाठ 3न सांगिल्ले भशेन पर्यावरणी मुळाधार माहिती वयल्या पाठांतल्या पान क्र. 3-27 मदीं आयल्या. समुद्री नमुनें विंगड विंगड खोलायेच्या 7 वेग-वेगळ्या केंद्रांतल्यान दोन दीस एकठांय केले. नमुने एकठांय केलें आनी तांचे विश्लेशण केलें. हें करपाक जायते दीस लागले. ही गजाल प.रा.ह.ब.मं.चे मान्यताय प्राप्त पद्दती प्रमान आनी प.प्र.त. मानक स्तरा प्रमाण आसा.

oo.	हो प्रकल्प परिस्थितिकी संवेदनशील वाठाराच्या 5 कि.मी. अंतरा भितर पडना, ह्या प्रकल्प प्रस्तावकाच्या विधानाक विरोध केलो. ताणें सांगलें,चिखली खाडी ह्या प्रकल्पाच्या 5 कि.मी. त्रिज्या वाठारांत आसपावता आनी थंयच्या विंडोपॅन ऑयस्टर्स (कालवां) हीं वन्यजीव संरक्षण अधिनियमाच्या संरक्षीत प्रजातीं भितर पडटात, पूण हे गजालीचो उल्लेख अहवालांत करूंक ना, तशेंच प.रा. मंत्रालयाचे नदरेक हाडून दिवंक ना, देखून हो अहवाल भायर मारपाक जाय.	ग्रांड आयलँडाचेर पोवळीं मेळटात ही गजाल प.प्र.त.च्या पाठ 3 अनुभाग 3.17.10, पान क्र. 3.61 मजगती सांगलें. पूण ग्रांड आयलँड हांगाच्यान सुमार 10 कि.मी.चेर आसा देखून ह्या वाठाराचेर विपरीत परिणाम जावपाची शक्यताय ना. ही माहिती प.प्र.त.च्या पाठ 3 अनुभाग 3.17.9, पान 3-61 मजगती दिल्या. (पोवळीं, कासयो, ड्युगॉन्गस, सी वीड, खारफुटी आदी.)
pp.	अभ्यास वाठारांत कोरल्स (पोवळीं) मेळ्ळ्यांत. दोशपूर्ण फॉर्म-I भरिल्ल्यान ह्या आदाराचेर सं.सं. जारी केल्यात.	40. णण क दिल्ली आमची जाप पळोवची.
qq.	अध्यक्ष, जे दक्षिण गोंय जिल्लो आपत्ती वेवस्थापन समितीचे सदस्य-सचीव आसात, तांकां ऑयल टांकयांक उजो लागल्यार आपत्ती वेवस्थापनाचे कसले उपाय आसात काय म्हूण प्रस्न विचारलो. प्रकल्प थळाचे शिमेचेर 28 पेट्रोलियम टांकयो आसात, तें प्र.प्र.न उक्तें करूंक ना.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
rr.	ताचेर अध्यक्षांनी थळाचेर आनी थळा भायल्या आपत्ती खातीरची वेवस्थापन येवजण आसा अशें सांगलें. आपत्ती वेवस्थापना खातीर थळाचेर आनी थळा भायर करपाची येवजण तयार आसा? अशें तांणी विचारले.	-
ss.	वास्को टायम बॉंबाचेर बसलां आनी देखून आपत्ती वेवस्थापनाक प्राधान्य दिवपाक जाय. कोळश्याचें राशीं कडल्यान 10 मी. चेर प्रचंड अमोनिया टांकी आशिल्ल्यान ह्या वाठारांत उज्याचो धोको आसा.	एम.एस.आय.एच.सी. नियम 1989 प्रमाण कोळसो ही घातक सामुग्री न्हय. एस.डब्लू.पी.एल.चे अग्नीशमन यंत्रणेंत हायड्रंट यंत्रणा, फोम मोनिटर आसात जे कसलेय तरेचो उजो पालोवंक समर्थ आसात.
tt.	प.रा.मं.च्या बंदरां खातीरच्या नेमावळीचो संदर्भ दिवन, तिचे प्रमाण प्र.प्र.न संरक्षीत पारिस्थितिकी आनी संवेदनशील अशा 15 कि.मी.च्या भोंवतणीच्या वाठारांचे तपशील सादर करूंक जाय आशिल्ले.	वॅपकोस ही एन.ए.बी.ए.टी.न मुल्यांकीत सल्लागार कंपनी आसा आनी तिका साबार प्रकल्पांचो अणभव आसा. हो प.प्र.त. भोवच खोलायेन वचून प.रा.ह.ब.मं.न जारी केल्ले सं.सं. प्रमाण तशेंच मानक नेमावळी प्रमाण तयार केला.
uu.	15 कि.मी. अंतरा भितर ओल्ड गोवा चर्च, सलीम अली पक्षी अभयारण्य, रीश मागूश किल्लो, चिखली हांगाचे मॅंगालिथीक केव्हस, सांकवाळची अवर लेडी ऑफ हॅल्थ चर्च आनी वेर्णेचे मॅंगालिथिक्स हांचो आसपाव जाता.	हो प्रकल्प 2004 सावन चलता. क्षमताय वृद्धी भितर फकत साधन सुविधांचे आधुनिकीकरण जातले. उदकांत वा जमनीर अतिरिक्त बांदकाम जावचेंना. आधुनिकीकरणा भितर फकत परिणामकारक एकात्मीक आनी कुशळ ए.पी.सी.एम. बसयतले. पर्यावरण

		संवेदनशील वाठारांचेर खंयचोच चडावत विपरीत परिणाम जावचो ना.
vv.	परिस्थितिकी संवेदनशील वाठारांच्या संदर्भात चिखली खाडी, मांडवी खाडी हया प्रकल्प सुवाते पसून 15 कि.मी. वाठारांत पडपी सुवातींचो उल्लेख तांणी केलो.	40. यूयू. क दिल्ली आमची जाप पळोवची.
ww.	15 कि.मी. वाठारांतलीं संरक्षण आस्थापनां, गोवा आंतरराष्ट्रीय विमानतळ, आयएनएस गोमन्तक, आयएनएस हंसा, बांबोळेचें एम.टी.आर. हांचोय उल्लेख कंपनीन करूंक ना.	40. यूयू. क दिल्ली आमची जाप पळोवची.
xx.	चड दाटायेच्या लोकसंख्येचो सडा वाठार बंदराच्या शिमेर आसा. तशेंच पणजी शार वास्को हें 10 कि.मी. भितर आसा.	40. यूयू. क दिल्ली आमची जाप पळोवची.
yy.	10 कि.मी त्रिज्या क्षेत्रांत सी.आय.एस.आर. प्रयोगशाळा, एन.आय.ओ. पडटा. प.प्र.त. अहवाल तयार करूंक एन.आय.ओ. कडेन कित्याक संपर्क सादूंक ना?	वॅप्कोस ही भारत सरकाराचो उपक्रम आशिल्ली, एन.ए.बी.ए.टी.न मुल्यांकीत बंदरा खातीर प.प्र.त. अभ्यास करपी सल्लागार कंपनी आसा.
zz.	10 कि.मी त्रिज्या क्षेत्रांत जिल्लो बंदखण, इंडियन मॅरिटायम इन्स्टिट्यूट, जैवीक वाठार पडटात, तांचो प्र.प्र.न उल्लेख करूंक ना. प्रकल्पाच्या लागींच व्हडा संख्येन शाळा आनी हॉस्पिटलां आसात.	40. यूयू. क दिल्ली आमची जाप पळोवची.
aaa.	त्या वाठारांतल्या व्हडा संख्येन आशिल्ल्या दर्यादेगांचीय वळेरी प्र.प्र.न दिवंक ना. प.प्र.त अहवालांत ती ना. हेडलँड सडा हांगा भूंयस्खलन जाता आशिल्ल्यान ती 'सैमीक आपत्ती प्रवण क्षेत्रांत' पडटा.	40. यूयू. क दिल्ली आमची जाप पळोवची. एस.डब्लू.पी.एल.चे प्रस्तावीत उपक्रमांक लागून भूंयस्खलन जावपाची शक्यताय ना.
bbb.	प्रस्तावीत प्रकल्पाच्या सामके लागीं 28 पेट्रोलियम सांठवण टांकयो आनी 5000 टनांची अमोनिया टांकी आसा, जांचो उल्लेख प्र.प्र.न करूंक ना.	40. ss क दिल्ली आमची जाप पळोवची.
ccc.	हो प.प्र.त. दोशपूर्ण आशिल्ल्यान तो परतो करपाक जाय.	40. tt क दिल्ली आमची जाप पळोवची.
ddd.	हया प्रकल्पाक मंजुरी दिवपाक खर विरोध.	जाप दिवंक ना.
eee.	प्रस्तावीत प्रकल्प मंजूर जाल्यार कोळसो प्रस्नाक लागून कायदो आनी सुवेवस्थेचो प्रस्न निर्माण जातलो.	जाप दिवंक ना.
fff.	अदानी आनी जिंदाल 15 द.ट. कोळश्याची हाताळणी करता जाल्यार वेदान्त 5 द.ट. हाताळणेक सुरवात करतलो जाल्यार अदानीय बी विस्तार करतलो.	जाप दिवंक ना.

ggg.	क्रूज-बोटी (जलयात्रा जहाजां) आनी कोळसो प्रकल्प एकाच वांगडा आसूंक शकनात. एमपीटीन क्रूज बोटींचेर लक्ष दिवचें, कोळसो हाताळणेचेर न्हय. मुरगांव नगरपालिकेन शारांतली कोळसो हाताळणी बंद करपाचो थराव केला. हया विशयांत प्र.नि. मंडळान हस्तक्षेप करूंक जाय.	जाप दिवंक ना.
hhh.	तांणी अध्यक्षां कडेन पावर पॉयंट सादरीकरण करपाक दिवपाची विनवणी केली. प्र.प्र.क आपल्या उपक्रमा विशीं सादरीकरण करपाक दिल्या, तशीच परवानगी भागीदारांक लेगीत दिवची आनी लोकांक प्रकल्पा विशीं माहिती दिवपाची संद दिवची. हो प्रस्न मंडळान प.रा.मं. कडेन उपस्थीत करचो.	जाप दिवंक ना.
41. ॲड. सुनिल लोरान, वास्को, वास्को एडवोकेटस् एसोसियेशनाचो पदाधिकारी :		
a.	वास्को शारांतलें कोळसो प्रदुशण भोवच वाडलां आनी तें नियंत्रीत करपाक कारवाय करूंक जाय.	विधान सारकें ना.
b.	थळाव्या नुस्तेमारां कडेन सल्लो मसलत करून समुद्री-परिस्थितिकी विशीं विस्तृत अभ्यास करूंक जाय.	हो भाग पाठ 3 अनुभाग 3.17 भितर आसपावला. (समुद्री परिस्थितिकी)
c.	मंडळान फाटल्या तीन म्हयन्यांच्यो तपासणेच्यो भों.ह.गु. नोंदी जाणा जावपाची इत्सा परगटाली.	विधान प्रकल्प प्रस्तावका कडेन संबद्ध ना.
	डिसेंबरांत भों.ह.गु. स्तर चड आसात अशी माहिती मंडळाच्या पदाधिकाऱ्यांनी दिली.	-
d.	प्र.प्र.न तांचें स्पश्टीकरण दिवंक ना आनी तांकां लागपी व्हडा प्रमाणांतलें उदक ते खंयच्यान हाडटलें, तें सांगूंक ना.	5. e क दिल्ली आमची जाप पळोवची.
e.	वास्कोंतलें कोळसो प्रदुशण थारावपाक प्र.नि.मं.न बेगोबेग कारवाय करची.	जाप दिवंक ना.
f.	कोळसो भोवच ज्वलनशील आसा आनी उजो लागपाचो तो व्हड धोको जावन आसा.	विधान सारकें ना. राशिंतल्या कोळश्या भितर जेन्ना व्हडा प्रमाणांत सल्फर आसता आनी जेन्ना तो व्हड काळ सांठावन दवरतात, तेन्नाच ताका उजो लागूं येता. एस.डब्लू.पी.एल. टर्मिनलाचेर मुखलेपणान कोक आनी थर्मल कोलाची हाताळणी जाता, देखून ताका उजो तागपाची शक्यताय साप्प उणी आसा. तरी लेगीत, कोळसो टर्मिनलाचेर 10 दिसां परस चड तेंप उरना. ताका लागून पेट घेवपाची शक्यताय आनीकूय उणी जाता. देखून दक फवारणी उजो पालोवपा खातीर न्हय तर प्रदुशण उणावपा खातीर करतात.

g.	येरादारी अवस्थे विशीं अभ्यास करूंक ना. ट्रक सुमारा भायर भरप आनी एमपीटीच्या ट्रकांनी नियमांचें केल्लें सेगीतचें उल्लंघन तांणी नमूद केलें आनी अंतीम दस्तावेजांत ताचो आसपाव करपाची सुचोवणी केली.	प्रकल्पांत रस्त्या वयली येरादारी अपेक्षीत ना.
h.	पर्यटन आनी नुस्तेमारी आमचे अर्थ-वेवस्थेची बुन्याद आसा आनी तिचेर कोळसो प्रदुशणाचो परिणाम जाता.	हो प्रकल्प 2004 सावन चलता. क्षमताय वृद्धी भितर फकत साधन सुविधांचे आधुनिकीकरण जातले. उदकांत वा जमनीर अतिरिक्त बांदकाम जावचेंना. आधुनिकीकरणा भितर फकत परिणामकारक एकात्मीक आनी कुशळ ए.पी.सी.एम. बसयतले. पर्यावरण संवेदनशील वाठारांचेर खंयचोच चडावत विपरीत परिणाम जावचो ना.
i.	वॅप्कोसान कंपनी सोयिस्कर असो प.प्र.त. अहवाल तयार केला आनी हो भ्रश्टाचार गोंयचेर थापला.	वॅप्कोस ही भारत सरकाराचो उपक्रम आशिल्ली, एन.ए.बी.ए.टी.न मुल्यांकीत सल्लागार कंपनी आसा. ती प.रा.ह.ब. मंत्रालयान मान्यताय दिल्ली, साबार तरेच्या प्रकल्पांचो अणभव आशिल्ली कंपनी आसा. प.रा.ह.ब. मंत्रालयान जारी केल्ल्यो सं.सं. आनी मानक नियमावली आनी मार्गदर्शिके प्रमाण प.प्र.त. भोवच बारीकसाणेन तयार केला.
j.	प्रस्तावीत प्रकल्पाक मान्यताय दिवपाक विरोध केलो.	जाप दिवंक ना.
	42. शंकर पोलजी, मुरगांव :	
a.	भौशीक सुनावणेची बसका वेवस्था करतल्यांक विरोध केलो.	जाप दिवंक ना.
b.	एम.पी.टी. अधिकारी उपस्थीत ना, म्हूण दिरोध केलो.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
c.	केंद्र सरकार गोंयचेर प्रकल्प थापूंक शकना, हें आपूण केंद्र सरकाराक सांगूंक सोदता.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
d.	मुरगांव तालुक्यांतल्या लोकांचेर सगळ्यांत चड प्रभाव पडला.	विधान सारकें ना.
e.	वास्कोची सद्याची अवस्था सरकारी अधिकाऱ्यांचे आनी राजकारण्यांचे कोळसो हाताळणेक परवानगी दिवपाचे चुकीक लागून जाल्ली आसा.	जाप दिवंक ना.
f.	बेकायदेशीरपण नदरेक हाडून दिवन लेगीत भौशीक सुनावणी चालू दवरपाक विरोध केलो.	जाप दिवंक ना.
g.	प्रकल्प-प्रस्तावक, अधिकारी आनी सरकारी अधिकारी हांणी हातमेळवणी केल्या.	जाप दिवंक ना.
h.	प्रकल्प प्रस्तावक आनी सरकारी आधिकाऱ्यां कडल्यान कसलीच जाप भौसाक मेळूंक ना.	भौशीक सुनावणी सोपता तेन्ना भोवसाच्या प्रस्नांक जापो दितले अशें अध्यक्षांनी सांगलें.

i.	कोळश्यांच्या ट्रकांक लागून सड्यार व्हड येरादारी-धोको निर्माण जाला.	35. ञ क दिल्ली आमची जाप पळोवची.
j.	केंद्र सराकाराचे वृत्तीक लागून, एक दीस गोंयकार भारता कडल्यान स्वातंत्र्य मागतले.	जाप दिवंक ना.
k.	सरकार चोर आसा आनी मुरगांवच्या लोकांक न्याय मेळूंक ना.	जाप दिवंक ना.
l.	3 दीस सेगीत भौशीक सुनावणी घेतिल्ले खातीर विरोध परगटायलो.	जाप दिवंक ना.
m.	मुरगांवच्या आमदारान प्रकल्प प्रस्तावका कडेन हातमेळवणी केल्या.	जाप दिवंक ना.
n.	प्रदुशीत कार्गो उपक्रमा कडेन सरकारान संबंद दवरूंक जायना.	जाप दिवंक ना.
o.	प्र.प्र.च्या प्रस्तावीत प्रकल्पाक परवानगी मंजूर करून केंद्र सरकारान मुरगांवच्या लोकांक त्रास दिवपाक जायना.	जाप दिवंक ना.
p.	कोळसो प्रदुशणाक लागून वीर्य-प्रमाणांत घट जाल्या.	जाप दिवंक ना.
q.	बायणा आनी खारीवाड्या वयल्या लोकांक भायर काडिल्ले तेन्ना भौशीक सुनावणी कित्याक जावंक नाशिल्ली?	विधान प्रकल्प प्रस्तावका कडेन संबद्ध ना.
r.	प्रकल्पाक मान्यताय दिली जाल्यार जावपी वाडीव कोळसो हाताळणेक लागून जी रस्त्या वयली ट्रकांची येरादारी वाडटली, ती वास्को आनी सडो हांगाच्या रस्त्यांक पेलचीना.	35 j क दिल्ली जाप पळोवची.
s.	सरकारान वास्कोंतल्या लोकांचे प्रस्न समजुचे आनी लोकांक आंदोलन करूंक फोर्सार करचे न्हय.	जाप दिवंक ना.
t.	अमोनिया टांकयांचो धोको सरकारान विचारांत घेवचो.	विधान प्रकल्प प्रस्तावका कडेन संबद्ध ना.
u.	सगळ्या लोकांनी प्रकल्पाक विरोध केल्लो आसून लेगीत, प्रकल्पाक मान्यताय मेळटली, हाची आपणाक जाणविकाय आसा.	जाप दिवंक ना.
v.	3 प्रकल्पांक मान्यातांय दिली जाल्यार सेगीत आंदोलन जातलें.	जाप दिवंक ना.
w.	भौशीक सुनावणेक येवपी लोकांक सरकारान पैशे दिवचे.	जाप दिवंक ना.
x.	प्रस्तावीत तिनूय प्रकल्प गुठलावचे, अदानी आनी जिंदालाक वास्कोंतल्यान भायर काडचे आनी एम.पी.टी.न नितळ कार्गो हाताळचो.	जाप दिवंक ना.
y.	वास्कोंतल्या कोळसो समस्ये खातीर थळाव्या	जाप दिवंक ना.

	आमदाराक दोशी थारायलो.	
z.	सड्या वयल्या लोकांक दिसाक फकत 1 वर उदक दितात जाल्यार प्रकल्प प्रस्तावकाक 7 लाख लिटर उदक कित्याक, हाची जाप विचारली.	5. ई दिल्ली आमची जाप पळोवची.
	43. जयेश शेटगांवकार, सडो :	
a.	थळाव्या लोकांक वास्कोंत कोळसो हाताळणी नाका.	जाप दिवंक ना.
b.	हे तरेच्या कंपन्यांनी गोंयकारांक रोजगार ना.	हें विधान सारकें ना. एस.डब्लू.पी.एल. टर्मिनलांक वावूरपी सुमार 60% कर्मचारी गोंयचे आसात.
c.	वास्कोकारांक कोळसो म्हणल्यार ल्हवू-ल्हवू जाल्ली वीख बाधा. हे वीख-बाधे खातीर आपूण पुलीस स्टेशनांत कागाळ करतलो.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
d.	प्रकल्प प्रस्तावकाचो पूर्व इतिहास तपासल्या उपरांत गों.रा.प्र.नि. मंडळान भौशीक सुनावणेक वचपाक नाका आशिल्लें.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
e.	ही सुनावणी म्हणल्यार वेळ, पेशे आनी कश्टांचो अपव्यय आसा.	जाप दिवंक ना.
f.	वास्कोंतलो कोयराचो प्रस्न हाताळूंक गों.रा.प्र.नि. मंडळाक येस आयिल्लें ना, जाल्यार तें कोळसो प्रदुशण कशें सोडोवंक पावतलें? असो प्रस्न विचारलो.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
	44. श्री. चंद्रशेखर वस्त :	
	वास्कोंत कोळसो हाताळणी प्रकल्प जावचो वा ना, हें थारावपा खातीर ओपिनिअन पोल घेवचो, हया अध्यक्षांच्या विधानाक तांणी विरोध केलो.	जाप दिवंक ना.
	45. श्री. टेरेन्स जॉर्ज :	
	कोर्टाच्या निकाला प्रमाण एकाच दिसा तीन वेगवेगळ्यो सुनावण्यो घेवंक मेळनात, अशें स्पश्टीकरण दिले. एम.पी.टी. चोप्रस्तावीत ड्रेजिंग उपक्रम वेगळो काडून पळोवपाक मेळना अशें एन.जी.टी.च्या निकाला वयल्यान दिश्टी पडटा.	जाप दिवंक ना.
	46. जॅसिंतो सौज, खारीवाडा, वास्को :	
a.	प्रकल्प प्रस्तावकाच्या प्रस्तावाक पुरायपणान विरोध केलो.	जाप दिवंक ना.
b.	वास्कोंतल्या भुरग्यांचे भलायकेक एम.पी.टी. आनी कोळसो हाताळणी हांकां लागून धोको निर्माण जाला.	4. c क दिल्ली आमची जाप पळोवची.

c.	1000 परंपरीक नुस्तेकारांचेर आनी नुस्तेमारीचेर परिणाम जाला.	विधान सारकें ना.
d.	वास्कोकार सगळें कोळसो प्रदुशण भोगतात.	विधान सारकें ना.
e.	प्रकल्प प्रस्तावकाच्या कोळसो हाताळणेच्या विस्ताराक मान्यताय दिवपाक कांयच रजांव ना.	जाप दिवंक ना.
f.	मंडळान केल्ले तपासणे विशीं स्पश्टीकरण मागलें आनी मंडळान कारवाय कित्याक करूंक ना? अशें विचारलें.	जाप दिवंक ना.
	मंडळाच्या अधिकाऱ्यान कंपनीचे प्रदुशण स्तर चड सांपडिल्ल्यान मंडळान कंपनीक उत्पादन 25% न उणें करपाचो आदेश दिल्ल्याचें सांगलें.	-
g.	प्र.प्र.क 5 द.ल. टनाचें उत्पादन 25% न उणे करपाचो आदेश दिल्लो आसतना विस्तारा खातीर भौशीक सुनावणी घेवपा फाटलें तर्कशास्त्र कसलें? असो प्रस्न केलो.	जाप दिवंक ना.
h.	एम.पी.टी.न आपले बर्थ थळाव्या लोकांक आनी न्हय भायल्या लोकांक भाडेपट्टेचेर दिवंक जाय.	जाप दिवंक ना.
i.	कोळसो म्हणल्यार एम.पी.टी.न आनी सरकारान वास्कोकारांक दिल्ले दुर्येस. ह्या प्रकल्पाक लागून कितल्या गोंयकारांक शिर्विसो मेळटल्यो?	आधुनिकीकरणाक लागून मनीसबळांत वाड जावची ना. पूण सद्याक सुमार 60% मनीसबळ थळावें आसा.
j.	गोंयकारांक जर तांतूतल्यान रोजगाराचे लाब ना जाल्यार, जे.एस.डब्ल्यू. च्या कोळसो हाताळणेक लागून वास्कोकारांचो छळ कित्याक जावंक दिवपाक जाय?	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना. एस.डब्लू.पी.एल. टर्मिनलांक वावूरपी सुमार 60% कर्मचारी गोंयचे आसात.
k.	दर्या उदकाच्या प्रदुशणा विशीं मंडळान केल्ले कारवायेचे तपशील मागले.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
l.	कोळश्याक लागून नुस्त्यार्चे लेगीत संदुशण जालां आनी बारीक धुल्लाचेर नियंत्रण दवरपाक जायना.	
m.	कोळसो हाताळणेंतले ट्रक येरादारीक लागून वास्कोच्या रस्त्यांचेर येरादारीची कोंडी जाल्या. आपलो इश्ट अक्षय तारी हाका कोळसो व्हरपी ट्रकान धपको दिल्ल्यान जीव वगडावचो पडलो.	प्रकल्पाच्या सद्याच्या वा फुडारांतले येवजणेंत रस्त्या वयली येरादारी जावची ना.
n.	प्र.प्र.च्या प्रस्तावीत प्रकल्पाक मान्यताय दिवंक तांणी खर विरोध परगटायलो.	जाप दिवंक ना.
47. सावियो कुरैय, मांगोर हील, वास्को :		

a.	आपणाक कायदेशीर मुद्दो उपस्थीत करपाचो आसा. काल रातीं 11:30 वरांचेर कालची भौशीक सुनावणी आयज 10:30 वरांचेर चालू दवरपाचो निर्णय जाल्लो. पूण आयज चॅनलाचें खोलायकरण/ड्रेजिंग ह्या दुसऱ्या प्रकल्पा खातीर भौशीक सुनावणी सुचोवणे वरवीं निश्चीत जाल्या.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
b.	देखून गों.रा.प्र.नि.मं.न आयजची सुनावणी स्थगीत करपी वा फुडें धुकलपी नोटीस काडूंक जाय.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
c.	एम.पी.टी.चे आयजचे सुनावणेचेर भो. सर्वोच्च न्यायालयाची नदर आसा.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
d.	आयजची एम.पी.टी. प्रकल्पा विशींची सुनावणी भोवच महत्वाची आसा.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
e.	आयजची सुनावणेची वेळ वा तारीख स्थगीत केल्ली/फुडें धुकल्ली जाल्यार ते तरेची नोटीस काडप गरजेचें.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
f.	श्री. कुरैय हांणी उपस्थीत केल्ल्या कायदेशीर मुद्दयाक लागून कालची सुनावणी शनवार 29/04/2017 दिसा सकाळीं 10:30 वरांचेर फुडें चालू उरतली अशें जिल्ल्याधिकाऱ्यान सांगलें. कालची सुनावणी शनवार 29/04/2017 दिसा फुडें धुकलपाच्या अध्यक्षाच्या निर्णयाक श्री. कुरैय हांणी विरोध परगटायलो.	-
	48. श्री. सुरेश बर्वे:	
a.	काल रातीं कालची सुनावणी आयज घेवपाचो निर्णय जाल्ल्या कारणान अध्यक्षाक ती शनवारा मेरेन स्थगीत करपाक मेळना.	जाप दिवंक ना.
	ताचेर अतिरिक्त जिल्ल्याधिकाऱ्यान सांगलें, काल थारिल्ली सुनावणी आयज चालू दवरपाचो निर्णय सर्वमतान आशिल्लो, पूण जर लोकांक ती चालू दवरिल्ली नाका जाल्यार आपणाक कांयच हरकत ना.	-
	49. श्री. सावियो कुरैय, मांगोर हील, वास्को :	
a.	कालची सुनावणी फुडें धुकल्ली अशें हांवें म्हणूंक ना, जाल्यार काल राती थारिल्ले भशेन ती आयज चालू दवरची अशें म्हणलां, अशें विधान परतें येवन केलें. त्याभायर कालचे भौशीक सुनावणेचें इतिवृत्त वाचून ताका मान्यताय घेवंक जाय आनी ती 4 दिसा उपरांत घेवपाक	जाप दिवंक ना.

	मेळना.	
	एम.पी.टी. प्रकल्पा खातीर आयज थारिल्ली भौशीक सुनावणी आपूण एका वरा खातीर फुडें धुकलतां. आतां आपूण काल उतर दिल्ले प्रमाण कालची सुनावणी चालू दवरतां आनी ती जातकीच उपरांत आयज अधिसूचीत जाल्ली सुनावणी चालू जातली, अशें अध्यक्षांनी सांगलें.	-
	50. ऍड. आयरीश रॉड्रिगीश :	
a.	प्रकल्प प्रस्तावकाच्या प्रतिनिधींनी आपली वळख करून दिवपाची विनवणी केली. प्रतिनिधींनी आपली वळख अशे तरेन करून दिली:	श्री. आर. आर. पात्रा, उपाध्यक्ष, जे.एस.डब्ल्यू. इन्फ्रास्ट्रक्चर. श्री. ऍन्थनी फर्नांडीस, युनिट मुखेली, एस.डब्ल्यू.पी.एल.
b.	ही सुनावणी भोवच असंघटीत पद्धतीन घेतल्या.	जाप दिवंक ना.
c.	भौशीक सुनावणी जावपी तिनूय प्रकल्पां विशीं आपूण सामान्यपणान उलयतलों.	संबंदीत प्रस्नांक एस.जब्लू.पी.एल. जाप दितली.
	हया प्रकल्पाचो एम.पी.टी. वांटो आसा व्हय? अध्यक्षां कडल्यान स्पश्टीकरण मागलें.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
	प्र.प्र. जे.एस.डब्ल्यू./एस.डब्ल्यू.पी.एल. आशिल्ल्यान एम.पी.टी. हया प्रकल्पाचो वांटो ना अशें अध्यक्षांनी सांगलें. ताचेर एम.पी.टी. हय प्रकल्पाचो नक्कीच वांटो आसा अशें तांणी सांगलें.	-
d.	एम.पी.टी. हया सुनावणेचो एक गरजेचो वांटो आसा.	जाप दिवंक ना.
e.	ही भौशीक सुनावणी एस.डब्ल्यू.पी.ची आसा, जे.एस.डब्ल्यू.ची न्हय. देखून एस.डब्ल्यू.पी.चे वतीन जे.एस.डब्ल्यू.चो प्रतिनिधी अधिकृती पत्र नासतना, खंयच्या आदाराचेर हाजीर आसा? असो प्रस्न विचारलो. अध्यक्षांनी जे.एस.डब्ल्यू.च्या प्रतिनिधीक भौशीक सुनावणी सोडपाचो आदेश दिवचो अशी मागणी तांणी केली.	जे.एस.डब्ल्यू.ची उपशाखा एस.डब्ल्यू.पी.एल. आसून लेगीत, जे.एस.डब्ल्यू.चो प्रतिनिधी आपूण जावन सकयल दैवलो.
f.	गोंयकारांचो एम.पी.टी. वयलो विस्वास उडिल्ल्यान कालचे आनी आयचे सुनावणेक व्हडा संख्येन लोक आयला.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
g.	आपल्या स्कुलांत के 7 वर्सांचे चलयेचेर बलात्काराचे घडणुकेचेर एम.पी.टी.न कांयच	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.

	कारवाय करूंक ना.	
h.	सद्याच्या राज्य सरकारान आमी स. माथानी सालदाना हांची परंपरा फुडें चलयतले, अशें उतर दिल्लें पूण तांणी उतराक पाळो दिवंक ना.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
i.	गोंय एक ल्हान राज्य आसा आनी नियोजना बगरच्या विकासाक लागून पर्यावरण आनी समाजीक स्थितीचें व्हडा प्रमाणाचेर नुकसान जायत आसा.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
j.	राज्य सरकार गोंयाक काबार करपाक उठलां. गोंयकार नितळ हवा घेतात अशें दाखोवपाक ब्रिक्स परिशदे वेळार कोळसो येरादारी बंद दवरिल्ली.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
k.	ब्रिक्स परिशदे वेळार कोळसो हाताळणी बंद कित्याक दवरिल्ली, असो प्रस्न एम.पी.टी.क विचारलो. नितळ हवा घेवपाचो हक्क फकत गरीब आनी शक्तीमान लोकांकच? असो प्रस्न केलो. हया नियोजनशून्य दूरदृश्टी नाशिल्ल्या विकासाक लागून गोंय काबार जातलें. एम.पी.टी.न गोंयचो विचार करचो, अशी विनवणी केली. अध्यक्षांनी लेगीत गोंयकारांक गृहीत धरचे न्हय, आपल्या पर्यावरणाचें नुकसान हाचे मुखार गोंयकार सोंसचे ना. अध्यक्ष नाशिल्ल्या गों.रा.प्र.नि. मंडळान अपक्षपाती आनी राजकारण्यांच्या इशाऱ्याचेर नाचनासतना वावरूंक जाय.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
	51. एस. ए. कामत, चिखली :	
a.	कोलसो प्रदुशणाक लागून आपल्या घराचे जमनीर कोळश्याचो थर सांचला. एस.डब्ल्यू.पी.न 5 आनी 6 ए बर्थांचेर कोळसो हाताळणेंत विस्तार करपाचो थेट संबंद एम.पी.टी.न चॅनलाचें खोलायकरण करपा कडेन आसा. बर्थ 5 ए आनी 6 ए चेर जावपी प्रदुशण नियंत्रण दवरूं ना जाल्यार चॅनलाचें खोलायकरण म्हणल्यार पैशांची वाट लायिल्ले भशेन थारतलें. सद्या कंपनी म्होडटा त्या टना फाटल्यान रु.1/- च्या वांट्याक कंपनीक रु.8/- ते रु.10/- टना फाटल्यान कोळसो प्रदुशण आडावपा खातीर लागतले. गों.रा.प्र.नि. मंडळ आनी कोळसो कंपन्यांनी हातमेळवणी केल्या.	22 एफ.क दिल्ली जाप पळोवची.

b.	कंपनीन सी.एस.आर.चेर पैशे म्होडप बंद करचें आनी प्रदुशण नियंत्रणा खातीर पैश खर्च करून आमकां नितळ हवा घेवंक दिवचें.	एस.डब्लू.पी.एल. कडेन प्रदुशण नियंत्रणाचे सगळे उपाय सज्ज आसा आनी उपकरणां सुदारपाचो ते विचार करतात. सी.एस.आर.चो विचार स्वतंत्रपणान केला.
	52. कॅनडी आर्फोसो, निमंत्रक, गोअन्स फॉर गोवा, केळशी :	
a.	गोंयाक कोळश्याची गरज आसा? गोंयकारांक रांदूंक वा गोंयच्या उद्देगाक कोळश्याची गरज आसा व्हय? ह्या प्रस्नाची जाप 'ना' अशी आशिल्ल्यान, बिगर गोंयकार कंपन्यांक फायदो करून दिवपाक गोंयचे मातयेचो वापर कित्याक करूंक दितात आनी दिवपाक जाय?	जाप दिवंक ना.
b.	मोपा विमानतळाची सुनावणी घेवपाच्या विशयांत गों.रा.प्र.नि. मंडळाक अपेस आयिल्ल्यान ते हो प.प्र.त. हाताळूंक शकचें ना.	विधान प्रकल्प प्रस्तावका कडेन संबद्ध ना.
c.	अदानी आनी जिंदाल हांचीं बोल्सां भारपाक गोंयांत कोळसो हाडटात आनी परिणाम म्हणल्यार गोंयकार गोंयकारांक धुल्ल प्रदुशणाक लागून त्रास जाता.	जाप दिवंक ना.
d.	गोंयाक कोळश्याची गारज ना जाल्यार सद्याचे भौशीक सुनावणेची प्रक्रिया रद्द करपाक जाय.	जाप दिवंक ना.
e.	सद्याक एम.पी.टी. म्हणल्यार मनी पोर्ट ट्रस्ट जाल्या, एम.पी.टी.ची कोळश्याची रास धांपण्या बगर आसा.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
f.	कोळश्याचेर फवारणी करपाक चड उदक वापरतले ह्या एम.पी.टी.च्या विधानाक विरोध केलो. कोळसो हाताळणी आनी प्रदुशणाक लागून कॅन्सर दुयेंस जालां आनी तें दुयेंस वाडत आसा.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
g.	बर्थ 5ए आनी 6ए चेर वाडीव कोळसो हाताळणी जाल्ल्यान पुराय गोंय राज्यांत प्रदुशण जातलें.	3. ग, 3. ज आनी 35. ञ क दिल्ल्यो आमच्यो जापो पळोवच्यो.
h.	2012 वर्सा जेन्ना फकत 5 द.ल.ट. उत्पादन आशिल्लें तेन्ना हायकोर्टान बर्थ क्र. 10 आनी 11 बंद ल्करपाचो आदेश दिल्लो. आतां सुमारा भायर उत्पादन आशिल्ल्यान प्रदुशण नियंत्रणा भायर वतलें.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
i.	गोंयांतल्या गांवांतल्यान कोळसो कर्नाटकांत व्हरतात. सगळो कोळसो कर्नाटकांतल्या कंपन्यां खातीर आशिल्ल्यान त्या त्या कंपन्यांनी कर्नाटकांत बंदरां स्थापन करप गरजेचें.	हो प्रकल्प म्हळ्यार 2004 सावन चालू आशिल्ल्या सद्याच्या पोर्ट टर्मिनलाचे आधुनिकीकरण.
j.	एम.पी.टी.चें ड्रेजिंग फकत देखभाली खातीर - हें केंद्रीय मंत्री श्री. नितीन गडकरी हांचें विधान	जाप दिवंक ना. हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.

	फटीचें आसा.	
k.	मोपा आंदोलना वेळार गौंयकारांक फटयल्ले पूण आतां मात ते फटोवन घेवचे नात.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
	53. श्री. एडवीन मास्कारेन्हस, चिखली :	
a.	माचयेर बशिल्ल्या लोकांनी आपापली वळख घडोवची, पदां सांगची. तांणी चर्चेंत कांयच वांटो घेवंक ना आनी भौसाच्या प्रस्नांक जापो दिवंक नात.	जाप दिवंक ना.
b.	हाचे आदल्या उलोवप्यान हाचे आदींच ती मागणी केल्ली आनी ती पुराय जाल्या. परतून परतून वळख घडयत रावल्यार ही सुनावणी केन्नाच सोंपची ना, अशें अध्यक्षांनी सांगलें.	-
c.	प.प्र.च्या प्रतिनिधीन भौशीक सुनावणेंत वांटो घेवंक जाय आनी लोकांच्या प्रस्नांक जापो दिवंक जाय प्र.प्र.चे वतीन अध्यक्ष वा मंडळान जापो दिवंक जायनात.	प्र.प्र.न लिखीत स्वरुपान जाप दिवपाचे मान्य केला.
d.	5ए आनी 6ए बर्थांच्या विकासाच्या मुळाधार अभ्यासांत गरज आशिल्ल्या उदकाचो तपशील दिवंक नात आनी फॉर्म-I भितर प्रदुशण आळाबंदा हाडपाक आनी नियंत्रीत करपाक 7 लाख लीटर उदक लागतलें अशें म्हणलां.	5. ई क दिल्ली आमची जाप पळोवची. ही माहिती पाठ 5 अनुभाग 5.3.2, पान क्र. 5-13 मजगती आयल्या (उदक पर्यावरण). पान 5-15 मजगती उदक संतुलन चित्र दाखयलां.
e.	लोडिंग/अनलोडिंगाचे प्रक्रियेंतले पांवडे सांगून कोळश्याचे गळटेक लागून धुल्ल तशेंच घनकण हवेंत पातळिल्ल्यान जावपी हवा प्रदुशणा विशीं सांगलें. देखीक बंदरांत एक दशलक्ष टन कोळसो येता, तांतूतलो 1% कोळसो हाताळणेंत गळटा, जाचें प्रमाण 10,000 द.ट. जाता, जातूंत मुरगांव तें बळ्ळारी जिल्ल्यांतल्या तोरंगळ्ळ मेरेंनच्या रेल्वे येरादारी मजगतीं गळटी जाल्ल्या कोळशाचोय आसपाव जाता, तशेंच जहाजांत दसून उरिल्लो कोळसो-जो दर्यांत व्हांवन वता आनी प्रचंड प्रदुशण करता, ताचोय आसपाव जाता. हे विशीं कसलोच मुळाधार अभ्यास करूंक ना, जो प.प्र.त. अहवालांत आसपावप गरजेचें आशिल्लें.	विधान सारकें ना. कोळश्यांचें लोडिंग, अनलोडिंग आनी येरादारी यांत्रीक पद्दतीन केल्ल्यान हानी उणीं जातली. 1 एफ. आनी 3 सी.क दिल्ल्यो जापो पळोवच्यो ट्रेनी धांपिल्ल्यान गळटी आडावटली. येरादारींतली हानी उण्यांत उणीं आसतली हाचें कारण थेट वाहतूक जातली. जायते फावटी बाश्पी भवनाक लागून ओलसाण उणी जाल्ल्यान हानी जाता. 1 डी.क दिल्ली जाप पळोवची.
	54. श्री. दिनेश डायस :	

a.	तांणें प्रकल्प प्रस्तावकाच्या प्रस्तावीत प.प्र.त. अहवालाचो फॉर्म-I आनी चॅनल खोलायकरणाच्या एम.पी.टी.च्या फॉर्म-I मदीं तुळा केली. पर्यावरणी संवेदनशीलताये विशींच्या भाग III कडेन ताणें प्र.प्र.चे लक्ष ओडलें. तांतूत प्रस्तावीत प्रकल्पाचे शिमे पसूनच्या 15 कि.मी. हवाई अंतराचो उल्लेख केला. तांतूत अनु.क्र.7 चेर प्रकल्पा लागी संरक्षण आस्थापनां नात, अशें म्हणला, तशेंच विमानतळ ना म्हणलां, जी एस.डब्ल्यू.पी.न मारिल्ली एक फटास आसा.	40. यू.यू. क दिल्ली आमची जाप पळोवची. प्रकल्प कार्यान्वयनाक लागून प्रभाव जावपाचे नासले तरी अंतीम प.प्र.त. अहवालांत उल्लेख करतले.
b.	अनु.क्र.8 चेर प्रकल्पाच्या 15 कि.मी. त्रिज्या क्षेत्रांत दाटायेन लोकसंख्येचो वाठार ना अशें म्हणलां जाल्यार एम.पी.टी.च्या फॉर्म-I भितर कांय वाठारांचो उल्लेख केला.	50. ए. दिल्ली आमची जाप पळोवची.
c.	5ए आनी 6ए च्या फॉर्म-I भितर, अनु.क्र.9 चेर 15 कि.मी. अंतरा भोंवतणी शाळा वा धर्मीक इमारती ना, अशें म्हणला. पूण एम.पी.टी.च्या फॉर्म-I भितर कांय शाळा, हॉस्पिटलां आनी धर्मीक बांदकामां आसात अशें म्हणलां. हाचो अर्थ प्र.प्र.चो फॉर्म-I चुकीचो आसा, त्या भायर तांतूत ओल्ड गोवा चर्च हे जागतीक वारसो वास्तुंचोय उल्लेख ना.	50. ए. दिल्ली आमची जाप पळोवची.
d.	कृशी, नुस्तेमारी, पर्यटन दीचीं संसाधनां आशिल्ले कसलेच वाछार ना अशें प्र.प्र.च्या फॉर्म-I भितर अनु.क्र. 10 भितर म्हणलां रूण एम.पी.टी. च्या फॉर्म-I भितर कांय पर्यटन थळां आसात. पूण अजापाची गजाल म्हणल्यार तांतूत चिखली खाडी आनी ग्रांड आयलँड, जंय अनुसूचीत प्रजाती सांपडल्यात तांचो उल्लेख ना.	50. ए. दिल्ली आमची जाप पळोवची.
e.	प्र.प्र. न भेटयल्ल्या फॉर्म-I च्या अनु.क्र. 11 भितर प्रकल्प थळाच्या 15 कि.मी. वाठारा भोंवतणी प्रदुशीत जावं येतात अशीं थळां ना, अशें म्हणला, जें चुकीचें विधान आसा. हाचें कारण बंदर आनी भोंवतणेचे वाठार फाटलीं कितलीशींच वर्सां प्रदुशणाचे अधीन आसात.	50. ए. दिल्ली आमची जाप पळोवची.
f.	प्र.प्र.न फॉर्म-I भितर दिल्ली माहिती फटीची आसा आनी ताणें दिल्ले स्विकृती पत्रा प्रमाण, मान्यताय/मंजुरी न्हयकारपाक जाय.	50. ए. दिल्ली आमची जाप पळोवची.

g.	राज्य सरकारान लादिल्लो ग्रीन सेस जे.एस.डब्ल्यू. आनी अदानीन कित्याक भरूंक ना? असो प्रस्न केलो.	ही बाब न्यायालयीन आसा.
	ताचेर मंडळाच्या अधिकाऱ्यांनी हो प्रस्न न्यायालयांत आसा अशें सांगलें.	-
h.	प.प्र.त. अहवालांत कोळसो येरादारी करपी कार्गो धांपून व्हरतले अशें सांगलां. पूण रेल्वेच्या दुपेटीकरण प्रकल्पाचे तपासणे वेळार, कांसावली हांगा थळाव्या आमदाराक आनी रेल्वे आधिकाऱ्यांक धांपपाची रीत फावोशी नाशिल्ल्याचें लक्षांत आयलें. रेल्वेन हाचो दोश एम.पी.टी. आनी एस.डब्ल्यू.पी.क दिलो.	प्रकल्पांत सद्या कार्गोची येरादारी रस्त्यवेयल्यान जायना आनी प्रस्तावीत आधुनिकीकरणाच्या पांवड्यार लेगीत ती अपेक्षीत ना. सगळे वटेन दोरयेन सीलबंद करपा सयत, चल वॅगन लोडींग यंत्रणां वापरून लोडिंगाचो वावर सुरू जाले बराबर सगळ्या कार्गो व्हरपी रेल्वे दब्यांक धांपपाचो वावर पुराय जाता, जाका लागून कार्गोतल्यान भायर धुल्ल हुबूंक पावना. हो एक शुन्य-अपवाद आनी शून्य-दोश उपक्रम जावन आसा, जो प्रकल्प प्रस्तावक भोवच कडकपणान राबयता.
i.	बंदरांत केपसायज जहाजां आयलीं जाल्यारूच बर्थ 5ए आनी 6ए चो विस्तार शक्य आसा. हे खातीर चॅनलाचें रुंदीकरण गरजेचें आसा. पूण फॉर्म-I भितर प्र.प्र.न चॅनल खोल वा रूंद करचे ना, अशें म्हणलां.	22. एफ. क दिल्ली आमची जाप पळोवची. प्र.प्र.न चॅनलाचे सायडीन कसलेच तरेचें ड्रेजिंग वा खोलायकरण वा रुंदीकरण प्रस्तावीत करूंक ना.
j.	5ए आनी 6ए च्या विस्ताराचो एम.पी.टी.च्या चॅनल रुंदाय करणा कडेन संबंद आसा वा ना? अशें स्पश्टीकरण तांणी प्र.प्र. कडेन मागलें.	22. एफ. क दिल्ली आमची जाप पळोवची.
k.	एम.पी.टी. च्या अहवालांत चिखली खाडीचे आनी ग्रांद आयलँडाचे परिस्थितिकी संवेदनशिलताये विशीं स्पश्टपणान उल्लेख आसा, जंय अनुसुचीत प्रजाती मेळटात. पूण प्रस्तावीत प्रकल्पाच्या अहवालांत मात ना. अजापाचें म्हणल्यार दोगांयचो सल्लागार एकूच जावन आसा. एम.पी.टी.च्याअहवालांत आंतर-भरती प्रस्तर अधिक्षेत्रांचो - काब-द-राम, शिरदोन, दोनापावल खातीरचो उल्लेख आसा, पूण प्रस्तावीत प्रकल्पाच्या अहवालांत मात ना.	ग्रांड आयलँडाचेर पोवळीं मेळटात ही गजाल प.प्र.त.च्या पाठ 3 अनुभाग 3.17.10, पान क्र. 3.61 मजगती सांगलें. पूण ग्रांड आयलँड हांगाच्यान सुमार 10 कि.मी.चेर आसा देखून हया वाठाराचेर विपरीत परिणाम जावपाची शक्यताय ना. ही माहिती प.प्र.त.च्या पाठ 3 अनुभाग 3.17.9, पान 3-61 मजगती दिल्या (पोवळीं, कासयो, ड्युगॉन्गस, सी वीड, खारफुटी आदी).
l.	भौशीक माळा वयलें आस्थापन आशिल्ल्या वॅप्कोसान, सरकारा खातीरच्या प.प्र.त. अहवालांतली माहिती आनी प्रस्तूत प्रकल्पा (5ए आनी 6ए) खातीरच्या अहवालांतली माहिती हांचे भितर कशी तफावत आसा, हाचें स्पश्टीकरण दिवंक जाय.	हवा आनी उदक पर्यावरणाचेर प्राथमीक माहिती सल्लागारान त्याच वेळार एकठांय केल्ली आनी प्रभाव तपासणे खातीर पर्यावरणीय घटकांचें विश्लेशण करता आसतना गरज तत्वाचेर सादर केल्ली.
55. **श्री. रुपेश शिंक्रे :**		

a.	एम.पी.टी.न चॅनलाचें रुंदीकरण केलें जाल्यारूय व्हड जहाजांक प्रवेश दिवप शक्य जातलें, अशें प्र.प्र.न प.प्र.त. अहवालाच्या अनु.क्र. 22 चेर म्हणलां, अशें सांगलें. हाचे वयल्यान, प्रस्तूत प्रकल्पाचो एम.पी.टी.च्या चॅनल खोलायकरण आनी रुंदीकरणा कडेन कांयच संबंद ना हे विधान धादांत फट आशिल्ल्याचें सिद्ध जाता. प्रकल्प प्रस्तावकान प.प्र.त. भितर आपणें जें कितें सांगलां तेंच खरें आसा - म्हणल्यार तांच्या 5ए आनी 6ए विस्ताराचो चॅनल रुंदायकरण वा खोलायकरणा कडेन कांयच संबंद नाशिल्ल्याची जाप दिली.	22. एफ. क दिल्ली आमची जाप पळोवची. प.प्र.त. भितर उल्लेख केल्ल्या प्रमाण (पाठ 2 अनुभाग 2.2) सद्याच्या हाताळणी यंत्रणेची कुशळटाय वाडोवन तशेंच वाहक पट्ट्याची गती आनी रेक परतुपाचो वेळ सुधारून क्षमताय वृद्धी वाडयतले. अशे तरेन वाडीव क्षमताय हो बरे आनी चड कुशळ हाताळणी पद्धतींचो परिपाक आसतलो.
	56. श्री. सुदीप दळवी, म्हापशें :	
a.	अध्यक्ष आनी पॅनलान हाचे आदींच ह्या प्रकल्पाक मंजुरी दिवपाचें थारायलां.	जाप दिवंक ना.
b.	गोंयकार ऑफिसरांनी कंपनीक तेंको दिवंक फावना.	जाप दिवंक ना.
c.	कोळसो हाताळणी आनी येरादारी वाडली जाल्यार वास्कोकारांची जीण काबार जातली.	प्रकल्पांत सद्या कार्गोची येरादारी रस्त्यवेयल्यान जायना आनी प्रस्तावीत आधुनिकीकरणाच्या पांवड्यार लेगीत ती अपेक्षीत ना. 1डी, 4सी, 7सी. क दिल्ली आमची जाप पळोवची.
d.	फुडल्यो पिळग्यो कर्करोगाच्या दुर्यंसांनी आनी हवा प्रदुशणाक लागून जावपी दुर्यंसांनी त्रासांत पडटल्यो.	जहाजांतल्यान ओतिल्ली सामुग्री एकठांवपी हॉपर, जंक्शन-टॉवर आनी संवाहक वेवस्थांनी 'अक्वा डायन' उजक फवारणी यंत्रणा टर्मिनलाचेर बसयतले. फॉगिंग तंत्रज्ञानाचेर ही यंत्रणा चलत आशिल्ल्यान, सामको बारीक हवेंतलो धुल्ल लेगीत परिणामकारकतायेन आडावप ह्या पूर्वनियोजीत आकार आनी स्वरुपाच्या उदका थेंब्यांक लागून शक्य जातलें. ढिगाऱ्यांच्या यार्डांनी माल धांपिल्लो आसतलो आनी फकत राशी दाळपा वेळार आनी पुनर्वसना वेळारच तो उक्तो करतले, त्या वेळार ताचेर उदक फवारणी करतले आनी हे ओलसाणेक लागून स्राव पुराय रितीन मर्यादीत उरतले.
e.	फुडारांतल्या पर्यावरणी प्रस्नां खातीर सरकारी अधिकारी जापसाल थारतले.	जाप दिवंक ना.
f.	गोंयकार अधिकाऱ्यांच्या ह्या विचित्र वृत्तीक लागून जावपी गोंयचो वाडटो नाश थारावपाक पुराय गोंयभर आंदोलन जातलें.	जाप दिवंक ना.
	57. श्री. सुरेश बर्वे :	
	श्री. बर्वे हे हाचे आदींच (काल) उलयल्यात देखून तांकां परतून उलोवपाक मेळचें ना, अशें अध्यक्षांनी सांगलें.	-

	58. लुमिया आल्मेदा, सुरावली :	
a.	कोळसो वाहतूक करपी येरादारीक लागून सुरावली गांवांतल्या लोकांक स्वसनाचीं दुयेसां जाल्यांत. जायत्या थळाव्या लोकांक अस्थमा जाल्ल्यान उपचार करचे पडटात.	प्रकल्पाचे सुरवेक सावन रेल्वे येरादारी चलता. सगळे वटेन दोरयेन सीलबंद करपा सयत, चल वॅगन लोडींग यंत्रणां वापरून लोडिंगाचो वावर सुरू जाले बराबर सगळ्या कार्गो व्हरपी रेल्वे दब्यांक धांपपाचो वावर पुराय जाता, जाका लागून कार्गोतल्यान भायर धुल्ल हुबूंक पावना. हो एक शुन्य-अपवाद आनी शून्य-दोश उपक्रम जावन आसा, जो प्रकल्प प्रस्तावक भोवच कडकपणान राबयता.
b.	कोळसो हाताळणी आनी येरादारींत वाड जाल्ले कारणान गांवचीं गांवां नश्ट जातलीं.	58. ए. क दिल्ली आमची जाप पळोवची.
c.	राज्य सरकार गोंयाक काबार करूंक उठलां.	जाप दिवंक ना.
	59. श्री. संकल्प आणोणकार, बायणा, वास्को :	
a.	आपूण प्रकल्पाचो निशेध करून आपलें मत मांडटां.	जाप दिवंक ना.
b.	कालच्यान ही भौशीक सुनावणी चालू आसा आनी सुनावणेचें पूर्वनियोजीत नाटक केल्ले भशेन दिसता.	जाप दिवंक ना.
c.	प्र.प्र.त. चें सादरीकरण केलां तांतूत फकत आत्मस्तुतीच दिश्टी पडटा.	जाप दिवंक ना.
d.	काल एके व्यक्तीन एम.पी.टी. आपल्यो कोळश्यांच्यो राशी उक्त्योच दवरता अशें सांगलां, ताचे वेल्यान हें सादरीकरण फट आसा, हें सिद्ध जाता.	4. सी. क दिल्ली आमची जाप पळोवची.
e.	वास्कोंत उदकाचो खर उणाव आसा आनी प्र.प्र. मात फकत धुल्ल दमना खातीर 7 लाख लीटर उदक वापरता. ताका लागून उदका खातीर वळवळे काडपी लोकांक पिवपाचें उदक लेगीत मेळना. देखून तें बंद करूंक जाय. गोंयांत हाडिल्लो कोळसो कर्नाटकांत धाडटात, देखून गोंयाक ताचो कांयच उपेग ना.	5. ई. क दिल्ली आमची जाप पळोवची.
f.	कर्नाटकान आपली स्वताची साधनसुविधा विकसीत करपाक जाय.	विधान प्रकल्प प्रस्तावका कडेन संबद्ध ना.
g.	आपली चली धरून हेर कांय भुरग्यांक कोळसो प्रदुशणाक लागून स्वसनाचें दुयेंस जालां.	1. ए. आनी 4. सी. क दिल्ल्यो आमच्यो जापो पळोवच्यो.
h.	वास्कोकारांक गोंयांत कोळसो हाताळणी नाका.	जाप दिवंक ना.
i.	प्र.प्र.न केल्ली स.स.ला. (सी.एस.आर) कांयच उपेगाची ना.	जाप दिवंक ना.

j.	प्र.प्र. कडल्यान वास्कोकारांनी सी.एस.आर.ची मागणी करूंक ना. सी.एस.आर. खाला कंपनीन 'हर्स व्हॅन' दिल्या, हाचो अर्थचप्रदुशण पोटांत गेल्ल्यान लोक मरतले, देखून त्यो दिल्यात असो जाता.	विधान सारकें ना. एस.डब्लू.पी.एल.न सी.एस.आर. उपक्रमा खातीर बजत तयार केला आनी नफ्यांतलो 2% वांटो ते सी.एस.आर.चेर खर्च करतात. तांतूत शाळां खातीर साधन सुविधा, अभ्यास-साहित्य, बागांचें सोबितीकरण, कोयरा पेटयो वाटप आनी स्वच्छ भारत अभियाना खाला टॉयलेटी बांदप हांचो आसपाव जाता. एस.डब्लू.पी.एल.न खंयचीच हर्स व्हॅन दान दिवंक ना.
k.	प्र.प्र.न ही भौशीक सुनावणी मुखार व्हरूंक जायना. प्र.प्र.च्या प्रस्तावीत प्रकल्पाक तशेंच गोंयांतले कोळसो हाताळणेक आपूण पुराय रितीन विरोध करतां.	जाप दिवंक ना.
	60. डॉ. जोर्सन फर्नांडीस, लोटली :	
a.	कोळश्याच्या धुल्लांक खंयचीच सुरक्षीतताय ना. कोळश्याच्या धुल्लांत पारो, भीड, निकेल, क्रोमियम, रेडिओ आयजोटोप्स आनी हेर जड तशेंच विखारी धातू सांपडटात जे धुल्ला वांगडा पातळटात.	विधान सारकें ना. विधान खंयच्याच शास्त्रीय संदर्भा विर्णे केलां.
b.	बंदरांत येवच्या पयलीं कोळसो कार्गोची तपासणी कोण करता? जर पॅसेजरांची बॅग विमानतळाचेर तपासतात जाल्यार बंदराचेर येवच्या पयलीं कोळश्याचीं लेगीत तपासणी जावंक जाय.	जाप दिवंक ना.
c.	बारीक कोळसो-धुल्लाक लागून भलायकेचे साबार प्रस्न निर्माण जातात. बारीक धुल्लांत श्वसनीय धुल्ल अशेंय म्हणटात. ताका लागून गंभीर स्वसनाचे आजार जातात.	विधान सारकें ना. 1. ए., आनी 4. सी. दिल्ल्यो आमच्यो जापो पळोवच्यो.
d.	हो कोळसो सोंसप भोवच धोकोदायक आसता.	विधान सारकें ना.
e.	वास्कोच्या हवेंतल्या कोळश्याचे घनकण तपासूंक गों.रा.प्र.नि. मंडळ सज्ज आसा?	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
f.	मंडळ हया विशयाचेर स्रोत अभ्यास करतलें, अशें मंडळाच्या अदिकाऱ्यांनी सांगलें.	-
g.	हया पांवड्यार मंडळा कडेन हवेंतल्या कोळसो-धुल्लाचें प्रमाण निश्चीत करपाक मंडळ असमर्थ आसा हें धक्कोदायक आसा.	जाप दिवंक ना.
h.	घातक कोयर प्रदुशणाक लागून कुंकळळी हांगा जाल्लें प्रदुशण नियत्रीत करपाक मंडळाक अपेस आयलां. तशेंच तरेन वास्को शारांतलें कोळसो प्रदुशण आडावप मंडळाक जावचें ना.	विधान प्रकल्प प्रस्तावका कडेन संबद्ध ना.

i.	कोळश्याच्या बारीक धुल्लाची तपासणी सेगीत करपाक जाय आनी तपासणेचे तपशील जाहीर करपाक जाय.	भों.ह.गु. प.प्र.त.त दिल्या.
j.	कोळसो धुल्ल तपासणे खातीर एक यंत्रणा नियुक्त/स्थापन करपाक जाय. पूर्वनिश्चीत हॉस्पिटलांनी प्राधिकरिणी नियुक्त करून कोळश्या कडेन संबंदीत दुर्यंसांचेर उपचार करपाक जाय.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
k.	गौंयांत मनविमनस्कतायेच्यो (ऑटिस्टिक) केशी वाडत आसात, तांचो सोद घेवपाक जाय.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
l.	कोळसो प्रदुशणाक लागून जाल्ल्या पिवपाच्या उदकाच्या प्रदुशणाचो अभ्यास गों.रा.प्र.नि.मं.न करूंक जाय.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
m.	कोळसो धुल्लाक लागून हवेंत पाण्याचो स्राव जाता. भिडाचे 114 पावंड आनी कॅडमियमाचे 4 पावंड जर मातवी पेशींत गेले जाल्यार मज्जा संस्थेचेर परिणाम जावं येता.	जाप दिवंक ना. एस.डब्लू.पी.एल. निर्धारीत मर्यादे भितर प्रदुशण उरतलें हाची खात्री करता.
n.	कोळसो प्रदुशणाक लागून मज्जासंस्था, कार्डिओ व्हॅस्क्युलर तशेंच श्वसन-यंत्रणेक बाधा येता.	जाप दिवंक ना.
o.	कोळसो प्रदुशणाक लागून काळजाच्या आताकांची संख्या वाडत आसा.	जाप दिवंक ना.
p.	हवा नियमांत सुदारणा करपाची गरज आसा.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
q.	हवा आनी उदक अधिनियमात बदल करून मंडळान कोळसो धुल्ल प्रदुशण नियंत्रणांत हाडूंक जाय.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
r.	कोळसो प्रदुशण गुरवार बायलेन सोंसलें जाल्यार नव्यान जल्मल्ल्या भुरग्या भितर दोश निर्माण जाता.	जाप दिवंक ना.
s.	कोळसो प्रदुशणाक लागून माती आनी उदक प्रदुशण जाता.	जाप दिवंक ना.
t.	कोळसो प्रदुशणाक लागून उद्देगीक ब्रॉंकिटीस निर्माण जाता.	जाप दिवंक ना.
u.	धुल्ल सोंसणे काळ आनी कोळश्याचो वापर उणो करप अशें धोरण प्र.प्र.न. राबोवंक जायवा कोळसो हाताळणी थारावपाक जाय.	वै.सु.उ. (मास्क, गॉगल, संरक्षक कपडे) अती धुल्ल वाठारांत वावुरपी कामगारांक दितात. चड पयसुल्ल्या वाठारांनी वेवसायीक धोके ताळपा खातीर एच.ए.पी.ए. गाळण्यो दितात.
v.	विश्लेशण हें अग्रगामी आसता.	विधान सारकें ना.

w.	'पेस्टेली' (राजकी, अर्थीक, समाजीक, तकनिकी, पर्यावरणी विधी आनी उद्देगीक धोरण). अशें पेस्टेली विश्लेशण वा अभ्यास कोळश्याचे येरादारी वेळार जावपी धुल्ल सावां खातीर करूंक ना.	विधान प्रकल्प प्रस्तावका कडेन संबद्ध ना.
x.	दरेके वेगनींतल्यान सुमार 300 कील कोळसो गळटा, जाल्यार मुखा वयले येरादारीक लागून जावपी गळटी बेसुमार जातली.	विधान सारकें ना. रेल्वेचें वॅगन्स पुराय धांपिल्ल्यो आशिल्ल्यान गळटी आडावता.
y.	कोळश्यांत जड धातू आसता आनी ताच्या प्रभावाची तपासणी जायना.	विधान सारकें ना.
z.	ह्या गजालींच्या अभावान, कोळसो हाताळणेक मंजुरी दिवंक जायना.	जाप दिवंक ना.
aa.	गोंय सरकाराचें कसलेंय उद्देगीक धोरण आसा ? असो प्रस्न केलो. उद्देगीक धोरण तयार करतना भौशीक सहभाग आसप गरजेचें.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
	61. श्री. अभिजीत प्रभुदेसाय	
a.	हे भौशीक सुनावणेचें संकलन जावंक जाय आनी इतिवृत्ताक मान्यताय दिवंक जाय. भौसान विचारिल्ल्या प्रस्नांच्यो जापो प्र.प्र.न भेटोवंक जाय.	जाप दिवंक ना.
	ताचेर अध्यक्षांनी ही सुनावणी आजून पुराय जावपाची आसा, इतिवृत्त वाचपाचें आसा, अशें सांगलें.	-
	62. श्री. ओलेंन्सियो सिमोयश	
a.	सुनावणेंत उलोवपा खातीर नांव बरोवपाचे रितीक तांणी विरोध केलो.	जाप दिवंक ना.
b.	तांणी कायदेशीर मुद्दो उपस्थीत केलो	जाप दिवंक ना.
	63. श्री. परशुराम शेट्ये, वास्को	
a.	कायदेशीर मुद्दो उपस्थीत करून, भौशीक सुनावणेंत उलोवपाच्या लोकांच्या स्वातंत्र्याचेर अध्यक्ष मर्यादा घालपाक शकना, असो मुद्दो उपस्थीत केलो.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
b.	प.प्र.त. अधिसुचोवणेंत नांवां बरोवपाची प्रक्रिया ना.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
c.	अध्यक्षांच्या वर्तना विशीं खर विरोध केलो आनी प.प्र.त. अधिसुचोवणेचें उल्लंघन जालां, अशें सांगलें. सद्याचो प्रस्ताव भायर मारापक जाय. आपणें उपस्थीत केल्ल्या हरकतीचें दृश्यचित्रण जावंक ना.	जाप दिवंक ना.

	हे सुनावणेचो शेवट जावपाचे नदरेन उलोवप्यांनी आपलीं नांवां नोंद करप गरजेचें, जाका लागून तांकां 29/04/2017 दिसा उलोवपाक मेळटलें. ही सुनावणी 29/04/2017 मेरेन स्थगीत केल्या अशें अध्यक्षांनी सांगलें.	-
d.	श्री. शेट्ये हांणी ही सुनावणी 29/04/2017 मेरेन फुडें धुकलपाच्या अध्यक्षांच्या निर्णयाक आव्हान दिलें. तशे तरेन सुनावणी फुडें धुकलपाक कायद्यांत तरतूद ना. अध्यक्षांची ही कृती म्हणल्यार भौसाचो अपमान. भौशीक सुनावणेक उलोवपाच्या लोकांच्या हक्काची राखण जावपाक जाय.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
e.	प्र.प्र.वा मंडळ हांचे कडल्यान कसलीच चूक जाली जाल्यार भौशीक सुनावणी फुडें धुकलूं येता. तांणी हे विशीं सविधानीक मुद्दो उपस्थीत केलो.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
f.	आयजचे भौशीक सुनावणेक उलोवपाचो लोकांचो हक्क लोकांचो न्हयकारला.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
g.	अध्यक्षांनी ही सुनावणी 29/04/2017 मेरेन फुडें धुकलपाच्या निर्णयाक लागून प.प्र.त. अधिसुचोवणेचें उल्लंघन जालां. अध्यक्षांनी आपणाक जबरदस्तेन माचये वयल्यान सकयल दैवोवन उलोवपाच्या हक्का पसून वंचीत केला. आपल्या फुडल्या प्रस्नांक लेगीत जाप मेळूंक नाः 1) जे उलोवंक सोदतात तांकां नांवां कित्याक दिवची पडटात? 2) ही सुनावणी 29/04/2017 दिसा खंयचे तरतुदी प्रमाण फुडें घुल्ली?	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
	64. संदीप दळवी	
	अध्यक्षांनी संदीप दळवी हांकां उलोवपाक आफयले	ते हाजीर नाशिल्ले.
	65. लुमिना आल्मेदा	
	अध्यक्षांनी लुमिना आल्मेदा हांकां उलोवपाक आफयले	ती हाजीर नाशिल्ली.
	66. संकल्प आमोणकार	
	अध्यक्षांनी संकल्प आमोणकार हांकां उलोवपाक आफयले	ते हाजीर नाशिल्ले.
	67. एडवीन मास्कारन्हेस	
	अध्यक्षांनी एडवीन मास्कारन्हेस हांकां	ते हाजीर नाशिल्ले.

	उलोवपाक आफयले	
	68. दिनेश डायस	
	अध्यक्षांनी दिनेश डायस हांकां उलोवपाक आफयले	ते हाजीर नाशिल्ले.
	69. जुजे फिलिप डि'सोजा	
a.	तांणी कायदेशीर मुद्दो उपस्थीत केलो. हे भौशीक सुनावणेक विरोध करपी सगळे लोक भायले हया एम.पी.टी. च्या अध्यक्षांच्या विधानाचो तांणी निशेध केलो. हया विधानाक लागून गोंयकारांचो अपमान जाला देखून तीं उतरां फांटी घेवपाक जाय आनी तांणी गोंयकारांची माफी मागूंक जाय.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
b.	एम.पी.टी. चे अध्यक्ष गोंयकारां मदीं फूट घालूंक सोदतात.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
	सुनावणेच्या अध्यक्षांनी एम.पी.टी. च्या प्रतिनिधींक लोकांच्यो भावना एम.पी.टी.च्या अध्यक्षां मेरेन पावोवपाची सुचोवणी केली.	-
	70. सावियो कुरैय, मांगोर हिल, वास्को.	
a.	कालचे भौशीक सुनावणेक जिल्ल्याधिकारी, दक्षिण गोंय हाजीर नाशिल्ले, अशें तांणी सांगले.	जाप दिवंक ना.
b.	एम.पी.टी. अध्यक्षांच्या विधानाक तांणी विरोध केलो.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
c.	प्र. प्र. आनी लोक हांचे मदलो संवाद म्हणल्यार भौशीक सुनावणी.	जाप दिवंक ना.
d.	एम.पी.टी. न जर विधान फाटीं घेतलें ना जाल्यार पुराय भौशीक सुनावणी फुकट वता आनी तिका कांयच अर्थ उरना.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
e.	भौशीक सुनावणी चालू आसतना, अध्यक्षांनी प्रसिद्धी पत्रक काडलां, ताचे वेल्यान हे भौशीक सुनावणेच्या प्रक्रियेचें उल्लंघन जालां.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
f.	वास्को भायल्या लोकांक हे सुनावणेंत उलोवपाक परवानगी दिल्ले खातीर सभेच्या अध्यक्षांक एम.पी.टी. चो अध्यक्ष विरोध करता.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
g.	एम.पी.टी. न. त्या विधाना खातीर लोकांची माफी मागची. एम.पी.टी. अदानी आनी जिंदाल हांच्या इशाऱ्यांचेर नाचता, अशें तांणी सांगलें.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.

h.	एक जबाबदार गोंयकार हया नात्यान, प्रकल्प प्रस्तावकाच्या उपक्रमांक लागून निर्माण जाल्ले कोळश्याचे सुक्षीम घनकण लोकांच्या फुफ्फुसांनी वतात आनी ताका लागून भलायकेचे प्रस्न उप्रासतात, अशें तांणी सांगलें.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
	71. श्री. उद्धव पोळ	
	अध्यक्षांनी श्री. उद्धव पोळ हांकां उलोवपाक आफयले	ते हाजीर नाशिल्ले.
	72. श्री. नाजिर खान	
	अध्यक्षांनी श्री. नाजिर खान हांकां उलोवपाक आफयले	ते हाजीर नाशिल्ले.
	73. श्री. एडवीन डिसोजा, वास्को, खारेवाडो.	
a.	आपूण एक बाधीत व्यक्ती आसां.	जाप दिवंक ना.
b.	आपूण निशेधा सयत सादरीकरण करतां. लोकांक मुक्तपणान उलोवपाची परवानगी ना.	जाप दिवंक ना.
c.	खारीवाडया वयल्या लोकांक कोळसो खावपाची आनी पिवपाची सक्ती जाल्या.	जाप दिवंक ना.
d.	प्रकल्प प्रस्तावका कडेन सुखेची परवानगी नासतना लेगीत विस्तारा खातीर परवानगी कशी दिवं येता?	एस.डब्लू.पी.एल.न प.रा.ह.ब.मं. क्षमताय वृद्धी खातीर सं.सं. मेळोवपा खातीर अर्ज केला. ही भौशीक सुनावणी त्या अतिरिक्त सं.सं.चे पुर्तताये खातीर घडोवन हाडल्या. वैधानीक मंजुऱ्यो मेळळ्या उपरांतच प्रत्यक्ष कामांक सुरवात जातली.
e.	प्र.प्र.न सगळी कोळसो हाताळणी बंद करची. प्रकल्पाक मान्यताय दिवपाक विरोध केलो.	जाप दिवंक ना.
	74. श्री. जॅक डिसिल्वा, गोंयकार, वास्को	
a.	आपूण निशेधा सयत उलयतां.	जाप दिवंक ना.
b.	आपलें घर दर्यादेगेर आसा.	विधान सारकें ना.
c.	आपूण गोंयकार आसा, भायलो न्हय.	जाप दिवंक ना.
d.	काल एम.पी.टी. च्या अध्यक्षाक सुनावणेक येवन लोकांच्या प्रस्नांक जापो दिवपाची विनवणी केल्ली. पूण आपूण व्यस्त आसा, अशें सांगून तो आयलो ना. पूण प्रसिध्दी पत्रकां काडपाक मात ताका वेळ आशिल्लो.	जाप दिवंक ना.
e.	एम.पी.टी. च्या अध्यक्षान गोंयकारांचो अपमान केला.	-
f.	सद्याची कोळसो हाताळणी तशेंच 5 ए आनी 6 ए बर्थ हांकां लागूनचें प्रदुशण हाताभायर गेलां आसतना प्र. प्र. क विस्तारा खातीर कशी परवानगी दिवं येता?	विधान सारकें ना.
g.	एक जागृत गोंयकार म्हूण कोळसो हाताळणेक लागून निर्माण जाल्ल्या बारीक धुल्लाक लागून लोकांक फुफ्फुसाचीं दुयेसां जातात.	1. ए. आनी 4. सी. क दिल्ली आमची जाप पळोवची.

h.	विकास अशें विस्ताराचें एक कारण एम.पी.टी.न दिलां. पूण लोकांचे वेवसाय आनी जिवीत हांच्या कुस्ताचेर विकास जावपाक शकना.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
i.	कोळसो प्रदुशणाक लागून उदाकांतलें मर्क्युरी (पारो) चें प्रमाण वाडिल्ल्यान नुस्त्याचें संदुशण जाता, जें लोका खातात.	विधान सारकें ना.
j.	प्र.प्र. आपल्या उपक्रमाक लागून प्रदुशण करता. हें मंडळान मान्य केलां आनी तांकां तांचें उत्पादन 25% न उणें करपाक सांगलां.	
k.	प्रदुशण उणें करचें अशें मंडळान प्र.प्र.क कितले फावट सांगलां? प्र.प्र.न तांचे आदेश मानल्यात व्हय ? अशे प्रस्न विचारले.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
l.	ताचेर जाप दितना प्र.प्र.चें प्रदुशण स्तर चड नोंद जाल्ल्यान तांकां प्रमाण उणें करपाचो आदेश दिला, अशें मंडळाच्या प्रतिनिधीन सांगलें.	
m.	मंडळआन एम.पी.टी. आनी प्र.प्र.क प्रदुशणाचे स्तर चड आशिल्ल्यान उद्देग पुराय थांबोवपाचो आदेश दिवचो.	जाप दिवंक ना.
n.	मंडळाचे दिरंगायेक लागून वास्कोकारांची भलायकी इबाडटा.	जाप दिवंक ना.
o.	वास्कोकारांक भायले म्हणपाच्या एम.पी.टी.च्या अध्यक्षांच्या विधानाचो विरोध केलो.	जाप दिवंक ना.
p.	कोळसो प्रदुशणा आड प्र.प्र.चेर मंडळान बेगोबेग कारवाय करची.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
q.	जर आपणें कर्तव्य सारकें केलें जाल्यार तुमकां मान बागोवची पडना.	जाप दिवंक ना.
	75. ग्रासियस कुतिन्हो, वास्को	
a.	ओल्ड क्रॉस फिशिंग सोसायटीचो सचिव.	
b.	आपणाक जायतें उलोवपाचें आसा, पूण वेळेची मर्यादा 5 मिनटां आशिल्ल्यान चड उलोवपाक मेळना.	जाप दिवंक ना.
c.	वास्कोंतले कोळसो हाताळणेक विरोध केल्लो.	जाप दिवंक ना.
d.	आपलो इश्ट फुफ्फुसाच्या दुयेंसाक लागून मेलो. आपलो बापूय लेगीत फुफ्फुसाच्या कॅन्सराक लागून मेलो.	जाप दिवंक ना.
e.	वास्कोंत उदकाचो उणाव आसा, पूण एम.पी.टी. मात 7 लाख लीटर उदक वापरता.	5. ई दिल्ली आमची जाप पळोवची.
f.	वास्कोंतल्या कोळश्यां-ट्रक-येरादारीचेर प्र.नि.मं.चें नियंत्रण आनी देखरेख ना. आपणाक वास्कोंतल्या रस्त्यांचेर कोळसो दिश्टी पडटा.	35. ञ क दिल्ली आमची जाप पळोवची.

g.	वास्को खाडींत कोळसो भरिल्ल्यान नुस्तेंमारी उणावल्या आनी देखून मंडळाक कारवाय करपाची विनवणी केली.	15.ट आनी 15. त क दिल्ली आमची जाप पळोवची.
h.	वास्कोंत कोळसो प्रदुशण जाल्ल्यान नुस्तेकारांक वास्कोंत रावपाक मेळना आनी देखून तांकां रोजगार मेळना. वर्स दोन वर्सां भितर तांकां वास्को सोडचें पडटा.	जाप दिवंक ना.
i.	खूब उलोवपाचें आसा पूण वेळ सोंपिल्ल्यान थांबतां.	जाप दिवंक ना.
j.	ड्रेजिंग विशयांतली सुनावणी केन्ना सुरू जातली? आपणाक ते वेळार परतो येवन उलोवपाचें आसा, अशें तांणी अध्यक्षांक विचारलें. ताचेर अध्यक्षांनी ती सुनावणी दनपरां 2:45 वरांचेर सुरू जातली, अशें सांगलें.	जाप दिवंक ना.
k.	रजिस्टरांत नोंद जाल्ले प्रमाण उलोवप्यांची नांवां वाचून दाखोवपाची मागणी केली.	-
l.	ताचेर अध्यक्षांनी ताका ड्रेजिंग सुनावणे वेळार 2:30 वरांचेर सुरवेक उलोवपाक परवानगी दितले, म्हूण जाप दिली.	जाप दिवंक ना.
	76. सुरेश नायक, वास्को :	
a.	जे.एस.डब्ल्यू., अदानी हांच्या एम.पी.टी.न मान्यताय दिल्ल्या उपक्रमाक लागून जावपी कोळसो प्रदुशणाक खर विरोध केलो.	जाप दिवंक ना.
b.	धुल्ल प्रदुशणाक लागून जायते अपघात घडटात. धुल्लाक लागून मुखार दिसपाचें प्रमाण उणें जाता आनी अपघात घडटात.	1. ए., 1. घ आनी 4. सी. क दिल्ली आमची जाप पळोवची.
c.	जिल्ल्याधिकारी आनी मंडळ कोळसो धुल्ल प्रदुशण थारावपाक कांय कारवाय करिना. मंडळान कितें कारवाय केल्या? असो प्रस्न विचारलो.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
d.	कोळसो हाताळपी कंपन्यांक तांचे उत्पादन 25% उणें करपाचो आदेश दिलो, अशी जाप मंडळान दिली.	प्र.प्र.न जापे सयत निर्देशांची गरजेची पुर्तताय केल्ल्यान जाप दिवंक ना.
e.	धुल्ल प्रदुशणाक लागून वास्कोकारांक मास्क वापरचे पडटात. लोकांक मंडळ मास्कांची पुरवण करतलें व्हय, ताची जाप तांणी मंडळाक विचारली.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
f.	आयजचे तारखेक कोळसो धुल्ल प्रदुशण उणें जालां व्हय? असो प्रस्न मंडळाक तांणी हालींच वास्कोंत केल्ले भों.ह.गु. तपासणे वेल्यान विचारलो.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.

g.	मंडळाच्या प्रतिनिधींनी कांयच जाप दिवंक ना, हाचो अर्थ तांणी तांचें कर्तव्य कसूंक ना.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
h.	भौशीक सुनावणेंत लोकांचे मागणे प्रमाण मंडळान केल्ल्या ध्वनी-प्रदुशणाचे तपासणेच्या अहवाला प्रमाण, उद्देग सुरू आसतना ध्वनी-प्रदुशण स्तर 75 डीबी(ए) आशिल्ले नोंद जाल्ल्यात, जे दोनूय उद्देग चालू आसल्यार मर्यादा हुपतले.	उल्लेख केल्ले माहिती संकलनाची तारीख, वेळ आनी थळा विशीं आमकां खबर ना. देखून आमी जाप दिवपचें टाळटात.
i.	मंडळाच्या प्रतिनिधीक लोकांनी विचारिल्ल्या प्रस्नाक जाप दिवपाचो आधिकार आसा? असो प्रस्न केलो. ताचेर अध्यक्षांनी तांकां तसो अधिकार आसा, अशें सांगलें.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
j.	मंडळ जापो दिवंक न्हयकार दिवन अदानी आनी जिंदाल हांकां तेंको दिता.	-
k.	पुराय वेवस्था अपेशी थारल्या.	जाप दिवंक ना.
l.	अध्यक्षांक ही भौशीक सुनावणी घेवंक आयलीना.	जाप दिवंक ना.
m.	ताचेर अध्यक्षांनी आपूण ही सुनावणी प.प्र.त. अधिसुचोवणे प्रमाण घडोवन हाडटा, अशें सांगलें.	जाप दिवंक ना.
n.	खंयच्या कायद्या प्रमाणलोकांक फकत 5 मिनटां उलोवप दिलां? असो प्रस्न विचारलो.	-
	ताचेर जाप दितना नांव नोंदणी केल्या त्या सगळ्या लोकांक उलोवंक मेळचें म्हूण आपूण अशें केलां, अशें अध्यक्षांनी सांगलें. त्याभायर लिखीत निवेदनां भेटोवं येतात - तांणी फुडें सांगलें.	-
	77. श्री. पीटर आंद्राद	
	हे भौशीक सुनावणेच्या पयल्या दिसा, म्हणल्यार 26/04/2017 दिसा उलयल्यात, अशें अध्यक्षांनी सांगलें.	-
	78. श्री. कस्तोदियो डि'सौजा, खारीवाडो.	
a.	ओल्ड क्रॉस सोसायटीचे अध्यक्ष आनी 'गोवा अगेन्स्ट कोल' चे निमंत्रक	
b.	आपल्याक उलोवपाक कितलीं मिनटां मेळटली? असो प्रस्न विचारलो.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
c.	अध्यक्षांनी तांका 6 मिनटां मेळटलीं अशें सांगलें.	-
d.	उलोवपाचे वेळेचेर मर्यादा घालपाच्या अध्यक्षाच्या आदेशाचेर कायदेशीर मुद्दो उपस्थीत केलो.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.

e.	आपूण दरेकल्याक उलोवपाक 5-6 मिनटां वेळ दिवपाचो आदेश द्विल्ल्याचें अध्यक्षांनी सांगलें.	-
f.	हो आदेश आयजच्या दिसाची सुनावणी चालू जातना आपणें काडिल्ल्याचें सांगलें. हो आदेश खंयच्या कायद्या खाला काडला? असो प्रस्न तांणी केलो.	जाप दिवंक ना.
g.	अध्यक्ष आपल्या प्रस्नाक जाप दिना आनी आपल्याक 6 मिनटां उलोवपाची सक्ती करता, अशें तांणी सांगलें.	जाप दिवंक ना.
h.	लोक आपल्यो अडचणी/प्रस्न घेवन उलोवपाक आयल्यात, तांका 5 मिनटांची मर्यादा पावना, अशें तांणी सांगलें.	जाप दिवंक ना.
i.	अध्यक्षांनी वेळेचेर मर्यादा घालपाचो आदेश लिखीत स्वरुपांत दिवपाची आनी आता मेरेनचें इतिवृत्त वाचून दाखोवपाची मागणी तांणी केली.	जाप दिवंक ना.
j.	व्यासपिठाचेर तीन व्यक्ती कश्यो बसल्यात काय म्हूण तांणी विचारलें.	जाप दिवंक ना.
k.	जिल्ल्याधिकारी वा अतिरिक्त - जिल्ल्याधिकारी आनी गों.रा.प्र.नि. मं. चो प्रतिनिधी सुनावणेचें अध्यक्षपद करतात अशें अध्यक्षांनी सांगले. अतिरिक्त-जिल्ल्याधिकारी आपणाक इतिवृत्त नोंद करपाक मदत करता, अशें अध्यक्षांनी सांगलें.	-
l.	हे भौशीक सुनावणेचो अध्यक्ष कोण? असो प्रस्न तांणी विचारलो.	जाप दिवंक ना.
m.	अतिरिक्त जिल्ल्याधिकाऱ्यान ही भौशीक सुनावणी बरे तरेन चलयल्ली. आयज जिल्ल्याधिकारी आडखळी उत्पन्न करता आनी वेळेचेर मर्यादा घालता, अशें तांणी सांगलें.	जाप दिवंक ना.
n.	तांचो उलोवपाचो वेळ सोंपिल्ल्यान तांणी सकयल देंवचें असो आदेश अध्यक्षांनी दिलो.	-
79. श्री.आरकान्झ गुरजांव.		
	अध्यक्षांनी श्री.आरकान्झ गुरजांव हांकां आफयले	ते हाजीर नाशिल्ले.
80. श्रीमती पुजा मित्रा गुरजांव .		
	अध्यक्षांनी श्रीमती पुजा मित्रा गुरजांव हांकां आफयले	ती हाजीर नाशिल्ली.
81. श्री. देवू काणकोणकार		
	अध्यक्षांनी श्री. देवू काणकोणकार हांकां आफयले	ते हाजीर नाशिल्ले.
82. श्री. एनरिको डायस		

	अध्यक्षांनी श्री. एनरिको डायस हांकां आफयले	ते हाजीर नाशिल्ले.
	83. श्री. साल्वादोर फर्नांडीस	
	अध्यक्षांनी श्री. साल्वादोर फर्नांडीस हांकां आफयले	ते हाजीर नाशिल्ले.
	84. श्रीमती प्रिसिलिया फर्नांडीस	
	अध्यक्षांनी श्रीमती प्रिसिलिया फर्नांडीस हांकां आफयले	ती हाजीर नाशिल्ली.
	85. श्री. कस्तोदियो डि'सौज	
a.	मॅक्सी कुरैय हांकां सुनावणेंत उलोवपाक आफयतकीच तांकां वाट मेकळी करुन दिवपाक न्हयकार दीत तांणी पोडियम सोडूंक न्हयकार दिलो. अध्यक्षांनी तांकां चडावत 5 मिनटां दिवन ते उपरांत पोडियम सोडपाचो आदेश दिलो.	जाप दिवंक ना.
b.	खंयचे तरतुदी खाला अध्यक्षांनी उलोवप्यांचे वेळेचेर मर्यादा घातल्या तें जाणून घेवपाक प्रस्न केलो.	-
c.	तांणी उलोवपाक 2 वरांचो वेळ मागलो, पूण अध्यक्षांनी ताका फकत 5 मिनटां मेळटलीं, अशें सांगलें.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
d.	आपूण पोडियम सोडचो ना आनी अध्यक्षांनी आपणाक बळजबरीन पयस काडचें पडटलें, अशें. तांणी सांगलें.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
e.	एम.पी.टी. च्या अध्यक्षांनी भौशीक सुनावणेक भायले लोक येतात आनी वास्कोकारांचो प्रकल्पाक विरोध ना, अशें वक्तव्य केलां, तें तांणी न्हयकारलें आनी आपूण वास्कोकार अशें सांगलें. भौशीक सुनावणेक एम.पी.टी. चे प्रतिनिधी कोण तें जाणा जावपाची इत्सा परगटायली.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
f.	ताच्या विधानाचें खरेंपण करपाक एम.पी.टी. च्या अध्यक्षाकसुनावणेक आफोवन घेवपाक जाय अशी मागणी केली.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
g.	कलेक्टरान आदेश जारी करुन ताका काडून उडोवपाची मागणी केली.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
h.	दक्षिण गोंयच्या जिल्ल्याधिकाऱ्यांनी आयजचे सुनावणेक हजर रावन कायदो आनी सुवेवस्थेचो प्रस्न निर्माण केला.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
i.	सगळ्या लोकांक उलोवपाची समान संद दिवक जाय. ही सुनावणी गंभीर आसा आनी वास्को आनी गोंयच्या फुडारा कडेन संबंदीत आसा.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.

j.	लोकांक आपल्यो हरकती सादर करपाक 02/05/2017 मेरेन दिवपी आदेश जिल्ल्याधिकाऱ्यांनी खंयचे तरतुदी खाला काडला? तें सांगपाची विनवणी केली.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
k.	आपूण प. प्र. त. अधिसुचोवणे प्रमाण घालून दिल्ली प्रक्रिया पाळटां अशें अध्यक्षांनी सांगलें. सगळ्या लोकांक उलोवपाक समान संद मेळची म्हूण आपणें वेळ निर्धारीत केल्या अशें अध्यक्षांनी सांगलें.	जाप दिवंक ना.
l.	आपलें सादरीकरण करुंक प्रकल्प प्रस्तावकान कितलो वेळ घेतिल्लो, तें जाणून घेवपाची मागणी केली. कलेक्टर प्रकल्प प्रस्तावक आनी लोक हांचे मदीं भेद करता, अशें तांणी सांगलें.	-
m.	उलोवपाचेर 5मिनटांची मर्यादा भौशीक सुनावणेच्या पयल्या दिसाच घालपाक जाय आशिल्ली. काल अतिरिक्त कलेक्टरान उलोवपाची मर्यादा 5 मिनटां, असो उल्लेख कित्याक करूंक ना?	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
n.	अध्यक्षांनी ताका सांगलें, तार्ची 20 मिनटां जालीं तरी ताणें आपलें सादरीकरण करुंक ना.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
o.	गों.रा.प्र.नि. मंडळान आयज खबरापत्रांत जारी केल्ले सुचोवणे भितर 5 मिनटांचे मर्यादेचो उल्लेख ना. देखून वेळेचेर मर्यादा कलेक्टरान घातल्या काय हेर कोणें, तें जाणा जावन घेवपाची इत्सा परगटायली.	-
p.	वेळेची मर्यादा काल सांगूंक जाय आशिल्ली, आयज 10:30 वरांचेर न्हय.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
q.	खंयचे कायदो आनी सुव्यवस्थे खाला 5 मिनटांची वेळमर्यादा लागू केल्या ताची जाप दिले बगर आपूण सादरीकरण करूंक शकना.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
r.	पुलीस आनी कलेक्टरान आपल्याक बळजबरेन हालयलो अशें कस्तोदियो डि'सौज हांणें सांगलें.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
	86. मॅक्सी कुरैय, वाडें	
a.	आपूण निशेध करून उलयतां.	जाप दिवंक ना.
b.	भौशीक सुनावणेक पुलीस कित्याक दवरल्यात?	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
c.	पुलीस भौसाक धमकायतात.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
d.	आपूण कॅन्सर पेशंट आसां. आपूण भौसा सयत पोडियमाचेर वळवळटां जाल्यार अधिकारी मात सुशेगाद बसल्यात.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.

e.	एम.पी.टी. चो कोणूय प्रतिनिधी माचयेर आसा काय म्हूण ताणें निशेधान विचारलें.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
f.	अध्यक्षांनी तीनूय प्रकल्प एकामेका परस वेगळे अशी जाप दिली..	-
g.	जे.एस. डब्ल्यू. च्या अधिकाऱ्यांनी आपली वळख करुन दिली.	श्री. आर. आर. पात्रा – उपाध्यक्ष. एन्थनी फर्नांडीस – युनिट मुखेली.
h.	कोळसो प्रदुशणाक लागून दुर्यंत पडपी पेशंटांक मदत करुंक जे.एस.डब्ल्यू. न कसलीं पावलां उबारल्यांत? असो प्रस्न केलो.	लोकांच्यो हरकती नोंद करुन घेतले आनी तांकां मागीर जाप दितले अशें जे.एस.डब्ल्यू. च्या प्रतिनिधीन सांगलें.
i.	लोकांच्यो सगळ्यो हरकती नोंद करुन निर्णया खातीर ई. ए. सी. क धाडटले अशें अध्यक्षांनी सांगलें .	-
j.	हे भौशीक सुनावणेक लागून कायदो आनी सुवेवस्थेचो प्रस्न उप्रासल्यार अध्यक्ष जापसाल आसतलो काय म्हूण प्रस्न अध्यक्षाक केलो.	जाप दिवंक ना.
k.	ह्या प्रकल्पाक आजून मान्यताय मेळिल्ली ना आनी तो फकत मुळावे स्थितींत आसा आनी लोकांच्यो हरकती लक्षांत घेतल्या उपरांतच ई. ए. सी. ताचेर विचार करतली, अशें अध्यक्षांनी सांगलें.	-
l.	जे.एस.डब्ल्यू. तांच्यो कोळश्यांच्यो राशी धांपता वा ना असो प्रस्न विचारलो.	कोळश्यांच्यो राशी ताडपत्रेन आनी कन्वेयर पट्टे लेगीत शक्य थंय धांपतात, तशेंच एक धांपिल्ली शेड बांदपाचो प्रस्ताव आसा, अशी जाप जे.एस.डब्ल्यू. च्या प्रतिनिधीन दिली.
m.	आपली वेवस्थापनाची सराव-चांचणी जे.एस.डब्ल्यू. न निमाणी केन्ना केल्ली? असो प्रस्न विचारलो.	प्रस्नाक लिखीत जाप दितले अशें प्रतिनिधीन सांगलें. एस.डब्लू.पी.एल. सुरक्षा कार्यशाळा धरून सर्वसामान्य पद्दती आनी नेम हांचें प्रमाण सुरक्षा चांचण्यो घडोवन हाडटा.
n.	इंधनाचो आनी अमोनिया टांकयांचो स्फोट जाल्यार जे.एस.डब्ल्यू. कडेन आपली वेवस्थापनाची कसलीच येवजण ना.	आपत्ती वेवस्थापन येवजण, हातूंत सैमीक आनी मनीस-निर्मीत संकश्टांचो विचार केला तशेंच तांचे खातीरची सज्जताय आनी प्रतिक्रिया येवजण तयार केल्या. 40 एसएस क दिल्ली आमची जाप पळोवची.
o.	ह्या मुद्दयाचेर जे.एस.डब्ल्यू. कडल्यान जापेची मागणी केली.	86. एच क दिल्ली आमची जाप पळोवची.
p.	अध्यक्ष भौशीक सुनावणेच्या सुरळीत कामकाजांत बादा हाडटा.	जाप दिवंक ना.
q.	भौसाच्या प्रस्नांक जे.एस.डब्ल्यू. जापो दिनाशिल्ल्याची नोंद जाली.	86. एच क दिल्ली आमची जाप पळोवची.

r.	जर जे.एस.डब्ल्यू.7 दशलक्ष लीटर उदक वापरतली जाल्यार थळाव्यांक उदका पुरवण कशी जातली? प. प्र. त. अहवालांत हया उदकाचो स्रोत सांगिल्लो ना.	प.प्र.त.च्या पाठ 5च्या अनुभाग 5.3.2.च्या पान 5-15 भितर सांगिल्ले प्रमाण हया प्रकल्पाक सुमार 500 कि.ली./दी उदक लागतलें. पोर्ट टर्मिनलाचेर सद्याक 200-250 कि.ली./दी. एम.पी.टी.च्या सां.प्र. 3.तल्यान प्रक्रियाकृत सांडपाणी वापरता. उदकाची अतिरिक्त गरज भौ.बां.खा.न चलयल्ल्या 2300 कि.ली./दी. सी.ई.टी.पी. उद्देगांतल्यान भागयतले.
s.	आपल्या उद्देगांत जे.एस.डब्ल्यू. थळाव्या गोंयकारांक रोजगार दिना.	46. झ आनी 46. ञ क दिल्ली आमची जाप पळोवची.
t.	आपलें पुराय सादरीकरण नोंद करुन घेवपाची विनवणी तांणी केली. जिल्ल्याधिकारी हया नात्यान तांणेय लोकांच्या प्रस्नांक जापो दिवपाक जाय.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
u.	आपूण निशेधा खाला सादरीकरण करतां-वेळेचेर घातिल्ले मर्यादेक लागून - हाचो तार्णे पुनरुच्चार केलो. कालचे सुनावणेंत लोकांक जायतो वेळ दिल्लो, अशें तार्णे सांगलें.	जाप दिवंक ना.
	87. सॅड्रिक डि'सौज, राय	
a.	अध्यक्षांन फकत 5 मिनटां उलोवपाक दिल्ल्याचो निशेध करुन आपूण उलयतां.	जाप दिवंक ना.
b.	भौसाच्या प्रस्नांक जे.एस.डब्ल्यू.चे प्रतिनिधी जापो दिनात.	86. एच क दिल्ली आमची जाप पळोवची.
c.	कांय बाधीत पंचायतींक प. प्र. त. अहवालाच्यो प्रती दिवंक ना.	7. बी. आनी 7. सी. क दिल्ल्यो आमच्यो जापो पळोवच्यो.
d.	जीं गांवां 10 कि.मी. भितर पडटात तांकां अहवाल दिवप गरजेचें आनी तांकां अहवाल भेटयला, अशें अध्यसांनी सांगलें. हया विशयाचेर ई.ए.सी. निर्णय घेतली आनी गांवक-यांक सुनावणे खातीर आफोवप काय बाधीत गांवा खातीर सुनावणी घेवप तें थारायतली, अशें अध्यक्षांनी सांगलें. आपलें कर्तव्य लोकांचीं मतां नोंदोवन तीं निर्णया खातीर ई. ए. सी. कडेन धाडपाचें आसा अशें अध्यक्षांनी सांगलें.	-
e.	डॉ. मोहन गिरप हया गों.रा.प्र.नि.मं. च्या अधिकाऱ्यांनी आपली वळख करुन दिली.	-
f.	26/04/2017 दिसा ध्वनी प्रदुशण संबंदान गों.रा.प्र.नि.मं. कडेन प्रकल्प प्रस्तावकाच्या उद्देगांत तपासणी करपा दिशींचे विनवणेचो संदर्भ तांणी दिलो. ही तपासणी मंडळान केल्या आनी तिचो अहवाल तयार आसा आनी ताचे	आमकां हे तपासणेच्या तारखे विशीं तशेंच वेळ आनी थळा विशीं खबर ना. देखून आमी जाप दिवपाचें टाळटात.

	वेल्यान ध्वनी-स्तर 75 डी बी नोंद जाल्या अशी जाप, गों.रा.प्र.नि. मंडळान दिली.	
g.	ह्या प्रस्नाचेर मंडळान कितें कारवाय केल्या? असो प्रस्न तांणी विचारलो.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
h.	नोंदी तपासून अहवालाचेर प्रक्रिया केल्या उपरांत कारवाय सुरु करतले, अशेंगों.रा.प्र.नि. मंडळाच्या प्रतिनिधीन सांगलें.	-
i.	कार्यान्वयन मंजुरी फाटीं घेतले, काळ-मर्यादा कितें आसतली असो प्रस्न तांणी विचारलो.	जाप दिवंक ना.
j.	प्रक्रियेक वेवस्थीत पाळो दितकीच कारवाय करतले अशें गों.रा.प्र.नि. मं. च्या प्रतिनिधीन सांगलें.	-
k.	जसो लोकांक उलोवपाक थरावीक वेळ दिला, तेच तरेन मंडळान लेगीत वेळापत्रक करुन वावर करूंक जाय, अशें तांणी सांगलें.	जाप दिवंक ना.
l.	आपूण एका दिसा भितर हे कागाळेची जाप दितां अशें गों.रा.प्र.नि. मं. च्या अधिकाऱ्यान सांगलें.	-
m.	एम.पी.टी. न हॉस्पिटल बांदलां वा ना? असो प्रस्न प्रकल्प प्रस्तावकाक केलो. हें हॉस्पिटल खंय आसा? असो प्रस्न गों.रा.प्र.नि. मं.डळाक केलो. हॉस्पिटला मुखार कोयराच्यो राशी पडल्यात, अशें तांणी सांगलें.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
n.	विकसनशील राष्ट्रां लेगीत तांची बंदरां आनी धक्के गर्देच्या वाठारा सावन पयस उबारतात.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
o.	आपत्ती वेवस्थापन येवजणे विशीं तार्णे विचारले.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
p.	जिल्ल्याधिकाऱ्यांनी आपली वेवस्थापन येवजण आसा, अशी जाप दिली.	-
q.	व्हडल्या बोटींतल्यान आनी जेटीं वेल्यान व्हांवन वचपी कोळश्यांतल्या उदकाचो विचार केला? असो प्रस्न केलो.	17 एफ. क दिल्ली जाप पळोवची.
r.	आपूण 5 ए आनी 6 ए चो विस्तार आनी हेर दोन प्रकल्पांक विरोध करतां आनी गों.रा.प्र.नि.मं. चे बेपर्वा कारवायेचो निशेध करतां.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
s.	एप्रील, 2016 म्हयन्यांत एक टग बोट आनी पोन्टून मुंगरिल्ली तेन्ना आपली वेवस्थापनाची	विधान प्रकल्प प्रस्तावका कडेन संबद्ध ना. हे उपक्रम एम.पी.टी.चे कक्षेंत येतात.

	वेवस्थीत उपकरणां नाशिल्ल्यान आपली वेवस्थापन टिमीक प्रस्न सोडोवंक आठ दीस लागिल्ले. आतां मेरेन दुर्घटना घडूंक ना हें तांचें नशीब पूण दरेक फावर नशिबाचेर पातयेवंक जायना. केपसायज बोटींक लागून जावपी संकट अचकीत आनी व्हड आसू येता हाची बेसबरी देख म्हणल्यार कांदोळी हांगा मुंगरिल्ले रिव्हर प्रिंसेस जहाज, जें काडूंक 12 वर्सां लागलीं.	
	88. मादालिन पैरैरा	
a.	आपूण कॅन्सर पेशंट आसां आनी जेश्ठ नागरीक आसां, अशें तिणें सां गलें.	-
b.	फाटले तीन दीस आपूण सुनावणेक बसून रावल्यां. प्रकल्प प्रस्तावकान वास्को शाराचेर हाडूंक सोदिल्ल्या अत्याचारांक विरोध करपा खातीर उलोवपाचें थारायलां.	विधान सारकें ना.
c.	आपूण वास्को शारांतच वाडल्या आनी वास्को दर्यावेळेचेरच पेंवपाक शिकल्या.	विधान सारकें ना.
d.	आदल्या तेंपार वास्को एक दर्यावेळ आसली आतां ती एम.पी.टी. न खणून नश्ट केल्या.	विधान सारकें ना.
e.	एम.पी.टी., अदानी आनी जिंदाल हांणी वास्को दर्यावेळ आनी परिस्थितिकी नश्ट केल्या.	विधान सारकें ना.
f.	वास्कोचें सौंदर्य नश्ट केलां.	विधान सारकें ना.
g.	सुनावणेक पुलीस दवरपाक हरकत आनी पुलीस धमकायतात अशें सांगलें.	जाप दिवंक ना.
h.	आपलें जिवीत, फुडार, भुरगीं, हांचे खातीर लडपाक वास्कोकार हे सुनावणेक आयल्यात, कायदो आनी सुवेवस्या निर्माण करपा खातीर न्हय.	जाप दिवंक ना.
i.	वास्कोंत कोळसो-क्रांती करुं नाका, अशी विनवणी प्रकल्प प्रस्तावकाक केली.	विधान सारकें ना.
j.	आतां मेरेन भौसान मांडिल्ल्या मतां वेल्यान एम.पी.टी. आनी कोळसो हाताळणी प्रकल्प गोंय नश्ट करतलें हें स्पश्टपणान दिसता आनी कंपनी कडेन वास्कोचें पर्यावरण राखपा खतीर कसलीच येवजण ना.	विधान सारकें ना.
k.	कोळसो प्रदुशणाक लागून भुरग्यांक 'ऑटीजम' जावं येता.	1. ए. आनी 4. सी. क दिल्ल्यो आमच्यो जापो पळोवच्यो.

l.	सगळ्या उलोवप्यांनी अभ्यासपूर्ण सादरीकरणां केल्ले खातीर उपकार मानले. ह्या सादरीकरणांक लागून सर्वसामान्य लोकांक हो प्रकल्प बऱ्याचो न्हय, हें प्रकल्प प्रस्तावक, कलेक्टर आनी गों.रा.प्र.नि. मंडळाक कळळें, अशें तिणें म्हणलें.	विधान सारकें ना.
m.	आपूण जें मत मांडटां, तें तीनूय प्रकल्पां खातीर आसा आनी तीनूय भौशीक सुनावण्यांच्या इतिवृत्तांत तें नोंद करुन घेवचें.	एस.डब्लू.पी.एल. कडेन संबंदीत प्रस्नांक योग्य जापो मेळटल्यो.
n.	खूब भुरग्यांक पल्मनरी दुयेसां (खांकी कडेन संबंदीत) जाल्यांत.	1. ए. आनी 4. सी. क दिल्ल्यो आमच्यो जापो पळोवच्यो.
o.	वास्कोच्या नागरिकांचेर कित्याक अत्याचार करतात, असो प्रस्न प्रकल्प प्रस्तावकाक केलो. देशाच्या फायद्या खातीर वास्कोकारांक कोळश्याचो स्वास घेवचो पडटा.	जाप दिवंक ना.
p.	कोळसो प्रदुशणाक लागून जिवीत व्हशडायल्या जायत्या जाणाक ती वळखताली.	जाप दिवंक ना.
q.	भौशीक सुनावणी सुरु जावचे पयलीं, सुचोवणी दिल्ल्याच्या काळांत, दर्यावेळेचेर कोळसो धुंवून सोडून दिल्लो, जी प्रकल्प प्रस्तावकान केल्ल्या प्रदुशणाची गवाय आसा.	जाप दिवंक ना. अशे तरेच्यो घडणुको एस.डब्लू.पी.एल.न चलयल्ल्या टर्मिनलाचेर घडिल्ल्यो ना.
r.	प्रकल्प प्रस्तावकाच्या उद्देगांतल्यान कोळसो लोकांच्या घरांनी रिगता.	-
s.	गोंयची माती तांबडी, पूण वास्कोची माती काळी.	जाप दिवंक ना.
t.	प्रकल्प प्रस्तावकाक चड कोळसो आयात करपाची परवानगी दिली जाल्यार प्रदुशण उणें जावचें ना, वाडटलें.	आधुनिकीकरणा भितर फकत परिणामकारक एकात्मीक आनी कुशळ ए.पी.सी.एम. बसयतले. पर्यावरण संवेदनशील वाठारांचेर खंयचोच चडावत विपरीत परिणाम जावचो ना. एस.डब्लू.पी.एल. प.रा.ह.ब.मं. आनी गों.रा.प्र.नि.मं. हांणी निश्चीत केल्ल्या प्रदुशण मानक स्तरांक पाळो दितली.
u.	कोळश्याची आयात वाडिल्ल्यान कोळश्याच्या राशींची उंची वाडटली आनी ताका लागून त्यो धांपप. शक्य जावचें ना.	प्रस्तावीत आधुनिकीकरणांत राशींची उंची वाडोवचे नात. टर्मिनलाची क्षमताय कार्गोचो टर्मिनलांतलो वेळ उणो करून आनी टर्मिनल खाली करपाची सरासरी वाडोवन वाडटली.
v.	वास्कोच्या लोकांच्या तोंडाक गुड्डो मारला आनी तांच्या उलोवपाचेर बंदी घातल्या.	जाप दिवंक ना.
w.	सोनशीचो खण-वेवसाय कित्याक बंद जालो? तशीच कारवाय वास्कोंत कित्याक करपाक जायना?	विधान प्रकल्प प्रस्तावका कडेन संबद्ध ना.

x.	वास्कोंत परतून नितळ हवा खेळची अशीं मागणी केली.	जाप दिवंक ना.
y.	संविधानीक हक्क आशिल्ल्यान नितळ हवेची मागणी केली.	जाप दिवंक ना.
z.	पुर्तुगेजां तेंपार गोंय मुळाव्या स्वरुपांत आशिल्लें. आपणाक सर्गेस्त कवी मनोहरराय सरदेसायाची याद येता.	विधान प्रकल्प प्रस्तावका कडेन संबद्ध ना.
aa.	वास्कोकारांचेर कोळसो हाताळपी टोळयांचो शेक चलता.	जाप दिवंक ना.
bb.	पुर्तुगेजांनी स्थापन केल्ल्या नुस्तें-उद्देगांत बरी नुस्तेमारी जाताली, पूण आयज न्हंयेंत प्रदुशण जाल्ल्या कारणान नुस्तेमारीचें प्रमाण दंवलां.	जाप दिवंक ना.
cc.	हेर राज्यांच्या फायद्या खातीर गोंयांत कोळसो आयात करतात.	जाप दिवंक ना.
dd.	श्री. कुस्तोद हांणी कोर्टांत वचून, दर्यांत खोदकाम करपाची एम.पी.टी. ची बेकायदेशीर कृती उक्ताडाक हाडून एम.पी.टी. चो प्रकल्प रद्द करुन घेतिल्ले खातीर तांणी तांकां सेय दिलें.	जाप दिवंक ना.
ee.	झुवारी न्हंयेचें खोदकाम करप म्हणल्यार तिचेर बलात्कार करप	जाप दिवंक ना.
ff.	पोडियमाच्या सामकें लागी पोलीस उबे राविल्ले खातीर विरोध केलो.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
	89. फ्रांसिस गोन्साल्वीश	
a.	ताणें नाझीर खान, वास्को हाका उलोवपाची संद दिली.	-
b.	प्रकल्पप्रस्तावकांचें सादरीकरण करपी अनुवादकाक माचयेर आफयलो.	अनुवादकान डॉ. भावे अशी आपली वळख करुन दिली.
c.	प्रकल्प प्रस्तावकाचें सादरीकरण अनुवादकान कांय मिनटां भितर कशें केलें ? जेन्ना लोकांक सादरीकरण करुंक 2 वरां लागतात? असो प्रस्न तांणी केलो.	प्रकल्प प्रस्तावकाचे वतीन आनी कंपनीन जी माहिती दिल्या तिच्या आदारान आपूण सादरीकरण केलां, अशें अनुवादकान सांगलें.
d.	भौशीक सुनावणेक मुरगांव मतदार संघाचो एक लेगीत आमदार हाजीर ना. कोळसो प्रदुशण आनी प्रकल्प हे विशीं आमदारांची भुमिका जाणून घेवपाची इत्सा परगटायली.	जाप दिवंक ना.
e.	एका फास्ट-फुडाचे चिमणेंतल्यान कितलें प्रदुशण जाता? असो प्रस्न गों.रा.प्र.नि.मं.क विचारलो.	विधान प्रकल्प प्रस्तावका कडेन संबद्ध ना. हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
	मंडळाच्या प्रतिनिधीन तें प्रमाण थारावंक येना, अशी जाप दिली.	-

f.	एके कागाळेचेर आदारुन मंडळ लायसेन्सा बगरच्या ल्हान उद्देगांचेर कारवाय करता. पूण एम.पी.टी., अदानी आनी जे.एस.डब्ल्यू. सारक्या कोळसो हाताळपी उद्देगांचेर मात कांयच कारवाय करिनासतना फकत अर्थशुन्य नोटिशी धाडटा.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
g.	कोळसो प्रदुशणाक लागून वास्कोंतलीं भुरगीं अस्थमा जावन दुर्येत पडटात, पूण गों.रा.प्र.नि.मं. कारवाय करिना.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
h.	16/02/2016 तारखेच्या पत्र क्र. 1/20/15 - प्र.नि.मं./ टॅक/ 1091 वरवी प्र. नि. मंडळान मे. एम.पी.टी., एस.डब्ल्यू.पी.एल. आनी अदानीक सकयल्ल्यो गजाली करपा खातीर नोटिशी धाडिल्ल्यो:	
i.j.	1. ट्रकांचे ओवर लोडिंग करप ना.	रस्त्याचेर वाहतूक जांवचीं ना.
	2. कोळश्यांची उंची 5 मी. परस उणी आसूंक जाय. पूण ही उंची 5 मी परस चड जावन लेगीत कारवाय करुंक ना.	कोळसो एक थरावीक उंची मेरेन दाळटात. त्या भायर 12 मी. वणत वारो आडोवपा खातीर उबारतले.
	3. कोळसो स्टॅकयार्डान उदकाची फवारणी करुंक जाय. मंडळाच्या आदेशांची पुर्तताय जाल्या वा ना हें जाणून घेवपाची इत्सा परगटायली.	कोळश्यांचे राशींचेर उदक फवारणी करतात.
	4. कोळश्यांच्या राशींचेर ताडपत्री धांपप. तीनूय कंपन्यांनी हाका पाळो दिल्लो ना, तरीय कांयच कारवाय केल्ली ना.	दाळणी आनी उसपणी सोडून हेर वेळार राशी धांपून दवरतात.
	5. ट्रकांचेर ताडपत्री घालप. कोळसो आनी वुडचिप्स व्हरपी ट्रक धांपिल्ले आसनात.	रस्त्याचेर वाहतूक जांवचीं ना.
	6. उदक फवारणेक प्रवाह मीटर बसयल्ले नात, असो आरोप तांणी केलो.	प्रवाही मिटर बसयल्यात आनी प्रवाह नियंत्रीत केला.
	7. ह.भों.गु.त. आनी सप्तकी तपासणी माहिती गों.रा.प्र.नि.मं.क सप्तकी धाडप.	गों.रा.प्र.नि.मं.क म्हयन्याळी अहवाल दितात.
k.	हें सगळें केलां वा ना असो प्रस्न जें.एस.डब्ल्यू. आधिकाऱ्यांक केलो.	श्री. एन्थनी फर्नांडीस (एस.डब्ल्यू.पी.एल. चे मुखेली) हांणी मंजुरेंतल्या अटीं प्रमाण ते गों.रा.प्र.नि. मंडळाक म्हयनाळी अहवाल धाडटात अशी जाप दिली.
l.	जे.एस.डब्ल्यू म्हयनाळी अहवाल धाडटा, सप्तकी न्हय, अशे तांणी सांगलें.	संमती करारांतले अटी प्रमाण हे करतात.
m.	पत्रा प्रमाण मंडळाक सप्तकी अहवाल येवपाक जाय, पूण कंपनी तसो धाडिना. कोळसो प्रदुशणा संबंदात मंडळा कडेन वास्कोच्या लोकां कडल्यान आयजचे तारखे मेरेन कितल्यो कागाळी पावल्यात? असो प्रस्न मंडळाक केलो.	गरज पडल्यार सप्तकी दिवं येता. प्रकल्पा कडेन संबद्ध ना.

	गों.रा. प्र.नि.मं.च्या अधिकाऱ्यान ते संबंदीच्यो नोंदी तपासून ते प्रमाण कळीत करतले, अशी जाप दिली.	-
n.	ह्या विशयांत ताणें प्रधानमंत्र्याच्या कार्यालयाक पत्र बरयलां. प्रधानमंत्र्याच्या कार्यालयान मुखेल सचिवाक कारवाय करपाक सांगल्या. जर प्रधानमंत्र्याच्या कार्यालयाक ताच्या पत्राक जाप दिवपाक जाता, जाल्यार राज्य सरकार कित्याक जाप दिनात? असो प्रस्न विचारलो.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
o.	आयजचे भौशीक सुनावणेक येतना एम.पी.टी./जे.एस.डब्ल्यू. चे अधिकारी तयारी करुन आयले नात, देखून ताचेर कारवाय करपाची मागणी.	जाप दिवंक ना.
p.	जे.एस.डब्ल्यू. च्या प्रकल्पाक मान्यताय दिवपाक विरोध.	जाप दिवंक ना.
q.	उद्देग कडल्यान लाब जाल्ल्या कारणान आमदार ह्या प्रकल्पाक विरोध करिना, अशें ताणें सांगलें.	जाप दिवंक ना.
90. श्री. वसंत नायक		
	अध्यक्षांनी श्री. वसंत नायक हांकां उलोवपाक आफयले	ते हाजीर नाशिल्ले.
91. श्री. महम्मद युसूफ खान		
	अध्यक्षांनी श्री. महम्मद युसूफ खान हांकां आफयले	
92. श्री परशुराम शेट्ये		
a.	कायदेशीर मुद्दो उपस्थीत केलो आनी कलेक्टराक सुनावणेक उलोवपा खातीर पब्लीक रजिस्टर उजवाडावपाची मागणी केली.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
		कलेक्टरान जेवणाची सुटी घोशीत करून द. 2:45 क सगळ्यांक परतून आफयले.
93. श्री. वसंत नायक		
	अध्यक्षांनी श्री. वसंत नायक हांकां उलोवपा खातीर आफयले	ते हाजीर नाशिल्ले.
94. श्री. अब्दूल रहमान शेख		
	अध्यक्षांनी श्री. अब्दूल रहमान शेख हांकां उलोवपा खातीर आफयले	ते हाजीर नाशिल्ले.
95. श्री. महम्मद युसूफ खान		
	श्री. महम्मद युसूफ खान हांकां उलोवपा खातीर आफयले	ते हाजीर नाशिल्ले.
96. श्री. हॅन्री डिमेलो		

•	अध्यक्षांनी श्री. हॅन्री डिमेलो हांकां उलोवपा खातीर आफयले	ते हाजीर नाशिल्ले.
	97. श्री. निकलांव सातिबेर	
	अध्यक्षांनी श्री. निकलांव सातिबेर हांकां उलोवपा खातीर आफयले	ते हाजीर नाशिल्ले.
	98. श्री. आरावजो (निकलांव सातिबेर हांच्या वांट्याक उलयले.)	
a.	आपूण फाटले तीन दीस सुनावणेक हाजीर आसां. आयज स्थगीत जाल्ली सुनावणी आसा. कोळसो वृद्धी संदर्भांत आपलीं मतां अशीं आसातः	
	• धक्क्याची स्थिती साप्प वायट आसा आनी ताचे वयल्या कामगारांक लेगीत संरक्षक उपकरणां मेळनात. प्रकल्प प्रस्तावकान कर्मचाऱ्यांक वैयक्तीक संरक्षक उपकरणां दिवंक जाय.	एस.डब्लू.पी.एल. कर्मचाऱ्यांक हेलमेटा, मास्क आनी हेर सुरक्षा उपकरणां दिता. कोळश्यांच्या राशींचेर सदांच ताडपत्री धांपतात आनी हवेंत धुल्ल हुबचो न्हय म्हूण एक वारो आडोवपी पड्डो उबारला. त्या भायर बर्थ निवळावणे खातीर यांत्रिकी सान्न आशिल्लीं वाहना भोंवडयतात.
	• प्रकल्प प्रस्तावकान निर्धारीत उंचाये परस उंच कोळश्यांच्यो राशी मांडल्यात आनी त्यो उक्त्योय दवरल्यात.	विधान सारकें ना. कोळसो एक थरावीक उंची मेरेन दाळटात. त्या भायर 12 मी. वणत वारो आडोवपा खातीर उबारतले. दाळणी आनी उसपणी सोडून हेर वेळार राशी धांपून दवरतात.
	• फवारणेचें उदक थेट न्हंयेंत वचून उदक आनी नुस्त्याचें संदुशण करता.	कोळश्यांचे राशींचेर उदक रोधी पत्रे दवरतात आनी सायडिनी धडो उबारतात. देखून कोळश्यांच्या राशींतल्यान उदक व्हावपाची शक्यताय ना. जर किदेंय व्हांवटी जालीच जाल्यार ती सांठवण टांकयेंत एकठाय करतात, थेट दर्यांत वचूंक दिनात. जमिनी वयले सामुग्री हाताळणी कडेन नुस्तेमारीचो संबंद ना.
	• फवारणेक वापरिल्ले उदक कच्चे सांडपाणी आसता, ताका घाण येता जिचो त्रास आशीकुशीच्या लोकांक जाता.	सद्याक एम.पी.टी.च्या सां.प्र.उ.तल्यान 200-250 कि.ली./दी. प्रक्रियाकृत उदक वापरतात.
	• प.प्र.त. सादरीकरण पुराय रितीन फट आसा.	36 ए.क दिल्ली आमची जाप पळोवची.
	• वुडचीप हाताळणे वेळार जी गळटी जाता ती थेट दर्यांत वता.	टर्मिनल 5 आनी 5 (ए)चेर वुडचीप हाताळणी जांवचीना.
	• प्रकल्प प्रस्तावक मानवी हक्कांचें उल्लंघन करून वावुरता.	जाप दिवंक ना.
	• हवा फकत 10 कि.मी. त्रिज्या वाठारांतच व्हांवता काय 10 कि.मी. भायर ताजी हवा तयार जाता? असो प्रस्न विचारलो.	विधान सारकें ना.
	• हेर शारांतल्यान वचपी ट्रक आनी रेल्वेंक लागून प्रदुशण जायना? असो प्रस्न विचारलो.	सद्याक ट्रकांतल्यान कारगोची येरादारी ना आनी आधुनिकीकरणां उपरांत लेगीत ती आसची ना. टर्मिनालचे सुरवेक सावन रेल्वेंतल्यान कार्गोची

		येरादारी जाता. रेल्वेचे रेक धांवता आसतना धांपिल्ले आसता.
	• जे.एस.डब्ल्यू., एम.पी.टी., अदानी आनी गों.रा.प्र.नि.मं.चेर केस दाखल करूंक जाय.	जाप दिवंक ना.
	• कोळसो हाताळणेच्या अहवाला संबंदांत आपणें तीन फावट गों.रा.प्र.नि. मंडळा कडेन संपर्क केलो, तेन्ना ताका मंडळाच्या वांगडी सचिवाक मेळपाक सांगलें. कांय अधिकाऱ्यांनी ताका कोळसो हाताळणी प्रकल्पांतले प्रदुशक स्तर भोवच चड आशिल्ल्याचें सांगले. प्रदुशणाची नेमकी टक्केवारी कितें? असो प्रस्न ताणें गों.रा.प्र.नि. मंडळाक विचारलो.	हें विधान प्रकल्प प्रस्तावका कडेन संबंदीत ना.
	मंडळाच्या अधिकाऱ्यांनी श्री. आरावजो हांकां ती माहिती मंडळाचे वेबसायटीचेर उपलब्ध आशिल्ल्याचें सांगले.	-
	• प्रकल्प प्रस्तावकान कंपनीक हया प्रकल्पाक लागून कितें फायदो जावचो तें प.प्र.त. अहवालांत नमूद करूंक ना.	विधान सारकें ना. पाठ 1 अनुभाग 1.3, पान क्र. 1-5 मजगती प्रकल्पाचें प्र.प्र.क जावपी लाब सांगल्यात.
	• ही सुवात एक पुनर्वशीत जमीन आसा आनी ती भरून काडूंक एक म्हयनो लागतलो.	विधान सारकें ना. हो प्रकल्प सद्या चालू आशिल्ल्या प्रकल्पाचोच वांटो आसा. उदकांत वा जमिनीचेर अतिरिक्त बांदकाम जावचें ना. हया प्रकल्पांत पुनर्वसनाचो आसपाव ना.
	• लोकांचे भलायकेक कोण जापसाल आसतलो? गों.रा.प्र.नि.मं., अदानी, जे.एस.डब्ल्यू. काय एम.पी.टी.? कोळसो हाताळणेक लागून बाधीत लोकांच्या वखदांच्या बिलांची जापसालकी कोण घेतलो? अशे प्रस्न विचारले.	1 ए. आनी 4 सी.क दिल्ली जाप पळोवची.
	• वेंचून आयिल्ले प्रतिनिधी भौशीक सुनावणेक येवंक नाशिल्ल्या खातीर ताणें तांचो खर निशेध केलो. ते कोणाचें प्रतिनिधित्व करतात? जे.एस.डब्ल्यू., अदानी काय एम.पी.टी.चें? हया राक्षसांक फाटराखण दिवप ही तांका लजेची गजाल, अशें तांणी म्हणले.	जाप दिवंक ना.
	• प्रकल्प प्रस्तावकाच्या प्रस्तवाक मंजुरी दिवपाक ताणे खर विरोध केलो.	जाप दिवंक ना.
99. अभिजीत प्रभुदेसाय, वास्कोः		

a.	सुनावणेच्या पयल्या दिसा, 26/04/2017 दिसा लोकांनी विचारिल्ल्या खंयच्याच प्रस्नाक प्रकल्प प्रस्तावकान जापो दिवंक ना, आनी सगळ्या प्रस्नांच्यो जापो ते दिसा निमाणें दितले अशें सांगिल्ले. पूण आयज मेरेन तांणी प्रस्नांक जापो दिवंक नात.	प्र.प्र.न प्रस्नांच्यो लिखीत जापो दिवंक जाय. लिखीत जाप दिल्या.
b.	लोकांनी पयल्या दिसा उपस्थीत केल्ले सगळे प्रस्न जाणून घेवपाची इत्सा परगटायली.	नोंद केल्ले इतिवृत्त लोकांक कोंकणी आनी इंग्लिशींतल्यान वाचून दाखयलां, देखून तीन दिसांत भौशीक सुनावणेंत उपस्थीत केल्ल्या प्रस्ना विशीं आनी सुचोवण्यां विशीं सगळ्यांक महिती दिल्या.
c.	लोकांक इतिवृत्तांत दुरुस्ती करपा खातीर तांणी क्लेक्टरा कडल्यान वेळ मागून घेतलो.	जाप दिवंक ना.
d.	गरजेचे बदल करपा खातीर 06/05/2017 मेरेन वेळ दितले अशें अध्यक्षांनी सांगलें.	-

लोकांच्या प्रस्नां संबंदांत स्पश्टीकरण दिवपाचो आदेश प्रकल्प प्रस्तावकाक अध्यक्षांनी दिलो. प्रकल्प प्रस्तावकाच्या प्राधिकृत प्रतिनिधीन सकयल्ले प्रमाण सादरिकरण केलें.

1. इतिवृत्ताची पुराय रितीन नोंद घेतल्या.
2. प.प्र.त. अधिसुचोवणेंत दिल्ले प्रक्रिये प्रमाण माहिती वा स्पश्टीकरण दिवंक एस.डब्ल्यू.पी.एल. बांधील आसा आनी तें ते लिखीत स्वरूपांत दितले.
3. सकयल्लीं 5 महत्वाचीं स्पश्टीकरणां लोकां मुखार दवरल्यांत.
    - भौशीक रस्त्यान/मार्गान कसलीच कोळसो योरादारी ते करचे नात आनी प्रस्तावीत वृद्धी प्रकल्पांत ती जावचीना.
    - अतिरिक्त निर्णायक कार्गोची हाताळणी करूंक सद्याची रेल्वे साधनसुविधा फावो तितली आसा, रेल्वे दुपेटीकरणाचो प्रस्ताव कंपनीन दवरूंक ना.
    - सद्याच्या उद्देगा खातीर एम.पी.टी.चें प्रक्रियाकृत सांडपाणी ते वापरतात. प्रस्तावीत वृद्धी खातीर उद्देगा लागीं बायणा हांगाचें 2300 कि.ली./दीस सी.ई.पी.टी. उदक वापरतले.
    - सद्याक वर्सूयभर ते ताडपत्रेन कार्गो धांपून दवरतात. एक ब्रावनफिल्ड प्रकल्प आशिल्ल्यान सं.सं. मार्गदर्शक सुचोवण्यां प्रमाण ताचो विचार करतले.
    - आमच्या प्रकल्पाचो वांटो म्हूण आमी दर्यांत कसलेंच खोदकाम (ड्रेजिंग) करचे ना. ड्रेजिंग आसूं वा नासूं आमचो प्रकल्प स्वतंत्र आसा.

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ii. Statement of representations received during the additional period of 7 days as provided by District Magistrate after the PH and its reply by SWPL, Goa

REPLY TO THE WRITTEN QUERIES

of

ENVIRONMENTAL PUBLIC HEARING

for

PROPOSED TERMINAL CAPACITY ENHANCEMENT AT BERTH 5A & 6A OF MORMUGAO PORT TRUST, MORMUGAO, GOA

by

M/s. SOUTH WEST PORT LIMITED, MORMUGAO HARBOUR, GOA

CONSULTANTS:
WAPCOS INDIA LTD., GURUGRAM
(A Government of India Undertaking)

PROPOSED TERMINAL CAPACITY ENHANCEMENT AT BERTH 5A & 6A OF MORMUGAO PORT TRUST
BY
M/s. SOUTH WEST PORT LIMITED, MORMUGAO HARBOUR, GOA

1. Chicalim Villagers Action Committee, Chicalim, Goa		
i.	It is strange that the project to expand the port has been split into three parts. The only possible reason for this is to show each project as a small project so that the environmental impact looks minimal. The impact of all aspects of the port expansion should be considered together for the grant of environmental clearances.	Although the project location is in the Mormugao Port, the terminals 5A, 6A are being operated by SWPL, Goa. As per procedure given in the EIA Notification, 2006 (amended) SWPL duly obtained Terms of Reference (ToR) from MoEFCC, New Delhi for carrying out the EIA. The EIA/EMP report is thus prepared in accordance with the ToR for EIA issued by the MoEFCC.
ii.	The impact of air pollution due to the ports activities today has not been assessed. This must be done before attempting to assess the environmental impact of ports expansion. Failure to do this tantamount to doing an unscientific study.	The observation is not correct. Baseline Ambient Quality has been described in detail in Chapter 3, Environmental Baseline Status. section 3.15, page no. 3-17. Impact on the air quality during construction and operations phases are given in Chapter 4, section 4.2.4, page no. 4.4 and Chapter 4, section 4.3.4, page no. 4-14 respectively.
iii.	Expansion of the port and additional coal and iron ore handling will cause a significant air pollution. The reports have filed to make quantitative assessment in the change in air quality this will cause.	The standards for air emissions (NAAQS, 2009) notified by the Govt. of India are being met by us. We will adhere to the emissions standards in the capacity enhancement phase by installation suitable APCMs. Proposed emission control measures are given in the Chapter 4, Impact Assessment & Mitigation Measures, section 4.3.4, page no. 4.14. No significant impact on air environment due to the proposed capacity enhancement is envisaged.
iv.	The handling of additional coal or iron ore handling will cause additional toxic heavy metals, some of which being carcinogenic, to become airborne. A risk analysis must be done to assess the health impacts of these air pollutants. No mention is made in the reports of the emission of heavy metals and consequently of their impacts on human health.	The standards for air emissions (NAAQS, 2009) notified by the Govt. of India are being met by us.

v.	The additional air pollution loads due to the port expansion, particularly of Ozone, will impact vegetation and crop yields significantly. No quantitative assessment of this has been done.	There is no primary or secondary source of tropospheric ozone from the project.
vi.	The additional air pollution loads due to the ports expansion, particularly of acidic gases SO2 and NO2, will impact monuments by corroding them. Old Goa is a world heritage site. Failure to assess the impact of additional acidic gases in the air on old goa and other structures is a fraud.	There are no point sources of fuel combustion based pollutants[1], such as SO_2 and NOx in the project. The standards for air emissions (NAAQS, 2009) notified by the Govt. of India are being met by us. There will not be any additional SO_2 and NOx contribution from the project.
vii.	The report mentions that dredging would cause additional turbidity in the port waters and impact its aquatic ecology. The handling of coal and iron ore would impact the aquatic ecology of the port waters due to fugitive emission.	No dredging has been proposed as part of our modernisation and consequential capacity enhancement project.
viii.	Draft EIA of the above cited project has failed to mention or discuss a very sensitive ecologically fragile site namely the Chicalim bay. This bio-diversity hotspot is within 5 kms of the project site but does not find mentioned to assess to the impact of the project on the biodiversity of the primary and secondary area of the project's study area. We therefore place on record and bring to your notice about this so that you can take a competent decision accordingly:	It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing operation completely on the Port backup/land side. No change on the berth/marine side is proposed.
a.	This Chicalim bay is sensitive habitat and breeding ground of a critically endangered species of a mollusk, locally known as "MENDIOS", commonly known as "WINDOWPANE OYSTERS" and scientifically known as Placuna Placenta (Linne). Recognizing of the precarious conservation status of this, the species, accentuated by its unsustainable commercial value, the MoEF, GOI, has included Placuna Placenta (Linne), under the Schedule IV of the amended wildlife protection act, 1972.	Pls. refer our response to 1(viii).
b.	This water body influenced by tidal waters of the Indian ocean and fed by the Zuari river also helps breed other various, sea lives besides supporting mangroves around its circumstantial vicinity. Clams (tisreos), Oysters (Kalwan), Crabs and Mussels are found abundantly here and exploited sustainably by large number of local villagers as a source of their livelihood. The sediments of this river beds are rich breeding grounds for a variety of shell fishes for generations and offer sustainable livelihood options to the marginalized.	Pls. refer our response to 1(viii).

[1] Except DG sets which are on standby duty and are operated occasionally.

c.	The Dept. of science, technology and environment, Govt of Goa, initiated a study of the said area through the NIO, a CSIR Lab.	No query raised, hence no reply is being offered.
d.	After conducting a detailed survey of the said water body, the NIO in its report of Feb 2010, gave a finding that the marine bio diversity of the Zuari Estuary with special reference to the Chiclaim bay was rich in marine bio diversity, harbouring more than 200 fauna and 34 phytoplankton species in addition to the mangroves and macrophytes, etc. The results of the study also indicate that the conditions in Chicalim bay are ideal for settlement growth and reproduction of *Placuna Placenta* (Window pane oysters). The NIO report further suggested that this area needs to be protected and managed judiciously.	Pls. refer our response to 1(viii).
e.	The local villagers at their own behest voluntarily initated a marine field survey of the Chicalim bay through Dr. Manoj R Borkar, eminent marine zoologist. The said survery report disclosed that the area along the coastal fringe of the chicalim village is an ideal habitat for the bi-valves. His study further pointed out the marine benthic zone between the Vareg Island and Fodiem and including the Sapal is also a rich habitat and breeding ground for the windowpane oysters a schedule IV species of the Bivalve Mollusc under the provisions of the wildlife protection act 1972.	Pls. refer our response to 1(viii).
f.	The Goa state bio diversity board has erected boards at four locations all along the land side of the Sancoale bay announcing the area ecologically fragile marine site.	No query raised, hence no reply is being offered.
g.	The Goa coastal zone management authority (GCZMA), had appointed an expert committee at the direction of the national green tribunal, Pune in the appeal no. 10/2016, to study the "deepening of approach channel for cape size vessels at MPT". The said expert committee submitted its report "Environmental status and impacts due to dredging operations", of the said deepening project of MPT". This said report raised serious apprehensions on various issues resulting out the said dredging including on risks of erosion of certain areas including Vasco bay. It demanded a separate geo technical study to address the issue of beach erosion and/or link between dredging and beach erosion. In view of the submissions made above, The Chicalim village action committee further demands that a reassessment of the impact be conducted with senior multi-disciplinary body competent enough to understand these subjects. Until such time that a detailed scientific study is prepared, the proposed project must be deferred applying the precautionary principle as envisaged by the Supreme court of India.	No dredging has been proposed as part of our modernisation and consequential capacity enhancement project.

2. Vinayak Vishwanath Sathe, Dabolim		
i.	The consensus of those in the coal industry is that, even with stricter regulations, coal will remain an essential player in the energy market, it is just a matter of figuring out how to function in the new legislative landscape and still make business work.	No query raised, hence no reply is being offered.
ii.	EPAS in Europe are particularly concerned about runoff and windblown dust from open piles, that is why they have been putting coal under cover.	No query raised, hence no reply is being offered.
iii.	MPT will handle more and more coal as imports increases. And will also play a major role in imports due to rail connectivity to hinterland with large steel and power plants. This situation similar to that in Euro-ports. An article on the subject of coal handling says: • We operate under the strictest environmental regulations due to recent permitting and proximity to the city of Amsterdam. • Our terminals are surrounded by units that measures fine dust concentrations in the air, while software has been specifically developed for mapping dust concentrations and additions in the terminal area, taking into account wind directions and speed. • Operations measures Rietlanden takes to minimise dust creation at the terminal includes restricted speed on machinery, closed grabs, a sprinkler system on the hoppers and conveyors or belts and continuous water spraying across terminals.	No query raised, hence no reply is being offered.
iv.	I had accompanied DR. Dave, then director of NEERI, Nagpur to Sweden and have discussions in the matter with Swedish EPA authorities. He is enumerating recommendations from Swedish authorities on the subject. a. In a developing environment, first unit to set up any industry/operation in a greenfield area has advantage. He can calibrate his control system to meet norms set up by local authorities. However, it puts units set up later at a disadvantage. b. It is therefore necessary to apply stricter guidelines from the beginning. As facilities are expanded and new facilities are set up, there is net addition to particulate matter escaping in the atmosphere. The community and government is required to control gross pollution from all units. This can be only done by surrounding each unit by monitoring units to measure fine dust concentration in the air. He has requested to consider these observations and arrive at a solution meeting EPA standards 24/7 basis.	No query raised, hence no reply is being offered.

3. Vinayak Vishwanath Sathe. Dabolim		
i.	The following mitigation measures are requiring towards environmental protection; • To go for covered storage for dusty cargoes like coal and ore. • Adequate water to be made available for dust suppression, the same to be treated and reused. • Ship loading and unloading machinery should have dust collection mechanism. • Railway doubling and the Baina Varnapuri by pass road pre-requisite, to handle additional traffic at the port. • Cargo movement by barges to/from river rail road terminals along the Zuari river will help to decongest the port. • MPT to establish round the clock monitoring stations all around and enforce corrective steps by operators as and when required.	• All the bulk cargoes in the terminal are tarpaulin covered at present. • Implemented in the present operations • Implemented in the present operations • Activity not in our scope and control • No road and barge transportation is practiced at present, nor is it envisaged in future. • Query not directed to us.
4. From the People of Goa (GOA AGAINST COAL- with 2889 signatures)		
i.	The EIA study in question should have included dredging, railway track doubling and highway constructions that are related to this proposed port expansion. It has failed to study the cumulative impact of the entire project. We object to this port expansion project because: a. The process is a gross violation of our right to free, prior, informed consent as assured by the constitution of India particularly the 74th amendment. This is underlined by the fact that the EIA report does not include primary data from at risk on the communities. b. Road/rail transport of coal via the south western railways and the highways will cause displacement of people, severe health hazards to indigenous communities and damage to the fragile ecosystems of the Western Ghats. c. Dredging and transport of coal via Goa's seas and rivers will pose severe risks to our marine ecology and fishing communities. d. Population of Vasco will face health hazards due to toxic increase in air pollution and water pollution. e. Coal consumption has to be reduced in accordance with the commitment made by our Government in Paris 2016. This project is against public interest due to climate change implications. The people of Goa, hereby reject all proposals related to increase in coal handling in the State, including the three projects at MPT related to	As per procedure given in the EIA Notification, 2006 (amended) SWPL duly obtained Terms of Reference (ToR) from MoEFCC, New Delhi for carrying out the EIA. The EIA/EMP report is thus prepared in accordance with the ToR for EIA issued by the MoEFCC. The proposed enhancement project does not involve dredging, doubling of railway track and any highway expansions. a. No hazardous commodity as per MSIHC Rules, 1989 (amended, 2000) is proposed to be handled at part of the capacity enhancement project. b. Rail transport for evacuation of cargo is an ongoing activity. It is not in our scope or control. c. No dredging has been proposed as part of our modernisation and consequential capacity enhancement project. d. The standards for air emissions (NAAQS, 2009) notified by the Govt. of India are being met by us. There is no source of water pollution from the activity impacting the local population. e. No query raised, hence no reply is being offered.

	expansion of Berths 5A and 6A, dredging of approach channel and expansion of Berth 8,9 and barge berth.	
5. Adv. Fr. Michael Fernandes, People against Atrocity and Injustice, Chicalim, Goa.		
i.	It is strange that the project to expand the port has been split into three parts. The only possible reason for this is to show each project as a small project so that the environmental impact looks minimal. The impact of all aspects of the port expansion should be considered together for the grant of environmental clearance.	As per procedure given in the EIA Notification, 2006 (amended) SWPL duly obtained Terms of Reference (ToR) from MoEFCC, New Delhi for carrying out the EIA. The EIA/EMP report is thus prepared in accordance with the ToR for EIA issued by the MoEFCC.
ii.	The impact of air pollution due to the ports activities today has not been assessed. This must be done before attempting to assess the environmental impact of ports expansion. Failure to this tantamount to doing an unscientific study.	The observation is not correct. Baseline Ambient Quality has been described in detail in Chapter 3, Environmental Baseline Status. section 3.15, page no. 3-17. Impact on the air quality during construction and operations phases are given in Chapter 4, section 4.2.4, page no. 4.4 and Chapter 4, section 4.3.4, page no. 4-14 respectively.
iii.	Expansion of the port and additional coal or iron ore handling will cause significant air pollution. The report has failed to make a quantitative assessment in the change in air quality that this will cause.	The standards for air emissions (NAAQS, 2009) notified by the Govt. of India are being met by us. We will adhere to the emissions standards in the capacity enhancement phase by installation suitable APCMs. Proposed emission control measures are given in the Chapter 4, Impact Assessment & Mitigation Measures, section 4.3.4, page no. 4.14. No significant impact on air environment due to the proposed capacity enhancement is envisaged.
iv.	The handling of additional coal and iron ore will cause additional toxic heavy metals, some of which being carcinogenic, to become airborne. A risk analysis must be done to assess the health impacts of these air pollutants. No mention is made in the reports of the emission of heavy metals and consequently of their impacts on human health.	The standards for air emissions (NAAQS, 2009) notified by the Govt. of India are being met by us. It is incorrect to state that emissions at the NAAQS, 2009 concentrations have health effects.
v.	The additional air pollution loads due to port expansion, particularly of Ozone, will impact vegetation and crop yield significantly. No quantitative assessment of this has been made.	There is no primary or secondary source of tropospheric ozone from the project

vi.	The additional air pollution loads due to port expansion, particularly of acidic gases SO2 and NO2, will impact monuments by corroding them. Old Goa is a world heritage site. Failure to assess the impact of additional acidic gases in the air on Old Goa and other structures is a fraud.	There are no point sources of fuel combustion based pollutants[2], such as SO_2 and NOx in the project. The standards for air emissions (NAAQS, 2009) notified by the Govt. of India are being met by us. There will not be any additional SO_2 and NOx contribution from the project.
vii.	The reports mention that dredging would cause additional turbidity in the port waters and that this would impact the aquatic ecology of the port waters as some of this material will get into the port waters as fugitive emissions. No proper assessment has been made of the impact of such emissions into water. The report is of very poor scientific quality and has hidden more than it has shown. The report should be rejected and its authors blacklisted and fined. Therefore, a fresh report should be prepared by the project proponent.	No dredging has been proposed as part of our modernisation and consequential capacity enhancement project. No query raised, hence no reply is being offered
viii.	We submit that the proposed terminal capacity enhancement at berth no. 5A and 6A, is not ecologically benign activity as suggested in the EIA report submitted by the project proponent M/s. SWPL, In fact the EIA report itself is in stark deviation from the ToR issued by the MoEFCC, GoI and is not consonant with the scope of EIA 2006.	Query is not specific.
a.	At the outset the draft EIA on the "Proposed Terminal Capacity enhancement at berth no. 5A and 6A of MPT by M/S. SWPL, must be rejected on the grounds that it has deviated from the guidelines laid down by the MoEFCC manual on ports and harbours.	No query raised, hence no reply is being offered.
b.	It has been rejected on another ground that it has not followed the guidelines as laid down in the office memorandum of the ministry of environment and forests (IA-III division) with regards to New policy on expansion of existing ports and initialisation of new projects along the coastline.	Query is not specific.
c.	It has been further rejected on the grounds that it has not provided information about the environmental sensitivity areas as mentioned at column 9 (III) of EIA notification 2006. We take this opportunity to place on record details of environmentally sensitive areas as mentioned at column 9 (III) of the EIA notification 2006.	Environmentally sensitive species has been duly mentioned in Chapter 3, Environmental baseline status, section 3.17.9, page no. 3-61 onwards in the EIA Report. A detailed list of sensitive elements in the impact boundary of 10 km radius from the approx. centre of the project will be included in the

[2] Except DG sets which are on standby duty and are operated occasionally.

		final EIA report for due perusal of the EAC, MoEFCC and other statutory agencies.
d.	We contend that the EIA in this case is an incomplete profiling of the environment within the prescribed 15 kms radius of the proposed site and many important ecosystems and their bio diversity endowments have been either ignored outright or under represented.	As per procedure given in the EIA Notification, 2006 (amended) SWPL duly obtained Terms of Reference (ToR) from MoEFCC, New Delhi for carrying out the EIA. The EIA/EMP report is thus prepared in accordance with the ToR for EIA issued by the MoEFCC.
e.	The sampling sites for monitoring air and noise /vibrations are not coherent with the anticipated zone of influence of the proposed operations/activity.	Query is not specific.
f.	The air sampling exercise has not been conducted as per the guidelines of the EIA notifications and the MoEF manual on ports and harbours.	A detailed, one season baseline ambient air monitoring has been carried out at monitoring locations judiciously placed to reflect concentrations of air pollutants from the project and other activities in the impact boundary. Details of air monitoring and interpretation of results is mentioned in Chapter 3, Environmental Baseline status.
g.	The terrestrial bio diversity within the buffer zone has been completely ignored and the focus is exclusive on the pelagic (floating water mass) and benthic (sea floor) biota in the marine environment. Even the species occurring in the littoral zone have not found a mention the EIA report.	Terrestrial biodiversity study based on the Forest Report, Govt. of Goa is reported in Chapter 3, section 3.18, page no. 3-63. Marine ecology, both benthic and pelagic environment is reported in detail in Chapter 3, section 3.17, page no. 3-28.
h.	The EIA accepts the imminent dangers of dredging, but project that the benthic organisms recolonize, immediately. This is highly unscientific and false. The benthos is a fragile zone of the sea and once disturbed due to dredging or hydrodynamics alterations due to vessel movements can become hostile to biological organisms. The dredging will also interfere with "bentho -pelagic coupling", affecting primary productivity of this water mass.	No dredging has been proposed as part of our modernisation and consequential capacity enhancement project.
i.	The Chicalim bay which is in the buffer zone within 5 kms crow fly distance, is an extraordinary habitat for marine organisms some of which have restricted global distribution and a precarious conservation status. The windowpane oysters a schedule species as per wildlife protection act 1972, breeds here and the CVAC has petitioned the state and the central authorities to declare this area as a Bio diversity reserve. The detailed study of the bay conducted by NIO has upheld the CVAC contention that the area is already under the stress of pollutants and no industrial activities be permitted within the precincts of the bay.	It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing operation completely on the Port backup/land side. No change on the berth/marine side is proposed.
j.	The Chicalim bay coastline has a mangrove fringe and hence need to be examined in the light of CRZ implications.	It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing

		operation completely on the Port backup/land side. No change on the berth/marine side is proposed.
k.	The 2 islands opposite the Baina coastline (Grande and Pequeno Islands) are unique habitat and a roosting site for Mega-chiropteran bat *Pteropus giganteus* for last several decades. Any attempt to underplay their conservation concerns will tantamount to blatant violations of the EIA 2006, WPA 1972, BDR, 2002.	It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing operation completely on the Port backup/land side. No change on the berth/marine side is proposed.
l.	Discoveries of Corals have been made at areas around the Grande Island, the same has been reported in the EIA report. News report of discovery of the Corals is attached in the report.	The fact that corals have been recently discovered at Grande island has been duly mentioned in the EIA report, Chapter 3: Environmental Baseline Status, section 3.17.10, page no. 3-61. However, Grande island is at a distance of about 10 km from the proposed project by sea distance. It is too far away from the proposed project site to have any kind of significant adverse impact.
m.	The GCZMA has appointed an expert committee whose reports raised serious apprehensions on various issues resulting out of the said dredging including on risks of erosion of certain area including Vasco bay. It demanded a separate geo technical study to address the issue of beach erosion and/or link between dredging and beach erosion.	No dredging has been proposed as part of our modernisation and consequential capacity enhancement project.
n.	The EIA report mentions incorrect figures for population in the study area. The correct figures are given separately.	The observation is not correct. Demographic profile of the project area is based on the census report, 2011. The information presented in this chapter has been mainly extracted from Primary Census Abstract, 2011.
o.	Disaster management plan does not speak about population evacuation around the port. As there are also petrol and acid tanks adjacent to the port.	No hazardous commodity as per MSIHC Rules, 1989 (amended, 2000) is proposed to be handled at part of the capacity enhancement project. No offsite incidences (having effect outside the battery limit of the SWPL area) are envisaged due to the present and proposed activity.
p.	The air pollution analysis is falling short of actual findings. The period of monitoring has not been earmarked as per the guidelines of the MoEF. In the light of the above submission, PAAI, argues that the EIA circulated in the public domain is a tailor made document to suit the project proponent and facilitate the environmental clearance for the project.	Query is not specific.
6. Mr. Rui M Da Costa Araujo, Chicalim Biodiversity Management Committee, Chicalim		
i.	The Draft EIA report on the "Proposed terminal capacity enhancement at berth no. 5a and 6a MPT by SWPL to be rejected on the grounds that it has deviated from the guidelines laid down by the MoEFCC manual on ports and harbours.	Query is not specific.

ii.	It has not followed the guidelines laid down by the MoEF (IA-III division) with regard to new policy on expansion of existing ports and initiation of new projects along the coastline.	Query is not specific.
iii.	It has not provided information about the environmental sensitivity areas as mentioned at column 9 (III) of EIA Notification 2006.	Environmentally sensitive species has been duly mentioned in Chapter 3, Environmental baseline status, section 3.17.9, page no 3-61 onwards in the EIA Report. A detailed list of sensitive elements in the impact boundary of 10 km radius from the approx. centre of the project will be included in the final EIA report for due perusal of the EAC, MoEFCC and other statutory agencies.
iv.	Environment within the prescribed 15 km radius of the proposed site and many important ecosystem and biodiversity has been either ignored or outright or under represented.	Query is not specific.
v.	The sampling sites for monitoring air and noise/vibrations are not coherent with the anticipated zone for influence of the proposed operations/activity	A detailed, one season baseline ambient air monitoring has been carried out at monitoring locations judiciously placed to reflect concentrations of air pollutants from the project and other activities in the impact boundary. Details of air monitoring and interpretation of results is mentioned in Chapter 3, Environmental Baseline status.
vi.	The terrestrial biodiversity within the buffer zone has been completely ignored and the focus is exclusively on the pelagic and benthic biota in the marine environment. Species found in the littoral zone have not mentioned in the EIA.	Terrestrial biodiversity study based on the Forest Report, Govt. of Goa is reported in Chapter 3, section 3.18, page no. 3-63. Marine ecology, both benthic and pelagic environment is reported in detail in Chapter 3, section 3.17, page no. 3-28.
vii.	The dredging will interfere with the "Bentho-pelagic coupling" affecting primary productivity of the water mass.	No dredging has been proposed as part of our modernisation and consequential capacity enhancement project.
viii.	The Chicalim bay is a buffer zone, is an extra ordinary habitat for marine organisms. The Window Pane Oyster (Placuna placenta) a scheduled IV species as per Wildlife Protection Act, 1972 breed here. As per the study conducted by NIO has upheld the CBMC contentions that the area is already under the stress of pollutants and no industrial activities be permitted within the precincts of the bay.	It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing operation completely on the Port backup/land side. No change on the berth/marine side is proposed.
ix.	The Goa State Biodiversity Board has declared this area as a "Ecologically Fragile Marine Site" which is not mentioned in the EIA report.	No query raised, hence no reply is being offered.
x.	The Chicalim bay is mangrove fringe and hence needs to be examined in the light of CRZ implications.	It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing operation completely on the Port backup/land side. No change on the berth/marine side is proposed.

xi.	The 2 islands opposite the Baina coastline (Grande and Pequeno Islands) are unique habitat and a roosting site for bats for last several decades. Any attempt to underplay their conservation concerns will tantamount to blatant violations of the EIA 2006.	It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing operation completely on the Port backup/land side. No change on the berth/marine side is proposed.
xii.	There are reports of presence of marine mammals like Dolphins in the neritic zone of the Arabian sea off Baina cost.	Sensitive and endangered coastal life forms such as corals, turtles, dugongs, sea weeds, certain mangroves, etc. have been duly discussed in the respective sections in the EIA report, Chapter 3: Environmental Baseline Status, sections 3.17.9, page no. 3-61 onwards.
xiii.	In the recent report of 2015, corals near Grande and Pequeno Islands are missing from the EIA report.	The fact that corals have been recently discovered at Grande island has been duly mentioned in the EIA report, Chapter 3: Environmental Baseline Status, section 3.17.10, page no. 3-61. Grande island is at a distance of about 8 km from the proposed project by sea distance and away from the proposed project site to have any kind of significant adverse impact.
xiv.	Comments on the reports on environmental impact of the Mormugao Port expansion:	
	a. It is strange that the project to expand the port has been split into three parts. The only possible reason for this is to show each project as a small project so that the environmental impact looks minimal. The impact of all aspects of the port expansion should be considered together for the grant of environmental clearances.	Pls. refer our response to 1(i).
	b. The impact of air pollution due to the ports activities today has not been assessed. This must be done before attempting to assess the environmental impact of ports expansion. Failure to this tantamount to doing an unscientific study.	Pls. refer our response to 1(ii).
	c. Expansion of the port and additional coal or iron ore handling will cause significant air pollution. The report has failed to make a quantitative assessment in the change in air quality that this will cause.	Pls. refer our response to 1(iii).
	d. The handling of additional coal and iron ore will cause additional toxic heavy metals, some of which being carcinogenic, to become airborne. A risk analysis must be done to assess the health impacts of these air pollutants. No mention is made in the reports of the emission of heavy metals and consequently of their impacts on human health.	Pls. refer our response to 1(iv).
	e. The additional air pollution loads due to port expansion, particularly of Ozone, will impact vegetation and crop yield significantly. No quantitative assessment of this has been made.	Pls. refer our response to 1(v).

	f. The additional air pollution loads due to port expansion, particularly of acidic gases SO2 and NO2, will impact monuments by corroding them. Old Goa is a world heritage site. Failure to assess the impact of additional acidic gases in the air on Old Goa and other structures is a fraud.	Pls. refer our response to 1(vi).
	g. The reports mention that dredging would cause additional turbidity in the port waters and that this would impact the aquatic ecology of the port waters as some of this material will get into the port waters as fugitive emissions. No proper assessment has been made of the impact of such emissions into water. The report is of very poor scientific quality and has hidden more than it has shown. The report should be rejected and its authors blacklisted and fined.	Pls. refer our response to 1(vii).
7. Custodio D'Souza, Vasco		
i.	The draft EIA Report in local languages for capacity enhancement by SWPL at berth no. 5A and 6A is not provided for public scrutiny. As it is the requirement as per various sections of the EIA notifications 2006.	Copies of the draft EIA report were placed by GSPCB at locations provided for in the EIA Notification, 2006 and distributed in the project area. All requirement as specified in the EIA Notification, 2006 (amended) were met with.
ii.	Local draft EIA report is not available at Central Library, Chicalim Panchayat and PCB website. It is not submitted to Santa Cruz panchayat which is within 10 km radius of the project area.	Copies of the draft EIA report were placed by GSPCB at locations provided for in the EIA Notification, 2006 and distributed in the project area. All requirement as specified in the EIA Notification, 2006 (amended) were met with.
iii.	All these 3 projects are actually one as per item 7(e) of the schedule of activities need EC in the EIA Notification 2006.	The observation is not in conformity with the EIA Notification, 2006 (amended).
8. Custodio D'Souza, Vasco		
i.	Letter dated 20.03.2017, sub: Requesting for adequate sized venue and appropriate day of the week – for public hearing for coal (MPT) expansion projects earlier scheduled on 20.03.2017, 24.03.2017 and 27.03.2017.	No query raised, hence no reply is being offered.
9. Eric Pinto, Alto Porvorim, Goa		
i.	Objections on the following grounds: a. Dredging would cause severe impact on costal land forms and communities and removal of 2.44 million cubic meters of sand from the sea bed.	a. No dredging has been proposed as part of our modernisation and consequential capacity enhancement project

	b. Coal dust causes respiratory diseases and lung cancer. c. EIA report does not take into account coal transportation by truck and rail into the hinterland. d. Goa has been mapped as a tourist destination. Hence coal yards in the close proximity of the cruise terminal will defeat the purpose of tourism. e. India produces its own inferior quality coal, but with Morden technology, to remove impurities and reduce pollution, and be in line with PM Mr. Modi's slogan "Make in India" hence, stopping coal import will reduce our negative balance of trade and enhance our indigenous coal industry.	b. The observation is not contested. c. No road transport of cargo is involved in the present operations as well as it is not proposed in the capacity enhancement scenario. d. Both cruise terminal and our activity are in coexistence as per berth allocation by MPT. e. No query raised, hence no reply is being offered.
10. Loretta Shreedharan, Aam Admi Party (AAP)		
i.	Objections on the following grounds: • Compliant of violation of Model code of conduct • Party members always have been at the forefront for agitation against dust pollutions for over a decade. • Public hearing at MPT officers club was published in the local newspaper, without the clearance from the Election commission of India as this is a mandatory requirement. • MPT with the help of BJP party has effectively announced and promised the constructions of the three projects involving large scale investment of public funds that were hitherto unknown to public, in an attempt to lure voters with the promise of employment and socio economic benefits. • There is no urgency in the said projects and heavens will not fall if the hearings are held after the election process. • The scheduling of environmental public hearing during the election period is a deliberate attempt to ensure minimal participation. • The public hearing to be postponed after the election process is completed.	No query raised, hence no reply is being offered.
11. Office of the Collector & District Magistrate South Goa		
	Letter sent by South Goa District Magistrate, Mr. Swapnil Naik, dated 16.03.2017, to GSPCB, informing of not changing of the venue.	NA

12. Office of the Collector & District Magistrate South Goa		
	Letter sent by South Goa District Magistrate, Mr. Swapnil Naik, dated 16.03.2017, to GSPCB, informing that Mr. Vinayak V Sathe, has sent a letter with points and postponement of the public hearing, while **NO** response has been received by Mr. Vinayak.	NA
13. Mr. Savio J. F. Correia, Vasco Da Gama		
i.	Letter dated 25.01.2017 to GSPCB regarding the following: • Re scheduling and shifting of the venue of the Environmental Public Hearing after 12.03.2017. • MPT officers club is at Headland Sada, hence people coming from Curca, Bambolim it will be troublesome. • Public hearing to be held any wherein the town of Vasco. • It should be held at Taluka headquarters. • Venue owned by the project proponent would vitiate the atmosphere and not be conducive to a free and fair hearing. • Demands Public hearing to be held on a Saturday or a Sunday. • Retaliates that the public hearing has been deliberately fixed on/at an inconvenient dates and venue to ensure minimal public participation. • GSPCB seems only to be interested in complying with the formality of having the hearing rather than having serious public consultation. • Each of the three public hearings should be spaced at least by a month apart to enable the public to seriously participate in the same.	NA
14. Mr. Custodio D Souza, Old Cross Fishing Canoe Owners Coop. Soc. Ltd., Vasco, Goa.		
i.	Letter dated 03.03.2017, to GSPCB informing the following: • Demand to shift to a larger venue, preferably at Tilak Maidan, Vasco. • As the proposed venue is totally inadequate for the number of affected people expected to attend the hearing.	NA
15. Alcand Gurjao, Baina Ramponkar and Fishing Canoe Owners Society Goa.		
i.	Letter dated 03.03.2017, to GSPCB informing the following:	NA

	• Demand to shift to a larger venue, preferably at Tilak Maidan, Vasco. • As the proposed venue is totally inadequate for the number of people expected to attend the hearing.	
16. Mr. Gabriella Dcruz		
i.	Letter sent to GSPCB, informing the following due to port expansion and dredging: • Ecological threats. • Very direct and short term threats that causes casualties to Hump Back Dolphins, Orcas, Finless Porpoise and Killer whales. • Dredging makes underwater noise which severely affects the foraging and social life of Hump Back Dolphins, Orcas, Finless Porpoise and Killer whales.	No dredging has been proposed as part of our modernisation and consequential capacity enhancement project.
17. Poor and Underprivileged residents of Vasco and Mormugoa, with 211 signatures.		
i.	Health problem to due to coal make it impossible for us to survive, since we can't pay large medical bills.	No query raised, hence no reply is being offered.
ii.	Our homes demolished to make way for MPT's projects. Baina, Desterro, and Khariwada are among those areas from where MPT is trying to remove us.	No query raised, hence no reply is being offered.
iii.	Three projects having separate EIA reports are actually part of a single project, since they can't be operation without each other. EIA studies are completely false and ToRs are grossly incorrect.	As per procedure given in the EIA Notification, 2006 (amended) SWPL duly obtained Terms of Reference (ToR) from MoEFCC, New Delhi for carrying out the EIA. The EIA/EMP report is thus prepared in accordance with the ToR for EIA issued by the MoEFCC.
20. Some of the aggrieved attendees of Public Hearing, with 29 signatures.		
i.	Persons attended PH are denied opportunity to participate in the hearing.	No query raised, hence no reply is being offered.
ii.	MoEF had asked GSPCB to consider holding a single PH for 3 projects, However, GSPCB had 3 separate hearings over 7 days.	No query raised, hence no reply is being offered.
iii.	Attendance sheets were not circulated, hence a large number of attendees could not sign.	No query raised, hence no reply is being offered.

21. Mr. Parshuram U Sonurlekar, Mormugao, with 4 Signatures.		
i.	Vasco city and adjoining areas are suffering from copal pollution. Coal problem is a life and death problem for the people of Vasco and it is seriously affecting the health and quality of life.	No query raised, hence no reply is being offered.
ii.	No measures are taken to cover coal lying in port area and authority say it is practically impossible to cover coal.	The observation is not correct. Coal stack yards are provided with tarpaulin cover round the year except at the time of stacking or reclaiming, which is carried out under continuous and full-coverage water sprinkling/fogging to arrest fugitive emissions.
iii.	The environmental pollution impact is well known as GSPCB has issued several notices to Adani, SWPL and also MPT. But they have failed to control and arrest pollution despite several notices as on date the coal pollution is increasing day by day and the proposed enhancement will ruin the life of lakhs of citizen. The coal pollution is slow poised and its impact on human life has to be assessed as in long run it will take a toil.	We take measures as directed by the GSPCB, and resolve the matter in a timely and scientific manner as per procedure and timelines given. The standards for air emissions (NAAQS, 2009) notified by the CPCB are being met by us.
22. Mormugao Yuva Manch Trust, Vasco.		
i.	Strongly condemn and oppose for further expansion of coal trade in MPT as coal pollution has already reached at extreme level and ruined our environment. The way, Adani and other coal handling companies are handling the coal in MPT is absolutely without any preventive measures.	Query is not specific. The observation is not correct.
ii.	Tuticorin port where only coal is handled, rejects this dusty coal as it creates pollution at large. This is brought to this MPT port without considering at what extent the health of locals and the environment will be ruined. For health and safe environment, we are in the opinion that dusty coal trade in MPT is to be totaliy banned.	No query raised, hence no reply is being offered.
23. Maggie Silveria, Bharat Mukti Morcha, Diwar, Goa. **24. Sebastian Rodrigues, Zuarinagar, Goa**		
i.	MPT berths will be used for coal import for the JSW Energy company in Karnataka. Goa should not be allowed to suffer. We oppose making Goa corridor for Coal.	No query raised, hence no reply is being offered.

ii.	EIA study must be comprehensive, not fragmented. Fragmented impact assessment is deceptive and misleading.	Query is not specific.
iii.	Dredging for channel deepening has already destroyed biodiversity. No dredging must be permitted to be carried out by MPT.	No dredging has been proposed as part of our modernisation and consequential capacity enhancement project.
iv.	The project is dependent on deepening approach channel. When the projects are inter-dependent why the public hearing are fixed separately.	No dredging has been proposed as part of our modernisation and consequential capacity enhancement project.
v.	"No additional land and water front is involved" is deceptive as the project is dependent on dredging of water front by MPT and its joint impacts are not discussed.	The observation is not correct. No dredging has been proposed as part of our modernisation and consequential capacity enhancement project.
vi.	We can't breathe fresh air in Vasco due to coal pollution. Coal import from Vasco MPT port must be stopped immediately.	No query raised, hence no reply is being offered.
vii.	Presence of coliform organisms in ground water is evidence of ground water pollution.	There is no discharge of untreated sewage from the present operations, nor is it envisaged in the capacity enhancement project. Presence of coliforms as pointed out in Chapter 3, section 3.11, table 3.6, page no. 3-10 is part of environmental baseline studies.
viii.	Fisherman population on Madkai, Agassaim, Siridao, Bambolim, Nauxim, Carca, Odxel, Dona Paula and Caranzalem are omitted from EIA study.	Fishery related data of 10 km radius of the project area is extracted from Fishery report, Director of Fisheries, Govt. of Goa as part of the environmental baseline documentation. The information will be verified and reported in the Final EIA report.
ix.	Sources of environmental pollution from operations on air, water, noise during ship movement, oil spillage and cargo handling and transfer are listed in Chapter 4 of EIA report. Therefore, the project must be rejected.	Impact assessment and mitigation measures to control air, water, noise pollution from all operations of the project is documented in Cheater 4. However, as no change is proposed on the marine side of the Terminal, no significant negative impact is envisaged due to the proposed additional/changed marine operations.
x.	Barges release their waste and fuel into Mandovi and Zuari rivers. Barges throw left over Ore into these rivers and Cumbharuja river. Barges, also washed in the middle of the river causing pollution.	No query raised, hence no reply is being offered.
xi.	There are restrictions on fisherman in Mandovi and Zuari river in the jetty limits where ore transportation is carried out through barges.	The marine/waterside activity is controlled by the MPT, since the conservancy of the port is vested on them. We has not control on navigation, ship manoeuvring and other allied activities.
xii.	From which location in Goa water is going to be brought for spraying on the coal. How much water will be used for sprinkling.	The total water requirement is 500 kld as mentioned in the EIA report, Chapter 5, Environmental Management Plan, section 5.3.2, page 5-15. The terminal presently uses 200-250 kld treated sewage from the STP of MPT. Additional quantity of water for dust suppression is proposed to be sourced from the presently operational 2300 kld CETP at Baina operated by PWD.

xiii.	Where oil wastes will be disposed off at Goa.	Waste oil generated is handed over to authorised vendors of GSPCB following practices and procedure as mentioned in the Hazardous and Other Waste Rules, 2016.
xiv.	Where solid wastes will be disposed off Goa.	Solid waste generated is handed over to Mormugao Municipal Council (MMC) for disposal.
xv.	Possibility of oil spill affecting coastline and damaging marine sensitive area is very real. Based on the above grounds we strongly oppose terminal capacity enhancement at berth no. 5a and 6a of MPT by SWPL.	No oil cargo is presently being handled, nor it is proposed to be handled as a part of capacity enhancement.
25. Maggie Silveria, Bharat Mukti Morcha, Diwar, Goa.		
i.	JSW requires 3 lakhs litres of water daily for dust suppression and additional 1 lakh ltr for firefighting. The same is multiplied for 12 months for annual requirement which is abnormally high. This is unacceptable. Several families and school children have no access to running water. While they mention sewage water is being used for coal dust suppression.	The total water requirement is 500 kld as mentioned in the EIA report, Chapter 5, Environmental Management Plan, section 5.3.2, page 5-15. The terminal presently uses 200-250 kld treated sewage from the STP of MPT. Additional quantity of water for dust suppression is proposed to be sourced from the presently operational 2300 kld CETP at Baina operated by PWD.
ii.	JSW is allowed to pollute Goa as Goa Govt. itself is polluted.	No query raised, hence no reply is being offered.
iii.	Allowing JSW to create havoc in Vasco due to coal pollution is a disgraceful act.	
iv.	JSW should shut down operations and pack off from Goa.	
26. Judith Almedia, Colva, Salcette, Goa.		
i.	The pollution control board for years has not been able to control the mining dust pollution in goa. How will they control coal pollution? People are suffering and dying from chest ailments and cancer. Any study or data collected on same.	No query raised, hence no reply is being offered.
ii.	GSPCB should first learn to control the pollution with the state from the present destruction that is taking place due to mining and other industrial waste before you bring coal miners with their coal dust. And if you cannot do that i am saying no to coal.	No query raised, hence no reply is being offered.

27. Dr. Sabina Martins, Panaji, Goa.		
i.	Transportation of coal and other related activities will result in particulate carbon matter to be dispersed in air causing severe air pollution. Carbon pollutants will cause severe respiratory problem and health issues.	No query raised, hence no reply is being offered.
ii.	Stack piling of coal can cause fire and resultant emission will pose a serious health risk. Dousing with water will lead to leaching and heavy metal contamination in ground water. Heavy metals ingested by fish will enter into food chain and consumed by people will lead to heavy metal poisoning.	Water is sprayed over coal cargo in a controlled manner for dust suppression and to douse fire in rarity. This water is fully absorbed in the cargo. No leachate is produced due to the water sprinkling/fogging and firefighting activity. The cargo is stocked under covered conditions in rainy days as like in other season. Small opening of the cargo at the site of reclamation generates runoff which is collected in a dump (settling) pond, where the sediments settle. Coal is naturally occurring geological material and not a toxic/hazardous cargo.
iii.	Dredging will lead to destruction of fish breeding and consequent loss of income for fishing community.	No dredging has been proposed as part of our modernisation and consequential capacity enhancement project.
iv.	The coal hub will definitely impact quality of life in general.	No query raised, hence no reply is being offered.
28. Dr. Sabina Martins, Bailancho Saad, Porvorim, Bardez, Goa.		
i.	Dredging will lead to destruction of breeding of marine life which is a source of livelihood of many women and their families. Many women are involved in collection and selling of shellfish.	No dredging has been proposed as part of our modernisation and consequential capacity enhancement project.
ii.	Coal transportation will result in coal pollution and cause health problems and diseases. Respiratory tract infections, asthma, cough, gasping ets are typical fallouts of coal dust pollution.	No query raised, hence no reply is being offered.
iii.	Settling of black particulate matter will increase their work load of cleaning. Carbon fines settle on cloths, furniture, floors, cooking utensils, household articles like fridge, computers etc requiring huge maintenance hours.	No query raised, hence no reply is being offered.
29. Dr. Sabina Martins, Goa Bachao Abhiyan (GBA), Panjim, Goa.		
i..	Dredging will severely affect marine life which is a source of livelihood of local communities. Local women are dependent on the shellfish for sustenance will be destroyed.	No dredging has been proposed as part of our modernisation and consequential capacity enhancement project..

ii.	GBA demands that the eco sensitive zones of Goa be protected from coal pollution.	No query raised, hence no reply is being offered.
iii.	GBA calls upon GSPCB to take immediate steps to stop pollution of air and water due to coal.	No query raised, hence no reply is being offered.
iv.	GBA calls upon GSPCB to take up issues placed before sate and central authorities and stop dredging a, setting up of coal hub and coal transport.	No query raised, hence no reply is being offered.
30. Krishna V. Salkar, Councillor, Mormugao.		
i.	Coal transport and storage already has adverse impacts on the environment. Rise in air and sound pollution (coal transport by trucks). Dust pollution causes severe health issues.	No road transport of cargo is involved in the present operations as well as it is not proposed in the capacity enhancement scenario.
ii.	Development though crucial cannot be done when it is not ecologically sustainable and affects human health – affecting the future generations of not only Vasco but Goa as a whole. I strongly object to the proposed expansion of the coal operations and against the idea of turning Vasco/Goa into a coal hub.	No query raised, hence no reply is being offered.
31. Murari Bandekar, Councillor, Vasco.		
i.	Extension of port will rise in the transportation of coal which result in coal pollution and will be one of the serious cause of lung cancer.	Coal is transported in covered railway wagons. Covering of train cargo cars is carried out immediately and automatically, after the loading operation using the in-motion wagon loading system with all round rope sealing thus not leaving any possibility of any escapement of cargo. This is a zero-exception and zero error activity, carried out with utmost stringency by the project proponent.
ii.	Expansion of port has to undergo dredging due to which residential building, houses will be highly affected and will collapse at early stage. The extension is not possible and the dredging at the sea shore is expensive and risky to humans.	No dredging has been proposed as part of our modernisation and consequential capacity enhancement project..
32. Abhijit Prabhudessai, Curtorim, Goa.		
i.	EIA report for all 3 projects are inadequate and must be carried out on the basis of the following: • Earlier construction works, dredging works, crz and other permissions, earlier studies and reports to be referred and included in the studies. • Study of erosion and side scan survey to be carried out.	No query raised, hence no reply is being offered.

33. Abhijit Prabhudessai, Curtorim, Goa.		
i.	Shift the coal berth and other dirty/hazardous operations outside Vasco city, and MPT must work towards re-assigning existing infrastructure for the development of local communities and tourism.	No query raised, hence no reply is being offered.
ii.	On par with the decision of PSUs, Private sector should be convinced to stop the import of thermal coal.	No query raised, hence no reply is being offered.
iii.	EIA report make not a single reference to global warming, climate change fossil fuels, sea level rise, though the projects are for coal capacity enhancement.	The proposed project is for handling of coal at a port terminal. Enhancement in capacity is a result of better efficiencies proposed due to modernisation and better utilization of existing capacity. It is beyond scope of the EIA to address global climate change issues.
iv.	These projects have been planned and execution has commenced without prior consultation of the people, especially the residents of Vasco and others who are suffering from coal pollution and the fisher folk who are going to lose their livelihood and homes if the project is allowed.	The observation is not correct. Public consultation as part of the EC process has been conducted for projects in the MPT in the past as per provision of EIA Notification, 2006 (amended).
v.	The previous dredging has caused serious shoreline erosion at Khariwada beach. Threat to land slide prone slopes at Rumdawada is not considered.	No dredging has been proposed as part of our modernisation and consequential capacity enhancement project.
vi.	EIA report don't have history of air pollution taking place due to present coal handling. GSPCB has directed MPT to reduce coal handling by 25 %. Therefore, no expansion of coal capacity can be considered.	Necessary compliance to the direction of the GSPCB were duly and promptly made and the matter was resolved following proper procedure.
vii.	Experts list provided in EIA reports for deepening of approach channel and re-development of berths 8, 9 and barge berths reveal they have not signed. EIA report for berth 5A, 6a enhancement don't have signature and declaration of experts. There are no experts listed for crz, geology, hydrogeology and hydrology in any of the EIA reports.	WAPCOS is a QCI NABET accredited consultant, with experience in wide range of projects. The EIA has been carried out with the relevant experts' involvement and expertise in the framework of approved ToRs.
viii.	The public hearing is being held in an intimidating atmosphere created by the large police force present. The failure to prepare minutes on the same day has resulted in preparations of incomplete and inaccurate minutes which can be corrected only after viewing the video recordings.	No query raised, hence no reply is being offered.
ix.	The entire process under the EIA notification is being carried out in a careless manner and without any seriousness showing that the government have already decided to grant the clearness to these projects being proposed for rich corporates.	No query raised, hence no reply is being offered.
x.	The proposed dredging of approach channel and turning basin involves 15 mt capital dredging and 6 mt maintenance dredging. Maintenance dredging of 6 mt will ensure that the benthic communities never recover	No dredging has been proposed as part of our modernisation and consequential capacity enhancement project.

	and will permanently destroy the marine ecology and fisheries of the entire estuary of river Zuari but this grave impact is not considered.	
xi.	EIA report ignores impact by transportation of coal by rail and road. Report fails to consider the impact of fugitive coal dust pollution and increase in diesel pollution due to transportation upon health, livelihood of people living by the coal corridor or upon their agriculture.	As per procedure given in the EIA Notification, 2006 (amended) SWPL duly obtained Terms of Reference (ToR) from MoEFCC, New Delhi for carrying out the EIA. The EIA/EMP report is thus prepared in accordance with the ToR for EIA issued by the MoEFCC.
xii.	The entire process is illegal and void ab initio since the illegal dredging already carried out cannot be permitted post facto under the environment law.	No query raised, hence no reply is being offered.
xiii.	The city of Vasco is at the highest risk due to the numerous explosive materials being handled and stored here, including ammonia, petroleum, products, coal and wood chips.	No query raised, hence no reply is being offered.
xiv.	The project proponents have hoodwinked the law by breaking up one single project into multiple projects.	No query raised, hence no reply is being offered.
xv.	The relationship of maintenance dredging with benthic communities, relationship of benthic communities with fisheries, and of fisheries with the livelihoods of fisher folk should be determined so that impact assessment is carried out.	No dredging has been proposed as part of our modernisation and consequential capacity enhancement project.
xvi	All 3 Form I are full of lies and EIA studies are unacceptable.	No query raised, hence no reply is being offered.
xvii.	The EIA report for deepening of the approach channel states, no coastal erosion is observed within the 10kms of mpt region-a patent lies. Appeal is to drop the subject project, shelve the plans to bring coal into Goa,	No dredging has been proposed as part of our capacity enhancement project.
34. Cansaulim Villagers Action Committee, Goa- Prishila Fernandes and Antonio Fernandes.		
i.	Not received the entire draft of the EIA report in the local language, Konkani in our Cansalium, Arrossium , Cuelim village panchayats as per EIA Notification, 2006.	Copies of the draft EIA report were placed by GSPCB at locations provided for in the EIA Notification, 2006 and distributed in the project area. All requirement as specified in the EIA Notification, 2006 (amended) were met with.
35. Suresh Barve, Vasco.		
i.	Denied to access the draft EIA report available in the office of the Panchayats of Chicalim, Chicolna, and Sancole villages. I was also advised by Panchayat staff to apply for the copy through RTI. Letter written to these village panchayats are attached.	No query raised, hence no reply is being offered.

ii.	Draft EIA report in local language is not provided for public scrutiny as the requirement under EIA Notification, 2006.	Copies of the draft EIA report were placed by GSPCB at locations provided for in the EIA Notification, 2006 and distributed in the project area. All requirement as specified in the EIA Notification, 2006 (amended) were met with.
36. Diana Tavares, Margao, Goa.		
i.	EIA studies for the 3 projects are criminal, fraudulent, completely anti peopie and anti-environment. How a decision to bring dirty coal to Goa be taken without consulting of Goa first.	No query raised, hence no reply is being offered.
ii.	Dredging of 15mts in the first year is followed by 6Mt dredging every year, which means that it will kill marine ecology, fish marine mammals etc, disappearance of khariwada beach, collapse of Sada hill etc. displacing thousands.	No dredging has been proposed as part of our modernisation and consequential capacity enhancement project.
iii.	No disaster plan due to MPT's coal storage adjacent to ammonia tanks.	Query is not about our project.
iv.	We have a commitment to the future generation to fight the global warming created by coal. Coal at MPT must be totally phased out.	No query raised, hence no reply is being offered.
v.	The illegal dredging carried out by MPT during early 2016, disqualifies them from any permission or clearances.	No query raised, hence no reply is being offered.
vi.	MPT is implementing projects to covert Goa into a coal hub by dredging 6 rivers.	No query raised, hence no reply is being offered.
vii.	The most illegal and unconstitutional aspect of this project is that it is only to reduce freight charges for Jindal, Adani and Vedanta.	No query raised, hence no reply is being offered.
37. Sanjay Redkar, Niz Goenkar Fauz, Patrong Baina, Vasco.		
i.	There will be mass land slide due to dredging and yearly maintenance dredging on environment and human settlement. Initial dredging of 15 million m3 and subsequent 6 million m3 annually will result in a major permanent damage to the ecosystem. Effect on our heritage and biodiversity site at Chicalim bay.	No dredging has been proposed as part of our modernisation and consequential capacity enhancement project.
ii.	Cumulative impact assessment as a whole single project and not as different projects. All the 3 projects are inter-dependent and should be treated as a single project. We collectively oppose to the project of the berth expansion, dredging and coal enhancement.	As per procedure given in the EIA Notification, 2006 (amended) SWPL duly obtained Terms of Reference (ToR) from MoEFCC, New Delhi for carrying out the EIA. The EIA/EMP report is thus prepared in accordance with the ToR for EIA issued by the MoEFCC.

38. Sharadha Amonkar, Councillor, Vasco.		
i.	Extension of port will rise in the transportation of coal which result in coal pollution and will be one of the serious cause of lung cancer.	No query raised, hence no reply is being offered.
ii.	Expansion of port has to undergo dredging due to which residential building, houses will be highly affected and will collapse at early stage. The extension is not possible and the dredging at the sea shore is expensive and risky to humans.	No dredging has been proposed as part of our modernisation and consequential capacity enhancement project.
39. Kalyani Mandrekar, Baina village, Vasco.		
i.	• SWPL is a company which has helped small units, such has hotels, guest houses. • The economic conditions of the villages are increasing due to the additional income.	Views are agreed and appreciated. SWPL is commitant to CSR activities for the socio-economic, and environmental development of project area. SWPL has earmarked about Rs. 825 lacs in the coming 5 years.
40. Mohammed C., Vasco.		
i.	• SWPL is a company which has actively participated in the Swach Bharat Abhiyan. • In areas of CSR, has installed dust bins at various places in the village of Sada, Bogda and Baina. • SWPL has helped in enhancing the aesthetic look of Vasco city and also inculcate clean habits.	Views are agreed and appreciated. SWPL is commitant to CSR activities for the socio-economic, and environmental development of project area. SWPL has earmarked about Rs. 825 lacs in the coming 5 years.
41. Rahul Basu, Goa Foundation, Mapusa.		
i.	Object to the division of one project into multiple interlinked projects. This project is intimately linked to deepening of navigation channel at MPT for capsized vessels and redevelopment of berths 8,9 & barge berth. Also, linked to doubling of tracks of south western railway, National Highway and nationalization of Six rivers of Goa.	As per procedure given in the EIA Notification, 2006 (amended) SWPL duly obtained Terms of Reference (ToR) from MoEFCC, New Delhi for carrying out the EIA. The EIA/EMP report is thus prepared in accordance with the ToR for EIA issued by the MoEFCC.
ii.	Form I: Form 1 is not been signed by the PP its signed by VP (projects) JSW infra, thus entire Form 1 remains invalid.	VP (Projects) JSW Infrastructure is the Project Head of SWPL projects.
iii.	Misinformation in Form I:	This is modernization of an existing Port Terminal in operation since 2004. The project does not involve any additional land acquisition,

	• Para III (7), Defence Installations: there are numerous installation within 15 km aerial distance of the project. e.g. INS Hansa, INS Mandovi. • Para III (8), Densely Populated areas: MPT falls in Heart of Vasco City which is why Govt. gad proposed converting it into a Cruise Terminal Port and moving the hazardous and dirty cargo to ports with less densely populated surroundings. • Para III (9), areas occupied • by sensitive manmade land uses: MPT itself has its hospital and numerous in the Vasco city and vicinity of the project. • Para III (10), area containing important high quality of scarce resources: There are many. For Exa. Chicalim Bay, mere 2km away upstream is famous for its windowpane Oysters which is nearly extinction. Grand island has coral reef with high biodiversity. • Para III (11), areas already subjected to pollution: Existing coal handling at these berths fall in this category. Railways not using covered wagons, polluting entire vicinity. River water unfit for swimming.	any increase in the railway infrastructure, any water/marine side changes or any major civil construction. No effort has been made, as alleged, to conceal any fact or information from the EAC, MoEFCC or any other statutory agency in the course of the project. A detailed list of sensitive elements in the impact boundary of 10 km radius from the approx. centre of the project will be included in the final EIA report for due perusal of the EAC, MoEFCC and other statutory agencies. It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing operation completely on the Port backup/land side. No change on the berth/marine side is proposed. The observations are not true.
iv.	Draft EIA Report- • EIA for Berth 5-6 has no mention of extreme hazards. There is ammonia tank in close vicinity as well as POL handling pipelines carrying inflammables like Naptha. Coal stacks are frequently smoking. In absence of dust suppression, MPT is taking huge risks for coal dust explosions. • EIA draft for berth 8-9 proposes a fully covered coal stakyard equipped with firefighting and dust suppression system. However, in Draft EIA report for Berth 5A, 6A says no such requirements. How can an expansion be contemplated when existing are not meeting environmental norms.	• No hazardous commodity as per MSIHC Rules, 1989 (amended, 2000) is proposed to be handled at part of the capacity enhancement project. No offsite incidences (having effect outside the battery limit of the SWPL area) are envisaged due to the present and proposed activity. Coal dust explosions do not take place in unconfined atmosphere. • The observation is not correct. Covered cargo, presence of dust suppression and firefighting system are part of the present operations.
v.	Study period for Air quality is only for March to May. However, it should be Dec-Jan as this period the temperature is lower and the dust are thicker. Data from only a few locations are analysed, at the places where pollution load is lower.	A detailed, one season baseline ambient air monitoring has been carried out at monitoring locations judiciously placed to reflect concentrations of air pollutants from the project and other activities in the impact boundary. Details of air monitoring and interpretation of results is mentioned in Chapter 3 <name of the chapter>.
vi.	Marine study was completed within 2 days. This is in adequate.	Marine data is collected and analysed by following the standard manual of seawater analysis APHA. The *in-situ* data is analysed immediately at the field and the rest transported to the laboratory by preserving the sample for further analysis.
vii.	Rain water leachate is hazardous. However, it is not controlled and treated. In monsoon it simply washes to the River.	The cargo is stocked under covered conditions in rainy days as like in other season. Small opening of the cargo at the site of reclamation

		generates runoff which is collected in a dump (settling) pond, where the sediments settle. Coal is naturally occurring geological material and not a toxic/hazardous cargo.
viii.	Larger Issues: • For all expansion projects, historical environmental performance and compliance reports and any other information should be part of the public disclosure along with Draft and Final EIA. • For all projects, environment tract record of PP, directors and senior officers for a period of last 10 years should be provided to determine if they are fit and proper persons for task. • EIAs often depend on subsidiary studies. All studies should be disclosed as part of the draft EIA. • Prior to study and data collection, public should be informed. Then they can verify that data was actually collected. • All Data collected along with computer codes to analyse it must be put into the public domain to verify results. • This should apply to any subsidiary studies as well.	As per procedure given in the EIA Notification, 2006 (amended) SWPL duly obtained Terms of Reference (ToR) from MoEFCC, New Delhi for carrying out the EIA. The EIA/EMP report is thus prepared in accordance with the ToR for EIA issued by the MoEFCC.
42. Peter Cyril Andrade, Vasco.		
i.	JSW is enhancing its coal capacity at Goa port for its Karnataka plant requirement. How has SWPL port benefitted Goa all these years and how this project is going to benefit its citizens.	The Terminal is operating under due permission and taxation regime of the Govt. of India and the Govt. of Goa. One of the significant positive impacts from the operations is local employment generation and secondary commerce. CSR activity is carried out by the project in the nearby habitations.
ii.	How many Goans this facility employs and how many proposed to employ after the enhancement. How much revenue does the Goa Govt. and MMC receive from such operations.	About 60% of the total 400 number of present employees working in the SWPL Terminal belong to Goa. As the project falls in the category, there will not be any significant increase in employment after implementation of the proposed capacity enhancement. Queries pertaining to revenues to the Govt. of India and MMC may be answered by the company if raised through proper channel, as the same may be under sensitive/confidential category and may not be disclosed unilaterally.
iii.	Draft EIA report does not incorporate the findings of the AAQM conducted by the GSPCB. He stated that the AAQM report mentioned in the EIA report are inaccurate and are done by location AAQM stations in locations that do not effectively record the levels of air pollution.	A detailed, one season baseline ambient air monitoring has been carried out at monitoring locations judiciously placed to reflect concentrations of air pollutants from the project and other activities

		in the impact boundary. Details of air monitoring and interpretation of results is mentioned in Chapter 3, Environmental Baseline Status.
iv.	He stated that the submission that there is no fishing activity in the vicinity of the proposed project is false. He stated that the report is silent on the extent of fishing vessels and activity at the Kariwada jetty is not contained in the EIA report	The observation is not correct. No fishing is allowed in the Port area and near the channel due to security reasons as the Port is ISPS compliant. Fish landing details about Khariwada FLC is reported in Chapter3: section 3.19, page no. 3.72.
v.	He objected to the statement in the EIA report that there are no turtle nesting sites in the vicinity of the proposed project. He stated that there is clear evidence that turtles breed and lay eggs at Baina beach. He stated that this indicates that improper study has been conducted	The observation is not correct. Isolated and random egg laying events are not classified as turtle breeding grounds.
vi.	He stated that they cannot deny the fact that there is coal pollution in Vasco and surrounding area due to the presence of coal dust in the area. SWPL is not having testing facilities in Vasco city, Khariwada, Baina, Chicalim, and Mangor-hill?	The standards for air emissions (NAAQS, 2009) notified by the Govt. of India are being met by us. Monitoring for AAQ is carried out at locations as directed by GSPCB and results shared with them periodically.
vii.	SWPL's EIA says only 1540 fishermen including 262 fisher folk in Vasco 421 in Baina ,109 in Bogmalo and 348 in Velsao were found in 10kms radius of their project. The fisherman association says, 10000 fishermen in Goa alone. How many persons does SWPL has employed from fishermen community?	Fishery related data of 10 km radius of the project area is extracted from Fishery report, Director of Fisheries, Govt. of Goa as part of the environmental baseline documentation. Port terminal operation is a highly specialised industrial activity requiring relevant, job-specific qualification, training and skill. However, priority for local employment is always given by SWPL.
viii.	EIA indicates deliberate to show negligible impact on the local fishing. No mention of the distance of fish landing centre at Khariwada, Baina, Bogmalo beach from the project location.	Fish landing details is reported in Chapter 3, Environmental Baseline Status, section 3.19, page no. 3.72.
ix.	MMC has huge population with industries like port, railway, oil tanks, ammonia tanks, phosphoric acid tanks, coal stacks wood chip stacks. But EIA report says the ground water quality is really good. EIA experts acknowledge there could be ground water pollution due to dust suppression measures.	The observation is not correct. Ground water is not envisaged to be polluted due to dust suppression activity.
x.	MPT who could not manage the coal handling and stack height maintenance of 7 m and covered storage at berth no. 10/11, can be ensured that the height and other conditions if imposed are followed by this project proponent.	No query raised, hence no reply is being offered.
xi.	Wagon rakes will increase result in frequent closure of manned rail crossings, although railway has proposed to construct bridges at the crossing, however will take years to fructify. City residents are suffering due to cargo movement through trucks.	No query raised, hence no reply is being offered.

	Many says pollution is due to vehicular traffic and not coal dust. The City also suffers from the sounds of horns and loud metai clashing when trains move through the city and the increase in Rakes will compound the problem.	No road transport of cargo is involved in the present operations as well as it is not proposed in the capacity enhancement scenario. Railway operations are not in scope of the project.
xii.	The EIA report claim social service done under CSR but our homes been affected with coal dust.	No query raised, hence no reply is being offered.
xiii.	Due to double lining of railway line it is feared that they will demolish houses next to rail line from Margao to Port.	Railway operations are not in scope of the project. No rail doubling is part of the proposed capacity enhancement. The increase in cargo can be accommodated in the existing railway infrastructure.
xiv.	No permission to enhance the quantity of coal. The said report be rejected and the entire coal handling in MPT be stopped immediately.	No query raised, hence no reply is being offered.
43. Sanjay Redkar, Niz Goenkar Fauz, Panaji, Goa		
i.	Project site is surrounded by densely populated residential area within the 10 km radius. Such large population around the project site endanger the health of the public due to air pollution. High suspended particulate matter increase respiratory diseases asthma, chronic bronchitis, cardiovascular, etc.	The standards for air emissions (NAAQS, 2009) notified by the Govt. of India are being met by us.
ii.	The present cargo handling and transportation of dry bulk cargo has always created pollution in Vasco and several complaint and objections are raised by Mormugao Municipal Council (MMC).	No query raised, hence no reply is being offered.
iii.	Cumulative impact assessment as a whole single project and not as different projects. All the 3 projects are inter-dependent and should be treated as a single project.	As per procedure given in the EIA Notification, 2006 (amended) SWPL duly obtained Terms of Reference (ToR) from MoEFCC, New Delhi for carrying out the EIA. The EIA/EMP report is thus prepared in accordance with the ToR for EIA issued by the MoEFCC.
iv.	Objection to the positioning of the location of ambient air quality monitoring stations since four of them are on the hilly terrain and not in the direction of the wind.	A detailed, one season baseline ambient air monitoring has been carried out at monitoring locations judiciously placed to reflect concentrations of air pollutants from the project and other activities in the impact boundary. Details of air monitoring and interpretation of results is mentioned in Chapter 3, Environmental Baseline Status.
44. Mrs. Madeline Pereira, Vasco		
i.	To express our deep apprehensions at what will be the levels if coal handling is augmented. Coal pollution is a slow and silent killer, the coal dust which we breath in settles in our lungs cancer	No query raised, hence no reply is being offered.

ii.	All these 3 projects are related to enhance coal. Theoretically all projects look good but the ground reality is far from what is projected and once the project is functional who will monitor the levels of Pollution.	No query raised, hence no reply is being offered.
45. Georgina Fiola Rego, Ex Chaiperson, MMC Vasco, with 39 signatories.		
i.	AIR POLLUTION AND HEALTH – The city of Vasco and other areas mentioned above are already suffering from severe coal pollution and this fact is admitted by numerous show cause notices and stop work orders issued by the Goa Pollution Control Board. MPT, Adani and JSW have not been able to arrest the pollution despite numerous notices and orders being issued for years. The proposed increase in coal imports will be health and environmental disaster for all these heavily polluted areas and is therefore totally unacceptable.	The standards for air emissions (NAAQS, 2009) notified by the Govt. of India are being met by us.
ii.	IMPACT ON FISH – The marine life and biodiversity of the Vasco Bay Zuari river and related areas is extremely rich and will be destroyed by coal expansion, especially the coral reefs and habitats of protected species such as window pane oysters, dolphins and whale sharks and the proposed dredging of Mormugao harbour shall totally destroy the fisheries of Mormugao harbour and neighbouring areas including the bays of Vasco, Chicalim and Sancoale.	No dredging has been proposed as part of our modernisation and consequential capacity enhancement project. It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing operation completely on the Port backup/land side. No change on the berth/marine side is proposed.
iii.	FISHERFOLK DISPLACEMENT – The proposed increase in imports of coal, dredging and required infrastructure will totally displace the fishing communities of Goa forever. This unprecedented displacement is not even acknowledged in the EIA study. The EIA study has not even attempted to quantify the displacement and losses to the fishing communities from Khariwada, Baina and Desterro, who are directly affected by the illegal dredging already carried out, and by the road construction works that are already commenced. The EIA study even fails to record the displacement of over a hundred families of fisherfolk that has already taken place at Baina, Desterro and Khariwada due to the Project.	It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing operation completely on the Port backup/land side. No change on the berth/marine side is proposed.
iv.	DOUBLE TRACKING OF SOUTH WESTERN RAILWAY & NH17B & NH4 – Double tracking of south western railways is proposed only for transportation of coal proposed to be imported. The subject projects are meaningless without the construction of the second railway track. The existing railway line passes through heavily populated villages of Goa and double tracking is not possible without massive displacement of local communities. The ongoing works being carried out in various sections of	Railway operations are not in scope of the project. No rail doubling is part of the proposed capacity enhancement. The increase in cargo can be accommodated in the existing railway infrastructure.

	the NH 17B and NH 4A are also only for the additional coal imports, through this fact is also being concealed from the Public.	
46. Sandeep Mayekar, Chairman, Murgao Avenue Co-op. Housing Maintenance Society Ltd., 26 signatories		
i.	On behalf of the residents of Mormugao Co-operative Housing Society we the undersigned would like to submit that we are facing a crisis with respect to air pollution being caused by coal, iron ore related activities at MPT nearby our society.	No query raised, hence no reply is being offered.
ii.	The loading/unloading/transportation operations of the coal/iron ores etc. by MPT causes the generation and spreading of coal, iron ores dust in the nearby vicinity. Air pollution and dust spreading becomes worse especially in night during the silent hours. In addition to that, dust flies around and settles in the homes and at the public roads/open area. These accumulated dust on the public road during night time, further generates the air pollution during day time when dust flies around due to the vehicles movement on the road.	The standards for air emissions (NAAQS, 2009) notified by the Govt. of India are being met by us. We have not proposed any iron ore handling.
iii.	This air pollution is very harmful in nature to the people. The residents of our society are facing health related problems in this regards. The children are unable to play outside due to the fear of coming down with respiratory diseases. This forces us to keep our windows and doors closed for long hours which is not beneficial for us keeping in mind the health related aspects of the residents.	It is incorrect to state that emissions at the NAAQS, 2009 concentrations have health effects.
iv.	We are submitting this application to you because of the dire nature of the problem that is being faced by the residents of our society and also by the general public residing in the vicinity of MPT. Curbing this problem in the early stages will not only save the residents from the respiratory and other health diseases but will also help in keeping the pollution of the area in check, especially after the National Green Tribunal and Judiciary have expressed concerns regarding the high levels of pollution that is plaguing the.	No query raised, hence no reply is being offered.
v.	Preventing the air pollution to spread will help in making our contribution to a clean and green goa.	No query raised, hence no reply is being offered.

47. Henrique D'mello, Sarpanch, Velsao, Mormugao. **48. Megha Gulati, Baina.** **49. Terence Jorge, EIA Resource and Response Centre (ERC), Panaji, Goa.**		
i.	Draft EIA report in local language for capacity enhancement by south west Port Ltd., deepening of approach channel, redevelopment of Berths 8,9 and barge berths is not provided for public scrutiny, this is a requirement as per the following sections of EIA notification 2006. The local draft EIA is not available at Central Library Panaji, Chicalim Panchayat and on the PCB website. It is not submitted to Velsao Panchayat which is within 10 km radius as per the Draft EIA Report (as per the newspaper ad).	Copies of the draft EIA report were placed by GSPCB at locations provided for in the EIA Notification, 2006 and distributed in the project area. All requirement as specified in the EIA Notification, 2006 (amended) were met with.
ii.	Public notice is faulty when compared to the EIA Notification 2006, procedure as one cannot expect local people to fully understand and comment on the impacts of the project from only the Executive Summary in local languages.	Copies of the draft EIA report were placed by GSPCB at locations provided for in the EIA Notification, 2006 and distributed in the project area. All requirement as specified in the EIA Notification, 2006 (amended) were met with.
50. Fr. Savio Fernandes, Council for Social Justice and Peace, Panaji, Goa.		
i.	The EIA reports prepared clearly show that all these projects are to increase coal handling at MPT from present 7.5 million to 25 MT in first phase. There are immediate plans to create coal port at Betul and nationalization of our 6 rivers is also obviously for bringing coal into Goa and double tracking of Vasco-Belgaum railway tracks is also purely for coal handling as are many of the Highways expansion projects being constructed through our villages. All of this is being done quietly and in parts, while keeping Goan citizens in the dark.	No query raised, hence no reply is being offered.
ii.	The coal handling being carried out at MPT is causing massive air pollution and health problems in Vasco and neighbouring areas. Numerous notices from GSPCB have not reduced the pollution. The proposed increase in coal handling will greatly exacerbate the air pollution suffered in Vasco, Mormugao, Dabolim, Chicalim, Sancoale, the northern banks of river Zuari from Goa Velha to Dona Paula and villages along the Railway lines and Highways to be used for coal transportation. The impact on Goa's fragile fisheries will be disastrous due to dredging of river beds, destroying the benthic ecology which sustains all marine life. The expert member of GCZMA has also expressed grave concerns in this regard. Fisherfolk of Goa will be totally displaced starting with the fishing communities of Khariwada, Baina, Desterro, the estuary of River Zuari and Betul who are being forced out to make way for coal handling.	The standards for air emissions (NAAQS, 2009) notified by the Govt. of India are being met by us. It is incorrect to state that emissions at the NAAQS, 2009 concentrations have health effects. No dredging has been proposed as part of our modernisation and consequential capacity enhancement project. It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing operation completely on the Port backup/land side. No change on the berth/marine side is proposed.

	Goa's seas, rivers, air and land will be polluted by coal dust leading to large scale diseases and deaths. Our national economics, tourism and other economies will suffer and Goa will witness an economic and social collapse. Favoured Corporate Companies will make huge profits, while Goa and Goans will pay dearly.	
iii.	The problem of pollution is just not restricted to Mormugao taluka alone but also involves surrounding talukas through which the coal gets transported and other factors.	No query raised, hence no reply is being offered.
51. Dinesh Dias, Salvador-Do-Mundo, Goa.		
i.	FORM I: Form I is the application prepared by South West Port Ltd. For the MOEFCC in February, 2015, it contains information which is totally inaccurate and misleading. According to this document at pages 12 and 13 within 15 kms of the proposed project location boundary there are: a. No defence installation (Sr. no. 7) b. No densely populated or build up area (Sr. no. 8) c. No hospitals, schools or places of worship (sr. no. 9). d. No area containing important or scarce fisheries, tourism resources (Sr. no. 10). It does not mention. i) Coral reefs at Grande Island ii) Chicalim bay Nauxim bay Sancoale bay sites of the endangered window pane oysters (menddio). e. No areas already subjected to pollution or environmental damage. There is no mention of Vasco town or Zuari river which are heavily polluted due to coal handling activities of MPT. Since the information provided in Form I is untrue, the project should be cancelled and no clearance should be given.	This is modernization of an existing Port Terminal in operation since 2004. The project does not involve any additional land acquisition, any increase in the railway infrastructure, any water/marine side changes or any major civil construction. No effort has been made, as alleged, to conceal any fact or information from the EAC, MoEFCC or any other statutory agency in the course of the project. A detailed list of sensitive elements in the impact boundary of 10 km radius from the approx. centre of the project will be included in the final EIA report for due perusal of the EAC, MoEFCC and other statutory agencies.
ii.	DRAFT EIA REPORT: a. Due to pollution caused by coal handling at Berths 5A, 6A and 7 (Adani) and 10 & 11 (MPT) since last many years and due to court orders the ambient air quality in the vicinity of the Port and in Vasco town is being monitored throughout the year. The readings area readily available.	As per procedure given in the EIA Notification, 2006 (amended) SWPL duly obtained Terms of Reference (ToR) from MoEFCC, New Delhi for carrying out the EIA. The EIA/EMP report is thus prepared in accordance with the ToR for EIA issued by the MoEFCC.

	However, In the EIA report the ambient air quality for the period 4th March 2016 to 28th May 2016 has only been mentioned. The (i) Post monsoon season mid October to November, and (ii) The winter season December to February has not been disclosed. A fresh EIA report should be prepared giving the details of all three seasons.	
	b. The coal handling at MPT has had a devastating impact on the health and environment of Vasco town and its inhabitants. The EIA report deliberately considers the readings of only 5 Ambient Air Quality monitoring stations. It should have considered the readings of all Ambient Air Monitoring Stations which have been set up around the Port and in the Town for ascertaining whether the pollution levels are within permissible limits.	A detailed, one season baseline ambient air monitoring has been carried out at monitoring locations judiciously placed to reflect concentrations of air pollutants from the project and other activities in the impact boundary. Details of air monitoring and interpretation of results is mentioned in Chapter 3, Environmental Baseline Status.
	c. Fish species reported in Goan waters. Chicalim bay, Sancole Bay, Nauxim Bay are all within 10 km of the project site. The endangered window pane oysters (Menndeo) a protected schedule IV of Wildlife Protection Act species is found in these areas. However, the endangered oysters are deliberately not mentioned in Table 3.38 of the EIA report. The impact on these sensitive areas as a result of coal pollution by expansion of Port activities has also not been considered. Thousands of families are engaged in harvesting these oysters and their livelihood is threatened. Similarly, impact on the rare and precious Coral Reefs at Grand Island (7 km from proposed site, ref. Page 3-6) is not mentioned. As a result of pollutions these irreplaceable coral reefs could be destroyed forever.	List of marine organisms, including fishes, obtained from Dept. of Fisheries, Govt. of India is mentioned in Chapter 3, Environmental Baseline Status, section 3.19, page no. 3-72 onwards. The species have been enlisted as baseline documentation. It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing operation completely on the Port backup/land side. No change on the berth/marine side is proposed. No significant impact on the marine ecology is envisaged due to implementation of the capacity enhancement project. The fact that corals have been recently discovered at Grande island has been duly mentioned in the EIA report, Chapter 3: Environmental Baseline Status, section 3.17.10, page no. 3-61. Grande island is at a distance of about 8 km from the proposed project by sea distance and away from the proposed project site to have any kind of significant adverse impact.
	d. Fishermen Population. The Table 3.41 has totally underestimated the fishermen population of Mormugao Taluka by ignoring the fishing villages of Chicolna, Sancoale etc. and there is also no mention of the population of Tiswadi Taluka villages of Curca, Cacra, Nauxim, Siridao, Goa Velha, Bambolim etc.	Fishery related data of 10 km radius of the project area is extracted from Fishery report, Director of Fisheries, Govt. of Goa as part of the environmental baseline documentation.
	e. Mitigation Measures:	Distribution of coal sludge to the local villagers is a suggestive statement, the same is not obligatory under any statutory

	The report (Page 4-11) states that the dried sludge which has fuel value can then be distributed among the villagers. Till date there are no reports that any sludge been distributed to any villages therefore we can surely surmise that the sludge is just being dumped in the sea/river.	compulsion. The sludge which comprises fine coal entrained in water is being mixed with the cargo and evacuated. We may continue following the same practice in future.
	f. Leachate Generation EIA report (Page 4-13) states that run off from coal piles can be very acidic and high in suspended and dissolved solids and heavy metals and might contaminate the ground and surface waters. at present in the monsoon much of the runoff water is presently allowed to flow into the sea at tremendous cost the environment which is not highlighted in the EIA report.	Statement made in the report is general characteristic of leachates. However, in this case water is sprayed over coal cargo in a controlled manner for dust suppression and to douse fire as necessary. This water is fully absorbed in the cargo. No leachate is produced due to the water sprinkling/fogging and firefighting activity. The cargo is stocked under covered conditions in rainy days as like in other season. Small opening of the cargo at the site of reclamation generates runoff which is collected in a dump (settling) pond, where the sediments settle. Coal is naturally occurring geological material and not a toxic/hazardous cargo.
	g. High level pollution caused by coal/wood chips handling at MPT in the immediate vicinity of the Berth 5A and 6A find no mention in the EIA report. Enhancement of capacity of Berth 5A and 6A will lead to untold misery for the inhabitants of Vasco town, and irreparable damage to the environment, the fish resources and the livelihood of fishermen in Zuari river in particular. We demand the project should not be approved by MoEFCC.	The EIA Report described the activities carried out inside the premises of SWPL with their pollution potential and present/proposed mitigation measures in detail and with authority. Handling of other cargoes in other berths is the prerogative of MPT and the berth/terminal lessees, which we cannot report authoritatively.
52. Edwin Pinto, Salcete, Goa.		
i.	The three projects have to be treated as one, as per item 7(e) of the schedule of activities needing environment clearance in the EIA notification 2006, but have been shown as separate projects, which is unacceptable	As per procedure given in the EIA Notification, 2006 (amended) SWPL duly obtained Terms of Reference (ToR) from MoEFCC, New Delhi for carrying out the EIA. The EIA/EMP report is thus prepared in accordance with the ToR for EIA issued by the MoEFCC.
ii.	The local draft of the EIA is neither available at the Chicalim Panchayat or Santacruz which falls within the 10 km radius nor is it available on the pollution control board website	Copies of the draft EIA report were placed by GSPCB at locations provided for in the EIA Notification, 2006 and distributed in the project area. All requirement as specified in the EIA Notification, 2006 (amended) were met with.
iii.	The GSPCB has also failed to provide translations of the draft EIA report in Konkani or Marathi for the enhancement of berths 5A and 6A as was	Copies of the draft EIA report were placed by GSPCB at locations provided for in the EIA Notification, 2006 and distributed in the

	done for other two projects as per section 2.2 of the EIA notification 2006.	project area. All requirement as specified in the EIA Notification, 2006 (amended) were met with.
iv.	The GSPCB needs to make public the report of the study done on the implication of the coal expansion on Vasco and surrounding areas.	The query is not directed to us.
53. Abhijit D. Salkar, Vasco, Goa.		
i.	Refers to Chapter 8 (8.4.2) of EIA report. The clause says that only three AAQM stations are proposed for monitoring. Only three stations are going to be grossly insufficient and there should be minimum 12 stations as per the prescribed norms cited (WHO, 1977).	Three AAQM station are scoped for determining the concentration of pollutants in the project implementation phase. No major civil work will be involved in the capacity enhancement project, only mechanical retrofitting and minor accommodating structural work will be carried out. We are following GSPCB directions in the matter of AAQ monitoring and reporting. The same shall be followed or as will be directed by GSPCB.
ii.	Period and frequency of sampling should be such that statistically reliable averages can be obtained with the data. Monitoring should be done for 24 hours and minimum 104 days in year.	We are following GSPCB directions in the matter of AAQ monitoring and reporting. The same shall be followed or as will be directed by GSPCB.
iii.	Rs. 12 LPA is grossly insufficient. No provision is made for Year on Year escalation due to inflation.	The cost of AAQ monitoring as mentioned in EIA report is an estimate. Additional provision for the monitoring will be made as required.
iv.	Report proposes 3 monitoring stations close to construction site. In operation phase why it should be near construction site. Should it not be spread over the entire area that can be affected by operation.	No major civil work will be involved in the capacity enhancement project, only mechanical retrofitting and minor accommodating structural work will be carried out. We are following GSPCB directions in the matter of AAQ monitoring and reporting. The same shall be followed or as will be directed by GSPCB.
v.	Appointment of agencies to monitor the sampling stations should be handed over to NGO.	We are following GSPCB directions in the matter of AAQ monitoring and reporting. The same shall be followed or as will be directed by GSPCB.
vi.	No reference to mandatory norms as per Guidelines for Ambient Air Quality Monitoring, CPCB, MoEF, April 2003.	AAQ monitoring has been carried out in accordance with NAAQS, 2009.

54. Y. C. H Singh, with 12 other members		
i.	We all working at South West Port Ltd. Under security it is our prime source of income and all our families are dependent on this company. Hence we want to run this company.	Views are agreed and appreciated.
55. M/s. S. S Contractors, with 18 other members		
i.	SWPL is not polluting port and working from last more than five years. We all and our families and children are wholly dependent on this port services. Hence we require to run this port.	Views are agreed and appreciated.
56. Pradeep Acharekar, with 5 other members		
i.	This SWPL company is working since more than decades and helping to community for social economic, cultural and education work. We are in favour of the project.	Views are agreed and appreciated.
57. Ravindra Singh, with 57 other members		
i.	SWPL is actively working in empowering women entrepreneurs in Sada Village. Provided sewing machine, training, fashion designing, providing basic lively hood to the families. And supporting in future too. We are in favour of the enhancement project.	Views are agreed and appreciated.
58. Romi Kumar Gupta, with 48 other members		
i.	SWPL has provided education material to the students of school like books, benches, computers, school buildings etc. In future they will help for such activities in future.	Views are agreed and appreciated.
59. Mr. Pradeep Saroj, with 10 other members		
i.	how much employment will be generated from this proposed expansion project of Berth 5A & 6A at SWPL. We demanded to give preference to local peoples. IF company agrees we do not have any objections.	About 60% of the total 400 number of present employees working in the SWPL Terminal belong to Goa. As the project falls in the category, there will not be any significant increase in employment after implementation of the proposed capacity enhancement.

60. Shrikant, with 54 other members		
i.	SWPL is working from last 12 years and handling material and working for development programmes. • Company has built Anganwadi, hence we are in favour of this projects. • In Schools they have given educational material and school books to children, hence we are in favour of this project. • We have got employment hence our financial conditions have improved. Hence we are in favour of this project development • In town hotels, rented houses for workers, rented places such type of small financial supports is generating due to companies' activities. Hence we support for this expansion project. • Our vehicles are taken on rent by employees and company, hence making good money. Hence we support for this reworking of projects. • In schools and towns company has taken initiatives for cleanliness programme. Provided dust bins, constructed toilets. Hence improved cleanliness and beauty of town. • Company is providing Personal Protective Equipment's to workers, taking health check-up of workers, control over pollution. Hence favouring for this project. • We are giving support for this company because new recruitments will be created. • This is our demand that company should give preference to locals for employment then we will support for this projects.	Views are agreed and appreciated.
61. Pawan Kumar, Vasco		
i.	SWPL is operating since last more than 12 years, due to which development and employments are generating. With this company we are happy, we don't have any damage, due to this we got many opportunities.	Views are agreed and appreciated.
62. Madan Halarankar, Vasco		
i.	I am supporting for this SWPL project because this company is very good, working from last 10 years, the company is providing good facility, payments in time.	Views are agreed and appreciated.

63. Arun Kumar, with 5 other members		
i.	Supporting for this project. This company is good working from last five years, all officers are good, work is safe, providing training on safety etc.	Views are agreed and appreciated.
64. Rajkumar Sav, Vasco		
i.	Due to SWPL development and employments are generating. With this company we are happy, we don't have any damage, due to this we got many opportunities.	Views are agreed and appreciated.
65. Awanna Chedani, Vasco		
i.	SWPL is operating since last more than 15 years, due to which development and employments are generating. With this company we are happy, we don't have any damage, due to this we got many opportunities.	Views are agreed and appreciated.
66. Jafferulla Shikalar, Vasco		
i.	No objection to this development. SWPL is best port in MPT. Provides revenue to Goa. Under CSR company is providing many good things to society under Swacch Bharat Abhiyan. With this company many families are dependent hence I am with this company.	Views are agreed and appreciated.
67. Sanjay Govind Ghavare, Vasco **68. Sanjay U. Mahale, Vasco**		
i.	SWPL is operating since last more than 12 years, due to SWPL development, employments are generating. Company has developed anganwadi, provided school equipments, books. With this company we are happy. We do not have oppose to this company.	Views are agreed and appreciated.
69. Dipankar Paul, Vasco		
i.	Mr. Dipankar Paul	Views are agreed and appreciated.

	I have seen SWPl is working from last 12 years and working towards development and progress of Goa state. I have no objection to this project due to following reasons. a) They are working for development of the port and generate revenue for MPT and Goa. b) They are providing employment to many families in and around Vasco. c) Many small ancillaries like hotels depend on SWPL, car, bus hire services are dependent on SWPL. d) SWPL is played good roll in CSR. Wherein toilets of Baina, Bogada has been refurbished. e) Under CSR they have provided dust bins to all the schools. f) Under CSRthey have developed Vasco city garden, green divider etc. g) Under CSR they have provided play equipment's to school for special children's h) Under CSR they have provided water filters tool kits to 114 Anganwadies i) Under Swacch Bharat Abhiyan company is keeping city neat and clean. j) I have not seen any pollution taking place as their cargo is going in covered rakes and by rail.	
70. Sandeep Mahale, Vasco		
i.	SWPL is operating since last more than 12 years, due to which development and employments are generating. With this company we are happy, we don't have any damage, due to this we got many opportunities.	Views are agreed and appreciated.
71. Zeenat Khan, Sada		
i.	My husband is working in SWPL from 9 yrs. due to this our family livelihood is going on. We require this company to grow.	Views are agreed and appreciated.
72. Mohammed Hunchal, Bogda		
i.	Working in SWPL from 1 yrs. I am native from Karnataka, I had come here for working. With this company many families are dependent. I required this company and the all who are working in this company.	Views are agreed and appreciated.

73. Sheda Kumari, Sada		
i.	My husband is working in SWPL from last five years, due to which m kids are studying in good school. Many persons are life is connected with this.	Views are agreed and appreciated.
74. Shrikant Shinde, Sada		
i.	I am working in this SWPL company from last three years. In south West Port to protect environment war footing steps are being taken. All workers' safety is considered. For all the workers this port is needed. With this port many families livelihood is going on.	Views are agreed and appreciated.
75. Babaloo Prasad, vasco		
i.	Myself and my family members are dependent on this port. We are coming from UP to here for survival of my family. If this port is not working then how India will grow and how it will develop.	Views are agreed and appreciated.
76. Shivdayal, vasco		
i.	Myself with my total family members, kids, brothers, mother, father are living on this port employment. We came from UP for survival. I will thanks to this company. I would like to develop my country.	Views are agreed and appreciated.
77. Kalyani Mohkar, Baina		
i.	Development of South West Port will increase ancillary businesses in the region. The demand for cars, drivers and small business like hotels will develop. Rented houses etc. With this economic position of villagers will improve. We support this project for betterment of the region.	Views are agreed and appreciated.
78. G. R. Chodankar, Vasco		
i.	I have seen SWPL is working from last 12 years and working towards development and progress of Goa state. I have no objection to this project due to following reasons. a) They are working for development of the port and generate revenue for MPT and Goa.	Views are agreed and appreciated.

	b) They are providing employment to many families in and around Vasco. c) Many small ancillaries like hotels depend on SWPL, car, bus hire services are dependent on SWPL. d) SWPL is played good roll in CSR. Wherein toilets of Baina, Bogada has been refurbished. e) Under CSR they have provided dust bins to all the schools. f) Under CSR they have developed Vasco city garden, green divider etc. g) Under CSR they have provided play equipment's to school for special children's h) Under CSR they have provided water filters tool kits to 114 Anganwadies i) Under Swacch Bharat Abhiyan, company is keeping city neat and clean. I have not seen any pollution taking place as their cargo is going in covered rakes and by rail.	
79. Sudesh Gunjikar, Vasco		
i.	I have seen SWPL is working from last 12 years and working towards development and progress of Goa state. Myself have been part in many CSR activities which has been carried out in and around Vasco. I have no objection for this development activity and happy with this organization.	Views are agreed and appreciated.
80. Vasant Naik, Panchayat of Chicolana, Bogmalo		
i.	Our Panchayat has not received any intimation of this public hearing and also not received draft EIA Report. I request you to provide copy of EIA Reports then along with suitable date we will submit our submissions, views, objections, suggestion's if any, as per public hearing guidelines set by MoEFCC.	Copies of the draft EIA report were placed by GSPCB at locations provided for in the EIA Notification, 2006 and distributed in the project area. All requirement as specified in the EIA Notification, 2006 (amended) were met with.

81. T. T. Sreedharan, Vasco, Goa.		
i.	The Proponents have not paid enough attention and were negligent in taking adequate steps to contain coal pollution in and vicinity of Vasco city	No query raised, hence no reply is being offered.
ii.	Proponents had not taken adequate steps to monitor pollution levels. After public representation GSPCB has initiated action and reduced handling capacity from 5.5 MMT to 4.5 MMT	Necessary compliance to the direction of the GSPCB were duly and promptly made and the matter was resolved following proper procedure.
iii.	Proponent had not been taking sufficient and suitable measures to prevent the flowing of coal dust slurry into sea. Causing irreparable loss to marine life and environment.	The cargo is stocked under covered conditions in rainy days as like in other season. Small opening of the cargo at the site of reclamation generates runoff which is collected in a dump (settling) pond, where the sediments settle. Coal is naturally occurring geological material and not a toxic/hazardous cargo.
iv.	The proponent has set up their project very close to 5000 MT Ammonia storage tank, which will cause grave risk to the Mormugao Taluka. Hence no enhance capacity handling as proposed.	No hazardous commodity as per MSIHC Rules, 1989 (amended, 2000) is proposed to be handled at part of the capacity enhancement project. No offsite incidences (having effect outside the battery limit of the SWPL area) are envisaged due to the present and proposed activity.
v.	Without prejudice to the above submissions, if the concerned authorities come to the conclusion that the project ought to continue handling coal at the present level of capacity or at an enhanced level, the following safeguards are proposed.	-
	a. Judgment of Hon'ble High Court of Bombay at Goa on 24.02.2012 is squarely applicable for coal handling activities of Mormugao and i.e. Coal Handling Operations have to be carried out under covered operations.	Agreed. The coal cargo at the terminal is always covered and will be done in the future too.
	b. As per Executive Summary Mitigation Measures: Air Environment, it is submitted that coal will be stored at a height of 12 mtr. with slide slope of 35 degrees. It is submitted that as per Directions, GSPCB has restricted height of coal stack up to 5 mtr.	SWPL has emphasised for covered storage with reasonable stack height and wind shield of 12 m height to control coal dust emissions in the terminal.
	c. As per Hon'ble High Court order it is subsisting and binding on coal handling activities which are appointment of an independent and reputed agency to regularly monitor the pollution levels, height of the coal stack, mode of handling, loading and unloading operations etc.	We shall follow the direction of GSPCB in this regard.
vi.	Hon'ble Chairman of MPT has stated that he was making efforts to bring about 100 cruise vessels in Mormugao Harbour. Such huge tourist, captain of vessels is reluctant to Coal Pollutions. Hence it will affect the tourist business.	Both cruise terminal and our activity are in coexistence as per berth allocation by MPT.

vii.	Proponents and other coal companies shall provide medical assistance to the populations exposed to coal pollution.	CSR activities are being carried out by us in the spirit of righteousness. All infrastructure and assistance towards any requirement of the local inhabitants will be looked after to the best of our capability.
82. All Citizens of Vasco		
i.	Change of Venue of the Public Hearing scheduled on date 20.03.2017 to a bigger place to accommodate more people.	NA
83. Dominic Noronha, Salcete, Goa		
i.	Requested that this proposal be treated as an objection to proposed coal terminal. Resolution passed in Dandvado Sirlim, Salcete Goa, Panchayat.	No query raised, hence no reply is being offered.
ii.	It will destroy unique identity of beautiful state of Goa. It will have harmful odour and substances in the vicinity. Noise and vibration generated by road traffic, cargo operations, ship traffic, wastes, etc.	No query raised, hence no reply is being offered.
84. Savio Correia, Mangor Hill, Vasco.		
i.	EIA is incomplete and deficient. It ignores existence of other coal and iron-ore handling activities at Mormugao Port, and fails and neglects to consider the cumulative impact on environment and ecology.	The EIA Report described the activities carried out inside the premises of SWPL with their pollution potential and present/proposed mitigation measures in detail. Handling of other cargoes in other berths is the prerogative of MPT. Moreover, the ambient air quality monitoring is recorded at multiple stations in the project area. These readings give the cumulative impact of all operations in the port premises and formed the baseline for the EIA study which are under permissible limits of AAQ standards. The baseline environmental monitoring takes into account pollutants contributed from other existing industries/operations in the MPT area. Monitoring locations of parameters have been selected in such a way that they account for pollution from different sources in the area. Details of sampling locations of different environmental parameters are given in Chapter 3, Environmental baseline Status.
ii.	PP has misrepresented and suppressed a material environmental fact and committed fraud on the EAC at scoping Stage	

	a. Neither the Appendix I Form I nor Draft EIA Report even whisper about the existence of another coal handling terminal at Berth 7. b. There is gross suppression and misrepresentation of material facts at Para 9 of Form I of Appendix 1, as also at Para III Sr. No. 11of Form I. Consequently, the cumulative impact on the environment and ecology of existing coal handling activities. At Berth No. 7 and existing / proposed activities of PP after expansion have not been considered in the EIA. c. In addition, Iron Ore Berth no. 9 General Cargo Berth 10 & 11 handling wood gypsum and other activities cumulative impact has been supressed in Form I and the EIA Report. d. There is clear structural failure in measuring environmental impact of the proposed project. It is mandatory as per Para 9 of Form I of Appendix 1 of EIA Notification 2006. e. The suppression coupled with misrepresentation of a material facts goes to the root of matter, since EAC determined the ToR on the basis of information furnished in prescribed application Form I. The PP has done this knowingly, deliberately and malafide intent and has committed fraud on the EAC. Hence, I submit that the proposal ought to be reconsidered by EAC for fresh scoping /ToR in the light of above suppression and misrepresentation of material fact, and fresh public consultation process be conducted thereafter.	a. Pls. refer our above response to 84(i) b. The EIA/EMP report is prepared in accordance with the ToR for EIA issued by the MoEFCC. The baseline environmental monitoring takes into account pollutants contributed from other existing industries/operations in the MPT area. Monitoring locations of parameters have been selected in such a way that they account for pollution from different sources in the area. Details of sampling locations of different environmental parameters are given in Chapter 3, Environmental baseline Status. c. Pls. refer our above response to 84(i) d. Pls. refer our above response to 84(ii.b) e. We have carried out the process of EC in accordance with EIA Notification, 2006 (amended) with all submissions made in a transparent manner. No effort has been made, as alleged, to conceal any fact or information from the EAC, MoEFCC or any other statutory agency in the course of the project.
iii.	Draft EIA report is incomplete, in as much as it omits to consider specific TOR i.e. to submit study on possibility of covered storage shed with geodesic or parabolic dome which is wind and live load efficient; a. No study on possibility of covered storage shed is visible in the EIA and draft EIA report it is silent on this critical TOR b. The PP is operating 15 MMTPA coal handling facility at Jaigarh Port having 105 x450 mtrs covered coal storage. c. Where open coal storage is problematic, in regions that experience heavy tropical rainfall or near population centres, stockpiles can be covered – for example in a storage dome or silo. Domed or Silo type sealed coal storage is most ideal ant-dust solution. Such facility at PP's project would prevent fine coal particles flying due to wind, would beneficial by reducing power generation cost during monsoon, prevent coal from getting wet in monsoon, saving considerable cost in drying, water consumption for spraying on coal stockpiles would be reduced considerably.	Public Consultation is based on draft EIA Report as per procedure given in the EIA Notification, 2006 (amended). The EIA will be finalised based on comments received in the public consultation process and deficiencies, if any, will be adequately addressed. a. The engineering feasibility for a pre-engineered covered structure is underway, as this is a functional facility; there are challenges in the execution and erection of the covered shed. The same will be presented to the EAC, MoEFCC at the time of EIA presentation and take up construction based on the feasibility and approvals of the MOEFCC. In fact, Jaigarh facility is followed as a model in other ports. We shall follow the direction of EAC, MoEFCC. b. The observation is not relevant to the project. c. Suggestions and observations are taken in the right spirit and will be used in design consideration of the covered shed.

	What is the reason for not providing similar covered coal storage in the PP's expansion project at Mormugao Port? I submit that it would be proper to direct PP to revisit their EIA and incorporate the aforesaid ToR (i.e. covered coal stoarage with geodesic or parabolic dome) and the reassessment be placed afresh for scrutiny in public consultation thereafter.	However, we reiterate that the cargo is covered in the present operations, all possibilities of fugitive emission generation have been addressed by suitable, industry accepted/norm and effective methods (coverage, sprinkling, covered conveyance, confined transfer towers, and so on.) In addition, the standards for air emissions (NAAQS, 2009) notified by the Govt. of India are being met by us for the present operations.
iv.	The EIA study is incomplete, as it totally ignores environmental impact of coal transportation by railway wagons in transit. a. While the EIA report states that transportation of cargo would be done entirely by rail wagons, the study has totally ignored the environmental impact of coal transportation by railway wagons en route to the JSW steel plant at Vijayanagar in Karnataka. b. I reside about 700 metres SW of Vasco Railway station and 530 metres from SWR BG railway line. My family and myself is exposed to dust emissions caused by coal carrying rail wagons from last decade. c. There is proposal for doubling the BG track from Mormugao Port to Londa that would effectively convert the route into a "coal corridor". d. The distance between Mormugao Port to Torangallu Karnataka is about 415 km and proposed upgradation will see plying of 12-15 rakes per day with Vasco-to-Vasco turnaround time at 6 hours. Coal dust can travel into and along the rail corridor due to the movement of coal trains themselves, open wagon surfaces, parasitic coal and spillage from wagon. e. The EIA study does not contain any data on dispersion of coal dust and particulate matter from rail corridor into surrounding community. AAQ standards along rail corridor ought to have monitored and analysed. PP has not done study on wind tunnel study, amount of dust dispersion from tarpaulin, aerodynamics associated with height and configuration of load. f. Trains are also known to emit particulate matter (PM 2.5) due to diesel exhaust, in addition to noise pollution. The rail line passes through protected forest and reserves along the Western Ghats. Coal dust would cover the leaves of nearby vegetation and affect their photosynthetic capabilities. g. Draft EIA study envisages 12-15 rakes per day upon upgradation, the cumulative impact on rail traffic considering other existing and proposed MPT oriented rail traffic has been not analysed.	The observation is not correct. a. As per procedure given in the EIA Notification, 2006 (amended) SWPL duly obtained Terms of Reference (ToR) from MoEFCC, New Delhi for carrying out the EIA. The EIA/EMP report is thus prepared in accordance with the ToR for EIA issued by the MoEFCC. Railway transport of cargo is an ongoing operation. No expansion is necessary to accommodate additional cargo proposed to be handled as part of the capacity enhancement project, as the existing rail infrastructure is sufficient to handle additional cargo. b. Coal is transported in covered railway wagons. Covering of train cargo cars is carried out immediately and automatically, after the loading operation using the in-motion wagon loading system with all round rope sealing thus not leaving any possibility of any escapement of cargo. This is a zero-exception and zero error activity, carried out with utmost stringency by the project proponent. c. There is no proposal for double tracking of the railway line by SWPL. The increase in cargo can be accommodated in the existing railway infrastructure. d. The covering of train cargo cars is carried out immediately and automatically, after the loading operation using in-motion wagon loading system with all round rope sealing thus not leaving any possibility of any escapement of cargo. This is a zero-exception and zero error activity, carried out with utmost stringency by the project proponent.

	h. In addition to environmental pollution, the consequential impact on road and pedestrian traffic crossing the railway line has been not considered. Frequent blocking of manned rail crossing due to increased rail traffic is bound to cause congestion and thereby affect local populations businesses and emergency services. i. Studies have shown that 0.05% to 1% coal is lost during transit. The amount is dependent on mode of transit and length of trip, but can be a sizeable amount especially for unit coal transit across the country. After expansion up to 130000 MT coal/coke could be lost spilled annually along the 415 km railway line between MPT to Tornagallu by PP's operations alone. As a partial mitigation measures, I strongly propose following measures be considered in Final EIA/EMP a. Fitting metal or fiberglass lids to coal wagons to prevent coal dust lift off. Incidentally this is considered as the world best practice in coal rail transportation. Goa deserves the world's best practice, not a second rate option of tarpaulin covers. b. Thorough removal of parasitic load and cleaning/washing of coal wagons after unloading to prevent residual coal carry-back to Mormugao Port. c. AAQ monitoring stations are set up by Goa SPCB along the rail corridor financed by the PP. d. Construction of road over bridges over all major manned road crossing along railway line.	e. Pls. refer our above response to 84(iv.d). f. Operation of railways is in the control of the Indian Railways. g. Pls. refer our above response to 84(iv.a). h. No road transport of cargo is at present and future also. The proposed cargo shall be transported through spare capacity of the present rail tracts without its expansion. i. Pls. refer our above response to 84(iv.d). a. Covering of coal wagons by geotextile/flexible polythene sheets is a universal, industry accepted/norm and effective methods. There is no possibility of dust emissions from a covered rake car. Also, Pls. refer our response to 84(iv.d). b. We do not have any control over the rolling stock as the same belong to the Indian Railways. The rakes are emptied at their destination by wagon-tippling which eliminates possibility of any residual load. It is unlikely that parasitic load, if any as stated, lying at the bottom of the rake will cause air emissions. c. Query is not directed to us. d. Operation of railway is in the control of Railways.
v.	EIA has not studied water stress in the area of at source of supplying 7 lakh litres per day: a. Application form I anticipates requirement of 7 KLD for full operation that would be met from existing allocation from Goa PWD. Table 4.4 of Draft EIA report puts the water consumption at 5 KLD after capacity enhancement as against current 3.1 KLD. The water consumption for the proposed project would be adequate to meet daily requirements of 625 local households. b. The EIA study has totally ignored this precious community resource and failed to consider water stress in the area or at source of PWD supply. c. Details of waste water treatment facilities, reuse of waste water, water conservation and rainwater harvesting to recharge ground water has been not included.	a. A projected quantity of 700 kld water for dust suppression was mentioned in the Form 1. The quantity was optimised to 500 kld as mentioned in the EIA report, Chapter 5: Section 5.3.2, Page no. 5-15. The Port Terminal presently uses 200-250 kld treated sewage from the STP of MPT. The additional quantity of water for dust suppression is proposed to be sourced from the presently operational 2300 kld CETP at Baina operated by PWD. Thus water is not taken from any competing user. b. The observation is not relevant in light of our above statement. c. Detailed water balance diagram is given in the EIA report, Chapter 5, Environment Management Plan, Section 5.3.2, Page no. 5-15.

	d. Several parts of the state are facing acute water scarcity and have to be supplied water by tankers. That too, only for spraying over a stack of coal that is meant for transportation to Karnataka.	d. The observation is not relevant in light of our above statement.
vi.	PP's pathetic compliance with environmental norms in existing operations. GOA SPCB has issued directions to PP by GOA SPCB under EPA 1986 following violation of consent. a. No further expansion ought to be permitted unless source apportionment study is done by Goa SPCB and PP's Existing coal handling operation are certified to be within environmental norms. b. Vasco town and surrounding areas have witnessed rampant and unbridled coal coke pollution emanating from existing operations from Mormugao Port Trust in the last decade, the obvious culprits being run by the PP, South West Port and Adani Mormugao Port Terminal Ltd. c. There is plethora of data to substantiate this claim in the form of Legislative Assembly quest would be expedient for MoEFCC to permit further additions to the already deadly air pollution levels. d. Data of AAQM is attached which is violation of AAQ standards. Which is in conjuction with Adani coal terminal. e. Consequently, residents of Vasco and Mormugao taluka particularly our children have been exposed to and suffering severe health problems due to continuous exposure to high PM10 levels form coal dust including respiratory illnesses, ischemic heart diseases etc. Till PP's EIA study reports shows PM levels with in norms. Suitable development should be ensured with stringent measures to keep pollution under check. In this circumstances Goa Stat Pollution Control Board proposes to undertake a source apportionment studies.	a. Necessary compliance to the direction of the GSPCB were duly and promptly made and the matter was resolved following proper procedure. The standards for air emissions (NAAQS, 2009) notified by the CPCB are being met by us. b. Ambient air analysis carried out as part of the EIA as well as other routine monitoring indicate that the ambient air standards are within stipulated range in and around the Terminal due to emission control measures are at place. c. No query raised, hence no reply is being offered. d. No response is offered as comment is not directed to PP. e. The standards for air emissions (NAAQS, 2009) notified by the Govt. of India are being met by us.
vii.	The project site falls under CRZ area. Clearance, recommendations of Goa Coastal Zone Management Authority (GCZMA) have not been obtained. The project naturally comes within the purview of CRZ Notification, 1991. This is admitted in Form-I at Para 1 (Basic Information) sr. no. 24 as well as at para 1.5 and 1.7 of Draft EIA report. However, clearance/ recommendation of Goa Coastal Zone Management Authority has not been submitted by PP. Such clearance/recommendation ought to have been placed for scrutiny at the public hearing.	The application for CRZ clearance under CRZ Notification, 2011 (amended) is under scrutiny by the Goa Coastal Zone Management Authority. The EIA Notification, 2006 (amended) does not provide for inclusion of CZMA recommendation as part of public consultation process.
viii.	Environmental impact on bio-diversity heritage site at Chicalim Sancoale Bay has not been assessed: a. The PP has suppressed the existence of Bio-Diversity Heritage site at Chicalim Sancole Bay located just 5 km east of the project site.	This is modernization of an existing Port Terminal in operation since 2004. The project does not involve any additional land acquisition,

	PP had to list all such environmentally sensitive area at para 9 (III) of Application Form I, however existence of said ecological fragile area has been supressed from EAC. b. The Goa State Biodiversity Board has recently proposed to declare Sancoale Bay as a "biodiversity heritage site" c. CSIR-NIO studies has found Chicalim bay is rich in marine biodiversity harbouring more than 200 faunal and 34 phytoplankton species in addition to mangrove and macrophytes. d. Natural stocks of windowpane oyster *Placuna Placenta* are found in healthy condition and population. e. The EIA study has not considered the presence of said Windowpane oyster *Placuna Placenta* as seen from table 3.38 and the impact of the project on this rare species f. Consequent to the suppression of this material environmental fact from the EAC, the draft EIA report does not even whisper on this ecologically fragile area, leave alone considering the impact of the proposed activity thereon and steps for mitigate such impact.	any water/marine side changes or any major civil construction on land side. The proposal is about modernisation of an existing operation completely on the Port backup/land side. No change on the berth/marine side is proposed. A detailed list of sensitive elements in the impact boundary of 10 km radius from the approx. centre of the project will be included in the final EIA report for due perusal of the EAC, MoEFCC and other statutory agencies. It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing operation completely on the Port backup/land side. No change on the berth/marine side is proposed.
ix.	PP has neglected to submit certified report of status of compliance of conditions stipulated in EC for existing operation, expressly mandated under MOEF circular no. F. No. J-11011/618/2010/IA-II(I) dated 30.05.2012. The PP has failed and neglected to submit certified report of status of compliance of conditions stipulated in the EC for the ongoing/existing operation by RO, MOEFCC at the time of filing EC application. In fact, there is no record of the PP having submitted periodical compliance report to any competent authority. Mormugao Port Trust has informed me in writing in June, 2016, in reply to my RTI query that even they do not possess any records in this regard.	Half yearly EC compliance reports are submitted to the MoEFCC RO, Bangalore on a regular basis. We have applied for certified EC compliance report from the M oEFCC RO, Bangalore, and the process is underway.
x.	PP has not complied with several critical conditions stipulated in EC till date. In continuation to the foregoing, I further wish to bring to your kind notice that PP has not complied with several conditions imposed in the EC. a. Condition (vii) inter alia requires development of green buffer with norm of 2000 to 2500 trees per hectare. Such green belt has been not developed from last 16 yrs. b. Condition (xi) inter alia requires record and data collected by Environmental Cell to be submitted with proper analysis and corrective measures to RO. MOEF, SR, Bangalore.	a. Greenbelt comprising 1400 m^2 (approximately) including 700 trees has been raised on the project site. All efforts to make the area green and entrap fugitive emission is being made. b. Periodic monitoring on air, water, noise quality is carried out and submitted as part of the half-yearly EC compliance report to MoEFCC RO, Bangalore. c. Six monthly monitoring report is being sent to RO, MoEFCC, Bangalore and GSPCB.

	c. Likewise, condition xiv requires PP to confirm to the Ministry on regular intervals of six months about implementation of safeguard measures. As stated earlier, no records of such compliance are available in the public domain or with Mormugao Port Trust.	
ix.	Proposed measures to mitigate environmental impact caused by effluents and leachate from coal stack yard are grossly inadequate. a. The EIA has purportedly mitigation measures at page 4-11 of draft report, however, the measures proposed for treating effluents form coal stack yard are illusory, mere bald statements and grossly inadequate. The capacity of settling tank has been not given in EIA report. With this it clear that in heavy monsoon, rainwater can leach toxic sulphur compounds from coal and creating environmental damage. Anthropogenic inputs of coal in the marine environment occur at several stages of coal utilization sequence. The abundance of coal in the marine environment is likely to be greatest adjacent to storage and loading facilities in coal producing and importing countries.	Water is sprayed over coal cargo in a controlled manner for dust suppression and to douse fire as necessary. This water is fully absorbed in the cargo. No leachate is produced due to the water sprinkling/fogging and firefighting activity. The cargo is stocked under covered conditions in rainy days as like in other season. Small opening of the cargo at the site of reclamation generates runoff which is collected in a dump (settling) pond, where the sediments settle. Coal is naturally occurring geological material and not a toxic/hazardous cargo. After expansion, dump pond of dimension having 36mx8mx5m shall be capable to handle the future leachate generations, if any, at the terminal.
xii.	In conclusion I submit that EIA of proposed project is shame and has been done in a careless causal and nonchalant manner. PP has supressed and misrepresented material environmental facts. Existence of Eco sensitive area including biodiversity heritage zones has been ignored. EIA study has ignored critical issues no credibility. Environmental impact on coal transportation through rail wagon is ignored. Submit and suggest that EAC should visit site or its sub group.	WAPCOS is a NABET accredited consultant, with experience in wide range of projects. The EIA is meticulously carried out in the framework of the approved ToR.
85. Custodio D'Souza, Goa Against Coal, Vasco		
i.	Intentional concealment of plans to increase coal imports through Goa: The project is for multifold increase in coal handling at MPT for onward transportation to power plants and steel plants located and proposed at remote areas of Karnataka, Maharashtra and Andhra Pradesh. Therefore, actual scope of works for the Environmental and Socio-economic Impact study should have included; a. Dredging of the sea, river and estuary b. Construction and expansion of berths at the Port c. Handling of the coal at the port trust d. Construction of rail and road connections to Karnataka for transportation of increased coal throughput e. The proposed steel and power plants at Karnataka and other States.	a. Dredging is not part of the modernisation and consequential capacity enhancement project. The proposed modernisation is with or without dredging, which has no bearing in the present development. b. No additional berth is required and no additional waterfront is required for this modernisation project. c. No query raised, hence no reply is being offered. d. No road transport of cargo is at present and future also. There is no proposal for railway line expansion by SWPL. The increase in cargo can be accommodated in the existing railway infrastructure.

	f. PP has committed gross fraud by concealing the actual nature of the project from MoEF. g. MoEF has grossly erred by not considering the entire project in spite of information being available regarding other projects and by issuing ToR. h. Govt. has intentionally concealed the fact that it has planned to turn Goa into a coal hub for Adani, JSW and others. i. Constitution of India requires all planning to be done in consultation with the people.	e. No query raised, hence no reply is being offered. f. This is modernization of an existing Port Terminal in operation since 2004. The project does not involve any additional land acquisition, any increase in the railway infrastructure, any water/marine side changes or any major civil construction. No effort has been made, as alleged, to conceal any fact or information from the EAC, MoEFCC or any other statutory agency in the course of the project. g. pls. refer our response to 1(i). h. No query raised, hence no reply is being offered. i. Public consultation is part of the EC process as EIA Notification, 2006 and is conducted as per the public demand.
ii.	Fragmentation of Scope of Works to violate Environmental laws: The actual scope of the project includes the dredging of the Mormugao harbour at present (and of 6 rivers of Goa in future), usurping numerous fishing facilities across Mormugao, Salcete and Tiswadi Talukas, creation of berths and jetties for coal handling, expansion/development of existing berths, creation of 4-lane highways and double tracking of South-Western Railways through our villages and western Ghats. It is seen that PP has deliberately ignored all other related works except those related to berths 5A and 6A in the study, thus violating EIA Notification. The project has been split into tiny segments, each of is meaningless on its own. This is a devious attempt to conceal grave impact upon the environment, economies and society of Goa and violates EIA Notification, 2006.	Pls. refer our response to 1(i), 84(iv.c), and 85(i.a).
iii.	Destruction of fisheries of Goa: The proposed plan for increase in coal imports through Goa are documented in the Final Reports for Sagarmala (Vol V). It is clear from the report that the fisherfolk communities of Mormugao Taluka and Betul fishing village shall be totally displaced by the project. Proposed dredging of the Mormugao harbour shall totally destroy the fisheries of Maorugao harbour and neighbouring areas, including Vasco bay, Chikalim and Sancole. Baina fisherfolk are also proposed to be totally displaced for the road networks, workshops and CFs facilities. 6 rivers are being nationalised and dredged in order to allow coal handling to be taken to the interior parts of Goa, spreading the destruction of rivers, lands and villages to the interiors of Goa. These destructive plans will totally ruin Goa's fisheries industry, destroy its unique marine life biodiversity and damage to socio-economic of state of Goa	Dredging of 6 rivers is not in our scope of this modernisation project. It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing operation completely on the Port backup/land side. No change on the berth/marine side is proposed. Also, pls refer our response to 85(i.a).

iv.	Displacement of fisher folk communities: The fisher folk communities of Goa are already under siege from the losses of fish stocks and other problems created due to growth of urbanisation, tourism, industries and mining, resulting in destruction and pollution of the fisheries, fishing infrastructure and nurseries. The proposed increase in imports of coal, dredging and required infrastructure will totally displace the fishing communities of Goa. The EIA study is has not attempted to quantify the displacement and losses to the fishing communities from Khariwada, Baina and Desterro who are directly affected by dredging, which is essential part of the project, and by road construction works that are already commenced. EIA study even fails to record the displacement of over a hundred fisher folk families from Baina, Desterro and Khariwada.	It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing operation completely on the Port backup/land side. No change on the berth/marine side is proposed. Dredging is not part of the modernisation and consequential capacity enhancement project.
v.	Coal Dust Pollution: The city of Vasco-da-Gama, Mormugao, Dabolim, Chicalim, Sancole, Cortalim and other northern banks of Zuari river upto Dona Paula are already suffering from severe coal pollution and this fact is admitted by numerous show cause notices and stop work orders by GSPCB. MPT, Adani, SWPL have not been able to arrest the pollution despite numerous notices and orders issued. The proposed increase in coal imports will be a health and environmental disaster for all these heavily polluted areas. Coal handling must not increase in such densely polluted area knowing the grave impact upon the health and environment of local population. The PP has deliberately concealed all the facts about chronic and untreatable failure to control air pollution from the existing coal handling facilities. The EIA study completely fails to acknowledge the notices issued by GSPCB, the chronic dust pollution faced by the residents and failure of the PP to address these serious issues.	Necessary compliance to the direction of the GSPCB were duly and promptly made and the matter was resolved following proper procedure. The standards for air emissions (NAAQS, 2009) notified by the Govt. of India are being met by us. We will adhere to the emissions standards in the capacity enhancement phase by installation suitable APCMs. Proposed emission control measures are given in the Chapter 4, Impact Assessment & Mitigation Measures, section 4.3.4, page no. 4.14. No significant impact on air environment due to the proposed capacity enhancement is envisaged.
vi.	Displacement of people due to Railway; • Double tracking of South Western Railways is proposed is proposed only for the transportation of coal proposed to be imported. • The existing railway line passes through heavily populated villages of Goa and double tracking is not possible with massive displacement of local communities. • The health and noise impact on the local population along the rail line will increase dramatically. • The loss of sustainable economies and destruction of environment along the railway lines will be equally devastating.	Evacuation of cargo by railways is an ongoing operation. No expansion of the railway line by the Indian Railways is necessary to accommodate additional cargo proposed to be handled as part of the capacity enhancement project, as the existing rail infrastructure is sufficient to handle additional cargo.

	• The destruction and fragmentation of the Western Ghats (WGs) due to the double tracking of the railway line is a threat to the WGs wildlife, especially the parts of North Goa.	
vii.	Displacement of people due to NH17B and NH 4A; • The ongoing works being carried out in various sections of the NH 17B and NH4A are only for the additional coal imports, which is concealed from Public. • These works will destroy large sections of eco-sensitive a forests, CRZ area, prime agricultural lands, water recharge are and settlements of local communities. • Expansion of the section of NH 4A bisecting WGs at Mahaveer national Park/WLS is part of these work. Expansion of road through these forests and steep slopes will be an environmental disaster. • The road expansion works for the proposed increase in coal imports is being concealed intentionally to misrepresent the impact of the project.	No road transport of cargo is at present and future also. SWPL has not proposed any road expansion due to this modernisation proposal.
viii.	NO provision for Post-Facto Clearance under EIA Notification, 2006: • PP have already carried out parts of dredging work, displacement of over a hundred fisher folk families from Desterro, Baina and Khariwada, destruction of Baina Beach sand dunes and erosion-prone hills of Desterro fill for construction of flyover for NH 17B from MPT Gate 9 (join NH4A to Belgaum), filing of Khazan lands at Loutolim for missing link for NH 17B and hill cutting and tree felling works in section of NH4A at Khandepar, etc. All these works are for the coal expansion and should have been studied before starting the work. • The state Govt., MPT and union Govt. have intentionally concealed these facts and proceeded with the work without carrying EIA study for whole project envisaged under EIA notification. • As there is no provision for Post-facto clearance under EIA notification, this proposal must be rejected and the lands and river beds must be restored.	The observation is not correct. No dredging has been proposed as part of our modernisation and capacity enhancement project. It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing operation completely on the Port backup/land side. No change on the berth/marine side is proposed.
ix.	Climate Change, Global Warming: • India's commitment to the international community declared in its INDC which require reduction in fossil fuel consumption 40% by 2030. Increase in coal infrastructure is not the way forward to india's commitment to reduction of fossil fuel. • Rate of global averaged temperature rise as displayed on websites of NASA and other research organisation is so alarming and urgent that we must reduce coal infrastructure. The project is for increase of coal use, but no mention about climate change or global warming in the	The proposed project is for handling of coal at a port terminal. Enhancement in capacity is a result of better efficiencies proposed due to modernisation and better utilization of existing capacity. It is beyond scope of the EIA to address global climate change issues.

	EIA report, reveal deliberate concealment of the most important aspect of the project.	
x.	Failure to Consider Cumulative Impact: • Zuari river and it's estuary, coastal waters of Mormugao and Sancloe bay and Chicalim are heavily affected by pollution and ill-effects of human activities such as mining, port activities, construction and repairs of ships and barges, settlements, urbanisation, tourism and industries. EIA report does not make any references to these activities and cumulative impact on their account. • The EIA study does not consider the heavy erosion of the coast of the region. Some of the critical issues missed out due to blinkered approach of the consultant are; a. Restart of Mining- The Hon'ble courts allowing fresh iron ore mining in Goa. The commencement of large scale mining shall give rise to massive pollution of the seas and rivers and impact of the mining activity on the fishery, marine life and affected fisher folk will be tremendous. b. Tourism- Tourism is backbone of Goa's economy and visited by tourists because of its green and clean image. Increase in coal handling will cause a dramatic drop in Goa's tourism concepts such as dolphin watching, coral reef diving, etc, but also due to impact on beaches, Vasco town, airport area c. Fisheries- Goa fisheries are facing severe losses of fish stocks due to anthropogenic activities. It is an alarming state of decline. EIA study does not consider the health of Goa fisheries. d. Coastal Erosion- The sandy beaches of Goa are already facing severe erosion and documented. The dredging and operation of large no. and size of ships will aggravate erosion and study does not consider these facts. e. Real Estate and Urbanisation- Study area including river, sea and land are facing severe impact due to urbanisation and real estate, which are causing severe pollution, erosion, siltation and other negative effects on marine and terrestrial environment as well as the economy and society of goa. EIA report has no reference of its impact. f. Carrying capacity of Goa- Goa's tiny land and waterways used for traditional resulting a sustainable economic and social growth. Today the same land and waters are being diverted for pvt. profits for Adani, and JSW, 5-star tourism, cruise ship tourism, casinos, marinas, industrial growth, educational and medical institutions, real	The EIA/EMP report is prepared in accordance with the ToR for EIA issued by the MoEFCC. The baseline environmental monitoring takes into account pollutants contributed from other existing industries/operations in the MPT area. Monitoring locations of parameters have been selected in such a way that they account for pollution from different sources in the area. Details of sampling locations of different environmental parameters are given in Chapter 3, Environmental Baseline Status. It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing operation completely on the Port backup/land side. No change on the berth/marine side is proposed. Observation is not correct. The shoreline status of the project area is reported in Chapter 3, Environmental Baseline Status, Section 3.14, Page no. 3-16. a. Comment is not relevant to PP. b. Comment Is not relevant to PP. c. The information given in the EIA report, Chapter 3, Environmental Baseline Status, Table 3.42, Page no. 3-75 clearly indicated an increase in marine fish production for the period 2011 to 2015 (Source: Directorate of Fisheries, Govt. of Goa). d. No dredging has been proposed as part of our modernisation and consequential capacity enhancement project. e. Comment is not relevant to PP. f. Comment is not relevant to PP.

	estate, mining, and infrastructure projects causing severe conflicts. It is essential that carrying capacity are first carried out for the state of Goa considering all the existing economic activities and their cumulative impact on land and environment.	
xi.	Inadequate and Facile EIA Study: EIA study carried out for the project fatally flawed, inadequate and gross violation of EIA Notification as follows; a. Gross Concealment of facts in Form I: • No copy of Form I is available. PP has submitted false Form I. It is incomplete as it has concealed the fact that the project includes dredging of the harbour and approach channel, increase in coal handling and resultant pollution, double tracking of south western railway and 4 laning of NH 17B and 4A to Belgaum. • Form I should have indicated numerous scheduled I species and coral within the study area and socio-economic importance of the Bay for Goa's traditional fishing industry. b. All 3 studies are superficial and Data is copy pasted in the reports: Three studies have been carried out simultaneously by the same consultant WAPCOS. The entire introduction and some parts are copied and pasted in the 3 studies. The EIA studies have been completely ignored and socio-economic and environmental reality of the study area. c. Inadequate and incomplete ToR: The ToR is also not available, but is obviously grossly inadequate as the consultant has not been instructed to consider parts of the project related to river dredging, transportation infrastructure, operation of the increased coal handling and resultant impact on people and environment. Failure to mention coral reefs, schedule I species and fisher folk communities renders the ToR even more irrelevant and inadequate. d. Failure to Refer Literature studies and secondary data: EIA consultant has failed to refer documents available in public domain and studies by WWF, NIO etc. on rich floral and faunal diversity (dolphins, whales, rich coral reefs and schedule I flora fauna of terrestrial origin) within the study area. Large no of traditional fishing and rich fisheries within the study area and their economic significance. Chronic problems of coal pollution faced by Vasco locals and failure of company to address these problems despite several notices from GSPCB.	The observation is not correct. As per procedure given in the EIA Notification, 2006 (amended) SWPL duly obtained Terms of Reference (ToR) from MoEFCC, New Delhi for carrying out the EIA. The EIA/EMP report is thus prepared in accordance with the ToR for EIA issued by the MoEFCC. a. Form I was part of the draft EIA report circulated for public consultation. This is modernization of an existing Port Terminal in operation since 2004. The project does not involve any additional land acquisition, any increase in the railway infrastructure, any water/marine side changes or any major civil construction. No effort has been made, as alleged, to conceal any fact or information from the EAC, MoEFCC or any other statutory agency in the course of the project. A detailed list of sensitive elements in the impact boundary of 10 km radius from the approx. centre of the project will be included in the final EIA report for due perusal of the EAC, MoEFCC and other statutory agencies. Form 1 is a pre-EIA submittal in accordance with the EIA Notification, 2006 (amended). Details about environmental elements can be submitted only after the EIA study. b. As our project is part of the same impact area as of the other two projects proposed by MPT (namely, 1. Capital Dredging and 2. Redevelopment of berths 8 and 9 and barge berths), it is quite logical that some contents of the EIA reports will be common. There is no restriction on M/s WAPCOS Ltd, Govt. of India to take up projects at any location either under the framework of

	e. Failure to carry out Primary studies: EIA consultant failed to carry out any primary studies of environmental and socio-economy within 10 km of the study area. As the coal pollution is an issue highlighted the proponent need to carry out a detailed study of the health issue related to air pollution face by the residents. f. Totally incorrect Baseline Data: The absence of meaningful baseline data makes EIA study false and irrelevant. For Exa. By stating that there are no dolphins, whales, coral reefs, nurseries etc in the study area, the EIA study ignores biodiversity of the study area. Number of fisher folk and their dependant living in the study area is much higher than what is stated. No quantification of economic and social displacement of fisher folk due to dredging and increased coal handling has been attempted. g. Unsubstantiated statements in the report: EIA report makes statements without stating references. h. Intentional concealment of grave destructive impact: The consultant has falsely and concealed the actual nature of the environment, economic and societies of the study area. Falsifying baseline data in order to portray falsely that the impact on the environment and socio-economies will be much lesser. i. Inadequate experts and studies: increase in coal import sand river dredging shall have grave impact upon lakhs of residents, since its effect is already being experienced. However, no studies have been carried out of the existing health problems and anticipated increase in the same. No proper studies have been carried out of the impact of the dredging, increased no. and sizes of ships and increased coal handling on marine life, biodiversity, fisheries and livelihood of the fisher folk. j. Arbitrary objective stated, not even considered: Section 5.1 of the chapter related to EMP states "The importance of EMP in EIA study is to ensure that the stress/load on the ecosystem is within its carrying capacity. However, neither the neither carrying capacity of the ecosystem nor stress on the ecosystem is quantified. k. Alternatives: There is no attempt made by the consultant to consider any alternatives to the proposed project. It exhibits a pre-meditated decision to increase the coal imports through Goa without any consideration for the environmental and socio-economic destruction. Failure to consider the use of indigenous coal instead of imported coal.	EIA Notification, 2006 (amended) or under any circulars/OMs/notices or other communications of the MoEFCC or any other statutory body. c. ToR was part of the draft EIA report circulated for public consultation. River dredging is not part of the modernisation project. d. Relevant literature survey and secondary data collection from various Govt. organisations is done for the project area and reported in EIA Report, Chapter 3, Environmental Baseline Status. e. Primary baseline studies have been carried out for ambient air, noise, water (ground water, surface – including marine), soil (including marine sediments), ecological and biological parameters for marine and terrestrial domains, as described in detail in Chapter 3, Environmental Baseline Status. Demographic profile of the project area is based on the census report, 2011. The information presented in this chapter has been mainly extracted from Primary Census Abstract, 2011. Primary baseline data for socio economic study was not scoped as the proposed project does not cause any direct and significant negative impact on the local inhabitants, as no further land acquisition is proposed in the capacity enhancement project. No dredging has been proposed as part of our capacity enhancement project. f. Please refer to our responses to the point above. g. The EIA has been prepared based on several secondary data sources of which are duly credited in the various chapters of the EIA report. h. Please refer to our responses to the point above.

	l. Cost Vis Benefit: No cost vs benefit studies are carried out. There is no attempt to quantify the baseline data or costs and benefits of the project. m. Proponent has totally ignored the EIA Guidance manual and violated the ToR guidelines of MoEF: Consultant have failed to conform to numerous instructions given in the manual for Ports & harbours, 2010. Similarly, EIA study is in gross violation of the guidelines issued by MoEF for ToR in August 2009.	i. Dredging is not part of the modernisation and consequential capacity enhancement project. j. The statement made in the Chapter 5, Environmental management plan, section 5.1, page no. 5-1 is made in the context of premise of laying down suitable and commensurate EMPs to contain/ameliorate negative impacts from a project activity. The EIA study does not point out any environmental parameter having reached its carrying capacity with respect to the present operations or proposed capacity enhancement. k. This is a modernisation of the existing terminal facility in operation since 2004. Therefore, alternatives are not required to be studied. l. Cost benefit analysis is to be carried out only if included as part of the issued additional ToR by the MoEFCC in accordance with the EIA Notification, 2006 (amended), Appendix III, Sr. 9. m. The EIA report is prepared based on sector specific EIA Guidance Manual for Ports & Harbours.
xii.	Sustainability and Precautionary principle not considered: Nowhere in EIA are the words 'sustainability' or precautionary principle' are mentioned.	No query raised, hence no reply is being offered.
xiii.	Illegal and Invalid Public Hearing- PH scheduled for 20.03.2017 is illegal and invalid on grounds including; a. Intentionally held on working day: PH is scheduled on a Monday at 1930 hrs which is working time for all the affected citizens of Vasco. b. Intentionally held at small hall despite timely representation. c. Failure to reach out to the people-The authority should have properly informed people regarding the nature of the project and the impact before taking a decision to increase coal imports to Goa. We reject the EIA study as they are totally fraudulent and in gross violation of EIA notification. We oppose the project as this is against the interests on not only fish folk of Goa, residents of Vasco-da-Gama, Mormugao, and other affected villages, residents of other parts of Goa and the marine life of the seas and rivers of Goa, but is also against National and global interests.	No query raised, hence no reply is being offered.

86. Custodio D'Souza, Concerned Residents of Goa, Vasco, along with about 3200 signatories **87. Federation of Rainbow Warriors, Margao** **88. Baina Ramponkar & Fishing Canoe Owner's Society, Vasco** **89. Goencha Raponkarancho Ekvott, Cansaulim, Mormugao** **90. Old Cross Fishing Canoe Owners Coop. Society Ltd., Vasco** **91. Village Group of Goa, Margao** **92. Nuvem Civil and Consumer Forum, Salcete**		
i.	Illegal Occupation of land and water by MPT: MPT has illegally taken possession of lands belonging to Communidade of Mormugao and the waters of the harbour and sea belonging to local fishing communities. There has never been any form of legal transfer of land or rights of the local communities. EAC/MoEF has failed to carry out their responsibility by issuing ToR without verifying ownership of lands. The matter is pending before Hon'ble High Court of Bombay at Goa.	Comment is not directed to the project proponent.
ii.	MPT is front for private port: The said project is contrary to the Public Interest. It is only for huge profits to be made by SWPL and Adani and is destined for factories belonging to these private corporations. • It will accelerate global warming-a mortal threat to all of humanity. • It will pollute air, water and land all over Goa slowly killing lakhs of residents. • It will kill all marine life in the harbour, rivers, sea, bays and Khazan lands • It will cause collapse of susceptible and eco-sensitive slopes around the harbour and Vasco Bay due to dredging, thereby displaying tens thousands of residents and causing massive socio-economic and environmental destruction.	Pls. refer our response to 1(iii), 4(i.d), and 85(i.a).
iii.	Intentional concealment of plans to increase coal imports through Goa: The project is for multifold increase in coal handling at MPT for onward transportation to power plants and steel plants located and proposed at remote areas of Karnataka, Maharashtra and Andhra Pradesh. Therefore, actual scope of works for the Environmental and Socio-economic Impact study should have included; • Dredging of the sea, river and estuary • Construction and expansion of berths at the Port	• Dredging is not part of the modernisation and consequential capacity enhancement project. The proposed modernisation is with or without dredging, which has no bearing in the present development. • No additional berth is required and no additional waterfront is required for this modernisation project. • No query raised, hence no reply is being offered.

	• Handling of the coal at the port trust • Construction of rail and road connections to Karnataka for transportation of increased coal throughput • The proposed steel and power plants at Karnataka and other States. • PP has committed gross fraud by concealing the actual nature of the project from MoEF. • MoEF has grossly erred by not considering the entire project in spite of information being available regarding other projects and by issuing ToR. • Govt. has intentionally concealed the fact that it has planned to turn Goa into a coal hub for Adani, JSW and others. • Constitution of India requires all planning to be done in consultation with the people.	• No road transport of cargo is at present and future also. There is no proposal for railway line expansion by SWPL. The increase in cargo can be accommodated in the existing railway infrastructure. • No query raised, hence no reply is being offered. • This is modernization of an existing Port Terminal in operation since 2004. The project does not involve any additional land acquisition, any increase in the railway infrastructure, any water/marine side changes or any major civil construction. No effort has been made, as alleged, to conceal any fact or information from the EAC, MoEFCC or any other statutory agency in the course of the project. • pls. refer our response to 1(i). • No query raised, hence no reply is being offered. • Public consultation is part of the EC process as EIA Notification, 2006 and is conducted as per the public demand.
iv.	Fragmentation of Scope of Works to violate Environmental laws: The actual scope of the project includes the dredging of the Mormugao harbour at present (and of 6 rivers of Goa in future), usurping numerous fishing facilities across Mormugao, Salcete and Tiswadi Talukas, creation of berths and jetties for coal handling, expansion/development of existing berths, creation of 4-lane highways and double tracking of South-Western Railways through our villages and western Ghats. It is seen that PP has deliberately ignored all other related works except those related to berths 5A and 6A in the study, thus violating EIA Notification. The project has been split into tiny segments, each of is meaningless on its own. This is a devious attempt to conceal grave impact upon the environment, economies and society of Goa and violates EIA Notification, 2006.	Pls. refer our response to 1(i), 84(iv.c), and 85(i.a).
v.	Destruction of fisheries of Goa: The proposed plan for increase in coal imports through Goa are documented in the Final Reports for Sagarmala (Vol V). It is clear from the report that the fisher folk communities of Mormugao Taluka and Betul fishing village shall be totally displaced by the project. Proposed dredging of the Mormugao harbour shall totally destroy the fisheries of Maorugao harbour and neighbouring areas, including Vasco bay, Chikalim and Sancole. Baina fisher folk are also proposed to be totally displaced for the road networks, workshops and CFs facilities.	Dredging of 6 rivers is not in our scope of this modernisation project. It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing operation completely on the Port backup/land side. No change on the berth/marine side is proposed. Also, pls refer our response to 85(i.a).

	6 rivers are being nationalised and dredged in order to allow coal handling to be taken to the interior parts of Goa, spreading the destruction of rivers, lands and villages to the interiors of Goa. These destructive plans will totally ruin Goa's fisheries industry, destroy its unique marine life biodiversity and damage to socio-economic of state of Goa	
vi.	Displacement of fisher folk communities: The fisher folk communities of Goa are already under siege from the losses of fish stocks and other problems created due to growth of urbanisation, tourism, industries and mining, resulting in destruction and pollution of the fisheries, fishing infrastructure and nurseries. The proposed increase in imports of coal, dredging and required infrastructure will totally displace the fishing communities of Goa. The EIA study is has not attempted to quantify the displacement and losses to the fishing communities from Khariwada, Baina and Desterro who are directly affected by dredging, which is essential part of the project, and by road construction works that are already commenced. EIA study even fails to record the displacement of over a hundred fisher folk families from Baina, Desterro and Khariwada.	It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing operation completely on the Port backup/land side. No change on the berth/marine side is proposed. Dredging is not part of the modernisation and consequential capacity enhancement project.
vii.	Coal Dust Pollution: The city of Vasco-da-Gama, Mormugao, Dabolim, Chicalim, Sancole, Cortalim and other northern banks of Zuari river upto Dona Paula are already suffering from severe coal pollution and this fact is admitted by numerous show cause notices and stop work orders by GSPCB. MPT, Adani, SWPL have not been able to arrest the pollution despite numerous notices and orders issued. The proposed increase in coal imports will be a health and environmental disaster for all these heavily polluted areas. Coal handling must not increase in such densely polluted area knowing the grave impact upon the health and environment of local population. The PP has deliberately concealed all the facts about chronic and untreatable failure to control air pollution from the existing coal handling facilities. The EIA study completely fails to acknowledge the notices issued by GSPCB, the chronic dust pollution faced by the residents and failure of the PP to address these serious issues.	Necessary compliance to the direction of the GSPCB were duly and promptly made and the matter was resolved following proper procedure. The standards for air emissions (NAAQS, 2009) notified by the Govt. of India are being met by us. We will adhere to the emissions standards in the capacity enhancement phase by installation suitable APCMs. Proposed emission control measures are given in the Chapter 4, Impact Assessment & Mitigation Measures, section 4.3.4, page no. 4.14. No significant impact on air environment due to the proposed capacity enhancement is envisaged.
viii.	Displacement of people due to Railway; • Double tracking of South Western Railways is proposed is proposed only for the transportation of coal proposed to be imported.	Evacuation of cargo by railways is an ongoing operation. No expansion of the railway line by the Indian Railways is necessary to accommodate additional cargo proposed to be handled as part of the

	• The existing railway line passes through heavily populated villages of Goa and double tracking is not possible with massive displacement of local communities. • The health and noise impact on the local population along the rail line will increase dramatically. • The loss of sustainable economies and destruction of environment along the railway lines will be equally devastating. • The destruction and fragmentation of the Western Ghats (WGs) due to the double tracking of the railway line is a threat to the WGs wildlife, especially the parts of North Goa.	capacity enhancement project, as the existing rail infrastructure is sufficient to handle additional cargo.
ix.	Displacement of people due to NH17B and NH 4A; • The ongoing works being carried out in various sections of the NH 17B and NH4A are only for the additional coal imports, which is concealed from Public. • These works will destroy large sections of eco-sensitive a forests, CRZ area, prime agricultural lands, water recharge are and settlements of local communities. • Expansion of the section of NH 4a bisecting WGs at Mahaveer National Park/WLS is part of these work. Expansion of road through these forests and steep slopes will be an environmental disaster. • The road expansion works for the proposed increase in coal imports is being concealed intentionally to misrepresent the impact of the project.	No road transport of cargo is at present and future also. SWPL has not proposed any road expansion due to this modernisation proposal.
x.	NO provision for Post-Facto Clearance under EIA Notification, 2006: • PP have already carried out parts of dredging work, displacement of over a hundred fisher folk families from Desterro, Baina and Khariwada, destruction of Baina Beach sand dunes and erosion-prone hills of Desterro fill for construction of flyover for NH 17B from MPT Gate 9 (join NH4A to Belgaum), filing of Khazan lands at Loutolim for missing link for NH 17B and hill cutting and tree felling works in section of NH4A at Khandepar, etc. All these works are for the coal expansion and should have been studied before starting the work. • The state Govt., MPT and union Govt. have intentionally concealed these facts and proceeded with the work without carrying EIA study for whole project envisaged under EOA notification. • Ad there is no provision for Post-facto clearance under EIA notification, this proposal must be rejected and the lands and river beds must be restored.	No dredging has been proposed as part of our modernisation and capacity enhancement project. It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing operation completely on the Port backup/land side. No change on the berth/marine side is proposed.
xi.	Climate Change, Global Warming: • India's commitment to the international community declared in its INDC which require reduction in fossil fuel consumption 40% by 2030.	The proposed project is for handling of coal at a port terminal. Enhancement in capacity is a result of better efficiencies proposed

	Increase in coal infrastructure is not the way forward to india's commitment to reduction of fossil fuel. • Rate of global averaged temperature rise as displayed on websites of NASA and other research organisation is so alarming and urgent that we must reduce coal infrastructure. The project is for increase of coal use, but no mention about climate change or global warming in the EIA report, reveal deliberate concealment of the most important aspect of the project.	due to modernisation and better utilization of existing capacity. It is beyond scope of the EIA to address global climate change issues.
xii.	Failure to Consider Cumulative Impact: • Zuari river and it's estuary, coastal waters of Mormugao and Sancloe bay and Chicalim are heavily affected by pollution and ill-effects of human activities such as mining, port activities, construction and repairs of ships and barges, settlements, urbanisation, tourism and industries. EIA report does not manky any references to these activities and cumulative impact on their account. • The EIA study does not consider the heavy erosion of the coast of the region. Some of the critical issues missed out due to blinkered approach of the consultant are; a. Restart of Mining- The Hon'ble courts allowing fresh iron ore mining in Goa. The commencement of large scale mining shall give rise to massive pollution of the seas and rivers and impact of the mining activity on the fishery, marine life and affected fisher folk will be tremendous. b. Tourism- Tourism is backbone of Goa's economy and visited by tourists because of its green and clean image. Increase in coal handling will cause a dramatic drop in Goa's tourism concepts such as dolphin watching, coral reef diving, etc, but also due to impact on beaches, Vasco town, airport area c. Fisheries- Goa fisheries are facing severe losses of fish stocks due to anthropogenic activities. It is an alarming state of decline. EIA study does not consider the health of Goa s=fisheries. d. Coastal Erosion- The sandy beaches of Goa are already facing severe erosion and documented. The dredging and operation of large no. and size of ships will aggravate erosion and study does not consider these facts. e. Real Estate and Urbanisation- Study area including river, sea and land are facing severe impact due to urbanisation and real estate, which are causing severe pollution, erosion, siltation and other negative effects on marine and terrestrial environment as well as the	The EIA/EMP report is prepared in accordance with the ToR for EIA issued by the MoEFCC. The baseline environmental monitoring takes into account pollutants contributed from other existing industries/operations in the MPT area. Monitoring locations of parameters have been selected in such a way that they account for pollution from different sources in the area. Details of sampling locations of different environmental parameters are given in Chapter 3, Environmental Baseline Status. It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing operation completely on the Port backup/land side. No change on the berth/marine side is proposed. Observation is not correct. The shoreline status of the project area is reported in Chapter 3, Environmental Baseline Status, Section 3.14, Page no. 3-16. a. Comment is not relevant to PP. b. Comment Is not relevant to PP. c. The information given in the EIA report, Chapter 3, Environmental Baseline Status, Table 3.42, Page no. 3-75 clearly indicated an increase in marine fish production for the period 2011 to 2015 (Source: Directorate of Fisheries, Govt. of Goa). d. No dredging has been proposed as part of our modernisation and consequential capacity enhancement project. e. Comment is not relevant to PP.

	economy and society of goa. EIA report has no reference of its impact. f. Carrying capacity of Goa- Goa's tiny land and waterways used for traditional resulting a sustainable economic and social growth. Today the same land and waters are being diverted for pvt. profits for Adani, and JSW, 5-star tourism, cruise ship tourism, casinos, marinas, industrial growth, educational and medical institutions, real estate, mining, and infrastructure projects causing severe conflicts. It is essential that carrying capacity are first carried out for the state of Goa considering all the existing economic activities and their cumulative impact on land and environment.	f. Comment is not relevant to PP.
xiii.	Inadequate and Facile EIA Study: EIA study carried out for the project fatally flawed, inadequate and gross violation of EIA Notification as follows; a. Gross Concealment of facts in Form I: • No copy of Form I is available. PP has submitted false Form I. It is incomplete as it has concealed the fact that the project includes dredging of the harbour and approach channel, increase in coal handling and resultant pollution, double tracking of south western railway and 4 laning of NH 17B and 4A to Belgaum. • Form I should have indicated numerous scheduled I species and coral within the study area and socio-economic importance of the Bay for Goa's traditional fishing industry. b. All 3 studies are superficial and Data is copy pasted in the reports: Three studies have been carried out simultaneously by the same consultant WAPCOS. The entire introduction and some parts are copied and pasted in the 3 studies. The EIA studies have been completely ignored and socio-economic and environmental reality of the study area. c. Inadequate and incomplete ToR: The ToR is also not available, but is obviously grossly inadequate as the consultant has not been instructed to consider parts of the project related to river dredging, transportation infrastructure, operation of the increased coal handling and resultant impact on people and environment. Failure to mention coral reefs, schedule I species and fisher folk communities renders the ToR even more irrelevant and inadequate. d. Failure to Refer Literature studies and secondary data: EIA consultant has failed to refer documents available in public domain and studies by WWF, NIO etc. on rich floral and faunal diversity (dolphins, whales,	The observation is not correct. As per procedure given in the EIA Notification, 2006 (amended) SWPL duly obtained Terms of Reference (ToR) from MoEFCC, New Delhi for carrying out the EIA. The EIA/EMP report is thus prepared in accordance with the ToR for EIA issued by the MoEFCC. a. Form I was part of the draft EIA report circulated for public consultation. This is modernization of an existing Port Terminal in operation since 2004. The project does not involve any additional land acquisition, any increase in the railway infrastructure, any water/marine side changes or any major civil construction. No effort has been made, as alleged, to conceal any fact or information from the EAC, MoEFCC or any other statutory agency in the course of the project. A detailed list of sensitive elements in the impact boundary of 10 km radius from the approx. centre of the project will be included in the final EIA report for due perusal of the EAC, MoEFCC and other statutory agencies. Form 1 is a pre-EIA submittal in accordance with the EIA Notification, 2006 (amended). Details about environmental elements can be submitted only after the EIA study.

	rich coral reefs and schedule I flora fauna of terrestrial origin) within the study area. Large no of traditional fishing and rich fisheries within the study area and their economic significance. Chronic problems of coal pollution faced by Vasco locals and failure of company to address these problems despite several notices from GSPCB. e. Failure to carry out Primary studies: EIA consultant failed to carry out any primary studies of environmental and socio-economy within 10 km of the study area. As the coal pollution is an issue highlighted the proponent need to carry out a detailed study of the health issue related to air pollution face by the residents. f. Totally incorrect Baseline Data: The absence of meaningful baseline data makes EIA study false and irrelevant. For Exa. By stating that there are no dolphins, whales, coral reefs, nurseries etc in the study area, the EIA study ignores biodiversity of the study area. Number of fisher folk and their dependant living in the study area is much higher than what is stated. No quantification of economic and social displacement of fisher folk due to dredging and increased coal handling has been attempted. g. Unsubstantiated statements in the report: EIS report makes statements without stating references. h. Intentional concealment of grave destructive impact: The consultant has falsely and concealed the actual nature of the environment, economic and societies of the study area. Falsifying baseline data in order to portray falsely that the impact on the environment and socio-economies will be much lesser. i. Inadequate experts and studies: increase in coal import sand river dredging shall have grave impact upon lakhs of residents, since its effect is already being experienced. However, no studies have been carried out of the existing health problems and anticipated increase in the same. No proper studies have been carried out of the impact of the dredging, increased no. and sizes of ships and increased coal handling on marine life, biodiversity, fisheries and livelihood of the fisher folk. j. Arbitrary objective stated, not even considered: Section 5.1 of the chapter related to EMP states "The importance of EMP in EIA study is to ensure that the stress/load on the ecosystem is within its carrying capacity. However, neither the neither carrying capacity of the ecosystem nor stress on the ecosystem is quantified.	b. As our project is part of the same impact area as of the other two projects proposed by MPT (namely, 1. Capital Dredging and 2. Redevelopment of berths 8 and 9 and barge berths), it is quite logical that some contents of the EIA reports will be common. There is no restriction on M/s WAPCOS Ltd, Govt. of India to take up projects at any location either under the framework of EIA Notification, 2006 (amended) or under any circulars/OMs/notices or other communications of the MoEFCC or any other statutory body. c. ToR was part of the draft EIA report circulated for public consultation. River dredging is not part of the modernisation project. d. Relevant literature survey and secondary data collection from various Govt. organisations is done for the project area and reported in EIA Report, Chapter 3, Environmental Baseline Status. e. Primary baseline studies have been carried out for ambient air, noise, water (ground water, surface - including marine), soil (including marine sediments), ecological and biological parameters for marine and terrestrial domains, as described in detail in Chapter 3, Environmental Baseline Status. Demographic profile of the project area is based on the census report, 2011. The information presented in this chapter has been mainly extracted from Primary Census Abstract, 2011. Primary baseline data for socio economic study was not scoped as the proposed project does not cause any direct and significant negative impact on the local inhabitants, as no further land acquisition is proposed in the capacity enhancement project. No dredging has been proposed as part of our capacity enhancement project. f. Please refer to our responses to the point above.

	k. Alternatives: There is no attempt made by the consultant to consider any alternatives to the proposed project. It exhibits a pre-meditated decision to increase the coal imports through Goa without any consideration for the environmental and socio-economic destruction. Failure to consider the use of indigenous coal instead of imported coal. l. Cost Vis Benefit: No cost vs benefit studies are carried out. There is no attempt to quantify the baseline data or costs and benefits of the project. m. Proponent has totally ignored the EIA Guidance manual and violated the ToR guidelines of MoEF: Consultant have failed to conform to numerous instructions given in the manual for Ports & harbours, 2010.Similarly, EIA study is in gross violation of the guidelines issued by MoEF for TOR in August 2009.	g. The EIA has been prepared based on several secondary data sources of which are duly credited in the various chapters of the EIA report. h. Please refer to our responses to the point above. i. Dredging is not part of the modernisation and consequential capacity enhancement project. j. The statement made in the Chapter 5, Environmental management plan, section 5.1, page no. 5-1 is made in the context of premise of laying down suitable and commensurate EMPs to contain/ameliorate negative impacts from a project activity. The EIA study does not point out any environmental parameter having reached its carrying capacity with respect to the present operations or proposed capacity enhancement. k. This is a modernisation of the existing terminal facility in operation since 2004. Therefore, alternatives are not required to be studied. l. Cost benefit analysis is to be carried out only if included as part of the issued additional ToR by the MoEFCC in accordance with the EIA Notification, 2006 (amended), Appendix III, Sr. 9. m. Pls. refer our response to 5(viii.a)
xiv.	Sustainability and Precautionary principle not considered: Nowhere in EIA are the words 'sustainability' or precautionary principle' are mentioned.	No query raised, hence no reply is being offered.
xv.	Illegal and Invalid Public Hearing- PH scheduled for 20.03.2017 is illegal and invalid on grounds including; a. Intentionally held on working day: PH is scheduled on a Monday at 1930 hrs which is working time for all the affected citizens of Vasco. b. Intentionally held at small hall despite timely representation. c. Failure to reach out to the people-The authority should have properly informed people regarding the nature of the project and the impact before taking a decision to increase coal imports to Goa.	No query raised, hence no reply is being offered.

	We reject the EIA study as they are totally fraudulent and in gross violation of EIA notification. We oppose the project as this is against the interests on not only fish folk of Goa, residents of Vasco-da-Gama, Mormugao, and other affected villages, residents of other parts of Goa and the marine life of the seas and rivers of Goa, but is also against National and global interests.	
93. United Goan Foundation, Margao		
i.	Illegal Occupation of land and water by MPT: MPT has illegally taken possession of lands belonging to Communidade of Mormugao and the waters of the harbour and sea belonging to local fishing communities. There has never been any form of legal transfer of land or rights of the local communities. EAC/MoEF has failed to carry out their responsibility by issuing ToR without verifying ownership of lands. The matter is pending before Hon'ble High Court of Bombay at Goa.	Comment is not directed to the project proponent.
ii.	MPT is front for private port: The said project is contrary to the Public Interest. It is only for huge profits to be made by SWPL and Adani and is destined for factories belonging to these private corporations. • It will accelerate global warming-a mortal threat to all of humanity. • It will pollute air, water and land all over Goa slowly killing lakhs of residents. • It will kill all marine life in the harbour, rivers, sae, bays and Khazan lands • It will cause collapse of susceptible and eco-sensitive slopes around the harbour and Vasco Bay due to dredging, thereby displaying tens thousands of residents and causing massive socio-economic and environmental destruction.	Pls. refer our response to 1(iii), 4(i.d), and 85(i.a).
iii.	Intentional concealment of plans to increase coal imports through Goa: The project is for multifold increase in coal handling at MPT for onward transportation to power plants and steel plants located and proposed at remote areas of Karnataka, Maharashtra and Andhra Pradesh. Therefore, actual scope of works for the Environmental and Socio-economic Impact study should have included; • Dredging of the sea, river and estuary • Construction and expansion of berths at the Port • Handling of the coal at the port trust	• Dredging is not part of the modernisation and consequential capacity enhancement project. The proposed modernisation is with or without dredging, which has no bearing in the present development. • No additional berth is required and no additional waterfront is required for this modernisation project. • No query raised, hence no reply is being offered. • No road transport of cargo is at present and future also. There is no proposal for railway line expansion by SWPL. The increase

	• Construction of rail and road connections to Karnataka for transportation of increased coal throughput • The proposed steel and power plants at Karnataka and other States. • PP has committed gross fraud by concealing the actual nature of the project from MoEF. • MoEF has grossly erred by not considering the entire project in spite of information being available regarding other projects and by issuing ToR. • Govt. has intentionally concealed the fact that it has planned to turn Goa into a coal hub for Adani, JSW and others. • Constitution of India requires all planning to be done in consultation with the people.	in cargo can be accommodated in the existing railway infrastructure. • No query raised, hence no reply is being offered. • This is modernization of an existing Port Terminal in operation since 2004. The project does not involve any additional land acquisition, any increase in the railway infrastructure, any water/marine side changes or any major civil construction. No effort has been made, as alleged, to conceal any fact or information from the EAC, MoEFCC or any other statutory agency in the course of the project. • pls. refer our response to 1(i). • No query raised, hence no reply is being offered. • Public consultation is part of the EC process as EIA Notification, 2006 and is conducted as per the public demand.
iv.	Fragmentation of Scope of Works to violate Environmental laws: The actual scope of the project includes the dredging of the Mormugao harbour at present (and of 6 rivers of Goa in future), usurping numerous fishing facilities across Mormugao, Salcete and Tiswadi Talukas, creation of berths and jetties for coal handling, expansion/development of existing berths, creation of 4-lane highways and double tracking of South-Western Railways through our villages and western Ghats. It is seen that PP has deliberately ignored all other related works except those related to berths 5A and 6A in the study, thus violating EIA Notification. The project has been split into tiny segments, each of is meaningless on its own. This is a devious attempt to conceal grave impact upon the environment, economies and society of Goa and violates EIA Notification, 2006.	Pls. refer our response to 1(i), 84(iv.c), and 85(i.a).
v.	Destruction of fisheries of Goa: The proposed plan for increase in coal imports through Goa are documented in the Final Reports for Sagarmala (Vol V). It is clear from the report that the fisherfolk communities of Mormugao Taluka and Betul fishing village shall be totally displaced by the project. Proposed dredging of the Mormugao harbour shall totally destroy the fisheries of Maorugao harbour and neighbouring areas, including Vasco bay, Chikalim and Sancole. Baina fisher folk are also proposed to be totally displaced for rthe road networks, workshops and CFs facilities. 6 rivers are being nationalised and dredged in order to allow coal handling to be taken to the interior parts of Goa, spreading the destruction of rivers, lands and villages to the interiors of Goa.	Dredging of 6 rivers is not in our scope of this modernisation project. It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing operation completely on the Port backup/land side. No change on the berth/marine side is proposed. Also, pls refer our response to 85(i.a).

	These destructive plans will totally ruin Goa's fisheries industry, destroy its unique marine life biodiversity and damage to socio-economic of state of Goa	
vi.	Displacement of fisher folk communities: The fisher folk communities of Goa are already under siege from the losses of fish stocks and other problems created due to growth of urbanisation, tourism, industries and mining, resulting in destruction and pollution of the fisheries, fishing infrastructure and nurseries. The proposed increase in imports of coal, dredging and required infrastructure will totally displace the fishing communities of Goa. The EIA study is has not attempted to quantify the displacement and losses to the fishing communities from Khariwada, Baina and Desterro who are directly affected by dredging, which is essential part of the project, and by road construction works that are already commenced. EIA study even fails to record the displacement of over a hundred fisherfolk families from Baina, Desterro and Khariwada.	It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing operation completely on the Port backup/land side. No change on the berth/marine side is proposed. Dredging is not part of the modernisation and consequential capacity enhancement project.
vii.	Coal Dust Pollution: The city of Vasco-da-Gama, Mormugao, Dabolim, Chicalim, Sancole, Cortalim and other northern banks of Zuari river upto Dona Paula are already suffering from severe coal pollution and this fact is admitted by numerous show cause notices and stop work orders by GSPCB. MPT, Adani, SWPL have not been able to arrest the pollution despite numerous notices and orders issued. The proposed increase in coal imports will be a health and environmental disaster for all these heavily polluted areas. Coal handling must not increase in such densely polluted area knowing the grave impact upon the health and environment of local population. The PP has deliberately concealed all the facts about chronic and untreatable failure to control air pollution from the existing coal handling facilities. The EIA study completely fails to acknowledge the notices issued by GSPCB, the chronic dust pollution faced by the residents and failure of the PP to address these serious issues.	Necessary compliance to the direction of the GSPCB were duly and promptly made and the matter was resolved following proper procedure. The standards for air emissions (NAAQS, 2009) notified by the Govt. of India are being met by us. We will adhere to the emissions standards in the capacity enhancement phase by installation suitable APCMs. Proposed emission control measures are given in the Chapter 4, Impact Assessment & Mitigation Measures, section 4.3.4, page no. 4.14. No significant impact on air environment due to the proposed capacity enhancement is envisaged.
viii.	Displacement of people due to Railway; • Double tracking of South Western Railways is proposed is proposed only for the transportation of coal proposed to be imported. • The existing railway line passes through heavily populated villages of Goa and double tracking is not possible with massive displacement of local communities. • The health and noise impact on the local population along the rail line will increase dramatically.	Evacuation of cargo by railways is an ongoing operation. No expansion of the railway line by the Indian Railways is necessary to accommodate additional cargo proposed to be handled as part of the capacity enhancement project, as the existing rail infrastructure is sufficient to handle additional cargo.

	• The loss of sustainable economies and destruction of environment along the railway lines will be equally devastating. • The destruction and fragmentation of the Western Ghats (WGs) due to the double tracking of the railway line is a threat to the WGs wildlife, especially the parts of North Goa.	
ix.	Displacement of people due to NH17B and NH 4A; • The ongoing works being carried out in various sections of the NH 17B and NH4A are only for the additional coal imports, which is concealed from Public. • These works will destroy large sections of eco-sensitive a forests, CRZ area, prime agricultural lands, water recharge are and settlements of local communities. • Expansion of the section of NH 4A bisecting WGs at Mahaveer national Park/WLS is part of these work. Expansion of road through these forests and steep slopes will be an environmental disaster. • The road expansion works for the proposed increase in coal imports is being concealed intentionally to misrepresent the impact of the project.	No road transport of cargo is at present and future also. SWPL has not proposed any road expansion due to this modernisation proposal.
ix.	Climate Change, Global Warming: • India's commitment to the international community declared in its INDC which require reduction in fossil fuel consumption 40% by 2030. Increase in coal infrastructure is not the way forward to India's commitment to reduction of fossil fuel. • Rate of global averaged temperature rise as displayed on websites of NASA and other research organisation is so alarming and urgent that we must reduce coal infrastructure. The project is for increase of coal use, but no mention about climate change or global warming in the EIA report, reveal deliberate concealment of the most important aspect of the project.	The proposed project is for handling of coal at a port terminal. Enhancement in capacity is a result of better efficiencies proposed due to modernisation and better utilization of existing capacity. It is beyond scope of the EIA to address global climate change issues.
xi.	Failure to Consider Cumulative Impact: • Zuari river and it's estuary, coastal waters of Mormugao and Sancole bay and Chicalim are heavily affected by pollution and ill-effects of human activities such as mining, port activities, construction and repairs of ships and barges, settlements, urbanisation, tourism and industries. EIA report does not manky any references to these activities and cumulative impact on their account. • The EIA study does not consider the heavy erosion of the coast of the region. Some of the critical issues missed out due to blinkered approach of the consultant are;	The EIA/EMP report is prepared in accordance with the ToR for EIA issued by the MoEFCC. The baseline environmental monitoring takes into account pollutants contributed from other existing industries/operations in the MPT area. Monitoring locations of parameters have been selected in such a way that they account for pollution from different sources in the area. Details of sampling locations of different environmental parameters are given in Chapter 3, Environmental Baseline Status. It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing

	a. Restart of Mining- The Hon'ble courts allowing fresh iron ore mining in Goa. The commencement of large scale mining shall give rise to massive pollution of the seas and rivers and impact of the mining activity on the fishery, marine life and affected fisher folk will be tremendous. b. Tourism- Tourism is backbone of Goa's economy and visited by tourists because of its green and clean image. Increase in coal handling will cause a dramatic drop in Goa's tourism concepts such as dolphin watching, coral reef diving, etc, but also due to impact on beaches, Vasco town, airport area c. Fisheries- Goa fisheries are facing severe losses of fish stocks due to anthropogenic activities. It is an alarming state of decline. EIA study does not consider the health of Goa fisheries. d. Coastal Erosion- The sandy beaches of Goa are already facing severe erosion and documented. The dredging and operation of large no. and size of ships will aggravate erosion and study does not consider these facts. e. Real Estate and Urbanisation- Study area including river, sea and land are facing severe impact due to urbanisation and real estate, which are causing severe pollution, erosion, siltation and other negative effects on marine and terrestrial environment as well as the economy and society of goa. EIA report has no reference of its impact. f. Carrying capacity of Goa- Goa's tiny land and waterways used for traditional resulting a sustainable economic and social growth. Today the same land and waters are being diverted for pvt. profits for Adani, and JSW, 5-star tourism, cruise ship tourism, casinos, marinas, industrial growth, educational and medical institutions, real estate, mining, and infrastructure projects causing severe conflicts. It is essential that carrying capacity are first carried out for the state of Goa considering all the existing economic activities and their cumulative impact on land and environment.	operation completely on the Port backup/land side. No change on the berth/marine side is proposed. Observation is not correct. The shoreline status of the project area is reported in Chapter 3, Environmental Baseline Status, Section 3.14, Page no. 3-16. a. Comment is not relevant to PP. b. Comment Is not relevant to PP. c. The information given in the EIA report, Chapter 3, Environmental Baseline Status, Table 3.42, Page no. 3-75 clearly indicated an increase in marine fish production for the period 2011 to 2015 (Source: Directorate of Fisheries, Govt. of Goa). d. No dredging has been proposed as part of our modernisation and consequential capacity enhancement project. e. Comment is not relevant to PP. f. Comment is not relevant to PP.
xii.	Inadequate and Facile EIA Study: EIA study carried out for the project fatally flawed, inadequate and gross violation of EIA Notification as follows; a. Gross Concealment of facts in Form I: • No copy of Form I is available. PP has submitted false Form I. It is incomplete as it has concealed the fact that the project includes dredging of the harbour and approach channel, increase in coal	The observation is not correct. As per procedure given in the EIA Notification, 2006 (amended) SWPL duly obtained Terms of Reference (ToR) from MoEFCC, New Delhi for carrying out the EIA. The EIA/EMP report is thus prepared in accordance with the ToR for EIA issued by the MoEFCC.

	handling and resultant pollution, double tracking of south western railway and 4 laning of NH 17B and 4A to Belgaum. • Form I should have indicated numerous scheduled I species and coral within the study area and socio-economic importance of the Bay for Goa's traditional fishing industry. b. All 3 studies are superficial and Data is copy pasted in the reports: Three studies have been carried out simultaneously by the same consultant WAPCOS. The entire introduction and some parts are copied and pasted in the 3 studies. The EIA studies have been completely ignored and socio-economic and environmental reality of the study area. c. Inadequate and incomplete ToR: The ToR is also not available, but is obviously grossly inadequate as the consultant has not been instructed to consider parts of the project related to river dredging, transportation infrastructure, operation of the increased coal handling and resultant impact on people and environment. Failure to mention coral reefs, schedule I species and fisher folk communities renders the ToR even more irrelevant and inadequate. d. Failure to Refer Literature studies and secondary data: EIA consultant has failed to refer documents available in public domain and studies by WWF, NIO etc. on rich floral and faunal diversity (dolphins, whales, rich coral reefs and schedule I flora fauna of terrestrial origin) within the study area. Large no of traditional fishing and rich fisheries within the study area and their economic significance. Chronic problems of coal pollution faced by Vasco locals and failure of company to address these problems despite several notices from GSPCB. e. Failure to carry out Primary studies: EIA consultant failed to carry out any primary studies of environmental and socio-economy within 10 km of the study area. As the coal pollution is an issue highlighted the proponent need to carry out a detailed study of the health issue related to air pollution face by the residents. f. Totally incorrect Baseline Data: The absence of meaningful baseline data makes EIA study false and irrelevant. For Exa. By stating that there are no dolphins, whales, coral reefs, nurseries etc. in the study area, the EIA study ignores biodiversity of the study area. Number of fisher folk and their dependant living in the study area is much higher than what is stated.	a. Form I was part of the draft EIA report circulated for public consultation. This is modernization of an existing Port Terminal in operation since 2004. The project does not involve any additional land acquisition, any increase in the railway infrastructure, any water/marine side changes or any major civil construction. No effort has been made, as alleged, to conceal any fact or information from the EAC, MoEFCC or any other statutory agency in the course of the project. A detailed list of sensitive elements in the impact boundary of 10 km radius from the approx. centre of the project will be included in the final EIA report for due perusal of the EAC, MoEFCC and other statutory agencies. Form 1 is a pre-EIA submittal in accordance with the EIA Notification, 2006 (amended). Details about environmental elements can be submitted only after the EIA study. b. As our project is part of the same impact area as of the other two projects proposed by MPT (namely, 1. Capital Dredging and 2. Redevelopment of berths 8 and 9 and barge berths), it is quite logical that some contents of the EIA reports will be common. There is no restriction on M/s WAPCOS Ltd, Govt. of India to take up projects at any location either under the framework of EIA Notification, 2006 (amended) or under any circulars/OMs/notices or other communications of the MoEFCC or any other statutory body. c. ToR was part of the draft EIA report circulated for public consultation. River dredging is not part of the modernisation project. d. Relevant literature survey and secondary data collection from various Govt. organisations is done for the project area and reported in EIA Report, Chapter 3, Environmental Baseline Status.

	No quantification of economic and social displacement of fisher folk due to dredging and increased coal handling has been attempted. g. Unsubstantiated statements in the report: EIS report makes statements without stating references. h. Intentional concealment of grave destructive impact: The consultant has falsely and concealed the actual nature of the environment, economic and societies of the study area. Falsifying baseline data in order to portray falsely that the impact on the environment and socio-economies will be much lesser. i. Inadequate experts and studies: increase in coal import sand river dredging shall have grave impact upon lakhs of residents, since its effect is already being experienced. However, no studies have been carried out of the existing health problems and anticipated increase in the same. No proper studies have been carried out of the impact of the dredging, increased no. and sizes of ships and increased coal handling on marine life, biodiversity, fisheries and livelihood of the fisher folk. j. Arbitrary objective stated, not even considered: Section 5.1 of the chapter related to EMP states "The importance of EMP in EIA study is to ensure that the stress/load on the ecosystem is within its carrying capacity. However, neither the neither carrying capacity of the ecosystem nor stress on the ecosystem is quantified. k. Alternatives: There is no attempt made by the consultant to consider any alternatives to the proposed project. It exhibits a pre-meditated decision to increase the coal imports through Goa without any consideration for the environmental and socio-economic destruction. Failure to consider the use of indigenous coal instead of imported coal. l. Cost Vis Benefit: No cost vs benefit studies are carried out. There is no attempt to quantify the baseline data or costs and benefits of the project. m. Proponent has totally ignored the EIA Guidance manual and violated the ToR guidelines of MoEF: Consultant have failed to conform to numerous instructions given in the manual for Ports & harbours, 2010.Similarly, EIA study is in gross violation of the guidelines issued by MoEF for Tor in August 2009.	e. Primary baseline studies have been carried out for ambient air, noise, water (ground water, surface – including marine), soil (including marine sediments), ecological and biological parameters for marine and terrestrial domains, as described in detail in Chapter 3, Environmental Baseline Status. Demographic profile of the project area is based on the census report, 2011. The information presented in this chapter has been mainly extracted from Primary Census Abstract, 2011. Primary baseline data for socio economic study was not scoped as the proposed project does not cause any direct and significant negative impact on the local inhabitants, as no further land acquisition is proposed in the capacity enhancement project. No dredging has been proposed as part of our capacity enhancement project. f. Please refer to our responses to the point above. g. The EIA has been prepared based on several secondary data sources of which are duly credited in the various chapters of the EIA report. h. Please refer to our responses to the point above. i. Dredging is not part of the modernisation and consequential capacity enhancement project. j. The statement made in the Chapter 5, Environmental management plan, section 5.1, page no. 5-1 is made in the context of premise of laying down suitable and commensurate EMPs to contain/ameliorate negative impacts from a project activity. The EIA study does not point out any environmental parameter having reached its carrying capacity with respect to the present operations or proposed capacity enhancement. k. This is a modernisation of the existing terminal facility in operation since 2004. Therefore, alternatives are not required to be studied.

		l. Cost benefit analysis is to be carried out only if included as part of the issued additional ToR by the MoEFCC in accordance with the EIA Notification, 2006 (amended), Appendix III, Sr. 9. m. The EIA report is prepared based on sector specific EIA Guidance Manual for Ports & Harbours.
xiii.	Sustainability and Precautionary principle not considered: Nowhere in EIA are the words 'sustainability' or precautionary principle' are mentioned. We reject the EIA study as they are totally fraudulent and in gross violation of EIA notification. We oppose the project as this is against the interests on not only fish folk of Goa, residents of Vasco-da-Gama, Mormugao, and other affected villages, residents of other parts of Goa and the marine life of the seas and rivers of Goa, but is also against National and global interests.	No query raised, hence no reply is being offered.
94. Federation of Rainbow Warriors, Margao		
i.	Unlawful Public Hearing: The public hearing is illegal on the ground that; a. MoEF failed to consider NGT judgement in appeal 10 of 2016- as per judgement of NGT, MoEFCC was supposed to consider whether the project and related dredging and rail and road connectivity are part of one project, but no review was done by MoEFCC and EIA study and PH are being conducted in gross violation of decision of NGT. b. EIA reports are not available at Panchayats- The EIA reports have been provided to few panchayats affected by the project, but mnay others including Chicalim, Sancole, Chocolna, Siridao-Pale, Taleigo and Curca-Bambolim have not provided with documents. Residents of these villages have been deprived of their right to review the report and participate in PH. c. Form I is not available on Website- The Form I is not available in the panchayats or even on the website of GSPCB.	a. Comment is not directed to the PP. b. Pls. refer our response to 7(i). c. Form I was part of the EIA report, displaced at public places and hoisted in GSPCB website.
ii.	Failure to Conform to Guidance Manual: The EIA report shows that the study has failed to comply with the EIA Guidance Manual for Ports & harbours prepared by MoEFCC on the grounds;	

	a. Environmental compliance statement for existing project is not furnished as per the guidance manual (Para: 1.9, (5) b. Double tracking of railway required for rail connectivity and road connectivity through NH 17B and NH 4a requires clearance under Forest (Conservation) Act, 1980 and the Wildlife (Protection) Act, 1972, but these facts are concealed as per para 1.9 of Manual. c. Essential maps to be provided, such as hydrographic charts (Para 2.1 of manual), but none are provided. d. Bathymetric data to be provided (Para 2.2 of manual), but not provided. e. EIA study does not include the layout of double tracking of rail that is admitted within the EIA report to be "required to augment the existing connectivity such that the infrastructure in not subject to congestion" as per para 2.8 of the manual) f. Chapter 3 of the manual is ignored. The alternatives are already existing namely ports on the east, which are admitted in the report to be better equipped and don't require any expansion. Hence this project is not required, if the alternative is considered. g. The IA report completely fails to provide any primary data for most of the attributes, while data is collected only for 10 km which is totally inadequate and incomplete. As per Para 4.1 of Manual, primary baseline data (air, water, noise, soil, etc) falling with 5 km from project boundary and secondary data from 15 km aerial distance, as mentioned part 9 (III) for Form I of EIA notification. h. Base line data for land, a list of areas, features of land and demographic profile is provided for compliance which is ignored (as per para 4.2.1 of Manual). i. As per Para 4.2.2 of Manual related to topography and states, baseline data of topography is not provided as required. j. As per Para 4.2.3 of Manual related to Geology and states, baseline data of geological conditions mainly in the coastal area are not furnished. k. As per Para 4.2.4 of Manual related to soil and states, geo technical properties of soil upto depth of 10 m below the proposed dredged depths where dredging is involved, are not included in the report. l. Report fails to consider water quality standards for coastal waters (Para 4.3 of Manual) to the 'designated best use' especially in view of proximity of shell fishing and eco-sensitive areas to Chicalim, Sancole etc. m. Para 4.4.1 of Manual related to Coastal Hydrology/ Geomorphology and requires collection of oceanography data for construction of	a. RO MoEFCC Bangalore is in the process of issuing the compliance statement as per the ToR requirement. b. Pls. refer our response to 85(vi) and 85(vii). c. CRZ maps was part of the Draft EIA report. d. Not required as this modernisation project is not involved with marine area expansion. e. Pls. refer our response to 85(vi) and 85(vii). f. This is a modernisation of the existing terminal facility in operation since 2004. Therefore, alternatives are not required. g. As per the EIA guideline and ToR approved, detailed baseline status (primary baseline data at 5 km and secondary at 10 km) of air, water, noise, ecology and land environment is reported in the EIA Report, Chapter 3, Environmental Baseline Status. h. Detailed land use pattern is reported in EIA report Chapter 3, Environmental Baseline Status, Section 3.13, page no. 3-14, and demographic profile in Section 3.20.1, page no. 3-77. i. Topographic detail of land use pattern is reported in EIA report Chapter 3: Section 3.13, page no. 3-14. j. This is a modernisation of the existing port facility without any additional land area development, therefore, geology of the area is not required to be studied. k. Dredging is not part of the modernisation project. l. Water quality parameters analysed is within the permissible limits of "Class IV" water for the ports and harbours. m. Project is not involving with additional marine area development like breakwater construction, dredging, etc.

	breakwater and capital dredging, However, no such study is carried out despite dredging required for the proposed enhancement project. n. Baseline data to be collected at project area for bed sediment contamination by measuring various parameters as per para 4.4.2 of Manual, but no such data is included in the report. o. Para 4.4.3 requires the sampling to be generally carried out at different depths, but no such sampling is done. p. As per Para 4.5 of Manual related to baseline status for biological environment of water encompasses both land, coastal and marine habitat are not collected in the study. q. As per Para 4.5.1 deals with marine/coastal ecology which includes species of bacteria, phyto, zoo, benthos, coral, sea weed, shellfish, fish and other aquatic biota, terrestrial flora such as mangroves and wetland. However, neither the marine/coastal ecology nor the impact of the proposed dredging on the flora and fauna are studied. r. Para 4.5.2 of the manual deals with flora and fauna in the neighbourhood and states. However, secondary data as specified in the manual was not collected. s. Para 4.6 related to air environment and requires detailed meteorological data to be collected which is not in the report. Baseline data of air quality parameters extending an area upto 5km from the project boundary should be generated for one season other than monsoon as per CPCB norms. However, it is not collected. t. With regard to socio-economic and occupational health environment, report fails to present socio-economic data required for the manual. u. Para 4.10 of Manual dealing with public utilities like road, rail and inland waterways. However, the report fails completely address the direct impact on various public utilities such as Dabolim airport, which is threatened with closure due to coal truck transportation that will take place on its approach road after NH 17B and NH 4A operational. v. Chapter 5 of manual details guidelines for assessment of impact upon various facts of the environment. Report fails to consider the impact upon marine and coastal ecology, flora faun, fisheries, fishing community and people of Goa at large due to dredging required for enhancement of capacity at berths. w. Details of the benefits of the project and cost benefit analysis are to be included in chapter 8, 9 of the report.	n. Bed sediment analysis for toxic heavy metals are reported in EIA report, Chapter 3, Environmental Baseline Status, Section 3.17.3, Page. No. 3-41. o. Marine ecology sampling is done at both surface and bottom waters. p. Both marine and terrestrial ecology data is reported in EIA report, Chapter 3, Environmental Baseline Status, Section 3.17, page no. 3-28 and Section 3.18, Page no. 3.63 respectively. q. Detailed marine ecology data is reported in EIA report, Chapter 3, Environmental Baseline Status, Section 3.17, page no. 3-28. r. Detailed marine ecology data is reported in EIA report, Chapter 3, Environmental Baseline Status, Section 3.17, page no. 3-28. s. Air quality data, collected as per CPCB guideline dated 16.09.2009 from 5k project area is reported in the EIA report, Chapter 3: Section 3.15, page no. 3-17. t. Socio-economic data is reported in EIA report Chapter 3, Environmental Baseline Status, section 3.20.1, page no. 3-77. u. Pls. refer our response to 85(vi) and 85(vii). v. Dredging is not part of the modernisation project, hence is not significant. w. Pls. refer our response to 93(xii.l).

iii.	FORM I- Gross Fraud and Concealments: Form I submitted has portray the expansion of berth capacity as being stand alone, though dredging of the port, rail connectivity and road connectivity are essential for capacity enhancement. Form I contradicts that under section II, 9, 9.1 states that existing infrastructure will be expanded to take care of the project. Form I blatantly lies that there are no other existing or planned projects with similar effect, when Adani's berth 7 handling coal is adjoining berths 5a, 6A.	This is modernization of an existing Port Terminal in operation since 2004. The project does not involve any additional land acquisition, any increase in the railway infrastructure, road transport, any water/marine side changes or any major civil construction. No effort has been made, as alleged, to conceal any fact or information from the EAC, MoEFCC or any other statutory agency in the course of the project.
iv.	People's Participation- Violation of the Constitution: The constitution of India, after 74th amendment, requires people's participation in important decision making such as enhancement of coal handing in their close vicinity such as Vasco. This project and EIA study should be considered only after the constitutional participation of the people of Vasco in the decision making is fulfilled.	Public consultation is part of the EC process as per EIA Notification, 2006, which is conducted as per the public demand.
v.	Illegal Occupation of land and water by MPT: MPT has illegally taken possession of lands belonging to Communidade of Mormugao and the waters of the harbour and sea belonging to local fishing communities. There has never been any form of legal transfer of land or rights of the local communities. EAC/MoEF has failed to carry out their responsibility by issuing ToR without verifying ownership of lands. The matter is pending before Hon'ble High Court of Bombay at Goa.	Comment is not directed to the project proponent.
vi.	MPT is front for private port: The said project is contrary to the Public Interest. It is only for huge profits to be made by SWPL and Adani and is destined for factories belonging to these private corporations. • It will accelerate global warming-a mortal threat to all of humanity. • It will pollute air, water and land all over Goa slowly killing lakhs of residents. • It will kill all marine life in the harbour, rivers, sea, bays and Khazan lands • It will cause collapse of susceptible and eco-sensitive slopes around the harbour and Vasco Bay due to dredging, thereby displaying tens thousands of residents and causing massive socio-economic and environmental destruction.	Pls. refer our response to 1(i), 4(i.d), and 85(i.a).
vii.	Past Records of JSW: JSW has been charged with suspected irregularities in allocation of a coal block.	Observation is not correct and also, not relevant to the project.

	A FIR was registered against JSW on 07.02.2017 for cutting mangroves for constructing a jetty at PEN, Maharashtra without environmental clearance.	
viii.	Intentional concealment of plans to increase coal imports through Goa: The project is for multifold increase in coal handling at MPT for onward transportation to power plants and steel plants located and proposed at remote areas of Karnataka, Maharashtra and Andhra Pradesh. Therefore, actual scope of works for the Environmental and Socio-economic Impact study should have included; • Dredging of the sea, river and estuary • Construction and expansion of berths at the Port • Handling of the coal at the port trust • Construction of rail and road connections to Karnataka for transportation of increased coal throughput • The proposed steel and power plants at Karnataka and other States. • PP has committed gross fraud by concealing the actual nature of the project from MoEF. • MoEF has grossly erred by not considering the entire project in spite of information being available regarding other projects and by issuing ToR. • Govt. has intentionally concealed the fact that it has planned to turn Goa into a coal hub for Adani, JSW and others. • Constitution of India requires all planning to be done in consultation with the people.	• Dredging is not part of the modernisation and consequential capacity enhancement project. The proposed modernisation is with or without dredging, which has no bearing in the present development. • No additional berth is required and no additional waterfront is required for this modernisation project. • No query raised, hence no reply is being offered. • No road transport of cargo is at present and future also. There is no proposal for railway line expansion by SWPL. The increase in cargo can be accommodated in the existing railway infrastructure. • No query raised, hence no reply is being offered. • This is modernization of an existing Port Terminal in operation since 2004. The project does not involve any additional land acquisition, any increase in the railway infrastructure, any water/marine side changes or any major civil construction. No effort has been made, as alleged, to conceal any fact or information from the EAC, MoEFCC or any other statutory agency in the course of the project. • pls. refer our response to 1(i). • No query raised, hence no reply is being offered. • Public consultation is part of the EC process as EIA Notification, 2006 and is conducted as per the public demand.
ix.	Fragmentation of Scope of Works to violate Environmental laws: The actual scope of the project includes the dredging of the Mormugao harbour at present (and of 6 rivers of Goa in future), usurping numerous fishing facilities across Mormugao, Salcete and Tiswadi Talukas, creation of berths and jetties for coal handling, expansion/development of existing berths, creation of 4-lane highways and double tracking of South-Western Railways through our villages and western Ghats. It is seen that PP has deliberately ignored all other related works except those related to berths 5A and 6A in the study, thus violating EIA Notification. The project has been split into tiny segments, each of is meaningless on its own. This is a devious attempt to conceal grave impact upon the environment, economies and society of Goa and violates EIA Notification, 2006.	Pls. refer our response to 1(iii), 84(iv.c), and 85(i.a).

x.	Water Pollution: EIA study fails to consider water pollution due to leachates from coal and dust suppression systems, coal dust settling on water, coal spillage, pollution from ships, especially on benthic community, coral, etc.	Pls. refer our response to 27(ii).
xi.	Destruction of fisheries of Goa: The proposed plan for increase in coal imports through Goa are documented in the Final Reports for Sagarmala (Vol V). It is clear from the report that the fisherfolk communities of Mormugao Taluka and Betul fishing village shall be totally displaced by the project. Proposed dredging of the Mormugao harbour shall totally destroy the fisheries of Maorugao harbour and neighbouring areas, including Vasco bay, Chikalim and Sancole. Baina fisher folk are also proposed to be totally displaced for the road networks, workshops and CFs facilities. 6 rivers are being nationalised and dredged in order to allow coal handling to be taken to the interior parts of Goa, spreading the destruction of rivers, lands and villages to the interiors of Goa. These destructive plans will totally ruin Goa's fisheries industry, destroy its unique marine life biodiversity and damage to socio-economic of state of Goa	Dredging of 6 rivers is not in our scope of this modernisation project. It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing operation completely on the Port backup/land side. No change on the berth/marine side is proposed. Also, pls refer our response to 85(i.a).
xii.	Displacement of fisher folk communities: The fisher folk communities of Goa are already under siege from the losses of fish stocks and other problems created due to growth of urbanisation, tourism, industries and mining, resulting in destruction and pollution of the fisheries, fishing infrastructure and nurseries. The proposed increase in imports of coal, dredging and required infrastructure will totally displace the fishing communities of Goa. The EIA study is has not attempted to quantify the displacement and losses to the fishing communities from Khariwada, baina and Desterro who are directly affected by dredging, which is essential part of the project, and by road construction works that are already commenced. EIA study even fails to record the displacement of over a hundred fisher folk families from Baina, Desterro and Khariwada.	It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing operation completely on the Port backup/land side. No change on the berth/marine side is proposed. Dredging is not part of the modernisation and consequential capacity enhancement project.
xiii.	Air Pollution: The city of Vasco-da-Gama, Mormugao, Dabolim, Chicalim, Sancole, Cortalim and other norten banks of Zuari river upto Dona Paula are already suffering from severe coal pollution and this fact is admitted by numerous show cause notices and stop work orders by GSPCB. MPT, Adani, SWPL have not been able to arrest the pollution despite numerous notices and orders issued.	Necessary compliance to the direction of the GSPCB were duly and promptly made and the matter was resolved following proper procedure. The standards for air emissions (NAAQS, 2009) notified by the Govt. of India are being met by us.

	The proposed increase in coal imports will be a health and environmental disaster for all these heavily polluted areas. Coal handling must not increase in such densely polluted area knowing the grave impact upon the health and environment of local population. The PP has deliberately concealed all the facts about chronic and untreatable failure to control air pollution from the existing coal handling facilities. The EIA study completely fails to acknowledge the notices issued by GSPCB, the chronic dust pollution faced by the residents and failure of the PP to address these serious issues.	We will adhere to the emissions standards in the capacity enhancement phase by installation suitable APCMs. Proposed emission control measures are given in the Chapter 4, Impact Assessment & Mitigation Measures, section 4.3.4, page no. 4.14. No significant impact on air environment due to the proposed capacity enhancement is envisaged.
xiv.	Coal Deaths: Scientific report says coal and other form of air pollution kill one out of every 8 persons die in the world. Increase in coal consumption and resultant air pollution due to this project cause death thousands of people.	Pls. refer our response to 1(iii).
xv.	Displacement of people due to Railway; • Double tracking of South Western Railways is proposed is proposed only for the transportation of coal proposed to be imported. • The existing railway line passes through heavily populated villages of Goa and double tracking is not possible with massive displacement of local communities. • The health and noise impact on the local population along the rail line will increase dramatically. • The loss of sustainable economies and destruction of environment along the railway lines will be equally devastating. • The destruction and fragmentation of the Western Ghats (WGs) due to the double tracking of the railway line is a threat to the WGs wildlife, especially the parts of North Goa.	Evacuation of cargo by railways is an ongoing operation. No expansion of the railway line by the Indian Railways is necessary to accommodate additional cargo proposed to be handled as part of the capacity enhancement project, as the existing rail infrastructure is sufficient to handle additional cargo.
xvi.	Displacement of people due to NH17B and NH 4A; • The ongoing works being carried out in various sections of the NH 17B and NH4A are only for the additional coal imports, which is concealed from Public. • These works will destroy large sections of eco-sensitive a forests, CRZ area, prime agricultural lands, water recharge are and settlements of local communities. • Expansion of the section of NH4A bisecting WGs at Mahaveer national Park/WLS is part of these work. Expansion of road through these forests and steep slopes will be an environmental disaster. • The road expansion works for the proposed increase in coal imports is being concealed intentionally to misrepresent the impact of the project.	No road transport of cargo is at present and future also. SWPL has not proposed any road expansion due to this modernisation proposal.

xvii.	Severe threat of erosion and collapse of hill side: This project involves dredging. The Bay has already been dredged for berths 8, 9, and 11 due to which Khariwada beach faced severe erosion in recent years. Increase in dredging will completely wipe out the beach. Further, hill side of Sada which is thickly populated will collapse due to dredging at the base of the steep.	No dredging has been proposed as part of our modernisation and consequential capacity enhancement project.
xviii.	NO provision for Post-Facto Clearance under EIA Notification, 2006: • PP have already carried out parts of dredging work, displacement of over a hundred hundred fisherfolk families from Desterro, Baina and Khariwada, destruction of Baina Beach sand dunes and erosion-prone hills of Desterro fill for construction of flyover for NH 17B from MPT Gate 9 (join NH4A to Belgaum), filing of Khazan lands at Loutolim for missing link for NH 17B and hill cutting and tree felling works in section of NH4A at Khandepar, etc. All these works are for the coal expansion and should have been studied before starting the work. • The state Govt., MPT and union Govt. have intentionally concealed these facts and proceeded with the work without carrying EIA study for whole project envisaged under EOA notification. • Ad there is no provision for Post-facto clearance under EIA notification, this proposal must be rejected and the lands and river beds must be restored.	No dredging has been proposed as part of our modernisation and capacity enhancement project. It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing operation completely on the Port backup/land side. No change on the berth/marine side is proposed.
xix.	Climate Change, Global Warming: • India's commitment to the international community declared in its INDC which require reduction in fossil fuel consumption 40% by 2030. Increase in coal infrastructure is not the way forward to India's commitment to reduction of fossil fuel. • Rate of global averaged temperature rise as displayed on websites of NASA and other research organisation is so alarming and urgent that we must reduce coal infrastructure. The project is for increase of coal use, but no mention about climate change or global warming in the EIA report, reveal deliberate concealment of the most important aspect of the project.	The proposed project is for handling of coal at a port terminal. Enhancement in capacity is a result of better efficiencies proposed due to modernisation and better utilization of existing capacity. It is beyond scope of the EIA to address global climate change issues.
xx.	Failure to consider Cumulative Impact: • Zuari river and it's estuary, coastal waters of Mormugao and Sancole bay and Chicalim are heavily affected by pollution and ill-effects of human activities such as mining, port activities, construction and repairs of ships and barges, settlements, urbanisation, tourism and industries. EIA report does not manky any references to these activities and cumulative impact on their account.	The EIA/EMP report is prepared in accordance with the ToR for EIA issued by the MoEFCC. The baseline environmental monitoring takes into account pollutants contributed from other existing industries/operations in the MPT area. Monitoring locations of parameters have been selected in such a way that they account for pollution from different sources in the

	• The EIA study does not consider the heavy erosion of the coast of the region. Some of the critical issues missed out due to blinkered approach of the consultant are; a. Restart of Mining- The Hon'ble courts allowing fresh iron ore mining in Goa. The commencement of large scale mining shall give rise to massive pollution of the seas and rivers and impact of the mining activity on the fishery, marine life and affected fisher folk will be tremendous. b. Tourism- Tourism is backbone of Goa's economy and visited by tourists because of its green and clean image. Increase in coal handling will cause a dramatic drop in Goa's tourism concepts such as dolphin watching, coral reef diving, etc, but also due to impact on beaches, Vasco town, airport area c. Fisheries- Goa fisheries are facing severe losses of fish stocks due to anthropogenic activities. It is an alarming state of decline. EIA study does not consider the health of Goa fisheries. d. Coastal Erosion- The sandy beaches of Goa are already facing severe erosion and documented. The dredging and operation of large no. and size of ships will aggravate erosion and study does not consider these facts. e. Real Estate and Urbanisation- Study area including river, sea and land are facing severe impact due to urbanisation and real estate, which are causing severe pollution, erosion, siltation and other negative effects on marine and terrestrial environment as well as the economy and society of goa. EIA report has no reference of its impact. f. Carrying capacity of Goa- Goa's tiny land and waterways used for traditional resulting a sustainable economic and social growth. Today the same land and waters are being diverted for pvt. profits for Adani, and JSW, 5-star tourism, cruise ship tourism, casinos, marinas, industrial growth, educational and medical institutions, real estate, mining, and infrastructure projects causing severe conflicts. It is essential that carrying capacity are first carried out for the state of Goa considering all the existing economic activities and their cumulative impact on land and environment.	area. Details of sampling locations of different environmental parameters are given in Chapter 3, Environmental Baseline Status. It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing operation completely on the Port backup/land side. No change on the berth/marine side is proposed. Observation is not correct. The shoreline status of the project area is reported in Chapter 3, Environmental Baseline Status, Section 3.14, Page no. 3-16. a. Comment is not relevant to PP. b. Comment Is not relevant to PP. c. The information given in the EIA report, Chapter 3, Environmental Baseline Status, Table 3.42, Page no. 3-75 clearly indicated an increase in marine fish production for the period 2011 to 2015 (Source: Directorate of Fisheries, Govt. of Goa). d. No dredging has been proposed as part of our modernisation and consequential capacity enhancement project. e. Comment is not relevant to PP. f. Comment is not relevant to PP.
xxi.	Inadequate and Facile EIA Study: EIA study carried out for the project fatally flawed, inadequate and gross violation of EIA Notification as follows; a. Gross Concealment of facts in Form I:	The observation is not correct. As per procedure given in the EIA Notification, 2006 (amended) SWPL duly obtained Terms of Reference (ToR) from MoEFCC, New Delhi for carrying out the EIA.

	• No copy of Form I is available. PP has submitted false Form I. It is incomplete as it has concealed the fact that the project includes dredging of the harbour and approach channel, increase in coal handling and resultant pollution, double tracking of south western railway and 4 laning of NH 17B and 4A to Belgaum. • Form I should have indicated numerous scheduled I species and coral within the study area and socio-economic importance of the Bay for Goa's traditional fishing industry. b. All 3 studies are superficial and Data is copy pasted in the reports: Three studies have been carried out simultaneously by the same consultant WAPCOS. The entire introduction and some parts are copied and pasted in the 3 studies. The EIA studies have been completely ignored and socio-economic and environmental reality of the study area. c. Inadequate and incomplete ToR: The ToR is also not available, but is obviously grossly inadequate as the consultant has not been instructed to consider parts of the project related to river dredging, transportation infrastructure, operation of the increased coal handling and resultant impact on people and environment. Failure to mention coral reefs, schedule I species and fisher folk communities renders the ToR even more irrelevant and inadequate. d. Failure to Refer Literature studies and secondary data: EIA consultant has failed to refer documents available in public domain and studies by WWF, NIO etc. on rich floral and faunal diversity (dolphins, whales, rich coral reefs and schedule I flora fauna of terrestrial origin) within the study area. Large no of traditional fishing and rich fisheries within the study area and their economic significance. Chronic problems of coal pollution faced by Vasco locals and failure of company to address these problems despite several notices from GSPCB. e. Failure to carry out Primary studies: EIA consultant failed to carry out any primary studies of environmental and socio-economy within 10 km of the study area. As the coal pollution is an issue highlighted the proponent need to carry out a detailed study of the health issue related to air pollution face by the residents. f. Totally incorrect Baseline Data: The absence of meaningful baseline data makes EIA study false and irrelevant. For Exa. By stating that there are no dolphins, whales, coral reefs, nurseries etc. in the study area, the EIA study ignores biodiversity of the study area.	The EIA/EMP report is thus prepared in accordance with the ToR for EIA issued by the MoEFCC. a. Form I was part of the draft EIA report circulated for public consultation. This is modernization of an existing Port Terminal in operation since 2004. The project does not involve any additional land acquisition, any increase in the railway infrastructure, any water/marine side changes or any major civil construction. No effort has been made, as alleged, to conceal any fact or information from the EAC, MoEFCC or any other statutory agency in the course of the project. A detailed list of sensitive elements in the impact boundary of 10 km radius from the approx. centre of the project will be included in the final EIA report for due perusal of the EAC, MoEFCC and other statutory agencies. Form 1 is a pre-EIA submittal in accordance with the EIA Notification, 2006 (amended). Details about environmental elements can be submitted only after the EIA study. b. As our project is part of the same impact area as of the other two projects proposed by MPT (namely, 1. Capital Dredging and 2. Redevelopment of berths 8 and 9 and barge berths), it is quite logical that some contents of the EIA reports will be common. There is no restriction on M/s WAPCOS Ltd, Govt. of India to take up projects at any location either under the framework of EIA Notification, 2006 (amended) or under any circulars/OMs/notices or other communications of the MoEFCC or any other statutory body. c. ToR was part of the draft EIA report circulated for public consultation. River dredging is not part of the modernisation project.

	Number of fisher folk and their dependant living in the study area is much higher than what is stated. No quantification of economic and social displacement of fisher folk due to dredging and increased coal handling has been attempted. g. Unsubstantiated statements in the report: EIS report makes statements without stating references. h. Intentional concealment of grave destructive impact: The consultant has falsely and concealed the actual nature of the environment, economic and societies of the study area. Falsifying baseline data in order to portray falsely that the impact on the environment and socio-economies will be much lesser. i. Inadequate experts and studies: increase in coal import sand river dredging shall have grave impact upon lakhs of residents, since its effect is already being experienced. However, no studies have been carried out of the existing health problems and anticipated increase in the same. No proper studies have been carried out of the impact of the dredging, increased no. and sizes of ships and increased coal handling on marine life, biodiversity, fisheries and livelihood of the fisher folk. j. Reclamation not considered: EIA report sates in Para 3.7 "The land between headland slope and approach channel has to be reclaimed to meet the necessary back up area requirement" However, this information is neither reflected in Form I nor considered in the report anywhere. k. Fabricated Test Results: Air test results 3.10 are completely fabricated as is obvious from the extremely low reading recorded, which are impossible in a city even without the problem. All PM10 readings are false and try to show that there is no pollution in Vasco. l. Arbitrary objective stated, not even considered: Section 5.1 of the chapter related to EMP states "The importance of EMP in EIA study is to ensure that the stress/load on the ecosystem is within its carrying capacity. However, neither the neither carrying capacity of the ecosystem nor stress on the ecosystem is quantified. m. Alternatives: There is no attempt made by the consultant to consider any alternatives to the proposed project. It exhibits a pre-meditated decision to increase the coal imports through Goa without any consideration for the environmental and socio-economic destruction. Failure to consider the use of indigenous coal instead of imported coal.	d. Relevant literature survey and secondary data collection from various Govt. organisations is done for the project area and reported in EIA Report, Chapter 3, Environmental Baseline Status. e. Primary baseline studies have been carried out for ambient air, noise, water (ground water, surface – including marine), soil (including marine sediments), ecological and biological parameters for marine and terrestrial domains, as described in detail in Chapter 3, Environmental Baseline Status. Demographic profile of the project area is based on the census report, 2011. The information presented in this chapter has been mainly extracted from Primary Census Abstract, 2011. Primary baseline data for socio economic study was not scoped as the proposed project does not cause any direct and significant negative impact on the local inhabitants, as no further land acquisition is proposed in the capacity enhancement project. No dredging has been proposed as part of our capacity enhancement project. f. Please refer to our responses to the point above. g. The EIA has been prepared based on several secondary data sources of which are duly credited in the various chapters of the EIA report. h. Please refer to our responses to the point above. i. Dredging is not part of the modernisation and consequential capacity enhancement project. j. Marine area expansion is not part of the modernisation project, hence no reclamation is part of this project. k. Observation is not correct.

	n. Cost Vis Benefit: No cost vs benefit studies are carried out. There is no attempt to quantify the baseline data or costs and benefits of the project.	l. The statement made in the Chapter 5, Environmental management plan, section 5.1, page no. 5-1 is made in the context of premise of laying down suitable and commensurate EMPs to contain/ameliorate negative impacts from a project activity. The EIA study does not point out any environmental parameter having reached its carrying capacity with respect to the present operations or proposed capacity enhancement. m. This is a modernisation of the existing terminal facility in operation since 2004. Therefore, alternatives are not required to be studied. n. Cost benefit analysis is to be carried out only if included as part of the issued additional ToR by the MoEFCC in accordance with the EIA Notification, 2006 (amended), Appendix III, Sr. 9.
xxii.	Sustainability and Precautionary principle not considered: Nowhere in EIA are the words 'sustainability' or precautionary principle' are mentioned. We reject the EIA study as they are totally fraudulent and in gross violation of EIA notification. We oppose the project as this is against the interests on not only fish folk of Goa , residents of Vasco-da-Gama, Mormugao, and other affected villages, residents of other parts of Goa and the marine life of the seas and rivers of Goa, but is also against National and global interests.	No query raised, hence no reply is being offered.
95. Elvis Gomes, AAP Goa State Convenor, Vasco **96. Goenchea Raponkarancho Ekvott, Mormugao** **97. Old Cross Fishing Canoe Owners Coop. Society Ltd., Vasco** **98. Baina Ramponkar & Fishing Canoe Owner's society, Vasco** **99. Cusodio D'Souza, Goa against Coal, Vasco**		
i.	Unlawful Public Hearing: The public hearing is illegal on the ground that; a. MoEF failed to consider NGT judgement in appeal 10 of 2016- as per judgement of NGT, MoEFCC was supposed to consider whether the project and related dredging and rail and road connectivity are part of one project, but no review was done by MoEFCC and EIA study and PH are being conducted in gross violation of decision of NGT.	a. Comment is not directed to the PP. b. Pls. refer our response to 7(i). c. Form I was part of the EIA report, displaced at public places and hoisted in GSPCB website.

	b. EIA reports are not available at Panchayats- The EIA reports have been provided to few panchayats affected by the project, but many others including Chicalim, Sancole, Chocolna, Siridao-Pale, Taleigo and Curca-Bambolim have not provided with documents. Residents of these villages have been deprived of their right to review the report and participate in PH. c. Form I is not available on Website- The Form I is not available in the panchayats or even on the website of GSPCB.	
ii.	Failure to Conform to Guidance Manual: The EIA report shows that the study has failed to comply with the EIA Guidance Manual for Ports & harbours prepared by MoEFCC on the grounds; a. Environmental compliance statement for existing project is not furnished as per the guidance manual (Para; 1.9, (5) b. Double tracking of railway required for rail connectivity and road connectivity through NH 17B and NH 4a requires clearance under Forest (Conservation) act, 1980 and the Wildlife (Protection) Act, 1972, but these facts are concealed as per para 1.9 of Manual. c. Essential maps to be provided, such as hydrographic charts (Para 2.1 of manual), but none are provided. d. Bathymetric data to be provided (Para 2.2 of manual), but not provided. e. EIA study does not include the layout of double tracking of rail that is admitted within the EIA report to be "required to augment the existing connectivity such that the infrastructure in not subject to congestion" as per para 2.8 of the manual) f. Chapter 3 of the manual is ignored. The alternatives are already existing namely ports on the east, which are admitted in the report to be better equipped and don't require any expansion. Hence this project is not required, if the alternative is considered. g. The IA report completely fails to provide any primary data for most of the attributes, while data is collected only for 10 km which is totally inadequate and incomplete. As per Para 4.1 of Manual, primary baseline data (air, water, noise, soil, etc.) falling with 5 km from project boundary and secondary data from 15 km aerial distance, as mentioned part 9 (III) for Form I of EIA notification. h. Base line data for land, a list of areas, features of land and demographic profile is provided for compliance which is ignored (as per para 4.2.1 of Manual). i. As per Para 4.2.2 of Manual related to topography and states, baseline data of topography is not provided as required.	a. RO MoEFCC Bangalore is in the process of issuing the compliance statement as per the ToR requirement. b. Pls. refer our response to 85(vi) and 85(vii). c. CRZ maps was part of the Draft EIA report. d. Not required as this modernisation project is not involved with marine area expansion. e. Pls. refer our response to 85(vi) and 85(vii). f. This is a modernisation of the existing terminal facility in operation since 2004. Therefore, alternatives are not required. g. As per the EIA guideline and ToR approved, detailed baseline status (primary baseline data at 5 km and secondary at 10 km) of air, water, noise, ecology and land environment is reported in the EIA Report, Chapter 3, Environmental Baseline Status. h. Detailed land use pattern is reported in EIA report Chapter 3, Environmental Baseline Status, Section 3.13, page no. 3-14, and demographic profile in Section 3.20.1, page no. 3-77. i. Topographic detail of land use pattern is reported in EIA report Chapter 3: Section 3.13, page no. 3-14.

	j. As per Para 4.2.3 of Manual related to Geology and states, baseline data of geological conditions mainly in the coastal area are not furnished. k. As per Para 4.2.4 of Manual related to soil and states, geo technical properties of soil upto depth of 10 m below the proposed dredged depths where dredging is involved, are not included in the report. l. Report fails to consider water quality standards for coastal waters (Para 4.3 of Manual) to the 'designated best use' especially in view of proximity of shell fishing and eco-sensitive areas to Chicalim, Sancole etc. m. Para 4.4.1 of Manual related to Coastal Hydrology/ Geomorphology and requires collection of oceanography data for construction of breakwater and capital dredging, However, no such study is carried out despite dredging required for the proposed enhancement project. n. Baseline data to be collected at project area for bed sediment contamination by measuring various parameters as per para 4.4.2 of Manual, but no such data is included in the report. o. Para 4.4.3 requires the sampling to be generally carried out at different depths, but no such sampling is done. p. As per Para 4.5 of Manual related to baseline status for biological environment of water encompasses both land, coastal and marine habitat are not collected in the study. q. As per Para 4.5.1 deals with marine/coastal ecology which includes species of bacteria, phyto, zoo, benthos, coral, sea weed, shellfish, fish and other aquatic biota, terrestrial flora such as mangroves and wetland. However, neither the marine/coastal ecology nor the impact of the proposed dredging on the flora and fauna are studied. r. Para 4.5.2 of the manual deals with flora and fauna in the neighbourhood and states. However, secondary data as specified in the manual was not collected. s. Para 4.6 related to air environment and requires detailed meteorological data to be collected which is not in the report. Baseline data of air quality parameters extending an area upto 5km from the project boundary should be generated for one season other than monsoon as per CPCB norms. However, it is not collected. t. With regard to socio-economic and occupational health environment, report fails to present socio-economic data required for the manual. u. Para 4.10 of Manual dealing with public utilities like road, rail and inland waterways. However, the report fails completely address the	j. This is a modernisation of the existing port facility without any additional land area development, therefore, geology of the area is not required to be studied. k. Dredging is not part of the modernisation project. l. Water quality parameters analysed is within the permissible limits of "Class IV" water for the ports and harbours. m. Project is not involving with additional marine area development like breakwater construction, dredging, etc. n. Bed sediment analysis for toxic heavy metals are reported in EIA report, Chapter 3, Environmental Baseline Status, Section 3.17.3, Page. No. 3-41. o. Marine ecology sampling is done at both surface and bottom waters. p. Both marine and terrestrial ecology data is reported in EIA report, Chapter 3, Environmental Baseline Status, Section 3.17, page no. 3-28 and Section 3.18, Page no. 3.63 respectively. q. Detailed marine ecology data is reported in EIA report, Chapter 3, Environmental Baseline Status, Section 3.17, page no. 3-28. r. Detailed marine ecology data is reported in EIA report, Chapter 3, Environmental Baseline Status, Section 3.17, page no. 3-28. s. Air quality data, collected as per CPCB guideline dated 16.09.2009 from 5k project area is reported in the EIA report, Chapter 3: Section 3.15, page no. 3-17. t. Socio-economic data is reported in EIA report Chapter 3, Environmental Baseline Status, section 3.20.1, page no. 3-77. u. Pls. refer our response to 85(vi) and 85(vii). v. Dredging is not part of the modernisation project, hence is not significant.

	direct impact on various public utilities such as Dabolim airport, which is threatened with closure due to coal truck transportation that will take place on its approach road after NH 17B and NH 4A operational. v. Chapter 5 of manual details guidelines for assessment of impact upon various facts of the environment. Report fails to consider the impact upon marine and coastal ecology, flora faun, fisheries, fishing community and people of Goa at large due to dredging required for enhancement of capacity at berths. w. Details of the benefits of the project and cost benefit analysis are to be included in chapter 8, 9 of the report.	w. Pls. refer our response to 93(xii.l).
iii.	FORM I- Gross Fraud and Concealments: Form I submitted has portray the expansion of berth capacity as being stand alone, though dredging of the port, rail connectivity and road connectivity are essential for capacity enhancement. Form I contradicts that under section II, 9, 9.1 states that existing infrastructure will be expanded to take care of the project. Form I blatantly lies that there are no other existing or planned projects with similar effect, when Adani's berth 7 handling coal is adjoining berths 5a, 6A.	This is modernization of an existing Port Terminal in operation since 2004. The project does not involve any additional land acquisition, any increase in the railway infrastructure, road transport, any water/marine side changes or any major civil construction. No effort has been made, as alleged, to conceal any fact or information from the EAC, MoEFCC or any other statutory agency in the course of the project.
iv.	People's Participation- Violation of the Constitution: The constitution of India, after 74th amendment, requires people's participation in important decision making such as enhancement of coal handing in their close vicinity such as Vasco. This project and EIA study should be considered only after the constitutional participation of the people of Vasco in the decision making is fulfilled.	Public consultation is part of the EC process as per EIA Notification, 2006, which is conducted as per the public demand.
v.	Illegal Occupation of land and water by MPT: MPT has illegally taken possession of lands belonging to Communidade of Mormugao and the waters of the harbour and sea belonging to local fishing communities. There has never been any form of legal transfer of land or rights of the local communities. EAC/MoEF has failed to carry out their responsibility by issuing ToR without verifying ownership of lands. The matter is pending before Hon'ble High Court of Bombay at Goa.	Comment is not directed to the project proponent.
vi.	MPT is front for private port: The said project is contrary to the Public Interest. It is only for huge profits to be made by SWPL and Adani and is destined for factories belonging to these private corporations. • It will accelerate global warming-a mortal threat to all of humanity.	Pls. refer our response to 1(iii), 4(i.d), and 85(i.a).

	• It will pollute air, water and land all over Goa slowly killing lakhs of residents. • It will kill all marine life in the harbour, rivers, sea, bays and Khazan lands • It will cause collapse of susceptible and eco-sensitive slopes around the harbour and Vasco Bay due to dredging, thereby displaying tens thousands of residents and causing massive socio-economic and environmental destruction.	
vii.	Past Records of JSW: JSW has been charged with suspected irregularities in allocation of a coal block. A Fir was registered against JSW on 07.02.2017 for cutting mangroves for constructing a jetty at PEN, Maharashtra without environmental clearance.	Observation is not correct and also, not relevant to the project.
viii.	Intentional concealment of plans to increase coal imports through Goa: The project is for multifold increase in coal handling at MPT for onward transportation to power plants and steel plants located and proposed at remote areas of Karnataka, Maharashtra and Andhra Pradesh. Therefore, actual scope of works for the Environmental and Socio-economic Impact study should have included; • Dredging of the sea, river and estuary • Construction and expansion of berths at the Port • Handling of the coal at the port trust • Construction of rail and road connections to Karnataka for transportation of increased coal throughput • The proposed steel and power plants at Karnataka and other States. • PP has committed gross fraud by concealing the actual nature of the project from MoEF. • MoEF has grossly erred by not considering the entire project in spite of information being available regarding other projects and by issuing ToR. • Govt. has intentionally concealed the fact that it has planned to turn Goa into a coal hub for Adani, JSW and others. • Constitution of India requires all planning to be done in consultation with the people.	• Dredging is not part of the modernisation and consequential capacity enhancement project. The proposed modernisation is with or without dredging, which has no bearing in the present development. • No additional berth is required and no additional waterfront is required for this modernisation project. • No query raised, hence no reply is being offered. • No road transport of cargo is at present and future also. There is no proposal for railway line expansion by SWPL. The increase in cargo can be accommodated in the existing railway infrastructure. • No query raised, hence no reply is being offered. • This is modernization of an existing Port Terminal in operation since 2004. The project does not involve any additional land acquisition, any increase in the railway infrastructure, any water/marine side changes or any major civil construction. No effort has been made, as alleged, to conceal any fact or information from the EAC, MoEFCC or any other statutory agency in the course of the project. • pls. refer our response to 1(i). • No query raised, hence no reply is being offered. • Public consultation is part of the EC process as EIA Notification, 2006 and is conducted as per the public demand.
ix.	Fragmentation of Scope of Works to violate Environmental laws: The actual scope of the project includes the dredging of the Mormugao harbour at present (and of 6 rivers of Goa in future), usurping numerous	Pls. refer our response to 1(i), 84(iv.c), and 85(i.a).

	fishing facilities across Mormugao, Salcete and Tiswadi Talukas, creation of berths and jetties for coal handling, expansion/development of existing berths, creation of 4-lane highways and double tracking of South-Western Railways through our villages and western Ghats. It is seen that PP has deliberately ignored all other related works except those related to berths 5A and 6A in the study, thus violating EIA Notification. The project has been split into tiny segments, each of is meaningless on its own. This is a devious attempt to conceal grave impact upon the environment, economies and society of Goa and violates EIA Notification, 2006.	
x.	Destruction of fisheries of Goa: The proposed plan for increase in coal imports through Goa are documented in the Final Reports for Sagarmala (Vol V). It is clear from the report that the fisherfolk communities of Mormugao Taluka and Betul fishing village shall be totally displaced by the project. Proposed dredging of the Mormugao harbour shall totally destroy the fisheries of Maorugao harbour and neighbouring areas, including Vasco bay, Chikalim and Sancole. Baina fisherfolk are also proposed to be totally displaced for the road networks, workshops and CFs facilities. 6 rivers are being nationalised and dredged in order to allow coal handling to be taken to the interior parts of Goa, spreading the destruction of rivers, lands and villages to the interiors of Goa. These destructive plans will totally ruin Goa's fisheries industry, destroy its unique marine life biodiversity and damage to socio-economic of state of Goa	Dredging of 6 rivers is not in our scope of this modernisation project. It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing operation completely on the Port backup/land side. No change on the berth/marine side is proposed. Also, pls refer our response to 85(i.a).
xi.	Displacement of fisher folk communities: The fisher folk communities of Goa are already under siege from the losses of fish stocks and other problems created due to growth of urbanisation, tourism, industries and mining, resulting in destruction and pollution of the fisheries, fishing infrastructure and nurseries. The proposed increase in imports of coal, dredging and required infrastructure will totally displace the fishing communities of Goa. The EIA study is has not attempted to quantify the displacement and losses to the fishing communities from Khariwada, baina and Desterro who are directly affected by dredging, which is essential part of the project, and by road construction works that are already commenced. EIA study even fails to record the displacement of over a hundred fisher folk families from Baina, Desterro and Khariwada.	It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing operation completely on the Port backup/land side. No change on the berth/marine side is proposed. Dredging is not part of the modernisation and consequential capacity enhancement project.

xii.	Coal Pollution: The city of Vasco-da-Gama, Mormugao, Dabolim, Chicalim, Sancole, Cortalim and other norten banks of Zuari river upto Dona Paula are already suffering from severe coal pollution and this fact is admitted by numerous show cause notices and stop work orders by GSPCB. MPT, Adani, SWPL have not been able to arrest the pollution despite numerous notices and orders issued. The proposed increase in coal imports will be a health and environmental disaster for all these heavily polluted areas. Coal handling must not increase in such densely polluted area knowing the grave impact upon the health and environment of local population. The PP has deliberately concealed all the facts about chronic and untreatable failure to control air pollution from the existing coal handling facilities. The EIA study completely fails to acknowledge the notices issued by GSPCB, the chronic dust pollution faced by the residents and failure of the PP to address these serious issues.	Necessary compliance to the direction of the GSPCB were duly and promptly made and the matter was resolved following proper procedure. The standards for air emissions (NAAQS, 2009) notified by the Govt. of India are being met by us. We will adhere to the emissions standards in the capacity enhancement phase by installation suitable APCMs. Proposed emission control measures are given in the Chapter 4, Impact Assessment & Mitigation Measures, section 4.3.4, page no. 4.14. No significant impact on air environment due to the proposed capacity enhancement is envisaged.
xiii.	Displacement of people due to Railway; • Double tracking of South Western Railways is proposed is proposed only for the transportation of coal proposed to be imported. • The existing railway line passes through heavily populated villages of Goa and double tracking is not possible with massive displacement of local communities. • The health and noise impact on the local population along the rail line will increase dramatically. • The loss of sustainable economies and destruction of environment along the railway lines will be equally devastating. • The destruction and fragmentation of the Western Ghats (WGs) due to the double tracking of the railway line is a threat to the WGs wildlife, especially the parts of North Goa.	Evacuation of cargo by railways is an ongoing operation. No expansion of the railway line by the Indian Railways is necessary to accommodate additional cargo proposed to be handled as part of the capacity enhancement project, as the existing rail infrastructure is sufficient to handle additional cargo.
xiv.	Displacement of people due to NH17B and NH 4A; • The ongoing works being carried out in various sections of the NH 17B and NH4A are only for the additional coal imports, which is concealed from Public. • These works will destroy large sections of eco-sensitive a forests, CRZ area, prime agricultural lands, water recharge are and settlements of local communities. • Expansion of the section of NH 4a bisecting WGs at Mahaveer national Park/WLS is part of these work. Expansion of road through these forests and steep sploes will be an environmental disaster.	No road transport of cargo is at present and future also. SWPL has not proposed any road expansion due to this modernisation proposal.

	• The road expansion works for the proposed increase in coal imports is being concealed intentionally to misrepresent the impact of the project.	
xv.	NO provision for Post-Facto Clearance under EIA Notification, 2006: • PP have already carried out parts of dredging work, displacement of over a hundred hundred fisherfolk families from Desterro, Baina and Khariwada, destruction of Baina Beach sand dunes and erosion-prone hills of Desterro fill for construction of flyover for NH 17B from MPT Gate 9 (join NH4A to Belgaum), filing of Khazan lands at Loutolim for missing link for NH 17B and hill cutting and tree felling works in section of NH4A at Khandepar, etc. All these works are for the coal expansion and should have been studied before starting the work. • The state Govt., MPT and union Govt. have intentionally concealed these facts and proceeded with the work without carrying EIA study for whole project envisaged under EOA notification. • Ad there is no provision for Post-facto clearance under EIA notification, this proposal must be rejected and the lands and river beds must be restored.	Pls. refer our response to 85(vii), and 85(i.a).
xvi.	Climate Change, Global Warming: • India's commitment to the international community declared in its INDC which require reduction in fossil fuel consumption 40% by 2030. Increase in coal infrastructure is not the way forward to India's commitment to reduction of fossil fuel. • Rate of global averaged temperature rise as displayed on websites of NASA and other research organisation is so alarming and urgent that we must reduce coal infrastructure. The project is for increase of coal use, but no mention about climate change or global warming in the EIA report, reveal deliberate concealment of the most important aspect of the project.	The proposed project is for handling of coal at a port terminal. Enhancement in capacity is a result of better efficiencies proposed due to modernisation and better utilization of existing capacity. It is beyond scope of the EIA to address global climate change issues.
xvii.	Failure to Consider Cumulative Impact: • Zuari river and it's estuary, coastal waters of Mormugao and Sancole bay and Chicalim are heavily affected by pollution and ill-effects of human activities sucgas mining, port activities, construction and repairs of ships and barges, settlements, urbanisation, tourism and industries. EIA report does not manky any references to these activities and cumulative impact on their account. • The EIA study does not consider the heavy erosion of the coast of the region. Some of the critical issues missed out due to blinkered approach of the consultant are;	The EIA/EMP report is prepared in accordance with the ToR for EIA issued by the MoEFCC. The baseline environmental monitoring takes into account pollutants contributed from other existing industries/operations in the MPT area. Monitoring locations of parameters have been selected in such a way that they account for pollution from different sources in the area. Details of sampling locations of different environmental parameters are given in Chapter 3, Environmental Baseline Status. It is categorically mentioned in the EIA report and in other statutory submittals that the proposal is about modernisation of an existing

	a. Restart of Mining- The Hon'ble courts allowing fresh iron ore mining in Goa. The commencement of large scale mining shall give rise to massive pollution of the seas and rivers and impact of the mining activity on the fishery, marine life and affected fisher folk will be tremendous. b. Tourism- Tourism is backbone of Goa's economy and visited by tourists because of its green and clean image. Increase in coal handling will cause a dramatic drop in Goa's tourism concepts such as dolphin watching, coral reef diving, etc, but also due to impact on beaches, Vasco town, airport area c. Fisheries- Goa fisheries are facing severe losses of fish stocks due to anthropogenic activities. It is an alarming state of decline. EIA study does not consider the health of Goa fisheries. d. Coastal Erosion- The sandy beaches of Goa are already facing severe erosion and documented. The dredging and operation of large no. and size of ships will aggravate erosion and study does not consider these facts. e. Real Estate and Urbanisation- Study area including river, sea and land are facing severe impact due to urbanisation and real estate, which are causing severe pollution, erosion, siltation and other negative effects on marine and terrestrial environment as well as the economy and society of goa. EIA report has no reference of its impact. f. Carrying capacity of Goa- Goa's tiny land and waterways used for traditional resulting a sustainable economic and social growth. Today the same land and waters are being diverted for pvt. profits for Adani, and JSW, 5-star tourism, cruise ship tourism, casinos, marinas, industrial growth, educational and medical institutions, real estate, mining, and infrastructure projects causing severe conflicts. It is essential that carrying capacity are first carried out for the state of Goa considering all the existing economic activities and their cumulative impact on land and environment.	operation completely on the Port backup/land side. No change on the berth/marine side is proposed. Observation is not correct. The shoreline status of the project area is reported in Chapter 3, Environmental Baseline Status, Section 3.14, Page no. 3-16. a. Comment is not relevant to PP. b. Comment Is not relevant to PP. c. The information given in the EIA report, Chapter 3, Environmental Baseline Status, Table 3.42, Page no. 3-75 clearly indicated an increase in marine fish production for the period 2011 to 2015 (Source: Directorate of Fisheries, Govt. of Goa). d. No dredging has been proposed as part of our modernisation and consequential capacity enhancement project. e. Comment is not relevant to PP. f. Comment is not relevant to PP.
xviii.	Inadequate and Facile EIA Study: EIA study carried out for the project fatally flawed, inadequate and gross violation of EIA Notification as follows; a. Gross Concealment of facts in Form I: • No copy of Form I is available. PP has submitted false Form I. It is incomplete as it has concealed the fact that the project includes dredging of the harbour and approach channel, increase in coal	The observation is not correct. As per procedure given in the EIA Notification, 2006 (amended) SWPL duly obtained Terms of Reference (ToR) from MoEFCC, New Delhi for carrying out the EIA. The EIA/EMP report is thus prepared in accordance with the ToR for EIA issued by the MoEFCC.

	handling and resultant pollution, double tracking of south western railway and 4 laning of NH 17B and 4A to Belgaum. • Form I should have indicated numerous scheduled I species and coral within the study area and socio-economic importance of the Bay for Goa's traditional fishing industry. b. All 3 studies are superficial and Data is copy pasted in the reports: Three studies have been carried out simultaneously by the same consultant WAPCOS. The entire introduction and some parts are copied and pasted in the 3 studies. The EIA studies have been completely ignored and socio-economic and environmental reality of the study area. c. Inadequate and incomplete ToR: The ToR is also not available, but is obviously grossly inadequate as the consultant has not been instructed to consider parts of the project related to river dredging, transportation infrastructure, operation of the increased coal handling and resultant impact on people and environment. Failure to mention coral reefs, schedule I species and fisher folk communities renders the ToR even more irrelevant and inadequate. d. Failure to Refer Literature studies and secondary data: EIA consultant has failed to refer documents available in public domain and studies by WWF, NIO etc. on rich floral and faunal diversity (dolphins, whales, rich coral reefs and schedule I flora fauna of terrestrial origin) within the study area. Large no of traditional fishing and rich fisheries within the study area and their economic significance. Chronic problems of coal pollution faced by Vasco locals and failure of company to address these problems despite several notices from GSPCB. e. Failure to carry out Primary studies: EIA consultant failed to carry out any primary studies of environmental and socio-economy within 10 km of the study area. As the coal pollution is an issue highlighted the proponent need to carry out a detailed study of the health issue related to air pollution face by the residents. f. Totally incorrect Baseline Data: The absence of meaningful baseline data makes EIA study false and irrelevant. For Exa. By stating that there are no dolphins, whales, coral reefs, nurseries etc. in the study area, the EIA study ignores biodiversity of the study area. Number of fisher folk and their dependant living in the study area is much higher than what is stated.	a. Form I was part of the draft EIA report circulated for public consultation. This is modernization of an existing Port Terminal in operation since 2004. The project does not involve any additional land acquisition, any increase in the railway infrastructure, any water/marine side changes or any major civil construction. No effort has been made, as alleged, to conceal any fact or information from the EAC, MoEFCC or any other statutory agency in the course of the project. A detailed list of sensitive elements in the impact boundary of 10 km radius from the approx. centre of the project will be included in the final EIA report for due perusal of the EAC, MoEFCC and other statutory agencies. Form 1 is a pre-EIA submittal in accordance with the EIA Notification, 2006 (amended). Details about environmental elements can be submitted only after the EIA study. b. As our project is part of the same impact area as of the other two projects proposed by MPT (namely, 1. Capital Dredging and 2. Redevelopment of berths 8 and 9 and barge berths), it is quite logical that some contents of the EIA reports will be common. There is no restriction on M/s WAPCOS Ltd, Govt. of India to take up projects at any location either under the framework of EIA Notification, 2006 (amended) or under any circulars/OMs/notices or other communications of the MoEFCC or any other statutory body. ToR was part of the draft EIA report circulated for public consultation. River dredging is not part of the modernisation project. c. Relevant literature survey and secondary data collection from various Govt. organisations is done for the project area and reported in EIA Report, Chapter 3, Environmental Baseline Status.

	No quantification of economic and social displacement of fisher folk due to dredging and increased coal handling has been attempted. g. Unsubstantiated statements in the report: EIS report makes statements without stating references. h. Intentional concealment of grave destructive impact: The consultant has falsely and concealed the actual nature of the environment, economic and societies of the study area. Falsifying baseline data in order to portray falsely that the impact on the environment and socio-economies will be much lesser. i. Inadequate experts and studies: increase in coal import sand river dredging shall have grave impact upon lakhs of residents, since its effect is already being experienced. However, no studies have been carried out of the existing health problems and anticipated increase in the same. No proper studies have been carried out of the impact of the dredging, increased no. and sizes of ships and increased coal handling on marine life, biodiversity, fisheries and livelihood of the fisher folk. j. Reclamation not considered: EIA report sates in Para 3.7 "The land between headland slope and approach channel has to be reclaimed to meet the necessary back up area requirement" However, this information is neither reflected in Form I nor considered in the report anywhere. k. Fabricated Test Results: Air test results 3.10 are completely fabricated as is obvious from the extremely low reading recorded, which are impossible in a city even without the problem. All PM10 readings are false and try to show that there is no pollution in Vasco. l. Arbitrary objective stated, not even considered: Section 5.1 of the chapter related to EMP states "The importance of EMP in EIA study is to ensure that the stress/load on the ecosystem is within its carrying capacity. However, neither the neither carrying capacity of the ecosystem nor stress on the ecosystem is quantified. m. Alternatives: There is no attempt made by the consultant to consider any alternatives to the proposed project. It exhibits a pre-meditated decision to increase the coal imports through Goa without any consideration for the environmental and socio-economic destruction. Failure to consider the use of indigenous coal instead of imported coal. n. Cost Vis Benefit: No cost vs benefit studies are carried out. There is no attempt to quantify the baseline data or costs and benefits of the project.	d. Primary baseline studies have been carried out for ambient air, noise, water (ground water, surface – including marine), soil (including marine sediments), ecological and biological parameters for marine and terrestrial domains, as described in detail in Chapter 3, Environmental Baseline Status. Demographic profile of the project area is based on the census report, 2011. The information presented in this chapter has been mainly extracted from Primary Census Abstract, 2011. Primary baseline data for socio economic study was not scoped as the proposed project does not cause any direct and significant negative impact on the local inhabitants, as no further land acquisition is proposed in the capacity enhancement project. No dredging has been proposed as part of our capacity enhancement project. e. Please refer to our responses to the point above. f. The EIA has been prepared based on several secondary data sources of which are duly credited in the various chapters of the EIA report. g. Please refer to our responses to the point above. h. Dredging is not part of the modernisation and consequential capacity enhancement project. i. Marine area expansion is not part of the modernisation project, hence no reclamation is part of this project. j. Observation is not correct. k. The statement made in the Chapter 5, Environmental management plan, section 5.1, page no. 5-1 is made in the context of premise of laying down suitable and commensurate EMPs to contain/ameliorate negative impacts from a project activity. The EIA study does not point out any environmental

		parameter having reached its carrying capacity with respect to the present operations or proposed capacity enhancement. l. This is a modernisation of the existing terminal facility in operation since 2004. Therefore, alternatives are not required to be studied. m. Cost benefit analysis is to be carried out only if included as part of the issued additional ToR by the MoEFCC in accordance with the EIA Notification, 2006 (amended), Appendix III, Sr. 9.
xix.	Sustainability and Precautionary principle not considered: Nowhere in EIA are the words 'sustainability' or precautionary principle' are mentioned. We reject the EIA study as they are totally fraudulent and in gross violation of EIA notification. We oppose the project as this is against the interests on not only fisher folk of Goa , residents of Vasco-da-Gama, Mormugao, and other affected villages, residents of other parts of Goa and the marine life of the seas and rivers of Goa, but is also against National and global interests.	No query raised, hence no reply is being offered.
100.	**Avinash Tavares, Fatorda, Margao**	
i.	Inadequate Testing Sites: EIA report is flawed as the study conducted over a small area of less than 4 km radius, not the entire 10 km area.	The project site is uniquely placed on the northern face of the SADA headland and is surrounded by sea (immediately in the north and in the south). The possible source of air pollution is from Port Terminal operation is particulate matter of fugitive origin, which is controlled largely by the pollution measures implemented at site. Further, these very low concentration emissions, if any, is not likely to travel over larger distances under normal atmospheric conditions. Accordingly, the AAQ baseline stations have been located within 5 km radius or there about of the project site, to catch the low intensity pollutions, if any, before the air pollutions are dispersed.
ii.	Ambient Air Quality measured during Summer & missing wind Information: During summer months, air rises along with poisonous emissions. Right time to measure emission is during winter when cooler air remains ground level with minimum wind. This is the time people fall sick due to smog and pollution in air.	The EIA study was carried out in accordance with ToR issued by the Ministry of Environment, Forest and Climate Change (MoEFCC).

	Wind direction study has been intentionally not being conducted and is missing from the EIA. WAPCOS intentionally selected these months and omitted the wind pattern studies in order to collect the lowest possible readings.	
iii.	Misleading Ambient Guidelines: (Table 3.1 of the EIA Report) Average readings are compared to daily limit of the Indian standards and not annual average of Indian standards of Ambient Air. According to the readings of particulates and NO2 in table 3.1 exceed the annual average Ambient Air Quality. It is evident that WAPCOS try to misinterpret the data by comparing it to 24 hours' permissible limits. This is an intentional misrepresentation of data.	The study has been for a three months' period, therefore NAAQS annual mean has not been compared with, which is as per standard practice.
iv.	WAPCOS claim that dust pollution will be low because of high moisture content coal is imported. This is false since the input high ash and low moisture coal which is cheaper (page 4.16 and 5.6 of the EIA Report) Handling of such coal results in dust pollution.	The statement is wrongly quoted. We stand by the statement made in the EIA report.
v.	The impact of the proposed project on the water environment has not been stated in the study. For example, the lead content in the EIA report shows that the Port waters are 260% higher than the level in sea water. Safe parameters of heavy metals contamination in the water is not given in the report.	The water environment is considered in the report and the parameters as laid down by the ToR issue by the MoEF is listed in the EIA, report. Since SWPL is not in control of the waterside operations, and heavy metal if any would be the cumulative of all the material handling since the inception of the port, SWPL would be not in a position to answer the same.
vi.	Soil testing has been done only around the port area and not in the affected area in a 10 km radius. Soil has not been tested for presence of heavy metals like mercury and arsenic presence.	Nature of activities in the proposed project is a presently on-going process, and no change of the activity is proposed except increase in the efficiency of handling, bringing in consequential increase in the annual throughput. Therefore, since there is no change in the process, this is not likely to make any impact on the soils of the impact area. Soil analysis has been carried out to establish soil quality baseline.
vii.	a. The impact of coal dust that will be generated during operation of the proposed project has not been assessed.	Pls. refer our response to 1(iii).
	b. Inefficient water sprinkling controlling P10 and P2.5 Particulates.	Water sprinkling is carried out using modern equipment sufficient to curtail fugitive emissions.
	c. Smaller particles less than 10 micron (PM10) can remain in air several days and spread by wind over wide area or long distances from original source. Fine particles (<2.5 micron) may remain in the atmosphere indefinitely. Due to lack of sensors between 5-10 kms and short duration of testing, The EIA reports fail to convince that dust does not travel greater distances.	Ambient air quality analysis is done as per the NAAQS, 2009 guideline.

viii.	EIA report states that the sludge produced from the settling tanks which has fuel value can be distributed among villagers. He also states that this sludge is extremely hazardous as it is acidic and filed with toxins and heavy metals. Burning of sludge as fuel it is extremely hazardous for the health of the Villagers and in particular Children. This shows the casual approach of MPT in handling coal waste. The percentage of coal settling is also not carried out by the project proponent.	The water sprinkled on the coal mostly gets absorbed by the coal and flow is nearly absent. The coal heaps are continuously covered; rain water does not come in contact with coal heap. Hence the quantity of leachate is very less. The occasional leachate flows into the dump pond where the coal particle settles. The sludge resulted are cleaned periodically and disposed as per norms. No distribution of sludge cakes carried out in our facility. In any case EIA only records inform of advisory and not for mandatory implementation.
ix.	Disaster Management Plan if there is torrential rain such as the Disaster that recently took place at Adani's Abott point Coal Port in Australia	The cargo is placed under complete waterproof coverage including during monsoon. There is no possibility of rain water meeting with the cargo under storage conditions. Hence, the leachate flow is not possible.
x.	Disaster Management Plan if there is a sinking ship (such as the Adani's ship that sank off Mumbai Coast) is not in place	The marine waterside activity is controlled by the MPT, since the conservancy of the port is vested on them. SWPL has not control on navigation, ship manoeuvring and other allied activities.
xi.	The impact of increase emissions from increased trucks and trains to the Port has not been considered in the EIA.	There is no road transportation of cargo in the Project at present and the same is not proposed in the proposed modernization phase as well. The covering of train cargo cars is carried out immediately and automatically, after the loading operation using the in-motion wagon loading system with all round rope sealing thus not leaving any possibility of any escapement of cargo. This is a zero-exception and zero error activity, carried out with utmost stringency by the project proponent.
xii.	Besides the ballast water management guidelines are not in place at the Port and the suggestion in the EIA report (no dumping of Blast water will be allowed) is contradictory to Mormugao Port Rules 1966 which states that discharging Blast water shall do so only at such Berths as the Dy. Conservator may direct as well as emission control levels are not spelt out by the project proponent.	Ballast water guidelines are communicated to the vessels by MPT and the same are enforced strictly as known to us.
xiii.	MPT must not expand the Port till the area is declared as Emission Control Area or ECA to control sulphur levels SOx, NOx etc. as the Vasco Bay is Eco Sensitive.	Comments not directed to the project proponent.
xiv.	JSW or MPT has not given an undertaking that it will implement the CSR activities in the future.	CSR is committed during PH shall be implemented positively.
xv.	Impact on fishing activities have not been considered since MPT in its proceedings of 24th Board of Trustees, 4th Meeting dated 08/09/2010 page 33 para 7.21 where the MPT Chairman stated that Khariwada fishing Jetty will be moved out in a year and half. He also stated that hopefully there will be no fishing lane in Zuari.	Comments not directed to the project proponent.

xvi.	Disaster Management Plan does not factor in the risk posed by proximity to Ammonia / Naphtha tanks.	Comments not directed to the project proponent.
xvii.	Therefore, the Rapid EIA conducted by WAPCOS is inadequate since the project will be operational throughout the year. It is evident that the project is extremely hazardous and environmentally unviable and therefore must be scrapped.	WAPCOS is a NABET accredited consultant, with experience in wide range of projects. The EIA is meticulously carried out in the framework of the ToR.
xviii.	The EIA report prepared by WAPCOS has several discrepancies pointed out by him (refer to written submissions). It won't be wrong to suggest that the report is biased towards the PP with several sins of omission and commission all of which warrants or vigilance inquiry against WAPCOS.	The EIA report has been prepared based on appropriate and project specific scoping, additional ToR for EIA issued by the MoEFCC, sector specific EIA Guidance Manual and sector specific standard ToRs published by the MoEFCC.
101.	**Seby Mascarenhas, Vasco, Goa**	
i.	We strongly oppose to stop the coal handling at berth 5 and 6 at Mormugao Port. Citizens of Vasco is facing health hazards problems of coal dust. Request the authorities concern to conduct to road inspection, site of handling of coal, and survey of sick people on neighbouring area of port.	No response is offered.
102.	**Gandhi Henriques, Vasco**	
i.	This public hearing is an outcome of the order/judgement of NGT dated 2nd September, 2016	Observation is not correct.
ii.	The PP "Mormugao Port Trust" secured EC for "A" category project however this clearance was quashed for want of Public hearing.	Comment is not directed to PP.
iii.	At the final stage when the NGT was hearing the case, at Page 31 of the order it stated by the MPT, 60 % pf the project work was completed.	Comment is not directed to PP.
iv.	Today the same is proceeding in the PH in 3 parts for 3 days This is serious issue as the project is one and the EC obtained was one. a. I would like to know what percentage of the 60 % level the work is completed as of today, taking into account the NGT was informed 60% project was completed before the date of the order. b. What has been the cost and in case the project is rejected what will be the cost to return to the original status.	Comment is not directed to PP.

v.	The PP as can be seen at page 17 had proposed berths 5 and 6 to be deepened to 19.8 m and berth 7 to be deepened to 16.5 m. MPT is required to tell the public weather deepening of berth no 7 is dropped or has already been completed in the 60% work already y done. Clarification is necessary for the public to know what quantity of the 15 million cum dredged material is completed and the location it has been dumped.	Comment is not directed to PP.
vi.	The NGT had found merit in the argument that weather capital dredging could be considered in isolation to the port cargo handling capacity. a. What would be the breakup for berth 5 and 6 while considering this project. b. What quantity of material dredged at berth 5 and 6. What is the quantity of water increased at berth 5 and 6, and how much cargo handling capacity increased at berth 5 and 6. c. When the public is being consulted in raged to capacity enhancement, sure it should have been clearly shown what cargo is to be handled for enhancement d. It appears it is coal. If coal, has any dome type handling of coal is constructed, within the 60% work completed. Over the years' coal powder and coal drop on the roads and carried by wind has caused lots of suffering to the people of Goa. Any increase will destroy our ecology, livelihood of fisherman and people of Goa will be deprived of fish at large. e. Both coal and woodchips have doe lots of damage to the port city. It is my humble submission this project is not in the interest of state of goa and its people f. The project ought to be rejected in the best interest on state of Goa.	Dredging is not part of this modernisation proposal. The proposed project is with or without the capital-dredging project, which has no bearing in the present development and are not dependent.
103.	**Vasudha Sawaikar, Ponda, Goa**	
i.	The JSW subsidiary in the USA has been fined on three separate occasions by legal authorities in the USA. In December, 2015, A district judge in the USA had asked JSW steel subsidiary to pay a fine of 156 million for violations of Anti-Trust law	Comment is not relevant to the project.
ii.	In the Tete province of north western Mozambique, Jindal Mozambique minerals operated the Chirodzi coal project. Since its arrival, Jindal has been responsible for violating community rights, damaging environment through open-pit mining, and abusing Mozambican works.	Observation is not correct.
iii.	In India, Jindal group has been accused of various violations and fined by Delhi Hugh Court. Violations of various nature are;	

	a. Coal Gate Scam: Naveen Jindal and others charged with corruption criminal conspiracy. b. In January 2017, Post Coal Block allocations, Delhi HC dismissed Jindal steel's petition for dumping fly as in Chhattisgarh mines and imposed a fine of Rs. 1 crore. c. In February, 2017, FIR was registered against Jindal steel and other officials for flouting environmental protection norms. A criminal complaint was fined by the police on February 7, 2017, alleging that mangroves were cut near the Amba river of Pen on Govt. land and jetty is constructed in the river without getting environment clearance. d. The financial health of the company is questionable. "Default" Crisil Ltd has rated JSPL's debt Rs. 32,638 crores as default citing delayed payment of interests on term loans due to weakened liquidity. In January, 2017, SBI along with 8 other banks approached SC for recovery of loans for Jindal steel and power limited. The Jindal group is clearly undeserving any trust nationally or internationally to use or own or interfere in our right over our resources and hence proposal to be dismissed and rejected.	Comment is not relevant to the project.
104.	**Judith Coutinho, Goa**	
i.	Online Petition at Change.org signed by 900+ signatories "SAY NO TO COAL"	-
105.	**Parsuram U Sonurlekar and others, Mormugao, Goa**	
i.	Business and industry is to progress which will generate employment to 100's of people per say I, am not objecting enhancement of berth at MPT but I have a strong objection for handling of coal at MPT berth.	-
ii.	Operation of whatsoever nature carried out at the port has a direct impact on terms of environment, traffic congestion, and pollution. The port town at present has lot of problems like traffic and environmental pollution. The expansion and enhancement of berth 5A, 6A, 8 and 9 will cause a serious problem for development of Vasco and other city area. The city will be ruined by serious pollution and citizens of Vasco will be forced to leave city on account of health hazards due to pollution.	Pls. refer to above response to 1(iii).

iii.	Vasco and adjoining area are suffering from severe coal pollution and suffering from Asthma, treating new born babies have severe respiratory infection and environment pollution assessment has to be made immediately.	Pls. refer to above response to 1(iv).
iv.	It is observed that no measures are taken to cover the coal. Large amount of coal flies into the air and spreads Vasco city and adjoin areas including Dabolim, Chicalim and Sancloe which are within 8 km radius. Settling of coal in the commercial and residential area can be seen in naked eye.	Coal at the terminal is always tarpaulin covered and protected with wind shields to arrest air born particles to travel to distances. Also pls. refer to above response to 105 (ii & iii).
v.	GPCB has issued several notices to Adani, SWPL and MPT, but they have failed to control and arrest pollution and pollution is increasing day by day and the proposed enhancement will ruin the life of lakhs of citizens.	Necessary compliance to the direction of the GSPCB were duly and promptly made and the matter was resolved following proper procedure. Also pls. refer to above response to 105 (ii & iii).
106.	**Peter Cyril Anrade, Vasco, Goa**	
i.	Has Mormugao Municipal Council (MMC) given any consent to receive garbage from the proponents of the project. Has Mormugao Municipal Council (MMC) given any consent to receive the coal dust contaminated garbage from proponents of the project.	Solid waste generation from the terminal is of negligible quantity and handed over to MMC for further disposal, and this shall be carried out in future also.
ii.	You have ordered SWPL, Adani ports to cut down their coal cargo by 25%, have they strictly complied with the order.	Necessary compliance to the direction of the GSPCB were duly and promptly made and the matter was resolved following proper procedure.
iii.	The proposal encompasses a plan to bring in capsize vessels, are you capable of controlling the handling of the sludge oil or bilge oil discharged by such capsize ships.	The project is with or without the cape size vessels, which has no bearing in the present development and are not dependent. Also, the marine side activity is controlled by MPT.
iv.	There is a compliant from one Mr. Damodar Divekar under no. 19020 dated 23.01.2017 regarding the illegal handling of sludge oil, why there is no action on the complaint?	Comment is not directed to project proponent.
v.	In the Minutes you have mentioned speakers as objectors of the project, can you tell us how many have supported the project through representation or any other manner?	There are more than 250 representatives given their written consent favouring the proposed project.
vi.	GSPCB has withdrawn consent from 12 mining leases in the areas of village Sonshi, while nearly a week back you have asked the coal importers at Mormugao Port to reduce their cargo by 25 %. Is not it double standard that in one case you stop immediately and in other you cut handling, in spite of violations of your orders and conditions set in the consent to operate.	Comment is not directed to project proponent.

107.	**Residents of Chicalim, Dabolim, Goa, 70 signatories**	
i.	Existing operation at Berth 5A, 6a in MPT by SWPL to the capacity of 7.5 MTPA which have destroyed the marine ecology, terrestrial environment, ambient air quality, land and socio-economic aspects of population living within the study area which the report failed to mention and elaborate in the baseline data.	Detailed baseline status of air, water, noise, ecology (marine and terrestrial), and land environment is reported in the EIA Report, Chapter 3. The environmental data monitored are well within the air quality norms, and also within the class IV water quality standards for ports and harbours set by MoEFCC except few heavy metal parameters which are of anthropogenic origin.
ii.	EIA study has failed to highlight the baseline levels in air pollution caused by the existing operation. Unless this existing level of pollution are arrived and failure of the presently installed material handling system, dust entrapment systems and barriers is established, the report cant not go to next level of proposing to handle 15 MTP of coal, lime stone, etc.	Pls. refer to above response to 1(iii).
iii.	Respiratory and lung diseases have become rampant among the local population especially children and senior citizens are the worst affected due to coal dust which is floating in air day and night from the inception of coal handling at Berth 5a, 6a at MPT. Certain species of marine life, flora, fauna have also become rare if not extinct.	Pls. refer to above response to 1(iii) and 107(i).
iv.	Report by NIO, Goa prepared in February 2010 concludes as follows. • Rich marine biodiversity in Chicalim Bay- more than 200 floral and faunal species residing in the waters. Some species, such as polychaetes, not reported earlier from the region are entering Goa waters. • Natural stocks of Windowpane Oyster *Placuna placenta* inhabit the soft, mussy substrate of Chicalim bay. Even though population is good condition it is however under threat from overexploitation, pollution, siltation and other manmade activities. • Major problem identified is over exploitation and metal pollution which could result in disappearance on this important bivalve species. • 'Open access' fishery and destructive as well as wasteful fishing practices probably result in over exploitation and depletion of natural resources. • Increase in temperature increases the sensitivity of oysters to heavy metals as temperature affects the heavy metal toxicity tolerance in animal. Thus, over exploitation of oyster, combined with increasing temperature and pollution level particularly heavy metals may drag *P. Placenta* population to local extinction.	Pls. refer our response to 5(viii.c).

108.	**Rui M. Da Costa Araujo, Chicalim Biodiversity Management Committee, Chicalim, Mormugao, Goa**	
i.	It is a fact that certain quantity of charcoal falls in the water body or river at the time of handling. What are the measures taken to ensure coal does not affect biodiversity.	Bulk cargoes like coal, iron ore would be handled with closed grab unloader.
ii.	What studies have been conducted that it is not affecting biodiversity in the river	Pls. refer to our response to 107(i).
iii.	The local biodiversity management committee (BMC) should have a role to play, including BMC of the Vasco Municipality.	No response is offered.
iv.	Study conducted by NIO has been perused and as such it is recommended that the process for declaring the Chicalim Bay as protected area may be initiated.	No response is offered.
v.	The Chicalim Bay is a breeding ground for windowpane Oysters (*Placuna Placenta*) and is scheduled IV species as per the wildlife protection Act, 1972.	Pls. refer our response to 5(viii.c).
109.	**Maggie Silveria, Bharat Mukti Morcha, Diwar, Goa.**	
i.	Over past decade there has been public outcry due to air pollution due to coal handling at MPT	Pls. refer to above response to 1(iii).
ii.	Objection to MoEFCC granting permission to MPT for capital dredging and deepening of navigational channel for cape size vessels without public participation.	Comment is not directed to project proponent.
iii.	Deepening of channel meant to facilitate supply of coal to hinterlands of Karnataka to JSW power plant and steel factory for freight advantage.	The proposed project is with or without channel deepening, which has no bearing in the present development and are not dependent.
iv.	When there is shortage of water, can 5 lakh litre of water be made available to JSW on daily basis to extinguish coal fire.	Pls. refer our response to 23(xii).
v.	The intensity of coal import means increase in barge traffic in Mandovi Zuari rivers. Mining companies like Vedanta has filed complaints through Fishery department against the fishermen for slowing down of their barge traffic due to fishing activity in the river. Increase in barge traffic will push fishermen out of their livelihood.	Comment is not directed to project proponent.
vi.	In none of the EIA report fishing village on the banks of Zuari River like Carca and Odxel is mentioned.	Pls. refer our response to 23(viii).
vii.	Channel deepening to facilitate capsize vessels will impact ecology and public health that it's cost Goans unable to bear.	Pls. refer to above response to 109(iii).
viii.	Washing of barges in transit and dumping left over coal and ore in Mandovi and Zuari will increase river pollution causing unpredictable and irreversible effects on ecology and livelihood.	SWPL does not use barges for coal handling at present, and not envisaged in the future.

110.	**Debi Goenka, Conservation Action Trust, Mumbai.**	
i.	Please furnish copies of the environmental, forest and CRZ clearances received for the existing port	Environmental Clearance for construction of two multipurpose cargo berths (5A & 6A) in Mormugao Port is granted by GoI, Ministry of Shipping, (ports Wing) *vide* letter no. PD-26018/2/2000-PDZ(CRZ) dated 24.01.2001, under MoEF Notification No. H-11011/6/97-IA.III dated 9th July, 1997 (SO No. 494 (E).
ii.	Please also submit copies of all compliance and monitoring reports for the same. Please furnish copies of complaints and action taken, if any regarding same	The compliance and monitoring reports are submitted regularly as per the norms to MoEFCC, RO office Bangalore.
iii.	How much area of the proposed project falls within CRZ? Please describe in details the area under each CRZ category, along with maps and google images	Port activities are permissible under the CRZ Notification, 1991 and 2011. CRZ NOC for the port activity at berths 5A, 6A is obtained from Dept. of Science, Technology & Environment, Goa vide letter No. 7/13/90/STE/DIR/140 dated 27.09.2000.
iv.	Please give details about the mangroves, mudflats, corals, salt marshes, sand, rocky area falling under the proposed project area and under the study area	Coastal marine species as corals, turtles, dugongs, sea weeds, mangroves, etc. have been duly discussed in the respective sections in the EIA report, Chapter 3: Environmental Baseline Status, sections 3.17.9, page no. 3-61 onwards.
v.	Has the project proponent carried out mapping of the CRZ area and the HTL – LTL line, buffer area as well as mudflats, sand dunes and corals on 1:4000 scale on the CZMP approved by MoEF? If yes, kindly furnish.	Institute of Remote Sensing, Anna University, an authorised agency of MoEFCC has carried out the mapping of the CRZ area and HTL LTL line as per the CRZ Notification, 2011 in 1:4000 scale.
vi.	What is the expected increase in the marine traffic in the area? What will be the increase in the pollution due to the increase marine traffic?	The marine waterside activity is controlled by the MPT, since the conservancy of the port is vested on them. SWPL has not control on navigation, ship manoeuvring and other allied activities and cannot be accurately predicted by us. On berth 5A & 6A there will not be significant increase in the traffic.
vii.	Please provide details on the expected deterioration of water quality	There will not be any deterioration of water quality due to this expansion activity, as; a. There is no increase in the marine side activity. b. Coal cargo is under complete waterproof coverage round the year. If any, during monsoon, the leachate flow is collected in a settling pond and treated further. c. No direct discharge is allowed. d. No berth washing is envisaged.

viii.	Are there any turtle nesting grounds present in the area? Please furnish full details.	There are no turtle nesting grounds in the 10 km radius of the project area. Pls. refer EIA report, Chapter 3, Environmental Baseline Status, sections 3.17.11, page no. 3-62.
ix.	Are there any other endangered marine mammals present in the study area?	No endangered mammals are present in the study area. Pls. refer EIA report, Chapter 3, Environmental Baseline Status, sections 3.17.11, page no. 3-62.
x.	What will be the impact of the movement of ships and barges on the marine ecology of the area?	The terminal is operational since 2004 and exists in the notified Mormugao Port area. The marine waterside activity is controlled by the MPT, since the conservancy of the port is vested on them. SWPL has no control on navigation, ship manoeuvring and other allied activities.
xi.	How will this impact the marine life and bird life and the livelihoods of the local fisher folk communities?	The project proponent has not proposed any dredging or reclamation as part of the proposed capacity enhancement. No marine life or bird life or any habitat will be disturbed as no new/ additional land or waterfront is required for the proposed project. Fishing is not permitted in the Port area and near the channel due to security reasons as the Port is ISPS compliant.
xii.	The proposed project would adversely impact the fish catch and the livelihood of the fisher folk. What steps are being proposed to minimize the adverse impact and to compensate the fisher folk for their financial losses?	Fishing is not permitted in the Port area and near the channel due to security reasons as the Port is ISPS compliant. The project is operational since 2004. The increase in the capacity is only consequential to the modernisation of the facility and no additional waterfront or land is to be utilised. Thus the project will not affect the livelihood of the fishermen. Rather, SWPL has committed to improve the socio-economic status of the fisher folk community through CSR activity.
xiii.	What are the mitigation measures proposed for the same?	Modernization of the operation will accompany installation of more effective, integrated and efficient air pollution control measures (APCMs). No incremental adverse impact on the environment including sensitive elements is envisaged. The mitigation measures are proposed in chapter 4, Impact assessment & mitigation measures, page 4-1.
xiv.	What quantity of material will be dredged?	No dredging has been proposed as part of our modernisation and consequential capacity enhancement project..
xv.	Where will it be dumped?	Please refer above to response to 110(xiv).
xvi.	Please furnish the land use details of the proposed project along with the land use map and green belt plan.	The EIA report for the project is hoisted on the GSPCB website. The EIA report at Chapter 3, Environmental Baseline Status, section 3.13 gives the details of the land use pattern in the area. There will be no change in the land use.

		Greenbelt comprising 1400 m^2 (approximately) including 700 trees has been raised on the project area. The requirements of Green Belt developments are generally worked out for the complete port area. Segregation of the same for each berth many a times not possible, because of operational exigencies. However, all efforts to make the area green and entrap fugitive emission is being made. The density of foliage is proposed to be increased by planting shrubs and tall canopy trees
xvii.	What will be the impact of the additional transport of the materials on the road and rail infrastructure?	There is no road transportation of cargo in the project at present and not proposed in the modernization project. There is no proposal for expansion of rail line by SWPL. The increase in cargo can be accommodated in the existing railway infrastructure.
xviii.	Please furnish copies of the transportation studied conducted.	Please refer above response to 110(xvii).
xix.	Please give full details of the new roads and railway lines to be constructed for the proposed project and roads to be widened, including details of the forest lands, CRZ areas, ESZs etc. impacted by the new roads and rail lines or by road widening.	Please refer above response to 110(xvii).
xx.	Mangroves are found in the study area. The increase in the ship, barge and road traffic will impact these mangrove areas tremendously.	Present terminal proposed for modernisation is away from the mangroves present in the Zuari river. The operation of the terminal is an ongoing activity since 2004. No road transport is envisaged.
xxi.	In the event of an oil spill or any other chemical spill, including the coal dust, the mangroves would be impacted. What steps are proposed to protect the mangroves from this contingency?	No oil cargo is presently being handled, nor it is proposed to be handled as a part of capacity enhancement. SWPL is not involved in the water side operation and port conservancy is the responsibility of the port trust. So oil spill contingency is not part of the SWPL responsibility.
xxii.	The proposed project will alter the shore line which would in turn impact the mangroves of the area and the fisheries in the area. What steps are proposed to minimize the damage.	No new construction or change in the dimensions of the existing operational berths is proposed as a part of modernisation of the berths. Thus there would be no change in the shore line is envisaged. Thereby no impact on the mangroves or fisheries is envisaged.
xxiii.	Please furnish the complete list of mangroves found in the study area along with photographs.	The EIA report for the project is hosted on the GSPCB website. The EIA report at Chapter 3: Environmental Baseline Status, section 3.17.12 gives details of the mangrove distribution in the study area.
xxiv.	How many fisher folks are dependent on traditional fishing around the proposed project area? And how will they be compensated for the loss of livelihoods?	Pls. refer our response to 110(xii).
xxv.	Please furnish a copy of the Social Impact Assessment study report for the project.	Socio-economic impacts are given in Chapter 4, Impact assessment & mitigation measures, section 4.4, page no. 4-17.

xxvi.	Is there any compensation/ reimbursement plan for the people whose livelihood would be impacted? Please furnish full details	Pls. refer our response to 110(xii).
	What is the source of water during construction and operation? How will the sewage and effluents be treated?	No major civil construction is envisaged in the proposal, and hence the use of water for construction activity will be minimal. SWPL presently uses treated sewage from the STP of MPT for water sprinkling. The additional quantity of water for dust suppression is proposed to be sourced from the presently operational CETP at Baina operated by PWD. Please refer water balance diagram in the EIA report, Chapter 5, Environment Management Plan, section 5.3.2 at page no. 5-15.
xxvii.	Please furnish full details of the field visits conducted to undertake the ecological study including copies of the field notes. Please mention full details of the team members, their qualifications, and the number of man days spent on the ecology data collection.	The EIA report at Chapter 3, Environmental Baseline Status, section 3.18, page no. 3-63 details about the terrestrial ecology of the study area. The secondary information cited in this section is referenced from the State of Forest Report, 2011, Goa.
xxviii.	Please furnish full details of the field visits conducted by consultants to undertake the marine ecological and hydrological studies including copies of the field notes. Please mention full details of the team members, their qualifications, and the number of man days spent on the ecology and hydrology data collection.	The EIA report at Chapter 3 Environmental Baseline Status, section 3.17, page no. 3-17 details about the marine ecological study. The EIA study report is prepared by WAPCOS Ltd., a Govt. of India Undertaking and is a NABET accredited consultant, recognised by the MoEFCC, with experience in wide range of projects.
xxix.	How much of forest land is involved in the proposed project area? Please mention in details. Has this area been transferred from the forest department?	No forest land is involved in the project.
xxx.	How much area will be reclaimed for the proposed project? Please furnish with the land cover and land use details of the same along with maps and google earth images.	No reclamation is involved in the project.
xxxi.	What will be the impact of reclamation on the tidal and current pattern? What areas will face erosion due to this reclamation?	No reclamation is involved in the project.
xxxii.	What type of method will be used for dredging? How much area will be dredged?	No dredging is involved in the project.
xxxiii.	Please give details of the capital dredging and maintenance dredging.	No dredging is involved in the project.
xxxiv.	Have the TORs been fully complied with?	The EIA study was carried out in accordance with the ToR issued by MoEFCC.
xxxv.	Does EIA has been made in line with MoEF guidelines for Ports and Harbours?	The EIA report is prepared based on sector specific EIA Guidance Manual for Ports & Harbours.
xxxvi.	What is the impact of the ballast water on marine biodiversity? What provision is being made in this project to handle ballast water, bilge water etc. ?	The marine waterside activity is controlled by the MPT, since the conservancy of the port is vested on them. SWPL has no control on navigation, ship manoeuvring and other allied activities. Ballast water guidelines are communicated to the vessels by MPT and the same are enforced strictly as known to us.

xxxvii.	The project is proposed in phases. A full picture is required to understand the impacts of the project in its entirety. Piece-mealing the project doesn't reveal the full impact, and it is essential that all components of the project should be assessed in their entirety.	Query is not clear; hence no response is offered.
xxxviii.	How will the coal be stored and transported?	The coal stacks are always kept covered with tarpaulin except at the time of stacking and reclaiming which is carried out under water sprinkling. There is no road transportation of cargo in the Project at present and the same is not proposed in the proposed modernization phase as well. Cargo is transported by rail. The covering of train cargo cars is carried out immediately and automatically, after the loading operation using the in-motion wagon loading system with all round rope sealing thus not leaving any possibility of any escapement of cargo. This is a zero-escapement and zero error activity, carried out with utmost stringency by the project proponent.
xxxix.	What steps are being proposed to reduce the existing and proposed pollution?	Pls. refer to response to 1(iii).
xl.	What are the existing facilitates for the parking, washing, repairs and maintenance of the trucks and other heavy equipment's?	No trucks or road transport is presently carried out and the same shall continue.
xli.	What facilities will be provided for drivers and cleaners?	No trucks or road transport is presently carried out and the same shall continue.
xlii.	Acquisition of land for roads, rail, canals, pipelines, transmission lines etc. will also lead to fragmentation of the land and will lead to change in the land use and land cover of the area. What steps are proposed to minimise this impact?	No land acquisition is involved in the project.
xliii.	Please furnish full details and show on map the area allotted for parking of trucks and storage of containers both inside and outside the port based on the assessment of maximum numbers of trucks and containers that will be handled at any given point of time.	No trucks or road transport is presently carried out and the same shall continue.
xliv.	Please furnish details of facilities being provided to customs, GSPCB and other agencies involved in port related activities within and outside the port.	As the Concessionaire the facilities to customs, GSPCB and other agencies is provided through MPT.
xlv.	How many continuous air monitoring stations are installed in and around the project site? What are the minimum and maximum readings of SO2, NOx, CO, Ozone and PM10 recorded by your monitoring systems? Please also give details of the maintenance carried out on the air monitoring stations, and the costs incurred on the maintenance and repairs of the equipment.	One Continuous air monitoring station is installed in a strategic location suggested by GSPCB. CAAQM is regularly calibrated and maintained by the supplier.
xlvi.	Please also furnish details of the staff employed for carrying out air pollution monitoring and their technical qualifications.	Skilled staffs of SWPL as well as MoEFCC recognised laboratory is engaged for monitoring.

xlvii.	Why is the air monitoring data not available online to the public.	There is a continuous display of the air quality at Chicalim. The data is periodically submitted to GSPCB.
xlviii.	Please furnish a copy of the Cumulative EIA report	The EIA is hoisted on the GSPCB website.
xlix.	Were any measures undertaken presently to safeguard the diversity? Please provide details for the same.	Pls. refer our response to 110(xiii). Also, no marine side activity is to be enhanced due to this project.
l.	Please give details of existing and proposed mitigation measures to protect the flora and fauna of the area	Pls. refer our response to 110(xiii).
li.	Are there any threatened, vulnerable, endangered, critically endangered species of flora and fauna found in the area? Please furnish details of the same.	No threatened, vulnerable, endangered, critically endangered species of flora and fauna is found in the area.
lii.	Are there any species under Schedule I and II of the Wild Life Protection Act (1972) observed in the area? Please furnish with details of the same.	Species listed under Schedule I and II of the Wild Life Protection Act (1972) were not observed in the area
liii.	Please furnish details on the change in the noise levels during the operation phase of the proposed project. Please furnish with mitigation measures of same.	SWPL ensures minimal noise levels during operation. Installation of new equipment with upgraded technology will further reduce the noise levels.
liv.	Please furnish with the safety measures for additional storage of material due to proposed expansion project	No additional cargo storage is envisaged due to this modernisation project.
lv.	Please furnish a copy of the Disaster Management Plan and the Maximum Credible Accident Scenario.	EIA Report, Chapter 6: Risk Analysis and Disaster Management Plan deals with natural and man-made calamities, and a preparedness and response plan for the same. Various scenarios for accident have also been included in the chapter.

एम/एस. सावथ वेस्ट पोर्ट लिमीटेड, मुरगाव बंदर, गोंय वरवी

मुरगाव पत्तन न्यास, मुरगाव, गोंय हांगाच्या 5A आनी 6A हया धक्क्याच्या प्रस्तावित टर्मीनल क्षमताय सुधारणे खातीर

पर्यावरणीय भोवशीक सुनावणेच्या

लेखी प्रस्नाच्यो जापो

सल्लागार:

WAPCOS इंडिया लि., गुरग्राम

(भारत सरकाराचो उपक्रम)

एम/एस. सावथ वेस्ट पोर्ट लिमीटेड, मुरगाव बंदर, गोंय वरवी

मुरगाव पत्तन न्यास, मुरगाव, गोंय हांगाच्या 5A आनी 6A हया धक्क्याची प्रस्तावित टर्मीनल क्षमताय सुधारणा

1.	**चिखली ग्राम कृती समिती, चिखली, गोंय**	
i.	बंदराचो विस्तार करपाचो प्रकल्प तीन वेगवेगळ्या भागात विभागला हे अजाप कशे. अशे करपा फाटल्यान एकूच कारणाची शक्यताय आसूंक शकता आनी ते म्हळ्यार दर एक प्रकल्प ल्हान म्हणून दाखोवप जाका लागून पर्यावरणीय परिणाम उणो दिसतलो. पर्यावरणीय मान्यताय दितना बंदराच्या विस्ताराच्या सगल्या पैलूंचो परिणाम एकठाय मतीत घेवचो.	जरी प्रकल्पाची सुवात मुरगाव बंदरात आसली, तरीय 5A, 6A टर्मीनल एस.डब्लु.पी.एल., गोंय चलयता. ईआयए अधिसूचोवणी 2006 (दुसुस्ती) दिल्ले प्रक्रियें प्रमाण एस.डब्लु.पी.एलान MoEFCC नवी दिल्ली कडल्यान ईआयए करच्या खातीर संदर्भ अटी (ToR) योग्य रितीन मेळयल्यात. EIA/EMP अहवाल MoEFCC न ईआयए खातीर जारी केल्ल्या ToR प्रमाण तयार केला.
ii.	सद्या बंदराच्या वावराक लागून जावपी वायु प्रदुशणाच्या परिणामाचे मुल्यांकन करुंक ना. बंदराच्या विस्ताराच्या पर्यावरणीय परिणामाचे मुल्यांकन करच्या आदी हे करुंक जाय. हे करुंक अपेस येवप म्हळ्यार अविज्ञानीक अभ्यास केल्ले वरीच.	हे निरीक्षण बरोबर ना. मुलभूत सरभोवतणच्या दर्जाची पर्यावरणीय मूलभूत स्थीती, प्रकरण 3, विभाग 3.15, पान क्र. 3-17 चेर तपशीलवार वर्णन केला. बांधकाम आनी कार्यरत पांवड्यार वायु दर्ज्याचेर जावपी परिणाम प्रकरण 4, विभाग 4.2.4, पान क्र. 4.4 आनी प्रकरण 4, विभाग 4.3.4, पान क्रमांक 4-14 हांगा क्रमान दिला.
iii.	बंदराचो विस्तार आनी अतिरीक्त कोळसो आनी लोह हाताळणीक लागून उल्लेखनीय प्रमाणात वायु प्रदुशण जातले. हाका लागून जावपी वायु दर्जाच्या बदलांचे गुणात्मक मुल्यांकन करपाक अहवालात अपेस आयला.	भारत सरकारान अधिसूचित केल्ले वायु उत्सर्जन मानक (NAAQS, 2009) आमी मेळयल्यात. क्षमताय वाड पांवड्यांर योग्य APCMs स्थीपीत करुन आमी उत्सर्जन मानकाक पाळो दितले. प्रस्तावीत उत्सर्जन नियंत्रण उपाय प्रकरण 4, परिणाम मुल्यांकन आनी शमन उपाय, विभाग 4.3.4, पान क्र. 4.10 चेर दिल्यात. प्रस्तावीत क्षमताय वाडीक लागून वायु पर्यावरणाचेर उल्लेखनीय परिणाम जावपाची शक्यताय ना.
iv.	अतिरीक्त कोसळो हाताळणी वा लोह खनीज हाताळणीक लागून अतिरीक्त वीखारो अवजड धातूंचो हवेतल्यान प्रसार जावपाक शकता, जातुतले कांय कांक्र जनक आसात. हया वायु प्रदुशकांचे भलायकेचेर जावपी परिणामांचे मुल्यांकन करपाक धोको मुल्यांकन करपाक जाय. अवजड धातूंचे उत्सर्जन आनी ताका लागून मानवी भलायकेचेर जावपी परिणामांचो उल्लेख अहवालात केल्लो ना.	भारत सरकारान अधिसूचित केल्ले वायु उत्सर्जन मानक (NAAQS, 2009) आमी मेळयल्यात.
v.	बंदर विस्ताराक लागून जावपी अतिरीक्त वायु प्रदूशण भाराचो, खासा करुन ओझोनाचो वनस्पती आनी पीकांचेर उल्लेखनीय परिणाम जातलो. हाचे दर्ज्यात्मक मुल्यांकन करुंक ना.	प्रकल्पातल्यान ट्रोपोस्फेरीक ओझोनाचे मुळावे वा दुय्यम स्रोत ना.
vi.	बंदर विस्ताराक लागून जावपी अतिरीक्त वायु प्रदूशण भाराचो, खासा करुन आम्ल वायु SO2 आनी NO2, चो स्मारकांक कळंब लागून परिणाम जातलो. पोन्ने गोंय हे संसारीक दायज सुवात. हवेतल्या अतिरीक्त आम्ल वायुचो पोन्ने गोंय आनी हेर बांधकामां वेल्या परिणामांचे मुल्यांकन करपाक आयिल्ले अपेस हें फंटींगपण आसा.	प्रकल्पात SO_2 आनी NOx सारखे इंधन ज्वलनाचेर आधारीत प्रदूशकांचो[1] बींदू स्रोत ना. भारत सरकारान अधिसूचित केल्ले वायु उत्सर्जन मानक (NAAQS, 2009) आमी मेळयल्यात. प्रकल्पातल्यान कसलेच अतिरीक्त SO_2 आनी NOx योगदान आसचे ना.

[1] DG सेट सोडून. जे अतिरीक्त आसात आनी अदीमदी तांचो वापर जाता.

vii.	ड्रेजींगाक लागून बंदरातल्या उदकांत अतिरीक्त गढुळताय वाडतली आनी ताच्या जलीय पर्यावरणाचेर परिणाम जातलो अशे अहवालात नमुद केला. कोळसो आनी लोह खनीज हाताळणी क्षणीक उत्सर्जनाक लागून बंदरातल्या उदकांतल्या जलीय पर्यावरणाचेर परिणाम करतली.	आधुनिकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो वाटो म्हण ड्रेजींगाचो प्रस्ताव ना.
viii.	वयर नमुद केल्ल्या प्रकल्पाच्या EIA मसुद्यात चिखली खाडी हया पर्यावरणीय नदरेन अती संवेदनशील नाजूक सुवातीचो उल्लेख वा भासाभास करपाक अपेस आयला. ही जैवविवीधताय सुवात प्रकल्प सुवातेच्या 5 किमी अंतरात आसा मात प्रकल्पाच्या निरीक्षण क्षेत्राच्या मुळाव्या आनी दुय्यम वाठारातल्या जैवविवीधतायेचेर प्रकल्पाच्या परिणामाचे मुल्यांकन केल्ले दिश्टी पडना. ताका लागून आमी हाची नोंद करुन दितात आनी तुमच्या नदरेक हाडुन दितात जाका लागुन तुमी त्याप्रमाण सक्षम निर्णय घेवपाक शकतले:	EIA अहवालात आनी हेर वैधानीक सादरीकरणात हाचो स्पश्टपणान उल्लेख आसा की प्रस्ताव हो सद्याच्या ऑपरेशनच्या आधुनिकीकरणाचो आसा जो पुरायपणान बंदर बॅकअप/जमनीच्या वटेन आसा. धक्को /सागरी वटेन बदल करपाचो प्रस्ताव ना.
a.	ही चिखली खाडी संवेदनशील उत्पत्ती सुवात आसा आनी गंभीर धोक्याची प्रजाती mollusk, जाका "मॅंडिओस" हया थळाव्या नावान वळखतात, सामान्यपणान "वींडोपॅन ऑयस्टर" म्हणतात आनी विज्ञानीक नाव Placuna Placenta (Linne) आसा ताची प्रजनन सुवात आसा. हाचो धोक्याचो संवर्धन दर्जो पळयल्यार हे प्रजातींच्या वाडिल्ल्या अशाश्वत वाणिज्यीक मोलाक लागून, MoEF, GOI, न Placuna Placenta (Linne), दुरुस्ती केल्ल्या वन्यजीव राखण कायदो, 1972 च्या परिशीश्ट IV खाला आस्पावीत केल्यात.	उपकार करुन 1(viii) क दिल्लो प्रतीसाद पळयात.
b.	हया उदका स्रोताचेर हिंद महासागराचो प्रभाव आसा आनी झुवारी न्हंयेतल्या उदकाक लागून हेर वेगवेगळ्या समुद्री जींवांच्या प्रजननाक मजत जाता आनी ताच्या विस्तीर्ण वाठारातल्या चीपांच्या झाडांक तेंको मेळता. Clams (तीस-यो), Oysters (कालवां), कुल्ल्यो आनी शींदाणे हांगा भरपुर प्रमाणात मेळतात आनी थळावे गांवकार आपली उपजिवीका म्हण शाश्वत तरेन व्हडा प्रमाणात त्यो काडतात. हया न्हयेच्या पात्रातलो गाळ कितलीशीच पीळग्यो तरेकवार शींपयांच्या नुस्त्या खातीर संपन्न प्रजनन सुवात आसा आनी मर्यादित लोकांक शाश्वत उपजिवीकेचो पर्याय दिता.	उपकार करुन 1(viii) क दिल्लो प्रतीसाद पळयात.
c.	गोंय सरकाराच्या विज्ञान, तंत्रज्ञान आनी पर्यावरण खात्यान हया वाठाराचो NIO हया CSIR प्रयोगशाळेवरवी अभ्यस सुरु केला.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
d.	हया उदका स्रोताचे तपशिलवार सर्वेक्षण करुन, NIO न फेब्रुवारी 2010 तल्या आपल्या अहवालात चिखली खाडिचो खासा संदर्भ दिवन अशे निरिक्षण दिले की, झुवारी न्हयच्या तोंडांची समुद्री जैवविवीधताय, समुद्री जैवविवीधतायेत संपन्न आसा, थंय 200 वयर प्रकाराचे प्राणी आनी सूक्ष्म झाडांच्यो (phytoplankton) 34 प्रजाती तशेच चीपां आनी macrophytes आदी आसात. निरीक्षणाचो परिणाम अशेय सूचीत करता की चिखली खाडीतली परिस्थीती *Placuna Placenta* (वींडो पॅन ऑयस्टर्स) ची वसती, वाड आनी प्रजननाक उत्कृश्ट आसा. NIO अहवालात फुडे अशी सुचोवणी केल्या की हया वाठाराची राखण करुंक जाय आनी योग्य रितीन ताचे वेवस्थापन करुंक जाय.	उपकार करुन 1(viii) क दिल्लो प्रतीसाद पळयात.
e.	थळाव्या गावकारांनी स्वताच जावन स्वेच्छेन नामनेचे सागरी प्राणीशास्त्रज्ञ दो. मनोज आर. बोरकार, हांच्या वरवी चिखली खाडीचे समुद्री सर्वेक्षण केले. सर्वेक्षण अहवालात अशे सामकारा आयले की, चिखले गांवच्या दि-ना-या वांगडा, हो वाठार दोन धांपण्यांच्या शींपल्या खातीर आदर्श सुवात आसा. तांच्या	उपकार करुन 1(viii) क दिल्लो प्रतीसाद पळयात.

	निरीक्षणात फुडे अशे दिसून आयला की सापल सयत, वारेग जुवो आनी फोडियेम मजगतीचो सागरी बेंन्थीक क्षेत्र लेगीत कालवां हया वन्य जीव राखण कायदो 1972 च्या तजवीजां खाला Bivalve Mollusc च्या अनुसूचित IV प्रजातीं खातीर संपन्न सुवात आनी प्रजनन वाठार आसा.	
f.	गॉय राज्य जैव विवीधताय मंडळान सांकवाळे खाडीच्या जमनीच्या वचेन चार सुवातांचेर फलक लायल्यात, जांतुत तो वाठार पर्यावरणीय नदरेन नाजुक सागरी सुवात म्हण घोशीत केला.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
g.	पुण्यातल्या राष्ट्रीय हरीत लवादान आव्हान याचिका क्र 10/2016 त दिल्ल्या निर्देशा उपरांत गॉय किनारी वाठार वेवस्थापन प्रधीकरणान (GCZMA), "एमपीटीत केप सायझ जहाजां खातीर प्रवेश कालवो खोल करपाचेर" अभ्यास करुंक एक तज्ञ समिती नियुक्त केल्या. ते तज्ञ समितीन एमपीटीच्या डिपनींग प्रकल्पाच्या "ड्रेजींग वावराक लागून जावपी पर्यावरणीय दर्जो आनी परिणाम" हो आपलो अहवाल सादर केलो. हया अहवालात, वास्को खाडी सयत कांय वाठाराची झीज जावपाच्या धोक्या सयत हया ड्रेजींगाक लागून जावपी वेगवेगळ्या मुद्द्याचेर गंभीर भंय उक्तायला. किना-याची झीज आनी /वा ड्रेजींग आनी किना-याची झीज जावपा मदलो संबंध हया मुद्द्याचे निराकरण करुंक वेगळो भू तंत्रीक अभ्यास करपाची मागणी तांतूत केल्या. वयर नमुद केल्ले मतीत घेवन, चिखली ग्राम कृती समिती फुडे अशी मागणी करता की, हे विशय समजुवपाक सक्षम अश्या भोव-विशयक मंडळा वांगडा परिणामांचे पुनर्मुल्यांकन करचे. जो वेळ मेरेन विज्ञानीक अभ्यास जायना, तो मेरेन भारतीय सर्वोच्च न्यायालयाचो सिद्धांत लागू करुन प्रस्तावीत प्रकल्प स्थगीत दवरचो.	आधुनिकीकरण आनी परिणाम स्वरुप क्षमताय वाड प्रकल्पाचो भाग म्हण ड्रेजींग करपाचो प्रस्ताव ना.
2. **विनायक विश्वनाथ साठे, दाबोळी**		
i.	कोळसो उद्देगांत आशिल्ल्यांचे एकमत आसा की, कडक नेम आसूनय, उर्जा बाजारांत कोळसो हो गरजेचो गडो आसतलो, नव्या वैधानीक स्थीतीत कसो वावर करप आनी तरीय वेवसाय चालू कसो दवरप हे पळोवपाचो विशय आसा.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
ii.	युरोपात EPAS उक्त्या साठ्यातल्यान व्हावपी उदक आनी वा-यान फाफसोवपी धुल्ल हांचें विशी खासा करुन हुस्को करतात, म्हणुनच ते कोळसो धांपुन दवरतात.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
iii.	आयात वाडली तशी MPT अदीक आनी अदीक कोळसो हाताळतलो. आनी व्हडले स्टील आनी उर्जा प्रकल्प आशिल्ल्या अंतर्गत वाठारात रेल्वे जोडणी आशिल्ल्या कारणान आयातीत महत्वाचो वाटो आसतलो. ही परिस्थीती युरो - बंदराक समान आसा. कोळसो हाताळणीवेलो लेख म्हणता: • एम्स्टरडेम शाराच्या शेजराक आशिल्ल्यान आनी हालीच्या परवानग्यांक लागून आमी कडक पर्यावरणीय नेमां खाला काम करतात. • हवेची दिशा आनी गती मतीत घेवन, आमच्या टर्मीनला भोवतणी घटक आसात जे हवेत	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.

	साठीलली बारीक धुल्ल मेजता, जाल्यार सॉफ्टवेयर खासा करुन साचिल्ल्या धुल्लाचे चित्रण करुंक आनी टर्मीनल क्षेत्रातल्या अतिरीक्ता खातीर तयार केला. • टर्मीनलांचेर कीमान धुल्ल तयार जावचो म्हण रियटलॅन्डन घेतील्ल्या कार्यवाही उपायात, मशिनरीची मर्यादित गती, बंद ग्रब्स, हॉपर्स आनी कन्वेयर्स वा बेल्टांचेर फवारणी यंत्रणा आनी टर्मीनलाचेर सेगीत उदकाची फवारणी करप हांचो आस्पाव आसा.	
iv.	नागपुरचे तेन्नाचे संचालक डॉ दवे हांच्या वांगडा हाव स्वीडनाक गेल्लो आनी स्वीडीश ईपीए अधीका-यां वांगड्या विशयाचेर भासाभास केल्ली. वीशयाचेर स्वीडीश अधिका-यांनी केल्ल्यो शिफारसी ते सांगतात. a. उदरगत जावपी वातावरणात, ग्रीनफिल्ड क्षेत्रात उद्देग/वावर सुरु करपी पयल्या युनीटाक फायदे आसतात. थळाव्या प्रधिकरणान घालुन दिल्ले नेम पुराय करुंक ते आपल्या नियंत्रण यंत्रणेचे मापन करुंक शकतात. मात, मागीर स्थापन केल्ल्या युनीटांक ताचे लुकसाण जाता. b. हाका लागून सुरवाते सावनच कडक मार्गदर्शक तत्वां लागू करप गरजेचे आसा. सुविधांचो विस्तार जाता आनी नव्यो सुविधा स्थापन जातात, ताका लागून वातावरणात भायर पडपी कणांच्या तत्वांत वाड जाता. सगल्या युनीटांतल्यान जावपी सगल्या प्रदुशणाचे समाज आनी सरकारान नियंत्रण करपाची गरज आसा. हवेतल्या बारीक धुल्लाचो साठो मेजपा खातीर, प्रत्येक घटकांच्या सरभोवतणी देखरेख घटक स्थापीत करुनच फक्त हे करुंक शकतात. ही निरीक्षणां मतीत घेवची आनी EPA मानकां 24/7 तत्वाचेर पुराय करपाचे विचार करपाची सुचोवणी तांणी दिल्ली.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
3. विनायक विश्वनाथ साठे. दाबोळी		
i.	पर्यावरणांची राखण करुंक सकयल दिल्ले शमन उपाय गरजेचे आसात; • कोळसो, खनीज सारख्या धुल्लाच्या म्हालाचो धांपुन साठो करचो. • धुल्ल दमना खातीर फावो तीतले उदक उपलब्ध करचे, ताचेर प्रक्रिया करची आनी ताचो पुनर्वापर करचो. • जहाजाचेर लोडींग आनी अनलोडिंग मशिनरीचेर धुल्ल एकठाय करपी यंत्रणा आसची. • बंदरावेली अतिरीक्त येरादारी हाताळपाक, रेल्वेचे दुपदरीकरण आनी बायणा वरुणापुरी बाय पास रस्तो पुर्व-आवश्यकताय. • झुवारी न्हंयेतल्यान, न्हंय, रेल्वे रस्तो टर्मीनला कडेन/कडल्यान बार्जीनी म्हालाची हालचाल बंदरावेली गर्दी उणी करुंक मजत करतली. • MPT न सगल्याक कायम देखरेख स्थानकां स्थापन करची आनी गरज पडता तेन्ना चालका कडल्यान सुधारणा वावराची जतनाय घेवची.	• टर्मीनला भीतरलो सगलो बल्क म्हाल सद्या ताडपत्रीन धांपिल्लो आसा. • सद्याच्या कार्यवाहीत अंमलबजावणी केल्या • सद्याच्या कार्यवाहीत अंमलबजावणी केल्या • आमची व्याप्ती आनी नियंत्रणात वावर ना • सद्या रस्तो आनी बार्ज येरादारी जायना, फुडारातय शक्यताय ना. • प्रस्न आमका विचारुंक ना.
4. गोंयातल्या लोकांकडल्यान (गोवा अगेन्स्ट कोल - 2889 सयां सयत)		

i.	प्रस्नातीत आशिल्ल्या ईआयए अभ्यासात हया प्रस्तावीत बंदर विस्तारीकरणा कडेन संबंधित ड्रेजींग, रेल्वे रुळाचे दुपदरिकरण आनी म्हामार्गाचे बांधकाम हांचो आस्पाव आसपाक जाय आशिल्लो. पुराय प्रकल्पाचो एकठाय अभ्यास करुंक ताका अपेस आयला. हया बंदर विस्तार प्रकल्पाचेर आमचो आक्षेप आसा कारण: a. भारतीय संविधान आनी खासा करुन 74 व्या दुरुस्तीत खात्री दिल्या त्या प्रमाण फुकट, पुर्व, म्हायतीपूर्ण संमतीच्या आमच्या हक्काचे ही प्रक्रिया उल्लंघन करता. ईआयए अहवालात समाजावेल्या धोक्यावेली मुळावी म्हायती तांतुत आस्पावीत नाशिल्ल्यान हे अधोरेखीत जाता. b. दक्षीण अस्तंत रेल्वे आनी रस्त्या वेल्यान रस्तो/रेल्वेन कोळश्याची येरादारी केल्यार लोकांचे विस्थापन जातले, लोकांक भलायकेचे गंभीर धोके निर्माण जातले आनी अस्तंत घाटाच्या नाजुक पर्यावरणाची हानी जातली. c. गोंयचे समुद्र आनी न्हयांत ड्रेजींग आनी कोळश्याची येरादारी केल्यार आमच्या समुद्री पर्यावरणाक आनी नुस्तेकार समुदायाक गंभीर धोको निर्माण जातलो. d. वायु प्रदुशण आनी जल प्रदुशणात विखारी वाड जाल्ल्यान वास्कोतल्या लोकांक भलायकेच्या गंभीर धोक्याक तोंड दिवचे पडतले. e. आमच्या सरकारान पॅरीस 2016 त केल्ल्या बांधिलकीक पाळो दिवन कोळश्याचो वापर उणो करुंक जाय. हवामान बदल परिणामांक लागून हो प्रकल्प जन हिताच्या आड आसा. धक्को 5A आनी 6A चो विस्तार, प्रवेश कालव्याचे ड्रेजींग आनी धक्को 8, 9 आनी बार्ज धक्क्याच्या विस्ताराच्या तीन प्रकल्पा सयत, राज्यात कोळसो हाताळणीत वाड जावपा संबंधानचे सगले प्रस्ताव गोंयचे लोक हांगा भायरायतात.	ईआयए अधिसुचोवणी, 2006 (दुरुस्ती)त दिल्ले प्रक्रिये प्रमाण ईआयए करचे खातीर SWPL न संदर्भ अटी (ToR) योग्य रितीन MoEFCC, नवी दिल्ली कडल्यान मेळयल्यात. MoEFCC न ईआयए खातीर जारी केल्ल्या टीओआर क पाळो दिवन ईआयए/ईएमपी अहवाल तयार केला. प्रस्तावीत वाड प्रकल्पात ड्रेजींग, रेल्वे रुळाचे दुपदरीकरण आनी कसल्याच म्हामार्गाच्या रुंदिकरणाचो आस्पाव ना. a. क्षमताय वाड प्रकल्पाचो वाटो म्हण MSIHC नेम, 1989, (दुरुस्ती 2000) प्रमाण कसलोच धोकादायक म्हाल हाताळपाचो प्रस्ताव ना. b. आमी रस्तो येरादारी वरवी म्हाल हाताळनात. म्हाल खाली करुंक रेल्वे येरादारी हो सद्या चालु आशील्लो वावर आसा. ते आमची व्याप्ती आनी नियंत्रणात ना. c. आमचे आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो वाटो म्हण ड्रेजींग करपाचो प्रस्ताव ना. d. भारत सरकारान अधिसूचीत केल्ले वायु उत्सर्जन मानकांक (NAAQS, 2009) आमी पाळो दितात. वावराक लागून थळाव्या लोकांचेर परिणाम जावपाचे उदका प्रदुशणाचे स्रोत ना. e. प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
5. ऍड. फा. मायकल फेर्नांडिस, पीपल अगेन्स्ट एट्रोसीटी एन्ड इनजस्टीस, चिखली, गोंय.		
i.	बंदराचो विस्तार करपाचो प्रकल्प तीन वेगवेगळ्या भागात विभागला हे अजाप कशे. अशे करपा फाटल्यान एकूच कारणाची शक्यताय आसूंक शकता आनी ते म्हळ्यार दर एक प्रकल्प ल्हान म्हणून दाखोवप जाका लागून पर्यावरणीय परिणाम उणो दिसतलो. पर्यावरणीय मान्यताय दितना बंदराच्या विस्ताराच्या सगल्या पैलूंचो परिणाम एकठाय मतीत घेवचो.	ईआयए अधिसुचोवणी, 2006 (दुरुस्ती)त दिल्ले प्रक्रिये प्रमाण ईआयए करचे खातीर SWPL न संदर्भ अटी (ToR) योग्य रितीन MoEFCC, नवी दिल्ली कडल्यान मेळयल्यात. MoEFCC न ईआयए खातीर जारी केल्ल्या टीओआर क पाळो दिवन ईआयए/ईएमपी अहवाल तयार केला.
ii.	सद्या बंदराच्या वावराक लागून जावपी वायु प्रदुशणाच्या परिणामाचे मुल्यांकन करुंक ना. बंदराच्या विस्ताराच्या पर्यावरणीय परिणामाचे मुल्यांकन करचया आदी हे करुंक जाय. हे करुंक अपेस येवप म्हळ्यार अविज्ञानीक अभ्यास केल्ले वरीच.	हे निरीक्षण बरोबर ना. मुलभूत सरभोवतणच्या दर्जाची पर्यावरणीय आधारभूत स्थीती, प्रकरण 3, विभाग 3.15, पान क्र. 3-17 चेर तपशीलवार वर्णन केला. बांधकाम आनी कार्यरत पांवड्यार वायु दर्ज्याचेर जावपी परिणाम प्रकरण 4, विभाग 4.2.4, पान क्र. 4.4 आनी प्रकरण 4, विभाग 4.3.4, पान क्रमांक 4-14 हांगा क्रमान दिला.

iii.	बंदराचो विस्तार आनी अतिरीक्त कोळसो आनी लोह हाताळणीक लागून उल्लेखनीय प्रमाणात वायु प्रदुशण जातले. हाका लागून जावपी वायु दर्ज्याच्या बदलांचे गुणात्मक मुल्यांकन करपाक अहवालात अपेस आयला.	भारत सरकारान अधिसूचीत केल्ल्या वायु उत्सर्जन मानकांक (NAAQS, 2009) आमी पाळो दितात. क्षमताय वाड पांवड्यार योग्य APCMs स्थापीत करुन, आमी उत्सर्जन मानकांक पाळो दितले. प्रस्तावीत उत्सर्जन नियंत्रण उपाय प्रकरण 4, परिणामांचे मुल्यांकन आनी शमन उपाय, विभाग 4.3.4, पान no. 4.14 चेर दिल्यात. प्रस्तावित क्षमताय वाडीक लागुन पर्यावरणाचेर उल्लेखनीय परिणाम जावपाची शक्यताय ना.
iv.	अतिरीक्त कोसळो हाताळणी वा लोह खनीज हाताळणीक लागून अतिरीक्त वीखारी अवजड धातूंचो हवेतल्यान प्रसार जावपाक शकता, जांतुतले कांय कांक्र जनक आसात. हया वायु प्रदुशकांचे भलायकेचेर जावपी परिणामांचे मुल्यांकन करपाक धोको मुल्यांकन करपाक जाय. अवजड धातूंचे उत्सर्जन आनी ताका लागून मानवी भलायकेचेर जावपी परिणामांचो उल्लेख अहवालात केल्लो ना.	भारत सरकारान अधिसूचीत केल्ले वायु उत्सर्जन मानकांक (NAAQS, 2009) आमी पाळो दितात. NAAQS, 2009 केंद्रीकरणाचेर उत्सर्जनाचे भलायकेचेर परिणाम जातात हे समा न्हय.
v.	बंदर विस्ताराक लागून जावपी अतिरीक्त वायु प्रदूशण भाराचो, खासा करुन ओझोनाचो वनस्पती आनी पीकांचेर उल्लेखनीय परिणाम जातलो. हाचे दर्ज्यात्मक मुल्यांकन करुंक ना.	प्रकल्पातल्यान ट्रोपोस्फेरीक ओझोनाचे मुळावे वा दुय्यम स्रोत ना
vi.	बंदर विस्ताराक लागून जावपी अतिरीक्त वायु प्रदूशण भाराचो, खासा करुन आम्ल वायु SO2 आनी NO2, चो स्मारकांक कळंब लागून परिणाम जातलो. पोन्ने गोंय हे संसारीक दायज सुवात. हवेतल्या अतिरीक्त आम्ल वायुचो पोन्ने गोंय आनी हेर बांधकामांचेर परिणामांचे मुल्यांकन करपाक आयिल्ले अपेस हे फंटींगपण आसा.	SO_2 आनी NOx सारख्या इंधनाचेर आधारीत प्रदुशकांची[2] बींदु स्रोतां ना. भारत सरकारान अधिसूचीत केल्ल्या वायु उत्सर्जन मानकांक (NAAQS, 2009) आमी पाळो दितात. प्रकल्पातल्यान SO_2 आनी NOx चे अतिरीक्त योगदान आसचे ना.
vii.	अहवालात अशे नमुद केला की, ड्रेजींगाक लागून बंदर उदकात अतिरीक्त गढुळताय जातली आनी हाचो परिणाम बंदरातल्या उदकातल्या जल पर्यावरणाचेर जातलो कारण हांतुतलो कांय म्हाल तात्पुरते उत्सर्जन म्हण बंदरातल्या उदकांत वतलो. उदकांत जावपी अश्या उत्सर्जनाच्या परिणामांचे योग्य मुल्यांकन करुंक ना. अहवाल सामकोच उण्या विज्ञानीक दर्ज्याचो आसा आनी तांतुत दाखयला त्या परस अदीक लिपयला. हो अहवाल न्हयकारुंक जाय आनी ताच्या लेखकांक काळे वळेरेत घालुन तांचेर दंड घालुंक जाय. म्हणुन प्रकल्पाच्या प्रस्तावकान नवो अहवाल तयाक करुंक जाय.	आमचे आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो वाटो म्हण ड्रेजींग करपाचो प्रस्ताव ना. प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
viii.	प्रकल्पाचे प्रस्तावक M/s. SWPL हांणी सादर केल्ल्या ईआयए अहवालात सुचयला त्या प्रमाण धक्को 5A आनी 6A वेली प्रस्तावीत टर्मीनल क्षमताय वाड पर्यावरणीय नदरेन सादो वावर न्हय अशे आमचे म्हणणे आसा, खरे म्हळ्यार ईआयए अहवाल होच MoEFCC, GoI न जारी केल्ल्या ToR कडल्यान पुरायपणान वेगळो आसा आनी EIA 2006 च्या व्याप्तीच्या अनुरुप ना.	प्रस्न नेमको ना.

[2] DG सेट वगळुन. जे अतिरीक्त आसात आनी केन्ना केन्नाय वापरतात.

a.	बंदर आनी हार्बराचेर MoEFCC न घाल्ल्या मार्गदर्शक तत्वां कडल्यान विचलीत जाल्ल्या कारणाक लागुन, सुरवातीकच, "M/S. SWPL वरवी MPT च्या धक्को 5A आनी 6A चेर प्रस्तावीत टर्मीनल क्षमताय वाडीवेलो ईआयए मसुदो न्हयकारपाक जाय.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
b.	सद्याच्या बंदराचे विस्तारीकरण आनी किनारी क्षेत्रात नवे प्रकल्प सुरु करपा संबंधान, पर्यावरण आनी रानां मंत्रालयाच्या (IA-III विभाग) ऑफीस मेमोरेन्डमात घालुन दिल्ल्या मार्गदर्शक तत्वांक पाळो दिवंक नाशिल्ल्यान दुस-या कारणाक लागुन तो न्हयकारला.	प्रस्न नेमको ना.
c.	ईआयए अधिसुचोवणी 2006 च्या कॉलम 9 (III) त नमुद केल्ल्या प्रमाण पर्यावरणीय नदरेन संवेदनशील वाठारावेली म्हायती दिवुंक नाशिल्ल्यान फुडे तो न्हयकारला. ईआयए अधिसुचोवणी 2006 च्या कॉलम 9 (III) त नमुद केल्ल्या प्रमाण पर्यावरणीय नदरेन संवेदनशील वाठाराच्या तपशीलाची नोंद करपाक आमी ही संद घेतात.	पर्यावरणीय नदरेन संवेदनशील प्रजातींचो योग्य उल्लेख ईआयए अहवालाच्या प्रकरण 3, पर्यावरणीय आधारभूत दर्जो, विभाग 3.17.9, पान क्र. 3-61 दिला. प्रकल्पाच्या अंदाजे केंद्राकडल्यान 10 किमी परिघाच्या परिणाम शीमेतल्या संवेदनशील घटकांची तपशिलवार वळेरी EAC, MoEFCC आनी हेर वैधानीक यंत्रणांच्या योग्य अवलोकना खातीर निमाण्या ईआयए अहवालात आस्पावीत करतले.
d.	आमचो असो दावो आसा की प्रस्तावीत सुवातीच्या 15 किमी परीघा भीतरल्या पर्यावरणाची ह्या प्रकरणातलो ईआयए अपुरी रुपरेशा आसा आनी खुपशी महत्वाची पर्यावरणीय वेवस्था आनी तांच्या जैवविवीधताथेच्या देण्यांचेर एक तर पुरायपणान दुर्लक्ष केला वा ताचे उणे प्रतिनीधित्व केला.	ईआयए अधिसुचोवणी, 2006 (दुरुस्ती)त दिल्ले प्रक्रिये प्रमाण ईआयए करचे खातीर SWPL न संदर्भ अटी (ToR) योग्य रितीन MoEFCC, नवी दिल्ली कडल्यान मेळयल्यात. EIA/EMP अहवाल MoEFCC न ईआयए खातीर जारी केल्ल्या ToR प्रमाण तयार केला.
e.	हवा आनी आवाज /कंपनांचो देखरेख करपा खातीरच्यो नमुनो सुवातो प्रस्तावीत ऑपरेशन्स/वावरच्या संभाव्य परिणामाच्या वाठाराकडेन सुसंगत ना.	प्रस्न नेमको ना.
f.	ईआयए अधिसुचोवणी आनी बंदर आनी हार्बरावेल्या MoEF नेमावलींतल्या मार्गदर्शक तत्वां प्रमाण हवा नमुनो वावर करुंक ना.	प्रकल्प आनी हेर वावरातल्यान परिणाम शीमेत जावपी वायु प्रदुशकाच्या केंद्रीकरणाचे पडबींब दाखोवपाक विवेकशीलतायेन दवरिल्ल्या देखरेख सुवातांचेर एका मोसमातली मुलभूत सरभोवतणची तपशीलवार वायु देखरेख केल्या. वायु देखरेख आनी परिणामांचे विवेचन प्रकरण 3, पर्यावरणीय आधारभूत दर्ज्यात केलां.
g.	मध्यवर्ती क्षेत्रातल्या जमनीवेल्या जैवविवीधतायेचेर पुरायपणान दुर्लक्ष केला आनी फक्त समुद्री पर्यावरणातल्या समुद्री (उदकाचेर उफेंवपी वस्तु) आनी बेन्थीक (समुद्री तळ) जीवांचेर लक्ष केंद्रीत केलां. ईआयए अहवालात न्हंयेच्या दैंगेवेल्या प्रजातींचो उल्लेख करुंक ना.	गोंय सरकाराच्या रानां अहवालाचेर आधारीत भू जैवविवीधताय अभ्यास प्रकरण 3, विभाग 3.18, पान क्र 3-63 त दिला. सागरी पर्यावरण, बेन्थीक आनी समुद्री जीव प्रकरण 3, विभाग 3.17, पान क्र. 3-28 त तपशीलवार दिला.
h.	ड्रेजीगाचे सुस्पश्ट धोको ईआयएत मान्य केल्यात मात बेन्थीक जीवाणूंची रोखडीच परतुन वसाहत जाता अशे चित्रीत केलां. हे खुपच अविज्ञानीक आनी फटींग आसा. बेन्थोस हे समुद्रातले नाजूक क्षेत्र आनी ड्रेजींग वा जहाजाच्या हालचालींक लागुन जलगतीशीलता जावन एक फावट तांका व्यत्यय आयलो जाल्यार ते जीवाशास्त्रीय जिवाणू विरोधी जांवपाक शकतात. ड्रेजींग "बेन्थो- समुद्री युग्मनात" हस्तक्षेप करुंक शकता, हाका लागुन ह्या उदकांतल्या जीवाणुंच्या मुळाव्या उत्पादन क्षमतायेक मार बसपाक शकता.	आमचे आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो वाटो म्हण ड्रेजींग करपाचो प्रस्ताव ना.

i.	चिखली खाडी जी कावळ्याच्या उडपाच्या 5 किमी अंतराच्या उक्त्या सुवातेत आसा, ती समुद्री जिवांच्या वसाहतीं खातीर असामान्य आसा, जांतुतल्या कांयचे संसारीक वितरण मर्यादीत आसा आनी मोलादिक सांबाळ दर्जा आसा. रानांजीव राखण कायदो 1972 प्रमाण अनुसूचीत प्रजाती वींडोपॅन ऑयस्टरांचे हांगा प्रजनन जाता आनी हे क्षेत्र जैवविवीधताय राखण क्षेत्र म्हण जाहीर करचे म्हण CVAC न राज्य आनी केंद्रीय अधिकारणीक याचिका सादर केल्या. खाडीच्या NIO न केल्ल्या अभ्यासात CVAC चो मुद्दो उखलुन धरला की हो वाठार हया आदीच प्रदुशकांच्या ताणा खाला आसा आनी खाडीच्या सरभोवतणी उद्देगीक वावराक मान्यताय दिवची न्हय.	ईआयए अहवाल आनी तांच्या वैधानीक सादरीकरणात स्पश्टपणान नमुद केलां की प्रस्ताव हो पुरायपणान बंदर बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्साच्या आधुनिकीकरणाचो आसा. धक्को /समुद्री वटेन बदल करपाचो प्रस्ताव ना.
j.	चिखली किनारी वाठारात चीपांची झाडां आसात आनी म्हणुन CRZ परिणामांच्या उजवाडांत तांचे परिक्षण जावचे पडतले.	ईआयए अहवाल आनी तांचे वैधानीक सादरीकरणात स्पश्टपणान नमुद केलां की प्रस्ताव हो पुरायपणान बंदर बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्साच्या आधुनिकीकरणाचो आसा. धक्को /समुद्री वटेन बदल करपाचो प्रस्ताव ना.
k.	बायणा किनारी वाठाराच्या विरुद्ध आशिल्ले 2 जुवें (ग्रेन्ड आनी पिकेनो जुवे) मेगा-चिरोप्टेरन वाघुळ *Pteropus giganteus* खातीर फाटली कितलीशीच दशकां वेगळो आवास आनी वसाहत आसा. तांचो संवर्धन हुस्को उणे करपाचो कसलोय यत्न EIA 2006, WPA 1972, BDR, 2002 हांचे खर उल्लंघन केल्ले वरीच जातले.	ईआयए अहवाल आनी तांचे वैधानीक सादरीकरणात स्पश्टपणान नमुद केलां की प्रस्ताव हो पुरायपणान बंदर बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्साच्या आधुनिकीकरणाचो आसा. धक्को /समुद्री वटेन बदल करपाचो प्रस्ताव ना.
l.	ग्रेन्ड जुव्याच्या सरभोवतणी प्रवाळी सापडल्यात, ताची नोंद ईआयए अहवालात आसा. प्रवाळांच्या सोदाच्या बातम्यांचो अहवाल हया अहवाला वांगडा जोडला.	हालीच ग्रेन्ड जुव्याचेर प्रवाळी सापडल्या ही वस्तूस्थीती ईआयए अहलात प्रकरण 3: पर्यावरणीय मुलभूत स्थीती, विभाग 3.17.10, पान क्र. 3-61 चेर नमुद केला. मात ग्रेन्ड जुवो हो प्रस्तावीत प्रकल्पा कडल्यान समुद्री अंतराचेर सुमार 10 किमी पयस आसा. कसल्याच प्रकारचे उल्लेखनीय विपरीत परिणाम जावपाक तो प्रस्तावीत प्रकल्प सुवाते कडल्यान खुप पयस आसा.
m.	GCZMA न तज्ञ समिती नियुक्त केल्या, जांच्या अहवालात ड्रेजींगाक लागुन जावपी वेगवेगळ्या मुद्द्याचेंर गंभीर हुस्को उक्तायला, हांतुत वास्को खाडी सयत थारावीक वाठाराची झीज जावपाचो धोको उक्तायला. किनारी झीज आनी /वा ड्रेजींग आनी किनारी झीजे मदली जोडणी हया मुद्द्याचेर वेगळो भू तंत्रीक अभ्यास करपाची मागणी तांतुत केल्या.	आमचे आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो वाटों म्हण ड्रेजींग करपाचो प्रस्ताव ना.
n.	ईआयए अहवालात निरीक्षण क्षेत्रातल्या लोकसंख्येचो चुकीचो आकडो दिला. समा आकडो वेगळो दिला.	निरीक्षण बरोबर ना. प्रकल्प क्षेत्रातले लोकसंख्येचे चित्र जनगणना अहवाल 2011 चेर आधारुन आसा. हया प्रकरणात सादर केल्ली म्हायती ही मुखेलपणान मुळावो जनगणना गोशावरो. 2011 हातुतल्यान घेतल्या.
o.	आपत्ती वेवस्थापन आराखड्यात बंदराच्या सरभोवतणच्या लोकसंख्येच्या स्थलांतरणा वीशी कांयच नमुद करुंक ना. बंदराक तेंकुन पेट्रोल आनी एसीडाच्यो टाकयो आसात.	क्षमताय वाड प्रकल्पाचो वाटों म्हण MSIHC नेम, 1989 (दुरुस्ती, 2000) प्रमाण धोकादायक म्हाल हाताळपाचो प्रस्ताव ना. सुवाते भायल्यो घडणुको (SWPL वाठाराच्या शीम मर्यादेच्या भायर परिणाम जावपी) सद्याच्या आनी प्रस्तावीत वावरात जावपाची शक्यताय ना.
p.	वायु प्रदुशण विश्लेशण प्रत्यक्ष सोदात उणे पडता. देखरेखीचो काळ MoEF च्या मार्गदर्शक तत्वां प्रमाण नियोजीत करुंक ना. वयर दिल्ल्या निवेदनाच्या उजवाडात, PAAI, असो तर्क करता की, भोवशीक वाठारात परिचलीत केल्लो ईआयए प्रकल्प प्रस्तावकांक योग्य जावचे खातीर आनी प्रकल्पाक पर्यावरणीय मान्यताय मेळोवच्या	प्रस्न नेमको ना.

	खातीर तयार केला.	
6.	**श्री. रुई एम डा कोस्ता आरावजो, चिखली जैवविवीधताय वेवस्थापन समिती, चिखली**	
i.	SWPL वरवी "एमपीटीच्या धक्को क्र. 5a आनी 6a च्या प्रस्तावीत टर्मीनल क्षमताय वाडीवेलो ईआयए मसुदो अहवाल न्हयकारुंक जाय कारण MoEFCC न बंदर आनी हार्बराच्या नेमांवीशी घालुन दिल्ल्या मार्गदर्शक तत्वा कडल्यान तो विचलीत जाला.	प्रस्न नेमको ना.
ii.	सद्याच्या बंदराचे विस्तारीकरण आनी किनारी क्षेत्रात नवे प्रकल्प सुरु करपा संबंधान, पर्यावरण आनी रानां मंत्रालयाच्या (IA-III विभाग) ऑफीस मेमोरेन्डमात घालुन दिल्ल्या मार्गदर्शक तत्वांक हांतुत पाळो दिवंक ना.	प्रस्न नेमको ना.
iii.	ईआयए अधिसुचोवणी 2006 च्या कॉलम 9 (III) त नमुद केल्ल्या प्रमाण पर्यावरणीय नदरेन संवेदनशील वाठारावेली म्हायती हांतुत दिवुंक ना.	पर्यावरणीय नदरेन संवेदनशील प्रजातीं ईआयए अहवालाच्या प्रकरण 3, पर्यावरणीय मुलभूत दर्जो, विभाग 3.17.9, पान क्र. 3-61 उपरांत योग्य रीतीन नमुद केल्यात. प्रकल्पाच्या अंदाजे केंद्राकडल्यान 10 किमी परिघाच्या परिणाम शीमेतल्या संवेदनशील घटकांची तपशिलवार वळेरी EAC, MoEFCC आनी हेर वैधानीक यंत्रणांच्या योग्य अवलोकना खातीर निमाण्या ईआयए अहवालात आस्पावीत करतले.
iv.	प्रस्तावीत सुवातीच्या विहीत 15 किमी परिघा भीतरले पर्यावरण आनी खुपशी महत्वाची पर्यावरणीय यंत्रणा आनी जैवविवीधताये कडेन एक तर दुर्लक्ष केला वा साफ केला वा उणे प्रतिनीधित्व केला.	प्रस्न नेमको ना.
v.	हवा आनी आवाज /कंपनांची देखरेख करपा खातीरच्यो नमुनो सुवातो प्रस्तावीत ऑपरेशन्स/वावरच्या संभाव्य परिणामाच्या वाठाराकडेन सुसंगत ना.	प्रकल्प आनी हेर वावरातल्यान परिणाम शीमेत जावपी वायु प्रदुशकाच्या केंद्रीकरणाचे पडबींब दाखोवपाक विवेकशीलतायेन दवरिल्ल्या देखरेख सुवातांचेर एका मोसमातली मुलभूत सरभोवतणची तपशीलवार वायु देखरेख केल्या. वायु देखरेख आनी परिणामांचे विवेचन प्रकरण 3, पर्यावरणीय मुलभूत दर्ज्यात केलां.
vi.	मध्यवर्ती क्षेत्रातल्या जमनीवेल्या जैवविवीधतायेचेर पुरायपणान दुर्लक्ष केला आनी फक्त समुद्री पर्यावरणातल्या समुद्री (उदकाचेर उफेंवपी वस्तु) आनी बेन्थीक (समुद्री तळ) जीवांचेर लक्ष केंद्रीत केलां. ईआयए अहवालात न्हंयेच्या देगेवेल्या प्रजातींचो उल्लेख करुंक ना.	गोंय सरकाराच्या रानां अहवालाचेर आधारीत भूप्रदेशीय जैवविवीधताय, प्रकरण 3, विभाग 3.18, पान क्र. 3-63 चेर दिला. सागरी पर्यावरण, बेन्थीक आनी समुद्री पर्यावरण तपशीलान प्रकरण 3, विभाग 3.17, पान क्र. 3-28 चेर दिला.
vii.	ड्रेजींग "बेन्थो- समुद्री युग्मनात" हस्तक्षेप करुंक शकता, हाका लागुन हया उदकांतल्या जिवाणुंच्या मुळाव्या उत्पादन क्षमतायेक मार बसपाक शकता.	आमचे आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो वाटों म्हण ड्रेजींग करपाचो प्रस्ताव ना.
viii.	चिखली खाडी ही उक्ती सुवात, सागरी जीवाणुं खातीर असामान्य वसाहत आसा. रानांजीव राखण कायदो 1972 प्रमाण अनुसूचीत प्रजाती वींडोपॅन ऑयस्टरांचे हांगा प्रजनन जाता. खाडीच्या NIO न केल्ल्या अभ्यासात CVAC चो मुद्दो उखलुन धरला की हो वाठार हया आदीच प्रदुशकांच्या ताणा खाला आसा आनी खाडीच्या सरभोवतणी उद्देगीक वावराक मान्यताय दिवची न्हय.	ईआयए अहवाल आनी ताच्या वैधानीक सादरीकरणात स्पश्टपणान नमुद केलां की प्रस्ताव हो पुरायपणान बंदर बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्साच्या आधुनिकीकरणाचो आसा. धक्को /समुद्री वटेन बदल करपाचो प्रस्ताव ना.

ix.	गोंय जैवविवीधताय मंडळान हो वाठार "पर्यावरणीय नदरेन नाजूक सागरी सुवात" म्हण जाहीर केला, जे ईआयए अहवालात नमुद करुंक ना.	प्रस्न विचारुंक ना, म्हणुन जाप दिंवक ना.
x.	चिखली किनारी वाठारात चीपांची झाडां आसात आनी म्हणुन CRZ परिणामांच्या उजवाडांत तांचे परिक्षण जांवचे पडतले.	ईआयए अहवाल आनी ताच्या वैधानीक सादरीकरणात स्पश्टपणान नमुद केलां की प्रस्ताव हो पुरायपणान बंदर बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्साच्या आधुनिकीकरणाचो आसा. धक्को /समुद्री वटेन बदल करपाचो प्रस्ताव ना.
xi.	बायणा किनारी वाठाराच्या विरुद्ध आशिल्ले 2 जुवें (ग्रेन्ड आनी पिकेनो जुवे) वाघुळा खातीर फाटली कितलीशीच दशकां वेगळो आवास आनी वसाहत आसा. तांचे संवर्धन हुस्को उणो करपाचो कसलोय यत्न EIA 2006, WPA 1972, BDR, 2002 हांचे खर उल्लंघन केल्ले वरीच जातले.	ईआयए अहवाल आनी ताच्या वैधानीक सादरीकरणात स्पश्टपणान नमुद केलां की प्रस्ताव हो पुरायपणान बंदर बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्साच्या आधुनिकीकरणाचो आसा. धक्को /समुद्री वटेन बदल करपाचो प्रस्ताव ना.
xii.	अरबी समुद्राच्या बायणा किना-या लागसारच्या उथळ वाठारात डॉल्फीन सारख्या सस्तन प्राण्यांची हाजेरी आशिल्ल्याचे अहवाल आसात.	संवेदनशील आनी धोक्यात आशिल्ले किनारी जीवीत जशे की प्रवाळीं, डगोंगस, समुद्री तण, विशीश्ट चीपांची झाडां, आदी हांचेर ईआयए अहवाल, प्रकरण 3: पर्यावरणीय आधारभूत दर्जो, विभाग 3.17.9, पान क्र. 3-61 उपरांत योग्य तरेन भासाभास केल्या.
xiii.	2015 वर्साच्या हालीच्या अहवालात, ग्रेन्ड आनी पिकेनो जुव्या लागसारची प्रवाळीं ईआयए अहवालात ना.	ग्रेन्ड जुव्याचेर हालीच प्रवाळीं सापडल्यात हे सत ईआयए अहवालात, प्रकरण 3: पर्यावरणीय मुलभूत दर्जो, विभाग 3.17.10, पान क्र. 3-61 योग्य रितीन नमुद केला. ग्रेन्ड जुवो प्रस्तावीत प्रकल्पा कडल्यान समुद्री अंतरान 10 किमी पयस आसा आनी कसलोय उल्लेखनीय विपरीत परिणाम जावपाक प्रस्तावीत प्रकल्प सुवाते कडल्यान पयस आसा.
xiv.	मुरगाव बंदर विस्ताराच्या पर्यावरणीय परिणामांच्या अहवालांचेर टिप्पणी:	
	a. बंदराचो विस्तार करपाचो प्रकल्प तीन वेगवेगळ्या भागात विभागला हे अजाप कशे. अशे करपा फाटल्यान एकूच कारणाची शक्यताय आसूंक शकता आनी ते म्हळ्यार दर एक प्रकल्प ल्हान म्हणून दाखोवप जाका लागून पर्यावरणीय परिणाम उणो दिसतलो. पर्यावरणीय मान्यताय दितना बंदराच्या विस्ताराच्या सगल्या पैलूंचो परिणाम एकठाय मतीत घेवचो.	उपकार करुन 1(i) क आमी दिल्लो प्रतीसाद पळयात.
	b. सद्या बंदराच्या वावराक लागून जावपी वायु प्रदुशणाच्या परिणामाचे मुल्यांकन करुंक ना. बंदराच्या विस्ताराच्या पर्यावरणीय परिणामाचे मुल्यांकन करच्या आदी हे करुंक जाय. हे करुंक अपेस येवप म्हळ्यार अविज्ञानीक अभ्यास केल्ले वरीच.	उपकार करुन 1(ii) क आमी दिल्लो प्रतीसाद पळयात.
	c. बंदराचो विस्तार आनी अतिरीक्त कोळसो आनी लोह हाताळणीक लागून उल्लेखनीय प्रमाणात वायु प्रदुशण जातले. हाका लागून जावपी वायु दर्जाच्या बदलांचे गुणात्मक मुल्यांकन करपाक अहवालात अपेस आयला.	उपकार करुन 1(iii) क आमी दिल्लो प्रतीसाद पळयात.
	d. अतिरीक्त कोसळो हाताळणी वा लोह खनीज हाताळणीक लागून अतिरीक्त वीखारी अवजड धातूंचो हवेतल्यान प्रसार जावपाक शकता, जातुतले कांय कांक्र जनक आसात. ह्या वायु प्रदुशकांचे भलायकेचेर जावपी परिणामांचे धोको मुल्यांकन करपाक जाय. अवजड धातूंचे उत्सर्जन आनी ताका लागून मानवी भलायकेचेर जावपी परिणामांचो उल्लेख अहवालात केल्लो ना.	उपकार करुन 1(iv) क आमी दिल्लो प्रतीसाद पळयात.
	e. बंदर विस्ताराक लागून जावपी अतिरीक्त वायु प्रदूशण भाराचो, खासा करुन ओझोनाचो वनस्पती आनी पीकांचेर उल्लेखनीय परिणाम जातलो. हाचे दर्ज्यात्मक मुल्यांकन करुंक ना.	उपकार करुन 1(v) क आमी दिल्लो प्रतीसाद पळयात.
	f. बंदर विस्ताराक लागून जावपी अतिरीक्त वायु प्रदूशण भाराचो, खासा करुन आम्ल वायु SO2	उपकार करुन 1(vi) क आमी दिल्लो प्रतीसाद पळयात.

	आनी NO2, चो स्मारकांक कळंब लागून परिणाम जातलो. पोन्ने गांय हे संसारीक दायज सुवात. हवेतल्या अतिरीक्त आम्ल वायुचो पोन्ने गांय आनी हेर बांधकामांचेर परिणामांचे मुल्यांकन करपाक आयिल्ले अपेस हे फंटींगपण आसा.	
	g. ड्रेजींगाक लागून बंदरातल्या उदकांत अतिरीक्त गढुळताय वाडतली आनी ताच्या जलीय पर्यावरणाचेर परिणाम जातलो कारण हांतुतलो कांय म्हाल बंदराच्या उदकातल्या जलीय पर्यावरणाचेर परिणाम करतलो कारण कांय म्हाल क्षणीक उत्सर्जन म्हण बंदरातल्या उदकांत उतलो अशे अहवालात नमुद केला. उदकांत अशे तरेचे उत्सर्जन जाल्यार जावपी परिणामांचे योग्य मुल्यांकन करुंक ना. अहवाल सामकोच उण्या विज्ञानीक दर्ज्याचो आसा आनी तांतुत दाखयला त्या परस अदीक लिपयला. हो अहवाल न्हयकारुंक जाय आनी ताच्या लेखकांक काळे वळेरेत घालुन तांचेर दंड घालुंक जाय.	उपकार करुन 1(vii) क आमी दिल्लो प्रतीसाद पळयात.
7. कुस्तोदीओ डिसोझा, वास्को		
i.	SWPL वरवी धक्को क्र. 5A आनी 6A च्या क्षमताय वाडी खातीरच्या ईआयए अहवालाचो मसुदो भोवशीक छाननी खातीर थळाव्या भाशेत उपलब्ध करुन दिंवक ना. ईआयए अधिसुचोवणी 2006 च्या वेगवेगळ्या विभागा प्रमाण ती गरज आसा.	ईआयए अहवालाच्या मसुद्याच्यो प्रती GSPCB न ईआयए अधिसुचोवणी, 2006 त दिल्ल्या सुवातांचेर उपलब्ध करुन दिल्ल्यो आनी प्रकल्प वाठारात वितरीत केल्ल्यो. ईआयए अधिसुचोवणी, 2006 (दुरुस्त) त थारावन दिल्ली सगली आवश्यकता आमी पुराय केल्या.
ii.	ईआयए अहवालाचो थळावो मसुदो मध्यवर्ती वाचनालय, चिखली पंचायत आनी PCB च्या संकेतस्थळार उपलब्ध ना. तो सांता क्रुज पंचायतीक सादर करुंक ना जी प्रकल्प क्षेत्राच्या 10 किमी परिघात आसा.	ईआयए अहवालाच्या मसुद्याच्यो प्रती GSPCB न ईआयए अधिसुचोवणी, 2006 त दिल्ल्या सुवातांचेर उपलब्ध करुन दिल्ल्यो आनी प्रकल्प वाठारात वितरीत केल्ल्यो. ईआयए अधिसुचोवणी, 2006 (दुरुस्त) त थारावन दिल्ली सगली आवश्यकता आमी पुराय केल्या.
iii.	हे सगले 3 प्रकल्प खरे म्हळ्यार एक आसात, वावराच्या अनुसूचीच्या 7(e) प्रमाण ईआयए अधिसूचोवणी 2006 त EC ची गरज आसा.	हे निरीक्षण ईआयए अधिसुचोवणी, 2006 (दुरुस्ती) प्रमाण ना.
1. कुस्तोदीओ डिसोझा, वास्को		
i.	20.03.2017 तारखेचे पत्र, विशय: कोळसो (MPT) विस्तार प्रकल्पा खातीर भोवशीक सुनावणी जी आदी 20.03.2017, 24.03.2017 आनी 27.03.2017 तारखेक निश्चित केल्ली - त्या खातीर फावो त्या आकाराची सुवात आनी सप्तकाच्या योग्य दिसा खातीर विनंती.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
2. **एरीक पींटो, आल्तो पर्वरी, गांय**		
i.	सकयल्या आधारांचेर आक्षेप: a. ड्रेजींगाक लागुन आनी समुद्री तळातल्यान 2.44 दशलक्ष क्युबीक मिटर्स रेंव कांडिल्ल्यान किनारी भूंयेची रुपां आनी समुदायाचेर विपरीत परिणाम जातलो. b. कोळश्याच्या धुल्लाक लागुन श्वसनाची दुयेंसा आनी फुफुसाचें कांक्राचे दुयेंस जाता.	a. आमचे आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो वाटों म्हण ड्रेजींग करपाचो प्रस्ताव ना. b. निरीक्षण बरोबर ना.

	c. ट्रक आनी रेल्वेन अंतर्गत भागात कोळश्याची येरादारी करपावीशी ईआयए अहवालात वर्णन ना. d. गोंय हे पर्यटन सुवात म्हण फामाद आसा. हाका लागुन क्रुज टर्मीनलाच्या लागसारच्या वाठारात कोळश्याच्या यार्डांक लागुन पर्यटनाच्या हेताक मार बसतलो. e. भारतात स्वताचे उण्या दर्ज्याचे कोळश्याचे उत्पादन जाता, मात आधुनीक तंत्रज्ञानाक लागुन ताच्यो अशुद्धी काडुन उडोवप आनी प्रदुशण उणे करप, आनी प्रधानमंत्री श्री. मोदी हांच्या "मेक इन इंडीया" घोशणेक पाळो दिवप, हाका लागुन कोळश्याची आयात बंद केल्यार आमची वेपाराची न्हयकारी तुळा उणी जातली आनी आमच्या देशी कोळसो उद्देगाक उर्बा मेळतली.	c. सद्याच्या वावराक म्हालाच्या रस्तो येरादारीचो आस्पाव ना आनी क्षमता वाड जाल्या उपरांतय तो प्रस्तावीत ना. d. MPT च्या धक्को वाटपा प्रमाण दोनीय क्रुज टर्मीनल आनी आमच्या वावराचे सह-अस्तीत्व आसा. e. प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
3. **लॉरेड्डा श्रीधरन, आम आदमी पार्टी (आप)**		
i.	सकयल्या आधाराचेर आक्षेप: • आदर्श आचार संहितेच्या उल्लंघनाची कागाळ • पक्षाचे फुडारी सुमार दसका वयर धुल्लाच्या प्रदुशणा आड आदोंलन करुंक सदाच फुडे आसात. • MPT ऑफिसर्स क्लबात भोवशीक सुनावणी घेवपा वीशी थळाव्या खबरापत्रात छापुन हाडील्ले मात त्या खातीर भारतीय वेचणुक आयोगाची मान्यताय घेवुंक नाशिल्ली, जी सक्तीची आवश्यकताय आसा. • मतदारांक रोजगार आनी सामाजिक अर्थीक लावाचे उतर दिवन तांका हायस दाखोवपाचो यत्न करुन MPT न भाजपाच्या मजतीन तीन प्रकल्पांच्या बांधकामाची प्रभावीपणान घोशणा केली आनी उतर दिले, जांतुत भोवशीक नीधीच्या व्हडा प्रमाणातल्या गुंतवणुकीचो आस्पाव आसा आनी ते आजुन मेरेन लोकांक खबर नाशिल्ले. • हया प्रकल्पांत ताकतीक ना आनी वेचणुक प्रक्रिये उपरांत सुनावणी घेतल्यार सर्ग सकयल पडचो ना. • पर्यावरणीय भोवशीक सुनावणी तेचणुक प्रक्रिये वेळार थारावप हो उणे लोक वाटेकार जावचे हया खातीर मुद्दाम केल्लो यत्न आसा. • वेचणुक प्रक्रिया पुराय जांय मेरेन भोवशीक सुनावणी फुडे धुकलची.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
11. दक्षीण गोंयचे जिल्लोधिकारी आनी जिल्लो न्यायदंडाधिका-यांचे कार्यालय.		
	दक्षीण गोंयचे जिल्लो न्यायदंडाधिकारी श्री स्वप्नील नायक हांणी 16.03.2017 तारखेक GSPCB क पत्र बरोवन सुवातींत बदल ना करपावीशी कळयला.	NA
12. दक्षीण गोंयचे जिल्लोधिकारी आनी जिल्लो न्यायदंडाधिका-यांचे कार्यालय.		

	दक्षीण गोंयचे जिल्लो न्यायदंडाधिकारी श्री स्वप्नील नायक हांणी 16.03.2017 तारखेक GSPCB क पत्र बरोवन, कळयला की श्री विनायक व्ही. साठे हांणी भोवशीक सुनावणेचे मुद्दे आनी ती फुडे धुकलपावीशी पत्रात बरयला, जाल्यार श्री विनायक हांचे कडल्यान कांयच प्रतिसाद मेळुक ना.	NA
13. श्री सावीयो जे. एफ. कोरीया, वास्को दा गामा		
i.	सकयल दिल्ल्या मुद्यांवीशी GSPCB धाडिल्ले 25.01.2017 तारखेचे पत्र: • पर्यावरणीय भोवशीक सुनावणी 12.03.2017 तारखे उपरांत परतुन थारावची आनी सुवात बदलची. • MPT ऑफिसर्स क्लब हॅडलँड सड्यार आसा, हाका लागुन कुडका, बांबोळी वाठारातल्यान येवपी लोकांक ते त्रासाचे जातले. • भोवशीक सुनावणी वास्को शारांत खंयसरय घेवची. • ती तालुका मुख्यालयात घेवची. • प्रकल्प पुरस्कर्त्याच्या मालकीचे सुवातेर वातावरण बिघडपाक शकता आनी मुक्त आनी प्रामाणीक सुनावणी खातीर अनुकुल ना. • भोवशीक सुनावणी शेनवार वा आयतारा घेवपाची मागणी करता. • लोकांचो उणो सहभाग आसतलो हाची जतनाय घेवच्या खातीर भोवशीक सुनावणी मुद्दाम जावन गैरसोयेची तारीख आनी सुवातेर दवरल्या अशे परतुन सांगता. • GSPCB क गंभीर भोवशीक सल्लोमसलत करच्या बदला फक्त सुनावणी घेवपाची औपचारीकता पुराय करपाक रस आसा अशे दिसता. • तीनांतली दर एक भोवशीक सुनावणी एका म्हयन्याच्या फरकान दवरची जाका लागुन लोक हांतुत गंभीरपणान वांटेकार जावपाक शकतले.	NA
14. श्री. कुस्दोतीओ डी सोझा, ओल्ड क्रॉस नुस्तेमारी बोट धनी सहकारी सोसायटी ली., वास्को, गोंय.		
i.	03.03.2017 तारखेचे, GSPCB क धाडिल्ले सकयली म्हायती दिवपी पत्र: • व्हडले सुवातेर स्थलांतर करपाची मागणी, शक्यतो वास्कोतले टिळक मैदान. • कारण सुनावणेक हाजीर रावपाक मार बशिल्ल्या लोकांच्या अपेक्षीत आकड्या खातीर प्रस्तावीत सुवात पुरायपणान अपुरी आसा.	NA
15. आल्कान्द गुरजाव, बायणा रापोणकार आनी नुस्तेमारी बोट धनी सोसायटी गोंय.		
i.	03.03.2017 तारखेचे, GSPCB क धाडिल्ले सकयली म्हायती दिवपी पत्र: • व्हडले सुवातेर स्थलांतर करपाची मागणी, शक्यतो वास्कोतले टिळक मैदान.	NA

	• कारण सुनावणेक हाजीर रावपाक मार बशिल्ल्या लोकांच्या अपेक्षीत आकड्या खातीर प्रस्तावीत सुवात पुरायपणान अपुरी आसा.	
16. श्री. गाब्रीयेल डिक्रुज		
i.	बंदराचो विस्तार आनी ड्रेजींगाक लागुन सकयली म्हायती दिवपी GSPCB क बरयिल्ले पत्र: • पर्यावरणीय धोके. • हंप बॅक डॉल्फीन्स, ओर्कास, पांखा नासिल्लो ल्हान आकाराचे व्हेल नुस्ते आनी किलर व्हेल्स हांका लुकसाण करपी सामको थेट आनी उण्या काळाचो भंय. • ड्रेजींगाक लागुन उदका पोंदा आवाज जाता जाचो हंप बॅक डॉल्फीन्स, ओर्कास, पांखा नाशिल्ले ल्हान आकाराचे व्हेल नुस्ते आनी किलर व्हेल्स हांच्या अन्न सोद आनी सामाजिक जिणेचेर गंभीर परिणाम जाता.	आमचे आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो वाटो म्हण ड्रेजींग करपाचो प्रस्ताव ना.
17. वास्को आनी मुरगावचे गरीब आनी वंचित निवासी 211 सयां सयत.		
i.	कोळश्याक लागुन जावपी भलायकेच्या समस्येक लागुन आमका जगप कठिण करता कारण आमी व्हडली वैजकी बीलां फारीक करपाक शकनात.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
ii.	MPT च्या प्रकल्पांक वाट करुन दिवच्या खातीर आमची घरां मोडली. बायणा, देस्तेरो आना खारीवाडो हे ते वाठार आसात ज्या वाठारातल्यान MPT आमका काडपाक सोदता.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
iii.	वेगवेगळे ईआयए अहवाल आशिल्ले तीन प्रकल्प खरे म्हळ्यार एकाच प्रकल्पाचो वाटो आसात, म्हणुन ते एकामेकां बगर कार्यरत जावपाक शकनात. ईआयए अभ्यास पुरायपणान फटींग आसा आनी ToR सामकेच चूकीचें आसात.	ईआयए अधिसुचोवणी, 2006 (दुरुस्ती)त दिल्ले प्रक्रिये प्रमाण ईआयए करचे खातीर SWPL न संदर्भ अटी (ToR) योग्य रितीन MoEFCC, नवी दिल्ली कडल्यान मेळयल्यात. EIA/EMP अहवाल MoEFCC न ईआयए खातीर जारी केल्ल्या ToR प्रमाण तयार केला.
20. भोवशीक सुनावणेचे कांय तिडकल्ले उपस्थीत, 29 सयां सयत.		
i.	PH वेळार हाजीर आशिल्ल्या लोकांक सुनावणेत वाटेंकार जावपाची संद न्हयकारल्या.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
ii.	3 प्रकल्पां खातीर एकूच PH घेवपाचो विचार करचो अशे MoEF न GSPCB क सांगिल्ले, मात GSPCB न 7 दिसांत 3 वेगवेगळ्यो सुनावणी घेतल्यो.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
iii.	हाजेरी पत्रकांचे वितरण करुंक ना, हाका लागुन व्हडा प्रमाणातले उपस्थीत सयो करुंक शकले ना.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
21. श्री. परशुराम सोनुर्लेकर, मुरगांव, 4 सयां सयत.		

i.	वास्को शार आनी लागसारचो वाठार कोळसो प्रदुशणान पिडीत आसा. वास्कोकारांक कोळसो समस्या ही जीवन मरणाची समस्या जाल्या आनी ताचो भलायकी आनी जीवीताच्या दर्ज्याक गंभीरपणान मार बसता.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
ii.	बंदर वाठारात पडुन आशिल्लो कोळसो धांपुन दवरपाक उपाय करुंक ना आनी अदिकारी म्हणतात की कोळसो धांपप हे प्रत्यक्षात अशक्य आसा.	निरीक्षण समा ना. साठो करतना वा सुधारणा करतना सोडुन हेर वेळार सदाच कोळसो साठो यार्ड ताडपत्रीन धापिल्लो आसता, क्षणीक उत्सर्जनाक आळो हाडपाक ताचेर सेगीत आनी पुरायपणान उदकाची फवारणी/फॉगींग जाता.
iii.	पर्यावरणीय प्रदुशणाचे परिणाम हे बरेच खबर आसात कारण GSPCB न Adani, SWPL आनी MPT क लेगीत कितल्योश्योच नोटीसी जारी केल्यात. मात कितल्योश्योच नोटीसी जारी करुन लेगीत प्रदुशण नियंत्रणात हाडपाक आनी बंद करपाक तांका अपेस आयला, आयच्या तारखे मेरेन कोळसो प्रदुशण दिसान दिस वाडत आसा आनी प्रस्तावीत वाड लाखांनी नागरीकांच्या जिवीताची नाशाडी करतले. कोळश्याचे प्रदुशण हे ल्हव जाता आनी ताचे मनश्याच्या जिवीताचेर जावपी परिणामांचे मुल्यांकन करुंक जाय कारण पयसुल्ल्या काळात ते परिणाम करतले.	GSPCB न निर्देश दिल्ल्या प्रमाण SWPL उपाय करता आनी प्रक्रिया आनी वेळेची मर्यादा दिल्या त्या प्रमाण प्रकरण वेळार आनी विज्ञानीक पद्धतीन सोडयता. भारत सरकारान अधिसूचीत केल्ले वायु उत्सर्जन मानकांक (NAAQS, 2009) आमी पाळो दितात.
22. मुरगाव युवा ट्रस्ट, वास्को.		
i.	MPT त फुडल्या कोळसो वेपाराच्या विस्ताराचो खर निशेध आनी विरोध करतात, कारण कोळसो प्रदुशण ह्या आदीच निमाण्या पांवड्यार पावला आनी आमच्या पर्यावरणाचो -हास केला. ज्या तरेन अदानी आनी हेर कोळसो हाताळणी कंपनी MPT त कोळसो हाताळतात ते पुरायपणान कसल्याच प्रतिबंधात्मक उपाया बगर आसा.	प्रस्न विशिश्ट ना. कोळसो धुल्लाचे उत्सर्जन जावचे न्हय ह्या खातीर SWPL फावो तीतले आनी गरजेचे उपाय घेता.
ii.	तुतीकोरन बंदर जंय फक्त कोळसो हाताळतात, थंय व्हडा प्रमाणात प्रदुशण जाता म्हण ह्या धुल्लाच्या कोळश्याक न्हयकारला. ते ह्या MPT बंदरात हाडला, मात हाचो थळ्याव्यांच्या भलायकेचेर किते परिणाम जातले आनी हाका लागुन पर्यावरणाचो -हास जातलो हे मतीत घेवंक ना. आमचे अशे मत आसा की भलायकी आनी सुरक्षीत पर्यावरणा खातीर MPT तलो धुल्लाचो कोळसो वेपार पुरायपणान बंद करुंक जाय.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
23. मॅगी सिल्वेरा, भारत मुक्ती मोर्चा, दिवाडी, गॉय. **24. सेबेस्तीयन रॉड्रीग्स, झुवारीनगर, गॉय**		
i.	MPT चे धक्के कर्नाटकातल्या JSW उर्जा कंपनी खातीर कोळसो आयात करुंक वापरतले. गॉयाक हाचे लुकसाण जावपाक जायना. गॉय कोळश्याचे कॉरीडॉयर करुंक आमी विरोध करतात.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
ii.	ईआयए निरीक्षण व्यापक आसपाक जांय, विघटीत न्हय. विघटीत प्रभाव मुल्यांकन हे भ्रामक आनी	प्रस्न नेमको ना.

	दीशाभूल करपी आसा.	
iii.	कालवो खोल करपा खातीर केल्ल्या ड्रेजींगाक लागुन ह्या आदीच जैवविवीधताय नश्ट केल्या. MPT क ड्रेजींग करपाक परवानगी दिवपाक जायना.	आमचे आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो वाटो म्हण ड्रेजींग करपाचो प्रस्ताव ना.
iv.	प्रवेश कालवो खोल करपाचेर प्रकल्प निंबुन आसा. जेन्ना प्रकल्प एकामेकांचेर निंबुन आसात जाल्यार भोवशीक सुनावणी वेगवेगळी कित्याक निश्चीत केल्या.	आमचे आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो वाटो म्हण ड्रेजींग करपाचो प्रस्ताव ना.
v.	"अतिरीक्त जमीन आनी बंदराचो आस्पाव ना" हे भ्रामक आसा कारण MPT वरवी बंदराचे ड्रेजींग करपाचेर हो प्रकल्प निंबुन आसा आनी ताचे तांच्या जोड परिणामांचेर भासाभास करुंक ना.	निरीक्षण योग्य ना. आमचे आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो वाटो म्हण ड्रेजींग करपाचो प्रस्ताव ना.
vi.	कोळसो प्रदुशणाक लागुन आमी वास्कोत नितळ हवा घेवपाक शकनात. वास्को MPT बंदरातल्यान कोळसो आयात बेगोबेग थांबोवपाक जाय.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
vii.	भूजलात कॉलीफॉर्म आसप हांतुतल्यान भूजलाचे प्रदुशण सिद्ध जाता.	सद्याच्या वावरात प्रक्रीया करुंक नाशिल्ले सांड उदक सोडीनात आनी क्षमताय वाड प्रकल्पात ताची शक्यताय ना. कॉलीफॉर्माची हाजेरी प्रकरण 3, विभाग 3.11, कोश्टक 3.6, पान क्र. 3-10 ह्या पर्यावरणीय आधारभूत अभ्यासात दिला.
viii.	मडकय, शिरदोणा, बांबोळी, नावशी, काणका, ओशेल, दोना पावला आनी करंजाळेतल्या नुस्तेमारी लोकसंख्येक ईआयए अभ्यासातल्यान भायर दवरल्यात.	प्रकल्प क्षेत्राच्या 10 किमी परिघाचो नुस्तेमारी कडेन संबंधीत डेटा पर्यावरणीय आधारभूत दस्ताऐवजाचो वाटो म्हण गोंय सरकाराच्या नुस्तेमारी संचालकाच्या नुस्तेमारी अहवालातल्यान घेतला. म्हायती तपासतले आनी निमाण्या ईआयए अहवालात नोंद करतले.
ix.	कार्यवाहीक लागुन जहाजांची हालचाल, तैल फैलाव आनी म्हाल हाताळणी आनी हस्तंतरण हाका लागुन जावपी वायु, उदक, आवाज ह्या पर्यावरण प्रदुशणाचे स्रोत ईआयए अहवालाच्या प्रकरण 4 त दिल्यात. हाका लागुन प्रकल्प न्हयकारुंक जाय.	प्रकल्पाच्या सगल्या वावराक लागुन जावपी वायु, उदक, आवाजाच्या प्रदुशणाचो परिणाम, मुल्यांकन आनी शमन उपाय प्रकरण 4 त दिल्यात. मात टर्मीनलाच्या समुद्रा वटेन बदल प्रस्तावीत नाशिल्ल्यान, प्रस्तावीत अतिरीक्त/बदलिल्ल्या सागरी वावराक लागुन उल्लेखनीय न्हयकारी परिणामाची शक्यताय ना .
x.	बार्जी तांवो कोयर आनी इंधन मांडवी आनी झुवारी न्हंयेत सोडतात. बार्जीतले उरिल्ले खनीज, ह्यो न्हयो आनी कुंभारजुवा न्हंयेत सोडतात. बार्जी न्हंयत धुवातात आनी हाका लागुन प्रदुशण जाता.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
xi.	बार्जी वरवी खनीजाची येरादारी जाता थंय मांडवी आनी झुवारी न्हंयेत नुस्तेमा-यां खातीर मर्यादा आसात.	सागरी/उदका वटेनच्या वावराचे नियंत्रण MPT करता, कारण बंदराचे संवर्धनाचो वावर तांच्या कडेन आसा. सुचालन, जहाजांची सुवात बदलप आनी हेर संबंधीत वावराचेर आमचे नियंत्रण ना.
xii.	गोंयातल्या खंयच्या वाठारातल्यान कोळश्याचेर फवारणी करुंक उदक हाडतले. फवारणी करुंक कितल्या उदकाची गरज आसा.	ईआयए अहवाल, प्रकरण 5, पर्यावरणीय वेवस्थापन आराखडो, विभाग 5.3.2, पान 5-15 त नमुद केल्ले प्रमाण उदकाची वट्ट गरज 500 kld आसा. टर्मीनल सद्या MPT च्या STP कडल्यान 200-250 kld प्रक्रीया केल्ले सांड उदक वापरता. धुल्ल दमना खातीर अतिरीक्त प्रमाणातले उदक PWD चलयता त्या बायणातल्या सद्या कार्यरत आशिल्ल्या 2300 kld CETP तल्यान घेवपाचे थारायला.
xiii.	गोंयात खंय तेलाच्या कोयराचो विलो लायतले.	धोकादायक आनी हेर कोयर नेम, 2016 त नमुद केल्ल्यो प्रथा आनी प्रक्रीया पाळुन तयार जाल्लो

		तेलाचो कोयर GSPCB च्या अधिकृत विक्रीत्याक दितात.
xiv.	गोंयात खंय घन कोयराचो विलो लायतले.	तयार जाल्लो घन कोयर विलो लावपाक मुरगाव नगरपालीका मंडळाक (MMC) सोपयतात.
xv.	तैल फैलावाचो किनारी वाठाराचेर परिणाम आनी सागरी संवेदनशील क्षेत्राची हानी हे सामके खरे आसा. वयर दिल्ल्या मुद्दयांचेर आमी MPT च्या धक्को क्र. 5a आनी 6a ची SWPL वरवी टर्मीनल क्षमताय वाड करपाक आमी खर विरोध करतात.	तेलाच्या कार्गोची सद्या हाताळणी जायना, आनी क्षमताय वाडीचो वाटो म्हण ती हाताळपाचो प्रस्ताव ना.
25. मॅगी सिल्वेरा, भारत मुक्ती मोर्चा, दिवाडी, गोंय.		
i.	JSW क धुल्ल दमना खातीर दर दिसा 3 लाख लीटर उदक आनी अग्नीशमना खातीर अतिरीक्त 1 लाख उदकाची गरज आसतली. ताचो 12 म्हयन्या खातीर वर्सुकी गरजे प्रमाण गुणाकार केला जें असामान्यपणान खुप आसा. हे मान्य ना. कितल्याश्याच कुटुंबांक आनी शाळेतल्या भुरग्यांक व्हांवते उदक मेळना. जाल्यार ते म्हणतात की कोळश्याच्या धुल्ल दमना खातीर सांड उदक वापरतले.	ईआयए अहवाल, प्रकरण 5, पर्यावरणीय वेवस्थापन आराखडो, विभाग 5.3.2, पान 5-15 त नमुद केल्ले प्रमाण उदकाची वट्ट गरज 500 kld आसा. टर्मीनल सद्या MPT च्या STP कडल्यान 200-250 kld प्रक्रीया केल्ले सांड उदक वापरता. धुल्ल दमना खातीर अतिरीक्त उदक PWD च्या सद्या बायणात कार्यरत आशिल्ल्या 2300 kld CETP कडल्यान मेळोवपाचो प्रस्ताव आसा.
ii.	गोंय प्रदूशीत करपाची JSW क मान्यताय दिल्या कारण गोंय सरकार स्वताच प्रदूशीत आसा.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
iii.	कोळसो प्रदूशणाक लागुन JSW क वास्कोत विनाश करपाक दिवप ही लजेची गजाल आसा.	
iv.	JSW न आपले ऑपरेशन्स बंद करुंक जाय आनी गोंयातल्यान भायर वचपाक जाय.	
26. ज्युडीथ आल्मेदा, कोलवा, साश्ट, गोंय		
i.	प्रदूशण नियंत्रण मंडळ कितलीशीच वर्सा गोंयात मायनींग धुल्ल प्रदुशण आडावपाक शकले ना. कोळसो प्रदुशणाचे नियंत्रण ते कशे करतले? लोक फुफुसांची दुयेसां आनी क्रांक्राक लागुन पीडा सोसतात आनी मरतात. हाचेर कीते आभ्यास वा डेटा एकठाय केला.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
ii.	कोळसो मिनेरांक तांच्या कोळसो धुल्ला सयत राज्यात हाडच्या आदी मायनींग आनी हेर उद्देगीक कोयराक लागून सध्या जाता त्या विध्वंसाच्या प्रदुशणाचे नियंत्रण करुंक GSPCB न पयली शिकपाक जाय. आनी जर तुमी हे करुंक शकनात जाल्यार हाव कोळश्याक ना म्हणता.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
27. दो. सबिना मार्टीन्स, पणजी, गोंय.		
i.	कोळसो आनी हेर संबंधीक वावराक लागून कार्बन कण हवेत फाफसतले आनी हाका लागुन गंभीर वायु प्रदुशण जातले. कार्बन प्रदूशकांक लागुन श्वसन आनी भलायकेचे गंभीर प्रस्न जातले.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.

ii.	साठो करून दवरिल्ल्यान उजो लागपाक शकता आनी ताचो परिणाम म्हणून भलायकेचो गंभीर परिणाम जांवपाक शकता. उदकांचो वापर करुन उजो पालवयल्यार कोयराचे उदक व्हावपाक शकता आनी अवजड धातूंक लागून भूजल दूशीत जांवपाक शकता. नुस्त्यांनी खाल्ले अवजड धातू आमच्या अन्न साखळेत प्रवेश करतले आनी लोकांनी खाल्ल्यान ताचे अवजड धातू वीख जातले.	SWPL त हाताळतात त्या कोळश्यात मुळातच आर्द्रता आसता, धुल्ल दमना खातीर आनी केन्नाय उजो लागल्यार तो पालोवच्या खातीर नियंत्रीत पद्धतीन अतिरीक्त उदकाची फवारणी करतात. हे उदक पुरायपणान म्हाल शोशुन घेता. उदक फवारणी /फॉगींग आनी अग्नीशमन वावराक लागुन घाण उदक तयार जावचे ना. मान्सुन तशेच हेर सुक्या मोसमात म्हाल धांपील्ल्या स्थीतीत साठोवन दवरतात. सुधारणा सुवातेर म्हालाच्या धाकल्या उक्ते सुवातेक लागुन व्हांवपी उदक तयार जाता जे साठो (स्थायीक) तळ्यात एकठाय करतात, जंय गाळ बसता जाता. कोळसो हो सैमीक तरेन तयार जावपी भुगोलीक म्हाल आनी वीखारी/धोकादायक म्हाल न्हय.
iii.	ड्रेजींगाक लागून नुस्त्याच्या प्रजननाचो -हास जातलो आनी ताका लागून नुस्तेमार समुदायाच्या येणावळीक तोटो जातलो.	आमचे आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो वाटो म्हण ड्रेजींग करपाचो प्रस्ताव ना
iv.	कोळसो हबाक लागून निश्चीतपणान सामान्य लोकांच्या जीवीताच्या दर्ज्याचेर परिणाम जातलो.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
28. दो. सबीना मार्टीन्स, बायलांचो साद, पर्वरी, बार्देज, गॉय.		
i.	ड्रेजींगाक लागून सागरी जीवीताच्या प्रजननाचो -हास जातलो, जे जायती बायलां आनी कुटुंबाचो उपदजिवीकेचो स्रोत आसा. जायती बांयला शेलफीश एकठाय करुन विकतात.	आमचे आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो वाटो म्हण ड्रेजींग करपाचो प्रस्ताव ना
ii.	कोळसो येरादारीक लागून कोळश्याचे प्रदूशण जातले आनी भलायकेच्यो समस्या आनी दुयेंसा जातली. श्वसनाच्या मार्गाचो संसर्ग, अस्थमा, खोकलो, दमो आदी कोळसो प्रदूशणाक लागून जाता.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
iii.	काळे कण बशील्ल्यान ते निवळ करपाचे काम वाडतले. कपडे, फर्नीचर, जमीन, रांदपाची आयदना, घरातल्यो वस्तू जशे की फ्रीज, कंप्युटर आदींचेर बशील्ल्या कार्बन कणां खातीर भरपुर सांबाळ वेळ लागता.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
29. डॉ. सबीना मार्टीन्स, गोवा बचाव अभीयान (GBA), पणजी, गॉय.		
i..	ड्रेजींगाक लागून सागरी जिवीताचेर गंभीर परिणाम जातलो, जे थळाव्या समुदायाचे उपजिवीकेचे साधन आसा. थळावी बायलां शेलफीशाचेर निंबुन आसात जाचो -हास जातलो.	आमचे आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो वाटो म्हण ड्रेजींग करपाचो प्रस्ताव ना
ii.	गॉयचो जैव संवेदनशील वाठार कोळसो प्रदूशणा कडल्यान राखचो अशी मागणी GBA करता.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
iii.	कोळश्याक लागून जावपी वायु आनी उदकाचे प्रदूशण थांबोवपाक बेगोबेग पावला मारची अशी GBA ची GSPCB कडेन मागणी आसा.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
iv.	राज्य आनीं केंद्रीय अधिकारणीन मुखार मांडिल्ले मुद्दे लक्षात घेवचे आनी ड्रेजींग, कोळसो हब स्थापन करप आनी कोळसो येरादारी थांबोवची अशी GBA ची GSPCB कडेन मागणी आसा.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
30. कृष्णा साळकार, नगरसेवक, मुरगांव.		

i.	कोळसो येरादारी आनी साठ्याचे हे आदीच पर्यावरणाचेर विपरित परिणाम जाल्यात. वायु आनी आवाज प्रदुशणात वाड (ट्रकां वरवी जावपी कोळसो येरादारी). धुल्लाच्या प्रदूशणाक लागून जांयते भलायकेचे प्रस्न उप्रासतात.	सद्याच्या वावरात तशेच प्रस्तावीत क्षमताय वाड स्थीती रस्त्यावेल्यान म्हालाची येरादारी करपाचो प्रस्ताव ना.
ii.	उदरगत जरी महत्वाची आसली तरीय ती करुंक फावो ना जेन्ना ती पर्यावरणीय नदरेन शाश्वत ना आनी मनश्याच्या भलायकेचेर परिणाम करता - फक्त वास्कोचेच फुडले पिळगेचेर न्हय जाल्यार पुराय गोंयचें. कोळसो ऑपरेशन्साच्या प्रस्तावीत विस्ताराचो हांव खर विरोध करता आनी वास्को/गोंय कोळसो हब करपाच्या विचाराच्या विरोधात आसा.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
31. मुरारी बांदेकार, नगरसेवक, मुरगांव.		
i.	बंदराचो विस्तार केल्यार कोळश्याची येरादारी वाडतली जाचो परिणाम म्हणून कोळश्याचे प्रदूशण जातले आनी फुफुसांच्या कांक्रांचे ते एक गंभीर कारण आसतले.	कोळश्याची धापिल्ल्या रेल्वे वाहकात येरादारी करतात. लोडींग वावर जालो तशे रोखडेच इन-मोशन वेगोन लोडींग यंत्रणा, योग्य तरेन राजून सुरक्षीत करुन बेगोबेग आनी आपचलीत रितीन म्हाल गाडी धांपतात, हाका लागुन म्हाल भायर सरपाची कसलीय शक्यताय उरना. प्रकल्प प्रस्तावक हो वावर एकदम कडकपणान करतात.
ii.	बंदराचो विस्तार करच्या खातीर ड्रेजींग करचे पडतले जाका लागून निवासी इमारती, घरां हांका खुप मार बसतलो आनी बेगीन मोडून पडतली. विस्तार शक्य ना आनी किना-याचेर ड्रेजींग खर्चीक आनी मनश्यांक धोक्याचे आसा.	आमचे आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो वाटो म्हण ड्रेजींग करपाचो प्रस्ताव ना
32. अभीजित प्रभूदेसाय, कुडतरी, गोंय.		
i.	सगल्या 3 प्रकल्पांचो ईआयए अहवाल अपुरो आसा आनी सकयल्या आधाराचेर तो करुंक जाय: • आदली बांधकामा, ड्रेजीगाची कामां, सीआरझेड आनी हेर मान्यताय, आदलो अभ्यास आनी अहवालाचे संदर्भ घेवचे आनी ते अभ्यासात आस्पावीत करचे. • झीजीचो अभ्यास आनी सायड स्कॅन सर्वेक्षण करचे.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
26. अभीजित प्रभूदेसाय, कुडतरी, गोंय.		
i.	कोळसो धक्को आनी हेर घाण /धोकादायक वावर वास्को शारा भायर व्हरात, आनी MPT न सद्याच्यो साधनसुविधा थळावो समुदाय आनी पर्यटनाच्या उदरगती खातीर परतुन दिवपाचेर काम करचे.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
ii.	PSUs च्या निर्णया वांगडाच खासगी वाठाराकय थर्मल कोळश्याची आयात बंद करपाचेर विनोवुंक जाय.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
iii.	हे प्रकल्प कोळसो क्षमताय वाडीखातीर आसुनय ईआयए अहवालात, ग्लोबल वॉर्मींग, हवामान बदल जीवाश्म इंधन, समुद्री पांवड्यात वाड हांचो एकूय उल्लेख ना.	प्रस्तावीत प्रकल्प हो बंदर टर्मीनलाचेर कोळसो हाताळपा आसा. उपकरणांचे आधुनीकीकरण आनी सद्याच्या क्षमतायेचो बरो वापर हाका लागुन क्षमताय वाड हो प्रस्तावीत ब-या कार्यक्षमतायेचो

		परिणाम आसा. ग्लॉबल हवामान बदल प्रस्नाक संबोधीत करप ईआयए शीमेच्या भायर आसा.
iv.	लोकांचे आनी खासा करुन वास्कोतल्या नागरीकांचे आनी कोळसो प्रदूशणाक लागून मार बशिल्ले आनी प्रकल्पाक मान्यताय दिल्यार ज्या नुस्तेमा-यांची उपजीवीका आनी घरां नश्ट जातली तांचे कडेन सल्लो मसलत करच्या आदीच हया प्रकल्पाचे नियोजन केला आनी कार्यवाही सुरु केल्या.	निरीक्षण बरोबर ना. ईआयए अधिसूचोवणी, 2006 (दुरुस्ती) च्या तजवीजी प्रमाण हया आदी EC च्या प्रक्रीयेचो भाग म्हण MPT तल्या प्रकल्पा खातीर भोवशीक सल्लोमसलत केल्या.
v.	आदल्या ड्रेजींगाक लागून खारीवाडो किना-याची गंभीर झीज जाल्या. रुमडावाड्यावेलीं पलसणां कोसळपाक प्रवण दैवतेचो भंय मतीत घेतलो ना.	आमचे आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो वाटो म्हण ड्रेजींग करपाचो प्रस्ताव ना
vi.	सद्याच्या कोळसो हाताळणीक लागून जावपी वायु प्रदुशणाचो इतीहास ईआयए अहवालात ना. GSPCB न MPT क कोळसो हाताळणी 25 % उणी करपाचो निर्देश दिला. हाका लागून कोळसो क्षमतायेचो विस्तार मतीत घेवपाक मोळना.	GSPCB च्या निर्देशांक आवश्यक अनुपालन योग्य रितीन आनी बेगोबेग केल्ले आनी योग्य प्रक्रियेक पाळो दिवन प्रस्न सोडयिल्लो.
vii.	प्रवेश कालवो आनी धक्को 8, 9 आनी बार्ज धक्क्याच्या पुनर्वीकासा खातीरच्या ईआयए अहवालात दिल्ल्या तज्ञांच्या वळेरेत अशे दिसून आयला की तांचेर सय करुंक ना. धक्को 5A, 6a वाडीच्या ईआयए अहवालात तज्ञांच्यो सयो आनी घोशणापत्र ना. खंयच्या ईआयए अहवालात CRZ, भूगोल, हायड्रोजीओलोजी आनी हायड्रोलोजी खातीरच्या तज्ञांची वळेरी ना.	WAPCOS हे QCI NABET चे मान्यतायप्राप्त सल्लागार, तांका कीतल्याश्याच प्रकारच्या प्रकल्पांत अणभव आसा. संबंधीत तज्ञाचो सहभाग आनी मान्यताय प्राप्त ToRs च्या चौकटेतल्या कुशळतायेत ईआयए केला.
viii.	व्हडा प्रमाणात पोलीस दळांच्या हाजेरीत भंयाचे वातावरण तयार करुन भोवशीक सुनावणी घेतात. त्याच दिसा इतीवृत्त तयार करपाक अपेस आयिल्ल्यान अपुर्ण आनी चुकीचे इतीवृत्त तयार जाला जे फक्त व्हीडीओ चित्रीकरण पळोवनच समा करुंक शकतात.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
ix.	ईआयए अधिसुचोवणे खालची पुर्ण प्रक्रिया निश्काळजीपणान आनी गंभीरपणा बगर केल्या, हाका लागून सरकारान श्रीमंत कोर्पोरेटां खातीर प्रस्तावीत हया प्रकल्पांक मान्यताय दिवपाचे हे आदीच थारायला अशे दिसता.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
x.	प्रवेश कालवो आनी वळसो पात्राच्या प्रस्तावीत ड्रेजींगात 15 mt कॅपीटल ड्रेजींग आनी 6 mt सांबाळ ड्रेजींगाचो आस्पाव आसा. 6 mt च्या सांबाळ ड्रेजींगाक लागून बेन्शीक समुदाय केन्नाच परतुन प्राप्त जावचो ना. आनी सागरी पर्यावरण आनी झुवारी न्हयच्या पुराय मुखातली नुस्तेमारी कायमची नश्ट जातली, मात हो गंभीर परिणाम मतीत घेवंक ना.	आमचे आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो वाटो म्हण ड्रेजींग करपाचो प्रस्ताव ना
xi.	रेल्वे आनी रस्त्यान कोळश्याची येरादारी केल्यार जावपी परिणामांचेर ईआयए अहवाल दुर्लक्ष करता. क्षणीक कोळसो धुल्लाचे प्रदूशण आनी येरादारीक लागून वाडिल्ल्या डिजेल प्रदुशणाचे कोळसो कॉरीडोरात रावपी लोकांची भलायकी, उपजिवीका आनी तांच्या कृशी क्षेत्राचेर जाल्ले परिणाम मतीत घेवपाक अहवालात अपेस आयला.	ईआयए अधिसुचोवणी, 2006 (दुरुस्ती)त दिल्ले प्रक्रिये प्रमाण ईआयए करचे खातीर SWPL न संदर्भ अटी (ToR) योग्य रितीन MoEFCC, नवी दिल्ली कडल्यान मेळयल्यात. EIA/EMP अहवाल MoEFCC न ईआयए खातीर जारी केल्ल्या ToR प्रमाण तयार केला.
xii.	पुराय प्रक्रिया बेकायदेशीर आनी सुरवे सावनच शून्य आसा कारण आदीच केल्ल्या बेकायदेशीर ड्रेजींगाक पर्यावरण कायद्या खाला कार्योत्तर मान्यताय दिवपाक जायना.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
xiii.	वास्को शाराक उच्च धोको आसा कारण कितलोसोच स्फोटक म्हाल हांगा हाताळतात आनी ताचो साठो जाता, जांतुत अमोनीया, पेट्रोलीयम उत्पादना, कोळसो आनी लाकडाच्या तुकड्यांचो आस्पाव आसा.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.

xiv.	एकोड्या प्रकल्पाचे अदीक प्रकल्पात तुकडे करुन प्रस्तावकांनी कायद्याक फटयला.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
xv.	सांबाळ ड्रेजींगाचो बेन्थीक समुदाया वांगडा संबंध, बेन्थीक समुदायाचो नुस्तेमारी बरोबरचो संबंध आनी नुस्तेमारीचो नुस्तेमा-यांच्या उपजिवीके कडलो संबंध निश्चित करुंक जाय जाका लागून परिणाम मुल्यांकन करपाक जातले.	आमचे आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो वाटो म्हण ड्रेजींग करपाचो प्रस्ताव ना
xvi	सगल्या 3 फॉर्म I त पुरायपणान फटींगपणा आसात आनी ईआयए अभ्यास मान्य ना.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
xvii.	प्रवेश कालवो खोल करपाच्या ईआयए अहवालात अशे म्हळा की एमपीटी वाठाराच्या 10 किमी क्षेत्रात किनारी झीज जांवक ना हे पुरायपणान फट आसा. हो प्रकल्प सोडुन दिवचो आनी गोंयात कोळसो हाडपाचो विचार बंद करचो अशे आवाहन करता.	आमचे आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो वाटो म्हण ड्रेजींग करपाचो प्रस्ताव ना
27. कांसावली ग्रामस्थ कृती समिती, गोंय - प्रिशीला फेर्नांनडीस आनी आंतोनीयो फेर्नांनडीस.		
i.	ईआयए अधिसुचोवणी 2006 प्रमाण ईआयए अहवालाचो पुराय मसुदो थळाव्या भाशेत, कोंकणीत आमच्या कासांवली, आरोशी, कुयेली ग्राम पंचायतीत मेळुंक ना.	ईआयए अहवालाच्या मसुद्याच्यो प्रती GSPCB न ईआयए अधिसुचोवणी, 2006 त दिल्ल्या सुवातांचेर उपलब्ध करुन दिल्ल्यो आनी प्रकल्प वाठारात वितरीत केल्ल्यो. ईआयए अधिसुचोवणी, 2006 (दुरुस्त) त थारावन दिल्ली सगली आवश्यकता आमी पुराय केल्या.
28. सुरेश बर्वे, वास्को.		
i.	चिखले, चिकोळणा आनी सांकवाळे गांवातल्या पंचायतीत उपलब्ध आशिल्लो ईआयए अहवाल पळोवपाक न्हयकार दिलो. प्रत आरटीआय खाला मागची असो सल्लो म्हाका पंचायतीतल्या कर्मचा-यांनी दिलो. ह्या पंचायतीक बरयील्ले पत्र जोडलां.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
ii.	थळाव्या भाशेत ईआयए अहवालाचो मसुदो भोवशीक छाननी खातीर उपलब्ध करुन दिंवक ना जी ईआयए अधिसुचोवणी, 2006 खाला आवश्यकताय आसा.	ईआयए अहवालाच्या मसुद्याच्यो प्रती GSPCB न ईआयए अधिसुचोवणी, 2006 त दिल्ल्या सुवातांचेर उपलब्ध करुन दिल्ल्यो आनी प्रकल्प वाठारात वितरीत केल्ल्यो. ईआयए अधिसुचोवणी, 2006 (दुरुस्त) त थारावन दिल्ली सगली आवश्यकता आमी पुराय केल्या.
29. डायना तावारीस, मडगांव, गोंय.		
i.	ह्या 3 प्रकल्पा खातीरचो ईआयए अहवाल गुन्यावकारी, फटींग, पुरायपणान लोक विरोधी आनी पर्यावरण विरोधी आसा. गोंयात सल्लोमसलत करिनास्तना घाण कोळसो गोंयात हाडपाचो निर्णय कशे घेवपाक शकतात.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
ii.	पयल्या वर्सा 15mts ड्रेजींग आनी त्या उपरांत दर वर्सा 6Mt ड्रेजींग जातले, जाचो अर्थ ते सागरी पर्यावरण, नुस्ते, समुद्री सस्तान आदी मारुन वडयतले, खारीवाडो किनारो ना जावप, सडा दोंगुल्ली कोसळप आदी हजारांनी जाणांक विस्थापीत करतात.	आमचे आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो वाटो म्हण ड्रेजींग करपाचो प्रस्ताव ना
iii.	MPT चो कोळसो साठो अमोनीया टाकयांक लागुन आशिल्ल्यान आपत्ती वेवस्थापन आराखडो ना.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.

iv.	कोळश्यान तयार केल्ल्या ग्लॉबल वॉर्मींगा आड झुजपाची आमची फुडले पिळगे कडेन लागणुक आसा. MPT तलो कोळसो पुरायपणान काडुन वडोवपाक जाय.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
v.	2016 वर्साच्या सुरवेक MPT न केल्ल्या बेकायदेशीर ड्रेजींगाक लागुन कसलीय मान्यताय मेळोवपाक तांका अपात्र थारायता.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
vi.	6 न्हयांचे ड्रेजींग करुन गोंयाक कोळसो हबात रुपांतरीत करपाक MPT प्रकल्पांची अंमलबजावणी करता.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना,
vii.	हया प्रकल्पाचो सगल्यात चड बेकायदेशीर आनी असंवीधानीक पैलू म्हळ्यार जींदाल, अदानी आनी वेदांता खातीर येरादारीचे शुल्क उणे करप.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
30. संजय रेडकार, नीज गोंयकार फौज, पट्टोंग बायणा, वास्को.		
i.	ड्रेजींग आनी वर्सुकी सांबाळ ड्रेजींगाक लागुन पर्यावरण आनी मीनवी वस्तींचेर व्हडा प्रमाणात पालसणां कोसळतली. सुरवेचे 15 दशलक्ष m3 ड्रेजींग आनी त्या उपरांत वर्सुकी 6 दशलक्ष m3 ड्रेजींगाचो परिणाम म्हणुन पर्यावरणाची महत्वाची कायम हानी जातली. चिखले खाडीतले आमचे दायज आनी जैवविवीधतायेचेर परिणाम.	आमचे आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो वाटो म्हण ड्रेजींग करपाचो प्रस्ताव ना
ii.	सगलो एकोदो प्रकल्प म्हण एकठाय परिणाम मुल्यांकन आनी वेगवेगळे प्रकल्प म्हण न्हय. सगले 3 प्रकल्प एकमेकांचेर निंबुन आसात आनी एक प्रकल्प म्हण मानचे. धक्क्याचो विस्तार, ड्रेजींग आनी कोळसो वाड प्रकल्पाचो आमी एकठायपण विरोध करतात.	ईआयए अधिसुचोवणी, 2006 (दुरुस्ती)त दिल्ले प्रक्रिये प्रमाण ईआयए करचे खातीर SWPL न संदर्भ अटी (ToR) योग्य रितीन MoEFCC, नवी दिल्ली कडल्यान मेळयल्यात. EIA/EMP अहवाल MoEFCC न ईआयए खातीर जारी केल्ल्या ToR प्रमाण तयार केला.
31. शारधा आमोणकर, नगरसेवक, वास्को		
i.	बंदराचो विस्तार केल्यार कोळश्याची येरादारी वाडतली जाचो परिणाम म्हणून कोळश्याचे प्रदूशण जातले आनी फुफुसांच्या कांक्रांचे ते एक गंभीर कारण आसतले.	प्रस्तावक आपल्या बंदर टर्मीनलाचो विस्तार करीना.
ii.	बंदराचो विस्तार करच्या खातीर ड्रेजींग करचे पडतले जाका लागून निवासी इमारती, घरां हांका खुप मार बसतलो आनी बेगीन मोडून पडतली. विस्तार शक्य ना आनी किना-याचेर ड्रेजींग खर्चीक आनी मनश्यांक धोक्याचे आसा.	आमचे आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो वाटो म्हण ड्रेजींग करपाचो प्रस्ताव ना
32. कल्याणी मांद्रेकर, बायणा गाम, वास्को.		
i.	• SWPL ही कंपनी आसा जीणे धाकली युनीट जशे की हॉटेलां, गॅस्ट हावज हांका मजत केल्या. • अतिरीक्त येणावळीक लागुन गावांची अर्थीक स्थीती सुधारता.	मतां मान्य आसात आनी तांची तोखणाय करतात. प्रकल्प क्षेत्राच्या सामाजीक - अर्थीक आनी पर्यावरणीय उदरगती खातीरच्या CSR वावरा खातीर

		SWPL बांधील आसा. SWPL न फुडल्या 5 वर्सात रु. 825 लाखाचे नियोजन केलां.
33. मोहमद सी., वास्को		
i.	• SWPL ही कंपनी आसा जीणे स्वच्छ भारत अभीयानात वाटो घेतला. • CSR च्या वाठारात, सडा, बोगदा आनी बायणा गावांतल्या वेगवेगळ्या सुवातांनी कोयराचे डबे स्थापीत केल्यात. • SWPL न वास्को शाराचो सौदर्यशास्त्रीय देखावो वाडोवपाक मजत केल्या आनी नितळ सवयो रुजयल्यात.	मतां मान्य आसात आनी तांची तोखणाय करतात. प्रकल्प क्षेत्राच्या सामाजीक - अर्थीक आनी पर्यावरणीय उदरगती खातीरच्या CSR वावरा खातीर SWPL बांधील आसा. SWPL न फुडल्या 5 वर्सात रु. 825 लाखाचे नियोजन केलां.
34. राहुल बसू, गोवा फांवडेशन, म्हापसा		
i.	एका प्रकल्पाची एकामेकांक जोडील्ल्या भोव प्रकल्पांत विभागणी करपाक विरोध करता. हो प्रकल्प MPT चो सुचालन कालवो केपसायझ जहाजां खातीर खोल करपा कडेन आनी धक्को क्रमांक 8, 9 आनी बार्ज धक्क्याच्या पुनर्विकासाकडेन जोडिल्लो आसा. तशेच सावथ वेस्टर्न रेल्वेचे आनी राश्ट्रीय म्हामार्गाचे दोड्डीकरण आनी गोंयातल्या स न्हयांच्या राश्ट्रीयकरणा कडेन जोडिल्ले आसा.	ईआयए अधिसुचोवणी, 2006 (दुरुस्ती)त दिल्ले प्रक्रिये प्रमाण ईआयए करचे खातीर SWPL न संदर्भ अटी (ToR) योग्य रितीन MoEFCC, नवी दिल्ली कडल्यान मेळयल्यात. EIA/EMP अहवाल MoEFCC न ईआयए खातीर जारी केल्ल्या ToR प्रमाण तयार केला.
ii.	फॉर्म I: फॉर्म 1 चेर PP न सय करुंक ना, ताजेर VP (प्रकल्प) JSW इन्फ्रा हांणी सय केल्या, हाका लागुन पुराय फॉर्म 1 अवैध थारता.	VP (प्रकल्प) JSW साधनसुवीधा SWPL प्रकल्पांचे, प्रकल्प मुखेली.
iii.	फॉर्म I तली चुकिची म्हायती: • Para III (7), संरक्षण स्थापना: प्रकल्पाच्या 15 किमी हवाई अंतरा भीतर कितलीशीच स्थापना आसात. देखीक INS हंसा, INS मांडवी. • Para III (8), दाट लोकवस्तीचे क्षेत्र: MPT वास्को शाराच्या मध्यवर्थी वाठारात आसा आनी त्याच खातीर ते क्रुज टर्मीनल बंदरांत रुपांतरीत करपाचो आनी सरभोवतण्या उण्या लोकवस्तीच्या वाठारात धोकादायक आनी घाणेरडे म्हाल हालोवपाचो प्रस्ताव सरकारान दवरील्लो. • Para III (9), क्षेत्र व्यापिल्ले आसा. • संवेदनशील सस्तन प्रण्यांचो भुंय वापर: MPT चे स्वताचे हॉस्पीटल आसा आनी वास्को शार आनी प्रकल्पाच्या सरभोवतणच्या वाठारात जायती हॉस्पीटलां आसात. • Para III (10), महत्वाची उच्च दर्ज्याची स्रोतां आशिल्ले वाठार: ते खुप आसात. देखीक, चिखली खाडी, फक्त 2 किमी पयसुल्ली न्हय बॉडोपॅन ओयस्टर खातीर फामाद आसा जे नामशेश जावपाक लागी पावला. ग्रेन्ड जुव्याचेर उच्च जैवविवीधतायेचे कोरल रीफ आसात.	2004 वर्सा सावन कार्यरत आशिल्ल्या सद्याच्या बंदर टर्मीनलाचे हे आधुनिकीकरण. प्रकल्पात अतिरीक्त भुंय संपादन, रेल्वे साधनसुविधेत वाड, खंयच्या जल/सागरी वटेनचे बदल वा मुखेल नागरी बांधकामाचो आस्पाव ना. आरोप केल्ले प्रमाण, प्रकल्पाच्या वावरात कसलेय सत वा म्हायती EAC, MoEFCC वा हेर खंयच्याय वैधानीक यंत्रणेकडल्यान लिपोवपाचो यत्न करुंक ना. प्रकल्पाच्या अंदाजे केंद्राकडल्यान 10 किमी परिघाच्या परिणाम शीमेतल्या संवेदनशील घटकांची तपशिलवार वळेरी EAC, MoEFCC आनी हेर वैधानीक यंत्रणांच्या योग्य अवलोकना खातीर निमाण्या ईआयए अहवालात आस्पावीत करतले. ईआयए अहवाल आनी तांचे वैधानीक सादरीकरणात स्पश्टपणान नमुद केलां की प्रस्ताव हो पुरायपणान बंदर बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्साच्या आधुनिकीकरणाचो आसा. धक्को /समुद्री वटेन बदल करपाचो प्रस्ताव ना.

	• Para III (11), हे आदीच प्रदुशण जाल्ले वाठार: सद्याचे कोळसो हाताळणी धक्के ह्या गटांत येतात. रेल्वे धांपील्ल्यो गाडयां वापरीना, हाका लागुन सगलो वाठार प्रदुशीत जाता. न्हयचे उदक पॅवपाक योग्य ना.	निरीक्षण बरोबर ना.
iv.	ईआयए मसुदो अहवाल- • धक्को 5-6 खातीरच्या ईआयए त अत्यंत धोक्याचो उल्लेख ना. लागसरच्या वाठारात अमोनीया टाकी आसा तशेच POL हाताळपी पायपलायनी जांतुतल्या नाफ्ता सारखे ज्वलनशील पदार्थ व्हरतात. कोळसो साठे परत परत धुंवरेत आसतात. धुल्ल दमनाच्या गैरहाजेरेत, MPT कोळसो धुल्ल स्फोटाचो धोको घेता. • धक्को 8-9 खातीरच्या ईआयए मसुदो अहवालात पुर्णपणान धापिल्लो कोळसो साठो, अग्नीशमन आनी धुल्ल दमन यंत्रणे सयत सज्ज, प्रस्तावीत आसा. मात धक्को 5A, 6A खातीरच्या ईआयए अहवाल मसुद्यात अशी आवश्यकताय ना अशे म्हळां. जेन्ना विद्यमान पर्यावरणीय नेमांक पाळो दियनात तेन्ना विस्तारीकरणाचो विचार कसो करुंक शकतात.	• MSIHC नेम, 1989 (दुरुस्ती, 2000) प्रमाण प्रकल्पाच्या क्षमताय वाडीचो भाग म्हण कसलोच धोकादायक म्हाल हाताळपाचो प्रस्ताव ना. सद्याच्या आनी प्रस्तावीत वावराक लागुन कसल्योय ऑफसायट घडणुको (SWPL वाठाराच्या शीमे भायर परिणाम आसपी) जावपाची शक्यताय ना. कोळश्याच्या धुल्लाचो स्फोट असीमीत वातावरणात जायनां. • निरीक्षण समा ना. धांपील्लो म्हाल, धुल्ल दमनाची हाजेरी आनी आग्नीशमन यंत्रणा सद्याच्या वावराचो भाग आसात.
v.	वायु दर्ज्या खातीर अभ्यास काळ हो फक्त मार्च ते मे मेरेन आसा. मात तो डिसेंबर - जानेवारी आसुंक जाय कारण ह्या काळात तापमान उणे आसता आनी धुल्ल दाट आसता. फक्त कांय अश्या सुवातीवेल्या डेटाचे विश्लेशण केलां जंय प्रदुशणाचो भार उणो आसा.	प्रकल्प आनी हेर वावरातल्यान परिणाम शीमेत जावपी वायु प्रदुशकाच्या केंद्रीकरणाचे पडबींब दाखोवपाक विवेकशीलतायेन दवरिल्ल्या देखरेख सुवातांचेर एका मोसमातली मुलभूत सरभोवतणची तपशीलवार वायु देखरेख केल्या. वायु देखरेख आनी परिणामांचे विवेचन प्रकरण 3, पर्यावरणीय मुलभूत दर्ज्यात केलां.
vi.	सागरी अभ्यास 2 दिसां भीतर पुराय केल्लो. हे अपुरे आसा.	समुद्री उदक मुल्यांकन APHA च्या मानक नेमांक पाळो दीवन सागरी डेटा एकठाय केला आनी ताचे विश्लेशण केला. *in-situ* डेटाचे बेगेबग सुवातेरच विश्लेशण केला आनी बाकीचे नमुने सांबाळुन दवरुन फुडल्या विश्लेशणा खातीर प्रयोगशाळेंत धाडिल्ले.
vii.	पावसाच्या उदकातल्यान व्हावपी घाण उदक धोकादायक आसता. मात ताचे नियंत्रण आनी प्रक्रिया करुंक ना. मान्सुन काळात ते न्हंयेत व्हावन वता.	हेर मोसमा वरीच पावसाच्या दिसांनीय म्हालाचो साठो धांपिल्ल्या स्थीतीत करतात. सुधारणा सुवातेर म्हालाच्या धाकल्या उक्ते सुवातेक लागुन व्हांवपी उदक तयार जाता जे डंप (स्थीर) तळ्यात एकठाय करतात, जंय गाळ बसता जाता. कोळसो हो सैमीक तरेन तयार जावपी भुगोलीक म्हाल आनी वीखारी/धोकादायक म्हाल न्हय.
viii.	व्हडले मुद्दे: • सगल्या विस्तार प्रकल्पांत, इतीहासीक पर्यावरणीय वावर आनी अनुपाल अहवाल आनी हेर खंयचीय म्हायती मसुदो आनी अंतीम ईआयए वांगडा भोवशीक प्रगटीकरणाचो वाटो आसुंक जाय. • सगल्या प्रकल्पा खातीर, PP, संचालक आनी वरिश्ट अधिका-यांची 10 वर्सा काळाची पर्यावरणीय प्रणाली नोंद दिवपाक जाय, हे थारावपाक की ते वावरा खातीर उचित आनी योग्य लोक आसात कांय ना. • EIAs चडशे सहाय्यक अभ्यासाचेर निंबून आसात. सगले अभ्यास ईआयए मसुद्याचो वाटो म्हणुन उक्तो करुंक जाय. • अभ्यास आनी डेटा संकलना आदी लोकांक म्हायती दिवपाक जाय. मागीर ते तपासूंक शकतले की डेटा खरोच एकठाय केल्लो.	ईआयए अधिसुचोवणी, 2006 (दुरुस्ती)त दिल्ले प्रक्रिये प्रमाण ईआयए करचे खातीर SWPL न संदर्भ अटी (ToR) योग्य रितीन MoEFCC, नवी दिल्ली कडल्यान मेळयल्यात. EIA/EMP अहवाल MoEFCC न ईआयए खातीर जारी केल्ल्या ToR प्रमाण तयार केला.

	• कंप्युटर कोडा सयत एकठाय केल्लो सगलो डेटा निकालाची तपासणी करच्या खातीर भोवशीक अधिकार क्षेत्रात दिवपाक जांय. • हे खंयच्याय सहाय्यक अभ्यासाकूय लागू जाता.	
35. पिटर सीरील आंद्राद, वास्को.		
i.	JSW आपली गोंयातली क्षमताय कर्नाटकांतल्या प्रकल्पां खातीर वाडयता. इतली वर्सा SWPL बंदराचो गोंयाक कसो लाव जाला आनी हया प्रकल्पाचो नागरीकांक कसो लाव जातलो.	हे टर्मीनल भारत सरकार आनी गोंय सरकाराच्या योग्य मान्यताय आनी कर कारभारा खाला वावर करता. हया वावराचो एक महत्वाचो सकारात्मक परिणाम म्हळ्यार थळावी रोजगार निर्मीती आनी दुय्यम वेवसाय. प्रकल्पाचे प्रस्तावक लागीच्या निवासी क्षेत्रात जनतेच्या फायद्या खातीर CSR वावर करता.
ii.	हे सुवीधेत कितल्या गोंयकारांक रोजगार दिला आनी वाडी उपरांत कितल्यांक रोजगार दिवपाचो प्रस्ताव आसा. अशे तरेच्या वावरातल्यान गोंय सरकार आनी MMC क कितलो महसुल मेळता.	SWPL टर्मीनलाचेर काम करपी सद्याच्या 400 कामगारांतले सुमार 60% कामगार गोंयकार आसात. प्रकल्प ब-या कार्यवाही कार्यक्षमतायेतल्यान तयार जाल्लो परिणाम स्वरुप वाड आशिल्ल्यान, प्रस्तावीत क्षमताय वाडीच्या अंमलबजावणी उपरांत रोजगारांत उल्लेखनीय अशी वाड नासतली. भारत सरकार आनी MMC क फारीक केल्ल्या महसुला कडेन संबंधीत प्रस्न, योग्य मार्गान विचारल्यार कंपंनी ताची जाप दिवपाक शकता, कारण ती संवेदनशील/गुप्त गटां खाला आसुंक शकता आनी एकतर्फी पणान दीवपाक जायना.
iii.	GSPCB केल्ल्या AAQM तली निरीक्षणां ईआयए अहवालाच्या मसुद्यांत आस्पावीत ना. ईआयए अहवालात नमुद केल्लो AAQM अहवाल चुकीचो आसा आनी अशे सुवातेच्या AAQM स्थानकांचेर केला जंय वायु प्रदुशणाचो पांवडो प्रभावीपणान नोंद जायना.	प्रकल्प आनी हेर वावरातल्यान परिणाम शीमेत जावपी वायु प्रदुशकाच्या केंद्रीकरणाचे पडबींब दाखोवपाक विवेकशीलतायेन दवरिल्ल्या देखरेख सुवातांचेर एका मोसमातली मुलभूत सरभोवतणची तपशीलवार वायु देखरेख केल्या. वायु देखरेख आनी परिणामांचे विवेचन प्रकरण 3, पर्यावरणीय मुलभूत दर्ज्यात केलां.
iv.	प्रस्तावीत प्रकल्प सुवातेच्या सरभोवतणी नुस्तेमारी वावर जांयना हे निवेदन चूकिचे आसा अशे तांणे सांगला. नुस्तेमारी जहाजांच्या विस्ताराचेर अहवालात मौन आसा आनी खारीवाडा जेटी वेलो वावर ईआयए अहवालात ना.	निरीक्षण समा ना. बंदर ISPS सहत्व आशिल्ल्यान सुरक्षा कारणांक लागुन बंदर वाठार आनी लागसरच्या कालव्यात नुस्तेमारीक मान्यताय ना. खारीवाडा FLC वेल्या नुस्ते लँडीगाचो. तपशील प्रकरण3: विभाग 3.19, पान क्र. 3.72 दिल्या.
v.	प्रस्तावीत प्रकल्पाच्या सरभोवतणी कासवांची पिलां घालपाच्यो सुवातों ना हया ईआयए अहवालातल्या वक्तव्याचेर तांणी आक्षेप घेतला. कासवांचे बायणा किना-यार प्रजनन जाता आनी थंय तांती घालतात हाचो स्पश्ट पुरावो आसा अशे तांणी सांगला. हाचे वेल्यान असे दिसता कीं अयोग्य अभ्यास केला अशे तांणी म्हळा.	निरीक्षण समा ना. वेगवेगळे आनी सहज तांती घालपाच्यो घडणुकों कासवाची तांती घालपाच्यो सुवातों म्हणुन

		वर्गीकरण करुंक ना.
vi.	वास्को आनी सरभोवतण्या वाठारात कोळश्याच्या धुल्लाक लागुन कोळसो प्रदूशण आसा हे सत्य ते न्हयकारुंक शकनात अशे तांणी म्हळां. SWPL च्यो वास्को शार, खारीवाडा, बायणा, चिखली आनी मंगोर हीलाचेर परिक्षण सुविधा ना?	भारत सरकारान अधिसूचीत केल्ले वायु उत्सर्जन मानकांक (NAAQS, 2009) आमी पाळो दितात. GSPCB न निर्देश दिल्ल्या सुवातांचेर AAQची देखरेक केल्या आनी तांका ताचे निकाल नेमान दिल्यात.
vii.	SWPL चो ईआयए म्हणता की प्रकल्पाच्या 10 किमी परीघात फक्त 1540 नुस्तेकार सापडल्यात जांतुत वास्को शारांत 262, बायणांत 421, बोगमाळ्यार 109 आनी वेळसांव 348 नुस्तेकार आस्पाव आसा. नुस्तेकार संघटना म्हणता गोंयात 10000 नुस्तेकार आसात. SWPL न नुस्तेमार समुदायातल्या कितल्या लोकांक रोजगार दिला?	प्रकल्प सुवातेच्या 10 किमी परिघातलो नुस्तेमारी कडेन संबंधीत डेटा गोंय सरकाराच्या नुस्तेमारी संचालक, नुस्तेमारी अहवालातल्यान पर्यावरणीय मुलभूत दस्ताऐवजातल्यान घेतला. बंदर टर्मीनल वावर हो उच्च विशीश्ट उद्देगीक वावर आसा जांतुत संबंधीत, नोकरेची -विशिश्ट पात्रताय, प्रशीक्षण आनी कुशळतायेची गरज आसा. मात, SWPL थळाव्या रोजगाराक सदाच प्राधान्य दिता.
viii.	EIA मुद्दाम अशे दाखयता की थळाव्या नुस्तेमारीचेर सामको उणो परिणाम जाता. प्रकल्प सुवाते कडल्यान खारीवाडो, बायणा, बोगमाळो किना-या वेली नुस्ते देवोवपाची केंद्रा कितल्या अंतराचेर आसात हाचो उल्लेख ना.	नुस्ते लेंडीगाचो तपशील प्रकरण 3, पर्यावरणीय मुलभूत दर्जो, विभाग 3.19, पान क्र. 3.72 त दिला.
ix.	MMC त खुप व्हडली लोकसंख्या आनी उद्देग आसात जशे की बंदर, रेल्वे, तेलाच्यो टाकयो, अमोनीया टाकयो, फोस्फेरीक एसीड टाकयो, कोळसो साठो, लाकडाच्या तुकड्यांचो साठो. मात ईआयए अहवालात म्हळां की भूजल दर्जो खुप बरो आसा. धुल्ल दमन उपायांक लागुन भूजल प्रदुशण जांवपाक शकता अशे ईआयए तज्ञ म्हणतात.	निरीक्षण समा ना. धुल्ल दमन वावराक लागुन भूजल प्रदूशीत जावपाची शक्यताय ना.
x.	MPT जांका कोळसो हाताळणी आनी साठ्याची उंची 7 m आनी धक्को क्र. 10/11 चेर धापिल्लो साठो राखप जमले ना, ते खात्री दिवपाक शकतात की उंची आनी हेर अटी घाल्यार प्रकल्प प्रस्तावक तांका पाळो दितले.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
xi.	रेल्वे डब्यांक लागुन मनश्यां वरवी हाताळणी जाता ती रेल्वे क्रॉसींगां परत परत बंद जातली, जरी रेल्वेन क्रॉसींगाचेर पुल बांदपाचो प्रस्ताव दवरला तरी ते जावपाक वर्सा लागतली. ट्राकां वरवी म्हालाची येरादारी जाता म्हण शारांतल्या लोकांक त्रास जातात. खुप जाण म्हणतात की प्रदुशण हे वाहनांच्या येरादारीक लागुन जाता आनी कोळश्याच्या धुल्लाक लागुन न्हय. ट्रेनी शारांतल्या वतात तेन्ना हॉर्नांचो आवाज़ आनी धातु एकामेकांक आदळीलल्यांनी जावपी आवाजाक लागून शाराक त्रास जाता आनी रेक्सांत वाड जाल्यार समस्या आनीक वाडतली.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
xii.	ईआयए असो दावो करता की CSR खाला समाज सेवा केल्या मात आमच्या घरांक कोळश्याच्या धुल्लाक लागुन मार बसला.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
xiii.	रेल्वे लायनीच्या दोट्टीकरणाक लागुन मडगांव ते बंदर मेरेन लायनीच्या लागी आशिल्ली घरां ते मोडतले असो भंय आसा.	रेल्वे साधनसुवीधा हया प्रकल्पाच्या व्याप्तीत येना. रेल्वे दुपदरीकरण प्रस्तावीत क्षमताय वाडीचो भाग ना. म्हालातली वाड सद्याच्या रेल्वे साधनसुवीधेत आस्पावन घेवपाक जाता.

xiv.	कोळश्याचे प्रमाण वाडोवपाक मान्यताय ना. हो अहवाल न्हयकारला आनी MPT तली पुराय कोळसो हाताळणी बेगोबेग बंद करची.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
36. संजय रेडकर, नीज गॉयकार फौंज, पणजी, गॉय		
i.	प्रकल्पाच्या सुवातेच्या 10 किमी परिघात दाट लोकवस्तीचो निवासी वाठार आसा. वायु प्रदुशणाक लागुन प्रकल्पाच्या सरभोवतणच्या लोकांच्या भलायकेक धोको निर्माण जाता. उच्च निलंबीत कण श्वसनाची दुयेंसा अस्थमा, क्रोनीक ब्रोंकायटीस, कार्डीओवास्कुलर अशी दुयेसा वाडतात.	भारत सरकारान अधिसूचीत केल्ले वायु उत्सर्जन मानकांक (NAAQS, 2009) आमी पाळो दितात.
ii.	सद्याची माल हाताळणी आनी सुक्या बल्क म्हालाच्या येरादारीक लागुन वास्कोत सदाच प्रदुशण तयार जाला आनी मुरगाव नगरपालीका मंडळान (MMC) जायत्यो कागाळी केल्यात आनी आक्षेप घेतल्यात.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
iii.	एकठाय परीणाम मुल्यांकन हे एकोडो प्रकल्प म्हण जावचे आनी वेगवेगळे प्रकल्प म्हण न्हय. सगले 3 प्रकल्प एकामेकांचेर निंबुन आसात आनी ते एक प्रकल्प म्हण मानचे.	ईआयए अधिसुचोवणी, 2006 (दुरुस्ती)त दिल्ले प्रक्रिये प्रमाण ईआयए करचे खातीर SWPL न संदर्भ अटी (ToR) योग्य रितीन MoEFCC, नवी दिल्ली कडल्यान मेळयल्यात. EIA/EMP अहवाल MoEFCC न ईआयए खातीर जारी केल्ल्या ToR प्रमाण तयार केला.
iv.	सरभोवतणच्या वायु दर्ज्याच्या देखरेख स्थानकांच्या सुवातींचेर आक्षेप आसा, कारण तांतुतली चार दोंगुल्लेचेर आसात आनी वा-याच्या दीशेत ना.	प्रकल्प आनी हेर वावरातल्यान परिणाम शीमेत जावपी वायु प्रदुशकाच्या केंद्रीकरणाचे पडबींब दाखोवपाक विवेकशीलतायेन दवरिल्ल्या देखरेख सुवातांचेर एका मोसमातली मुलभूत सरभोवतणची तपशीलवार वायु देखरेख केल्या. वायु देखरेख आनी परिणामांचे विवेचन प्रकरण 3, पर्यावरणीय आधारभूत दर्ज्यांत केलां.
37. श्रीमती. मेडेलायन पेरेरा, वास्को		
i.	कोळसो हाताळणीत वाड जाली जाल्यार पांवडो कीते आसतलो हाचेर आमी गंभीर भंय उक्तायतात. कोळसो प्रदुशण हे सवकास आनी मौन हत्यारो, कोळसो धुल्लाचे जे आमी श्वसन करतात ताचो परिणाम फुफुसांच्या कांक्रांत जाता.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
ii.	हे तीनय प्रकल्प कोळसो वाडोवपा कडेन संबंधीत आसात. सिद्धांतीक नदरेन सगले प्रकल्प बरे दिसतात मात जे दाखयला त्या परस प्रत्यक्ष वस्तुस्थीत खुप पयस आसा आनी एक फावट प्रकल्प कार्यान्वीत जाल्या उपरांत प्रदुशणाच्या पांवड्याचेर कोण नदर दवरतलो.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
38. जॉर्जीया फियोला रेगो, आदली नगराध्यक्ष, MMC वास्को, 39 सयां सयत.		
i.	वायु प्रदुशण आनी भलायकी - वास्को शार आनी वयर दिल्लो हेर वाठार खर कोळसो प्रदुशण सोसता आनी गॉय प्रदुशण नियंत्रम मंडळान जारी केल्ल्या कितल्याश्याच कारणां दाखय नोटीस आनी काम बंद	भारत सरकारान अधिसूचीत केल्ले वायु उत्सर्जन मानकांक (NAAQS, 2009) आमी पाळो दितात.

	कर आदेशा वेल्यान हे सत मान्य केला. कितल्याश्याच वर्सांच्यो जायत्यो नोटीशी आनी आदेशा उपरांतय MPT, अदानी आनी JSW हांका प्रदुशण आडावप शक्य जाले ना. कोळसो आयातीतली प्रस्तावीत वाड हया सगल्या गंभीर प्रदुशीत वाठारा खातीर भलायकी आनी पर्यावरणाची आपत्ती थारतली आनी म्हणुन हे पुरायपणान मान्य ना.	
ii.	नुस्त्यांचेर परिणाम - वास्को खाडी, झुवारी न्हंय आनी संबंधीत वाठारातले सागरी जिवीत आनी जैवविवीधताय भरपुर समृद्ध आसा आनी कोळसो विस्ताराक लागुन ताचो आनी खासा करुन प्रवाळीं आनी संरक्षीत प्रजांती जशे की वींडो पॅन ऑयस्टर्स, डॉल्फीन्स आनी व्हेल हांचो विद्धंस जातलो आनी मुरगाव बंदराच्या प्रस्तावीत ड्रेजींगाक लागुन मुरगाव हार्बर आनी शेजाराच्या वाठारांतल्या नुस्तेमारीचो विद्धंस जातलो जांतुत वास्को खाडी, चिखली आनी सांकवाळे हया वाठाराचो आस्पाव आसा.	आमचे आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो वाटो म्हण ड्रेजींग करपाचो प्रस्ताव ना. ईआयए अहवाल आनी तांच्या वैधानीक सादरीकरणात स्पश्टपणान नमुद केलां की प्रस्ताव हो पुरायपणान बंदर बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्साच्या आधुनिकीकरणाचो आसा. धक्को /समुद्री वटेन बदल करपाचो प्रस्ताव ना.
iii.	नुस्तेमा-यांचे विस्थापन- कोळश्याच्या आयातीतली प्रस्तावीत वाड, ड्रेजींग आनी आवश्यक साधनसुविधांक लागुन गोंयचे नुस्तेमार समुदाय पुरायपणान विस्थापीत जातले. हे अभूतपुर्व विस्थापन ईआयए अभ्यासात नमुद लेगीत करुंक ना. ईआयए अभ्यासात विस्थापनाचे प्रमाण दिवपाचो आनी खारीवाडो, बायणा आनी देस्तेरोतल्या नुस्तेमार समुदायाक, जांका हे आदीच केल्ल्या बेकायदेशीर ड्रेजींगाचो आनी हया आदीच सुरु जाल्ल्या रस्तो बांधकामाचो थेट मार बसला तांका जावपी नुकसाणाचे प्रमाण दिवपांचो यत्न लेगीत करुंक ना. हया प्रकल्पाक लागुन बायणा, देस्तेरो आनी खारीवाड्यार हया आदीच शंभरा वयर नुस्तेमार कुटुंबाचे विस्थापन जाला ताची नोंद करपाक ईआयए अहवालात अपेस आयला.	ईआयए अहवाल आनी तांचे वैधानीक सादरीकरणात स्पश्टपणान नमुद केलां की प्रस्ताव हो पुरायपणान बंदर बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्साच्या आधुनिकीकरणाचो आसा. धक्को /समुद्री वटेन बदल करपाचो प्रस्ताव ना.
iv.	सावथ वेस्टर्न रेल्वे आनी NH17B आनी NH4 चे दुपदरीकरण - कोळश्याच्या प्रस्तावीत आयाती खातीरच सावथ वेस्टर्न रेल्वे रुळाचे दुपदरीकरण प्रस्तावीत आसा. दुस-या रेल्वे रुळाच्या बांधकाम बगर हे प्रकल्प अर्थशून्य आसात. सद्याचो रेल्वे रुळ गोंयाच्या दाट लोकसंख्याच्या गावांतल्यान धावता आनी थळ्याव्या समुदायाच्या विस्थापना बगर दोट्टीकरण शक्य ना. NH 17B आनी NH 4A च्या वेगवेगळ्या विभागात चालु आशिल्ली कामां लेगीत अतिरीक्त कोळसो आयाती खातीर आसात, तरीय हे सत लेगीत लोकां कडल्यान लिपयला.	रेल्वे साधनसुवीधा हया प्रकल्पाच्या व्याप्तीत येना. रेल्वे दुपदरीकरण प्रस्तावीत क्षमताय वाड़ीचो भाग ना. म्हालातली वाड सद्याच्या रेल्वे साधनसुवीधेत आस्पावन घेवपाक जाता.
39. संदीप मयेकार, अध्यक्ष, मुरगांव अवेन्यु सहकारी हावजींग सोसायटी लि. 26 सयां सयत		
i.	मुरगांव सहकारी हावजींग सोसायटीच्या रहीवाश्यांच्या वतीन आमी सकयल सय केल्ले अशे सांगुक सोदतात की आमच्या सोसायटी लागसार MPT करता त्या कोळसो, लोह खनीजा कडेन संबंधीत वावराक लागुन वायु प्रदुशणाचे संकश्ट आमी सोसतात.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
ii.	MPT वरवी जावपी कोळसो /लोह खनीज आदींचे लोडींग/अनलोडींग/ येरादारी हया वावराक लागुन कोळसो, लोह खनीजाचो धुल्ल तयार जाता आनी तो लागसारच्या वाठारात फाफसता. शासा करुन	भारत सरकारान अधिसूचीत केल्ले वायु उत्सर्जन मानकांक (NAAQS, 2009) आमी पाळो दितात.

	रातच्या थंड वेळार वायु प्रदुशण आनी धुल्ल फाफसप अती जाता. हया व्यतीरीक्त, धुल्ल घरां आनी भोवशीक रस्ते /उक्त्या सुवातार फाफसता आनी सकयल बसता. रातच्या वेळार भोवशीक रस्त्यांचेर साठील्लो हो धुल्ल फुडे दिसाच्या वेळार रस्त्यांचेर वाहनांची येरादारी जाता तेन्ना वायु प्रदुशण तयार करता.	आमची कसलीच लोह खनीज हाताळणी प्रस्तावीत ना.
iii.	हे वायु प्रदुशण लोकां खातीर गंभीर स्वरुपाचे आसा. हया संबाधान आमच्या सोसायटीतले रहिवाशी भलायके कडेन संबंधीत समस्यांक फुडो करतात, श्वसनाची दुर्येसा जातली हया भयांन भुरगी भायर खेळपाक शकनात. हाका लागुन आमची जनेलां आनी दारां खुप वेळ बंद दवरप आमका सक्तीचे जाता, रहिवाश्यांच्या भलायकी कडेन संबंधीत पैलू मतीत घेवन ते आमका फायद्याचे ना.	NAAQS, 2009 चेर उत्सर्जनाचे संकेद्रकरणाचो भलायकेचेर परिणाम जाता अशे म्हणप चूकीचे.
iv.	आमच्या सोसायटीचे रहीवाशी आनी MPT वाठारात रावपी सामान्य जनतेक तोंड दीवचे पडता त्या गंभीर स्वरुपाच्या समस्येक लागुन आमी हे निवेदन सादर करतात. सुरवातेच्या पांवड्यार हयो समस्या सोडयल्ल्यार नागरीक फक्त श्वसनाच्या आनी हेर भलायकेच्या दुर्येसा कडल्यान वाटावतले तशेच खासा करुन राष्ट्रीय हरीत लवाद आनी न्याय वेवस्थेन उंचा पांवड्यावेल्या प्रदुशणाचेर हुस्को उक्तायल्या उपरांत वाठारातले प्रदुशण नियंत्रणात दवरपाक मजत जातली.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
v.	प्रदुशण फाफसोवपाक आळाबंद हाडिल्ल्यान नीतळ आनी पांचवे गोंय करपात आमचे योगदान दिवपाक मजत जातली.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
40. हेन्रीक डिमेलो, सरपंच, वेळसाव, मुरगांव **41. मेधा गुलाटी, बायणा.** **42. टेरेन्स जॉर्ज, ईआयए सोत आनी प्रतीसाद केंद्र (ERC), पणजी, गोंय.**		
i.	सावथ वेस्ट पोर्ट ली. च्या क्षमताय वाड, प्रवेश कालवो खोल करप, धक्को क्र 8, 9 आनी बार्ज धक्क्याच्या पुनर्विकासा खातीरचो ईआयए अहवालाचो मसुदो भोवशीक छाननी खातीर थळाव्या भाशेत उपलब्ध करुंक ना, ईआयए अधिसुचोवणी, 2006 च्या सकयल्या कलमां खाला ते आवश्यक आसा. थळावो ईआयए अहवाल पणजेतले मध्यवर्ती वाचनालय, चिखली पंचायत आनी PCB च्या संकेतस्थळार उपलब्ध ना. ईआयए अहवालाच्या प्रमाण 10 किमी परिघात आशिल्ल्या वेळसाव पंचायतीत तो सादर करुंक ना (दिसाळ्यातल्या जायराती प्रमाण).	ईआयए अहवालाच्या मसुद्याच्यो प्रती GSPCB न ईआयए अधिसुचोवणी, 2006 त दिल्ल्या सुवातांचेर उपलब्ध करुन दिल्ल्यो आनी प्रकल्प वाठारात वितरीत केल्ल्यो. ईआयए अधिसुचोवणी, 2006 (दुरुस्त) त थारावन दिल्ली सगली आवश्यकता आमी पुराय केल्या.
ii.	ईआयए अधिसुचोवणी 2006 च्या प्रक्रिये प्रमाण भोवशीक नोटीस सदोश आसा, कारण फक्त थळावे लोक फक्त थळाव्या भाशेतल्या कार्यकारी सारांशातल्यान प्रकल्पाचें परिणाम समजुन तांचेर टिपण्णी करतले अशी कोण अपेक्षा करुंक शकना.	ईआयए अहवालाच्या मसुद्याच्यो प्रती GSPCB न ईआयए अधिसुचोवणी, 2006 त दिल्ल्या सुवातांचेर उपलब्ध करुन दिल्ल्यो आनी प्रकल्प वाठारात वितरीत केल्ल्यो. ईआयए अधिसुचोवणी, 2006 (दुरुस्त) त थारावन दिल्ली सगली आवश्यकता आमी पुराय केल्या.

43. फा. सावीयो फेर्नांडीस, सामाजिक न्याय आनी शांती खातीर मंडळ, पणजी, गॉय.		
i.	तयार केल्ले ईआयए अहवाल स्पश्टपणान दाखयतात की हे सगले प्रकल्प MPT तली पयल्या पांवड्यातली कोळसो हाताळणी सद्याच्या 7.5 दशलक्ष ते 25 MT करपा खातीर आसा. बेतुल हांगा कोळसो बंदर करपाचे ताकतीकेचे विचार आसात आनी 6 न्हंयाचे राश्ट्रीयकरण हेवूय गॉयात कोळसो हाडपा खातीर आसा आनी वास्को -बेळगाव रेल्वे रुळाचे दुपदीकरण हेवुय फक्त कोळसो हाताळणी खातीर आसा कारण आमच्या गावांतल्यान जायते म्हामार्ग विस्तार प्रकल्प बांधतात. हे सगले शांतपणान आनी भागांनी करतात, आनी गॉयच्या नागरीकांक काळखात दवरतात.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
ii.	MPT त जावपी कोळसो हाताळणीक लागुन वास्को आनी लागसारच्या वाठारात भरपुर वायु प्रदुशण आनी भलायकेच्यो समस्या जातात. GSPCB न धाडिल्ल्या असंख्य नोटीशीं उपरांतय प्रदुशण उणे जांवक ना. कोळसो हाताळणीतली प्रस्तावीत वाड वास्को, मुरगाव, दाबोळी, चिखली, सांकवाळे, झुवारी न्हंयेचो उत्तरे कडलो कीनारो गोवा वेल्हा ते दोना पावला मेरेन आनी कोळसो येरादारी खातीर वापरपाच्या रेल्व रुळ आनी म्हामार्गाच्या बाजुचे गांव ह्या वाठारातले वायु प्रदुशण व्हडा प्रमाणात वाडतले. न्हंयच्या तळाचे ड्रेजींग केल्ल्यान गॉयच्या नाजुक नुस्तेमारीवेलो परिणाम आपत्ती कारक आसतलो, बेन्थीक पर्यावरणाचो -हास जातलो जाचेर सागरी जीवन तिगुन आसा. GCZMA च्या तज्ज वांगड्यांनी ह्या संबंधान गंभीर हुस्को उक्तायला. खारीवाडो, बायणा, देस्तेरो, झुवारी न्हयचे मुख आनी बेतुलातल्या नुस्तेकार समुदाया कडल्यान सुरवात जावन गॉयातले नुस्तेकार पुरायपणान विस्थापीत जातले, जांका कोळसो हाताळणीक वाट करुन दिवपाक सक्ती केल्या. कोळश्याच्या धुल्लाक लागुन गॉयातले समुद्र, न्हंयो, वायु आनी भूंयेचे प्रदुशण जातले जाका लागुन व्हडा प्रमाणात दुर्यंसा आनी मरण येतले. आमचे राष्ट्रीय अर्थकारण, पर्यटन आनी हेर अर्थवेवस्थेक मार बसतलो आनी गॉयात अर्थीक आनी सामाजीक पडझड जातली. फावर केल्ल्यो कॉर्पोरेट कंपनी व्हड फायदो करतल्यो, जाल्यार गॉय आनी गॉयकाराक ताचे मोल फारीक करचे पडतले.	भारत सरकारान अधिसूचीत केल्ले वायु उत्सर्जन मानकांक (NAAQS, 2009) आमी पाळो दितात. NAAQS, 2009 चेर उत्सर्जनाचे संकेंद्रकरणाचो भलायकेचेर परिणाम जाता अशे म्हणप हे चूक. आमचे आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो वाटों म्हण ड्रेजींग करपाचो प्रस्ताव ना. ईआयए अहवाल आनी तांचे वैधानीक सादरीकरणात स्पश्टपणान नमुद केलां की प्रस्ताव हो पुरायपणान बंदर बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्साच्या आधुनिकीकरणाचो आसा. धक्को /समुद्री वटेन बदल करपाचो प्रस्ताव ना.
iii.	प्रदुशणाची समस्या फक्त मुरगाव तालुक्या पुरती मर्यादीत ना मात ज्या सरभोवतणच्या तालुक्यातल्यान कोळश्याची येरादारी जाता आनी हेर घटक आसात तांचोय आस्पाव जाता.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
44. दिनेश डायस, साल्वादोर- द -मुंद, गॉय.		
i.	फॉर्म I: फॉर्म I हे सावथ वेस्ट पोर्ट ली. न MOEFCC खातीर फेब्रुवारी 2015 त तयार केल्लो अर्ज, जांतुत आसा ती म्हायती पुरायपणान चूकीची आनी दिशाभुल करपी आसा. ह्या दस्ताऐवजा प्रमाण पान 12 आनी 13 चेर, प्रस्तावीत प्रकल्पाच्या शीमेकडल्यान 15 किमी अंतरामेरेन: a. संरक्षण स्थापना ना (Sr. no. 7)	2004 वर्सा सावन कार्यरत आशिल्ल्या सद्याच्या बंदर टर्मीनलाचे हे आधुनिकीकरण. प्रकल्पात अतिरीक्त भुंय संपादन, रेल्वे साधनसुविधेत वाड, खंयच्या जल/सागरी वटेनचे बदल वा मुखेल नागरी बांधकामाचो आस्पाव ना. आरोप केल्ले प्रमाण, प्रकल्पाच्या वावरात कसलेय सत वा म्हायती EAC, MoEFCC वा हेर खंयच्याय वैधानीक यंत्रणेकडल्यान लिपोवपाचो यत्न करुंक ना. प्रकल्पाच्या अंदाजे केंद्राकडल्यान 10 किमी परिघाच्या परिणाम शीमेतल्या संवेदनशील घटकांची

	b. दाट लोकसंख्या वा बांधकाम केल्ले क्षेत्र ना (Sr. no. 8) c. हॉस्पीटल, शाळा वा प्रार्थना घरां ना (sr. no. 9). d. महत्वाचे वा दुर्मीळ नुस्तेमारी, पर्यटन स्रोतां आशिल्ले वाठार ना (Sr. no. 10). हांतुत उल्लेख ना. i) ग्रेन्ड जुव्यावेली प्रवाळी ii) धोक्यातल्या वींडो पॅन ऑयस्टराची (menddio)चिखली खाडी, नावसी खाडी सांकवाळी खाडी. e. हे आदीच प्रदुशण वा पर्यावरणीय हानी जाल्ले वाठार. हांतुत वास्को शार वा झुवारी न्हंय हांचो उल्लेख ना जे एमपीटीच्या कोळसो हाताळणी वावराक लागुन भरपुर प्रमाणात प्रदुशीत जाल्यात. फॉर्म I त दिल्ली म्हायती चूकिची आशिल्ल्यान, प्रकल्प रद्द करुंक जाय आनी मान्यताय दिंवपाक जायना.	तपशिलवार वळेरी EAC, MoEFCC आनी हेर वैधानीक यंत्रणांच्या योग्य अवलोकना खातीर निमाण्या ईआयए अहवालात आस्पावीत करतले.
ii.	ईआयए अहवालाचो मसुदो: a. फाटल्या कीतल्याश्याच वर्सात धक्को 5A, 6A आनी 7 (अदानी) आनी 10 आनी 11 (MPT) चेर कोळसो हाताळणीक लागुन प्रदुशण जाल्ल्यान आनी न्यायालयाच्या आदेशाक लागुन बंदर आनी वास्को शारातल्या सरभोवतणच्या वायु दर्जाचेर वर्सभर नदर दवरतात. नोंदी क्षेत्र हे तयार उपलब्ध आसात. मात ईआयए अहवालात सरभोवतणचो वायु दर्जो 4 मार्च 2016 ते 28 मार्च 2016 हया काळातलोच उल्लेख आसा. (i) मान्सुन उपरांतचो काळ मध्य ऑक्टोबर ते नोव्हेंबर, आनी (ii) शींयाळी मोसम डिसेंबर ते फेब्रुवारी हाची म्हायती दिल्ली ना. सगल्या तीनुय मोसमाची म्हायती दिवपी नवो ईआयए अहवाल तयार करुंक जांय.	ईआयए अधिसुचोवणी, 2006 (दुरुस्ती)त दिल्ले प्रक्रिये प्रमाण ईआयए करचे खातीर SWPL न संदर्भ अटी (ToR) योग्य रितीन MoEFCC, नवी दिल्ली कडल्यान मेळयल्यात. EIA/EMP अहवाल MoEFCC न ईआयए खातीर जारी केल्ल्या ToR प्रमाण तयार केला.
	b. MPT वेल्या कोळसो हाताळणीक लागुन वास्को शार आनी थंयच्या निवासी लोकांची भलायकी आनी पर्यावरणाचेर विध्वंसक परिणाम जाल्यात. ईआयए अहवालात मुद्दाम फक्त 5 सरभोवतणच्या हवा दर्जो देखरेख स्थानकांवेल्यो नोंदी मतीत घेतल्यात. प्रदुशणाचे पांवडे मान्यताय प्राप्त मर्यादेत आसात कांय कीते हाची खात्री करच्या खातीर बंदर आनी शारां भोवतणी स्थापन केल्ल्या सरभोवतणच्या हवा देखरेख स्थानका वेल्यो नोंदी मतीत घेंवक जाय आशिल्ल्यो.	प्रकल्प आनी हेर वावरातल्यान परिणाम शीमेत जावपी वायु प्रदुशकाच्या केंद्रीकरणाचे पडबींब दाखोवपाक विवेकशीलतायेन दवरिल्ल्या देखरेख सुवातांचेर एका मोसमातली मुलभूत सरभोवतणची तपशीलवार वायु देखरेख केल्या. वायु देखरेख आनी परिणामांचे विवेचन प्रकरण 3, पर्यावरणीय मुलभूत दर्ज्यात केलां.
	c. गोयच्या उदकांत नोंद जाल्ल्यो नुस्त्यांच्यो प्रजाती. चिखली खाडी, सांकवाळे खाडी, नावसी खाडी प्रकल्प सुवातेच्या 10 किमी अंतरा भीतर आसात. धोक्यातले वींडो पॅन ऑयस्टर्स (Menndeo) ही रानां जीव राखण कायद्याच्या अनुसूची IV तली सरक्षीत प्रजाती हया वाठारात सापडल्या. मात ईआयए अहवालाच्या कोश्टक 3.38 त धोक्यातल्या ऑयस्टराचो मुद्दाम उल्लेक करुंक ना.	सागरी जीवांची वळेरी जांतुत नुस्त्याचो आस्पाव आसा, ती भारत सरकाराच्या नुस्तेमारी खात्या कडल्यान घेतल्या आनी प्रकरण 3, पर्यावरणीय मुलभूत दर्जो, विभाग 3.19, पान क्र. 3-72 उपरांत आस्पावीत केल्या. प्रजातींची मुलभूत दस्ताऐवज म्हण वळेरी केल्या. ईआयए अहवाल आनी तांचे वैधानीक सादरीकरणात स्पश्टपणान नमुद केलां की प्रस्ताव हो

	बंदराच्या वावराच्या विस्ताराक वरवी कोळसो प्रदुशणाक लागुन हया संवेदनशील वाठारावेलो परिणाम मतीत घेतलो ना. हजारांनी कुटुंबा हया ऑयस्टराचे पीक घेतात आनी तांची उपजिवीका धोक्यात आयल्या. त्याचप्रमाण, ग्रेन्ड जुव्या कडल्या (प्रस्तावीत सुवाती कडल्यान 7 किमी, पान 3-6 पळयात) दुर्मीळ आनी मोलादीक प्रवाळींचो उल्लेख ना. प्रदूशणाक लागुन जांचो उणाव कसोय भरुन येवपाक शकना ती प्रवाळीं कायमची नश्ट जातली.	पुरायपणान बंदर बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्साच्या आधुनिकीकरणाचो आसा. धक्को /समुद्री वटेन बदल करपाचो प्रस्ताव ना. क्षमताय वाड प्रकल्पाच्या अंमलबजावणेक लागुन सागरी पर्यावरणाचेर उल्लेखनीय परीणाम जावपाची शक्यताय ना. ग्रेन्ड जुव्याचेर हालीच प्रवाळीं सापडल्यात हे सत हे ईआयए अहवालात, प्रकरण 3, पर्यावरणीय मुलभूत दर्जो, विभाग 3.17.10, पान कर. 3-61 त योग्य रीतीन नमुद केलां. कसलोय तरेचो उल्लेखनीय विपरीत परिणाम जावपाक, ग्रेन्ड जुवो प्रस्तावीत प्रकल्पा कडल्यान समुद्री अंतरान सुमार 10 किमी पयस आसा.
	d. नुस्तेकारांची लोकसंख्या. कोश्टक 3.41 त चिकोळणा, सांकवाळे आदी हे नुस्तेकारांच्या गावां कडेन आडनदर करुन मुरगाव तालुक्यातल्या नुस्तेकार लोकसंख्येक पुरायपणान उणे लेखल्यात, तिसवाडी तालुक्यातले कुडका, काकरा, नावशी, सीरीदाव, गोवा वेल्हा, बांबोळी आदी गांवातल्या लोकसंख्येचो उल्लेख ना.	प्रकल्पाच्या 10 किमी परिघातलो नुस्तेमारी कडेन संबंधीत डेटा, पर्यावरणीय मुलभूत दस्ताऐवज म्हण गोंय सरकाराच्या नुस्तेमारी संचालक, नुस्तेमारी अहवालातल्यान घेतला.
	e. शमन उपाय: अहवालात (पान 4-11) अशे म्हळा की सुको गाळ जाका इंधनाचे मोल आसा, तो गांवातल्या लोकांमदी वितरीत करुंक जाता. आयज मेरेन अशे तरेचो गाळ खंयच्याय गावका-यांक वितरीत केल्ल्याचो अहवाल ना. हाका लागुन आमी असो अनुमान कडुंक शकतात की लगदो समुद्र/न्हंयेत व्हरुन उडयतात.	कोळश्याचो गाळ खळाव्या गावक-यांक वितरीक करप हे सुचोवणेते वक्तव्य आशिल्ले, हे खंयच्या वैधानीक सक्ती खाला अनिवार्य ना. गाळ, जांतुत उदकांत गेल्लो बारीक कोळसो म्हाला वांगडा एकठाय करतात आनी तो रिकामो करतात. आमी हीच पद्धत फुडाराकय चालू दवरुंक शकतात.
	f. कोयराचे उदक तयार जावप ईआयए अहवाल (पान 4-13) म्हणता की कोळश्याच्या साठ्यातल्यान व्हावपी उदक खुप आम्लधर्मी आनी निलबीत आनी विरघळीलल्या घन आनी अवजड धातुंनी उच्च आसुंक शकता आनी भूजल आनी पृश्ठभागावेले उदक दुशीत करुंक शकता. सद्या मान्सुनात खुपशे व्हावपी उदक पर्यावरणाचे मोल दिवन समुद्रात व्हावपाक सोडला जाची ईआयए अहवालात नोंद ना.	अहवालात केल्ले वक्तव्य हे म्हालातल्यान व्हावपी उदकाचे सामान्य वैशिश्ट्य आसा. मात, हया प्रकरणात गरज म्हण धुल्लाच्या दमना खातीर आनी उजो पालोवपाक कोळश्याच्या म्हालाचेर नियंत्रीत पद्धतीन उदकाची फवारणी करतात. हे उदक म्हालात पुरायपणान शोशुन वता. उदकाची फवारणी /फॉगींग आनी अग्नीशमन वावराक लागुन व्हांवपी उदक तयार जायना. पावसाचे दिस तशेच हेर मोसमातय म्हाल धांपुन दवरतात. सुधारणा सुवातेर म्हालाच्या धाकल्या उक्ते सुवातेक लागुन व्हांवते उदक तयार जाता जे साठो (स्थायीक) तळ्यात एकठाय करतात, जंय गाळ बसता जाता. कोळसो हो सैमीक तरेन तयार जावपी भुगोलीक म्हाल आनी वीखारी/धोकादायक म्हाल न्हय.
	g. MPT त धक्को 5A आनी 6A च्या सरभोवतणच्या वाठारात कोळसो/लाकडाच्या कुडक्याक लागुन जावपी उचेंल्या पांवड्यावेल्या प्रदुशणाचो ईआयए अहवालात उल्लेख ना. 5A आनी 6A धक्क्याची क्षमताय वाड वास्को शारांतल्या नागरीकां खातीर सांगुंक नाशील्ले दुख जातले आनी पर्यावरण, नुस्ते स्रोत, आनी खासा करुन झुवारी न्हंयेतल्या नुस्तेका-यांच्या उपजिवीकेक सुधारणा ना जावपा सारखे लुकसाण जातले. MoEFCC न प्रकल्पाक मान्यताय	ईआयए अहवालात, SWPL आवारात करपी वावर आनी तांची प्रदुशण क्षमताय आनी तपशीलवार विद्यमान /प्रस्तावीत शमन उपाय हाचे तांच्या अधिकारणी वांगडा वर्णन केला. हेर धक्क्यांर हेर म्हाल हाताळप हो MPT आनी धक्को/टर्मीनल भाडेकरुंचो अधिकार, जे अधिकृतपणान सांगुंक शकनात.

	दिवची न्हय अशी आमी मागणी करतात.	
45. एडवीन पींटो, साश्ट, गॉय.		
i.	ईआयए अधिसूचोवणी 2006 त पर्यावरणीय मान्यताय मेळोवप गरजेचे आशिल्ल्या वावरांच्या अनुसूचींच्या घटक 7(e) प्रमाण तीन प्रकल्प एक म्हण मानपाक जाय, मात वेगळे प्रकल्प म्हण दाखयल्यात जे मान्य ना.	ईआयए अधिसुचोवणी, 2006 (दुरुस्ती)त दिल्ले प्रक्रिये प्रमाण ईआयए करचे खातीर SWPL न संदर्भ अटी (ToR) योग्य रितीन MoEFCC, नवी दिल्ली कडल्यान मेळयल्यात. EIA/EMP अहवाल MoEFCC न ईआयए खातीर जारी केल्ल्या ToR प्रमाण तयार केला.
ii.	ईआयए चो थळावो मसुदो 10 किमी परिघात येवपी चिखली पंचायत वा सांताक्रुज पंचायतीत उपलब्ध ना आनी प्रदुशण नियंत्रण मंडळाच्या संकेतस्थळारुय तो उपलब्ध ना	ईआयए अहवालाच्या मसुद्याच्यो प्रती GSPCB न ईआयए अधिसुचोवणी, 2006 त दिल्ल्या सुवातांचेर उपलब्ध करुन दिल्ल्यो आनी प्रकल्प वाठारात वितरीत केल्ल्यो. ईआयए अधिसुचोवणी, 2006 (दुरुस्त) त थारावन दिल्ली सगली आवश्यकता आमी पुराय केल्या.
iii.	धक्को 5A आनी 6A च्या वाडी खातीर ईआयए अहवालाचो कोंकणी वा अणकार उपलब्ध करुन दिवपाक GSPCB अपेस आयला जे हेर दोन प्रकल्पां खातीर ईआयए अधिसुचोवणी 2006 च्या कलम 2.2 प्रमाण केल्ले.	ईआयए अहवालाच्या मसुद्याच्यो प्रती GSPCB न ईआयए अधिसुचोवणी, 2006 त दिल्ल्या सुवातांचेर उपलब्ध करुन दिल्ल्यो आनी प्रकल्प वाठारात वितरीत केल्ल्यो. ईआयए अधिसुचोवणी, 2006 (दुरुस्त) त थारावन दिल्ली सगली आवश्यकता आमी पुराय केल्या.
iv.	कोळसो विस्ताराचो वास्को आनी सरभोवतणच्या वाठाराचेर जावपी परिणामाचो केल्लो अभ्यास अहवाल GSPCB न लोकांक उपलब्ध करुंन दिवुंक जाय.	प्रस्न आमका विचारुंक ना.
46. अभिजीत डी. साळकर, वास्को, गॉय.		
i.	ईआयए अहवालाच्या प्रकरण 8 (8.4.2) चो संदर्भ दीता. पोटवाक्य म्हणता की देखरेखी खातीर फक्त तीन AAQM स्थानकांचो प्रस्ताव आसा. फक्त तीन स्थानकां पुरायपणान उणी पडतली आनी दिल्ल्या विहीत नेमांप्रमाण (WHO, 1977) थंय उणोच 12 स्थानका आसपाक जाय.	प्रकल्पाच्या अंमलबजावणीच्या पांवड्यार प्रदूशकांचे संकेंद्रण थारावच्या खातीर तीन AAQM स्थानकां स्थापन केल्यात. क्षमताय वाड प्रकल्पांत मुखेल अशे नागरी काम आसचे ना, फक्त मॅकेनीकल रेट्रेफीटींग आनी ल्हान अनुकुल संरचनात्मक काम करतले. AAQ देखरेख आनी ताचो अहवाल दिवपा खातीर आमी GSPCB च्या निर्देशांक पाळो दितात. तशेच पाळतले वा GSPCB दिता त्या निर्देशांक पाळो दितले.
ii.	नमुनो घेवपाचो काळ आनी वारंवारता अशी आसपाक जाय की डेटातल्यान सांख्यीकी नदरेन विश्वसनीय सरासरी मेळोवपाक शक्य जातले. देखरेख 24 वरां आनी वर्सातले उणेच 104 दिस करुंक जाय.	AAQ देखरेख आनी ताचो अहवाल दिवपा खातीर आमी GSPCB च्या निर्देशांक पाळो दितात. तशेच पाळतले वा GSPCB दिता त्या निर्देशांक पाळो दितले.
iii.	रु. 12 LPA पुरायपणान अपुरो आसा. चलनवाडीक लागुन वर्सा वर्सा प्रमाण वाडी खातीर तजवीज केल्ली ना.	ईआयए अहवालात नमुद केला तो AAQ देखरेखीचो खर्च हो अंदाज आसा. गरजे प्रमाणु देखरेखी खातीर अतीरीक्त तजवीज करतले.
iv.	अहवालात बांधकाम सुवातेच्या लागी 3 देखरेख स्थानकां प्रस्तावीत करता. कार्यरत पांवड्यार ती बांधकाम सुवाते लागसार कित्याक आसपाक जाय. वावराक लागुन मार बसपाक शकता त्या सगल्या वाठारात ती फाफसल्ली आसुंक नाका व्हंय.	क्षमताय वाड प्रकल्पांत मुखेल अशे नागरी काम आसचे ना, फक्त मॅकेनीकल रेट्रेफीटींग आनी ल्हान अनुकुल संरचनात्मक काम करतले.

		AAQ देखरेख आनी ताचो अहवाल दिवपा खातीर आमी GSPCB च्या निर्देशांक पाळो दितात. तशेच पाळतले वा GSPCB दिता त्या निर्देशांक पाळो दितले.
v.	नमुनो स्थानकांची देखरेख करपाक यंत्रणांची नेमणुक NGO कडेन दिवची.	AAQ देखरेख आनी ताचो अहवाल दिवपा खातीर आमी GSPCB च्या निर्देशांक पाळो दितात. तशेच पाळतले वा GSPCB दिता त्या निर्देशांक पाळो दितले.
vi.	सरभोवतणच्या हवा दर्जो देखरेखीच्या, CPCB, MoEF, एप्रील 2003 च्या मार्गदर्शक तत्वांप्रमाण सक्तीच्या नेमांचो उल्लेक ना	AAQ देखरेख NAAQS, 2009 प्रमाण केल्या.
47. वाय. सी. एच. सींग, 12 हेर वांगड्यां सयत		
i.	आमी सगले सावथ वेस्ट पोर्ट ली. सुरक्षे खाला काम करतात. हे आमच्या येणावळीचे मुखेल स्रोत आसा आनी आमच्या सगल्यांची कुटुंबा हे कंपनीचेर निंबुन आसात. म्हणुन ही कंपनी आमका चलपाक जाय.	मतां मान्य आसात आनी तांची तोखणाय करतात.
48. एम/एस. एस. एस. कंत्राटदार, 18 हेर वांगड्यां सयत		
i.	SWPL बंदराचे प्रदुशण करीना आनी फाटल्या पांच वर्सा परस अदीक काळा सावन काम करता. आमी सगले आनी आमची कुटुंबा आनी भुरगी हया बंदर सेवेचेर निंबुन आसात. म्हणुन आमका ही कंपनी चलपाची गरज आसा.	मतां मान्य आसात आनी तांची तोखणाय करतात.
49. प्रदीप आचरेकर, 5 हेर वांगड्या सयत		
i.	ही SWPL कंपनी सुमार दसका परस अदीक काळासावन काम करता आनी समाजाच्या अर्थीक, सांस्कृतीक आनी शिक्षणीक कामां खातीर मजत करता. आमी हया प्रकल्पाच्या फावरान आसात.	मतां मान्य आसात आनी तांची तोखणाय करतात.
50. रवींद्र सींग, 57 हेर वांगड्या सयत		
i.	SWPL सडा गावांतल्या बायलांचे सशक्तीकरण करुंक सक्रीयपणान काम करता. शीवपाचो मशीनां, प्रशिक्षण, फॅशन डिजायनींग उपलब्ध केलां, कुटुंबाक मुळावी उपजिवीका उपलब्ध करुन दिता. आनी फुडाराकय तेंको दिता. आमी वाड प्रकल्पाच्या फावरान आसात.	मतां मान्य आसात आनी तांची तोखणाय करतात.
51. रोमी कुमार गुप्ता, 48 हेर वांगड्या सयत		
i.	SWPL न शाळांतल्या विद्यार्थ्यांक शिक्षणीक समान जशे की पुस्तकां, बांक, कंप्युटर्स, शाळेची इमारत आदी उपलब्ध करुन दिला. फुडारातय अश्या वावराक ते मदत करतले.	मतां मान्य आसात आनी तांची तोखणाय करतात.

52. श्री प्रदिप सरोज, 10 हेर वांगड्या सयत		
i.	धक्को 5A आनी 6A च्या प्रस्तावीत दिस्तार प्रकल्पातल्यान कितली रोजगार निर्मीती जातली. थळ्याव्या लोकांक प्राधान्य दिवपाची आमी मागणी करतात. कंपनी मान्य करता जाल्यार आमका कसलोच आक्षेप ना.	SWPL टर्मीनलांत सद्या काम करतात त्या वट्ट 400 कामगारांतले 60% कामगार गोंयकार आसात. प्रकल्प गटांत पडता तांतुत प्रस्तावीत क्षमताय वाडीची अंमलबजावणी केल्या उपरांत रोजगारांत उल्लेखनीय वाड जावची ना.
53. श्रीकांत 54 हेर वांगड्या सयत		
i.	SWPL फाटली 12 वर्सा काम करता आनी म्हाल हाताळता आनी उदरगतीच्या कार्यावळी खातीर काम करता. • कंपनीन अंगणवाडी बांधल्यात, म्हणुन आमी प्रकल्पांच्या फावरान आसात. • शाळांत तांणी शिक्षणीक सामान आनी भुरग्यांक पुस्तकां दिल्यात, म्हणुन आमी ह्या प्रकल्पांच्या फावरान आसात. • आमका रोजगार मेळला आनी म्हणुन आमची अर्थीक स्थीती सुधारल्या. म्हणुन आमी ह्या प्रकल्पांच्या उदरगतीच्या फावरान आसात. • शारांत हॉटेलां, कामगारां खातीर भाड्याची घरां, भाड्याच्यो सुवातो अशे तरेचो धाकलो अर्थीक तेंको कंपनीच्या वावराक लागुन तयार जाता. म्हणुन आमी विस्तार प्रकल्पाक तेंको दितात. • कर्मचारी आनी कंपनी आमची वाहनां भाड्यान घेता, म्हणुन बरे पैशे मेळतात. म्हणुन आमी ह्या प्रकल्पाच्या पुनर्वावराक तेंको दितात. • शाळां आनी शारांनी कंपनीन नितळसाण कार्यावळी खातीर फुडाकार घेतला. कोयराचे डबे उपलब्ध करुन दिल्यात, शौचालयां बांधल्यात. म्हणुन शाराची नितळसाण आनी सौदर्य वाडला. • कंपनी कामगारांक वयक्तीक संरक्षण उपकरणां उपलब्ध करुन दिता, कामगारांच्या भलायकेची तपासणी करता, प्रदुशणाचेर नियंत्रण हाडता. म्हणुन प्रकल्पाच्या फावरान आसात. • आमी हे कंपनीक तेंको दितात कारण नव्यो भरती तयार जातल्यो. • आमची मागणी आसा की कंपनीन थळाव्यांक रोजगारा खातीर प्रधान्य दिवचे मागीर आमी प्रकल्पाक तेंको दितले.	मतां मान्य आसात आनी तांची तोखणाय करतात.
54. पवन कुमार, वास्को		
i.	SWPL फाटल्या 12 वर्सा परस अदीक काळा सावन काम करता, जाका लागुन उदरगत आनी रोजगार तयार जाता. आमी हे कंपनी वांगडा खुश आसात, आमका कसलीच हानी ना, हाका लागुन आमका खुप संदी मेळ्ळयो.	मतां मान्य आसात आनी तांची तोखणाय करतात.
55. मदन हळर्णकर, वास्को		

i.	हांव हया SWPL प्रकल्पाक तेंको दिता कारण ही कंपनी खुप बरी आसा, फाटली 10 वर्सा वयर काम करता, कंपनी बरी सुवीधा दिता, पगार वेळार दिता.	मतां मान्य आसात आनी तांची तोखणाय करतात.
56. अरुण कुमार, 5 हेर वांगड्या सयत		
i.	हया प्रकल्पाक तेंको दिता. ही कंपनी फाटल्या 5 वर्सा सावन बरे काम करता, सगले अधिकारी बरे आसात, काम सुरक्षीत आसा, सुरक्षेचेर प्रशीक्षण दितात.	मतां मान्य आसात आनी तांची तोखणाय करतात.
57. राजकुमार साव, वास्को		
i.	SWPL क लागुन उदरगत आनी रोजगार तयार जाता. आमी हे कंपंनी वांगडा खुप खोशी आसात, आमका कसलीच हानी जांवक ना, हाका लागुन आमका खुप संदी मेळ्ळ्यो.	मतां मान्य आसात आनी तांची तोखणाय करतात.
58. अव्वन्ना चेदानी, वास्को		
i.	SWPL फाटल्या 15 वर्सा परस अदीक काळासावन कार्यरत आसा, हाका लागुन उदरगत आनी रोजगार तयार जाता. हे कंपनी वांगडा आमी खोशी आसात, आमका कांयच हानी ना, हाका लागुन आमका खुप संदी मेळ्ळ्यो.	मतां मान्य आसात आनी तांची तोखणाय करतात.
59. जफरुल्लाह शिकालर, वास्को		
i.	हे उदरगतीक आक्षेप ना. SWPL हे MPT तले उत्तम बंदर. गोंयाक महसूल उपलब्ध करून दिता. CSR खाला कंपनी समाजाक स्वच्छ भारत अभीयानाखाला जायत्यो ब-यो गोश्टी दीता. हे कंपंनीचेर खुपशी कुटुंबा नींबुन आसात म्हणुन हाव कंपंनी वांगडा खोशी आसा.	मतां मान्य आसात आनी तांची तोखणाय करतात.
60. संजय गोवींद घवारे, वास्को **61. संजय महाले, वास्को**		
i.	SWPL फाटल्या 12 वर्सा परस अदीक काळासावन कार्यरत आसा, SWPL क लागुन उदरगत, रोजगार तयार जातात. कंपंनीन अंगणवाडीची उदरगत केल्या, शाळांखातीर उपकरणां, पुस्तकां भेटयल्यात. हे कंपनी वांगडा आमी खुप खोशी आसात. आमचो हे कंपंनीक विरोंध ना.	मतां मान्य आसात आनी तांची तोखणाय करतात.
62. दिपांकर पावल, वास्को		

i.	श्री दिपांकर पावल हावे पळयला की SWPl फाटल्या 12 वर्सा सावन काम करता आनी गोंय राज्याची उदरगत आनी प्रगती खातीर वावुरता. सकयल दिल्ल्या कारणांक लागुन म्हाका हया प्रकल्पाचेर आक्षेप ना. a) ते बंदराच्या उदरगती खातीर वावुरतात आनी MPT आनी गोंया खातीर महसूलाची निर्मीती करतात. b) वास्को आनी भोवतणच्या वाठारात ते रोजगाक तयार करतात. c) जायते ल्हान सहाय्यक वेवसाय जशे की हॉटेलां SWPL चेर नींबुन आसात. गाडी, बसीच्यो भाड्याच्यो सेवा SWPL चे नींबुन आसात. d) SWPL न CSR त बरो वावर केला. बायणा, बोयदातल्या शौचालयांचे नविनीकरण केलां. e) CSR खाला तांणी सगल्या शाळांक कोयराचे डबे दिल्यात. f) CSR खाला तांणी वास्को शारात उद्यान, हरीत दुभाजक आदींची उदरगत केल्या. g) CSR खाला तांणी खासा गरजेच्या विद्यार्थ्यां खातीर शाळांक खेळपाची उपकरणां दिल्यात. h) CSR खाला तांणी 114 अंगणवाडींक उदक फिल्टर उपकरणां दिल्यात. i) स्वच्छ भारत अभियाना खाला कंपनी शार वेवस्थीत आनी नितळ दवरता. j) तांचो म्हाल धापिल्ल्या स्थीतीत आनी रेल्वेत वता म्हणुन हावे कसलेच प्रदुशण जाता ते पळयीलले ना.	मतां मान्य आसात आनी तांची तोखणाय करतात.
63. संदिप महाले, वास्को		
i.	SWPL फाटल्या 12 वर्सा परस अदीक काळा सावन कार्यरत आसा, हाका लागुन उदरगत आनी रोजगार तयार जाता. हे कंपनी वांगडा आमी खोशी आसात, आमका कांयच हानी ना, हाका लागुन आमका खुप संदी मेळ्ळयो.	मतां मान्य आसात आनी तांची तोखणाय करतात.
64. झीनत खान, सडा		
i.	म्हजो घरकार फाटल्या 9 वर्सा सावन SWPL त काम करता. हाका लागुन आमची उपजिवीका चलता. आमका ही कंपंनी वाडिल्ली जांय.	मतां मान्य आसात आनी तांची तोखणाय करतात.
65. मोहमद हुंचल, बोगदा		
i.	1 वर्सा सावन SWPL त काम करता. हाव मुळ कर्नाटकांतलो, हाव हांगा कामाखातीर आयिल्लो. हे कंपंनीचेर खुपशी कुटुंबा निंबुन आसात. हाव आनी हे कंपंनीत काम करता तांका सगल्यांक हे कंपंनीची गरज आसा.	मतां मान्य आसात आनी तांची तोखणाय करतात.
66. शेदा कुमारी, सडा		

i.	म्हजो घरकार SWPL त फाटल्या पाच वर्सा सावन काम करता, जाका लागुन म्हजी भुरगी ब-या शाळेत शिकतात. खुपश्या लोकांची जीण हाका जोडिल्ली आसा.	मतां मान्य आसात आनी तांची तोखणाय करतात.
67. श्रीकांत शींदे, सडा		
i.	हांव हया SWPL कंपनीत फाटल्या तीन वर्सा सावन काम करता. सावथ वेस्ट पोर्टात पर्यावरणाची राखण करपाक झुंजा पांवड्यार पांवला उबारतात. सगल्या कामगारांची सुरक्षा मतीत घेतल्या. सगल्या कामगारां खातीर हे बंदर गरजेचे आसा. हया बंदराक लागुन खुपश्या कुटुंबाची उपजिवीका चलता.	मतां मान्य आसात आनी तांची तोखणाय करतात.
68. बाबलो प्रसाद, वास्को		
i.	हांव आनी म्हज्या कुटुंबातले वांगडी हया बंदराचेर नींबुन आसात. आमी आमचे कुटुंब चलोवच्या खातीर युपी तल्यान हांगा आयल्यात. जर हे बंदर काम करना जाले जाल्यार भारताची वाड आनी उदरगत कशी जातली.	मतां मान्य आसात आनी तांची तोखणाय करतात.
69. शीवदयाळ, वास्को		
i.	हांव, म्हज्या पुराय कुटुंबातले वांगडी, भुरगी, भाव, आवय, बापुय हया बंदराच्या रोजगाराचेर जगतात. आमी जगपा खातीर युपीतल्यान आयिल्ले. हांव हे कंपंनीचे उपकार मानता. म्हाका म्हज्या देशची उदरगत करपाक जाय.	मतां मान्य आसात आनी तांची तोखणाय करतात.
70. कल्याणी मोहकर, बायणा		
i.	सावथ वेस्ट बंदराच्या उदरगतीक लागुन हया वाठारातलो सहाय्यक वेवसाय वाडतलो. गाडयो, चालक आनी ल्हान वेवसाय जशे की हॉटेलां, भाड्याची घरां हांची मागणी वाडतली. हाका लागुन गावक-यांची अर्थीक स्थीती वाडतली. वाठाराच्या उदरगती खातीर आमी हया प्रकल्पाक तेंको दीतात.	मतां मान्य आसात आनी तांची तोखणाय करतात.
71. जी. आर. चोडणकार, वास्को		
i.	फाटल्या 12 वर्सा सावन SWPL काम करता आनी गोंय राज्याची उदरगत आनी प्रगती खातीर काम करता ते हावे पळयला. सकयल्या कारणांक लागुन म्हजो हया प्रकल्पाक विरोध ना. a) ते बंदराच्या उदरगती खातीर काम करतात आनी MPT आनी गोंया खातीर महसुल तयार करतात. b) वास्को आनी लागसारच्या वाठारात ते रोजगार निर्मीती करतात.	मतां मान्य आसात आनी तांची तोखणाय करतात.

	c) जायते ल्हान सहाय्यक जशे की हॉटेलां SWPL चेर निंबुन आसात, गाडी, बस भाड्याची सेवा SWPL चेर निंबुन आसा. d) SWPL CSR वाठारात बरो वावर करता. बायणा, बोगदा वाठारांतल्या शौचालयांचे नवीनीकरण केलां. e) CSR खाला तांणी सगल्या शाळांक कोयराचे डबे दिल्यात. f) CSR खाला तांणी वास्को शारात उद्यान, हरीत दुभाजक आदींची उदरगत केल्या. g) CSR खाला तांणी खासा गरजेच्या विद्यार्थ्यां खातीर शाळांक खेळपाची उपकरणां दिल्यात h) CSR खाला तांणी 114 अंगणवाडींक उदक फिल्टर उपकरणां दिल्यात i) स्वच्छ भारत अभियाना खाला कंपंनी शार वेवस्थीत आनी नितळ दवरता. तांचो म्हाल धापिल्ल्या स्थीतीत आनी रेल्वेत वता म्हणुन हावे कसलेच प्रदुशण जाता ते पळयील्ले ना.	
72. सुदेश गुंजीकर वास्को		
i.	फाटल्या 12 वर्सा सावन SWPL काम करता आना गोंय राज्याची उदरगत आनी प्रगती खातीर काम करता ते हावे पळयला. वास्को आनी लागसरच्या वाठारात केल्ल्या जायत्या CSR वावराचो हाव भाग आशिल्लो. हया दरगतीच्या वावराक म्हजो आक्षेप ना आनी हांव हे संघटने वांगडा खोशी आसा.	मतां मान्य आसात आनी तांची तोखणाय करतात.
73. वसंत नायक, पंचायत चिकोळणा, बोगमाळो		
i.	आमचे पंचायतीक हया भोवशीक सुनावणेची कयलीच म्हायती मेळुंक ना आनी ईआयए अहवालाचो मसुदोय मेळुंक ना. ईआयए अहवालाची प्रत आमका उपलब्ध करुन दिवची अशी विनंती आमी करतात, त्या उपरांत योग्य तारखे वांगडा आमी आनचे म्हण्णे, विचार, आक्षेप, सुचोवण्यो आसल्यार, MoEFCC न थारायिल्ल्या भोवशीक सुनावणेच्या मार्गदर्शक तत्वां प्रमाण दितले.	ईआयए अहवालाच्या मसुद्याच्यो प्रती GSPCB न ईआयए अधिसुचोवणी, 2006 त दिल्ल्या सुवातांचेर उपलब्ध करुन दिल्ल्यो आनी प्रकल्प वाठारात वितरीत केल्ल्यो. ईआयए अधिसुचोवणी, 2006 (दुरुस्त) त थारावन दिल्ली सगली आवश्यकता आमी पुराय केल्या.
74. टी. टी. श्रीधरन, वास्को, गोंय.		
i.	प्रस्तावकांनी फावो तीतले लक्ष दिंवक ना आनी वास्को शाराच्या वाठारात कोळसो प्रदुशण नियंत्रीत करपाक फावो तीतली पावलां उबारपाक घाळसाण केल्या.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
ii.	प्रदुशणाच्या पांवड्यार नदर दवरपाक प्रस्तावकांनी फावो ती पांवला उबारुक ना. भोवशीक विरोधा उपरांत GSPCB कारवाय केली आनी हाताळणी क्षमताय 5.5 MMT वेल्यान 4.5 MMT इतली केली.	GSPCB च्या निर्देशांक योग्य आनी बेगोबेग आवश्यक पाळो दिल्लो आनी योग्य प्रक्रीया पाळुन प्रस्न सोडयिल्लो.

iii.	कोळसो धुल्लाचे उदकाचे मीश्रण समुद्रात वचपा पासुन आडावपाक प्रस्तावक फावो तीतले आनी योग्य उपाय करीनात. हाका लागुन सागरी जिवीत आनी पर्यावरणाचे भरुन ना येवपी नुकसाण जाता.	पावसाचे दिस तशेच हेर मोसमातय म्हालाचो धापिल्ल्या स्थीतीत साठो करतात. सुधारणा सुवातेर म्हालाच्या धाकल्या उक्ते सुवातेक लागुन व्हावपी उदक तयार जाता जे साठो (स्थायीक) तळ्यात एकठाय करतात, जंय गाळ बसता जाता. कोळसो हो सैमीक तरेन तयार जावपी भुगोलीक म्हाल आनी वीखारी/धोकादायक म्हाल न्हय.
iv.	प्रस्तावकांनी तांचो प्रकल्प 5000 MT अमोनीया साठो टाकयेच्या सामको लागी स्थापीत केला, जाका लागुन मुरगाव तालुक्याक गंभीर धोको उप्रासला. म्हणुन वाडीव क्षमताय हाताळणी प्रस्तावीत ना.	क्षमताय वाड प्रकल्पाचो वाटो म्हण MSIHC नेम, 1989, (दुरुस्ती 2000) प्रमाण कसलोच धोकादायक म्हाल हाताळपाचो प्रस्ताव ना. सद्याच्या आनी प्रस्तावीत वावराक लागुन ऑफसायट घडणुको, (SWPL वाठाराच्या शीमेच्या भायर परिणाम जावपी) जावपीची शक्यताय ना.
v.	वयर दिल्ले सादरीकरणाक हानी करीनास्तना, जर संबंधीत अधिकारणी असो निश्कर्श कांडता की प्रकल्प सद्याच्या क्षमतायेच्या पांवड्यार वा वाडीव पांवड्यार कोळसो हाताळणी चालु दवरुंक सोदता जाल्यार सकयल दिल्ले सुरक्षा उपाय प्रस्तावीत आसात.	
	a. मुंबय उच्च न्यायालयाच्या गोंय खंडपीठान 24.02.2012 दिसा दिल्लो निवाडो मुरगावांतल्या कोळसो हाताळणीक पुरायपणान लागु जाता आनी म्हळ्यारच कोळश्याचो वावर धापिल्ल्या परिस्थीतीत करुंक जाय.	मान्य आसा. टर्मीनलाचेर कोळश्याचो म्हाल सदाच धांपिल्लो आसता आनी फुडाराकय तशेच करतले.
	b. कार्यकारी सारांशाच्या शमन उपायां प्रमाण: वायु प्रदुशण, कोळसो 12 मी. उंचीचेर साठयतले, जाची देंवती 35 डिग्री आसतली. अशे सादर करतात की निर्देशा प्रमाण, GSPCB न कोळश्याच्या साठ्याची उंचाय 5 मी मेरेन मर्यादीत दवरल्या.	टर्मीनलांत कोळश्याच्या धुल्लाच्या उत्सर्जनाचे नियंत्रण करुंक SWPL न साठ्याची योग्य उंची आनी 12 मी उंचीच्या वींड शिल्डा वांगडा धापिल्ल्या साठ्याचेर भर दीला.
	c. उच्च न्यायालयाच्या आदेशा प्रमाण स्वतंत्र आनी नामनेच्या यंत्रणेच्या नियुक्त्यां खातीर प्रदुशणाच्या पांवड्याचेर, कोळसो साठ्याच्या उंचीचेर, हाताळणीच्या पद्धतीचेर, लोडींग आनी अनलोडींग वावराचेर नेमान नदर दवरप अस्तीत्वांत आसप आनी बंधनकारक आसा.	आमी हया संबंधान GSPCB च्या निर्देशांक पाळो दितले.
vi.	MPT च्या मानादीक अध्यक्षांनी म्हणील्ले की सुमार 100 क्रुज जहाजां मुगाव हार्बरात हाडपाचे ते यत्न करतात. इतले व्हडले पर्यटक, जहाजांचे कॅप्टन कोळसो प्रदुशणाचेर नाराज आसात. म्हणुन हाचो पर्यटन वेवसायाचेर परिणाम जातलो.	MPT केल्ल्या धक्को वाटपा प्रमाण क्रुज टर्मीनल आनी आमच्या वावराचे सहअस्तीत्व आसा.
vii.	प्रस्तावक आनी हेर कोळसो कंपन्यांनी कोळश्याच्या प्रदुशणाची बाधा जाल्ल्या लोकांक वैजकी मजत करपाक जाय.	आमी CSR वावर प्रमाणिकपणाच्या हेतून करतात. थळाव्या रहिवाशींच्या सगल्या साधनसुविधा आनी हेर गरजां खातीर सहकार्य करपाक आमच्या क्षमताये प्रमाण आमी उत्तम काम करतले.
75. वास्कोतले सगले नागरीक		
i.	20.03.2017 दीसा थारायील्ल्या भोवशीक सुनावणेची सुवात अदीक लोकांक आस्पावन घेवपाक बदलल्या.	NA
76. डॉम्नीक नोरोन्हा, साश्ट, गोंय		
i.	हो प्रस्ताव, प्रस्तावीत कोळसो टर्मीनलाक आक्षेप म्हण मानचो अशी विनंती. दांडवाडो शीर्ली, साश्ट गोंय, पंचायतीत संमत केल्लो थराव.	प्रस्न विचारुंक ना, म्हणुन जाप दिंवक ना.

ii.	गोंय ह्या सुंदर राज्याची वेगळी वळख ते नश्ट करतले. हाका लागुन लागसरच्या वाठारात हानीकारक वास आनी घटक जातले. रस्तो येरादारी, कार्गो ऑपरेशन्स, जहाजांची येरादारी, कोयर आदी हांका लागुन आवाज आनी कंपना निर्माण जातात.	प्रस्न विचारुंक ना, म्हणुन जाप दिवंक ना.
77. सावीयो, कोरीया, मांगोर हील, वास्को.		
i.	ईआयए अर्धवट आनी अपुरो आसा. हांतुत मुरगाव बंदरावेल्या हेर कोळसो आनी लोह खनीज हाताळणी वावरा कडेन दुर्लक्ष केलां आनी पर्यावरण आनी पर्यावरण शास्त्राचेर जावपी एकठाय परिणाम मतीत घेवपाक अपेस आयला आनी दुर्लक्ष केलां.	ईआयए अहवालात SWPL च्या आवारात जावपी वावर आनी तांची प्रदूशण क्षमताय आनी सद्याचे /प्रस्तावीत शमन उपायांचे विस्तारान वर्णन केलां. हेर धक्क्यांचेर हेर म्हाल हाताळप हो MPT चो अधिकार. त्या भायर, प्रकल्प क्षेत्रात सरभोवतणच्या हवेच्या दर्ज्याची देखरेख जायत्या स्थानकांचेर जाता. ह्यो नोंदी बंदराच्या आवारातल्या वावराची एकठाय नोंद दिता आनी ईआयए अभ्यासा खातीर आधाररेखा तयार जाली जी AAQ मानकांच्या मान्यताय प्राप्त मर्यादेंत आसा. आधारभूत पर्यावरणीय देखरेख MPT वाठारातल्या हे सद्याच्या उद्देग/वावरांतल्यान जावपी प्रदूशणाचे योगदान मतीत घेता. मापदंडांच्या देखरेखीच्यो सुवातो अशे तरेन वेंचल्यात की वाठारातल्या वेगवेगळ्या स्रोतांतल्यान जावपी प्रदूशणाची मेंजणी जाता. वेगवेगळ्या पर्यावरणीय मापदंडांच्या नमुनो सुवातांचो तपशील प्रकरण 3, पर्यावरणीय आधारभूत दर्ज्यांत दिला.
ii.	PP न महत्वाचे पर्यावरणीय तथ्य चुकीचे पद्धतीन सांगला आनी दामुन दवरला. आनी EAC कडेन व्हडा प्रमाणात फटींगपणा केल्यात. a. परिशिश्ट I फॉर्म I वा ईआयए अहवालाच्या मसुद्यात धक्को 7 चेर दुसरो कोळसो हाताळणी टर्मीनल आसा ह्या वीशी कुजबुज लेगीत ना. b. परिशिश्ट I च्या फॉर्म 1 च्या पॅरा 9 त आनी फॉर्म I च्या पॅरा III अ. क्र 11 त महत्वाचे सत पुरायपणान दामुन दवरला आनी चुकीचे पद्धतीन सांगला. परिणामी सद्याच्या कोळसो हाताळणी वावराचो. PP न विस्तार केल्या उपरांत धक्को क्र. 7 आनी सद्याच्या/प्रस्तावीत वावराचो, पर्यावरण आनी पर्यावरण शास्त्राचेर एकत्रीत परिणाम ईआयए त मतीत घेतलो ना. c. त्या व्यतीरिक्त, लोह खनीज धक्को क्र. 9 सामान्य म्हाल धक्को 10 आनी 11 जंय लाकुड जिप्सम आनी हेर वावराचो एकत्रीत परिणाम फॉर्म I आनी ईआयए अहवालात दामुन दवरला. d. प्रस्तावीत प्रकल्पाचो पर्यावरणीय परिणाम मेजपाक स्पश्टपणान संरचनात्मक अपेस आयला. ईआयए अधिसुचोवणी 2006 च्या परिशिश्ट ऍ च्या फॉर्म I पॅरा 9 प्रमाण ते सक्तीचे आसा. e. विहीत अर्जाचो फॉर्म I त दिल्ल्या म्हायतीच्या आधाराचेर EAC न ToR निश्चीत केल्ले, म्हणुन दामुन दवरील्ले महत्वाचे सत आनी दिल्ली चुकीची म्हायती ह्या प्रकरणाच्या मुळामेरेन आसा. PP न हे खबर आसून, मुद्दाम आनी वायट हेतान केला आनी EAC कडेन फटींगपणा केल्यात. म्हणुन हाव अशे म्हणता की, वयर दिल्ली महत्वाची म्हायती दामुन दवरली आनी चुकीची म्हायती	a. उपकार करुन 84(i) क दिल्लो आमचो प्रतीसाद पळयात. b. EIA/EMP अहवाल MoEFCC न ईआयए खातीर जारी केल्ल्या ToR प्रमाण तयार केला. आधारभूत पर्यावरणीय देखरेख MPT वाठारातल्या हे सद्याच्या उद्देग/वावरांतल्यान जावपी प्रदूशणाचे योगदान मतीत घेता. मापदंडांच्या देखरेखीच्यो सुवातो अशे तरेन वेंचल्यात की वाठारातल्या वेगवेगळ्या स्रोतांतल्यान जावीप प्रदूशणाची मेंजणी जाता. वेगवेगळ्या पर्यावरणीय मापदंडांच्या नमुनो सुवातांचो तपशील प्रकरण 3, पर्यावरणीय आधारभूत दर्ज्यांत दिला. c. उपकार करुन 84(i) क दिल्लो आमचो प्रतीसाद पळयात d. उपकार करुन 84(ii.b) क दिल्लो आमचो प्रतीसाद पळयात e. आमी EC ची प्रक्रिया ईआयए अधिसूचोवणी, 2006 (दुरुस्त) प्रमाण केल्या, जांतुत सगली सादरीकरणां पारदर्शक पद्धतीन केल्यात. आरोप केला त्या प्रमाण, प्रकल्पाच्या वावरात, EAC, MoEFCC वा हेर खंयच्याय वैधानीक यंत्रणे कडल्यान खंयचेय सत वा म्हायती

	दिल्ल्याचे नदरे मुखार दवरुन, नवो विस्तार /ToR चो प्रस्ताव EAC न मतीत घेवचो आनी त्या परांत नवी भोवशीक सल्लोमसलतीची प्रक्रीया घेवची.	लिपोवपाचो यत्न करुंक ना.
iii.	ईआयए अहवालाचो मसुदो अपुरो आसा, कारण निश्चीत TOR मतीत घेवप हांतुत वगळला, म्हळ्यारच वारो आनी जीओ भार कार्यक्षम आशिल्ल्या, जीओडेसीक वा अणुवृत्त आकाराच्या घुमटी वांगडा धापिल्ल्या साठो शेडीच्या शक्यतायेवेलो अभ्यास सादर करुंक; a. ईआयए अहवालात धापिल्ल्या साठो शेडीच्या शक्यतायेचेर अभ्यास दिश्टी पडना ना आनी ईआयए अहवालाचो मसुदो हया गंभीर TOR चेर मौन आसा. b. PP जयगड बंदराचेर 15 MMTPA कोळसो हाताळणी सुवीधा चलयता जंय 105 x450 मी धापिल्लो कोळसो साठो आसा. c. ज्या वाठारात भरपुर उश्णकटीबंधीय पावस पडता वा लोकसंख्येच्या केंद्रात कोळश्याचो उक्तो साठो समस्याकारक आसता, थंय साठो धापुंक जाता - देखीक साठो घुमटी वा सीलो. घुमटी वा कोठीच्या प्रकारचो बंद कोळसो साठो हो खुप आदर्श धुल्ल विरोधी उपाय. PP च्या प्रकल्पाचेर अशे तरेची सुवीधा, कोळश्याचे बारीक कण वा-याक लागुन उडपाचे आडायतले, मान्सून काळात उर्जा उत्पादन खर्च उणो करुन, मान्सून काळात कोळसो ओलो जावपा पासून आडावन, सुकोवपाचो व्हडा प्रमाणात खर्च वाटोवन, कोळसो साठ्याचेर फावारणी करपाचो उदकाचो वापर व्हडा प्रमाणात उणो करुन हे फायदेशीर थारतले. PP च्या मुरगाव बंदरावेल्या विस्तार प्रकल्पात अशे तरेचो धापिल्लो कोळसो साठो उपलब्ध ना करपा फाटले कारण किते आसा? हांव अशे म्हणता की PP क तांच्या ईआयए चो परतुन विचार करुन आनी वयर दिल्ले ToR (म्हळ्यारच, जीओडेसीक वा अणुवृत्त आकाराच्या घुमटेत धांपिल्लो कोळसो साठो) आस्पावीत करपाचो निर्देश दिवप योग्य थारतले आनी पुनर्मुल्यांकन परत भोवशीक सल्लोमसलती खातीर, त्या उपरांत छाननी खातीर दवरचे.	ईआयए अधिसुचोवणी, 2006 (दुरुस्त) त दिला त्या प्रक्रिये प्रमाण ईआयए अहवालाच्या मसुद्याचेर आधारुन भोवशीक सुनावणी आसा. भोवशीक सल्लोमसलत प्रक्रियेत मेळिल्ल्या वक्तव्यांचेर आदारुन ईआयएक निमाणे रुप दितले आनी कसलोय उणाव आसल्यार, तो फावो ते तरेन पयस करतले. a. पुर्व-अभियांत्रीकी धापिल्ल्या संरचने खातीर अभियांत्रीकी व्यवहार्यता चालू आसा, ही क्रियाशील सुविधा आशिल्लयान, धांपिल्ल्या शेडीची कार्यवाही आनी उबारणी करपाक आव्हाना आसात. हे EAC, MoEFCC क ईआयए सादरीकरणा वेळार दितले आनी ताचे बांधकाम व्यवहार्यता आनी MOEFCC च्या मान्यताये प्रमाण करतले. खरे म्हळ्यार जयगड सुविधा आदर्श म्हण हेर बंदरांचेर पाळतात. आमी EAC, MoEFCC च्या निर्देशांक पाळो दितले. b. निरीक्षण हया प्रकल्पा कडेन सुसंगत ना. c. सुचोवणी आनी निरिक्षणां योग्य भावनेन घेतल्यात आनी धांपिल्ल्या शेडीच्या डिजायनाच्या अभ्यासात वापरतले. मात, सद्याच्या वावरात म्हाल धापिल्लो आसता अशे आमी परतुन सांगतात, क्षणीक उत्सर्जन तयार जावपाच्यो सगल्यो शक्यताय योग्य, उद्देगान मान्य केल्ले /नेम आनी प्रभावी पद्दतीनी (धापप, फवारणी, धापिल्ले वाहक, बंद हस्तातंरण टॉवर, अशे तरेचे.) सोडयल्यात. हया व्यतीरिक्त, सध्याच्या वावरात भारत सरकारान अधिसूचीत केल्ले वायु उत्सर्जन मानकांक (NAAQS, 2009) आमी पाळो दितात.
iv.	ईआयए अभ्यास अपुरो आसा, कारण रेल्वे डब्यांनी कोळश्याच्या येरादारी वेळार जावपी पर्यावरणीय परिणामां कडेन तो पुरायपणान आडनदर करता. a. ईआयए अहवालात अशे म्हळां की म्हालाची येरादारी पुरायपणान रेल्वे डब्यांनी जातली, मात कर्नाटकांतल्या विजयनगरातल्या JSW स्टील कारखान्या मेरेन रेल्वे मार्गान कोळशाची येरादारी करतना जातल्या पर्यावरणीय परिणामां कडेन अभ्यासात पुरायपणान दुर्लक्ष केलां. b. हांव वास्को रेल्वे स्थानकाच्या सुमार 700 मिटर SW वाठारात आनी SWR BG रेल्वे लायनीच्या 530 मिटर अंतराचेर रावता. हांव आनी म्हजे कुटुंब फाटल्या दसक भरांत कोळश्याची येरादारी करपी रेल्वे डब्यांतल्यान जावपी धुल्लाचे उत्सर्जन सोसतात. c. मुरगांव बंदर ते लोंढां मेरेनच्या BG रुळाचे दुपदरीकरण करपाचो प्रस्ताव आसा जाका लागुन हो	निरीक्षण समा ना. a. ईआयए अधिसुचोवणी, 2006 (दुरुस्ती)त दिल्ले प्रक्रिये प्रमाण ईआयए करचे खातीर SWPL न संदर्भ अटी (ToR) योग्य रितीन MoEFCC, नवी दिल्ली कडल्यान मेळयल्यात EIA/EMP अहवाल MoEFCC न ईआयए खातीर जारी केल्ल्या ToR प्रमाण तयार केला. ईआयए अधिसुचोवणी, 2006 (दुरुस्ती)त दिल्ले प्रक्रिये प्रमाण ईआयए करचे खातीर SWPL न

	मार्ग "कोळसो कॉरीडॉरात" रुपांतरीक जातलो. d. मुरगांव बंदर ते तोरानगल्लु कर्नाटका मदले अंतर सुमार 415 किमी आसा आनी प्रस्तावीत वाडीक लागुन वास्को -ते वास्को फेरयेचो वेळ 6 वरां सयत दर दीसा 12 - 15 रॅकांची येरादारी जातली. कोळसो ट्रेनींच्या हालचालीक लागून, गाडयांच्या उक्त्या पृष्ठभागाक लागून, परजीवी कोळसो आनी वाहनांतल्यान फैलाव जाल्ल्यान कोळश्याचो धुल्ल रेल्वे कॉरीडोरात आनी त्या वाठारात फाफसतलो. e. कोल्श्याचो धुल्ल आनी कण रेल्वे कॉरीडोरांतल्यान सरभोवतणच्या समुदायाचेर फाफसतलो त्या वीशी ईआयए अहवालात कसलोच डेटा ना. AAQ मानक आनी रेल्वे कॉरीडॉराची देखरेख करुन ताचे मुल्यांकन करुंक जाय. PP न हवा बोगदो अभ्यास, ताडपत्रीतल्यान धुल्ल फाफसोवपाचो आकडो, उंचाये कडेन संबंधीत वायुगती शास्त्र आनी भाराची मांडणी हांचेर अभ्यास करुंक ना. f. डीजलाच्या वापराक लागुन ट्रेनीं, कणांचे (PM 2.5) उत्सर्जन करतात, तशेच आवाजाचे प्रदुशण जाता. रेल्वे लायन अस्तंत घाटांतली संरक्षीत रानां आनी संरक्षीत वाठारातल्यान धांवता. कोळश्याचो धुल्ल लागसारच्या झाडांच्या पानांचेर बसतलो आनी तांच्या फोटोसींथेसीस क्षमतायेचेर परिणाम जातलो. g. वाड जाल्या उपरांत दर दीसा 12 - 15 रॅक्सांची कल्पना ईआयए अभ्यास मुसुद्यात केला, सद्याचे हेर आनी प्रस्तावीत MPT विन्मुख रेल्वे येरादारी मतीत घेवन रेल्वे येरादारीचेर एकठाय जावपी परिणामांचे विश्लेशण करुंक ना. h. पर्यावरणीय प्रदूशणा वांगडाच, रेल्वे रुळ हुंपपी रस्तो येरादारी आनी पादाचारी हांचेर जावपी परिणाम मतीत घेतलो ना. वाडील्ल्या रेल्वे येरादारीक लागुन फाटक आशिल्ल्या रेल्वे क्रॉसींगाचेर परत परत ब्लॉक जावन गर्दी जातली आनी ताका लागुन थळावी लोकसंख्या, वेवसाय आनी आपत्कालीन सेवांचेर परिणाम जातलो. i. अभ्यासात अशे निश्पन्न जाला की 0.05% ते 1% कोळसो येरादारी वेळार शेणता. हे प्रमाण येरादारीचो प्रकार आनी फेरयेच्या अंतराचेर निंबुन आसता, मात देशभरातली सगली कोळश्याची येरादारी मतीत घेतल्यार हे प्रमाण खुप जाता. विस्तारा उपरांत फक्त PP च्या वावरांतच एमपीटी ते तोरानगल्लु रेल्वे रुळा मजगती 415 किमी रेल्वे लायनींत दर वर्सा 130000 MT कोळसो/कोक शेणुन ताचो फैलाव जातलो. अंशीक शमन उपाय म्हणुन, निमाण्या EIA/EMP त सकयल दिल्ले उपाय मतीत घेवचे अशे हांव सुचयता. a. कोळश्याचो धुल्ल भायर पड्चो न्हय म्हण धातु वा फायबरग्लास धांपणी कोळश्याच्या गाडयांक बसोवची. योगायोगान कोळसो येरादारीत ही संसारातली सगल्यात उत्तम कृती म्हण मानतात. गोंयाक संसारातल्या उत्तम कृतीचो अधिकार आसा, ताडपत्री हया दुय्यम श्रेणीच्या उपायाचो न्हय.	संदर्भ अटी (ToR) योग्य रितीन MoEFCC, नवी दिल्ली कडल्यान मेळयल्यात. रेल्वे येरादारी हो चालू वावर. क्षमताय वाड प्रकल्पाचो भाग म्हण अतिरीक्त म्हालाची हाताळणी आस्पावन घेवपा खातीर विस्तराची गरज ना, कारण अतिरीक्त म्हाल हाताळपाक सद्याची साधनसुविधा फावो तितली आसा. b. कोळसो धांपिल्ल्या रेल्वे डब्यातल्यान येरादारी करतात. ट्रेनीचे डबे धांपपाचो वावर लोडींग वावरा उपरांत बेगोबेग आनी आपचलीत रितीन पुरायपणान दोरीन सुरक्षीत करुन इन-मोशन वाहन लोडींग यंत्रणा वापरुन करतात, हाका लागुन कलसोय म्हाल भायर करपाची कसलीय शक्यताय उरना. हो शून्य- आडवाद आनी शून्य चुक वावर, जो प्रकल्पाचे प्रस्तावक पुराय कडकपणान करतात. c. SWPL वरवी रेल्वे रुळाचे दोट्टीकरण करपाचो प्रस्ताव ना. मालातली वाड सद्याच्या रेल्वे साधनसुविधेत आस्पावन घेवपाक जाता. d. कोळसो धांपिल्ल्या रेल्वे डब्यातल्यान येरादारी करतात. ट्रेनीचे डबे धांपपाचो वावर लोडींग वावरा उपरांत बेगोबेग आनी आपचलीत रितीन पुरायपणान दोरीन सुरक्षीत करुन इन-मोशन वाहन लोडींग यंत्रणा वापरुन करतात, हाका लागुन कलसोय म्हाल भायर करपाची कसलीय शक्यताय उरना. हो शून्य- आडवाद आनी शून्य चुक वावर, जो प्रकल्पाचे प्रस्तावक पुराय कडकपणान करतात. e. उपकार करुन 84(iv.d) क दिल्लो आमचो प्रतीसाद पळयात f. रेल्वेचो वावर भारतीय रेल्वेच्या नियंत्रणात आसा. g. उपकार करुन 84(iv.a) क दिल्लो आमचो प्रतीसाद पळयात h. सद्या आनी फुडारातय म्हालाची रस्त्यावेल्यान येरादारी ना. प्रस्तावीत म्हालाची येरादारी, सद्याच्या रेल्वे रेळाच्या अतिरीक्त क्षमताये वरवी ताच्या विस्तारा बगर करतले. i. उपकार करुन 84(iv.d) क दिल्लो आमचो प्रतीसाद पळयात a. कोळश्याची वाहना जीओटेक्स्टायल /लवचीक पोलीथीन चादरांनी धांपप हे सार्वत्रीक, उद्देगान मान्य केल्ले /नेम आनी प्रभावी पद्दत आसा. धापिल्ल्या वाहनांतल्यान उत्सर्जन जावपाची

	b. उरिल्लो कोळसो परत मुरगाव बंदरात वचपा पासुन आडावपाक परावलंबी भार पुरायपणान काडप आनी अनलोडींगा उपरांत कोळसो गाडयो नितळ करप/धुवप. c. AAQ देखरेख स्थानकां रेल्वे कॉरीडॉरा बरोबर गोंय SPCB स्थापन केल्यात, आनी ताचो खर्च PP. न करप. d. रेल्वे रुळावेल्या फाटक आशिल्ल्या सगल्या मुखेल रस्तो क्रोसींगाचेर उड्डाण पुलांचे बांधकाम.	शक्यताय ना. तशेच, उपकार करुन आमचो 84(iv.d) क दिल्लो प्रतीसाद पळयात. b. रोलींग साठ्याचेर आमचे कांयच नियंत्रण ना कारण तो भारतीय रेल्वेच्या मालकीचो आसा. साठो तांच्या मुक्कामार वाहन-टिपलींगावरवी रिती करतात, जाका लागुन कसलोय बाकी म्हाल उरपाची शक्यताय नासता. म्हळा तशे परजीवी माल, आसलो जाल्यार वाहनाच्या पोंदा पडुन उरुन वायु उत्सर्जन जावपाची संभावना ना. c. प्रस्न आमका विचारुंक ना. d. रेल्वेचो वावर भारतीय रेल्वेच्या नियंत्रणांत आसा.
v.	दर दीसा 7 लाख लीटर उदकाची पुरवण करपाच्या स्रोताच्या वाठारात उदकाचो ताण ईआयए त अभ्यासूंक ना: a. अर्ज फॉर्म I त पुराय ऑपरेशनात 7 KLD ची अपेक्षा उक्तायल्या जी गोंय PWD च्या सद्याच्या वाटणीतल्यान पुराय करतले. ईआयए अहवालाच्या मसुद्यात कोश्टक 4.4 त वाडी उपरांत उदकाचो वापर 5 KLD म्हळा जो सध्या 3.1 KLD आसा. प्रस्तावीत प्रकल्पा खातीर उदकाचो वापर 625 थळाव्या घराब्यांची दिसपट्टी गरज पुराय करपाक फावो तीतली आसा. b. ईआयए अहवालात ह्या मोलादीक सामाजीक स्रोतां कडेन पुरायपणान आडनदर केल्या आनी वाठारातलो उदकाचो ताण वा PWD च्या पुरवणे वेलो ताण मतीत घेवपाक अपेस आयला. c. सांड उदक प्रक्रीया सुवीधा, उदकाचो पुनर्वापर, उदकाचे संवर्धन आनी भूजल परत भरपाक पावसाच्या उदकाचो साठो हांचो तपशील आस्पावीत करुंक ना. d. राज्यांच्या जायत्या वाठारात उदकाचो भरपुर उणाव आसा आनी टँकरा वरवी उदकाची पुरवण करची पडता. कर्नाटकांत येरादारी करपा खातीरच्या कोळश्याच्या साठ्याचेर फवारणी करुंक हे जांय.	a. धुल्ल दमना खातीर प्रस्तावीत 700 kld उदकाचे अपेक्षीत प्रमाण फॉर्म 1 त नमुद केल्ले. ईआयए अहवाल, प्रकरण 5, विभाग 5.3.2, पान क्र. 5-15 त प्रमाणात 500 kld इतली सुधारणा केल्या. बंदर टर्मीनलाचेर सद्या MPT च्या STP कडल्यान 200-250 kld प्रक्रीया केल्ले सांड उदक वापरता. बायणात PWD च्या कार्यरत आशिल्ल्या 2300 kld CETP कडल्यान धुल्ल दमना खातीर उदकाचे अतीरिक्त प्रमाण घेवपाचो प्रस्ताव आसा. म्हळ्यारच खंयच्याय प्रतीस्पर्धी वापरकर्त्याकडेन उदक घेवचे ना. b. वयर केल्ल्या आमच्या वक्तव्या उपरांत हे निरीक्षणाचो संबंध ना. c. विस्तारीत जल संतुळन आकृती ईआयए अहवाल, प्रकरण 5, पर्यावरणीय वेवस्थापन आराखडो, विभाग 5.3.2, पान क्र. 5-15 चेर दिला. d. वयर केल्ल्या आमच्या वक्तव्या उपरांत ह्या निरीक्षणाचो संबंध ना.
vi.	सद्याच्या वावरात PP चे पर्यावरणीय नेमाक पाळो दिवप निर्शणेचे आसा. गोंय SPCB EPA 1986 खाला सकयल दिल्ल्या मान्यतायेच्या उल्लंघना खातीर PP निर्देश जारी केल्यात. a. जो मेरेन गोंय SPCB स्रोत विभाजन अभ्यास करीना आनी PP चे सद्याचे कोळसो हाताळणी वावर पर्यावरणीय नेमां प्रमाण आसात हांचे प्रमाणन जायना तो मेरेन फुडल्या विस्ताराक परवानगी मेळची ना. b. फाटल्या दसकांत मुरगाव पत्तन न्यासातल्या सद्याच्या वावराक लागुन जावपी व्हडा प्रमाणातले अमर्यादीत कोळसो कोक प्रदुशण वास्को शार आनी सरभेवतणच्या वाठारात पळयला, हाचो गुन्यावकार PP, सावथ वेस्ट पोर्ट आनी अदानी मुरगाव बंदर टर्मीनल ली. चलयता. c. हो दावो सिद्ध करुंक विधानसभेतल्या तपासातल्या रुपात भरपुर डेटा आसा, सद्याच्या भूरांकुळ वायु प्रदुशण पांवड्यार फुडली भर घालपाक परवानगी दिवपाक ते उपयुक्त थारतले. d. AAQM चो डेटा जोडला जो AAQ मानकांच्या उल्लंघनात आसा. जो अदानी कोळसो टर्मीनलाच्या संयोजनात आसा.	a. GSPCB न दिल्ल्या निर्देशांचे गरजेचे पालन योग्य रितीन आनी बेगोबेग केल्ले आनी योग्य प्रक्रियेक पाळो दिवन प्रकरण सुटावे केल्ले. CPCB न अधिसूचीत केल्ले वायु उत्सर्जन मानकांक (NAAQS, 2009) आमी पाळो दितात. b. ईआयएचो भाग म्हण केल्ले सरभोवतणचे विश्लेशण तशेच हेर नियमीत देखरेख अशे दाखयता की सरभोवतणच्या हवेचे मानक उत्सर्जन नियंत्रण उपाय जाग्यार आशिल्लयान टर्मीनलाच्या वाठारात निश्चीत केल्ल्या पल्ल्यात आसा. c. प्रस्न विचारुंक ना, म्हणुन जाप दिवंक ना. d. वक्तव्य PP क निर्देशीत नाशिल्ल्यान प्रतीसाद दिंवक ना.

	e. हाचो परिणाम म्हण, वास्को आनी मुरगाव तालुक्यांतले नागरीक आनी खासा करुन आमच्या भुरग्यांक कोळश्याच्या धुल्लाच्या उच्च PM10 पांवड्याच्या प्रकाराक सेगीत संसर्ग जाल्ल्यान हानी जाता आनी गंभीर भलायकेच्या समस्येची बाधा जाता, जांतुत श्वसनाची दुर्यंसा, इस्कीमीक काळजाची दुर्यंसा आदींचो आस्पाव आसा. तरीय PP चो ईआयए अभ्यास अहवाल अशे दाखयता की PM पांवडो नेमां भीतर आसा. योग्य उदरगती वांगडा प्रदुशण नियंत्रणात दवरपाक कडक उपाय आसपाक जाय. ह्या परिस्थीतीत गोंय राज्य प्रदुशण नियंत्रण मंडळ स्रोत नियुक्ती अभ्यास हातात घेवपाचो प्रस्ताव दवरता.	e. भारत सरकारान अधिसूचीत केल्ले वायु उत्सर्जन मानकांक (NAAQS, 2009) आमी पाळो दितात.
vii.	प्रकल्पाची सुवात CRZ वाठारात येता. गोंय किनारी वाठार वेवस्थापन अधिकारणीची (GCZMA) मान्यताय, शिफारस मेळयिल्ली ना. स्वाभावीकपणान प्रकल्प CRZ अधिसूचोवणी 1991 च्या कार्यक्षेत्रा खाला येता. हे फॉर्म -I पॅरा 1 (मुळावी म्हायती) अ. क्र. 24 तशेच ईआयए अहवालाच्या मसुद्याच्या पॅरा 1.5 आनी 1.7 त मान्य केला. मात, गोंय किनारी वेवस्थापन आधिकारणीची मान्यताय/शिफारसी PP न सादर करुंक ना. अश्यो मान्यताय /शिफारसी भोवशीक सुनावणे वेळार छाननी खातीर मुखार दवरुंक जाय.	CRZ अधिसुचोवणी 2011, (दुरुस्त) खाला CRZ मान्यताये खातीर अर्ज, गोंय किनारी वाठार वेवस्थापन अधिकारणीच्या छाननी खाला आसा. ईआयए अधिसुचोवणी 2006 (दुरुस्ती) त भोवशीक सल्लोमसलतीचो भाग म्हण CZMA शिफारसी आस्पावीत करपाची तजवीज ना.
viii.	चिखली सांकवाळे खाडी सारख्या जैववीवीधताय दायज सुवाते वेल्या पर्यावरणीय परिणामांचे विश्लेशण करुंक ना: a. प्रकल्प सुवाते कडल्यान उत्तरेक 5 किमी अंतराचेर चिखली सांकवाळे खाडीत जैवविवीधताय दायज सुवातीचे अस्तीत्व PP न दामुन दवरला. PP न अश्या सगल्या पर्यावरणीय संवेदनशील वाठारांची वळेरी अर्ज फॉर्म I च्या पॅरा 9 (III) त दिवपाक जाय, मात पर्यावरणीय नदरेन नाजूक वाठाराचे अस्तीत्व EAC कडल्यान लिपयला. b. गोंय राज्य जैवविवीधताय म्हामंडळान सांकवाळे खाडी "जैवविवीधताय दायज सुवात" म्हण जाहीर करपाचो प्रस्ताव हालीच दवरला. c. CSIR-NIO अभ्यासात अशे दिसून आयला की, चिखली खाडी सागरी जैवविवीधतायेत समृद्ध आसा जंय 200 वयर प्राण्यांच्यो प्रजाती आनी 34 पादक प्लवक (phytoplankton) प्रजाती तशेच चीपांची झाडां आनी मॅक्रोफॉयट्स आसात. d. वींडो पॅन ऑयस्टराचो *Placuna Placenta* चो सैमीक साठो बरे स्थीती आनी संख्येत सापडला. e. ह्या वींडोपॅन ऑयस्टर *Placuna Placenta* चे अस्तीत्व आनी प्रकल्पाचो ह्या दुर्लभ प्रजांतींचेर परिणाम, ईआयए अहवालात मतीत घेवंक ना, हे कोश्टक 3.28 तल्यान दीसता. f. EAC कडल्यान हे महत्वाचे पर्यावरणीय सत लीपयील्ल्या उपरांत, ईआयए अहवालाच्या मसुद्यात ह्या पर्यावरणीय नदरेन नाजुक वाठाराची कुजबुज लेगीत ना, प्रस्तावीत वावराचो ताजेर परिणाम आनी अश्या परिणामांचे शमन करपाचे उपाय मतीत घेवपाचे सोडुनच दी.	2004 वर्सा साबन कार्यरत आशिल्ल्या सद्याच्या बंदर टर्मीनलाचे हे आधुनिकीकरण. प्रकल्पात अतिरीक्त भुंय संपादन, खंयच्या जल/सागरी वटेनचे बदल वा मुखेल नागरी बांधकामाचो आस्पाव ना. पुरायपणान बंदर बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशनाचे अधुनिकीकरण करपाचो हो प्रस्ताव आसा. धक्को /सागरी वटेन कसलोच बदल करपाचो प्रस्ताव ना. प्रकल्पाच्या अंदाजे केंद्राकडल्यान 10 किमी परिघाच्या परिणाम शीमेतल्या संवेदनशील घटकांची तपशिलवार वळेरी EAC, MoEFCC आनी हेर वैधानीक यंत्रणांच्या योग्य अवलोकना खातीर निमाण्या ईआयए अहवालात आस्पावीत करतले. ईआयए अहवाल आनी तांचे वैधानीक सादरीकरणात स्पश्टपणान नमुद केलां की प्रस्ताव हो पुरायपणान बंदर बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्साच्या आधुनिकीकरणाचो आसा. धक्को /समुद्री वटेन बदल करपाचो प्रस्ताव ना.
ix.	सद्याच्या वावरा खातीर EC त दिल्ल्या अटींच्या अनुपालनाच्या दर्ज्याचो प्रमाणीत अहवाल सादर करपाकडेन PP न दुर्लक्ष केला, जे MOEF पत्रक क्र. F. No. J-11011/618/2010/IA-II(I) तारीख 30.05.2012 खाला सक्तीचे आसा.	अर्द वर्सुकी EC अनुपालन अहवाल MoEFCC RO, बेंगलोर हांगा नेमान सादर करतात. आमी प्रमाणीत EC अनुपालन अहवाला खातीर MoEFCC RO, बेंगलोर हांगा अर्ज केला, आनी

	चालू/सद्याच्या वावरा खातीर RO, MOEFCC न EC अर्ज दाखल करतना EC त घालुन दिल्ल्या अटींच्या अनुपालनाच्या दर्ज्यांचो प्रमाणीत अहवाल सादर करपाक PP क अपेस आयला आनी दुर्लक्ष केलां. खरे म्हळ्यार, खंयच्याय सक्षम प्रधिकरणाक PP नेमान अनुपालन अहवाल सादर केल्ल्याची नोंद ना. म्हज्या आरटीआय प्रस्नाक जाप दिवन मुरगाव पत्तन न्यासान म्हाका जून 2016 त लिखीत रुपांत कळयला की तांच्याय कडेन हया संबंधान कसल्योय नोंदी ना.	प्रक्रीया चालू आसा.
x.	PP न आयज मेरेन EC त निर्धारीत जायत्या गंभीर अटींचे पालन करुंक ना. फाटी दीला ताचो विस्तार करतना हांव फुडे तुमचे नदरेक हाडुन दिंवक सोदता की, EC न घालुन दिल्ल्या साबार अटींचे PP न पालन करुंक ना. a. अट (vii) त हेर अटीं वांगडाच दर हेक्टर सुवातेर 2000 ते 2500 झाडांचो हरीत बफर तयार करपाची गरज आसता. अशे तरेचो हरीत पट्टो फाटल्या 16 वर्सांत तयार करुंक ना. b. अट (xi) त हेर अटीं वांगडा पर्यावरण विभागान एकठाय केल्ल्यो नोंदी आनी डेटा योग्य विश्लेशणा वांगडा आनी सुधारणा उपायां वांगडा RO. MOEF, SR, बेंगलुरु हांगा सादर करपाची गरज आसा. c. तशेच, अट xiv प्रमाण PP स म्हयन्याच्या नियमीत कालांतरात सुरक्षेच्या उपायांच्या अंमलबजावणे वीशी मंत्रालयाक कळोवप गरजेचे आसा. वयर म्हळा तशे, भोवशीक क्षेत्र वा नुरगाव पत्तन न्यासा कडेन अश्यो अनुपालन नोंदी उपलब्ध ना.	a. 1400 m^2 (साधारणपणान) चो आस्पाव आशिल्लो हरीत पट्टो जांतुत 700 झांडांचो आस्पाव आसा, प्रकल्प सुवातेर वाडयला. वाठार हरीत करुंक आनी क्षणीक उत्सर्जन धरपाक सगले यत्न केल्यात. b. वायु, उदक, आवाजाचो दर्जो हांची नेमान देखरेख करतात आनी अर्द वर्सुकी EC अनुपालन अहवालाचो भाग म्हण MoEFCC RO, बेंगलोर हांगा सादर करतात. c. स म्हयन्याळो देखरेख अहवाल RO, MoEFCC, बेंगलोर आनी GSPCB धाडतात.
ix.	कोळसो साठो यार्डातले प्रदूशण आनी व्हावपी उदक हांका लागुन जावपी पर्यावरणीय परिणामांचे शमन करपाक प्रस्तावीत उपाय पुरायपणान अपुरे आसात. a. ईआयए त शमन उपाय अहवालाच्या मसुद्याच्या पान 4-11 त कथीतपणान दाखयल्यात, मात कोळसो साठो यार्डातल्यान जावपी प्रवाहाचेर प्रक्रिया करपा खातीर प्रस्तावीत उपाय हे फसवे, फक्त भाकड वक्तव्यां, आनी पुरायपणान अपुरे आसात. ईआयए अहवालात सेटलींग टाकयेची क्षमताय दिंवक ना. हाचे वेल्यान अशे स्पश्ट जाता की, भरपुर पावसाच्या दिसांनी, कोळश्यातले विखारी सल्फर कंपावंडस पावसाच्या उदकाक लागुन व्हावतले आनी पर्यावरणाची हानी करतले. कोळसो वापराच्या क्रमांत कोळश्याच्यो मनीस निर्मीत वस्तू जायत्या पांवड्यार सागरी पर्यावरणात वतात. कोळसो उत्पादन आनी आयात करपी देशांत साठो आनी लोडींग सुवीधा आसा त्या वाठाराच्या लागसार सागरी पर्यावरणात कोळश्याचे भरपुर प्रमाण संभाव्य आसता.	गरज पडता तशे धुल्लाच्या दमना खातीर आनी उजो पालोवपाक कोळश्याच्या म्हालाचेर नियंत्रीत पद्धतीन उदकाची फवारणी करतात. हे उदक म्हालात पुरायपणान शोशुन वता. उदकाची फवारणी /फॉगींग आनी अग्नीशमन वावराक लागुन व्हांवपी उदक तयार जायना. हेर मोसमा वरीच पावसाच्या दीसांनीय म्हालाचो धापिल्ले परिस्थीती साठो करुन दवरतात. सुधारणा सुवातेर म्हालाच्या धाकल्या उक्ते सुवातेक लागुन धांवते उदक तयार जाता जे साठो (स्थायीक) तळ्यात एकठाय करतात, जंय गाळ बसता जाता. कोळसो हो सैमीक तरेन तयार जावपी भुगोलीक म्हाल आनी वीखारी/धोकादायक म्हाल न्हय.. विस्तारा उपरांत, टर्मीनलाचेर म्हालातल्यान व्हांवपी उदक तयार जाले जाल्यार ते हाताळपाक 36mx8mx5m आकाराचे डंप तळे सक्षम आसतले.
xii.	निश्कर्श म्हणुन हांव अशे म्हणता की प्रस्तावीत प्रकल्पाचो ईआयए म्हळ्यार काळीमा आनी निश्काळजीपणान, हेतुन आनी बेफीकरीन केला. PP न महत्वाचे पर्यावरणीय सत दामुन दवरला आनी चुकीचे पद्धतीन दाखयला. पर्यावरण संवेदनशील वाठार आनी जैवविवीधताय दायज क्षेत्राच्या अस्तीत्वा कडेन दुर्लक्ष केलां. ईआयए अहवालात गंभीर मुद्द्याकडेन दुर्लक्ष केला, विश्वसनीयताय ना. रेल्वे डब्यातल्यान कोळश्याच्या येरादारीचे पर्यावरणीय परिणामां कडेन दुर्लक्ष केलां.	WAPCOS हे QCI NABET चे मान्यतायप्राप्त सल्लागार, तांका कीतल्याश्याच प्रकारच्या प्रकल्पांत अणभव आसा. संबंधीत तज्ज्ञांचो सहभाग आनी मान्यतायप्राप्त ToRs च्या चौकटेतल्या कुशळतायेत ईआयए केला.

	EAC न सुवात वा उप पंगडाक भेट दिवची अशे म्हणता आनी सुचयता.	
78. कुस्तोदियो डी सोझा, गोवा अगेन्स्ट कोल, वास्को		
i.	गोंयातल्यान कोळसो आयात करपाचो विचार जाणुनबुजन लिपयला: हो प्रकल्प MPT तल्या कोळसो हाताळणीत कितल्याश्याच पटीन वाडीचो आसा, जाची फुडे कर्नाटक, महाराष्ट्र आनी आंध्र प्रदेशांतल्या ग्रामीण वाठारात वशील्ल्या आनी प्रस्तावीत उर्जा प्रकल्प आनी स्टील प्रकल्पा खातीर येरादारी जातली. म्हणुन, पर्यावरणीय आनी सामाजीक -अर्थीक परिणामाच्या अभ्यासाच्या प्रत्यक्ष व्याप्तीत सकयल्या गोश्टींचो आस्पाव गरजेचो आशिल्लो; a. समुद्र, न्हंय आनी खाडीचे ड्रेजींग b. बंदराचेर धक्क्याचे बांधकाम आनी विस्तार c. बंदर न्यासाचेर कोळसो हाताळणी d. वाडीव कोळश्याची कर्नाटकांत येरादारी करच्या खातीर रेल्वे आनी रस्तो जोडणेचे बांधकाम e. कर्नाटका आनी हेर राज्यांनी प्रस्तावीत स्टील आनी उर्जा प्रकल्प. f. PP न प्रकल्पाचे खरे रुप MoEF कडल्यान लीपोवन पुरायपणान फटींगपणा केल्यात. g. MoEF न हेर प्रकल्पांची म्हायती उपलब्ध आसुनय पुराय प्रकल्प मतीत घेयनास्तना आनी ToR जारी करुन पुराय तरेन चूक केल्या. h. अदानी, JSW आनी हेरां खातीर गोंय हे कोळसो हब करपाचो विचार आसा हे सत सरकारान जाणुन बुजुन लिपयला. i. भारतीय संवीधाना प्रमाण लोकां कडेन सल्लोमसलत करुन सगले नियोजन करप गरजेचे आसा.	a. आधुनीकीकरण आनी परिणाम स्वरुप क्षमताय वाड प्रकल्पाचो भाग ड्रेजींग ना. प्रस्तावीत आधुनीकीकरणात ड्रेजींग आसा वा ना, ताचो सद्याच्या उदरगतीचेर परिणाम जायना. b. हया आधुनीकीकरण प्रकल्पा खातीर अतिरीक्त धक्को वा अतिरीक्त बंदराची गरज ना. c. प्रस्न विचारुंक ना, म्हणुन जाप दिवंक ना. d. सद्या आनी फुडारातय म्हालाची रस्तो येरादारी ना. SWPL वरवी रेल्वे रुळाच्या विस्ताराचो प्रस्ताव ना. म्हालातली वाड सद्याच्या रेल्वे साधनसुवीधेत आस्पावन घेवपाक जाता. e. प्रस्न विचारुंक ना, म्हणुन जाप दिवंक ना. f. 2004 वर्सा सावन कार्यरत आशिल्ल्या सद्याच्या बंदर टर्मीनलाचे हे आधुनिकीकरण. प्रकल्पात अतिरीक्त भुंय संपादन, रेल्वे साधनसुविधेत वाड, खंयच्या जल/सागरी वटेनचे बदल वा मुखेल नागरी बांधकामाचो आस्पाव ना. आरोप केल्ले प्रमाण, प्रकल्पाच्या वावरात कसलेय सत वा म्हायती EAC, MoEFCC वा हेर खंयच्याय वैधानीक यंत्रणेकडल्यान लिपोवपाचो यत्न करुंक ना. g. उपकार करुन 1(i) क दिल्लो आमचो प्रतीसाद पळयात h. प्रस्न विचारुंक ना, म्हणुन जाप दिवंक ना. i. भोवशीक सल्लोमसलत हो ईआयए अधिसुचोवणी 2006 च्या EC प्रक्रीयेचो वांटो आसा आनी जनतेच्या मागणे प्रमाण ती घेतल्या.
ii.	पर्यावरणीय कायद्यांचे उल्लंघन करच्या खातीर कामाच्या व्याप्तीचे कुडके: प्रकल्पाच्या प्रत्यक्ष व्याप्तीत सद्या मुरगांव बंदरात ड्रेजींग करप (आनी फुडारात गोंयातल्यो 6 न्हंयो), मुरगांव, साश्ट आनी तिसवाडी तालुक्यांतल्यो जायत्यो नुस्तेमारी सुविधा बळकावप, कोळसो हाताळणी खातीर धक्के आनी जेटी बांदप, सद्या आशिल्ल्या धक्क्यांचो विस्तार/उदरगत, 4 पदरी म्हामार्गाची बांधणी आनी आमचे गांव, आनी अस्तंत घाटातल्यान सावथ-वेस्टर्न रेल्वे रुळाचे दोड्डीकरण हांचो आस्पाव आसा. अशे दिसता की, PP फक्त अभ्यासात धक्को 5A आनी 6A सोडुन हेर संबंधीत कामांकडेन मुद्दाम जावन दुर्लक्ष केला, आनी ईआयए अधिसूचोवणीचे उल्लंघन केलां. प्रकल्प ल्हान ल्हान विभागांत वाटुन घालां, जे स्वता पुरते अर्थशून्य आसा. पर्यावरण, अर्थकारण आनी गोंयच्या समाजावेलो गंभीर परिणाम लिपोवपाचो हो अप्रामाणीक यत्न आनी ईआयए अधिसुचोवणी, 2006 चे उल्लंघन.	उपकार करुन 1(i), 84(iv.c), आनी 85(i.a) क दिल्लो आमचो प्रतीसाद पळयात

iii.	गोंयच्या नुस्तेमारीचो विध्वंस: गोंया वरवी कोळसो आयातींत वाड करपाची प्रस्तावीत येवजण सागरमाला खातीरच्या निमाण्या अहवालात (खंड V) दिल्या. हया अहवालातल्यान हे स्पश्ट जाता की मुरगांव तालुको आनी बेतुल नुस्तेमारी गांवांतलो नुस्तेकार समुदाय हया प्रकल्पाक लागुन पुरायपणान विस्थापीत जातलो. मुरगांव बंदरावेले प्रस्तावीत ड्रेजींग मुरगांव हार्बर आनी वास्को खाडी, चिखली आनी सांकवाळे सारख्या सरभोवतणच्या वाठारातल्या नुस्तेमारीचो पुरायपणान विध्वंस जातलो. रस्ते जाळे, कार्यशाळा आनी CFs सुविधांक लागुन बायणांतले नुस्तेमार पुरायपणान विस्थापीत जावपाचो प्रस्ताव आसा. गोंयातल्या अंतर्गत भागात कोळसो हाताळणी व्हरपाक, न्हंयो, जमनी आनी गोंयातल्या अंतर्गत वाठारातल्या गांवांत विध्वंस पातळोवच्या खातीर, 6 न्हंयाचे राष्ट्रीयकरण आनी ड्रेजींग करतात. हयो विध्वंसक येवजणों गोंयच्या नुस्तेमारी उद्देगाची पुरायपणान वाट लायतल्यो, वेगळ्या सागरी जीवीताच्या जैववीवीधतायेचो विध्वंस करतल्यो आनी गोंय राज्याच्या सामाजिक अर्थीक वाठाराक हानी करतल्यो.	6 न्हंयाचे ड्रेजींग हे हया आधुनीकीकरण प्रकल्पाच्या व्याप्तीत येना. ईआयए अहवाल आनी तांचे वैधानीक सादरीकरणात स्पश्टपणान नमुद केलां की प्रस्ताव हो पुरायपणान बंदर बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्साच्या आधुनिकीकरणाचो आसा. धक्को /समुद्री वटेन बदल करपाचो प्रस्ताव ना. तशेच उपकार करून 85(i.a) दिल्लो आमचो प्रतीसाद पळयात.
iv.	नुस्तेमार समुदायाचे विस्थापन: गोंयातलो नुस्तेकार समुदायाक नुस्त्याच्या साठ्याचे लुकसाण, आनी शारीकरणाची वाड, पर्यटन उद्देग आनी मायनींग सारख्या गोश्टींक लागुन तयार जाल्ल्या हेर हया सारख्या समस्यांनी हया आदीच रेंवाडो घाला, जाका लागुन नुस्तेमारीचो, नुस्तेमारी साधनसुविधा आनी नर्सरींचो विध्वंस आनी प्रदूशण जाला. कोळश्याच्या आयातीतली प्रस्तावीत वाड, ड्रेजींग आनी आवश्यक साधनसुविधांक लागुन गोंयातल्या नुस्तेमार समुदायाचे पुरायपणान विस्थापन जातले. प्रकल्पाचो आवश्यक भाग, ड्रेजींगाक लागुन आनी हया आदीच सुरु जाल्ल्या रस्तो बांधकामाक लागुन थेट मार बशिल्ले खारीवाडो, बायणा आनी देस्तेरोतल्या नुस्तेमार समुदायाचे जावपी विस्थापन आनी हानी हाचे प्रमाण दिवपाचो यत्न ईआयए अधिसुचोवणेत करूंक ना. बायणा, देस्तेरो आनी खारीताड्यावेल्या शंभरेक नुस्तेमार कुटुंबाच्या विस्थापनाची नोंद करूंक EIA अभ्यासात अपेस आयला.	ईआयए अहवाल आनी तांचे वैधानीक सादरीकरणात स्पश्टपणान नमुद केलां की प्रस्ताव हो पुरायपणान बंदर बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्साच्या आधुनिकीकरणाचो आसा. धक्को /समुद्री वटेन बदल करपाचो प्रस्ताव ना. आधुनिकीकरण आनी परिणाम स्वरुप क्षमताय वाड प्रकल्पाचो, ड्रेजींग भाग ना.
v.	कोळसो धुल्लाचे प्रदुशण: वास्को शार, मुरगांव, दाबोळी, चिखली, सांकवाळे, कुड्ाळी आनी दोना पावला भेरेन झुवारी न्हंयेचो उत्तरे कडलो किनारो हया आदीच गंभीर कोळसो प्रदुशणाचो त्रास सोसता आनी हे सत GSPCB न जारी केल्ल्या जायत्या कारणां दाखय नोटीस आनी काम बंद कर आदेशावेल्यान मान्य जाता. जायत्यो नोटीसी आनी आदेश जारी करुनय MPT, अदानी, SWPL हांका प्रदूशण आडावप जमले ना. कोळसो आयातीतली प्रस्तावीत वाड हया सगल्या अती प्रदुशीत वाठारा खातीर भलायकी आनी पर्यावरणीय आपत्ती थारतली. थळाव्या लोकसंख्येच्या भलायकेचेर आनी पर्यावरणाचेर जावपी परिणाम खबर आसूनय अशे तरेच्या अती प्रदूशीत वाठारात, कोळसो हाताळणी वाडुंक जायना.	GSPCB न दिल्ल्या आदेशांचे योग्य आनी बेगोबेग पालन केल्ले आनी योग्य प्रक्रीयेक पाळो दिवन प्रकरणीचे निराकरण केल्ले. भारत सरकारान अधिसूचीत केल्ले वायु उत्सर्जन मानकांक (NAAQS, 2009) आमी पाळो दितात. क्षमताय वाड पांवड्यार, योग्य APCMs स्थापीत करुन आमी उत्सर्जन मानकांक पाळो दीतले. प्रस्तावीत उत्सर्जन नियंत्रण उपाय प्रकरण 4, परिणामांचे मुल्यांकन आंनी शमन उपाय, विभाग

	सद्याच्या कोळसो हाताळणी सुविधांतल्यान जावपी वायु प्रदुशण आडावपाक कितल्याश्याच तेंपाचे अपेस आनी नाईलाजाचे सत PP न मुद्दाम जावन लिपयला. ईआयए अभ्यासात GSPCB न जारी केल्ल्यो नोटीसो, राहिवाश्यांनी कितलोसोच तेंप सोशील्ले धुल्लाचे प्रदूशण आनी हयो गंभीर समस्या सुटाव्यो करपाक PP क आयिल्ले अपेस हयो गोश्टी मतीत घेवपाक पुरायपणान अपेस आयला.	4.3.4, पान क्र. 4.14 चेर दिल्यात. प्रस्तावीत क्षमताय वाडीक लागुन वायु पर्यावरणाचेर उल्लेखनीय परिमाम जावपाची शक्यताय ना.
vi.	रेल्वेक लागून लोकांचे विस्थापन; • कोळश्याच्या प्रस्तावीत आयातीच्या येरादारी खातरीच सावथ वेस्टर्न रेल्वेचे दुपदरीकरण प्रस्तावीत आसा. • सद्याचो रेल्वे रुळ गोंयातल्या उच्च लोकसंख्या आशिल्ल्या गांवातल्यान वता आनी थळाव्या समुदायाचे व्हडा प्रमाणात विस्थापन करुन रुळाचे दुपदरीकरण शक्य ना. • रेल्वे रुळा लागसरच्या थळाव्या लोकसंख्येवेलो भलायकी आनी आवाजाच्या प्रदुशणाचो परिणाम व्हडा प्रमाणात वाडतलो. • रेल्वे रुळा लागसरच्या शाश्वत अर्थवेवस्थेची हानी आनी पर्यावरणाचो विध्वंस तीतलोच भयानक आसतलो. • रेल्वे रुळाच्या दुपदरीकरणाक लागुन अस्तंत घाटाचो (WGs) विध्वंस आनी विखंडन हे WG तले वन्य जीवन आनी खासा करुन उत्तर गोंयातल्या वाठारा खातीर भंय भासा.	रेल्वे वरवी म्हालाचे स्थलांतर ही चालू आशिल्ली प्रक्रीया. क्षमताय वाड प्रकल्पाचो भाग म्हण हाताळपाच्या प्रस्तावीत अतिरीक्त म्हालाक आस्पावन घेवपाक भारतीय रेल्वे वरवी, रेल्वे रुळाच्या विस्ताराची गरज ना, कारण सद्याची रेल्वे साधनसुवीधा अतिरीक्त म्हाल हाताळपाक फावो तीतली आसा.
vii.	NH17B आनी NH 4A लागुन लोकांचे विस्थापन; • NH 17B आनी NH4A च्या वेगवेगळ्या विभागात सद्या चालु आशिल्ले काम हे फक्त अतिरीक्त कोळश्याच्या आयाती खातीर आसा, जें जनते कडल्यान लिपयला. • ही कामां पर्यावरणीय संवेदनशील, CRZ वाठार, मुखेल कृशी जमीन, जल भरणा आनी थळाव्या समुदायाचो विध्वंस करतली. • NH 4A च्या विभागाचो विस्तार, महावीर राष्ट्रीय उद्यान/WLS कडेन WGs दुभाजीत करता हो हया कामांचोच भाग आसा. ही रानां आनी व्हडल्या देंवणशे मदल्यान रस्त्यांचो विस्तार पर्यावरणीय आपत्ती थारतली. • प्रकल्पाच्या परिणामाचीं चूकीची म्हायती दिवच्या खातीर प्रस्तावीत कोळसो आयातींतल्या वाडी खातीरच्या रस्तो विस्ताराची म्हायती जाणून बुजून लिपयल्या.	सद्या आनी फुडारातय म्हालाची रस्त्यावेल्यान येरादारी जावची ना. हया आधुनीकीकरणाच्या प्रस्तावाक लागुन SWPL न खंयच्याय रस्तो विस्ताराचो प्रस्ताव दवरुक ना.
viii.	ईआयए अधिसुचोवणी 2006 खाला कार्योत्तर मान्यताय घेवपाची तजवीज ना: • PP न हया आदीच ड्रेजींगाच्या कामांचो कांय भाग पुराय केला, देस्तेरो, बायणा आनी खारीवाड्यावेल्या शंभरेक नुस्तेमार कुटुंबाचे विस्थापन, बायणा किना-यावेल्या रेंवेच्या ढिगा-यांचो विध्वंस आनी MPT गेट 9 वेल्यान NH 17B खातीर उड्डाण पुलाच्या बांधकामा खातीर (जें NH4A क बेळगांवा जोडता) झीज प्रवण देस्तेरो दोंगुल्ली भरप, NH 17B च्या मीसींग लींका खातीर लोटलींतल्यो खाजन जमनी भरप आनी खांडेपारा NH4A च्या विभागात दोंगुल्लेची कापणी आनी झाडां तोडप आदी. ही सगली कामां कोळसो विस्तारा खातीर आसात आनी काम सुरु करच्या आदी	निरीक्षण समा ना. आमचे आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो वाटो म्हण ड्रेजींग करपाचो प्रस्ताव ना. I ईआयए अहवाल आनी तांचे वैधानीक सादरीकरणात स्पश्टपणान नमुद केलां की प्रस्ताव हो पुरायपणान बंदर बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्साच्या आधुनिकीकरणाचो आसा.

	हाचो अभ्यास करुंक जाय आशिल्लो. • राज्य सरकार, MPT आनी केंद्र सरकारान मुद्दाम हे सत लोकांकडल्यान लिपयला आनी ईआयए अधिसुचोवणे खाला दिल्ल्या प्रमाण पुराय प्रकल्पा खातीर ईआयए अभ्यास करीनास्तना हे काम फुडे व्हेला. • ईआयए अधिसुचवणे खाला कार्योत्तर मान्यताय घेवपाची तजवीज ना म्हणुन, हो प्रस्ताव न्हयकारुंक जाय आनी जमीन आनी न्हंयांचो तळ परत आशिल्लो तसो करुंक जाय.	धक्को /समुद्री वटेन बदल करपाचो प्रस्ताव ना.
ix.	हवामान बदंल, ग्लॉबल वॉर्मींग: • भारताची संसारीक समुदाया कडेन बांधीलकी, जी ताच्या INDC त घोशीत केल्ली, त्या प्रमाण जीवाश्म इंधनाच्या वापरात 2030 मेरेन 40% उणाव हाडुंक जाय. कोळसो साधनसुविधेत वाड ही भारताच्या जीवाश्म इंधन उणो करपाच्या बांधीलकेत फुडे वचपी वाट न्हय. • NASA आनी हेर संशोधनात्मक संस्थांच्या संकेतस्थळार प्रदर्शीत केलां त्या प्रमाण संसारीक सरासरी तापमान वाडीचो दर भयानक आसा आनी आमी बेगोबेग काळसो साधनसुविधा उणी करपाक जांय. कोळश्याच्या वापराच्या वाडी खातीर हो आसा, मात हवामान बदल वा ग्लॉबल वॉर्मींगा वीशी ईआयए अहवालात उल्लेख ना, हांतुतल्या अशे दिसुन येता की प्रकल्पाचे अतीं महत्वाचे पैलू मुद्दाम लिपयल्यात.	प्रस्तावीत प्रकल्प हो बंदर टर्मीनलाचेर कोळसो हाताळणी खातीर आसा. आधुनीकीकरण आनी सद्याच्या क्षमतायेचो बरो वापर करच्या खातीर प्रस्तावीत ब-या कार्यक्षमतायेचो परिणाम म्हळ्यार क्षमतायेत वाड. संसारीक हवामान बदल मुद्द्याचेर उपाय करप हे ईआयए व्याप्तीच्या भायर आसा.
x.	एकठाय परिणाम मतीत घेवपाक अपेस: • झुवारी न्हंय आनी तीचे मुख, मुरगांव आनी सांकवाळे खाडीतले आनी चिखलीतले किनारी उदक प्रदुशणाक लागुन आनी मनश्याचो वावर जशे की मायनींग, बंदरावेलो वावर, जहाज आनी बार्जींची बांधणी आनी दुरुस्ती, लोकवस्ती, शारीकरण, पर्यटन आनी उद्देग हाका लागुन परिणाम जाला. ईआयए अहवालात हया वावराचो आनी तांच्या एकठाय परिणामाचो कसलोच उल्लेख ना.. • ईआयए अभ्यासात हया वाठाराच्या किना-याची व्हडा प्रमाणातली झीज मतीत घेतली ना. सल्लागारांच्या मर्यादीत दृश्टीकोनाक लागुन चुकील्ले कांय महत्वाचे मुद्दे आसात; a. मायनींगाची परतुन सुरवात - माननीय उच्च न्यायालयान गोंयात नव्यान लोह खनीजाच्या खणकामाक परवानगी दिल्या. व्हडा प्रमाणांत खणकाम सुरु जाल्ल्यान समुद्र आनी न्हंयाचे व्हडा प्रमाणात प्रदुशण जातले आनी नुस्तेमारी, सागरी जिवीत आनी मार बशिल्ले नुस्तेकार हांचेर व्हडा प्रमाणात परिणाम जातलो. b. पर्यटन- पर्यांटन हो गोंयच्या अर्थवेवस्थेचो कणो आसा आनी हरीत आनी नितळ प्रतीमेक लागुन पर्यटक भेट दितात. कोळसो हाताळणीत वाड केल्यार डॉल्फींन्स पळोवप, कोरल रीफ डायवींग आदी, तशेच दर्या दैंगो, वास्को शार आनी विमानतळ वाठाराचेर जाल्ल्या परिणामांक लागुनय गोंयच्या पर्यटन संकल्पनेत भरपुर उणाव येतलो. c. नुस्तेमारी- मानवनिर्मीत वावराक लागुन गोंयची नुस्तेमारी, नुस्त्याच्या साठ्याच्या उणावाची खर हानी सोसता. हे उणावाच्या गंभीर पांवड्यार पावला. ईआयए अहवालात गोंयची नुस्तेमारीची	EIA/EMP अहवाल MoEFCC न ईआयए खातीर जारी केल्ल्या ToR प्रमाण तयार केला. आधारभूत पर्यावरणीय देखरेख MPT वाठारातल्या हेर सद्याच्या उद्देग /ऑपरेशन्सातल्यान जावपी प्रदूशण मतीत घेता. मापदंडाची देखरेख सुवातों अशे तरेन वेंचल्यात की ते वाठारातल्या वेगवेगळ्या स्त्रोतांकडल्यान जावपी प्रदूशणय दाखोवन दीता. वेगवेगळ्या पर्यावरणीय मापदंडाच्या नमुनो सुवातांचो तपशील पर्यावरणीय आधारभूत दर्जो, प्रकरण 3 हांगा दिला. ईआयए अहवाल आनी हेर वैदानीक सादरीकरणांत स्पश्टपणान नमुद केला की प्रस्ताव हो पुरायपणान बंदराच्या बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्सांच्या आधुनीकीकरणाचो आसा. धक्को/सागरी वटेन कसलोच बदल प्रस्तावीत ना. निरीक्षण समा ना. प्रकल्प वाठाराचो किनारी रेशा दर्जो प्रकरण 3, पर्यावरणीय आधारभूत दर्जो, विभाग 3.14, पान क्र. 3-16 दिलां. a. टिप्पणी PP कडेन संबंधीत ना. b. टिप्पणी PP कडेन संबंधीत ना.

	भलायकी मतीत घेना. d. किनारी झीज - गोंयच्यो रेंवाळ दर्यादेगो खर झीज सोसतात आनी ताचो दस्ताऐवज तयार केला. ड्रेजींग आनी व्हडा प्रमाणातलो वावर आनी जहाजांचो आकार, झीज आनीक वाडयतले आनी अभ्यासात हे सत मतीत घेतले ना. e. रियल इस्टेट आनी शारीकरण - शारीकरण आनी रियल इस्टेटीक लागुन न्हंयो, समुद्र आनी जमनी सयत अभ्यास क्षेत्रात गंभीर परिणाम जाल्यात, जाका लागुन सागरी आनी जमनीच्या पर्यावरणाचेर तशेच अर्थवेवस्था आनी गोंयच्या समाजाचेर खर प्रदूशण, झीज, गाळ साचप आनी हेर न्हयकारी परिणाम जातात. ईआयए अहवालात हया परिणामांचो संदर्भ ना. f. गोंयची वहन क्षमताय - गोंयची ल्हान जमीन आनी उदका मार्ग पारंपारीक रितीन वापरतात आनी ताका लागुन शाश्वत अर्थीक आनी सामाजिक उदरगत जाल्या. आयज़ तीच जमीन आनी उदक खाजगी लावा खातीर जशे की जशे की अदानी आनी JSW, 5 तारांकीत हॉटेलां, क्रुज जहाज पर्याटन, कसीनो, मरीना, उद्देगीक वाड, शीक्षणीक आनी वैजकीय संस्था, रीयल इस्टेट, मायनींग आनी साधनसुवीधा प्रकल्पां हांच्या खातीर वळयला, जाका लागुन गंभीर संघर्श जाल्यात. हे आवश्यक आसा की, गोंयचो सद्याचो अर्थीक वावर आनी तांचो एकठाय परिणाम मतीत घेवन राज्याची वहन क्षमताय आदी पळोवची.	c. ईआयए अहवाल, प्रकरण 3, पर्यावरणीय आधारभूत दर्जो, कोश्टक 3.14, पान क्र. 3-75 हांगा दिल्ले म्हायतीत 2011ते 2015 काळांत सागरी नुस्ते उत्पादनात वाड जाल्ल्याचे दाखयता. (स्त्रोत- नुस्तेमारी संचालनालय, गोंय सरकार). d. आमचे आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो वाटो म्हण ड्रेजींग करपाचो प्रस्ताव ना. e. टिप्पणी PP कडेन संबंधीत ना. f. टिप्पणी PP कडेन संबंधीत ना.
xi.	अपुरो आनी उथळ ईआयए अभ्यास: प्रकल्पा खातीर केल्लो ईआयए अभ्यास सकयल दिला त्या प्रमाण पुरायपणान दोशपुर्ण, अपुरो आनी ईआयए अधिसूचवणेचे पुर्ण उल्लंघन करता; a. फॉर्म I त सत पुरायपणान लिपयला : • फॉर्म I ची प्रत उपलब्ध ना. PP न फटीचे फॉर्म I सादर केला. प्रकल्पात बंदर आनी प्रवेश कालव्याचे ड्रेजींग, कोळसो हाताळणीत वाड आनी ताचो परिणाम म्हण प्रदूशण, सावथ वेस्टर्न रेल्वेचे दुपदरीकरण आनी NH 17B आनी 4A चे बेळगाव मेरेन चार पदरीकरण हे सत तांतुत लिपयील्ल्यान ते अपुरे आसा. • अभ्यास क्षेत्रातल्या असंख्य अनुसुचीत I प्रजाती आनी प्रवाळी आनी गोंयच्या पारंपारीक नुस्तेमारी खाडीचे सामाजिक-अर्थीक महत्व फॉर्म I त सुचीत करुंक जाय आशिल्ले. b. तीनूय अभ्यास वयले वयले आसात आनी अहवालात डेटा कॉपी पेस्ट केला.: तीनय अभ्यास एकाच वेळार एकच सल्लागार WAPCOS हांणी केलां. तीनय अभ्यासात पुराय वळख आनी कांय भाग कॉपी पेस्ट केला. ईआयए अभ्यासात अभ्यास क्षेत्राच्या सामाजिक -अर्थीक आनी पर्यावरणीय वास्तवा कडेन आडनदर केल्या. c. अपुरो आनी अपुर्ण ToR: ToR लेगीत उपलब्ध ना, मात सहाजीकच तो पुरायपणान अपुरो आसा कारण न्हंयाचे ड्रेजींग, येरादारी साधन सुविधा, वाडिल्ले कोळसो हाताळणी ऑपरेशन्स आनी ताचो परिणाम म्हण लोक आनी पर्यावरणाचेर पडपी प्रभाव हे प्रकल्पाचे भाग मतीत घेवपाचे निर्देश	निरीक्षण समा ना. ईआयए अधिसुचोवणी, 2006 (दुरुस्ती)त दिल्ले प्रक्रिये प्रमाण ईआयए करचे खातीर SWPL न संदर्भ अटी (ToR) योग्य रितीन MoEFCC, नवी दिल्ली कडल्यान मेळयल्यात. EIA/EMP अहवाल MoEFCC न ईआयए खातीर जारी केल्ल्या ToR प्रमाण तयार केला. a. भोवशीक सल्लोमसलती खातीर प्रसारीत केल्ल्या ईआयए अहवालाच्या मसुद्याचो फॉर्म I भाग आशिल्लो. 2004 वर्सा सावन कार्यरत आशिल्ल्या सद्याच्या बंदर टर्मीनलाचे हे आधुनिकीकरण. प्रकल्पात अतिरीक्त भुंय संपादन, रेल्वे साधनसुविधेत वाड, खंयच्या जल/सागरी वटेनचे बदल वा मुखेल नागरी बांधकामाचो आस्पाव ना. आरोप केल्ले प्रमाण, प्रकल्पाच्या वावरात कसलेय सत वा म्हायती EAC, MoEFCC वा हेर खंयच्याय वैधानीक यंत्रणेकडल्यान लिपोवपाचो यत्न करुंक ना. प्रकल्पाच्या अंदाजे केंद्राकडल्यान 10 किमी परिघाच्या परिणाम शीमेतल्या संवेदनशील घटकांची तपशिलवार वळेरी EAC, MoEFCC आनी हेर वैधानीक यंत्रणांच्या योग्य

	सल्लागाराक दिंवक ना. कोरल रीफ, अनुसूची I तल्यो प्रजाती आनी नुस्तेमार समुदायाचो उल्लेख करपाक आयिल्ले अपेस हाका लागुन ToR अदीक असंबद्ध आनी अपुरो जाता. d. साहित्यीक अभ्यास आनी दुय्यम डेटाचो संदर्भ घेवपाक आयिल्ले अपेस: ईआयए सल्लागारांक भोवशीक क्षेत्रात उपलब्ध आशिल्ले दस्ताऐवंज आनी WWF, NIO आदींनी अभ्यास क्षेत्रातल्या समृद्ध वनस्पत आनी प्राणी जैववीवीधतायेचेर (डॉल्फीन्स, व्हेल, समृद्ध कोरल रीफ आनी अनुसूची I तली स्थळाच्या मूळाची वनस्पत आनी प्राणी) केल्ल्या अभ्यासाचो संदर्भ घेवपाक अपेस आयला. अभ्यास क्षेत्रातली व्हडा प्रमाणातली पारंपारीक नुस्तेमारी आनी समृद्ध नुस्तेमारी आनी तांचे अर्थीक महत्व. वास्कोतल्या थळाव्यांक तॉड दिवचे पडता ती जुनाट कोळसो प्रदुशणाची समस्या आनी GSPCB कडल्यान जायत्यो नोटीशी मेळुनय ह्यो समस्या सुटाव्यो करपाक कंपनीक आयिल्ले अपेस. e. मुळावो अभ्यास करुंक आयिल्ले अपेस: अभ्यास क्षेत्राच्या 10 किमी परिघातल्या पर्यावरणीय आनी सामाजीक अर्थीक विशयाचेर कसलोच मुळावो अभ्यास करुंक ईआयए सल्लागारांक अपेस आयला. कोळसो प्रदुशणाचो मुद्दो अधोरेखीत केल्ल्यान रहीवाश्यांक तॉड दिवचे पडतात त्या वायु प्रदुशणा कडेन संबंधीत भलायकेच्या मुद्दयाचेर प्रस्तावकान तपशीलवार अभ्यास करपाची गरज आसा. f. पुरायपणान चूकीचो आधारभूत डेटा: अर्थपूर्ण आधारभूत डेटा नाशिल्ल्यान ईआयए अभ्यास फटीचो आनी असंबद्ध जाता. देखीक, अभ्यास क्षेत्रात डॉल्फीन, व्हेल, कोरल रीफ, नर्सरी आदी ना अशे म्हणून, अभ्यास क्षेत्राच्या जैवविवीधताये कडेन ईआयए अभ्यासात पुरायपणान आडनदर केल्या. अभ्यास क्षेत्रात रावपी नुस्तेमार आनी तांचेर निंबून आशिल्ल्यांचो आकडो जो दिला ताचे परस खुप अदीक आसा. ड्रेजींग आनी कोळसो हाताळणीक लागुन जावपी नुस्तेमा-यांच्या अर्थीक आनी सामाजीक विस्थापनाचे प्रमाण दिवपाचो यत्न करुंक ना. g. ईआयए अहवालात निराधार वक्तव्यां: ईआयए अहवालात संदर्भ दीयनास्तना वक्तव्यां केल्यात. h. गंभीर विध्वंसक परिणाम मुद्दाम लीपयल्यात: सल्लागारान अभ्यास क्षेत्राच्या पर्यावरणीय, अर्थीक आनी सामाजाचे प्रत्यक्ष स्वरुप फटींग दिला आनी लिपयला. पर्यावरण आनी सामाजिक -अर्थवेवस्थेचेर परिणाम खुप कमी जातलो अशे फटींग चित्र निर्माण करच्या खातीर आधारभूत डेटात फटींगपणा करप. i. अपुरे तज्ञ आनी अभ्यास: कोळसो आयातीतली वाड, रेंव, न्हयेचे ड्रेजींग हाका लागुन लाखांनी रहीवाश्यांचेर गंभीर परिणाम जातले, कारण ताच्या परिणामांचो ह्या आदीच अणभव घेतला. मात, सद्याच्यो भलायकेच्यो समस्या आनी ताची संभाव्य वाड हाचेर अभ्यास करुंक ना. ड्रेजींग, जहाजांचो वाडील्लो आकडो आनी आकार आनी कोळसो हाताळणीचो सागरी जिवीत, जैवविवीधताय, नुस्तेमारी आनी नुस्तेकारांची उपजिवीका हांचेर परिणाम ह्या वीशी योग्य अभ्यास करुंक ना. j. मनमानीपणान हेत सांगला, विचारात लेगीत घेवुंक ना: EMP कडेन संबंधीत प्रकरण 5.1 त म्हळां	अवलोकना खातीर निमाण्या ईआयए अहवालात आस्पावीत करतले. फॉर्म 1 हे ईआयए अधिसुचोवणी, 2006 (दुरुस्त) प्रमाण ईआयए पूर्व सादरीकरण. पर्यावरणीय घटकांचो तपशील ईआयए अभ्या उपरांत सादर करुंक शकतात. b. आमचो प्रकल्प हो MPT न प्रस्तावीत केल्ल्या हेर दोन प्रकल्पांच्या परिणाम वाठाराचो भाग आसा (जशे की, 1. कॅपीटल ड्रेजींग आनी 2. धक्को 8 आनी 9 आनी बार्ज धक्क्याची सुधारणा), हे खुप तर्कशुद्ध आसा की ईआयए अहवालातले कांय घटक समान आसतले. M/s WAPCOS लि., भारत सरकार हांका ईआयए अधुसुचोवणी, 2006 (दुरुस्त) वा हेर खंयचेय परिपत्रक/ OMs /नोटीसी वा MoEFCC ची हेर कळोवणी वा हेर खंयच्याय वैधनीक मंडळाच्या चौकटे खाला खंयचेय सुवातेर प्रकल्प घेवपाक निर्बंध ना. c. ToR हो भोवशीक सल्लोमसलती खातीर फीरयील्ल्या ईआयए अहवालाच्या मसुद्याचो वाटो आशिल्लो. न्हंयांचे ड्रेजींग हे अधुनीकीकरणाचो भाग ना. d. वेगवेगळ्या सरकारी संघटनां कडल्यान प्रकल्प वाठारा खातीर संबंधीत साहित्यीक सर्वेक्षण आनी दुय्यम डेटा एकठाय करपाचो वावर केला आनी ईआयए अहवाल, प्रकरण 3, पर्यावरणीय आधारभूत दर्ज्यात नोंद केला. e. मुळावो आधारभूत अभ्यास सरभोवतणची हवा, आवाज, उदक (भूजल, पृश्ठभाग - समुद्री उदका सयत), माती (सागरी गाळा सयत), सागरी आनी जमनीच्या पर्यावरणीय आनी जैवीक घटकां, खातीर केला आनी ताचे तपशील प्रकरण 3, पर्यावरणीय आधारभूत दर्ज्यात दिल्यात. प्रकल्पाच्या वाठाराची जवसंख्यांकी रुपरेशा जनगणना अहवाल, 2011 चेर आधारीत आसा. ह्या प्रकरणात दिल्ली म्हायती मुखेलपणान मुळावो जनगणना गोशावरा 2011 तल्यान घेतल्या. सामाजिक -अर्थीक अभ्यासा खातीर मुळावो आधारभूत डेटा एकठाय करुंक ना कारण प्रस्तावीत प्रकल्पाचो थळाव्या रहिवाशींचेर कसलोच प्रत्यक्ष आनी उल्लेखनीय न्हयकारी परिणाम जायना, कारण क्षमताय वाड प्रकल्पात भुंय संपादनाचो प्रस्ताव ना. आमच्या क्षमताय वाड प्रकल्पाचो वाटो म्हण ड्रेजींग करपाचो प्रस्ताव ना.

	"ईआयए अभ्यासात EMP चे महत्व म्हळ्यार पर्यावरणावेलो ताण/भार हो वहन क्षमताये भीतर आशिल्ल्याची खात्री करप. मात पर्यावरणाची वाहन क्षमताय आनी पर्यावरणावेलो ताण हाचे प्रमाण दिंवक ना. k. पर्याय: प्रस्तावीत प्रकल्पाक खंयचोय पर्याय विचारात घेवपाचो यत्न सल्लागारांनी करुंक ना. पर्यावरणीय आनी सामाजिक-अर्थीक विध्वंस मतीत घेयनास्तना गोंया वरवी कोळसो आयात वाडोवपाचो पयलीच विचार केल्लो निर्णय हांतुत दिसता. आयात केल्ल्या कोळश्या परस देशी कोळसो वापरपाचो विचार मतीत घेवपाक अपेस. l. खर्च आड लाव: खर्च आड लाव हाचेर अभ्यास करुंक ना. आधारभूत डेटा वा खर्च आनी प्रकल्पाचे लाव हांचे प्रमाण थारावपाचो यत्न करुंक ना. m. प्रस्तावकांनी ईआयए मार्गदर्शन पुस्तीके कडेन आडनदर केल्या आनी MoEF च्या ToR मार्गदर्शक तत्वांचे उल्लंघन केलां: बंदर आनी हार्बरावेल्या 2010 पुस्तीकेत दिल्ल्या जायत्या सुचोवण्यांक पाळो दिवपाक सल्लागारांक अपेस आयला. तशेच, ईआयए अभ्यास, MoEF न ToR खातीर ऑगस्ट 2009 त जारी केल्ल्या मार्गदर्शक तत्वांचे पुरायपणान उल्लंघन करता.	f. उपकार करुन वयर दिल्ल्या मुद्दयाक आमी दिल्लो प्रतीसाद पळयात.. g. साबार दुय्यम डेटा स्त्रोतांचेर आधारुन ईआयए तयार केला, जांका ईआयए अहवालाच्या वेगवेगळ्या प्रकरणात योग्य श्रेय दिलां. h. उपकार करुन वयर दिल्ल्या मुद्दयाक आमी दिल्लो प्रतीसाद पळयात. i. आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो ड्रेजींग भाग ना. j. प्रकरण 5, पर्यावरणीय वेवस्थापन आराखडो, विभाग 5., पान क्र. 5-1 त केल्ले वक्तव्य हे प्रकल्प वावराकडले न्हयकारी परिणाम ताब्यात दवरपा खातीर /सुधारपा खातीर योग्य आनी अनुरुप EMPs घालुन दिवपाच्या आधाराच्या संदर्भात केल्ले. सद्याचे ऑपरेशन्स वा प्रस्तावीत क्षमताय वाडीच्या बाबतीत खंयचेय पर्यावरणीय मापदंड तांच्या वहन क्षमताये मेरेन पाविल्ल्याचे ईआयए अहवालात दाखयना. k. 2004 वर्सा सावन कार्यरत आशिल्ल्या टर्मीनल सुवीधेचे हे आधुनीकीकरण. म्हणुन पर्यायांचो अब्यास करपाची गरज ना. l. ईआयए अधिसुचोवणी 2006 (दुरुस्त), परिशिश्ट III, Sr. 9 प्रमाण MoEFCC न जारी केल्ल्या अतिरीक्त ToR चो भाग म्हण आस्पावीत केल्यारुच खर्चाच्याचो लावाचे मुल्यांकन करप गरजेचे आसा. m. EIA/EMP अहवाल MoEFCC न ईआयए खातीर जारी केल्ल्या ToR प्रमाण तयार केला.
xii.	स्थीरताय आनी जतनायेची तत्वां मतीत घेंवक ना: ईआयएत खंयच 'स्थीरताय' वा जतनायेचे तत्व' हे शब्द नमुद करुंक ना.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
xiii.	बेकायदेशीर आनी अवैध भोवशीक सुनावणी - 20.03.2017 दिसा निश्चीत केल्ली PH सकयल्या मुद्दयांक लागून बेकायदेशीर आनी अवैध आसा; a. मुद्दाम जावन कामाच्या दिसा घेतल्या: PH सोमारा 1930 वरांचेर थारायल्या जो मार बशील्ल्या वास्कोतल्या नागरीकां खातीर कामाचो दिस आसा. b. वेळार प्रतिनीधीत्व करुन लेगीत मुद्दाम ल्हान सभाघरांत घेतला. c. लोकां मेरेन पावपाक अपेस - गोंयात कोळश्याची आयात वाडोवपाचो निर्णय घेवच्या आदी अधीकारीणीन लोकांक प्रकल्पाचे स्वरुप आनी परिणाम हाचे विशी म्हायती दिवपाक जाय आशिल्ली.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.

	आमी ईआयए अभ्यास न्हयकारतात कारण तो पुरायपणान फटींग आसा आनी ईआयए अधिसूचोवणेचे उल्लंघन करता. आमी हया प्रकल्पाक विरोध करतात कारण तो फक्त गोंयच्या नुस्तेकारांच्या, वास्को द गामा, मुरगाव आनी हेर मार बशीलल्या गावांच्या रहिवाश्यांच्या, आनी समुद्र आनी गोंयच्या न्हंयाच्या जल जिवीताच्या हीताच्याच आड न्हय, जाल्यार राष्ट्रीय आनी संसारीक हिताच्या आड आसा.	
79. कुस्तोदियो डिसोझा, कंन्सर्न रेसीडेंट ऑफ गोवा, वास्को सुमार 3200 सयां सयत **80. वफेडरेशन ऑफ रेनबो वॉरीयर्स, मडगांव** **81. बायणा रापोणकार आनी नुस्तेमारी बोट धनी संघटना, वास्को** **82. गोंयच्या रापोणकारांचो एकवोट, कांसावली, मुरगांव** **83. ऑल्ड क्रॉस नुस्केमार बोट धनी सहकारी सोसायटी. लि, वास्को** **84. व्हीलेज ग्रुप ऑफ गोवा, मडगांव** **85. नुवे नागरी आनी गिरायक मंच, साश्ट**		
i.	MPT जमीन आनी उदक बेकायदेशीरपणान वापरता: MPT न बेकायदेशीरपणान मुरगाव कोमुनीदादीच्या मालकीची जमीन आनी नुस्तेमार समुदायाच्या हार्बर आनी समुद्रातल्या उदकाचेर आपलो ताबो दवरला. जमीन वा थळाव्या समुदायाच्या हक्कांचे कसलेच प्रकारचे हस्तांतरण केन्नाच जाले ना. जमनीची मालकी तपासुन पळयनास्तना EAC/MoEF न ToR जारी करुन आपली जापसालदारकी पुराय करपाक अपेशी थारल्यात. मुंबय उच्च न्यायालयाच्या गोंय खंडपीठा मुखार प्रकरण सुरु आसा.	टिप्पणी प्रकल्प प्रस्तावकां खातीर ना.
ii.	खासगी बंदरा खातीर MPT हो एक मोर्चा: हो प्रकल्प भोवशीक हीताच्या आड आसा. SWPL आनी अदानी हांका प्रचंड फायदो जावच्या खातीर फक्त आसा आनी हया खासगी म्हामंडळांच्या मालकीच्या फॅक्ट-यांखातीर हाची येवजण आसा. • हाका लागुन ग्लॉबल वॉर्मींग वाडतले - सगल्या मनीसकुळाक घातक. • हाका लागुन पुराय गोंयातलो वायु, उदक आनी जमीन प्रदूशीत जातली जाका लागुन लाखानी नागरीक ल्हवु ल्हवु मरतले. • हार्बर, न्हंयो, समुद्र, खाडी आनी खाजन जमनीतले समुद्री जीवन ते मारुन वडयतले. • ड्रेजींगाक लागुन हार्बर आनी वास्को खाडी भोवतणची नाजुक आनी पर्यावरणीय-संवेदनशील दैंवती कोसळतली, जाका लागुन धा हजार नागरीक विस्थापीत जातले आनी व्हडा प्रमाणात सामाजिक-अर्थीक आनी पर्यावरणीय विध्वंस जातलो.	उपकार करुन 1(iii), 4(i.d), आनी 85(i.a) क आमी दिल्लो प्रतीसाद पळयात.
iii.	गोंया वरवी कोळश्याची आयात वाडोवपाची येवजण मुद्दाम लिपयल्या: हो प्रकल्प MPT चेर कितल्याश्याच पटींनी कोळश्याची हाताळणी वाडोवपा खातीर आसा जाची फुडे	• आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो ड्रेजींग भाग ना.

	कर्नाटक, महाराष्ट्र आनी आंध्र प्रदेशांत वशील्ल्या आनी प्रस्तावीत उर्जा आनी स्टील प्रकल्पा कडेन येरादारी जातली. हाका लागुन, पर्यावरणीय आनी सामाजिक-अर्थीक परिणाम अभ्यासा खातीर कामाच्या प्रत्यक्ष व्याप्तीचो आस्पाव करुंक जाय आशिल्लो; • समुद्र, न्हंय आनी खाडीचे ड्रेजींग • बंदराचे धक्क्यांचे बांधकाम आनी विस्तार • बंदर न्यासा कडेन कोळश्याची हाताळणी • वाडिल्ल्या कोळश्याची कर्नाटकात येरादारी करच्या खातीर रेल्वे आनी रस्तो जोडणीचे बांधकाम • कर्नाटक आनी हेर राज्यांतले प्रस्तावीत स्टील आनी उर्जा प्रकल्प. • PP न MoEF कडल्यान कामाचे प्रत्यक्ष स्वरुप लिपोवन पुराय फटींगपणा केल्यात. • MoEF न हेर प्रकल्पांवीशी म्हायती उपलब्ध आसूनय पुराय प्रकल्प मतीत घेयनास्तना आनी ToR जारी करुन पुरायपणान चूक केल्या. • सरकारान गोंयाक अदानी, JSW आनी हेरां खातीर कोळसो हबात रुपांतरीत करपाची येवजण केल्या हे सत मुद्दाम लिपोवन दवरला. • सगली येवजण लोकां वांगडा करुन करची अशी भारतीय संबीधानात आवश्यकताय आसा.	प्रस्तावीत आधुनीकीकरणात ड्रेजींग आसा वा ना, ताचो सध्याच्या उदरगती कडेन संबंध ना. • हया आधुनीकीकरणाच्या प्रकल्पा खातीर अतिरीक्त धक्को आनी अतीरिक्त वॉटरफ्रंटाची गरज ना. • प्रस्न विचारुंक ना म्हणुन जांप दिंवक ना. • सद्या आनी फुडारातय म्हालाची रस्यायावेल्यान येरादारी ना. SWPL कडल्यान रेल्वे रुळाच्या विस्ताराचो प्रस्ताव ना. म्हालातली वाड सध्याच्या रेल्वे साधनसुविधेत आस्पावन घेवपाक जाता. • प्रस्न विचारुंक ना म्हणुन जांप दिंवक ना. • 2004 वर्सा सावन कार्यरत आशिल्ल्या सद्याच्या बंदर टर्मीनलाचे हे आधुनिकीकरण. प्रकल्पात अतिरीक्त भुंय संपादन, रेल्वे साधनसुविधेत वाड, खंयच्या जल/सागरी वटेनचे बदल वा मुखेल नागरी बांधकामाचो आस्पाव ना. आरोप केल्ले प्रमाण, प्रकल्पाच्या वावरात कसलेय सत वा म्हायती EAC, MoEFCC वा हेर खंयच्याय वैधानीक यंत्रणेकडल्यान लिपोवपाचो यत्न करुंक ना. • उपकार करुन 1(i) क आमी दिल्लो प्रतीसाद पळयात. • प्रस्न विचारुंक ना म्हणुन जांप दिंवक ना. • ईआयए अधिसुचोवणी 2006 प्रमाण भोवशीक सल्लोमसलत हो EC प्रक्रियेचो भाग आसा आनी लोकांच्या मागणे प्रमाण घेतल्या.
iv.	पर्यावरणीय कायद्याचे उल्लंघन करच्या खातीर कामाच्या व्याप्तीचे तुकडे: प्रकल्पाच्या प्रत्यक्ष व्याप्तीत, सद्या मुरगांव हार्बराचे ड्रेजींग (आनी फुडाराक गोंयातल्या 6 न्हंयातले),मुरगाव, साश्ट आनी तिसवाडी तालुक्यातल्यो कितल्योश्योच नुस्तेमारी सुविधा हातासप, कोळसो हाताळणी खातीर धक्को आनी जेटी तयार करप, सद्याच्या धक्क्याचो विस्तार/उदरगत, 4 पदरी म्हामार्गाचे बांधकाम आनी आमचे गांव आनी अस्तंत घाटातल्यान सावथ-वेस्टर्न रेल्वेचे दुपदरीकरण हांचो आस्पाव आसा. अशे दिसून आयला की PP न अभ्यासात धक्को 5A आनी 6A सोडुन सगल्या हेर संबंधीत कामां कडेन मुद्दाम आडनदर केल्या, आनी म्हणुन ईआयए अधिसुचोवणेचे उल्लंघन केलां. प्रकल्प ल्हान भागांत विभागला, जे फक्त एकोडे अर्थशून्य आसात. पर्यावरण, अर्थकारण आनी गोंयाच्या समाजावेलो गंभीर परिणाम लिपोवपाचो हो कुटील यत्न आनी ईआयए अधिसुचोवणी, 2006 चे उल्लंघन.	उपकार करुन 1(i), 84(iv.c), आनी 85(i.a) आमी दिल्लो प्रतीसाद पळयात
v.	गोंयच्या नुस्तेमारीचो विध्वंस: गोंया वरवी कोळसो आयातींत वाड करपाची प्रस्तावीत येवजण सागरमाला खातीरच्या निमाण्या अहवालात (खंड V) दिल्या. हया अहवालातल्यान हे स्पश्ट जाता की मुरगांव तालुको आनी बेतुल नुस्तेमारी गांवांतलो नुस्तेकार समुदाय हया प्रकल्पाक लागुन पुरायपणान विस्थापीत जातलो.	6 न्हंयांचे ड्रेजींग हे आमच्या हया आधुनीकीकरण प्रकल्पाच्या व्याप्तीत ना. ईआयए अहवाल आनी तांचे वैधानीक सादरीकरणात स्पश्टपणान नमुद केलां की प्रस्ताव हो

	मुरगांव बंदरावेले प्रस्तावीत ड्रेजींग मुरगांव हार्बर आनी वास्को खाडी, चिखली आनी सांकवाळे सारख्या सरभोवतणच्या वाठारातल्या नुस्तेमारीचो पुरायपणान विध्वंस जातलो. रस्ते जाळे, कार्यशाळा आनी CFs सुविधांक लागुन बायणांतले नुस्तेमार पुरायपणान विस्थापीत जावणचो प्रस्ताव आसा. गोंयातल्या अंतर्गत भागात कोळसो हाताळणी व्हरपाक, न्हंयो, जमनी आनी गोंयातल्या अंतर्गत वाठारातल्या गांवांत विध्वंस पातळोवच्या खातीर, 6 न्हंयाचे राष्ट्रीयकरण आनी ड्रेजींग करतात. हयो विध्वंसक येवजणों गोंयच्या नुस्तेमारी उद्देगाची पुरायपणान वाट लायतल्यो, वेगळ्या सागरी जीवीताच्या जैववीवीधतायेचो विध्वंस करतल्यो आनी गोंय राज्याच्या सामाजिक अर्थीक वाठाराक हानी करतल्यो.	पुरायपणान बंदर बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्साच्या आधुनिकीकरणाचो आसा. धक्को /समुद्री वटेन बदल करपाचो प्रस्ताव ना. तशेच उपकार करुन 85(i.a) क आमी दिल्लो प्रतीसाद पळयात.
vi.	नुस्तेमार समुदायाचे विस्थापन: गोंयातलो नुस्तेकार समुदायाक, नुस्त्याच्या साठ्याचे लुकसाण, आनी शारीकरणाची वाड, पर्यटन उद्देग आनी मायनींग सारख्या गोश्टींक लागुन तयार जाल्ल्या हेर हया सारख्या समस्यांनी हया आदीच रेंवाडो घाला, जाका लागुन नुस्तेमारीचो, नुस्तेमारी साधनसुविधा आनी नर्सरींचो विध्वंस आनी प्रदूशण जाला. कोळश्याच्या आयातीतली प्रस्तावीत वाड, ड्रेजींग आनी आवश्यक साधनसुविधांक लागुन गोंयातल्या नुस्तेमार समुदायाचे पुरायपणान विस्थापन जातले. प्रकल्पाचो आवश्यक भाग, ड्रेजींगाक लागुन आनी हया आदीच सुरु जाल्ल्या रस्तो बांधकामाक लागुन थेट मार बशिल्ले खारीवाडो, बायणा आनी देस्तेरोतल्या नुस्तेमार समुदायाचे जावपी विस्थापन आनी हानी हाचे प्रमाण दिवपाचो यत्न ईआयए अधिसुचोवणेत करुंक ना. बायणा, देस्तेरो आनी खारीवाड्यावेल्या शंभरेक नुस्तेमार कुटुंबाच्या विस्थापनाची नोंद करुंक EIA अभ्यासात अपेस आयला.	ईआयए अहवाल आनी तांचे वैधानीक सादरीकरणात स्पश्टपणान नमुद केलां की प्रस्ताव हो पुरायपणान बंदर बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्साच्या आधुनिकीकरणाचो आसा. धक्को /समुद्री वटेन बदल करपाचो प्रस्ताव ना. आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो ड्रेजींग भाग ना.
vii.	कोळसो धुल्लाचे प्रदुशण: वास्को शार, मुरगांव, दाबोळी, चिखली, सांकवाळे, कुड्डाळी आनी दोना पावला मेरेन झुवारी न्हंयेचो उत्तरे कडलो किनारो हया आदीच गंभीर कोळसो प्रदुशणाचो त्रास सोसता आनी हे सत GSPCB न जारी केल्ल्या जायत्या कारणां दाखय नोटीस आनी काम थांबय आदेशा वेल्यान मान्य जाता. जायत्यो नोटीसी आनी आदेश जारी करुनय MPT, अदानी, SWPL हांका प्रदूशण आडावप जमले ना. कोळसो आयातीतली प्रस्तावीत वाड हया सगल्या अती प्रदुशीत वाठारा खातीर भलायकी आनी पर्यावरणीय आपत्ती थारतली. थळाव्या लोकसंख्येच्या भलायकेचेर आनी पर्यावरणाचेर जावपी परिणाम खबर आसूनय अशे तरेच्या अती प्रदूशीत वाठारात, कोळसो हाताळणी वाडुंक जायना. सद्याच्या कोळसो हाताळणी सुविधांतल्यान जावपी वायु प्रदुशण आडावपाक कितल्याश्याच तेंपाचे अपेस आनी नाईलाजाचे सत PP न मुद्दाम जावन लिपयला. ईआयए अभ्यासात GSPCB न जारी केल्ल्यो नोटीसो, राहिवाश्यांनी कितलोसोच तेंप सोशील्ले धुल्लाचे	GSPCB न दिल्ल्या आदेशांचे योग्य आनी बेगोबेग पालन केल्ले आनी योग्य प्रक्रीयेक पाळो दिवन प्रकरणीचे निराकरण केल्ले. भारत सरकारान अधिसूचीत केल्ले वायु उत्सर्जन मानकांक (NAAQS, 2009) आमी पाळो दितात. क्षमताय वाड पांवड्यार, योग्य APCMs स्थापीत करुन आमी उत्सर्जन मानकांकं पाळो दीतले. प्रस्तावीत उत्सर्जन नियंत्रण उपाय प्रकरण 4, परिणामांचे मुल्यांकन आनी शमन उपाय, विभाग 4.3.4, पान क्र. 4.14 चेर दिल्यात. प्रस्तावीत क्षमताय वाडीकं लागुन वायु पर्यावरणाचेर उल्लेखनीय परिमाम जावपाची शक्यताय ना.

	प्रदूशण आनी ह्यो गंभीर समस्या सुटाव्यो करपाक PP क आयिल्ले अपेस ह्यो गोश्टी मतीत घेवपाक पुरायपणान अपेस आयला.	
viii.	रेल्वेक लागून लोकांचे विस्थापन; • कोळश्याच्या प्रस्तावीत आयातीच्या येरादारी खातीरच सावथ वेस्टर्न रेल्वेचे दुपदरीकरण प्रस्तावीत आसा. • सद्याचो रेल्वे रुळ गोंयातल्या उच्च लोकसंख्या आशिल्ल्या गांवातल्यान वता आनी थळाव्या समुदायाचे व्हडा प्रमाणात विस्थापन करुन रुळाचे दुपदरीकरण शक्य ना. • रेल्वे रुळा लागसरच्या थळाव्या लोकसंख्येवेलो भलायकी आनी आवाजाच्या प्रदुशणाचो परिणाम व्हडा प्रमाणात वाडतलो. • रेल्वे रुळा लागसरच्या शाश्वत अर्थवेवस्थेची हानी आनी पर्यावरणाचो विध्वंस तीतलोच भयानक आसतलो. • रेल्वे रुळाच्या दुपदरीकरणाक लागुन अस्तंत घाटाचो (WGs) विध्वंस आनी विखंडन हे WG तले वन्य जीवन आनी खासा करुन उत्तर गोंयातल्या वाठारा खातीर भंय आसा.	रेल्वे वरवी म्हालाचे स्थलांतर ही चालू आशिल्ली प्रक्रीया. क्षमताय वाड प्रकल्पाचो भाग म्हण हाताळपाच्या प्रस्तावीत अतिरीक्त म्हालाक आस्पावन घेवपाक भारतीय रेल्वे वरवी, रेल्वे रुळाच्या विस्ताराची गरज ना, कारण सद्याची रेल्वे साधनसुवीधा अतिरीक्त म्हाल हाताळपाक फावो तीतली आसा
ix.	NH17B आनी NH 4A लागुन लोकांचे विस्थापन; • NH 17B आनी NH4A च्या वेगवेगळ्या विभागात सद्या चालु आशिल्ले काम हे फक्त अतिरीक्त कोळश्याच्या आयाती खातीर आसा, जें जनते कडल्यान लिपयला. • ही कामां पर्यावरणीय संवेदनशील, CRZ वाठार, मुखेल कृशी जमीन, जल भरणा आनी थळाव्या समुदायाचो विध्वंस करतली. • NH 4A च्या विभागाचो विस्तार, महावीर राष्ट्रीय उद्यान/WLS कडेन WGs दुभाजीत करता हो ह्या कामांचोच भाग आसा. ही रानां आनी व्हडल्या दैवणशे मदल्यान रस्त्यांचो विस्तार पर्यावरणीय आपत्ती थारतली. • प्रकल्पाच्या परिणामांचीं चूकीची म्हायती दिवच्या खातीर प्रस्तावीत कोळसो आयातींतल्या वाडी खातीरच्या रस्तो विस्ताराची म्हायती जाणून बुजून लिपयल्या.	सद्या आनी फुडारातय म्हालाची रस्त्यावेल्यान येरादारी जावची ना. ह्या आधुनीकीकरणाच्या प्रस्तावाक लागुन SWPL न खंयच्याय रस्तो विस्ताराचो प्रस्ताव दवरुंक ना.
x.	ईआयए अधिसुचोवणी 2006 खाला कार्यात्तर मान्यताय घेवपाची तजवीज ना: • PP न ह्या आदीच ड्रेजींगाच्या कामांचो कांय भाग पुराय केला, देस्तेरो, बायणा आनी खारीवाड्यावेल्या शंभरेक नुस्तेमार कुटुंबाचे विस्थापन, बायणा किना-यावेल्या रेंवेच्या ढिगा-यांचो विध्वंस आनी MPT गेट 9 वेल्यान NH 17B खातीर उड्डाण पुलाच्या बांधकामा खातीर (जें NH4A क बेळगांवा जोडता) झीज प्रवण देस्तेरो दोंगुल्ली भरप, NH 17B च्या मीसींग लींका खातीर लोटलींतल्यो खाजन जमनी भरप आनी खांडेपारा NH4A च्या विभागात दोंगुल्लेची कापणी आनी झाडां तोडप आदी. ही सगली कामां कोळसो विस्तारा खातीर आसात आनी काम सुरु करच्या आदी हाचो अभ्यास करुंक जाय आशिल्लो. • राज्य सरकार, MPT आनी केंद्र सरकारान मुद्दाम हे सत लोकांकडल्यान लिपयला आनी ईओए	आमचे आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो वाटों म्हण ड्रेजींग करपाचो प्रस्ताव ना. ईआयए अहवाल आनी तांचे वैधानीक सादरीकरणात स्पश्टपणान नमुद केलां की प्रस्ताव हो पुरायपणान बंदर बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्साच्या आधुनिकीकरणाचो आसा. धक्को /समुद्री वटेन बदल करपाचो प्रस्ताव ना.

	अधिसुचोवणे खाला दिल्ल्या प्रमाण पुराय प्रकल्पा खातीर ईआयए अभ्यास करीनास्तना हे काम फुडे व्हेला. • ईआयए अधिसुचवणे खाला कार्योत्तर मान्यताय घेवपाची तजवीज ना म्हणुन, हो प्रस्ताव न्हयकारुंक जाय आनी जमीन आनी न्हंयांचो तळ परत आशिल्लो तसो करुंक जाय	
xi.	हवामान बदल, ग्लॉबल वॉर्मींग: • भारताची संसारीक समुदाया कडेन बांधीलकी, जी ताच्या INDC त घोशीत केल्ली, त्या प्रमाण जीवाश्म इंधनाच्या वापरात 2030 मेरेन 40% उणाव हाडुंक जाय. कोळसो साधनसुविधेत वाड ही भारताच्या जीवाश्म इंधन उणो करपाच्या बांधीलकेत फुडे वचपी वाट न्हय. • NASA आनी हेर संशोधनात्मक संस्थांच्या संकेतस्थळार प्रदर्शीत केलां त्या प्रमाण संसारीक सरासरी तापमान वाडीचो दर भयानक आसा आनी आमी बेगोबेग काळसो साधनसुविधा उणी करपाक जांय. कोळश्याच्या वापराच्या वाडी खातीर हो आसा, मात हवामान बदल वा ग्लॉबल वॉर्मींगा वीशो ईआयए अहवालात उल्लेख ना, हांतुतल्या अशे दिसुन येता की प्रकल्पाचे अती महत्वाचे पैलू मुद्दाम लिपयल्यात.	प्रस्तावीत प्रकल्प हो बंदर टर्मीनलाचेर कोळसो हाताळणी खातीर आसा. आधुनीकीकरण आनी सद्याच्या क्षमतायेचो बरो वापर करच्या खातीर प्रस्तावीत ब-या कार्यक्षमतायेचो परिणाम म्हळ्यार क्षमतायेत वाड. संसारीक हवामान बदल मुद्द्याचेर उपाय करप हे ईआयए व्याप्तीच्या भायर आसा.
xii.	एकठाय परिणाम मतीत घेवपाक अपेस: • झुवारी न्हंय आनी तीचे मुख, मुरगांव आनी सांकवाळे खाडीतले आनी चिखलीतले किनारी उदक प्रदुशणाक लागुन आनी मनश्याचो वावर जशे की मायनींग, बंदरावेलो वावर, जहाज आनी बार्जोंची बांधणी आनी दुरुस्ती, लोकवस्ती, शारीकरण, पर्यटन आनी उद्देग हाका लागुन परिणाम जाला. ईआयए अहवालात हया वावराचो आनी तांच्या एकठाय परिणामाचो कसलोच उल्लेख ना.. • ईआयए अभ्यासात हया वाठाराच्या किना-याची व्हडा प्रमाणातली झीज मतीत घेतली ना. सल्लागारांच्या मर्यादीत दृश्टीकोनाक लागुन चुकील्ले कांय महत्वाचे मुद्दे आसात; g. मायनींगाची परतुन सुरवात - माननीय उच्च न्यायालयान गोंयात नव्यान लोह खनीजाच्या खणकामाक परवानगी दिल्या. व्हडा प्रमाणांत खणकाम सुरु जाल्ल्यान समुद्र आनी न्हंयाचे व्हडा प्रमाणात प्रदुशण जातले आनी नुस्तेमारी, सागरी जिवीत आनी मार बशिल्ले नुस्तेकार हांचेर व्हडा प्रमाणात परिणाम जातलो. h. पर्यटन- पर्यटन हो गोंयच्या अर्थवेवस्थेचो कणो आसा आनी हरीत आनी नितळ प्रतीमेक लागुन पर्यटक भेट दितात. कोळसो हाताळणीत वाड केल्यार डॉल्फीन्स पळोवप, कोरल रीफ डायवींग आदी, तशेच दर्या देंगो, वास्को शार आनी विमानतळ वाठाराचेर जाल्ल्या परिणामांक लागुनय गोंयच्या पर्यटन संकल्पनेत भरपुर उणाव येतलो. i. नुस्तेमारी- मानवनिर्मीत वावराक लागुन गोंयची नुस्तेमारी नुस्त्याच्या साठ्याच्या उणावाची खर हानी सोसता. ते उणावाच्या गंभीर पांवड्यार पावला. ईआयए अहवालात गोंयची नुस्तेमारीची भलायकी मतीत घेना.	EIA/EMP अहवाल MoEFCC न ईआयए खातीर जारी केल्ल्या ToR प्रमाण तयार केला. आधारभूत पर्यावरणीय देखरेख MPT वाठारातल्या हेर सद्याच्या उद्देग /ऑपरेशन्सातल्यान जावपी प्रदूशण मतीत घेता. मापदंडाची देखरेख सुवातों अशे तरेन वेंचल्यात की ते वाठारातल्या वेगवेगळ्या स्त्रोतांकडल्यान जावपी प्रदूशणय दाखोवन दीता. वेगवेगळ्या पर्यावरणीय मापदंडाच्या नमुनो सुवातांचो तपशील पर्यावरणीय आधारभूत दर्जो, प्रकरण 3 हांगा दिला. ईआयए अहवाल आनी तांचे वैधानीक सादरीकरणात स्पश्टपणान नमुद केलां की प्रस्ताव हो पुरायपणान बंदर बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्साच्या आधुनिकीकरणाचो आसा. धक्को /समुद्री वटेन बदल करपाचो प्रस्ताव ना. निरीक्षण समा ना. प्रकल्प वाठाराचो किनारीरेशा दर्जो प्रकरण 3, पर्यावरणीय आधारभूत दर्जो, विभाग 3.14, पान क्र. 3-16 दिलां. a. टिप्पणी PP कडेन संबंधीत ना. b. टिप्पणी PP कडेन संबंधीत ना. c. ईआयए अहवाल, प्रकरण 3, पर्यावरणीय आधारभूत दर्जो, कोश्टक 3.14, पान क्र. 3-75

	j. किनारी झीज - गोंयच्यो रेंवाळ दर्यादेगो खर झीज सोसतात आनी ताचो दस्ताऐवज तयार केला. ड्रेजींग आनी व्हडा प्रमाणातलो वावर आनी जहाजांचो आकार झीज आनीक वाडयतले आनी अभ्यासात हे सत मतीत घेतले ना. k. रियल इस्टेट आनी शारीकरण - शारीकरण आनी रियल इस्टेटीक लागुन न्हंयो, समुद्र आनी जमनी सयत अभ्यास क्षेत्रात गंभीर परिणाम जाल्यात, जाका लागुनसागरी आनी जमनीच्या पर्यावरणाचेर तशेच अर्थवेवस्था आनी गोंयच्या समाजाचेर खर प्रदूशण, झीज, गाळ साचप आनी हेर न्हयकारी परिणाम जातात. ईआयए अहंवालात हया परिणामांचो संदर्भ ना. l. गोंयची वहन क्षमताय - गोंयची ल्हान जमीन आनी उदका मार्ग पारंपारीक रितीन वापरतात आनी ताका लागुन शाश्वत अर्थीक आनी सामाजिक उदरगत जाल्या. आयज तीच जमीन आनी उदक खाजगी लावाखातीर जशे की जशे की अदानी आनी JSW, 5 तारांकीत हॉटेलां, क्रुज जहाज पर्याटन, कसीनो, मरीना, उद्देगीक वाड, शीक्षणीक आनी वैजकीय संस्था, रीयल इस्टेट, मायनींग आनी साधनसुवीधा प्रकल्पां हांच्या खातीर वळयला, जाका लागुन गंभीर संघर्श जाल्यात. हे आवश्यक आसा की, गोंयचो सद्याचो अर्थीक वावर आनी तांचो एकठाय परिणाम मतीत घेवन राज्याची वहन क्षमताय आदी पळोवची.	हांगा दिल्ले म्हायतीत 2011ते 2015 काळांत सागरी नुस्ते उत्पादनात वाड जाल्ल्याचे दाखयता. (स्त्रोत- नुस्तेमारी संचालनालय, गोंय सरकार). d. आधुनिकीकरण आनी ताचो परिणाम म्हण क्षमताय वाडीचो भाग म्हण ड्रेजींगाचो प्रस्ताव ना. e. टिप्पणी PP कडेन संबंधीत ना. f. टिप्पणी PP कडेन संबंधीत ना.
xiii.	अपुरो आनी उथळ ईआयए अभ्यास: प्रकल्पा खातीर केल्लो ईआयए अभ्यास सकयल दिला त्या प्रमाण पुरायपणान दोशपुर्ण, अपुरो आनी ईआयए अधिसूचोवणेचे पुर्ण उल्लंघन करता; a. फॉर्म I त सत पुरायपणान लिपयला: • फॉर्म I ची प्रत उपलब्ध ना. PP न फटीचे फॉर्म I सादर केला. प्रकल्पात बंदर आनी प्रवेश कालव्याचे ड्रेजींग, कोळसो हाताळणीत वाड आनी ताचो परिणाम म्हण प्रदूशण, सावथ वेस्टर्न रेल्वेचे दुपदरीकरण आनी NH 17B आनी 4A चे बेळगाव मेरेन चार पदरीकरण हे सत तांतुत लिपयीलल्यान ते अपुरे आसा. • अभ्यास क्षेत्रातल्या असंख्य अनुसुचीत I प्रजाती आनी प्रवाळी आनी गोंयच्या पारंपारीक नुस्तेमारी खाडीचे सामाजिक-अर्थीक महत्व फॉर्म I त सुचीत करुंक जाय आशिल्ले . b. तीनूय अभ्यास वयले वयले आसात आनी अहवालात डेटा कॉपी पेस्ट केला.: तीनय अभ्यास एकाच वेळार एकच सल्लागार WAPCOS हांणी केलां. तीनय अभ्यासात पुराय वळख आनी कांय भाग कॉपी पेस्ट केला. ईआयए अभ्यासात अभ्यास क्षेत्राच्या सामाजिक -अर्थीक आनी पर्यावरणीय वास्तवाकडेन आडनदर केल्या. c. अपुरो आनी अपुर्ण ToR: ToR लेगीत उपलब्ध ना, मात सहाजीकच तो पुरायपणान अपुरो आसा कारण न्हंयाचे ड्रेजींग, येरादारी साधनसुविधा, वाडिल्ले कोळसो हाताळणी ऑपरेशन्स आनी ताचो परिणाम म्हण लोक आनी पर्यावरणाचेर पडपी प्रभाव हे प्रकल्पाचे भाग मतीत घेवपाचे निर्देश सल्लागाराक दिवक ना. कोरल रीफ, अनुसूची I तल्यो प्रजाती आनी नुस्तेमार समुदायाचो उल्लेख	निरीक्षण सम्मा ना. ईआयए अधिसुचोवणी, 2006 (दुरुस्ती)त दिल्ले प्रक्रिये प्रमाण ईआयए करचे खातीर SWPL न संदर्भ अटी (ToR) योग्य रितीन MoEFCC, नवी दिल्ली कडल्यान मेळयल्यात. EIA/EMP अहवाल MoEFCC न ईआयए खातीर जारी केल्ल्या ToR प्रमाण तयार केला. a. भोवशीक सल्लोमसलती खातीर प्रसारीत केल्ल्या ईआयए अहवालाच्या मसुद्याचो फॉर्म I भाग आशिल्लो. 2004 वर्सा सावन कार्यरत आशिल्ल्या सद्याच्या बंदर टर्मीनलाचे हे आधुनिकीकरण. प्रकल्पात अतिरीक्त भुंय संपादन, रेल्वे साधनसुविधेत वाड, खंयच्या जल/सागरी वटेनचे बदल वा मुखेल नागरी बांधकामांचो आस्पाव ना. आरोप केल्ले प्रमाण, प्रकल्पाच्या वावरात कसलेय सत वा म्हायती EAC, MoEFCC वा हेर खंयच्याय वैधानीक यंत्रणेकडल्यान लिपोवपाचो यत्न करुंक ना. प्रकल्पाच्या अंदाजे केंद्राकडल्यान 10 किमी परिघाच्या परिणाम शीमेतल्या संवेदनशील घटकांची तपशिलवार वळेरी EAC, MoEFCC आनी हेर वैधानीक यंत्रणांच्या योग्य अवलोकना खातीर निमाण्या ईआयए अहवालात आस्पावीत करतले.

	करपाक आयिल्ले अपेस हाका लागुन ToR अदीक असंबद्ध आनी अपुरो जाता. n. साहित्याक अभ्यास आनी दुय्यम डेटाचो संदर्भ घेवपाक आयिल्ले अपेस: ईआयए सल्लागारांक भोवशीक क्षेत्रात उपलब्ध आशिल्ले दस्ताऐवज आनी WWF, NIO आदींनी अभ्यास क्षेत्रातल्या समृद्ध वनस्पत आनी प्राणी जैववीधतायेचेर (डॉल्फीन्स, व्हेल, समृद्ध कोरल रीफ आनी अनुसूची I तली स्थळाच्या मूळाची वनस्पत आनी प्राणी) केल्ल्या अभ्यासाचो संदर्भ घेवपाक अपेस आयला. अभ्यास क्षेत्रातली व्हडा प्रमाणातली पारंपारीक नुस्तेमारी आनी समृद्ध नुस्तेमारी आनी तांचे अर्थीक महत्व. वास्कोतल्या थळाव्यांक तोंड दिवचे पडता ती जुनाट कोळसो प्रदुशणाची समस्या आनी GSPCB कडल्यान जायत्यो नोटीशी मेळुनय हयो समस्या सुटाव्यो करपाक कंपनीक आयिल्ले अपेस. o. मुळावो अभ्यास करुंक आयिल्ले अपेस: अभ्यास क्षेत्राच्या 10 किमी परिघातल्या पर्यावरणीय आनी सामाजीक अर्थीक विशयाचेर कसलोच मुळावो अभ्यास करुंक ईआयए सल्लागारांक अपेस आयला. कोळसो प्रदुशणाचो मुद्दो अधोरेखीत केल्ल्यान रहीवाश्यांक तोंड दिवचे पडतात त्या वायु प्रदुशणा कडेन संबंधीत भलायकेच्या मुद्द्याचेर प्रस्तावकान तपशीलवार अभ्यास करपाची गरज आसा. p. पुरायपणान चूकीचो आधारभूत डेटा: अर्थपूर्ण आधारभूत डेटा नाशिल्ल्यान ईआयए अभ्यास फटीचो आनी असंबद्ध जाता. देखीक, अभ्यास क्षेत्रात डॉल्फीन, व्हेल, कोरल रीफ, नर्सरी आदी ना अशे म्हणून, अभ्यास क्षेत्राच्या जैवविदीधताये कडेन ईआयए अभ्यासात पुरायपणान आडनदर केल्या. अभ्यास क्षेत्रात रावपी नुस्तेमार आनी तांचेर निंबून आशिल्ल्यांचो आकडो जो दिला ताचे परस खुप अदीक आसा. ड्रेजींग आनी कोळसो हाताळणीक लागुन जावपी नुस्तेमा-यांच्या अर्थीक आनी सामाजीक विस्थापनाचे प्रमाण दिवपाचो यत्न करुंक ना. d. ईआयए अहवालात निराधार वक्तव्यां: ईआयए अहवालात संदर्भ दीयनास्तना वक्तव्यां केल्यात. q. गंभीर विध्वंसक परिणाम मुद्दाम लीपयल्यात: सल्लागारान अभ्यास क्षेत्राच्या पर्यावरणीय, अर्थीक आनी सामाजाचे प्रत्यक्ष स्वरुप फटींग दिला आनी लिपयला. पर्यावरण आनी सामाजिक -अर्थवेवस्थेचेर परिणाम खुप कमी जातलो अशे फटींग चित्र निर्माण करच्या खातीर आधारभूत डेटात फटींगपणा करप. r. अपुरे तज आनी अभ्यास: कोळसो आयातीतली वाड, रैंव न्हयेचे ड्रेजींग हाका लागुन लाखांनी रहीवाश्यांचेर गंभीर परिणाम जातले, कारण ताच्या परिणामांचो हया आदीच अणभव घेतला. मात, सद्याच्यो भलायकेच्यो समस्या आनी ताची संभाव्य वाड हाचेर अभ्यास करुंक ना. ड्रेजींग, जहाजांचो वाडील्लो आकडो आनी आकार आनी कोळसो हाताळणीचो सागरी जिवीत, जैवविवीधताय, नुस्तेमारी आनी नुस्तेकारांची उपजिवीका हांचेर परिणाम हया वीशी योग्य अभ्यास करुंक ना. e. मनमानीपणान हेत सांगला, विचारात लेगीत घेवुंक ना: EMP कडेन संबंधीत प्रकरण 5.1 त म्हळां "ईआयऐं अभ्यासात EMP चे महत्व म्हळ्यार पर्यावरणावेलो ताण/भार हो वहन क्षमताये भीतर	फॉर्म 1 हे ईआयए अधिसुचोवणी, 2006 (दुरुस्त) प्रमाण ईआयए पूर्व सादरीकरण. पर्यावरणीय घटकांचो तपशील ईआयए अभ्या उपरांत सादर करुंक शकतात. b. आमचो प्रकल्प हो MPT न प्रस्तावीत केल्ल्या हेर दोन प्रकल्पांच्या परिणाम वाठाराचो भाग आसा (जशे की, 1. कॅपीटल ड्रेजींग आनी 2. धक्को 8 आनी 9 आनी बार्ज धक्क्याची सुधारणा), हे खुप तर्कशुद्ध आसा की ईआयए अहवालातले कांय घटक समान आसतले. M/s WAPCOS लि., भारत सरकार हांका ईआयए अधुसुचोवणी, 2006 (दुरुस्त) वा हेर खंयचेय परिपत्रक/ OMs /नोटीसी वा MoEFCC ची हेर कळोवणी वा हेर खंयच्याय वैधनीक मंडळाच्या चौकटे खाला खंयचेय सुवातेर प्रकल्प घेवपाक निर्बंध ना. c. ToR हो भोवशीक सल्लोमसलती खातीर फीरयील्ल्या ईआयए अहवालाच्या मसुद्याचो वाटो आशिल्लो. न्हंयांचे ड्रेजींग हे अधुनीकीकरणाचो भाग ना. d. वेगवेगळ्या सरकारी संघटनां कडल्यान प्रकल्प वाठारा खातीर संबंधीत साहित्यीक सर्वेक्षण आनी दुय्यम डेटा एकठाय करपाचो वावर केला आनी ईआयए अहवाल, प्रकरण 3, पर्यावरणीय आधारभूत दर्ज्यात नोंद केला. n. मुळावो आधारभूत अभ्यास सरभोवतणची हवा, आवाज, उदक (भूजल, पृश्ठभाग - समुद्री उदका सयत), माती (सागरी गाळा सयत), सागरी आनी जमनीच्या पर्यावरणीय आनी जैवीक parameters, खातीर केला आनी ताचे तपशील प्रकरण 3, पर्यावरणीय आधारभूत दर्ज्यात दिल्यात. प्रकल्पाच्या वाठाराची जवसंख्यांकी रुपरेशा जनगणना अहवाल, 2011 चेर आधारीत आसा. हया प्रकरणात दिल्ली म्हायती मुखेलपणान मुळावो जनगणना गोशावरा 2011 तल्यान घेतल्या. सामाजिक -अर्थीक अभ्यासा खातीर मुळावो आधारभूत डेटा एकठाय करुंक ना कारण प्रस्तावीत प्रकल्पाचो थळाव्या रहिवाशींचेर कसलोच प्रत्यक्ष आनी उल्लेखनीय न्हयकारी परिणाम जायना, कारण क्षमताय वाड प्रकल्पात भुंय संपादनाचो प्रस्ताव ना. आमच्या क्षमताय वाड प्रकल्पाचो वाटो म्हण ड्रेजींग करपाचो प्रस्ताव ना. e. उपकार करुन वयर दिल्ल्या मुद्दयाक आमी दिल्लो प्रतीसाद पळयात.

	आशिल्ल्याची खात्री करप. मात पर्यावरणाची वाहन क्षमताय आनी पर्यावरणावेलो ताण हाचे प्रमाण दिंवक ना. f. पर्याय: प्रस्तावीत प्रकल्पाक खंयचोय पर्याय विचारात घेवपाचो यत्न सल्लागारांनी करुंक ना. पर्यावरणीय आनी सामाजिक-अर्थीक विध्वंस मतीत घेयनास्तना गोंया वरवी कोळसो आयात वाडोवपाचो पयलीच विचार केल्लो निर्णय हांतुत दिसता. आयात केल्ल्या कोळश्या परस देशी कोळसो वापरपाचो विचार मतीत घेवपाक अपेस. g. खर्च आड लाव: खर्च आड लाव हाचेर अभ्यास करुंक ना. आधारभूत डेटा वा खर्च आनी प्रकल्पाचे लाव हांचे प्रमाण थारावपाचो यत्न करुंक ना. h. प्रस्तावकांनी ईआयए मार्गदर्शन पुस्तीके कडेन आडनदर केल्या आनी MoEF च्या ToR मार्गदर्शक तत्वांचे उल्लंघन केलां: बंदर आनी हार्बरावेली 2010 पुस्तीकेत दिल्ल्या जायत्या सुचोवण्यांक पाळो दिवपाक सल्लागारांक अपेस आयला. तशेच, ईआयए अभ्यास, MoEF न ToR खातीर ऑगस्ट 2009 त जारी केल्ल्या मार्गदर्शक तत्वांचे पुरायपणान उल्लंघन करता.	f. साबार दुय्यम डेटा स्त्रोतांचेर आधारुन ईआयए तयार केला, जांका ईआयए अहवालाच्या वेगवेगळ्या प्रकरणात योग्य श्रेय दिलां. g. उपकार करुन वयर दिल्ल्या मुद्द्याक आमी दिल्लो प्रतीसाद पळयात. h. आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो ड्रेजींग भाग ना. i. प्रकरण 5, पर्यावरणीय वेवस्थापन आराखडो, विभाग 5., पान क्र. 5-1 त केल्ले वक्तव्य हे प्रकल्प वावराकडले न्हयकारी परिणाम ताब्यात दवरपा खातीर /सुधारपा खातीर योग्य आनी अनुरुप EMPs घालुन दिवपाच्या आधाराच्या संदर्भात केल्ले. सद्याचे ऑपरेशन्स वा प्रस्तावीत क्षमताय वाडीच्या बाबतीत खंयचेय पर्यावरणीय मापदंड तांच्या वहन क्षमताये मेरेन पाविल्ल्याचे ईआयए अहवालात दाखयना. j. 2004 वर्सा सावन कार्यरत आशिल्या. टर्मीनल सुवीधेचे हे आधुनीकीकरण. म्हणुन पर्यायांचो अभ्यास करपाची गरज ना. k. ईआयए अधिसुचोवणी 2006 (दुरुस्त), परिशिश्ट III, Sr. 9 प्रमाण MoEFCC न जारी केल्याधि अतिरीक्त ToR चो भाग म्हण आस्पावीत केल्यारुच खर्चाच्याचो लावाचे मुल्यांकन करप गरजेचे आसा. l. उपकार करुन 5(viii.a) क आमी दिल्लो प्रतीसाद पळयात
xiv.	स्थीरताय आनी जतनायेची तत्वां मतीत घेंवक ना: ईआयएत खंयच 'स्थीरताय' वा जतनायेचे तत्व' हे शब्द नमुद करुंक ना.	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.
xv.	बेकायदेशीर आनी अवैध भोवशीक सुनावणी - 20.03.2017 दिसा निश्चीत केल्ली PH सकयल्या मुद्द्यांक लागुन बेकायदेशीर आनी अवैध आसा; a. मुद्दाम जावन कामाच्या दिसा घेतल्या: PH सोमारा 1930 वरांचेर थारायल्या जो मार बशीलल्या वास्कोतल्या नागरीकां खातीर कामाचो दिस आसा. b. वेळार प्रतिनीधीत्व करुन लेगीत मुद्दाम ल्हान सभाघरांत घेतला. c. लोकां मेरेन पावपाक अपेस - गोंयात कोळश्याची आयात वाडोवपाचो निर्णय घेवच्या आदी अधीकारणीन लोकांक प्रकल्पाचे स्वरुप आनी परिणाम हाचे विशी म्हायती दिवपाक जाय आशिल्ली. आमी ईआयए अभ्यास न्हयकारतात कारण तो पुरायपणान फटींग आसा आनी ईआयए अधिसूचोवणेचे उल्लंघन करता. आमी ह्या प्रकल्पाक विरोध करतांत कारण तो फक्त गोंयच्या नुस्तेकारांच्या, वास्को द	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.

	गामा, मुरगाव आनी हेर मार बशीलल्या गावांच्या रहिवाश्यांच्या, आनी समुद्र आनी गॉयच्या न्हंयाच्या जल जिवीताच्या हीताच्याच आड न्हय, जाल्यार राष्ट्रीय आनी संसारीक हिताच्या आड.	
86. युनायटेड गोवन फांवडेशन, मडगाव		
i.	MPT जमीन आनी उदक बेकायदेशीरपणान वापरता: MPT न बेकायदेशीरपणान मुरगाव कोमुनीदादीच्या मालकीची जमीन आनी नुस्तेमार समुदायाच्या हार्बर आनी समुद्रातल्या उदकाचेर आपलो ताबो दवरला. जमीन वा थळाव्या समुदायांच्या हक्कांचे कसलेच प्रकारचे हस्तांतरण केन्नाच जाले ना. जमनीची मालकी तपासुन पळयनास्तना EAC/MoEF न ToR जारी करुन आपली जापसालदारकी पुराय करपाक अपेशी थारल्यात. मुंबय उच्च न्यायालयाच्या गॉय खंडपीठा मुखार प्रकरण सुरु आसा.	टिप्प्णी प्रकल्प प्रस्तावकाक करुंक ना.
ii.	खासगी बंदरा खातीर MPT हो एक मोर्चा: हो प्रकल्प भोवशीक हीताच्या आड आसा. SWPL आनी अदानी हांका प्रचंड फायदो जावच्या खातीर फक्त आसा आनी हया खासगी म्हामंडळांच्या मालकीच्या फॅक्ट-यां खातीर हाची येतजण आसा. • हाका लागुन ग्लॉबल वॉर्मींग वाडतले - सगल्या मनीसकुळाक घातक. • हाका लागुन पुराय गॉयातलो वायु, उदक आनी जमीन प्रदूशीत जातली जाका लागुन लाखानी नागरीक ल्हवुल्हवु मरतले. • हार्बर, न्हंयो, समुद्र, खाडी आनी खाजन जमनीतले समुद्री जीवन ते मारुन वडयतले. • ड्रेजींगाक लागुन हार्बर आनी वास्को खाडी भोवतणची नाजुक आनी पर्यावरणीय-संवेदनशील दैंवती कोसळतली, जाका लागुन धा हजार नागरीक विस्थापीत जातले आनी व्हडा प्रमाणात सामाजिक-अर्थीक आनी पर्यावरणीय विध्वंस जातलो.	उपकार करुन 1(iii), 4(i.d), आनी 85(i.a) आमी दिल्लो प्रतीसाद पळयात
iii.	गॉया वरवी कोळश्याची आयात वाडोवपाची येवजण मुद्दाम लिपयल्या: हो प्रकल्प MPT चेर कितल्याश्याच पटींनी कोळश्याची हाताळणी वाडोवपा खातीर आसा जाची फुडे कर्नाटक, महाराष्ट्र आनी आंध्रं प्रदेशांत वशीलल्या आनी प्रस्तावीत उर्जा आनी स्टील प्रकल्पा कडेन येरादारी जातली. हाका लागुन, पर्यावरणीय आनी सामाजिक-अर्थीक परिणाम अभ्यासा खातीर कामाच्या प्रत्यक्ष व्याप्तीचो आस्पाव करुंक जाय आशिल्लो; • समुद्र, न्हंय आनी खाडीचे ड्रेजींग • बंदराचे धक्क्यांचे बांधकाम आनी विस्तार • बंदर न्यासा कडेन कोळश्याची हाताळणी • वाडिल्ल्या कोळश्याची कर्नाटकात येरादारी करच्या खातीर रेल्वे आनी रस्तो जोडणीचे बांधकाम • कर्नाटक आनी हेर राज्यांतले प्रस्तावीत स्टील आनी उर्जा प्रकल्प. • PP न MoEF कडल्यान कामाचे प्रत्यक्ष स्वरुप लिपोवन पुराय फटींगपणा केल्यात.	• आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो ड्रेजींग भाग ना. प्रस्तावीत आधुनीकीकरणात ड्रेजींग आसा वा ना, ताचो सध्याच्या उदरगती कडेन संबंध ना. • हया आधुनीकीकरणाच्या प्रकल्पा खातीर अतिरीक्त धक्को आनी अतीरिक्त वॉटरफ्रंटाची गरज ना. • प्रस्न विचारुंक ना म्हणुन जांप दिंवक ना. • सद्या आनी फुडारातय म्हालाची रस्यायावेल्यान येरादारी ना. SWPL कडल्यान रेल्वे रुळाच्या विस्ताराचो प्रस्ताव ना. म्हालातली वाड सध्याच्या रेल्वे साधनसुविधेत आस्पावन घेवपाक जाता. • प्रस्न विचारुंक ना म्हणुन जांप दिंवक ना.

	• MoEF न हेर प्रकल्पांवीशी म्हायती उपलब्ध आसूनय पुराय प्रकल्प मतीत घेयनास्तना आनी ToR जारी करुन पुरायपणान चूक केल्या. • सरकारान गोंयाक अदानी, JSW आनी हेरां खातीर कोळसो हबात रुपांतरीत करपाची येवजण केल्या हे सत मुद्दाम लिपोवन दवरला. • सगली येवजण लोकां वांगडा सल्लोमसल करुन करची अशी भारतीय संबीधानात आवश्यकताय आसा.	• 2004 वर्सा सावन कार्यरत आशिल्ल्या सद्याच्या बंदर टर्मीनलाचे हे आधुनिकीकरण. प्रकल्पात अतिरीक्त भुंय संपादन, रेल्वे साधनसुविधेत वाड, खंयच्या जल/सागरी वटेनचे बदल वा मुखेल नागरी बांधकामाचो आस्पाव ना. आरोप केल्ले प्रमाण, प्रकल्पाच्या वावरात कसलेंय सत वा म्हायती EAC, MoEFCC वा हेर खंयच्याय वैधानीक यंत्रणेकडल्यान लिपोवपाचो यत्न करुंक ना. • उपकर करुन 1(i) आमी दिल्लो प्रतीसाद पळयात • प्रस्न विचारुंक ना म्हणुन जांप दिंवक ना. • ईआयए अधिसुचोवणी 2006 प्रमाण भोवशीक सल्लोमसलत हो EC प्रक्रियेचो भाग आसा आनी लोकांच्या मागणे प्रमाण घेतल्या.
iv.	पर्यावरणीय कायद्याचे उल्लंघन करच्या खातीर कामाच्या व्याप्तीचे तुकडे: प्रकल्पाच्या प्रत्यक्ष व्याप्तीत, सद्या मुरगांव हार्बराचे ड्रेजींग (आनी फुडाराक गोंयातल्या 6 न्हंयातले), मुरगाव, साश्ट आनी तिसवाडी तालुक्यातल्यो कितल्योश्योच नुस्तेमारी सुविधा हातासप, कोळसो हाताळणी खातीर धक्को आनी जेटी तयार करप, सद्याच्या धक्क्याचो विस्तार/उदरगत, 4 पदरी म्हामार्गाचे बांधकाम आनी आमचे गांव आनी अस्तंत घाटातल्यान सावथ-वेस्टर्न रेल्वेचे दुपदरीकरण हांचो आस्पाव आसा. अशे दिसून आयला की PP अभ्यासात धक्को 5A आनी 6A सोडुन सगल्या हेर संबंधीत कामां कडेन मुद्दाम आडनंदर केल्या, आनी म्हणुन ईआयए अधिसुचोवणेचे उल्लंघन केलां. प्रकल्प ल्हान भागांत विभागला, जे फक्त एकोडे अर्थशून्य आसात. पर्यावरण, अर्थकारण आनी गोंयाच्या समाजावेलो गंभीर परिणाम लिपोवपाचो हो कुटील यत्न आनी ईआयए अधिसुचोवणी, 2006 चे उल्लंघन.	उपकार करुन 1(i), 84(iv.c), आनी 85(i.a) आमी दिल्लो प्रतीसाद पळयात
v.	गोंयच्या नुस्तेमारीचो विध्वंस: गोंया वरवी कोळसो आयातींत वाड करपाची प्रस्तावीत येवजण सागरमाला खातीरच्या निमाण्या अहवालात (खंड V) दिल्या. हया अहवालातल्यान हे स्पश्ट जाता की मुरगांव तालुको आनी बेतुल नुस्तेमारी गांवांतलो नुस्तेकार समुदाय हया प्रकल्पाक लागुन पुरायपणान विस्थापीत जातलो. मुरगांव बंदरावेले प्रस्तावीत ड्रेजींग मुरगांव हार्बर आनी वास्को खाडी, चिखली आनी सांकवाळे सारख्या सरभोवतणच्या वाठारातल्या नुस्तेमारीचो पुरायपणान विध्वंस जातलो. रस्ते जाळे, कार्यशाळा आनी CFs सुविधांक लागुन बायणांतले नुस्तेमार पुरायपणान विस्थापीत जावपाचो प्रस्ताव आसा. गोंयातल्या अंतर्गत भागात कोळसो हाताळणी व्हरपाक, न्हंयो, जमनी आनी गोंयातल्या अंतर्गत वाठारातल्या गांवांत विध्वंस पातळोवच्या खातीर, 6 न्हंयाचे राश्ट्रीयकरण आनी ड्रेजींग करतात. हयो विध्वंसक येवजणों गोंयच्या नुस्तेमारी उद्देगाची पुरायपणान वाट लायतल्यो, वेगळ्या सागरी जीवीताची जैववीवीधतायेचो विध्वंस करतल्यो आनी गोंय राज्याच्या सामाजिक अर्थीक वाठाराक हानी करतल्यो.	6 न्हयांचे ड्रेजींग हे आमच्या हया प्रकल्पाच्या व्याप्तीत ना. ईआयए अहवाल आनी तांचे वैधानीक सादरीकरणात स्पश्टपणान नमुद केलां की प्रस्ताव हो पुरायपणान बंदर बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्साच्या आधुनिकीकरणाचो आसा. धक्को /समुद्री वटेन बदल करपाचो प्रस्ताव ना. तशेच उपकार करुन आमचो 85(i.a) हाका दिल्लो प्रतीसाद पळयात.

vi.	नुस्तेमार समुदायाचे विस्थापन: गोंयातलो नुस्तेकार समुदायाक नुस्त्याच्या साठ्याचे लुकसाण, आनी शारीकरणाची वाड, पर्यटन उद्देग आनी मायनींग सारख्या गोश्टींक लागुन तयार जाल्ल्या हेर हया सारख्या समस्यांनी हया आदीच रेंवाडो घाला, जाका लागुन नुस्तेमारीचो, नुस्तेमारी साधनसुविधा आनी नर्सरींचो विध्वंस आनी प्रदूशण जाला. कोळश्याच्या आयातीतली प्रस्तावीत वाड, ड्रेजींग आनी आवश्यक साधनसुविधांक लागुन गोंयातल्या नुस्तेमार समुदायाचे पुरायपणान विस्थापन जातले. प्रकल्पाचो आवश्यक भाग, ड्रेजींगाक लागुन आनी हया आदीच सुरु जाल्ल्या रस्तो बांधकामाक लागुन थेट मार बशिल्ले खारीवाडो, बायणा आनी देस्तेरोतल्या नुस्तेमार समुदायाचे जावपी विस्थापन आनी हानी हाचे प्रमाण दिवपाचो यत्न ईआयए अधिसुचोवणेत करुंक ना. बायणा, देस्तेरो आनी खारीवाड्यावेल्या शंभरेक नुस्तेमार कुटुंबाच्या विस्थापनाची नोंद करुंक EIA अभ्यासात अपेस आयला.	ईआयए अहवाल आनी हेर वैदानीक सादरीकरणांत स्पश्टपणान नमुद केला की प्रस्ताव हो पुरायपणान बंदराच्या बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्सांच्या आधुनीकीकरणाचो आसा. धक्को/सागरी वटेन कसलोच बदल प्रस्तावीत ना. आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो ड्रेजींग भाग ना.
vii.	कोळसो धुल्लाचे प्रदुशण: वास्को शार, मुरगांव, दाबोळी, चिखली, सांकवाळे, कुड्डाळी आनी दोना पावला मेरेन झुवारी न्हंयेचो उत्तरे कडलो किनारो हया आदीच गंभीर कोळसो प्रदुशणाचो त्रास सोसता आनी हे सत GSPCB न जारी केल्ल्या जायत्या कारणां दाखय नोटीस आनी काम थांबय आदेशावेल्यान मान्य जाता. जायत्यो नोटीसी आनी आदेश जारी करुनय MPT, अदानी, SWPL हांका प्रदूशण आडावप जमले ना. कोळसो आयातीतली प्रस्तावीत वाड हया सगल्या अती प्रदुशीत वाठारा खातीर भलायकी आनी पर्यावरणीय आपत्ती थारतली. थळाव्या लोकसंख्येच्या भलायकेचेर आनी पर्यावरणाचेर जावपी परिणाम खबर आसूनय अशे तरेच्या अती प्रदूशीत वातारात, कोळसो हाताळणी वाडुंक जायना. सद्याच्या कोळसो हाताळणी सुविधांतल्यान जावपी वायु प्रदुशण आडावपाक कितल्याश्याच तेंपाचे अपेस आनी नाईलाजाचे सत PP न मुद्दाम जावन लिपयला. ईआयए अभ्यासात GSPCB न जारी केल्ल्यो नोटीसो, राहिवाश्यांनी कितलोसोच तेंप सोशील्ले धुल्लाचे प्रदूशण आनी हयो गंभीर समस्या सुटाव्यो करपाक PP क आयिल्ले अपेस हयो गोश्टी मतीत घेवपाक पुरायपणान अपेस आयला.	GSPCB न दिल्ल्या आदेशांचे योग्य आनी बेगोबेग पालन केल्ले आनी योग्य प्रक्रीयेक पाळो दिवन प्रकरणीचे निराकरण केल्ले. भारत सरकारान अधिसूचीत केल्ले वायु उत्सर्जन मानकांक (NAAQS, 2009) आमी पाळो दितात. क्षमताय वाड पांवड्यार, योग्य APCMs स्थापीत करुन आमी उत्सर्जन मानकांक पाळो दीतले. प्रस्तावीत उत्सर्जन नियंत्रण उपाय प्रकरण 4, परिणामांचे मुल्यांकन आनी शमन उपाय, विभाग 4.3.4, पान क्र. 4.14 चेर दिल्यात. प्रस्तावीत क्षमताय वाडीक लागुन वायु पर्यावरणाचेर उल्लेखनीय परिमाम जावपाची शक्यताय ना.
viii.	रेल्वेक लागून लोकांचे विस्थापन; • कोळश्याच्या प्रस्तावीत आयातीच्या येरादारी खातीरच सावथ वेस्टर्न रेल्वेचे दुपदरीकरण प्रस्तावीत आसा. • सद्याचो रेल्वे रुळ गोंयातल्या उच्च लोकसंख्या आशिल्ल्या गांवातल्यान वता आनी थळाव्या समुदायाचे व्हडा प्रमाणात विस्थापन करुन रुळाचे दुपदरीकरण शक्य ना. • रेल्वे रुळा लागसरच्या थळाव्या लोकसंख्येवेलो भलायकी आनी आवाजाच्या प्रदुशणाचो परिणाम व्हडा	रेल्वे वरवी म्हालाचे स्थलांतर ही चालू आशिल्ली प्रक्रीया. क्षमताय वाड प्रकल्पाचो भाग म्हण हाताळपाच्या प्रस्तावीत अतिरीक्त म्हालाक आस्पावन घेवपाक भारतीय रेल्वे वरवी, रेल्वे रुळाच्या विस्ताराची गरज ना, कारण सद्याची रेल्वे साधनसुवीधा अतिरीक्त म्हाल हाताळपाक फावो तीतली आसा

	प्रमाणात वाडतलो. • रेल्वे रुळा लागसरच्या शाश्वत अर्थवेवस्थेची हानी आनी पर्यावरणाचो विध्वंस तीतलोच भयानक आसतलो. • रेल्वे रुळाच्या दुपदरीकरणाक लागुन अस्तंत घाटाचो (WGs) विध्वंस आनी विखंडन हे WG तले वन्य जीवन आनी खासा करुन उत्तर गोंयातल्या वाठारा खातीर भंय आसा.	
ix.	NH17B आनी NH 4A लागुन लोकांचे विस्थापन; • NH 17B आनी NH4A च्या वेगवेगळ्या विभागात सद्या चालु आशिल्ले काम हे फक्त अतिरीक्त कोळश्याच्या आयाती खातीर आसा, जें जनते कडल्यान लिपयला. • ही कामां पर्यावरणीय संवेदनशील, CRZ वाठार, मुखेल कृशी जमीन, जल भरणा आनी थळाव्या समुदायाचो विध्वंस करतली. • NH 4A च्या विभागाचो विस्तार, महावीर राष्ट्रीय उद्यान/WLS कडेन WGs दुभाजीत करता हो हया कामांचोच भाग आसा. ही रानां आनी व्हडल्या देंवणशे मदल्यान रस्त्यांचा विस्तार पर्यावरणीय आपत्ती थारतली. • प्रकल्पाच्या परिणामाचीं चूकीची म्हायती दिवच्या खातीर प्रस्तावीत कोळसो आयातींतल्या वाडी खातीरच्या रस्तो विस्ताराची म्हायती जाणून बुजून लिपयल्या.	सद्या आनी फुडारातय म्हालाची रस्त्यावेल्यान येरादारी जावची ना. हया आधुनीकीकरणाच्या प्रस्तावाक लागुन SWPL न खंयच्याय रस्तो विस्ताराचो प्रस्ताव दवरुंक ना.
ix.	हवामान बदल, ग्लॉबल वॉर्मींग: • भारताची संसारीक समुदाया कडेन बांधीलकी, जी ताच्या INDC त घोशीत केल्ली, त्या प्रमाण जीवाश्म इंधनाच्या वापरात 2030 मेरेन 40% उणाव हाडुंक जाय. कोळसो साधनसुविधेत वाड ही भारताच्या जीवाश्म इंधन उणो करपाच्या बांधीलकेत फुडे वचपी वाट न्हय. • NASA आनी हेर संशोधनात्मक संस्थांच्या संकेतस्थळार प्रदर्शीत केलां त्या प्रमाण संसारीक सरासरी तापमान वाडीचो दर भयानक आसा आनी आमी बेगोबेग काळसो साधनसुविधा उणी करपाक जांय. कोळश्याच्या वापराच्या वाडी खातीर हो आसा, मात हवामान बदल वा ग्लॉबल वॉर्मींगा वीशी ईआयए अहवालात उल्लेख ना, हांतुतल्या अशे दिसुन येता की प्रकल्पाचे अती महत्वाचे पैलू मुद्दाम लिपयल्यात.	प्रस्तावीत प्रकल्प हो बंदर टर्मीनलाचेर कोळसो हाताळणी खातीर आसा. आधुनीकीकरण आनी सद्याच्या क्षमतायेचो बरो वापर करच्या खातीर प्रस्तावीत ब-या कार्यक्षमतायेचो परिणाम म्हळ्यार क्षमतायेत वाड. संसारीक हवामान बदल मुद्दयाचेर उपाय करप हे ईआयए व्याप्तीच्या भायर आसा
xi.	एकठाय परिणाम मतीत घेवपाक अपेस: • झुवारी न्हंय आनी तीचे मुख, मुरगांव आनी सांकवाळे खाडीतले आनी चिखलीतले किनारी उदक प्रदुशणाक लागुन आनी मनश्याचो वावर जशे की मायनींग, बंदरावेलो वावर, जहाज आनी बार्जींची बांधणी आनी दुरुस्ती, लोकवस्ती, शारीकरण, पर्यटन आनी उद्देग हाका लागुन परिणाम जाला. ईआयए अहवालात हया वावराचो आनी तांच्या एकठाय परिणामाचो कसलोच उल्लेख ना. • ईआयए अभ्यासात हया वाठाराच्या किना-याची व्हडा प्रमाणातली झीज मतीत घेतली ना. सल्लागारांच्या मर्यादीत दृश्टीकोनाक लागुन चुकील्ले कांय महत्वाचे मुद्दे आसात;	EIA/EMP अहवाल MoEFCC न ईआयए खातीर जारी केल्ल्या ToR प्रमाण तयार केला. आधारभूत पर्यावरणीय देखरेख MPT वाठारातल्या हेर सद्याच्या उद्देग /ऑपरेशन्सातल्यान जावपी प्रदूशण मतीत घेता. मापदंडाची देखरेख सुवातों अशे तरेन वेंचल्यात की ते वाठारातल्या वेगवेगळ्या स्त्रोतांकडल्यान जावपी प्रदूशणय दाखोवन दीता. वेगवेगळ्या पर्यावरणीय मापदंडाच्या नमुनो सुवातांचो तपशील पर्यावरणीय आधारभूत दर्जो, प्रकरण 3 हांगा दिला. ईआयए अहवाल आनी तांचे वैधानीक सादरीकरणात स्पश्टपणान नमुद केलां की प्रस्ताव हो

	a. मायनींगाची परतुन सुरवात - माननीय उच्च न्यायालयान गोंयात नव्यान लोह खनीजाच्या खणकामाक परवानगी दिल्या. व्हडा प्रमाणांत खणकाम सुरु जाल्ल्यान समुद्र आनी न्हंयाचे व्हडा प्रमाणात प्रदुशण जातले आनी नुस्तेमारी, सागरी जिवीत आनी मार बशिल्ले नुस्तेकार हांचेर व्हडा प्रमाणात परिणाम जातलो. b. पर्यटन- पर्याटन हो गोंयच्या अर्थवेवस्थेचो कणो आसा आनी हरीत आनी नितळ प्रतीमेक लागुन पर्यटक भेट दितात. कोळसो हाताळणीक वाड केल्यार डॉल्फींन्स पळोवप, कोरल रीफ डायवींग आदी, तशेच दर्या दॅंगो, वास्को शार आनी विमानतळ वाठाराचेर जाल्ल्या परिणामांक लागुनय गोंयच्या पर्यटन संकल्पनेत भरपुर उणाव येतलो c. नुस्तेमारी- मानवनिर्मीत वावराक लागुन गोंयची नुस्तेमारी नुस्त्याच्या साठ्याच्या उणावाची खर हानी सोसता. ते उणावाच्या गंभीर पांवड्यार पावला. ईआयए अहवालात गोंयची नुस्तेमारीची भलायकी मतीत घेना. d. किनारी झीज - गोंयच्यो रॅंवाळ दर्यादेगो खर झीज सोसतात आनी ताचो दस्ताऐवज तयार केला. ड्रेजींग आनी व्हडा प्रमाणातलो वावर आनी जहाजांचो आकार झीज आनीक वाडयतले आनी अभ्यासात हे सत मतीत घेतले ना. e. रियल इस्टेट आनी शारीकरण - शारीकरण आनी रियल इस्टेटीक लागुन न्हंयो, समुद्र आनी जमनी सयत अभ्यास क्षेत्रात गंभीर परिणाम जाल्यात, जाका लागुनसागरी आनी जमनीच्या पर्यावरणाचेर तशेच अर्थवेवस्था आनी गोंयच्या समाजाचेर खर प्रदूशण, झीज, गाळ साचप आनी हेर न्हयकारी परिणाम जातात. ईआयए अहवालात हया परिणामांचो संदर्भ ना. f. गोंयची वहन क्षमताय - गोंयची ल्हान जमीन आनी उदका मार्ग पारंपारीक रितीन वापरतात आनी ताका लागुन शाश्वत अर्थीक आनी सामाजिक उदरगत जाल्या. आयज तीच जमीन आनी उदक खाजगी लावाखातीर जशे की जशे की अदानी आनी JSW, 5 तारांकीत हॉटेलां, क्रुज जहाज पर्याटन, कसीनो, मरीना, उद्देगीक वाड, शीक्षणीक आनी वैजकीय संस्था, रीयल इस्टेट, मायनींग आनी साधनसुवीधा प्रकल्पां हांच्या खातीर वळयला, जाका लागुन गंभीर संघर्श जाल्यात. हे आवश्यक आसा की, गोंयचो सद्याचो अर्थीक वावर आनी तांचो एकठाय परिणाम मतीत घेवन राज्याची वहन क्षमताय आदी पळोवची.	पुरायपणान बंदर बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्साच्या आधुनिकीकरणाचो आसा. धक्को /समुद्री वटेन बदल करपाचो प्रस्ताव ना. निरीक्षण समा ना. प्रकल्प वाठाराचो किनारीरेशा दर्जो प्रकरण 3, पर्यावरणीय आधारभूत दर्जो, विभाग 3.14, पान क्र. 3-16 दिलां. a. टिप्पणी PP कडेन संबंधीत ना. b. टिप्पणी PP कडेन संबंधीत ना. c. ईआयए अहवाल, प्रकरण 3, पर्यावरणीय आधारभूत दर्जो, कोश्टक 3.14, पान क्र. 3-75 हांगा दिल्ले म्हायतीत 2011ते 2015 काळांत सागरी नुस्ते उत्पादनात वाड जाल्ल्याचे दाखयता. (स्त्रोत- नुस्तेमारी संचालनालय, गोंय सरकार). d. आधुनिकीकरण आनी ताचो परिणाम म्हण क्षमताय वाडीचो भाग म्हण ड्रेजींगाचो प्रस्ताव ना.. e. टिप्पणी PP कडेन संबंधीत ना. f. टिप्पणी PP कडेन संबंधीत ना.
xii.	अपुरो आनी उथळ ईआयए अभ्यास: प्रकल्पा खातीर केल्लो ईआयए अभ्यास सकयल दिला त्या प्रमाण पुरायपणान दोशपुर्ण, अपुरो आनी ईआयए अधिसूचोवणेचे पुर्ण उल्लंघन करता; a. फॉर्म I त सत पुरायपणान लिपयला: • फॉर्म I ची प्रत उपलब्ध ना. PP न फटीचे फॉर्म I सादर केला. प्रकल्पात बंदर आनी प्रवेश कालव्याचे ड्रेजींग, कोळसो हाताळणीत वाड आनी ताचो परिणाम म्हण प्रदूशण, सावथ वेस्टर्न रेल्वेचे	निरीक्षण समा ना. ईआयए अधिसुचोवणी, 2006 (दुरुस्ती)त दिल्ले प्रक्रिये प्रमाण ईआयए करचे खातीर SWPL न संदर्भ अटी (ToR) योग्य रितीन MoEFCC, नवी दिल्ली कडल्यान मेळयल्यात. EIA/EMP अहवाल MoEFCC न ईआयए खातीर जारी केल्ल्या ToR प्रमाण तयार केला.

	दुपदरीकरण आनी NH 17B आनी 4A चे बेळगाव मेरेन चार पदरीकरण हे सत तांतुत लिपयील्ल्यान ते अपुरे आसा. • अभ्यास क्षेत्रातल्या असंख्य अनुसुचीत I प्रजाती आनी प्रवाळी आनी गोंयच्या पारंपारीक नुस्तेमारी खाडीचे सामाजिक-अर्थीक महत्व फॉर्म I त सुचीत करुंक जाय आशिल्ले. b. तीनूय अभ्यास वयले वयले आसात आनी अहवालात डेटा कॉपी पेस्ट केला.: तीनय अभ्यास एकाच वेळार एकच सल्लागार WAPCOS हांणी केलां. तीनय अभ्यासात पुराय वळख आनी कांय भाग कॉपी पेस्ट केला. ईआयए अभ्यासात अभ्यास क्षेत्राच्या सामाजिक -अर्थीक आनी पर्यावरणीय वास्तवाकडेन आडनदर केल्या. c. अपुरो आनी अपुर्ण ToR: ToR लेगीत उपलब्ध ना, मात सहाजीकच तो पुरायपणान अपुरो आसा कारण न्हंयाचे ड्रेजींग, येरादारी साधनमुविधा, वाडिल्ले कोळसो हाताळणी ऑपरेशन्स आनी ताचो परिणाम म्हण लोक आनी पर्यावरणाचेर पडपी प्रभाव हे प्रकल्पाचे भाग मतीत घेवपाचे निर्देश सल्लागाराक दिंवक ना. कोरल रीफ, अनुसूची I तल्यो प्रजाती आनी नुस्तेमार समुदायाचो उल्लेख करपाक आयिल्ले अपेस हाका लागुन ToR अदीक असंबद्ध आनी अपुरो जाता. s. साहित्याक अभ्यास आनी दुय्यम डेटाचो संदर्भ घेवपाक आयिल्ले अपेस: ईआयए सल्लागारांक भोवशीक क्षेत्रात उपलब्ध आशिल्ले दस्ताऐवज आनी WWF, NIO आदींनी अभ्यास क्षेत्रातल्या समृद्ध वनस्पत आनी प्राणी जैववीवीधतायेचेर (डॉल्फीन्स, व्हेल, समृद्ध कोरल रीफ आनी अनुसूची I तली स्थळाच्या मूळाची वनस्पत आनी प्राणी) केल्ल्या अभ्यासाचो संदर्भ घेवपाक अपेस आयला. अभ्यास क्षेत्रातली व्हडा प्रमाणातली पारंपारीक नुस्तेमारी आनी समृद्ध नुस्तेमारी आनी तांचे अर्थीक महत्व. वास्कोतल्या थळाव्यांक तोंड दिवचे पडता ती जुनाट कोळसो प्रदुशणाची समस्या आनी GSPCB कडल्यान जायत्यो नोटीशी मेळुनय हयो समस्या सुटाव्यो करपाक कंपनीक आयिल्ले अपेस. t. मुळावो अभ्यास करुंक आयिल्ले अपेस: अभ्यास क्षेत्राच्या 10 किमी परिघातल्या पर्यावरणीय आनी सामाजीक अर्थीक विशयाचेर कसलोच मुळावो अभ्यास करुंक ईआयए सल्लागारांक अपेस आयला. कोळसो प्रदुशणाचो मुद्दो अधोरेखीत केल्ल्यान रहीवाश्यांक तोंड दिवचे पडतात त्या वायु प्रदुशणा कडेन संबंधीत भलायकेच्या मुद्दयाचेर प्रस्तावकान तपशीलवार अभ्यास करपाची गरज आसा. u. पुरायपणान चूकीचो आधारभूत डेटा: अर्थपूर्ण आधारभूत डेटा नाशिल्ल्यान ईआयए अभ्यास फटीचो आनी असंबद्ध जाता. देखीक, अभ्यास क्षेत्रात डॉल्फीन, व्हेल, कोरल रीफ, नर्सरी आदी ना अशे म्हणून, अभ्यास क्षेत्राच्या जैवविवीधताये कडेन ईआयए अभ्यासात पुरायपणान आडनदर केल्या. अभ्यास क्षेत्रात रावपी नुस्तेमार आनी तांचेर निंबून आशिल्ल्यांचो आकडो जो दिला ताचे परस खुप अदीक आसा. ड्रेजींग आनी कोळसो हाताळणीक लागुन जावपी नुस्तेमा-यांच्या अर्थीक आनी सामाजीक विस्थापनाचे प्रमाण दिवपाचो यत्न करुंक ना. d. ईआयए अहवालात निराधार वक्तव्यां: ईआयए अहवालात संदर्भ दीयनास्तना वक्तव्यां केल्यात.	a. भोवशीक सल्लोमसलती खातीर प्रसारीत केल्ल्या ईआयए अहवालाच्या मसुद्याचो फॉर्म I भाग आशिल्लो. 2004 वर्सा सावन कार्यरत आशिल्ल्या सद्याच्या बंदर टर्मीनलाचे हे आधुनिकीकरण. प्रकल्पात अतिरीक्त भुंय संपादन, रेल्वे साधनसुविधेत वाड, खंयच्या जल/सागरी वटेनचे बदल वा मुखेल नागरी बांधकामाचो आस्पाव ना. आरोप केल्ले प्रमाण, प्रकल्पाच्या वावरात कसलेय सत वा म्हायती EAC, MoEFCC वा हेर खंयच्याय वैधानीक यंत्रणेकडल्यान लिपोवपाचो यत्न करुंक ना. प्रकल्पाच्या अंदाजे केंद्राकडल्यान 10 किमी परिघाच्या परिणाम शीमेतल्या संवेदनशील घटकांची तपशिलवार वळेरी EAC, MoEFCC आनी हेर वैधानीक यंत्रणांच्या योग्य अवलोकना खातीर निमाण्या ईआयए अहवालात आस्पावीत करतले. फॉर्म 1 हे ईआयए अधिसुचोवणी, 2006 (दुरुस्त) प्रमाण ईआयए पूर्व सादरीकरण. पर्यावरणीय घटकांचो तपशील ईआयए अभ्या उपरांत सादर करुंक शकतात. b. आमचो प्रकल्प हो MPT न प्रस्तावीत केल्ल्या हेर दोन प्रकल्पांच्या परिणाम वाठाराचो भाग आसा (जशे की, 1. कॅपीटल ड्रेजींग आनी 2. धक्को 8 आनी 9 आनी बार्ज धक्क्याची सुधारणा), हे खुप तर्कशुद्ध आसा की ईआयए अहवालातले कांय घटक समान आसतले. M/s WAPCOS लि., भारत सरकार हांका ईआयए अधुसुचोवणी, 2006 (दुरुस्त) वा हेर खंयचेय परिपत्रक/ OMs /नोटीसी वा MoEFCC ची हेर कळोवणी वा हेर खंयच्याय वैधनीक मंडळाच्या चौकटे खाला खंयचेय सुवातेर प्रकल्प घेवपाक निर्बंध ना. c. ToR हो भोवशीक सल्लोमसलती खातीर फीरयील्ल्या ईआयए अहवालाच्या मसुद्याचो वाटो आशिल्लो. न्हंयांचे ड्रेजींग हे अधुनीकीकरणाचो भाग ना. d. वेगवेगळ्या सरकारी संघटनां कडल्यान प्रकल्प वाठारा खातीर संबंधीत साहित्यीक सर्वेक्षण आनी दुय्यम डेटा एकठाय करपाचो वावर केला आनी ईआयए अहवाल, प्रकरण 3, पर्यावरणीय आधारभूत दर्ज्यात नोंद केला. o. मुळावो आधारभूत अभ्यास सरभोवतणची हवा, आवाज, उदक (भूजल, पृश्ठभाग - समुद्री उदका सयत), माती (सागरी गाळा सयत), सागरी आनी जमनीच्या पर्यावरणीय आनी

	v. गंभीर विध्वंसक परिणाम मुद्दाम लीपयल्यात: सल्लागारान अभ्यास क्षेत्राच्या पर्यावरणीय, अर्थीक आनी सामाजाचे प्रत्यक्ष स्वरुप फटींग दिला आनी लिपयला. पर्यावरण आनी सामाजिक -अर्थवेवस्थेचेर परिणाम खुप कमी जातलो अशे फटींग चित्र निर्माण करच्या खातीर आधारभूत डेटात फटींगपणा करप. w. अपुरे तज आनी अभ्यास: कोळसो आयातीतली वाड, रॅव न्हयेचे ड्रेजींग हाका लागुन लाखांनी रहीवाश्यांचेर गंभीर परिणाम जातले, कारण ताच्या परिणामांचो हया आदीच अणभव घेतला. मात, सद्याच्यो भलायकेच्यो समस्या आनी ताची संभाव्य वाड हाचेर अभ्यास करुंक ना. ड्रेजींग, जहाजांचो वाडील्लो आकडो आनी आकार आनी कोळसो हाताळणीचो सागरी जिवीत, जैवविवीधताय, नुस्तेमारी आनी नुस्तेकारांची उपजिवीका हांचेर परिणाम हया वीशी योग्य अभ्यास करुंक ना. e. मनमानीपणान हेत सांगला, विचारात लेगीत घेवुंक ना: EMP कडेन संबंधीत प्रकरण 5.1 त म्हळां "ईआयए अभ्यासात EMP चे महत्व म्हळ्यार पर्यावरणावेलो ताण/भार हो वहन क्षमताये भीतर आशिल्ल्याची खात्री करप. मात पर्यावरणाची वाहन क्षमताय आनी पर्यावरणावेलो ताण हाचे प्रमाण दिंवक ना. f. पर्याय: प्रस्तावीत प्रकल्पाक खंयचोय पर्याय विचारात घेवपाचो यत्न सल्लागारांनी करुंक ना. पर्यावरणीय आनी सामाजिक-अर्थीक विद्वंस मतीत घेयनास्तना गोंया वरवी कोळसो आयात वाडोवपाचो पयलीच विचार केल्लो निर्णय हांतुत दिसता. आयात केल्ल्या कोळश्या परस देशी कोळसो वापरपाचो विचार मतीत घेवपाक अपेस. g. खर्च आड लाव: खर्च आड लाव हाचेर अभ्यास करुंक ना. आधारभूत डेटा वा खर्च आनी प्रकल्पाचे लाव हांचे प्रमाण थारावपाचो यत्न करुंक ना. i. प्रस्तावकांनी ईआयए मार्गदर्शन पुस्तीके कडेन आडनदर केल्या आनी MoEF च्या ToR मार्गदर्शक तत्वांचे उल्लंघन केलां: बंदर आनी हार्बरावेली 2010 पुस्तीकेत दिल्ल्या जायत्या सुचोवण्यांक पाळो दिवपाक सल्लागारांक अपेस आयला. तशेच, ईआयए अभ्यास, MoEF न ToR खातीर ऑगस्ट 2009 त जारी केल्ल्या मार्गदर्शक तत्वांचे पुरायपणान उल्लंघन करता.	जैवीक मापदंडा, खातीर केला आनी ताचे तपशील प्रकरण 3, पर्यावरणीय आधारभूत दर्ज्यात दिल्यात. प्रकल्पाच्या वाठाराची जवसंख्यांकी रुपरेशा जनगणना अहवाल, 2011 चेर आधारीत आसा. हया प्रकरणात दिल्ली म्हायती मुखेलपणान मुळावो जनगणना गोशावरा 2011 तल्यान घेतल्या. सामाजिक -अर्थीक अभ्यासा खातीर मुळावो आधारभूत डेटा एकठाय करुंक ना कारण प्रस्तावीत प्रकल्पाचो थळाव्या रहिवाशींचेर कसलोच प्रत्यक्ष आनी उल्लेखनीय न्हयकारी परिणाम जायना, कारण क्षमताय वाड प्रकल्पात भुंय संपादनाचो प्रस्ताव ना. आमच्या क्षमताय वाड प्रकल्पाचो वाटो म्हण ड्रेजींग करपाचो प्रस्ताव ना. e. उपकार करुन वयर दिल्ल्या मुद्दयाक आमी दिल्लो प्रतीसाद पळयात. f. साबार दुय्यम डेटा स्त्रोतांचेर आधारुन ईआयए तयार केला, जांका ईआयए अहवालाच्या वेगवेगळ्या प्रकरणात योग्य श्रेय दिलां. g. उपकार करुन वयर दिल्ल्या मुद्दयाक आमी दिल्लो प्रतीसाद पळयात. h. आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो ड्रेजींग भाग ना. i. प्रकरण 5, पर्यावरणीय वेवस्थापन आराखडो, विभाग 5., पान क्र. 5-1 त केल्ले वक्तव्य हे प्रकल्प वावराकडले न्हयकारी परिणाम ताब्यात दवरपा खातीर /सुधारपा खातीर योग्य आनी अनुरुप EMPs घालुन दिवपाच्या आधाराच्या संदर्भात केल्ले. सद्याचे ऑपरेशन्स वा प्रस्तावीत क्षमताय वाडीच्या बाबतीत खंयचेय पर्यावरणीय मापदंड तांच्या वहन क्षमताये मेरेन पाविल्ल्याचे ईआयए अहवालात दाखयना. j. 2004 वर्सा सावन कार्यरत आशिल्या. टर्मीनल सुवीधेचे हे आधुनीकीकरण. म्हणुन पर्यायांचो अभ्यास करपाची गरज ना. k. ईआयए अधिसुचोवणी 2006 (दुरुस्त), परिशिश्ट III, Sr. 9 प्रमाण MoEFCC न जारी केल्याधि अतिरीक्त ToR चो भाग म्हण आस्पावीत केल्यारुच खर्चाच्याचो लावाचे मुल्यांकन करप गरजेचे आसा.

		I. बंदर आनी हार्बरा खातीरच्या विशिश्ट क्षेत्र ईआयए मार्गदर्शन पुस्तीकेचेर आधारुन ईआयए अहवाल तयार केला.
xiii.	स्थीरताय आनी जतनायेची तत्वां मतीत घेंवक ना: ईआयएत खंयच 'स्थीरताय' वा जतनायेचे तत्व' हे शब्द नमुद करुंक ना. आमी ईआ.ए अभ्यास न्हयकारतात कारण तें पुरायपणान फटींग आसात आनी ईआयए अधिसूचवणेचे उल्लंघन करतात. आमी हया प्रकल्पाक विरोध करतात कारण तो फक्त गोंयच्या नुस्तेकारांच्या, वास्को द गामा, मुरगाव आनी हेर मार बशील्ल्या गावांच्या रहिवाश्यांच्या, आनी समुद्र आनी गोंयच्या न्हंयाच्या जल जिवीताच्या हीताच्याच आड न्हय, जाल्यार राष्ट्रीय आनी संसारीक हिताच्या आड आसा.	प्रस्न विचारुंक ना म्हणुन जांप दिंवक ना.
87. फेडरेशन ऑफ रेनबो वॉरीयर्स, मडगांव		
i.	बेकायदेशीर आनी अवैध भोवशीक सुनावणी: भोवशीक सुनावणी सकयल्या मुद्दयांक लागुन बेकायदेशीर आसा; a. याचिका 10/2016 तलो NGT चो निकाल मतीत घेवपाक MoEF क अपेस आयला - NGT च्या निकाला प्रमाण, प्रकल्प आनी संबंधीत ड्रेजींग आनी रेल्वे आनी रस्तो जोडणी एका प्रकल्पाचो वांटो आसात कांय कीते हे MoEFCC न मतीत घेवपाक जाय आसले, मात MoEFCC न नियाळ घेंवक ना आनी ईआयए अभ्यास आनी PH हे NGT च्या निर्णयाचे पुराय उल्लंघन करुन घेतला. b. ईआयए अहवाल पंचायतींत उपलब्ध ना - ईआयए अहवाल प्रकल्पाचो मार बशिल्ल्या कांय पंचायतींक उपलब्ध करुन दिला, मात हेर जशे की चीखली, चिकोळणा, सीरीदाव-पाले, ताळगांव आनी कुडका बांबोळी पंचायतीक दस्ताऐवज दिंवक ना. अहवालाचो नियाळ घेवन PH त वाटेंकार जावपाचो गांवातल्या नागरीकांचो हक्क हिरावन घेतला. c. फॉर्म I संकेतस्थळाचेर उपलब्ध ना - फॉर्म I पंचायत आनी GSPCB च्या संकेतस्थळार लेगीत उपलब्ध ना.	a. टिप्पणी PP खातीर ना. b. उपकार करुन 7(i) आमी दिल्लो प्रतीसाद पळयात c. फॉर्म I हे ईआयए अहवालाचो भाग आशिल्ले, भोवशीक वाठाराचेर प्रदर्शीत केल्ले आनी GSPCB च्या संकेतस्थळारय घाल्ले.
ii.	मार्गदर्शन पुस्तीकेक पाळो दिंवपाक अपेस: MoEFCC न बंदर आनी हार्बरा खातीर तयार केल्ल्या ईआयए मार्गदर्शन पुस्तीकेचे अनुपालन करुंक अभ्यासात अपेस आयला अशे ईआयए अहवालात सकयल्या मुद्दयावेल्यान दिसता; a. मार्गदर्शन पुस्तीके प्रमाण सद्याच्या प्रकल्पाच्या पर्यावरणीय अनुपालन विधानाचे दिंवक ना (पॅरा: 1.9, (5) b. रेल्वे जोडणी खातीर रेल्वे रुळाच्या दुपदरीकरणाची गरज आसा आनी NH 17B आनी NH 4a तल्यान रस्तो जोडणी खातीर रोनां (संवर्धन) कायदो, 1980 आनी रानांजीव (राखण) कायदो 1972 खाला मान्यताय घेंवपाक जांय, मात पुस्तेकेच्या पॅरा 1.9 प्रमाण हे सत लिपयील्ले.	a. RO MoEFCC बंगळुरु आवश्यकताये प्रमाण अनुपालन निवेदन जारी करपाच्या प्रक्रीयेत आसा. b. उपकार करुन 85(vi) आनी 85(vii) आमी दिल्लो प्रतीसाद पळयात.

	c. आवश्यक नकाशे उपलब्ध करुंक जांय, जशे की हायड्रोग्राफीक चार्ट (पुस्तीकेचो पॅरा 2.1) मात कांयच उपलब्ध करुंक ना.	c. CRZ नकाशे ईआयए अहवालाच्या मसुद्याचो भाग आशिल्ले.
	d. बेथीमेट्रीक डेटा उपलब्ध करुंक जाय (पुस्तीकेचो पॅरा 2.2) मात उपलब्ध करुंक ना.	d. आवश्यकयात ना, कारण हया आधुनिकीकरण प्रकल्पात समुद्री वाठार विस्ताराची आस्पाव ना.
	e. ईआयए अहवालात, रेल्वे रुळाच्या दुपदरीकरणाचो आराखडो आस्पावीत करुंक ना, "सद्याची जोडणी अशे तरेन वाडोवपाची गरज आसा की साधनसुविधेत गर्दी जावची ना" अशे ईआयए अहवालात मान्य केला (पुस्तीकेच्या पॅरा 2.8 प्रमाण)	e. उपकार करुन 85(vi) आनी 85(vii) आमी दिल्लो प्रतीसाद पळयात.
	f. पुस्तीकेच्या प्रकरण 3 कडेन आडनदर केल्या. पर्याय हया आदीच उपलब्ध आसात जशे की उदेतेक बंदर, बरे तरेन सज्ज आसपा खातीर जाचो अहवालात आस्पाव केला आनी कसल्याच विस्ताराची गरज ना. म्हणुन पर्याय मतीत घेतल्यार हया विस्ताराची गरज ना.	f. 2004 वर्सा सावन कार्यरत आशिल्ल्या टर्मीनल सुविधेचे हे आधुनीकीकरण. म्हणुन पर्यायांची गरज ना.
	g. IA अहवालात चडश्या गुणधर्माचेर मुळावो डेटा दिवपाक पुरायपणान अपेस आयला, जाल्यार फक्त 10 किमी खातीर डेटा एकठाय केला जो पुरायपणान अपुरो आनी अपुर्ण आसा. पुस्तीकेच्या पॅरा 4.1 प्रमाण, मुळावो आधारभूत डेटा (वायु, उदक, आवाज, माती, आदी) प्रकल्पाच्या शीमे कडल्यान 5 किमी आनी दुय्यम डेटा 15 किमी हवाई अंतराचेर अशे, ईआयए अधिसुचोवणेच्या फॉर्म I खातीर, भाग 9 (III) त नमुद केला.	g. ईआयए मार्गदर्शक तत्वां प्रमाण आनी मान्यतायप्राप्त ToR प्रमाण, वायु, उदक, आवाज, पर्यावरण आनी भुंय पर्यावरणाचो तपशीलवार आधारभूत दर्जो (5 किमी कडेन मुळावो आधारभूत डेटा आनी 10 किमी कडेन दुय्यम) ईआयए अहवाल, प्रकरण 3, पर्यावरणीय आधारभूत दर्ज्यात दिला.
	h. जमनीचो आधारभूत डेटा, वाठाराची वळेरी, जमीन आनी जनसांख्यीकी रुपरेखा अनुपालना खातीर उपलब्ध केला जाचे कडेन आडनदर केल्या (पुस्तीकेच्या पॅरा 4.2.1 प्रमाण).	h. भुंय वापर नमुन्याचो तपशील ईआयए अहवालाच्या प्रकरण 3, पर्यावरणीय आधारभूत दर्जो, विभाग 3.13, पान क्र. 3-14 आनी विभाग 3.20.1, पान क्र. 3-77 त जनसांख्यीकी रुपरेशा हांतुत दिला.
	i. प्रदेशाची रचना आनी राज्यां कडेन संबंधीत पुस्तीकेच्या पॅरा 4.2.2, प्रदेश रचनेचो आवश्यक आधारभूत डेटा दिंवक ना.	i. भुंय वापर नमुन्याचे भौगोलीक तपशील ईआयए अहवाल प्रकरण 3, विभाग 3.13, पान क्र. 3-14 हांगा दिल्यात.
	j. भूगोल आनी राज्यां कडेन संबंधीत पुस्तीकेच्या पॅरा 4.2.3 प्रमाण, भौगोलीक स्थीती आनी मुखेलपणान किनारी भागाचो आधारभूत डेटा दिंवक ना.	j. कसल्याच अतिरीक्त भुंय वाठार उदरगती बगर हे सध्याच्या बंदर सुविधेचे आधुनिकीकरण, म्हणुन वाठाराच्या भूगर्भशास्त्राचो अभ्यास करपाची गरज ना.
	k. माती आनी राज्यां कडेन संबंधीत पुस्तीकेच्या पॅरा 4.2.4 प्रमाण, जंय ड्रेजींगाचो आस्पाव आसा थंय प्रस्तादीत ड्रे खोलायेच्या 10 मी पांदा मेरेनच्या मातयेची भू तंत्रीक वैशिश्ट्यांचो आस्पाव अहवालात करुंक ना.	k. आधुनिकीकरण प्रकल्पाचो ड्रेजींग भाग ना.
	l. किनारी उदका खातीर (पुस्तीकेचो पॅरा 4.3) 'नेमुन दिल्ल्या उत्तम वापराचे' जल दर्जो मानक मतीत घेवपाकं अहवालात अपेस आयला, खासा करुन चिखले, सांकवाळे आदी सुवातांच्या लागसार शेल फीशींग आनी जैव-संवेदनशील क्षेत्र आशिल्ल्यान.	l. विश्लेशण केल्ले उदकाच्या दर्ज्यांचे मापदंड हे बंदर आनी हार्बर खातीरच्या उदकाच्या "वर्ग IV" च्या मान्यतायप्राप्त मर्यादेत आसात.
	m. पुस्तीकेचो पॅरा 4.4.1 किनारी हायड्रोलोजी / भू आकृती विज्ञाना कडेन संबंधीत आसा आनी बांधा-यांचे बांधकाम आनी केपीटल ड्रेजींग करतले जाल्यार समुद्र विज्ञान डेटा एकठाय करपाची गरज आसा, मात, प्रस्तावीत वाड प्रकल्पा खातीर ड्रेजींगाची गरज आसुनय अशे तरेचो अभ्यास करुंक ना.	m. प्रकल्पात अतिरीक्त सागरी वाठार उदरगत जशे की बांधा-यांचे बांधकाम, ड्रेजींग आदींचो आस्पाव ना.
	n. पुस्तीकेच्या पॅरा 4.4.2 प्रमाण वेगवेगळ्या मापदंडांची मेजणी करुन तळातल्या गाळाची घाण पळोवच्या खातीर प्रकल्पाचे सुवातेर आधारभूत डेटा एकाठाय करुंक जाय, मात अशे तरेचो डेटा अहवालात आस्पावीत करुंक ना.	n. विखारी अवजड धातुं खातीर तळातल्या गाळाचे विश्लेशण ईआयए अहवाल, प्रकरण 3, पर्यावरणीय आधारभूत दर्जो, विभाग 3.17.3, पान क्र. 3-41 हांगा दिला.

	o. पॅरा 4.4.3 प्रमाण सामान्यपणान वेगवेगळ्या खोलायेचेर नमुनो घेवपाची गरज आसा, मात असे तरेचे नमुने घेवंक ना. p. उदकाच्या जैवीक पर्यावरणा खातीरच्या आधारभुत दर्ज्या कडेन संबंधीत पुस्तीकेच्या पॅरा 4.5 प्रमाण जमीन, किनारी आनी सागरी हॅबीटेट अभ्यासात एकठाय करुंक ना. q. पॅरा 4.5.1 त सागरी/किनारी पर्यावरणाची म्हायती दिल्या, जांतुल बॅक्टेरीया, phyto, zoo, बेंथोस, प्रवाळी, समुद्री तण, शेलफीश, नुस्ते आनी हेर जलीय जीव हांच्यो प्रजाती, जमनीवेली वनस्पत जशे की चीपांची झाडां, आनी आर्द्रभूंय हांचो आस्पाव आसा. मात, सागरी/किनारी पर्यावरण वा प्रस्तावीत ड्रेजींगाचो वनस्पत आनी प्रण्यांचेर परिणाम हांचो अब्यास करुंक ना. r. पुस्तीकेच्या 4.5.2 पॅरात लागसारचो वाठार आनी राज्यांतल्या वनस्पत आनी प्राण्या वीशी आसा. मात, पुस्तीकेत दिल्ल्या प्रमाण दुय्यम डेटा एकठाय करुंक ना. s. पॅरा 4.6 वायु पर्यावरणा कडेन संबंधीत आसा आनी तपशीलवार हवामानसाश्त्रीय डेटा एकठाय करपाची गरज आसा जो अहवालात एकठाय करुंक ना. CPCB नेमां प्रमाण प्रकल्पा शीमे कडल्यान 5 किमी वाठारा मेरेन वायु दर्जो मापदंडाचो आधारभूत डेटा मान्सुन सोडुन एका मोसमा खातीर एकठाय करुंक जाय. मात तो एकठाय करुंक ना. t. सामाजिक-अर्थीक आनी वेवसायीक भलायकी पर्यावरणाच्या संबंधान, पुस्तीकेत जांय आशिल्लो सामाजीक-अर्थीक डेटा दिवपाक अहवालात अपेस आयला. u. पुस्तीकेचो पॅरा 4.10 भोवशीक उपयुक्तताय जशे की रस्तो, रेल्वे आनी अंतर्गत उदका मार्गाचो आस्पाव आसा. मात, वेगवेगळ्या भोवशीक उपयुक्ततायेचेर जावपी थेट परिणाम मतीत घेवपाक अहवालात अपेस आयला, जशे की दाबोळी विमानतळ, जो बंद जावपाचो भंय आसा कारण NH 17B आनी NH 4A कार्यान्वीत जाल्या उपरांत ताच्या प्रवेश मार्गार कोळसो ट्रकांची येरादारी जातली. v. पुस्तीकेच्या प्रकरण 5 त पर्यावरणाच्या वेगवेगळ्या घटकांचेर जावपी परिणामांच्या मुल्यांकना खातीर तपशीलान मार्गदर्शक तत्वां दिल्यात. धक्क्याच्या क्षमताय वाडी खातीर आवश्यक ड्रेजींगाक लागुन सागरी आनी किनारी पर्यावरण, वनस्पत प्राणी, नुस्तेमारी, नुस्तेमार समुदाय आनी गोंयच्या लोकांचेर जावपी परिणाम मतीत घेवपाक अहवालात अपेस आयला.	o. समुद्री पर्यावरण नमुने पृश्ठभाग आनी पोंदातल्या उदकाचे घेतल्यात. p. समुद्री आनी भुंय पर्यावरण डेटा ईआयए अहवाल, प्रकरण 3, पर्यावरणीय आधारभूत दर्जो, विभाग 3.17, पान क्र. 3-28 आनी विभाग 3.18 पान क्र. 3.63 हांगा क्रमान दिला. q. तपशीलवार सागरी पर्यावरण डेटा ईआयए अहवाल, प्रकरण 3, पर्यावरणीय आधारभूत दर्जो, विभाग 3.17, पान क्र. 3-28 हांगा दिला. r. तपशीलवार सागरी पर्यावरण डेटा ईआयए अहवाल, प्रकरण 3, पर्यावरणीय आधारभूत दर्जो, विभाग 3.17, पान क्र. 3-28 हांगा दिला . s. 16.09.009 तारखेच्या CPCB मार्गदर्शक तत्वां प्रमाण एकठाय केल्लो 5 किमी प्रकल्प क्षेत्रातलो वायु दर्जो डेटा ईआयए अहवाल, प्रकरण 3, विभाग 3.15, पान क्र. 3-17 हांगा दिला. t. सामाजिक अर्थीक डेटा ईआयए अहवाल प्रकरण 3, पर्यावरणीय आधारभूत डेटा, विभाग 3.20.1, पान क्र. 3-77 हांगा दिला. u. उपकार करुन 85(vi) आनी 85(vii) आमी दिल्लो प्रतीसाद पळयात. v. आधुनिकीकरण प्रकल्पाचो ड्रेजींग भाग ना, म्हणुन उल्लेखनीय ना.. w. उपकार करुन 93(xii.I) आमी दिल्लो प्रतीसाद पळयात.
iii.	फॉर्म I- पुराय फटींगपणा आनी लिपयला: सादर केल्ल्या फॉर्म I त, बंदराचे ड्रेजींग, रेल्वे जोडणी आनी रस्तो जोडणी क्षमताय वाडी खातीर आवश्यक आसुनय, धक्क्याच्या क्षमतायेची वाड ही एकोडी आसा अशे चित्र तयार केला. फॉर्म I खंडन करता की कलम II, 9, 9.1 खाला म्हणता की, प्रकल्पाची काळजी घेवच्या खातीर सद्याच्या साधनसुविधेचो विस्तार करतले. फॉर्म I त फटींग सांगला की, अशे परिणामांचे सद्याचे आनी येवजण केल्ले हेर प्रकल्प ना, जेन्ना अदानीचे कोळसो हाताळणी 7 धक्के, हे 5a, 6A धक्क्याक तेंकुन आसात.	2004 वर्सा सावन कार्यरत आशिल्ल्या सद्याच्या बंदर टर्मीनलाचे हे आधुनिकीकरण. प्रकल्पात अतिरीक्त भुंय संपादन, रेल्वे साधनसुविधेत वाड, खंयच्या जल/सागरी वटेनचे बदल वा मुखेल नागरी बांधकामाचो आस्पाव ना. आरोप केल्ले प्रमाण, प्रकल्पाच्या वावरात कसलेय सत वा म्हायती EAC, MoEFCC वा हेर खंयच्याय वैधानीक यंत्रणेकडल्यान लिपोवपाचो यत्न करुंक ना.
iv.	लोकांचो सहभाग – संविधानाचे उल्लंघन:	

	भारतीय संवीधानाच्या, 74 वे दुरुस्ती प्रमाण, वास्को सारख्या लागीच्या शेजारा कोळसो हाताळणी वाडोवपा सारख्या महत्वाच्या निर्णय प्रक्रियेत लोकांच्या सहभागाची गरज आसा. निर्णय प्रक्रियेत वास्कोच्या लोकांचो संविधानीक सहभाग जाल्या उपरांतच हो प्रकल्प आनी ईआयए अभ्यास मतीत घेवचो.	ईआयए अधिसुचोवणी, 2006 प्रमाण भोवशीक सल्लोमसलत हो ईसीचो भाग, जो लोकांच्या मागणे प्रमाण आयोजित करतात..
v.	MPT जमीन आनी उदक बेकायदेशीरपणान वापरता: MPT न बेकायदेशीरपणान मुरगाव कोमुनीदादीच्या मालकीची जमीन आनी नुस्तेमार समुदायाच्या हार्बर आनी समुद्रातल्या उदकाचेर आपलो ताबो दवरला. जमीन वा थळाव्या समुदायाच्या हक्कांचे कसलेच प्रकारचे हस्तांतरण केन्नाच जाले ना. जमनीची मालकी तपासुन पळयनास्तना EAC/MoEF न ToR जारी करुन आपली जापसालदारकी पुराय करपाक अपेशी थारल्यात. मुंबय उच्च न्यायालयाच्या गोंय खंडपीठा मुखार प्रकरण सुरु आसा.	टिप्पणी प्रकल्प प्रस्तावकां खातीर करुंक ना.
vi.	खासगी बंदरा खातीर MPT हो एक मोर्चा: हो प्रकल्प भोवशीक हीताच्या आड आसा. SWPL आनी अदानी हांका प्रचंड फायदो जावच्या खातीर फक्त आसा आनी हया खासगी म्हामंडळांच्या मालकीच्या फॅक्ट-यांखातीर हाची येवजण आसा. • हाका लागुन ग्लॉबल वॉर्मींग वाडतले -सगल्या मनीसकुळाक घातक. • हाका लागुन पुराय गोंयातलो वायु, उदक आनी जमीन प्रदूशीत जातली जाका लागुन लाखानी नागरीक ल्हवुल्हवु मरतले. • हार्बर, न्हंयो, समुद्र, खाडी आनी खाजन जमनीतले समुद्री जीवन ते मारुन वडयतले. • ड्रेजींगाक लागुन हार्बर आनी वास्को खाडी भोवतणची नाजुक आनी पर्यावरणीय-संवेदनशील दॅवती कोसळतली, जाका लागुन धा हजार नागरीक विस्थापीत जातले आनी व्हडा प्रमाणात सामाजिक-अर्थीक आनी पर्यावरणीय विध्वंस जातलो.	उपकार करुन 1(i), 4(i.d), आनी 85(i.a) आमी दिल्लो प्रतीसाद पळयात.
vii.	JSW चे आदले रॅकोर्ड: कोळसो खंडात दुबावीत अनियमीततायेचो आरोप JSW चेर जाला. JSW आड 07.02.2017 दिसा, PEN, महाराष्ट्रात जेटी बांधच्या खातीर पर्यावरणीय मान्यताय घेयनास्तना चीपाची झाडां कापील्ल्या खातीर एफआयआर नोंद केल्ली.	निरीक्षण समा आनी आनी ते प्रकल्पा कडेन संबंधीत ना.
viii.	गोंया वरवी कोळश्याची आयात वाडोवपाची येवजण मुद्दाम लिपयल्या: हो प्रकल्प MPT चेर कितल्याश्याच पटींनी कोळश्याची हाताळणी वाडोवपा खातीर आसा जाची फुडे कर्नाटक, महाराष्ट्र आनी आंध्र प्रदेशांत वशील्ल्या आनी प्रस्तावीत उर्जा आनी स्टील प्रकल्पा कडेन येरादारी जातली. हाका लागुन, पर्यावरणीय आनी सामाजिक-अर्थीक परिणाम अभ्यासा खातीर कामाच्या प्रत्यक्ष व्याप्तीचो आस्पाव करुंक जाय आशिल्लो; • समुद्र, न्हंय आनी खाडीचे ड्रेजींग • बंदराचे धक्क्यांचे बांधकाम आनी विस्तार • बंदर न्यासा कडेन कोळश्याची हाताळणी • वाडिल्ल्या कोळश्याची कर्नाटकात येरादारी करच्या खातीर रेल्वे आनी रस्तो जोडणीचे बांधकाम	• आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो ड्रेजींग भाग ना. प्रस्तावीत आधुनीकीकरणात ड्रेजींग आसा वा ना, ताचो सध्याच्या उदरगती कडेन संबंध ना. • हया आधुनीकीकरणाच्या प्रकल्पा खातीर अतिरीक्त धक्को आनी अतीरिक्त वॉटरफ्रंटाची गरज ना. • प्रस्न विचारुंक ना म्हणुन जांप दिंवक ना. • सद्या आनी फुडारातय म्हालाची रस्यायावेल्यान येरादारी ना. SWPL कडल्यान रेल्वे रुळाच्या विस्ताराचो प्रस्ताव ना. म्हालातली वाड सध्याच्या रेल्वे साधनसुविधेत आस्पावन

	• कर्नाटक आनी हेर राज्यांतले प्रस्तावीत स्टील आनी उर्जा प्रकल्प. • PP न MoEF कडल्यान कामाचे प्रत्यक्ष स्वरुप लिपोवन पुराय फटींगपणा केल्यात. • MoEF न हेर प्रकल्पांवीशी म्हायती उपलब्ध आसूनय पुराय प्रकल्प मतीत घेयनास्तना आनी ToR जारी करुन पुरायपणान चूक केल्या. • सरकारान गोंयाक अदानी, JSW आनी हेरां खातीर कोळसो हबात रुपांतरीत करपाची येवजण केल्या हे सत मुद्दाम लिपोवन दवरला. • सगली येवजण लोकां वांगडा सल्लोमसलत करुन करची अशी भारतीय संबीधानात आवश्यकताय आसा	घेवपाक जाता. • प्रस्न विचारुंक ना म्हणुन जांप दिंवक ना. • 2004 वर्सा सावन कार्यरत आशिल्ल्या सद्याच्या बंदर टर्मीनलाचे हे आधुनिकीकरण. प्रकल्पात अतिरीक्त भुंय संपादन, रेल्वे साधनसुविधेत वाड, खंयच्या जल/सागरी वटेनचे बदल वा मुखेल नागरी बांधकामाचो आस्पाव ना. आरोप केल्ले प्रमाण, प्रकल्पाच्या वावरात कसलेय सत वा म्हायती EAC, MoEFCC वा हेर खंयच्याय वैधानीक यंत्रणेकडल्यान लिपोवपाचो यत्न करुंक ना. • उपकरा करुन 1(i) आमी दिल्लो प्रतीसाद पळयात. • प्रस्न विचारुंक ना म्हणुन जांप दिंवक ना. • ईआयए अधिसुचोवणी 2006 प्रमाण भोवशीक सल्लोमसलत हो EC प्रक्रियेचो भाग आसा आनी लोकांच्या मागणे प्रमाण घेतल्या.
ix.	पर्यावरणीय कायद्याचे उल्लंघन करच्या खातीर कामाच्या व्याप्तीचे तुकडे: प्रकल्पाच्या प्रत्यक्ष व्याप्तीत, सद्या मुरगांव हार्बराचे ड्रेजींग (आनी फुडाराक गोंयातल्या 6 न्हंयातले), मुरगाव, साश्ट आनी तिसवाडी तालुक्यातल्यो कितल्योश्योच नुस्तेमारी सुविधा हातासप, कोळसो हाताळणी खातीर धक्को आनी जेटी तयार करप, सद्याच्या धक्क्याचो विस्तार/उदरगत, 4 पदरी म्हामार्गाचे बांधकाम आनी आमचे गांव आनी अस्तंत घाटातल्यान सावथ-वेस्टर्न रेल्वेचे दुपदरीकरण हांचो आस्पाव आसा. अशे दिसून आयला की PP अभ्यासात धक्को 5A आनी 6A सोडुन सगल्या हेर संबंधीत कामां कडेन मुद्दाम आडनदर केल्या, आनी म्हणुन ईआयए अधिसुचोवणेचे उल्लंघन केलां. प्रकल्प ल्हान भागांत विभागला, जे फक्त एकोडे अर्थशून्य आसात. पर्यावरण, अर्थकारण आनी गोंयाच्या समाजावेलो गंभीर परिणाम लिपोवपाचो हो कुटील यत्न आनी ईआयए अधिसुचोवणी, 2006 चे उल्लंघन.	उपकार करुन 1(iii), 84(iv.c), आनी 85(i.a) आमी दिल्लो प्रतीसाद पळयात.
x.	उदकाचे प्रदुशण: कोळश्यातल्यान व्हंवपी उदक, धुल्ल दमन यंत्रणा, उदकाचेर बशील्लो कोळश्याचो धुल्ल, कोळश्याचो फैलाव, जहाजांतल्यान प्रदुशण, जावपी जल प्रदुशण आनी खासा करुन बेन्थीक समुदाय, प्रवाळीं आदींचेर जावपी प्रदुशण मतीत घेवपाक ईआयए अभ्यासात अपेस आयला.	उपकार करुन 27(ii) आमी दिल्लो प्रतीसाद पळयात.
xi.	गोंयच्या नुस्तेमारीचो विध्वंस: गोंया वरवी कोळसो आयातींत वाड करपाची प्रस्तावीत येवजण सागरमाला खातीरच्या निमाण्या अहवालात (खंड V) दिल्या. ह्या अहवालातल्यान हे स्पश्ट जाता की मुरगांव तालुको आनी बेतुल नुस्तेमारी गांवांतलो नुस्तेकार समुदाय ह्या प्रकल्पाक लागुन पुरायपणान विस्थापीत जातलो. मुरगांव बंदरावेले प्रस्तावीत ड्रेजींग मुरगांव हार्बर आनी वास्को खाडी, चिखली आनी सांकवाळे सारख्या सरभोवतणच्या वाठारातल्या नुस्तेमारीचो पुरायपणान विध्वंस जातलो. रस्ते जाळे, कार्यशाळा आनी CFs सुविधांक लागुन बायणांतले नुस्तेमार पुरायपणान विस्थापीत जावपाचो प्रस्ताव आसा.	6 न्हंयांचे ड्रेजींग हे आमच्या आधुनिकीकरण प्रकल्पाच्या व्याप्तींत ना. ईआयए अहवाल आनी तांचे वैधानीक सादरीकरणात स्पश्टपणान नमुद केलां की प्रस्ताव हो पुरायपणान बंदर बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्साच्या आधुनिकीकरणाचो आसा. धक्को /समुद्री वटेन बदल करपाचो प्रस्ताव ना. तशेच उपकार करुन 85(i.a) आमी दिल्लो प्रतीसाद पळयात.

	गोंयातल्या अंतर्गत भागात कोळसो हाताळणी व्हरपाक, न्हंयो, जमनी आनी गोंयातल्या अंतर्गत वाठारातल्या गांवांत विध्वंस पातळोवच्या खातीर, 6 न्हंयाचे राष्ट्रीयकरण आनी ड्रेजींग करतात. ह्यो विध्वंसक येवजणों गोंयच्या नुस्तेमारी उद्देगाची पुरायपणान वाट लायतल्यो, वेगळ्या सागरी जीवीताची जैववीवीधतायेचो विध्वंस करतल्यो आनी गोंय राज्याच्या सामाजिक अर्थीक वाठाराक हानी करतल्यो.	
xii.	नुस्तेमार समुदायाचे विस्थापन: गोंयातलो नुस्तेकार समुदायाक नुस्त्याच्या साठ्याचे लुकसाण, आनी शारीकरणाची वाड, पर्यटन उद्देग आनी मायनींग सारख्या गोश्टींक लागुन तयार जाल्ल्या हेर ह्या सारख्या समस्यांनी ह्या आदीच रैवाडो घाला, जाका लागुन नुस्तेमारीचो, नुस्तेमारी साधनसुविधा आनी नर्सरींचो विध्वंस आनी प्रदूशण जाला. कोळश्याच्या आयातीतली प्रस्तावीत वाड, ड्रेजींग आनी आवश्यक साधनसुविधांक लागुन गोंयातल्या नुस्तेमार समुदायाचे पुरायपणान विस्थापन जातले. प्रकल्पाचो आवश्यक भाग, ड्रेजींगाक लागुन आनी ह्या आदीच सुरु जाल्ल्या रस्तो बांधकामाक लागुन थेट मार बशिल्ले खारीवाडो, बायणा आनी देस्तेरोतल्या नुस्तेमार समुदायाचे जावपी विस्थापन आनी हानी हाचे प्रमाण दिवपाचो यत्न ईआयए अधिसुचोवणेत करुंक ना. बायणा, देस्तेरो आनी खारीवाड्यावेल्या शंभरेक नुस्तेमार कुटुंबाच्या विस्थापनाची नॉद करुंक EIA अभ्यासात अपेस आयला.	ईआयए अहवाल आनी तांचे वैधानीक सादरीकरणात स्पश्टपणान नमुद केलां की प्रस्ताव हो पुरायपणान बंदर बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्साच्या आधुनिकीकरणाचो आसा. धक्को /समुद्री वटेन बदल करपाचो प्रस्ताव ना. आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो ड्रेजींग भाग ना.
xiii.	वायु प्रदुशण: वास्को शार, मुरगांव, दाबोळी, चिखली, सांकवाळे, कुड्ढाळी आनी दोना पावला मेरेन झुवारी न्हंयेचो उत्तरे कडलो किनारो ह्या आदीच गंभीर कोळसो प्रदुशणाचो त्रास सोसता आनी हे सत GSPCB न जारी केल्ल्या जायत्या कारणां दाखय नोटीस आनी काम थांबय आदेशावेल्यान मान्य जाता. जायत्यो नोटीसी आनी आदेश जारी करुनय MPT, अदानी, SWPL हांका प्रदूशण आडावप जमले ना. कोळसो आयातीतली प्रस्तावीत वाड ह्या सगल्या अती प्रदुशीत वाठारा खातीर भलायकी आनी पर्यावरणीय आपत्ती थारतली. थळाव्या लोकसंख्येच्या भलायकेचेर आनी पर्यावरणाचेर जावपी परिणाम खबर आसूनय अशे तरेच्या अती प्रदूशीत वाठारात, कोळसो हाताळणी वाडुंक जायना. सद्याच्या कोळसो हाताळणी सुविधांतल्यान जावपी वायु प्रदुशण आडावपाक कितल्याश्याच तेंपाचे अपेस आनी नाईलाजाचे सत PP न मुद्दाम जावन लिपयला. ईआयए अभ्यासात GSPCB न जारी केल्ल्यो नोटीसो, राहिवाश्यांनी कितलोसोच तेंप सोशील्ले धुल्लाचे प्रदूशण आनी ह्यो गंभीर समस्या सुटाव्यो करपाक PP क आयिल्ले अपेस ह्यो गोश्टी मतीत घेवपाक पुरायपणान अपेस आयला.	GSPCB न दिल्ल्या आदेशांचे योग्य आनी बेगोबेग पालन केल्ले आनी योग्य प्रक्रीयेक पाळो दिवन प्रकरणीचे निराकरण केल्ले. भारत सरकारान अधिसूचीत केल्ले वायु उत्सर्जन मानकांक (NAAQS, 2009) आमी पाळो दितात. क्षमताय वाड पांवड्यार, योग्य APCMs स्थापीत करुन आमी उत्सर्जन मानकांक पाळो दीतले. प्रस्तावीत उत्सर्जन नियंत्रण उपाय प्रकरण 4, परिणामांचे मुल्यांकन आनी शमन उपाय, विभाग 4.3.4, पान क्र. 4.14 चेर दिल्यात. प्रस्तावीत क्षमताय वाडीक लागुन वायु पर्यावरणाचेर उल्लेखनीय परिणाम जावपाची शक्यताय ना.
xiv.	कोळश्याक लागुन मरण:	उपकार करुन 1(iii) आमी दिल्लो प्रतीसाद पळयात.

	विज्ञानीक अहवालात अशे म्हळां की संसारभरात 8 तलो एक मनीस कोळसो आनी हेर तरेच्या वायु प्रदुशणाक लागुन मरता. कोळसो वापरांत वाड आनी हया प्रकल्पाक लागुन वाडिल्ल्या वायु प्रदुशणाक लागुन हजारांनी लोकांक मरण येतले.	
xv.	रेल्वेक लागून लोकांचे विस्थापन; • कोळश्याच्या प्रस्तावीत आयातीच्या येरादारी खातीरच सावथ वेस्टर्न रेल्वेचे दुपदरीकरण प्रस्तावीत आसा. • सद्याचो रेल्वे रुळ गॉयातल्या उच्च लोकसंख्या आशिल्ल्या गांवातल्यान वता आनी थळाव्या समुदायाचे व्हडा प्रमाणात विस्थापन करुन रुळाचे दुपदरीकरण शक्य ना. • रेल्वे रुळा लागसरच्या थळाव्या लोकसंख्येवेलो भलायकी आनी आवाजाच्या प्रदुशणाचो परिणाम व्हडा प्रमाणात वाडतलो. • रेल्वे रुळा लागसरच्या शाश्वत अर्थवेवस्थेची हानी आनी पर्यावरणाचो विध्वंस तीतलोच भयानक आसतलो. • रेल्वे रुळाच्या दुपदरीकरणाक लागुन अस्तंत घाटाचो (WGs) विध्वंस आनी विखंडन हे WG तले वन्य जीवन आनी खासा करुन उत्तर गॉयातल्या वाठारा खातीर भंय आसा.	रेल्वे वरवी म्हालाचे स्थलांतर ही चालू आशिल्ली प्रक्रीया. क्षमताय बाड प्रकल्पाचो भाग म्हण हाताळपाच्या प्रस्तावीत अतिरीक्त म्हालाक आस्पावन घेवपाक भारतीय रेल्वे वरवी, रेल्वे रुळाच्या विस्ताराची गरज ना, कारण सद्याची रेल्वे साधनसुवीधा अतिरीक्त म्हाल हाताळपाक फावो तीतली आसा
xvi.	NH17B आनी NH 4A लागुन लोकांचे विस्थापन; • NH 17B आनी NH4A च्या वेगवेगळ्या विभागात सद्या चालु आशिल्ले काम हे फक्त अतिरीक्त कोळश्याच्या आयाती खातीर आसा, जें जनते कडल्यान लिपयला. • ही कामां पर्यावरणीय संवेदनशील, CRZ वाठार, मुखेल कृशी जमीन, जल भरणा आनी थळाव्या समुदायाचो विध्वंस करतली. • NH 4A च्या विभागाचो विस्तार, महावीर राष्ट्रीय उद्यान/WLS कडेन WGs दुभाजीत करता हो हया कामांचोच भाग आसा. ही रानां आनी व्हडल्या दॅवणशे मदल्यान रस्त्यांचो विस्तार पर्यावरणीय आपत्ती थारतली. • प्रकल्पाच्या परिणामाचीं चूकीची म्हायती दिवच्या खातीर प्रस्तावीत कोळसो आयातींतल्या वाडी खातीरच्या रस्तो विस्ताराची म्हायती जाणून बुजून लिपयल्या.	सद्या आनी फुडारातय म्हालाची रस्त्यावेल्यान येरादारी जावची ना. हया आधुनीकीकरणाच्या प्रस्तावाक लागुन SWPL न खंयच्याय रस्तो विस्ताराचो प्रस्ताव दवरुंक ना.
xvii.	झीज आनी पालसणां कोसळपाचो गंभीर भंय: हया प्रकल्पात ड्रेजींगाचो आस्पव आसा. खाडीचे हे आदीच धक्को 8, 9, आनी 11 खातीर ड्रेजींग केला, जाका लागुन खारी वाडा किना-यार हाली तॅपार खर झीज जाल्या. ड्रेजींगात वाड जाल्यार किनारो पुरायपणान पुसुन वतलो. मुखार, सडाचो दोगुल्ले कडलो वाठार जंय भरपुर लोकसंख्या आसा, तो दॅवतेच्या पोंदा ड्रेजींग केल्ल्यान कोसळतलो.	आधुनिकीकरण आनी क्षमताय वाड प्रकल्पाचो भाग म्हण ड्रेजींगाचो प्रस्ताव ना.
xviii.	ईआयए अधिसुचोवणी 2006 खाला कार्योत्तर मान्यताय घेवपाची तजवीज ना: • PP न हया आदीच ड्रेजींगाच्या कामांचो कांय भाग पुराय केला, देस्तेरो, बायणा आनी	आधुनिकीकरण आनी क्षमताय वाड प्रकल्पाचो भाग म्हण ड्रेजींगाचो प्रस्ताव ना.

	खारीवाड्यावेल्या शंभरेक नुस्तेमार कुटुंबाचे विस्थापन, बायणा किना-यावेल्या रेंवेच्या ढिगा-यांचो विध्वंस आनी MPT गेट 9 वेल्यान NH 17B खातीर उड्डाण पुलाच्या बांधकामा खातीर (जें NH4A क बेळगांवा जोडता) झीज प्रवण देस्तेरो दोंगुल्ली भरप, NH 17B च्या मीसींग लींका खातीर लोटलींतल्यो खाजन जमनी भरप आनी खांडेपारा NH4A च्या विभागात दोंगुल्लेची कापणी आनी झाडां तोडप आदी. ही सगली कामां कोळसो विस्तारा खातीर आसात आनी काम सुरु करच्या आदी हाचो अभ्यास करुंक जाय आशिल्लो. • राज्य सरकार, MPT आनी केंद्र सरकारान मुद्दाम हे सत लोकांकडल्यान लिपयला आनी ईओए अधिसुचोवणे खाला दिल्ल्या प्रमाण पुराय प्रकल्पा खातीर ईआयए अभ्यास करीनास्तना हे काम फुडे व्हेला. • ईआयए अधिसुचवणे खाला कार्योत्तर मान्यताय घेवपाची तजवीज ना म्हणुन, हो प्रस्ताव न्हयकारुंक जाय आनी जमीन आनी न्हंयांचो तळ परत आशिल्लो तसो करुंक जाय	ईआयए अहवाल आनी हेर वैदानीक सादरीकरणांत स्पश्टपणान नमुद केला की प्रस्ताव हो पुरायपणान बंदराच्या बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्सांच्या आधुनीकीकरणाचो आसा. धक्को/सागरी वटेन कसलोच बदल प्रस्तावीत ना.
xix.	हवामान बदल, ग्लॉबल वॉर्मींग: • भारताची संसारीक समुदाया कडेन बांधीलकी, जी ताच्या INDC त घोशीत केल्ली, त्या प्रमाण जीवाश्म इंधनाच्या वापरात 2030 मेरेन 40% उणाव हाडुंक जाय. कोळसो साधनसुविधेत वाड ही भारताच्या जीवाश्म इंधन उणो करपाच्या बांधीलकेत फुडे वचपी वाट न्हय. • NASA आनी हेर संशोधनात्मक संस्थांच्या संकेतस्थळार प्रदर्शीत केलां त्या प्रमाण संसारीक सरासरी तापमान वाडीचो दर भयानक आसा आनी आमी बेगोबेग काळसो साधनसुविधा उणी करपाक जांय. कोळश्याच्या वापराच्या वाडी खातीर हो आसा, मात हवामान बदल वा ग्लॉबल वॉर्मींगा वीशी ईआयए अहवालात उल्लेख ना, हांतुतल्या अशे दिसुन येता की प्रकल्पाचे अती महत्वाचे पैलू मुद्दाम लिपयल्यात.	प्रस्तावीत प्रकल्प हो बंदर टर्मीनलाचेर कोळसो हाताळणी खातीर आसा. आधुनीकीकरण आनी सद्याच्या क्षमतायेचो बरो वापर करच्या खातीर प्रस्तावीत ब-या कार्यक्षमतायेचो परिणाम म्हळ्यार क्षमतायेत वाड. संसारीक हवामान बदल मुद्दयाचेर उपाय करप हे ईआयए व्याप्तीच्या भायर आसा.
xx.	एकठाय परिणाम मतीत घेवपाक अपेस: • झुवारी न्हंय आनी तीचे मुख, मुरगांव आनी सांकवाळे खाडीतले आनी चिखलीतले किनारी उदक प्रदुशणाक लागुन आनी मनश्याचो वावर जशे की मायनींग, बंदरावेलो वावर, जहाज आनी बार्जींची बांधणी आनी दुरुस्ती, लोकवस्ती, शारीकरण, पर्यटन आनी उद्देग हाका लागुन परिणाम जाला. ईआयए अहवालात हया वावराचो आनी तांच्या एकठाय परिणामाचो कसलोच उल्लेख ना.. • ईआयए अभ्यासात हया वाठाराच्या किना-याची व्हडा प्रमाणातली झीज मतीत घेतली ना. सल्लागारांच्या मर्यादीत दृश्टीकोनाक लागुन चुकील्ले कांय महत्वाचे मुद्दे आसात; m. मायनींगाची परंतुन सुरवात - माननीय उच्च न्यायालयान गॉंयात नव्यान लोह खनीजाच्या खणकामाक परवानगी दिल्या. व्हडा प्रमाणांत खणकाम सुरु जाल्ल्यान समुद्र आनी न्हंयाचे व्हडा प्रमाणात प्रदुशण जातले आनी नुस्तेमारी, सागरी जिवीत आनी मार बशिल्ले नुस्तेकार हांचेर व्हडा प्रमाणात परिणाम जातलो.	EIA/EMP अहवाल MoEFCC न ईआयए खातीर जारी केल्ल्या ToR प्रमाण तयार केला. आधारभूत पर्यावरणीय देखरेख MPT वाठारातल्या हेर सद्याच्या उद्देग /ऑपरेशन्सातल्यान जावपी प्रदूशण मतीत घेता. मापदंडाची देखरेख सुवातों अशे तरेन वेंचल्यात की ते वाठारातल्या वेगवेगळ्या स्त्रोतांकडल्यान जावपी प्रदूशणय दाखोवन दीता. वेगवेगळ्या पर्यावरणीय मापदंडाच्या नमुनो सुवातांचो तपशील पर्यावरणीय आधारभूत दर्जो, प्रकरण 3 हांगा दिला. ईआयए अहवाल आनी तांचे वैधानीक सादरीकरणात स्पश्टपणान नमुद केलां की प्रस्ताव हो पुरायपणान बंदर बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्साच्या आधुनिकीकरणाचो आसा. धक्को /समुद्री वटेन बदल करपाचो प्रस्ताव ना. निरीक्षण समा ना. प्रकल्प वाठाराचो किनारीरेशा दर्जो प्रकरण 3, पर्यावरणीय आधारभूत दर्जो,

	n. पर्यटन- पर्यटन हो गोंयच्या अर्थवेवस्थेचो कणो आसा आनी हरीत आनी नितळ प्रतीमेक लागुन पर्यटक भेट दितात. कोळसो हाताळणीक वाड केल्यार डॉल्फीन्स पळोवप, कोरल रीफ डायवींग आदी, तशेच दर्या देंगो, वास्को शार आनी विमानतळ वाठाराचेर जाल्ल्या परिणामांक लागुनय गोंयच्या पर्यटन संकल्पनेत भरपुर उणाव येतलो. o. नुस्तेमारी- मानवनिर्मीत वावराक लागुन गोंयची नुस्तेमारी नुस्त्याच्या साठ्याच्या उणावाची खर हानी सोसता. ते उणावाच्या गंभीर पांवड्यार पावला. ईआयए अहवालात गोंयची नुस्तेमारीची भलायकी मतीत घेना. p. किनारी झीज - गोंयच्यो रेंवाळ दर्यादेगो खर झीज सोसतात आनी ताचो दस्ताऐवज तयार केला. ड्रेजींग आनी व्हडा प्रमाणातलो वावर आनी जहाजांचो आकार झीज आनीक वाडयतले आनी अभ्यासात हे सत मतीत घेतले ना. q. रियल इस्टेट आनी शारीकरण - शारीकरण आनी रियल इस्टेटीक लागुन न्हंयो, समुद्र आनी जमनी सयत अभ्यास क्षेत्रात गंभीर परिणाम जाल्यात, जाका लागुनसागरी आनी जमनीच्या पर्यावरणाचेर तशेच अर्थवेवस्था आनी गोंयच्या समाजाचेर खर प्रदूशण, झीज, गाळ साचप आनी हेर न्हयकारी परिणाम जातात. ईआयए अहवालात हया परिणामांचो संदर्भ ना. r. गोंयची वहन क्षमताय - गोंयची ल्हान जमीन आनी उदका मार्ग पारंपारीक रितीन वापरतात आनी ताका लागुन शाश्वत अर्थीक आनी सामाजिक उदरगत जाल्या. आयज तीच जमीन आनी उदक खाजगी लावाखातीर जशे की जशे की अदानी आनी JSW, 5 तारांकीत हॉटेलां, क्रुज जहाज पर्यटन, कसीनो, मरीना, उद्देगीक वाड, शीक्षणीक आनी वैजकीय संस्था, रीयल इस्टेट, मायनींग आनी साधनसुवीधा प्रकल्पां हांच्या खातीर वळयला, जाका लागुन गंभीर संघर्श जाल्यात. हे आवश्यक आसा की, गोंयचो सद्याचो अर्थीक वावर आनी तांचो एकठाय परिणाम मतीत घेवन राज्याची वहन क्षमताय आदी पळोवची.	विभाग 3.14, पान क्र. 3-16 दिलां. a. टिप्पणी PP कडेन संबंधीत ना. b. टिप्पणी PP कडेन संबंधीत ना. c. ईआयए अहवाल, प्रकरण 3, पर्यावरणीय आधारभूत दर्जो, कोश्टक 3.14, पान क्र. 3-75 हांगा दिल्ले म्हायतीत 2011ते 2015 काळांत सागरी नुस्ते उत्पादनात वाड जाल्ल्याचे दाखयता. (स्त्रोत- नुस्तेमारी संचालनालय, गोंय सरकार). d. आमचे आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो वाटो म्हण ड्रेजींग करपाचो प्रस्ताव ना. e. टिप्पणी PP कडेन संबंधीत ना. f. टिप्पणी PP कडेन संबंधीत ना.
xxi.	अपुरो आनी उथळ ईआयए अभ्यास: प्रकल्पा खातीर केल्लो ईआयए अभ्यास सकयल दिला त्या प्रमाण पुरायपणान दोशपुर्ण, अपुरो आनी ईआयए अधिसूचोवणेचे पुर्ण उल्लंघन करता; a. फॉर्म I त सत पुरायपणान लिपयला : • फॉर्म I ची प्रत उपलब्ध ना. PP न फटीचे फॉर्म I सादर केला. प्रकल्पात बंदर आनी प्रवेश कालव्याचे ड्रेजींग, कोळसो हाताळणीत वाड आनी ताचो परिणाम म्हण प्रदूशण, सावथ वेस्टर्न रेल्वेचे दुपदरीकरण आनी NH 17B आनी 4A चे बेळगाव मेरेन चार पदरीकरण हे सत तांतुत लिपयील्ल्यान ते अपुरे आसा. • अभ्यास क्षेत्रातल्या असंख्य अनुसुचोत I प्रजाती आनी प्रवाळी आनी गोंयच्या पारंपारीक नुस्तेमारी खाडीचे सामाजिक-अर्थीक महत्व फॉर्म I त सुचीत करुंक जाय आशिल्ले. b. तीनूय अभ्यास वयले वयले आसात आनी अहवालात डेटा कॉपी पेस्ट केला.: तीनय अभ्यास एकाच	निरीक्षण समा ना. ईआयए अधिसुचोवणी, 2006 (दुरुस्ती)त दिल्ले प्रक्रिये प्रमाण ईआयए करचे खातीर SWPL न संदर्भ अटी (ToR) योग्य रितीन MoEFCC, नवी दिल्ली कडल्यान मेळयल्यात. EIA/EMP अहवाल MoEFCC न ईआयए खातीर जारी केल्ल्या ToR प्रमाण तयार केला. a. भोवशीक सल्लोमसलती खातीर प्रसारीत केल्ल्या ईआयए अहवालाच्या मसुद्याचो फॉर्म I भाग आशिल्लो. 2004 वर्सा सावन कार्यरत आशिल्ल्या सद्याच्या बंदर टर्मीनलाचे हे आधुनिकीकरण. प्रकल्पात अतिरीक्त भुंय संपादन, रेल्वे साधनसुविधेत वाड, खंयच्या जल/सागरी वटेनचे बदल वा मुखेल नागरी बांधकामाचो आस्पाव ना. आरोप केल्ले प्रमाण, प्रकल्पाच्या

	वेळार एकच सल्लागार WAPCOS हांणी केलां. तीनय अभ्यासात पुराय वळख आनी कांय भाग कॉपी पेस्ट केला. ईआयए अभ्यासात अभ्यास क्षेत्राच्या सामाजिक -अर्थीक आनी पर्यावरणीय वास्तवाकडेन आडनदर केल्या.	वावरात कसलेय सत वा म्हायती EAC, MoEFCC वा हेर खंयच्याय वैधानीक यंत्रणेकडल्यान लिपोवपाचो यत्न करुंक ना.
	c. अपुरो आनी अपुर्ण ToR: ToR लेगीत उपलब्ध ना, मात सहाजीकच तो पुरायपणान अपुरो आसा कारण न्हंयाचे ड्रेजींग, येरादारी साधनमुविधा, वाडिल्ले कोळसो हाताळणी ऑपरेशन्स आनी ताचो परिणाम म्हण लोक आनी पर्यावरणाचेर पडपी प्रभाव हे प्रकल्पाचे भाग मतीत घेवपाचे निर्देश सल्लागाराक दिंवक ना. कोरल रीफ, अनुसूची I तल्यो प्रजाती आनी नुस्तेमार समुदायाचो उल्लेख करपाक आयिल्ले अपेस हाका लागुन ToR अदीक असंबद्ध आनी अपुरो जाता.	प्रकल्पाच्या अंदाजे केंद्राकडल्यान 10 किमी परिघाच्या परिणाम शीमेतल्या संवेदनशील घटकांची तपशिलवार वळेरी EAC, MoEFCC आनी हेर वैधानीक यंत्रणांच्या योग्य अवलोकना खातीर निमाण्या ईआयए अहवालात आस्पावीत करतले.
	d. साहित्याक अभ्यास आनी दुय्यम डेटाचो संदर्भ घेवपाक आयिल्ले अपेसईआयए सल्लागारांक भोवशीक क्षेत्रात उपलब्ध आशिल्ले दस्ताऐवज आनी WWF, NIO आदींनी अभ्यास क्षेत्रातल्या समृद्ध वनस्पत आनी प्राणी जैववीवीधतायेचेर (डॉल्फीन्स, व्हेल, समृद्ध कोरल रीफ आनी अनुसूची I तली स्थळाच्या मूळाची वनस्पत आनी प्राणी) केल्ल्या अभ्यासाचो संदर्भ घेवपाक अपेस आयला. अभ्यास क्षेत्रातली व्हडा प्रमाणातली पारंपारीक नुस्तेमारी आनी समृद्ध नुस्तेमारी आनी तांचे अर्थीक महत्व. वास्कोतल्या थळाव्यांक तोंड दिवचे पडता ती जुनाट कोळसो प्रदुशणाची समस्या आनी GSPCB कडल्यान जायत्यो नोटीशी मेळुनय ह्यो समस्या सुटाव्यो करपाक कंपनीक आयिल्ले अपेस.	फॉर्म 1 हे ईआयए अधिसुचोवणी, 2006 (दुरुस्त) प्रमाण ईआयए पूर्व सादरीकरण. पर्यावरणीय घटकांचो तपशील ईआयए अभ्या उपरांत सादर करुंक शकतात.
	e. मुळावो अभ्यास करुंक आयिल्ले अपेस: अभ्यास क्षेत्राच्या 10 किमी परिघातल्या पर्यावरणीय आनी सामाजीक अर्थीक विशयाचेर कसलोच मुळावो अभ्यास करुंक ईआयए सल्लागारांक अपेस आयला. कोळसो प्रदुशणाचो मुद्दो अधोरेखीत केल्ल्यान रहीवाश्यांक तोंड दिवचे पडतात त्या वायु प्रदुशणा कडेन संबंधीत भलायकेच्या मुद्दयाचेर प्रस्तावकान तपशीलवार अभ्यास करपाची गरज आसा.	b. आमचो प्रकल्प हो MPT न प्रस्तावीत केल्ल्या हेर दोन प्रकल्पांच्या परिणाम वाठाराचो भाग आसा (जशे की, 1. कॅपीटल ड्रेजींग आनी 2. धक्को 8 आनी 9 आनी बार्ज धक्क्याची सुधारणा), हे खुप तर्कशुद्ध आसा की ईआयए अहवालातले कांय घटक समान आसतले.
	f. पुरायपणान चूकीचो आधारभूत डेटा: अर्थपूर्ण आधारभूत डेटा नाशिल्ल्यान ईआयए अभ्यास फटीचो आनी असंबद्ध जाता. देखीक, अभ्यास क्षेत्रात डॉल्फीन, व्हेल, कोरल रीफ, नर्सरी आदी ना अशे म्हणून, अभ्यास क्षेत्राच्या जैवविवीधताये कडेन ईआयए अभ्यासात पुरायपणान आडनदर केल्या. अभ्यास क्षेत्रात रावपी नुस्तेमार आनी तांचेर निंबून आशिल्ल्यांचो आकडो जो दिला ताचे परस खुप अदीक आसा. ड्रेजींग आनी कोळसो हाताळणीक लागुन जावपी नुस्तेमा-यांच्या अर्थीक आनी सामाजीक विस्थापनाचे प्रमाण दिवपाचो यत्न करुंक ना.	M/s WAPCOS लि., भारत सरकार हांका ईआयए अधुसुचोवणी, 2006 (दुरुस्त) वा हेर खंयचेय परिपत्रक/ OMs /नोटीसी वा MoEFCC ची हेर कळोवणी वा हेर खंयच्याय वैधनीक मंडळाच्या चौकटे खाला खंयचेय सुवातेर प्रकल्प घेवपाक निर्बंध ना.
	g. ईआयए अहवालात निराधार वक्तव्यां: ईआयए अहवालात संदर्भ दीयनास्तना वक्तव्यां केल्यात.	c. ToR हो भोवशीक सल्लोमसलती खातीर फीरयील्ल्या ईआयए अहवालाच्या मसुद्याचो वाटो आशिल्लो. न्हंयांचे ड्रेजींग हे अधुनीकीकरणाचो भाग ना.
	h. गंभीर विध्वंसक परिणाम मुद्दाम लीपयल्यात: सल्लागारान अभ्यास क्षेत्राच्या पर्यावरणीय, अर्थीक आनी सामाजाचे प्रत्यक्ष स्वरुप फटींग दिला आनी लिपयला. पर्यावरण आनी सामाजिक -अर्थवेवस्थेचेर परिणाम खुप कमी जातलो अशे फटींग चित्र निर्माण करच्या खातीर आधारभूत डेटात फटींगपणा करप.	d. वेगवेगळ्या सरकारी संघटनां कडल्यान प्रकल्प वाठारा खातीर संबंधीत साहित्यीक सर्वेक्षण आनी दुय्यम डेटा एकठाय करपाचो वावर केला आनी ईआयए अहवाल, प्रकरण 3, पर्यावरणीय आधारभूत दर्ज्यात नोंद केला.
	i. अपुरे तज्ञ आनी अभ्यास: कोळसो आयातीतली वाड, रेंव न्हयेचे ड्रेजींग हाका लागुन लाखांनी	p. मुळावो आधारभूत अभ्यास सरभोवतणची हवा, आवाज, उदक (भूजल, पृश्ठभाग - समुद्री उदका सयत), माती (सागरी गाळा सयत), सागरी आनी जमनीच्या पर्यावरणीय आनी जैवीक मापदंड, खातीर केला आनी ताचे तपशील प्रकरण 3, पर्यावरणीय आधारभूत दर्ज्यात दिल्यात. प्रकल्पाच्या वाठाराची जवसंख्यांकी रुपरेशा जनगणना अहवाल, 2011 चेर आधारीत आसा. ह्या प्रकरणात दिल्ली म्हायती मुखेलपणान मुळावो जनगणना गोशावरा 2011 तल्यान घेतल्या.

	रहीवाश्यांचेर गंभीर परिणाम जातले, कारण ताच्या परिणामांचो ह्या आदीच अणभव घेतला. मात, सद्याच्यो भलायकेच्यो समस्या आनी ताची संभाव्य वाड हाचेर अभ्यास करुंक ना. ड्रेजींग, जहाजांचो वाडील्लो आकडो आनी आकार आनी कोळसो हाताळणीचो सागरी जिवीत, जैवविवीधताय, नुस्तेमारी आनी नुस्तेकारांची उपजिवीका हांचेर परिणाम ह्या वीशी योग्य अभ्यास करुंक ना. j. सुधारणा मतीत घेंवक ना: ईआयए अहवालात पॅरा 3.7 त म्हळां, "आवश्यक बॅकअप वाठाराची गरज पुराय करुंक हॅडलॅड देंवती आनी प्रवेश कालव्या मदल्या जमनीची सुधारणा करुंक जाय." मात, ही म्हायती फॉर्म I त दिसुंक ना आनी अहवालात मतीत घेंवक ना. k. तयार केल्ले परिक्षण परिणाम: 3.10 त वायु परिक्षण निकाल पुरायपणान तयार केल्ले आसात, जे नोंद केल्ल्या उण्या रीडींगा वेल्यान दिसता, जे समस्ये बगरच्या शारातय अशक्य आसात. सगल्यो PM10 नोंदी फटीच्यो आसात आनी वास्कोत प्रदुशण ना हे दाखोवपाचो यत्न करतात. l. मनमानीपणान हेत सांगला, विचारात लेगीत घेवुंक ना: EMP कडेन संबंधीत प्रकरण 5.1 त म्हळां "ईआयए अभ्यासात EMP चे महत्व म्हळ्यार पर्यावरणावेलो ताण/भार हो वहन क्षमताये भीतर आशिल्ल्याची खात्री करप. मात पर्यावरणाची वाहन क्षमताय आनी पर्यावरणावेलो ताण हाचे प्रमाण दिंवक ना. m. पर्याय: प्रस्तावीत प्रकल्पाक खंयचोय पर्याय विचारात घेवपाचो यत्न सल्लागारांनी करुंक ना. पर्यावरणीय आनी सामाजिक-अर्थीक विद्वंस मतीत घेयनास्तना गोंया वरवी कोळसो आयात वाडोवपाचो पयलीच विचार केल्लो निर्णय हांतुत दिसता. आयात केल्ल्या कोळश्या परस देशी कोळसो वापरपाचो विचार मतीत घेवपाक अपेस. n. खर्च आड लाव: खर्च आड लाव हाचेर अभ्यास करुंक ना. आधारभूत डेटा वा खर्च आनी प्रकल्पाचे लाव हांचे प्रमाण थारावपाचो यत्न करुंक ना.	सामाजिक -अर्थीक अभ्यासा खातीर मुळावो आधारभूत डेटा एकठाय करुंक ना कारण प्रस्तावीत प्रकल्पाचो थळाव्या रहिवाशींचेर कसलोच प्रत्यक्ष आनी उल्लेखनीय न्हयकारी परिणाम जायना, कारण क्षमताय वाड प्रकल्पात भुंय संपादनाचो प्रस्ताव ना. आमच्या क्षमताय वाड प्रकल्पाचो वाटो म्हण ड्रेजींग करपाचो प्रस्ताव ना. e. उपकार करुन वयर दिल्ल्या मुद्दयाक आमी दिल्लो प्रतीसाद पळयात. f. साबार दुय्यम डेटा स्त्रोतांचेर आधारुन ईआयए तयार केला, जांका ईआयए अहवालाच्या वेगवेगळ्या प्रकरणात योग्य श्रेय दिलां. g. उपकार करुन वयर दिल्ल्या मुद्दयाक आमी दिल्लो प्रतीसाद पळयात. h. आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो ड्रेजींग भाग ना. i. सागरी वाठार विस्तार हो आधुनिकीकरण प्रकल्पाचो भाग ना, म्हणुन समुद्रात सुधारणा हो प्रकल्पाचो भाग ना. j. निरीक्षण समा ना. k. प्रकरण 5, पर्यावरणीय वेवस्थापन आराखडो, विभाग 5., पान क्र. 5-1 त केल्ले वक्तव्य हे प्रकल्प वावराकडले न्हयकारी परिणाम ताब्यात दवरपा खातीर /सुधारपा खातीर योग्य आनी अनुरुप EMPs घालुन दिवपाच्या आधाराच्या संदर्भात केल्ले. सद्याचे ऑपरेशन्स वा प्रस्तावीत क्षमताय वाडीच्या बाबतीत खंयचेय पर्यावरणीय मापदंड तांच्या वहन क्षमताये मेरेन पाविल्ल्याचे ईआयए अहवालात दाखयना. l. 2004 वर्सा सावन कार्यरत आशिल्या. टर्मीनल सुवीधेचे हे आधुनीकीकरण. म्हणुन पर्यायांचो अभ्यास करपाची गरज ना. m. ईआयए अधिसुचोवणी 2006 (दुरुस्त), परिशिश्ट III, Sr. 9 प्रमाण MoEFCC न जारी केल्याधि अतिरीक्त ToR चो भाग म्हण आस्पावीत केल्यारुच खर्चाच्याचो लावाचे मुल्यांकन करप गरजेचे आसा.
xxii.	स्थीरताय आनी जतनायेची तत्वां मतीत घेंवक ना: ईआयएत खंयच 'स्थीरताय' वा जतनायेचे तत्व' हे शब्द नमुद करुंक ना. आमी ईआयए अभ्यास न्हयकारतात, कारण ते पुरायपणान फटीचे आनी ईआयए अधिसुचोवणेचे	प्रस्न विचारुंक ना, म्हणुन जाप दिवूंक ना.

	उल्लंघन करतात. आमी हया प्रकल्पात विरोध करतात कारण तो गोंयचे नुस्तेमार, वास्को द गामा, मुरगावचे रहिवाशी आनी मार बशील्ले हेर नागरीक, गोंयच्या हेर वाठारातले रहिवाशी आनी गोंय्तल्या समुद्री आनी न्हंयातल्या सागरी जीवीताच्या हीता आड आसाच, सांगात राष्ट्रीय आनी संसारीक हिताच्या आड आसा.	
88. एल्वीस गोम्स, आप गोंय राज्य निमंत्रक, वास्को **89. गोंयच्या रापोणकारांचो एकवट, मुरगांव** **90. ओल्ड क्रॉस नुस्तेमारी बोट धनी सहकारी सोसायटी ली, वास्को** **91. बायणा रापोणकार आनी नुस्तेमारी बोट धनी सोसायटी, वास्को** **92. कुस्तेदीयो डिसोझा, गोवा अगेन्स्ट कोल, वास्को**		
i.	बेकायदेशीर भोवशीक सुनावणी: सकयल्या मुद्दयांक लागुन भोवशीक सुनावणी बेकायदेशीर आसा; a. याचिका 10/2016 तलो NGT चो निकाल मतीत घेवपाक MoEF क अपेस आयला - NGT च्या निकाला प्रमाण, प्रकल्प आनी संबंधीत ड्रेजींग आनी रेल्वे आनी रस्तो जोडणी एका प्रकल्पाचो वांटो आसात कांय कीते हे MoEFCC न मतीत घेवपाक जाय आसले, मात MoEFCC न नियाळ घेंवक ना आनी ईआयए अभ्यास आनी PH हे NGT च्या निर्णयाचे पुराय उल्लंघन करुन घेतला. b. ईआयए अहवाल पंचायतींत उपलब्ध ना - ईआयए अहवाल प्रकल्पाचो मार बशिल्ल्या कांय पंचायतींक उपलब्ध करुन दिला, मात हेर जशे की चीखली, चिकोळणा, सीरीदाव-पाले, ताळगांव आनी कुडका बांबोळी पंचायतीक दस्ताऐवज दिंवक ना. अहवालाचो नियाळ घेवन PH त वाटेंकार जावपाचो गांवातल्या नागरीकांचो हक्क हिरावन घेतला. c. फॉर्म I संकेतस्थळाचेर उपलब्ध ना - फॉर्म I पंचायत आनी GSPCB च्या संकेतस्थळार लेगीत उपलब्ध ना	a. टिप्पणी पीपी खातीर करुंक ना. b. उपकार करुन 7(i) आमी दिल्लो प्रतीसाद पळयात. c. फॉर्म I ईआयए अहवालाचो भाग आशिल्लो जे भोवशीक सुवातांनी प्रदर्शीत केल्ले आनी GSPCB च्या संकेतस्थार घाल्ले.
ii.	मार्गदर्शन पुस्तीकेक पाळो दिंवपाक अपेस: MoEFCC न बंदर आनी हार्बरा खातीर तयार केल्ल्या ईआयए मार्गदर्शन पुस्तीकेचे अनुपालन करुंक अभ्यासात अपेस आयला अशे ईआयए अहवालात सकयल्या मुद्दयावेल्यान दिसता; a. मार्गदर्शन पुस्तीके प्रमाण सद्याच्या प्रकल्पाच्या पर्यावरणीय अनुपालन विधानाचें दिंवक ना (पॅरा: 1.9, (5) b. रेल्वे जोडणी खातीर रेल्वे रुळाच्या दुपदरीकरणाची गरज आसा आनी NH 17B आनी NH 4a तल्यान रस्तो जोडणी खातीर रोनां (संवर्धन) कायदो, 1980 आनी रानांजीव (राखण) कायदो	a. RO MoEFCC बंगळुरु आवश्यकताये प्रमाण अनुपालन निवेदन जारी करपाच्या प्रक्रीयेत आसा. b. उपकार करुन 85(vi) and 85(vii) आमी दिल्लो प्रतीसाद पळयात

	1972 खाला मान्यताय घेंवपाक जांय, मात पुस्तेकेच्या पॅरा 1.9 प्रमाण हे सत लिपयील्ले.	c. CRZ नकाशे ईआयए अहवालाच्या मसुद्याचो भाग आशिल्ले.
	c. आवश्यक नकाशे उपलब्ध करुंक जांय, जशे की हायड्रोग्राफीक चार्ट (पुस्तीकेचो पॅरा 2.1) मात कांयच उपलब्ध करुंक ना.	d. आवश्यकयात ना, कारण हया आधुनिकीकरण प्रकल्पात समुद्री वाठार विस्ताराचो आस्पाव ना.
	d. बेथीमैट्रीक डेटा उपलब्ध करुंक जाय (पुस्तीकेचो पॅरा 2.2) मात उपलब्ध करुंक ना.	
	e. ईआयए अहवालात, रेल्वे रुळाच्या दुपदरीकरणाचो आराखडो आस्पावीत करुंक ना, "सद्याची जोडणी अशे तरेन वाडोवपाची गरज आसा की साधनसुविधेत गर्दी जावची ना" अशे ईआयए अहवालात मान्य केला (पुस्तीकेच्या पॅरा 2.8 प्रमाण)	e. उपकार करुन 85(vi) आनी 85(vii) आमी दिल्लो प्रतीसाद पळयात
	f. पुस्तीकेच्या प्रकरण 3 कडेन आडनदर केल्या. पर्याय हया आदीच उपलब्ध आसात जशे की उदेंतेक बंदर, बरे तरेन सज्ज आसपा खातीर जाचो अहवालात आस्पाव केला आनी कसल्याच विस्ताराची गरज ना. म्हणुन पर्याय मतीत घेतल्यार हया विस्ताराची गरज ना..	f. 2004 वर्सा सावन कार्यरत आशिल्ल्या टर्मीनल सुविधेचे हे आधुनीकीकरण. म्हणुन पर्यायांची गरज ना.
	g. IA अहवालात चडश्या गुणधर्माचेर मुळावो डेटा दिवपाक पुरायपणान अपेस आयला, जाल्यार फक्त 10 किमी खातीर डेटा एकठाय केला जो पुरायपणान अपुरो आनी अपुर्ण आसा. पुस्तीकेच्या पॅरा 4.1 प्रमाण, मुळावो आधारभूत डेटा (वायु, उदक, आवाज, माती, आदी) प्रकल्पाच्या शीमे कडल्यान 5 किमी आनी दुय्यम डेटा 15 किमी हवाई अंतराचेर अशे, ईआयए अधिसुचोवणेच्या फॉर्म I खातीर, भाग 9 (III) त नमुद केला.	g. ईआयए मार्गदर्शक तत्वां प्रमाण आनी मान्यतायप्राप्त ToR प्रमाण, वायु, उदक, आवाज, पर्यावरण आनी भुंय पर्यावरणाचो तपशीलवार आधारभूत दर्जो (5 किमी कडेन मुळावो आधारभूत डेटा आनी 10 किमी कडेन दुय्यम) ईआयए अहवाल, प्रकरण 3, पर्यावरणीय आधारभूत दर्ज्यात दिला.
	h. जमनीचो आधारभूत डेटा, वाठाराची वळेरी, जमीन आनी जनसांख्यीकी रुपरेखा अनुपालना खातीर उपलब्ध केला जाचे कडेन आडनदर केल्या (पुस्तीकेच्या पॅरा 4.2.1 प्रमाण).	h. भुंय वापर नमुन्याचो तपशील ईआयए अहवालाच्या प्रकरण 3, पर्यावरणीय आधारभूत दर्जो, विभाग 3.13, पान क्र. 3-14 आनी विभाग 3.20.1, पान क्र. 3-77 त जनसांख्यीकी रुपरेशा हांतुत दिला.
	i. प्रदेशाची रचना आनी राज्यां कडेन संबंधीत पुस्तीकेच्या पॅरा 4.2.2, प्रदेश रचनेचो आवश्यक आधारभूत डेटा दिंवक ना.	i. भुंय वापर नमुन्याचे भौगोलीक तपशील ईआयए अहवाल प्रकरण 3, विभाग 3.13, पान क्र. 3-14 हांगा दिल्यात.
	j. भूगोल आनी राज्यां कडेन संबंधीत पुस्तीकेच्या पॅरा 4.2.3 प्रमाण, भौगोलीक स्थीती आनी मुखेलपणान किनारी भागाचो आधारभूत डेटा दिंवक ना.	j. कसल्याच अतिरीक्त भुंय वाठार उदरगती बगर हे सध्याच्या बंदर सुविधेचे आधुनिकीकरण, म्हणुन वाठाराच्या भूगर्भशास्त्रात चो अभ्यास करपाची गरज ना.
	k. माती आनी राज्यां कडेन संबंधीत पुस्तीकेच्या पॅरा 4.2.4 प्रमाण, जंय ड्रेजींगाचो आस्पाव आसा थंय प्रस्तावीत ड्रे खोलायेच्या 10 मी पोंदा मेरेनच्या मातयेची भू तंत्रीक वैशिश्ट्यांचो आस्पाव अहवालात करुंक ना.	k. आधुनिकीकरण प्रकल्पाचो ड्रेजींग भाग ना.
	l. किनारी उदका खातीर (पुस्तीकेचो पॅरा 4.3) 'नेमुन दिल्ल्या उत्तम वापराचे' जल दर्जो मानक मतीत घेवपाक अहवालात अपेस आयला, खासा करुन चिखले, सांकवाळे आदी सुवातांच्या लागसार शेल फीशींग आनी जैव-संवेदनशील क्षेत्र आशिल्ल्यान.	l. विश्लेशण केल्ले उदकाच्या दर्या ाचे मापदंड हे बंदर आनी हार्बर खातीरच्या उदकाच्या "वर्ग IV" च्या मान्यतायप्राप्त मर्यादेत आसात.
	m. पुस्तीकेचो पॅरा 4.4.1 किनारी हायड्रोलोजी / भू आकृती विज्ञाना कडेन संबंधीत आसा आनी बांधा-यांचे बांधकाम आनी केपीटल ड्रेजींग करतले जाल्यार समुद्र विज्ञान डेटा एकठाय करपाची गरज आसा, मात, प्रस्तावीत वाड प्रकल्पा खातीर ड्रेजींगाची गरज आसुनय अशे तरेचो अभ्यास करुंक ना.	m. प्रकल्पात अतिरीक्त सागरी वाठार उदरगत जशे की बांधा-यांचे बांधकाम, ड्रेजींग आदींचो आस्पाव ना.
	n. पुस्तीकेच्या पॅरा 4.4.2 प्रमाण वेगवेगळ्या मापदंडांची मेजणी करुन तळातल्या गाळाची घाण पळोवच्या खातीर प्रकल्पाचे सुवातेर आधारभूत डेटा एकाठाय करुंक जाय, मात अशे तरेचो डेटा	n. विखारी अवजड धातुं खातीर तळातल्या गाळाचे विश्लेशण ईआयए अहवाल, प्रकरण 3, पर्यावरणीय आधारभूत दर्जो, विभाग 3.17.3, पान क्र. 3-41 हांगा दिला

	अहवालात आस्पावीत करुंक ना.. o. पॅरा 4.4.3 प्रमाण सामान्यपणान वेगवेगळ्या खोलायेचेर नमुनो घेवपाची गरज आसा, मात असे तरेचे नमुने घेवुंक ना. p. उदकाच्या जैवीक पर्यावरणा खातीरच्या आधारभुत दर्ज्या कडेन संबंधीत पुस्तीकेच्या पॅरा 4.5 प्रमाण जमीन, किनारी आनी सागरी हॅबीटेट अभ्यासात एकठाय करुंक ना. q. पॅरा 4.5.1 त सागरी/किनारी पर्यावरणाची म्हायती दिल्या, जांतुत बॅक्टेरीया, phyto, zoo, बेंथोस, प्रवाळी, समुद्री तण, शेलफीश, नुस्ते आनी हेर जलीय जीव हांच्यो प्रजाती, जमनीवेली वनस्पत जशे की चीपांची झाडां, आनी आर्द्रभूंय हांचो आस्पाव आसा. मात, सागरी/किनारी पर्यावरण वा प्रस्तावीत ड्रेजींगाचो वनस्पत आनी प्रण्यांचेर परिणाम हांचो अब्यास करुंक ना. r. पुस्तीकेच्या 4.5.2 पॅरात लागसारचो वाठार आनी राज्यांतल्या वनस्पत आनी प्राण्या वीशी आसा. मात, पुस्तीकेत दिल्ल्या प्रमाण दुय्यम डेटा एकठाय करुंक ना. s. पॅरा 4.6 वायु पर्यावरणा कडेन संबंधीत आसा आनी तपशीलवार हवामानसाश्त्रीय डेटा एकठाय करपाची गरज आसा जो अहवालात एकठाय करुंक ना. CPCB नेमां प्रमाण प्रकल्पा शीमे कडल्यान 5 किमी वाठारा मेरेन वायु दर्जो मापदंडाचो आधारभूत डेटा मान्सुन सोडुन एका मोसमा खातीर एकठाय करुंक जाय. मात तो एकठाय करुंक ना. t. सामाजिक-अर्थीक आनी वेवसायीक भलायकी पर्यावरणाच्या संबंधान, पुस्तीकेत जांय आशिल्लो सामाजीक-अर्थीक डेटा दिवपाक अहवालात अपेस आयला. u. पुस्तीकेचो पॅरा 4.10 भोवशीक उपयुक्ततायजशे की रस्तो, रेल्वे आनी अंतर्गत उदका मार्गाचो आस्पाव आसा. मात, वेगवेगळ्या भोवशीक उपयुक्ततायेचेर जावपी थेट परिणाम मतीत घेवपाक अहवालात अपेस आयला, जशे की दाबोळी विमानतळ, जो बंद जावपाचो भंय आसा कारण NH 17B आनी NH 4A कार्यान्वीत जाल्या उपरांत ताच्या प्रवेश मार्गार कोळसो ट्रकांची येरादारी जातली. v. पुस्तीकेच्या प्रकरण 5 त पर्यावरणाच्या वेगवेगळ्या घटकांचेर जावपी परिणामांच्या मुल्यांकना खातीर तपशीलान मार्गदर्शक तत्वां दिल्यात. धक्क्याच्या क्षमताय वाडी खातीर आवश्यक ड्रेजींगाक लागुन सागरी आनी किनारी पर्यावरण, वनस्पत प्राणी, नुस्तेमारी, नुस्तेमार समुदाय आनी गोंयच्या लोकांचेर जावपी परिणाम मतीत घेवपाक अहवालात अपेस आयला w. प्रकल्पाचे फायदे आनी खर्चाच्या फायद्याचे विश्लेशण अहवालाच्या प्रकरण 8, 9 त आस्पावीत करुंक जांय.	o. समुद्री पर्यावरण नमुने पृश्ठभाग आनी पोंदातल्या उदकाचे घेतल्यात. p. समुद्री आनी भुंय पर्यावरण डेटा ईआयए अहवाल, प्रकरण 3, पर्यावरणीय आधारभूत दर्जो, विभाग 3.17, पान क्र. 3-28 आनी विभाग 3.18 पान क्र. 3.63 हांगा क्रमान दिला. q. सागरी पर्यावरण डेटा ईआयए अहवाल, प्रकरण 3, पर्यावरणीय आधारभूत दर्जो, विभाग 3.17, पान क्र. 3-28 हांगा तपशीलान दिला. r. सागरी पर्यावरण डेटा ईआयए अहवाल, प्रकरण 3, पर्यावरणीय आधारभूत दर्जो, विभाग 3.17, पान क्र. 3-28 हांगा तपशीलान दिला. s. 16.09.009 तारखेच्या CPCB मार्गदर्शक तत्वां प्रमाण एकठाय केल्लो 5 किमी प्रकल्प क्षेत्रातलो वायु दर्जो डेटा ईआयए अहवाल, प्रकरण 3, विभाग 3.15, पान क्र. 3-17 हांगा दिला. t. सामाजिक अर्थीक डेटा ईआयए अहवाल प्रकरण 3, पर्यावरणीय आधारभूत डेटा, विभाग 3.20.1, पान क्र. 3-77 हांगा दिला. u. उपकार करुन 85(vi) आनी 85(vii) आमी दिल्लो प्रतीसाद पळयात v. आधुनिकीकरण प्रकल्पाचो ड्रेजींग भाग ना, म्हणुन उल्लेखनीय ना. w. उपकार करुन 93(xii.I) आमी दिल्लो प्रतीसाद पळयात.
iii.	फॉर्म I- पुराय फटींगपणा आनी लिपयला: सादर केल्ल्या फॉर्म I त, बंदराचे ड्रेजींग, रेल्वे जोडणी आनी रस्तो जोडणी क्षमताय वाडी खातीर आवश्यक आसुनय, धक्क्याच्या क्षमतायेची वाड ही एकोडी आसा अशे चित्र तयार केला. फॉर्म I खंडन करता की कलम II, 9, 9.1 खाला म्हणता की, प्रकल्पाची काळजी घेवच्या खातीर सद्याच्या साधनसुविधेचो विस्तार करतले.	2004 वर्सा सावन कार्यरत आशिल्ल्या सद्याच्या बंदर टर्मीनलाचे हे आधुनिकीकरण. प्रकल्पात अतिरीक्त भुंय संपादन, रेल्वे साधनसुविधेत वाड, खंयच्या जल/सागरी वटेनचे बदल वा मुखेल नागरी बांधकामाचो आस्पाव ना. आरोप केल्ले प्रमाण, प्रकल्पाच्या वावरात कसलेय सत वा म्हायती EAC, MoEFCC वा हेर खंयच्याय वैधानीक यंत्रणेकडल्यान लिपोवपाचो यत्न करुंक ना.

	फॉर्म I त फटींग सांगला की, अशे परिणामांचे सद्याचे आनी येवजण केल्ले हेर प्रकल्प ना, जेन्ना अदानीचे कोळसो हाताळणी 7 धक्के, हे 5a, 6A धक्क्याक तेंकुन आसात.	
iv.	लोकांचो सहभाग – संविधानाचे उल्लंघन: भारतीय संवीधानाच्या, 74 वे दुरुस्ती प्रमाण, वास्को सारख्या लागीच्या शेजारा कोळसो हाताळणी वाडोवपा सारख्या महत्वाच्या निर्णय प्रक्रियेत लोकांच्या सहभागाची गरज आसा. निर्णय प्रक्रियेत वास्कोच्या लोकांचो संविधानीक सहभाग जाल्या उपरांतच हो प्रकल्प आनी ईआयए अभ्यास मतीत घेवचो.	भोवशीक सल्लोमसलत ही ईआयए अधिसुचोवणी 2006 प्रमाण ईसी प्रक्रीया, जी लोकांच्या मागणे प्रमाण आयोजित करतात.
v.	MPT जमीन आनी उदक बेकायदेशीरपणान वापरता: MPT न बेकायदेशीरपणान मुरगाव कोमुनीदादीच्या मालकीची जमीन आनी नुस्तेमार समुदायाच्या हार्बर आनी समुद्रातल्या उदकाचेर आपलो ताबो दवरला. जमीन वा थळाव्या समुदायाच्या हक्कांचे कसलेच प्रकारचे हस्तांतरण केन्नाच जाले ना. जमनीची मालकी तपासुन पळयनास्तना EAC/MoEF न ToR जारी करून आपली जापसालदारकी पुराय करपाक अपेशी थारल्यात. मुंबय उच्च न्यायालयाच्या गोंय खंडपीठा मुखार प्रकरण सुरु आसा.	टिप्पणी प्रकल्प प्रस्तावकाक खातीर करुंक ना.
vi.	खासगी बंदरा खातीर MPT हो एक मोर्चा: हो प्रकल्प भोवशीक हीताच्या आड आसा. SWPL आनी अदानी हांका प्रचंड फायदो जावच्या खातीर फक्त आसा आनी हया खासगी म्हामंडळांच्या मालकीच्या फॅक्ट-यांखातीर हाची येवजण आसा. • हाका लागुन ग्लॉबल वॉर्मींग वाडतले -सगल्या मनीसकुळाक घातक. • हाका लागुन पुराय गोंयातलो वायु, उदक आनी जमीन प्रदूशीत जातली जाका लागुन लाखानी नागरीक ल्हवुल्हवु मरतले. • हार्बर, न्हंयो, समुद्र, खाडी आनी खाजन जमनीतले समुद्री जीवन ते मारुन वडयतले. • ड्रेजींगाक लागुन हार्बर आनी वास्को खाडी भोवतणची नाजुक आनी पर्यावरणीय-संवेदनशील दैवती कोसळतली, जाका लागुन धा हजार नागरीक विस्थापीत जातले आनी व्हडा प्रमाणात सामाजिक-अर्थीक आनी पर्यावरणीय विध्वंस जातलो.	उपकार करुन 1(iii), 4(i.d), आनी 85(i.a) आमी दिल्लो प्रतीसाद पळयात.
vii.	JSW चे आदले रॅकोर्ड: कोळसो खंडात दुबावीत अनियमीततायेचो आरोप JSW चेर जाला. JSW आड 07.02.2017 दिसा, PEN, महाराष्ट्रात जेटी बांधच्या खातीर पर्यावरणीय मान्यताय घेयनास्तना चीपाची झाडां कापील्ल्या खातीर एफआयआर नोंद केल्ली.	निरीक्षण समा ना आनी प्रकल्पा कडेन संबंधीत ना
viii.	गोंया वरवी कोळश्याची आयात वाडोवपाची येवजण मुद्दाम लिपयल्या:	• आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो ड्रेजींग भाग ना.

	हो प्रकल्प MPT चेर कितल्याश्याच पटीनी कोळश्याची हाताळणी वाडोवपा खातीर आसा जाची फुडे कर्नाटक, महाराष्ट्र आनी आंध्रं प्रदेशांत वशील्ल्या आनी प्रस्तावीत उर्जा आनी स्टील प्रकल्पा कडेन येरादारी जातली. हाका लागुन, पर्यावरणीय आनी सामाजिक-अर्थीक परिणाम अभ्यासा खातीर कामाच्या प्रत्यक्ष व्याप्तीचो आस्पाव करुंक जाय आशिल्लो; • समुद्र, न्हंय आनी खाडीचे ड्रेजींग • बंदराचे धक्क्यांचे बांधकाम आनी विस्तार • बंदर न्यासा कडेन कोळश्याची हाताळणी • वाडिल्ल्या कोळश्याची कर्नाटकात येरादारी करच्या खातीर रेल्वे आनी रस्तो जोडणीचे बांधकाम • कर्नाटक आनी हेर राज्यांतले प्रस्तावीत स्टील आनी उर्जा प्रकल्प. • PP न MoEF कडल्यान कामाचे प्रत्यक्ष स्वरुप लिपोवन पुराय फटींगपणा केल्यात. • MoEF न हेर प्रकल्पांवीशी म्हायती उपलब्ध आसूनय पुराय प्रकल्प मतीत घेयनास्तना आनी ToR जारी करुन पुरायपणान चूक केल्या. • सरकारान गोंयाक अदानी, JSW आनी हेरां खातीर कोळसो हबात रुपांतरीत करपाची येवजण केल्या हे सत मुद्दाम लिपोवन दवरला. • सगली येवजण लोकां दांगडा सल्लोमसलत करुन करची अशी भारतीय संबीधानात आवश्यकताय आसा.	प्रस्तावीत आधुनीकीकरणात ड्रेजींग आसा वा ना, ताचो सध्याच्या उदरगती कडेन संबंध ना. • हया आधुनीकीकरणाच्या प्रकल्पा खातीर अतिरीक्त धक्को आनी अतीरिक्त वॉटरफ्रंटाची गरज ना. • प्रस्न विचारुंक ना म्हणुन जांप दिंवक ना. • सद्या आनी फुडारातय म्हालाची रस्यायावेल्यान येरादारी ना. SWPL कडल्यान रेल्वे रुळाच्या विस्ताराचो प्रस्ताव ना. म्हालातली वाड सध्याच्या रेल्वे साधनसुविधेत आस्पावन घेवपाक जाता. • प्रस्न विचारुंक ना म्हणुन जांप दिंवक ना • 2004 वर्सा सावन कार्यरत आशिल्ल्या सद्याच्या बंदर टर्मीनलाचे हे आधुनिकीकरण. प्रकल्पात अतिरीक्त भुंय संपादन, रेल्वे साधनसुविधेत वाड, खंयच्या जल/सागरी वटेनचे बदल वा मुखेल नागरी बांधकामाचो आस्पाव ना. आरोप केल्ले प्रमाण, प्रकल्पाच्या वावरात कसलेय सत वा म्हायती EAC, MoEFCC वा हेर खंयच्याय वैधानीक यंत्रणेकडल्यान लिपोवपाचो यत्न करुंक ना. • उपकार करुन 1(i) आमी दिल्लो प्रतीसाद पळयात. • प्रस्न विचारुंक ना म्हणुन जांप दिंवक ना. • ईआयए अधिसुचोवणी 2006 प्रमाण भोवशीक सल्लोमसलत हो EC प्रक्रियेचो भाग आसा आनी लोकांच्या मागणे प्रमाण घेतल्या.
ix.	पर्यावरणीय कायद्याचे उल्लंघन करच्या खातीर कामाच्या व्याप्तीचे तुकडे: प्रकल्पाच्या प्रत्यक्ष व्याप्तीत, सद्या मुरगांव हार्बराचे ड्रेजींग (आनी फुडाराक गोंयातल्या 6 न्हंयातले),मुरगाव, साश्ट आनी तिसवाडी तालुक्यातल्यो कितल्योश्योच नुस्तेमारी सुविधा हातासप, कोळसो हाताळणी खातीर धक्को आनी जेटी तयार करप, सद्याच्या धक्क्याचो विस्तार/उदरगत, 4 पदरी म्हामार्गाचे बांधकाम आनी आमचे गांव आनी अस्तंत घाटातल्यान सावथ-वेस्टर्न रेल्वेचे दुपदरीकरण हांचो आस्पाव आसा. अशे दिसून आयला को PP अभ्यासात धक्को 5A आनी 6A सोडुन सगल्या हेर संबंधीत कामां कडेन मुद्दाम आडनदर केल्या, आनी म्हणुन ईआयए अधिसुचोवणेचे उल्लंघन केलां. प्रकल्प न्हान भागांत विभागला, जे फक्त एकोडे अर्थशून्य आसात. पर्यावरण, अर्थकारण आनी गोंयाच्या समाजावेलो गंभीर परिणाम लिपोवपाचो हो कुटील यत्न आनी ईआयए अधिसुचोवणी, 2006 चे उल्लंघन.	उपकार करून 1(i), 84(iv.c), आनी 85(i.a) आमी दिल्लो प्रतीसाद पळयात.
x.	गोंयच्या नुस्तेमारीचो विध्वंस: गोंया वरवी कोळसो आयातींत वाड करपाची प्रस्तावीत येवजण सागरमाला खातीरच्या निमाण्या अहवालात (खंड V) दिल्या. हया अहवालातल्यान हे स्पश्ट जाता की मुरगांव तालुको आनी बेतुल नुस्तेमारी गांवांतलो नुस्तेकार समुदाय हया प्रकल्पाक लागुन पुरायपणान विस्थापीत जातलो. मुरगांव बंदरावेले प्रस्तावीत ड्रेजींग मुरगांव हार्बर आनी वास्को खाडी, चिखली आनी सांकवाळे सारख्या	6 न्हंयांचे ड्रेजींग हे आमच्या आधुनिकीकरण प्रकल्पाच्या व्याप्तीत ना. ईआयए अहवाल आनी हेर वैदानीक सादरीकरणांत स्पश्टपणान नमुद केला की प्रस्ताव हो पुरायपणान बंदराच्या बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्सांच्या आधुनीकीकरणाचो आसा. धक्को/सागरी वटेन कसलोच बदल प्रस्तावीत ना.

	सरभोवतणच्या वाठारातल्या नुस्तेमारीचो पुरायपणान विध्वंस जातलो. रस्ते जाळे, कार्यशाळा आनी CFs सुविधांक लागुन बायणांतले नुस्तेमार पुरायपणान विस्थापीत जावपाचो प्रस्ताव आसा. गोंयातल्या अंतर्गत भागात कोळसो हाताळणी व्हरपाक, न्हंयो, जमनी आनी गोंयातल्या अंतर्गत वाठारातल्या गांवांत विध्वंस पातळोवच्या खातीर, 6 न्हंयाचे राष्ट्रीयकरण आनी ड्रेजींग करतात. ह्यो विध्वंसक येवजणों गोंयच्या नुस्तेमारी उद्देगाची पुरायपणान वाट लायतल्यो, वेगळ्या सागरी जीवीताची जैववीवीधतायेचो विध्वंस करतल्यो आनी गोंय राज्याच्या सामाजिक अर्थीक वाठाराक हानी करतल्यो.	तशेच उपकार करुन 85(i.a) आमी दिल्लो प्रतीसाद पळयात.
xi.	नुस्तेमार समुदायाचे विस्थापन: गोंयातलो नुस्तेकार समुदायाक नुस्त्याच्या साठ्याचे लुकसाण, आनी शारीकरणाची वाड, पर्यटन उद्देग आनी मायनींग सारख्या गोश्टींक लागुन तयार जाल्ल्या हेर ह्या सारख्या समस्यांनी ह्या आदीच रेंवाडो घाला, जाका लागुन नुस्तेमारीचो, नुस्तेमारी साधनसुविधा आनी नर्सरींचो विध्वंस आनी प्रदूशण जाला. कोळश्याच्या आयातीतली प्रस्तावीत वाड, ड्रेजींग आनी आवश्यक साधनसुविधांक लागुन गोंयातल्या नुस्तेमार समुदायाचे पुरायपणान विस्थापन जातले. प्रकल्पाचो आवश्यक भाग, ड्रेजींगाक लागुन आनी ह्या आदीच सुरु जाल्ल्या रस्तो बांधकामाक लागुन थेट मार बशिल्ले खारीवाडो, बायणा आनी देस्तेरोतल्या नुस्तेमार समुदायाचे जावपी विस्थापन आनी हानी हाचे प्रमाण दिवपाचो यत्न ईआयए अधिसुचोवणेत करुंक ना. बायणा, देस्तेरो आनी खारीवाड्यावेल्या शंभरेक नुस्तेमार कुटुंबाच्या विस्थापनाची नोंद करुंक EIA अभ्यासात अपेस आयला.	ईआयए अहवाल आनी तांचे वैधानीक सादरीकरणात स्पश्टपणान नमुद केलां की प्रस्ताव हो पुरायपणान बंदर बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्साच्या आधुनिकीकरणाचो आसा. धक्को /समुद्री वटेन बदल करपाचो प्रस्ताव ना. आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो ड्रेजींग भाग ना.
xii.	कोळश्याचे प्रदुशण: वास्को शार, मुरगांव, दाबोळी, चिखली, सांकवाळे, कुड्डाळी आनी दोना पावला मेरेन झुवारी न्हंयेचो उत्तरे कडलो किनारो ह्या आदीच गंभीर कोळसो प्रदुशणाचो त्रास सोसता आनी हे सत GSPCB न जारी केल्ल्या जायत्या कारणां दाखय नोटीस आनी काम थांबय आदेशावेल्यान मान्य जाता. जायत्यो नोटीसी आनी आदेश जारी करुनय MPT, अदानी, SWPL हांका प्रदूशण आडावप जमले ना. कोळसो आयातीतली प्रस्तावीत वाड ह्या सगल्या अती प्रदुशीत वाठारा खातीर भलायकी आनी पर्यावरणीय आपत्ती थारतली. थळाव्या लोकसंख्येच्या भलायकेचेर आनी पर्यावरणाचेर जावपी परिणाम खबर आसूनय अशे तरेच्या अती प्रदूशीत वाठारात, कोळसो हाताळणी वाडुंक जायना. सद्याच्या कोळसो हाताळणी सुविधांतल्यान जावपी वायु प्रदुशण आडावपाक कितल्याश्याच तेंपाचे अपेस आनी नाईलाजाचे सत PP न मुद्दाम जावन लिपयला. ईआयए अभ्यासात GSPCB न जारी केल्ल्यो नोटीसो, राहिवाश्यांनी कितलोसोच तेंप सोशील्ले धुल्लाचे प्रदूशण आनी ह्यो गंभीर समस्या सुटाव्यो करपाक PP क आयिल्ले अपेस ह्यो गोश्टी मतीत घेवपाक	GSPCB न दिल्ल्या आदेशांचे योग्य आनी बेगोबेग पालन केल्ले आनी योग्य प्रक्रीयेक पाळो दिवन प्रकरणीचे निराकरण केल्ले. भारत सरकारान अधिसूचीत केल्ले वायु उत्सर्जन मानकांक (NAAQS, 2009) आमी पाळो दितात. क्षमताय वाड पांवड्यार, योग्य APCMs स्थापीत करुन आमी उत्सर्जन मानकांक पाळो दीतले. प्रस्तावीत उत्सर्जन नियंत्रण उपाय प्रकरण 4, परिणामांचे मुल्यांकन आनी शमन उपाय, विभाग 4.3.4, पान क्र. 4.14 चेर दिल्यात. प्रस्तावीत क्षमताय वाडीक लागुन वायु पर्यावरणाचेर उल्लेखनीय परिणाम जावपाची शक्यताय ना.

	पुरायपणान अपेस आयला.	
xiii.	रेल्वेक लागून लोकांचे विस्थापन; • कोळश्याच्या प्रस्तावीत आयातीच्या येरादारी खातीरच सावथ वेस्टर्न रेल्वेचे दुपदरीकरण प्रस्तावीत आसा. • सद्याचो रेल्वे रुळ गोंयातल्या उच्च लोकसंख्या आशिल्ल्या गांवातल्यान वता आनी थळाव्या समुदायाचे व्हडा प्रमाणात विस्थापन करून रुळाचे दुपदरीकरण शक्य ना. • रेल्वे रुळा लागसरच्या थळाव्या लोकसंख्येवेलो भलायकी आनी आवाजाच्या प्रदुशणाचो परिणाम व्हडा प्रमाणात वाडतलो. • रेल्वे रुळा लागसरच्या शाश्वत अर्थवेवस्थेची हानी आनी पर्यावरणाचो विध्वंस तीतलोच भयानक आसतलो. • रेल्वे रुळाच्या दुपदरीकरणाक लागुन अस्तंत घाटाचो (WGs) विध्वंस आनी विखंडन (WGs) हे WG तले वन्य जीवन आनी खासा करुन उत्तर गोंयातल्या वाठारा खातीर भंय आसा.	रेल्वे वरवी म्हालाचे स्थलांतर ही चालू आशिल्ली प्रक्रीया. क्षमताय वाड प्रकल्पाचो भाग म्हण हाताळपाच्या प्रस्तावीत अतिरीक्त म्हालाक आस्पावन घेवपाक भारतीय रेल्वे वरवी, रेल्वे रुळाच्या विस्ताराची गरज ना, कारण सद्याची रेल्वे साधनसुवीधा अतिरीक्त म्हाल हाताळपाक फावो तीतली आसा
xiv.	NH17B आनी NH 4A लागुन लोकांचे विस्थापन; • NH 17B आनी NH4A च्या वेगवेगळ्या विभागात सद्या चालु आशिल्ले काम हे फक्त अतिरीक्त कोळश्याच्या आयाती खातीर आसा, जें जनते कडल्यान लिपयला. • ही कामां पर्यावरणीय संवेदनशील, CRZ वाठार, मुखेल कृशी जमीन, जल भरणा आनी थळाव्या समुदायाचो विध्वंस करतली. • NH 4A च्या विभागाचो विस्तार, महावीर राष्ट्रीय उद्यान/WLS कडेन WGs दुभाजीत करता हो हया कामांचोच भाग आसा. ही रानां आनी व्हडल्या दैवणशे मदल्यान रस्त्यांचो विस्तार पर्यावरणीय आपत्ती थारतली. • प्रकल्पाच्या परिणामाचीं चूकीची म्हायती दिवच्या खातीर प्रस्तावीत कोळसो आयातींतल्या वाडी खातीरच्या रस्तो विस्ताराची म्हायती जाणून बुजून लिपयल्या.	सद्या आनी फुडारातय म्हालाची रस्त्यावेल्यान येरादारी जावची ना. हया आधुनीकीकरणाच्या प्रस्तावाक लागुन SWPL न खंयच्याय रस्तो विस्ताराचो प्रस्ताव दवरुंक ना.
xv.	ईआयए अधिसुचोवणी 2006 खाला कार्योत्तर मान्यताय घेवपाची तजवीज ना: • PP न हया आदीच ड्रेजींगाच्या कामांचो कांय भाग पुराय केला, देस्तेरो, बायणा आनी खारीवाड्यावेल्या शंभरेक नुस्तेमार कुटुंबाचे विस्थापन, बायणा किना-यावेल्या रेंवेच्या ढिगा-यांचो विध्वंस आनी MPT गेट 9 वेल्यान NH 17B खातीर उड्डाण पुलाच्या बांधकामा खातीर (जें NH4A क बेळगांवा जोडता) झीज प्रवण देस्तेरो दोंगुल्ली भरप, NH 17B च्या मीसींग लींका खातीर लोटलींतल्यो खाजन जमनी भरप आनी खांडेपारा NH4A च्या विभागात दोंगुल्लेची कापणी आनी झाडां तोडप आदी. ही सगली कामां कोळसो विस्तारा खातीर आसात आनी काम सुरु करच्या आदी हाचो अभ्यास करुंक जाय आशिल्लो. • राज्य सरकार, MPT आनी केंद्र सरकारान मुद्दाम हे सत लोकांकडल्यान लिपयला आनी ईओए अधिसुचोवणे खाला दिल्ल्या प्रमाण पुराय प्रकल्पा खातीर ईआयए अभ्यास करीनास्तना हे काम फुडे	उपकार करुन 85(vii), आनी 85(i.a) आमी दिल्लो प्रतीसाद पळयात.

	व्हेला. • ईआयए अधिसुचवणे खाला कार्योत्तर मान्यताय घेवपाची तजवीज ना म्हणुन, हो प्रस्ताव न्हयकारुंक जाय आनी जमीन आनी न्हंयांचो तळ परत आशिल्लो तसो करुंक जाय	
xvi.	हवामान बदल, ग्लॉबल वॉर्मींग: • भारताची संसारीक समुदाया कडेन बांधीलकी, जी ताच्या INDC त घोशीत केल्ली, त्या प्रमाण जीवाश्म इंधनाच्या वापरात 2030 मेरेन 40% उणाव हाडुंक जाय. कोळसो साधनसुविधेत वाड ही भारताच्या जीवाश्म इंधन उणो करपाच्या बांधीलकेत फुडे वचपी वाट न्हय. • NASA आनी हेर संशोधनात्मक संस्थांच्या संकेतस्थळार प्रदर्शीत केलां त्या प्रमाण संसारीक सरासरी तापमान वाडीचो दर भयानक आसा आनी आमी बेगोबेग काळसो साधनसुविधा उणी करपाक जांय. कोळश्याच्या वापराच्या वाडी खातीर हो आसा, मात हवामान बदल वा ग्लॉबल वॉर्मींगा वीशी ईआयए अहवालात उल्लेख ना, हांतुतल्या अशे दिसुन येता की प्रकल्पाचे अती महत्वाचे पैलू मुद्दाम लिपयल्यात.	प्रस्तावीत प्रकल्प हो बंदर टर्मीनलाचेर कोळसो हाताळणी खातीर आसा. आधुनीकीकरण आनी सद्याच्या क्षमतायेचो बरो वापर करच्या खातीर प्रस्तावीत ब-या कार्यक्षमतायेचो परिणाम म्हळ्यार क्षमतायेत वाड. संसारीक हवामान बदल मुद्दयाचेर उपाय करप हे ईआयए व्याप्तीच्या भायर आसा.
xvii.	एकठाय परिणाम मतीत घेवपाक अपेस: • झुवारी न्हंय आनी तीचे मुख, मुरगांव आनी सांकवाळे खाडीतले आनी चिखलीतले किनारी उदक प्रदुशणाक लागुन आनी मनश्याचो वावर जशे की मायनींग, बंदरावेलो वावर, जहाज आनी बार्जीची बांधणी आनी दुरुस्ती, लोकवस्ती, शारीकरण, पर्यटन आनी उद्देग हाका लागुन परिणाम जाला. ईआयए अहवालात हया वावराचो आनी तांच्या एकठाय परिणामाचो कसलोच उल्लेख ना.. • ईआयए अभ्यासात हया वाठाराच्या किना-याची व्हडा प्रमाणातली झीज मतीत घेतली ना. सल्लागारांच्या मर्यादीत दृश्टीकोनाक लागुन चुकील्ले कांय महत्वाचे मुद्दे आसात; a. मायनींगाची परतुन सुरवात - माननीय उच्च न्यायालयान गोंयात नव्यान लोह खनीजाच्या खणकामाक परवानगी दिल्या. व्हडा प्रमाणांत खणकाम सुरु जाल्ल्यान समुद आनी न्हंयाचे व्हडा प्रमाणात प्रदुशण जातले आनी नुस्तेमारी, सागरी जिवीत आनी मार बशिल्ले नुस्तेकार हांचेर व्हडा प्रमाणात परिणाम जातलो. b. पर्यटन- पर्यटन हो गोंयच्या अर्थवेवस्थेचो कणो आसा आनी हरीत आनी नितळ प्रतीमेक लागुन पर्यटक भेट दितात. कोळसो हाताळणीक वाड केल्यार डॉल्फींन्स पळोवप, कोरल रीफ डायवींग आदी, तशेच दर्या देंगो, वास्को शार आनी विमानतळ वाठाराचेर जाल्ल्या परिणामांक लागुनय गोंयच्या पर्यटन संकल्पनेत भरपुर उणाव येतलो c. नुस्तेमारी- मानवनिर्मीत वावराक लागुन गोंयची नुस्तेमारी नुस्त्याच्या साठ्याच्या उणावाची खर हानी सोसता. ते उणावाच्या गंभीर पांवड्यार पावला. ईआयए अहवालात गोंयची नुस्तेमारीची भलायकी मतीत घेना. d. किनारी झीज - गोंयच्यो रेंवाळ दर्यादेगो खर झीज सोसतात आनी ताचो दस्ताऐवज तयार केला.	EIA/EMP अहवाल MoEFCC न ईआयए खातीर जारी केल्ल्या ToR प्रमाण तयार केला. आधारभूत पर्यावरणीय देखरेख MPT वाठारातल्या हेर सद्याच्या उद्देग /ऑपरेशन्सातल्यान जावपी प्रदूशण मतीत घेता. मापदंड ची देखरेख सुवातों अशे तरेन वेंचल्यात की ते वाठारातल्या वेगवेगळ्या स्त्रोतांकडल्यान जावपी प्रदूशणय दाखोवन दीता. वेगवेगळ्या पर्यावरणीय मापदंड च्या नमुनो सुवातांचो तपशील पर्यावरणीय आधारभूत दर्जो, प्रकरण 3 हांगा दिला. ईआयए अहवाल आनी तांचे वैधानीक सादरीकरणात स्पश्टपणान नमुद केलां की प्रस्ताव हो पुरायपणान बंदर बॅकअप/जमनीच्या वटेन सद्याच्या ऑपरेशन्साच्या आधुनिकीकरणाचो आसा. धक्को /समुद्री वटेन बदल करपाचो प्रस्ताव ना. निरीक्षण समा ना. प्रकल्प वाठाराचो किनारी रेशा दर्जो प्रकरण 3, पर्यावरणीय आधारभूत दर्जो, विभाग 3.14, पान क्र. 3-16 दिलां. a. टिप्पणी PP कडेन संबंधीत ना. b. टिप्पणी PP कडेन संबंधीत ना. c. ईआयए अहवाल, प्रकरण 3, पर्यावरणीय आधारभूत दर्जो, कोश्टक 3.14, पान क्र. 3-75 हांगा दिल्ले म्हायतीत 2011ते 2015 काळांत सागरी नुस्ते उत्पादनात वाड जाल्ल्याचे दाखयता. (स्त्रोत- नुस्तेमारी संचालनालय, गोंय सरकार).

	ड्रेजींग आनी व्हडा प्रमाणातलो वावर आनी जहाजांचो आकार झीज आनीक वाडयतले आनी अभ्यासात हे सत मतीत घेतले ना. e. रियल इस्टेट आनी शारीकरण - शारीकरण आनी रियल इस्टेटीक लागुन न्हंयो, समुद्र आनी जमनी सयत अभ्यास क्षेत्रात गंभीर परिणाम जाल्यात, जाका लागुनसागरी आनी जमनीच्या पर्यावरणाचेर तशेच अर्थवेवस्था आनी गॉंयच्या समाजाचेर खर प्रदूशण, झीज, गाळ साचप आनी हेर न्हयकारी परिणाम जातात. ईआयए अहवालात हया परिणामांचो संदर्भ ना. f. गॉंयची वहन क्षमताय - गॉंयची ल्हान जमीन आनी उदका मार्ग पारंपारीक रितीन वापरतात आनी ताका लागुन शाश्वत अर्थीक आनी सामाजिक उदरगत जाल्या. आयज तीच जमीन आनी उदक खाजगी लावाखातीर जशे की जशे की अदानी आनी JSW, 5 तारांकीत हॉटेलां, क्रुज जहाज पर्याटन, क्सीनो, मरीना, उद्देगीक वाड, शीक्षणीक आनी वैजकीय संस्था, रीयल इस्टेट, मायनींग आनी साधनसुवीधा प्रकल्पां हांच्या खातीर वळयला, जाका लागुन गंभीर संघर्श जाल्यात. हे आवश्यक आसा की, गॉंयचो सद्याचो अर्थीक वावर आनी तांचो एकठाय परिणाम मतीत घेवन राज्याची वहन क्षमताय आदी पळोवची.	d. आमचे आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो वाटों म्हण ड्रेजींग करपाचो प्रस्ताव ना. e. टिप्पणी PP कडेन संबंधीत ना. f. टिप्पणी PP कडेन संबंधीत ना.
xviii.	अपुरो आनी उथळ ईआयए अभ्यास: प्रकल्पा खातीर केल्लो ईआयए अभ्यास सकयल दिला त्या प्रमाण पुरायपणान दोशपुर्ण, अपुरो आनी ईआयए अधिसूचोवणेचे पुर्ण उल्लंघन करता; a. फॉर्म I त सत पुरायपणान लिपयला: • फॉर्म I ची प्रत उपलब्ध ना. PP न फटीचे फॉर्म I सादर केला. प्रकल्पात बंदर आनी प्रवेश कालव्याचे ड्रेजींग, कोळसो हाताळणीत वाड आनी ताचो परिणाम म्हण प्रदूशण, सावथ वेस्टर्न रेल्वेचे दुपदरीकरण आनी NH 17B आनी 4A चे बेळगाव मेरेन चार पदरीकरण हे सत तांतुत लिपयीलल्यान ते अपुरे आसा. • अभ्यास क्षेत्रातल्या असंख्य अनुसुचीत I प्रजाती आनी प्रवाळी आनी गॉंयच्या पारंपारीक नुस्तेमारी खाडीचे सामाजिक-अर्थीक महत्व फॉर्म I त सुचीत करुंक जाय आशिल्ले. b. तीनूय अभ्यास वयले वयले आसात आनी अहवालात डेटा कॉपी पेस्ट केला.: तीनय अभ्यास एकाच वेळार एकच सल्लागार WAPCOS हांणी केलां. तीनय अभ्यासात पुराय वळख आनी कांय भाग कॉपी पेस्ट केला. ईआयए अभ्यासात अभ्यास क्षेत्राच्या सामाजिक -अर्थीक आनी पर्यावरणीय वास्तवाकडेन आडनदर केल्या. c. अपुरो आनी अपुर्ण ToR: ToR लेगीत उपलब्ध ना, मात सहाजीकच तो पुरायपणान अपुरो आसा कारण न्हंयाचे ड्रेजींग, येरादारी साधनमुविधा, वाडिल्ले कोळसो हाताळणी ऑपरेशन्स आनी ताचो परिणाम म्हण लोक आनी पर्यावरणाचेर पडपी प्रभाव हे प्रकल्पाचे भाग मतीत घेवपाचे निर्देश सल्लागाराक दिंवक ना. कोरल रीफ, अनुसूची I तल्यो प्रजाती आनी नुस्तेमार समुदायाचो उल्लेख	निरीक्षण समा ना. ईआयए अधिसुचोवणी, 2006 (दुरुस्ती)त दिल्ले प्रक्रिये प्रमाण ईआयए करचे खातीर SWPL न संदर्भ अटी (ToR) योग्य रितीन MoEFCC, नवी दिल्ली कडल्यान मेळयल्यात. EIA/EMP अहवाल MoEFCC न ईआयए खातीर जारी केल्ल्या ToR प्रमाण तयार केला. a. भोवशीक सल्लोमसलती खातीर प्रसारीत केल्ल्या ईआयए अहवालाच्या मसुद्याचो फॉर्म I भाग आशिल्लो. 2004 वर्सा सावन कार्यरत आशिल्ल्या सद्याच्या बंदर टर्मीनलाचे हे आधुनिकीकरण. प्रकल्पात अतिरीक्त भुंय संपादन, रेल्वे साधनसुविधेत वाड, खंयच्या जल/सागरी वटेनचे बदल वा मुखेल नागरी बांधकामाचो आस्पाव ना. आरोप केल्ले प्रमाण, प्रकल्पाच्या वावरात कसलेय सत वा म्हायती EAC, MoEFCC वा हेर खंयच्याय वैधानीक यंत्रणेकडल्यान लिपोवपाचो यत्न करुंक ना. प्रकल्पाच्या अंदाजे केंद्राकडल्यान 10 किमी परिघाच्या परिणाम शीमेतल्या संवेदनशील घटकांची तपशिलवार वळेरी EAC, MoEFCC आनी हेर वैधानीक यंत्रणांच्या योग्य अवलोकना खातीर निमाण्या ईआयए अहवालात आस्पावीत करतले. फॉर्म 1 हे ईआयए अधिसुचोवणी, 2006 (दुरुस्त) प्रमाण ईआयए पूर्व सादरीकरण.

	करपाक आयिल्ले अपेस हाका लागुन ToR अदीक असंबद्ध आनी अपुरो जाता. d. साहित्यीक अभ्यास आनी दुय्यम डेटाचो संदर्भ घेवपाक आयिल्ले अपेस: ईआयए सल्लागारांक भोवशीक क्षेत्रात उपलब्ध आशिल्ले दस्ताऐवज आनी WWF, NIO आदींनी अभ्यास क्षेत्रातल्या समृद्ध वनस्पत आनी प्राणी जैववीधतायेचेर (डॉल्फीन्स, व्हेल, समृद्ध कोरल रीफ आनी अनुसूची I तली स्थळाच्या मूळाची वनस्पत आनी प्राणी) केल्ल्या अभ्यासाचो संदर्भ घेवपाक अपेस आयला. अभ्यास क्षेत्रातली व्हडा प्रमाणातली पारंपारीक नुस्तेमारी आनी समृद्ध नुस्तेमारी आनी तांचे अर्थीक महत्व. वास्कोतल्या थळाव्यांक तॉंड दिवचे पडता ती जुनाट कोळसो प्रदुशणाची समस्या आनी GSPCB कडल्यान जायत्यो नोटीशी मेळुनय ह्यो समस्या सुटाव्यो करपाक कंपनीक आयिल्ले अपेस. e. मुळावो अभ्यास करुंक आयिल्ले अपेस: अभ्यास क्षेत्राच्या 10 किमी परिघातल्या पर्यावरणीय आनी सामाजीक अर्थीक विशयाचेर कसलोच मुळावो अभ्यास करुंक ईआयए सल्लागारांक अपेस आयला. कोळसो प्रदुशणाचो मुद्दो अधोरेखीत केल्ल्यान रहीवाश्यांक तॉंड दिवचे पडतात त्या वायु प्रदुशणा कडेन संबंधीत भलायकेच्या मुद्दयाचेर प्रस्तावकान तपशीलवार अभ्यास करपाची गरज आसा. f. पुरायपणान चूकीचो आधारभूत डेटा: अर्थपूर्ण आधारभूत डेटा नाशिल्ल्यान ईआयए अभ्यास फटीचो आनी असंबद्ध जाता. देखीक, अभ्यास क्षेत्रात डॉल्फीन, व्हेल, कोरल रीफ, नर्सरी आदी ना अशे म्हणून, अभ्यास क्षेत्राच्या जैवविवीधताये कडेन ईआयए अभ्यासात पुरायपणान आडनदर केल्या. अभ्यास क्षेत्रात रावपी नुस्तेमार आनी तांचेर निंबून आशिल्ल्यांचो आकडो जो दिला ताचे परस खुप अदीक आसा. ड्रेजींग आनी कोळसो हाताळणीक लागुन जावपी नुस्तेमा-यांच्या अर्थीक आनी सामाजीक विस्थापनाचे प्रमाण दिवपाचो यत्न करुंक ना. g. ईआयए अहवालात निराधार वक्तव्यां: ईआयए अहवालात संदर्भ दीयनास्तना वक्तव्यां केल्यात. h. गंभीर विध्वंसक परिणाम मुद्दाम लीपयल्यात: सल्लागारान अभ्यास क्षेत्राच्या पर्यावरणीय, अर्थीक आनी सामाजाचे प्रत्यक्ष स्वरुप फटींग दिला आनी लिपयला. पर्यावरण आनी सामाजिक -अर्थवेवस्थेचेर परिणाम खुप कमी जातलो अशे फटींग चित्र निर्माण करच्या खातीर आधारभूत डेटात फटींगपणा करप. i. अपुरे तज आनी अभ्यास: कोळसो आयातीतली वाड, रॅव न्हयेचे ड्रेजींग हाका लागुन लाखांनी रहीवाश्यांचेर गंभीर परिणाम जातले, कारण ताच्या परिणामांचो ह्या आदीच अणभव घेतला. मात, सद्याच्यो भलायकेच्यो समस्या आनी ताची संभाव्य वाड हाचेर अभ्यास करुंक ना. ड्रेजींग, जहाजांचो वाडील्लो आकडो आनी आकार आनी कोळसो हाताळणीचो सागरी जिवीत, जैवविवीधताय, नुस्तेमारी आनी नुस्तेकारांची उपजिवीका हांचेर परिणाम ह्या वीशी योग्य अभ्यास करुंक ना. j. सुधारणा मतीत घेवक ना: ईआयए अहवालात पॅरा 3.7 त म्हळां, "आवश्यक बॅकअप वाठाराची गरज पुराय करुंक हॅडलॅड दॅवती आनी प्रवेश कालव्या मदल्या जमनीची सुधारणा करुंक जाय." मात, ही	पर्यावरणीय घटकांचो तपशील ईआयए अभ्या उपरांत सादर करुंक शकतात. b. आमचो प्रकल्प हो MPT न प्रस्तावीत केल्ल्या हेर दोन प्रकल्पांच्या परिणाम वाठाराचो भाग आसा (जशे की, 1. कॅपीटल ड्रेजींग आनी 2. धक्को 8 आनी 9 आनी बार्ज धक्क्याची सुधारणा), हे खुप तर्कशुद्ध आसा की ईआयए अहवालातले कांय घटक समान आसतले. M/s WAPCOS लि., भारत सरकार हांका ईआयए अधुसुचोवणी, 2006 (दुरुस्त) वा हेर खंयचेय परिपत्रक/ OMs /नोटीसी वा MoEFCC ची हेर कळोवणी वा हेर खंयच्याय वैधनीक मंडळाच्या चौकटे खाला खंयचेय सुवातेर प्रकल्प घेवपाक निर्बंध ना. ToR हो भोवशीक सल्लोमसलती खातीर फीरयील्ल्या ईआयए अहवालाच्या मसुद्याचो वाटो आशिल्लो. न्हंयांचे ड्रेजींग हे अधुनीकीकरणाचो भाग ना. c. वेगवेगळ्या सरकारी संघटनां कडल्यान प्रकल्प वाठारा खातीर संबंधीत साहित्यीक सर्वेक्षण आनी दुय्यम डेटा एकठाय करपाचो वावर केला आनी ईआयए अहवाल, प्रकरण 3, पर्यावरणीय आधारभूत दर्ज्यात नोंद केला. q. मुळावो आधारभूत अभ्यास सरभोवतणची हवा, आवाज, उदक (भूजल, पृश्ठभाग - समुद्री उदका सयत), माती (सागरी गाळा सयत), सागरी आनी जमनीच्या पर्यावरणीय आनी जैवीक मापदंड, खातीर केला आनी ताचे तपशील प्रकरण 3, पर्यावरणीय आधारभूत दर्ज्यात दिल्यात. प्रकल्पाच्या वाठाराची जवसंख्यांकी रुपरेशा जनगणना अहवाल, 2011 चेर आधारीत आसा. ह्या प्रकरणात दिल्ली म्हायती मुखेलपणान मुळावो जनगणना गोशावरा 2011 तल्यान घेतल्या. सामाजिक -अर्थीक अभ्यासा खातीर मुळावो आधारभूत डेटा एकठाय करुंक ना कारण प्रस्तावीत प्रकल्पाचो थळाव्या रहिवाशींचेर कसलोच प्रत्यक्ष आनी उल्लेखनीय न्हयकारी परिणाम जायना, कारण क्षमताय वाड प्रकल्पात भुंय संपादनाचो प्रस्ताव ना. आमच्या क्षमताय वाड प्रकल्पाचो वाटो म्हण ड्रेजींग करपाचो प्रस्ताव ना. d. उपकार करुन वयर दिल्ल्या मुद्दयाक आमी दिल्लो प्रतीसाद पळयात. e. साबार दुय्यम डेटा स्त्रोतांचेर आधारुन ईआयए तयार केला, जांका ईआयए अहवालाच्या

	म्हायती फॉर्म I त दिसुंक ना आनी अहवालात मतीत घेवक ना. k. तयार केल्ले परिक्षण परिणाम: 3.10 त वायु परिक्षण निकाल पुरायपणान तयार केल्ले आसात, जे नोंद केल्ल्या उण्या रीडींगा वेल्यान दिसता, जे समस्ये बगरच्या शारातय अशक्य आसात. सगल्यो PM10 नोंदी फटीच्यो आसात आनी वास्कोत प्रदुशण ना हे दाखोवपाचो यत्न करतात. l. मनमानीपणान हेत सांगला, विचारात लेगीत घेवुंक ना: EMP कडेन संबंधीत प्रकरण 5.1 त म्हळां "ईआयए अभ्यासात EMP चे महत्व म्हळ्यार पर्यावरणावेलो ताण/भार हो वहन क्षमताये भीतर आशिल्ल्याची खात्री करप. मात पर्यावरणाची वाहन क्षमताय आनी पर्यावरणावेलो ताण हांचे प्रमाण दिंवक ना. m. पर्याय: प्रस्तावीत प्रकल्पाक खंयचोय पर्याय विचारात घेवपाचो यत्न सल्लागारांनी करुंक ना. पर्यावरणीय आनी सामाजिक-अर्थीक विद्वंस मतीत घेयनास्तना गोंया वरवी कोळसो आयात वाडोवपाचो पयलीच विचार केल्लो निर्णय हांतुत दिसता. आयात केल्ल्या कोळश्या परस देशी कोळसो वापरपाचो विचार मतीत घेवपाक अपेस. n. खर्च आड लाव: खर्च आड लाव हाचेर अभ्यास करुंक ना. आधारभूत डेटा वा खर्च आनी प्रकल्पाचे लाव हांचे प्रमाण थारावपाचो यत्न करुंक ना.	वेगवेगळ्या प्रकरणात योग्य श्रेय दिलां. f. उपकार करुन वयर दिल्ल्या मुद्दयाक आमी दिल्लो प्रतीसाद पळयात. g. आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो ड्रेजींग भाग ना. h. समुद्री वाठाराचो विस्तार हो आधुनीकीकरण प्रकल्पाचो भाग ना, म्हणुन समुद्रात सुधारणा हया प्रकल्पाचो भाग ना. i. निरीक्षण समा ना. j. प्रकरण 5, पर्यावरणीय वेवस्थापन आराखडो, विभाग 5., पान क्र. 5-1 त केल्ले वक्तव्य हे प्रकल्प वावराकडले न्हयकारी परिणाम ताब्यात दवरपा खातीर /सुधारपा खातीर योग्य आनी अनुरुप EMPs घालुन दिवपाच्या आधाराच्या संदर्भात केल्ले. सद्याचे ऑपरेशन्स वा प्रस्तावीत क्षमताय वाडीच्या बाबतीत खंयचेय पर्यावरणीय मापदंड तांच्या वहन क्षमताये मेरेन पाविल्ल्याचे ईआयए अहवालात दाखयना. k. 2004 वर्सा सावन कार्यरत आशिल्या. टर्मीनल सुवीधेचे हे आधुनीकीकरण. म्हणुन पर्यायांचो अभ्यास करपाची गरज ना. l. ईआयए अधिसुचोवणी 2006 (दुरुस्त), परिशिश्ट III, Sr. 9 प्रमाण MoEFCC न जारी केल्याधि अतिरीक्त ToR चो भाग म्हण आस्पावीत केल्यारुच खर्चाच्याचो लावाचे मुल्यांकन करप गरजेचे आसा.
xix.	स्थीरताय आनी जतनायेची तत्वां मतीत घेवक ना: ईआयएत खंयच 'स्थीरताय' वा जतनायेचे तत्व' हे शब्द नमुद करुंक ना. आमी ईआयए अभ्यास न्हयकारतात, कारण तो पुरायपणान फटीचे आनी ईआयए अधिसुचोवणेचे उल्लंघन करतात. आमी हया प्रकल्पाक विरोध करतात कारण तो गोंयचे नुस्तेमार, वास्को द गामा, मुरगावचे रहिवाशी आनी मार बशील्ले हेर नागरीक, गोंयच्या हेर वाठारातले रहिवाशी आनी गोंयांतल्या समुद्री आनी न्हंयातल्या सागरी जीवीताच्या हीताच्या आड आसाच, सांगात राष्ट्रीय आनी संसारीक हिताच्या आड आसा	प्रस्न विचारुंक ना म्हणुन जांप दिंवक ना.
93. अविनाश तावारीस, फातोर्डा, मडगांव		
i.	अपु-यो परिक्षण सुवातों	प्रकल्पाची सुवात सडा हेडलँडाच्या उत्तरेवटेन तोंडार खाशेले सुवातेर आनी समुद्रान वेडिल्ली (उत्तर

	ईआयए अहवाल दोशपुर्ण आसा कारण, फक्त 4 किमी परस उण्या ल्हान वाठारात अभ्यास केला आनी पुराय 10 किमी वाठारात न्हय.	आनी दक्षीणेक). वायु प्रदुशणाचे संभाव्य स्रोत हे बंदराच्या टर्मीनल वावरा कडल्यान, क्षणीक तयार जावपी कण आसा, जे सुवातेर अंमलबजावणी केल्ल्या प्रदुशण उपायान व्हडा प्रमाणात नियंत्रीत जाता. फुडे, हे खुप उणे उत्सर्जन, आसले जाल्यार, सामान्य हवामान परिस्थीतीत व्हडा अंतराचेर वचपाची शक्यताय ना. त्याप्रमाण, उण्या तीव्रतायेचे प्रदूशण, आसले जाल्यार, हवा प्रदुशण फाफसोवच्या आदी धरपाक AAQ आधारभूत स्थानकां, 5 किमी परिघा भीतर वा प्रकल्प सुवातेच्या लागसर स्थीत आसात.
ii.	सरभोवतणच्या हवेचो दर्जो गरमेच्या दिसांनी मेजला आनी वा-याची म्हायती ना: गरमेच्या म्हयन्यांत हवा विखारी उत्सर्जना वांगडा वयर वता. उत्सर्जनाची मेजणी करपाचो सारखो वेळ म्हळ्यार शींयाचे दिस जेन्ना किमान वा-या वांगडा थंड हवा जमनीच्या पातळीत आसता. धुके आनी हवेतल्या प्रदुशणाक लागुन हया वेळार लोक दुर्येत जातात, वा-याच्या दिशेचो अभ्यास मुद्दाम करुंक ना आनी तो ईआयए अहवालात ना. WAPCOS हांणी मुद्दाम हे म्हयने वेंचल्यात आनी शक्य तीतल्यो उण्यो नॉदी एकठाय करच्या खातीर वा-याच्या नमुन्याचेर अभ्यास करुंक ना.	ईआयए अभ्यास पर्यावरण, रानां आनी हवामान बदल मंत्रालयान (MoEFCC) जारी केल्ल्या ToR प्रमाण केला.
iii.	दिशाभूल करपी सरभोवतणची मार्गदर्शक तत्वां: (ईआयए अहवालाचे कोश्ठक 3.1) सरासरी नॉदीची तुळा भारतीय मानकाच्या दिसपट्टया मर्यादे कडेन केल्या आनी सरभोवतणच्या हवेच्या भारतीय मानकाच्या वर्सुकी सरासरी कडेन करुंक ना. कोश्टक 3.1 तल्या कण आनी NO2 च्या नॉदी प्रमाण ते वर्सुकी सरासरी सरभोवतणच्या हवा दर्ज्या परस अदीक आसात. हाचे वेल्यान दिसुन येता की WAPCOS न 24 वरांच्या मान्यताय प्राप्त मर्यादे कडेन तुळा करुन डेटाचो चुकीचो अर्थ लावपाचो यत्न केला.	अभ्यास तीन म्हथन्याच्या काळा खातीर आशील्लो, म्हणुन NAAQS वर्सुकी मीन वांगडा तुळा करुंक ना, जे मानक प्रथे प्रमाण आसा.
iv.	WAPCOS दावो करता की उच्च आर्द्रता आशिल्ल्या कोळश्याची आयात केल्ल्यान धुल्लाचे प्रदुशण उणे आसतले. हे फट आसा कारण, ते सवाय आशिल्लो तो उच्च राख आनी उण्या आर्द्रतेचो कोळश्याचो कच्चो म्हाल हाडतात (ईआयए अहवालाचे पान 4.16 आनी 5.6) अश्या प्रकराच्या कोळश्याच्या हाताळणीक लागुन धुल्लाचे प्रदुशण जाता.	वक्तव्य चुकीच्या पद्धतीन सांगला. ईआयए अहवालात केल्ल्या वक्तव्या वांगडा आमी आसात.
v.	प्रस्तावीत प्रकल्पाचो जल पर्यावरणावेलो परिणाम ईआयए अभ्यासात नमुद करुंक ना. देखीक, ईआयए अहवालातले शीश्याचे प्रमाण दाखयता की बंदरातले उदक समुद्रातल्या उदकाच्या पातळी परस 260% उच्च आसा. उदकातल्या अवजड धातु दूशीतकरणाचो सुरक्षीत मापदंड अहवालात दिंवक ना.	अहवालात उदका पर्यावरण मतीत घेतला आनी MoEF न जारी केल्ल्या ToR त दिल्ल्या मापदंडा प्रमाण आसा. SWPL चे उदका वटेनच्या वावराचेर आनी अवजड धातूंचेर, नियंत्रणात नाशिल्ल्यान, ते आसले जाल्यार बंदर सुरु जाल्ल्या काळा सावन हाताळीलल्या सगल्या म्हालाचे एकठाय आसतले, हाची जाप दिवपाचे स्थीतीत SWPL आसचे ना.
vi.	मातयेचे परिक्षण फक्त बंदराच्या वाठारा भोवतणी केलां आनी 10 किमी परिघाच्या प्रभावीत वाठारात करुंक ना. पारो आनी आर्सेनीक सारख्या अवजड धातुंच्या हाजेरे खातीर मातयेचे परिक्षण करुंक ना.	प्रस्तावीत प्रकल्पातल्या वावराचे स्वरुप सद्याच्या चालू प्रक्रिये सारखे आसा, आनी हाताळणीच्या कार्यक्षमतायेच्या वाडी बगर वावरात हेर कसलोच बदल प्रस्तावीत ना, जाचो परिणाम म्हण वर्सुकी उलाढालीत वाड जातली. म्हणुन, प्रक्रियेत बदल नाशिल्ल्यान, हाचो वाठाराच्या मातयेचेर कलसोच परिणाम जावपाची शक्यताय ना. मातयेच्या दर्ज्याची आंदारभूत रेशा स्थापीत करच्या खातीर मातयेचे परिक्षण केला.
vii.	a. प्रस्तावीत प्रकल्प कार्यान्वीत जाल्या उपरांत तयार जावपी कोळश्याच्या धुल्लाच्या परिणामाचे	उपकार करुन 1(iii) आमी दिल्लो प्रतीसाद पळयात

	मुल्यमापन करुंक ना.	
	b. अकार्यक्षम उदकाची फवारणी P10 आनी P2.5 कणांचे नियंत्रण करतात.	क्षणीक उत्सर्जन उणे करच्या खातीर आधुनीक उपकरणांचो वापर करुन उदकाची फवारणी करतात.
	c. 10 मायक्रोन (PM10) परस उणे धाकले कण साबार दिस मेरेन हवेत रावपाक शकतात आनी वा-याक लागुन सरभोवतणी वा मुळ स्रोता कडल्यान पयसुल्ल्या अंतरा मेरेन फाफसोवपाक शकतात. बारीक कण (<2.5 मायक्रोन) वातावरणात कायम रावपाक शकतात. 5-10 किमी मजगती सेन्सर नाशिल्ल्यान आनी परिक्षणाचो काळ उणो आशिल्ल्यान, धुल्ल खुप अंतरामेरेन वचपाक शकना हाची खात्री दिवपाक ईआयए अहवालात अपेस आयला.	सरभोवतणच्या हवा दर्ज्याचे विश्लेशण NAAQS, 2009 च्या मार्गदर्शक तत्वां प्रमाण केला.
viii.	ईआयए अहवाल म्हणता की स्थायीक टाकये कडल्यान तयार जाल्लो गाळ, जाका इंधनाचे मोल आसा, तो गांवका-या मदी वितरीत करुंक जाता. तो अशेय म्हणता की हो गाळ खुप धोकादायक आसा कारण तो आम्लधर्मी, विखारी आनी अवजण धातूंन भरिल्लो आसा. गाळाचे इंधन म्हणुन ज्वलन गावक-यांक आनी खासा करुन भुरग्यां खातीर खुप धोकादायक आसा. हातुतल्यान कोळश्याचो कोयर हाताळपाचो MPT चो निश्काळजी दृश्टीकोन दिसुन येता. कोळसो स्थायीक जावपाची टक्केवारी लेगीत प्रकल्प प्रस्तावकांन करुंक ना.	कोळश्याचेर फवारणी केल्ले उदक चडशे कोळश्यात शोशून घेतात आनी व्हांवप जवळजवळ ना. कोळश्याचे साठे सेगीत धापुन दवरतात; पावसाचे उदक कोळश्याच्या साठ्याच्या संपर्कात येना. हाका लागुन, व्हांवपी उदकाचे प्रमाण खुप उणे आसा. केन्ना केन्ना व्हांवपी उदक डंप तळ्यात व्हांवता जंय कोळश्याचे कण बसतात. तयार जाल्लो गाळ नेमान नितळ करतात आनी नेमाप्रमाण ताचे विलो लायतात. आमच्या सुवीधेत लगद्याच्या कुडक्यांचे वितरण करुंक ना. खंयच्या प्रकरणात ईआयएत फक्त दिल्ल्या सल्ल्याची नोंद करता आनी सक्तीच्या अंमलबजावणी खातीर न्हंय.
ix.	ऑस्ट्रेलीयेतल्या अबोट्ट पॉयंट कोळसो बंदराचेर हालीच जाल्ल्या आपत्ती सारखो जर उटंगराचो पावस पडलो जाल्यार आपत्ती वेवस्थापन आराखडो.	मान्सून काळा सयत म्हाल पुरायपणान वॉटरप्रुफ धांपण्या खाला आसता. साठयिल्ले परिस्थीतीत पावसाचे उदक म्हालाच्या संपर्कात येवपाची शक्यताय ना. म्हणून, म्हालातल्यान व्हंवपी म्हेळे उदक शक्य ना.
x.	आपत्ती वेवस्थापन आराखडो, जर बुडपी बोटी खातीर (जशे की मुंबय किना-या लागी बुडिल्ली अदानीची बोट) जाग्यार नासलो जाल्यार.	समुद्री उदकांतल्या वावराचे नियंत्रण MPT करता, कारण बंदराच्या संरक्षणाचो वावर तांच्या कडेन आसा. सुचालन, जहाजांची सुवात बदलप आनी हेर संबंधीत वावर SWPL च्या नियंत्रणात ना.
xi.	बंदराचेर वाडिल्ले ट्रक आनी ट्रेनींतल्यान जावपी वाडिल्ल्या उत्सर्जनाचो परिणाम ईआयएत मतीत घेंवक ना.	प्रकल्पात सद्या म्हालाची रस्त्यावेल्यान येरादारी जायना आनी प्रस्तावीत आधुनीकीकरण पांवड्यारय ताचो प्रस्ताव ना. लोडींग वावरा उपरांत, पुराय पणान दोरखंडान बंद करुन, इन मोशन वॅगोन यंत्रणा वापरुन ट्रेनीच्या म्हालाचे डबे बेगोबेग आनी आपचलीतपणान धांपतात, हाका लागुन कसलोच म्हाल भायर सरपाची शक्यताय नासता. हो शून्य आडवांद आनी शून्य चूक वावर, जो प्रकल्प प्रस्तावक पुराय कडकपणान न करतात.
xii.	त्या भायर बंदराचेर स्थीर जल वेवस्थापन मार्गदर्शक तत्वां जाग्यार ना आनी ईआयए अहवालातल्यो सुचोवण्यो (बलास्ट केल्ल्या उदकाचे डंपींग करपाक मान्यताय दिवचे ना) मुरगाव बंदर नेम 1966 वांगडा परस्पर विरोधी आसात, जांतुन म्हळा की ब्लास्ट उदक फक्त अश्या धक्क्यांचेर सोडप जंय पालवी संरक्षक निर्देश दितलो तशेच प्रकल्प प्रस्तावकान उत्सर्जन नियंत्रण पातळी पुरायपणान समजायली नासल्यार.	बलास्ट उदकाची मार्गदर्शक तत्वां, MPT जहाजांक कळयता आनी आमका खबर आसा त्या प्रमाण तांका खरपणान पाळो दितात.
xiii.	वास्को खाडी पर्यावरण संवेदनशील आशिल्ल्या कारणान, जो मेरेन क्षेत्र हे उत्सर्जन नियंत्रण वाठार म्हण जाहीर जायना वा सल्फराची पातळी, SOx, NOx आदी नियंत्रीत करुंक ईसीए ना तो मेरेन MPT न	टिप्पणी प्रकल्प प्रस्तावकाक निर्देशीत ना.

	बंदराचो विस्तार करुंक जायना.	
xiv.	JSW वा MPT न अशे बरोवन दिंवक ना की ते फुडारात CSR वावराची अंमलबजावणी करतले.	PH वेळार उतर दिल्ल्या CSR ची हयकारीपणान अंमलबजावणी जातली.
xv.	नुस्तेमारी वावरावेलो परिणाम मतीत घेंवक ना, कारण MPT न आपल्या विश्वस्थ मंडळाच्या 24 व्या बसकेच्या कार्यवाहीत, 08/09/2010 तारखेच्या 4 थे बसकेत, पान 33 पॅरा 7.21 हांगा MPT च्या अध्यक्षान म्हळा की, खारीवाडा जेटी एक ते देड वर्स मेरेन काडुन वडयतले. तांणी अशेय म्हणील्ले की आस्त आसा की झुवारीत नुस्तेमारी जलमार्ग नासतलो.	टिप्पण्णी प्रकल्प प्रस्तावकाक निर्देशीत ना.
xvi.	आपत्ती वेवस्थापन आराखड्यात, अमोनीया/ नाफ्ता टाकयांक लागुन आशिल्ल्या धोक्याची परिस्थीती दाखयना.	टिप्पण्णी प्रकल्प प्रस्तावकाक निर्देशीत ना.
xvii.	हाका लागुन WAPCOS न केल्लो जलद ईआयए अपुरो आसा कारण प्रकल्प वर्सभर कार्यान्वीत आसतलो. हे स्पश्ट आसा की प्रकल्प खुप धोकादायक आनी पर्यावरणीय नदरेन अव्यवहार्य आसा आनी म्हणुन तो रद्द करुंक जाय.	WAPCOS हे NABET चे मान्यतायप्राप्त सल्लागार, जांका वेगवेगळ्या प्रकल्पांचो अणभव आसा. ईआयए जतनाय घेवन ToR च्या चौकटीत केलां. .
xviii.	WAPCOS न तयार केल्ल्या ईआयए अहवालात तांणी नदरेक हाडल्यात त्यो जायत्यो विसंगती आसात (लेखी सादरीकरण पळयात). हे सुचोवप चूकीचे थारचे ना की, अहवाल पीपी कडेन पक्षपाती आसा, तांतुत कांय गोश्टी वगळपाचे आनी कांय कृती केल्ल्याचें पातक आसा ज्या सगल्यांक लागुन WAPCOS आड दक्षता चवकशी करपाची गरज आसा.	योग्य आनी प्रकल्प विशीश्ट स्कोपींग, MoEFCC न ईआयए खातीर जारी केल्ले अतिरीक्त ToR, वाठाराच्या विशीश्ट ईआयए मार्गदर्शक पुस्तीका आनी MoEFCC न प्रकाशीत केल्ले वाठाराचे विशीश्ट मानक ToRs हांचेर आदारुन ईआयए तयार केला.
94. सेबी मास्कारेन्हस, वास्को, गॉय		
i.	मुरगाव बंदरावेल्या धक्को 5 आनी 6 चेर कोळसो हाताळणी थांबोवची म्हण आमी खर विरोध करतात. वास्कोचे नागरीक कोळश्याच्या धुल्लाच्यो भलायकेच्या धेक्याचो समस्या सोसतात. संबंधीत अधीकारणीक विनंती करता की रस्त्याची, कोळसो हाताळणी सुवातेची पळोवणी करची आनी बंदराच्या शेजारच्या वाठारातल्या दुर्यंत लोकांचे सर्वेक्षण करचे.	प्रतीसाद दिंवक ना.
95. गांधी हेन्रीक्स, वास्को		
i.	ही भोवशीक सुनावणी 2 सप्टेंबर 2016 दिसा NGT न दिल्ल्या आदेश/निर्णयाक लागुन आसा.	निरीक्षण समा ना.
ii.	PP "मुरगाव पत्तन न्यास" "A" विभाग प्रकल्पा खातीर ईसी मेळयली मात भोवशीक सुनावणी घेवुंक नाशील्ल्यान ही मान्यताय रद्द केल्ली.	टिप्पण्णी प्रकल्प प्रस्तावकाक निर्देशीत ना.
iii.	निमाण्या पांवड्यार जेन्ना NGT मुखार केस चालु आशिल्ली, आदेशाच्या पान 31 चेर तांणी म्हळा, MPT न प्रकल्पाचे 60 % काम पुराय केलां.	टिप्पण्णी प्रकल्प प्रस्तावकाक निर्देशीत ना.

iv.	आयज PH त तेच 3 भागात 3 दिसांत फुडे वता जो गंभीर मुद्दो आसा कारण प्रकल्प एक आसा आनी EC एका खातीरच घेतील्ली. a. NGT क आदेशाच्या तारखेच्या आदी म्हायती दिल्ली की प्रकल्पाचे 60% टक्के पुराय जाला, हाका लागुन हाव जाणुन घेवपाक सोदता, आयज 60 % कामातलो कीतलो टक्के पांवडो पुराय जाला. b. खर्च कीतलो जाला आनी जर प्रकल्प न्हयकारलो जाल्यार आदल्या स्थीतीत हाडपाक खर्च कितलो जातलो.	टिप्पण्णी प्रकल्प प्रस्तावकाक निर्देशीत ना.
v.	PP न पान 17 चेर धक्को 5 आनी 6 19.8 मी आनी धक्को 7 16.5 मी खोल करपाचो प्रस्ताव दवरला अशे दिसता. MPT न लोकांक सांगपाक जाय की धक्को क्र. 7 खोल करपाचे रद्द केला कांय हया आदीच केल्ल्या 60% कामात हया आदीच पुराय केला. 15 दशलक्ष cum ड्रेज म्हालातले पुराय जाल्ले प्रमाण आनी ते डंप केला ती सुवात हया वीशी लोकांक स्पश्टीकरण दिवप गरजेचे आसा.	टिप्पण्णी प्रकल्प प्रस्तावकाक निर्देशीत ना.
vi.	कॅपीटल ड्रेजींग हे बंदराच्या म्हाल हाताळणी क्षमताये परस वेगळे मानतले कांय कीते हया युक्तीवादात NGT क योग्यताय दिशील्ली. a. प्रकल्प मतीत घेतना धक्को 5 आनी 6 खातीर ब्रेकप कीते आसतले. b. धक्को 5 आनी 6 चेर कीतल्या प्रमाणात म्हाल उपशीयला. धक्को 5 आनी 6 चेर वाडिल्ल्या उदकाचे प्रमाण कितले आनी धक्को 5 आनी 6 चेर म्हाल हाताळणी क्षमताय कितली वाडल्या. c. क्षमताय वाडीक नाराजी उक्तायील्ल्यान जेन्ना लोकांचे मत विचारतात, तेन्ना वाडीखातीर खंयचो म्हाल हाताळतले हे दाखोवपाक जाय आशिल्ले. d. अशे दिसता तो कोळसो आसा. जर कोळसो आसा जाल्यार पुराय केल्ल्या 60% कामात, घुमटीच्या प्रकारची कोळसो हाताळणी बांधल्या कांय कीते. फाटली कितलीशीच वर्सा कोळश्याचो पावडर आनी कोळसो रस्त्यार पडिल्ल्यान आनी वा-या वांगडा व्हावन गेल्ल्यान गोंयच्या लोकांक खुप त्रास जाल्यात. कसलीय वाड आमचे पर्यावरण, नुस्तेमारांच्या उपजिवीकेचो विध्वंस करतली आनी गोंयच्या लोकांक नुस्ते मेळचे ना. e. कोळसो आनी लाकडाच्या तुकड्यांक लागुन वास्को शाराची खुप हानी जाल्या. म्हजे नमळायेचे सांगणे आसा की हो प्रकल्प गोंय राज्य आनी ताच्या लोकांच्या हिताचो ना. f. गोंयच्या हिता खातीर हो प्रकल्प न्हयकारुंक जाय.	ड्रेजींग आधुनीकीकरण प्रकल्पाचो वाटो ना. प्रस्तावीत प्रकल्प हो कॅपीटल ड्रेजींग प्रकल्पा सयत वा ड्रेजींगा बगर आसा, जाचो सद्याच्या उदरगतीचेर परिणाम जावचो ना आनी नींबुन ना.
96. वसुधा सावयकार, फॉडा, गोंय		

i.	USA तल्या JSW च्या उपकंपनीक तीन वेगवेगळ्या वेळार USA तल्या कायदो अधिकारणीन दंड घाला. डिसेंबर 2015 त, USA तल्या जिल्लो न्यायाधीशान, JSW स्टील उपकंपनीक न्यास - विरोधी कायद्याचे उल्लंघन केल्ल्या खातीर 156 दशलक्ष दंड फारीक करपाक सांगिल्ले.	टिप्पण्णी प्रकल्पा कडेन संबंधीत ना.
ii.	उत्तर अस्तंत मोझॅंबीकाच्या टेटे क्षेत्रात, जिंदाल मोझॅंबीक मिनरल्स चिरोझी कोळसो प्रकल्प चलयताले. तांच्या आगमना सावन सामाजिक हक्कांचे उल्लंघन, उक्त्या पीट मायनींगा वरवी पर्यावरणाक हानी आनी मोझॅंबीकन कामाची चुकिची वागणुक केल्ले खातीर जिंदाल जापसालदार आसा.	निरीक्षण समा ना..
iii.	भारतात, जिंदाल ग्रुपाचेर वेगवेगळ्या उल्लंघनाचे आरोप जाल्यात आनी दिल्ली उच्च न्यायालयान दंड घाला. वेगवेगळ्या प्रकारची उल्लंघना आसात; a. कोल गेट घोटाळो: नवीन जिंदाल आनी हेरांचेर भ्रश्टाचार आनी गुन्यावकारी कारस्थानाचे आरोप आसात. b. जानेवारी 2017 त, कोळसो खंड वितरणा उपरांत, दिल्ली उच्च न्यायालयान छत्तीसगड खणीत फ्लाय डंप करपा खातीरची जिंदाल स्टीलाची याचिका रद्द केल्ली आनी 1 कोटी रुपयांचो दंड घाल्लो. c. फेब्रुवारी 2017 त, जिंगाल स्टील आनी हेर अधिका-यांचेर, पर्यावरणीय राखण नेमांचे उल्लंघन केल्ले खातीर FIR नोंद केल्ली. फेब्रुवारी 2017 पुलीसांनी गुन्यावकारी कागाळ नोंद केल्ली जांतुत आरोप केला की अंबा न्हंयच्या लागसार सरकारी जमनीचेर चिपांची झाडां कापल्यात आनी पर्यावरणीय मान्यताय घेयनास्तना न्हंयेत जेटी बांदल्या. d. कंपनीची अर्थीक परिस्थीती प्रस्नार्थक आसा. "डिफॉल्ट" क्रिसील ली. न JSPL's न रु. 32,638 कोटी इतले रीण फारीक करुंक ना आनी दुबळ्या रोख रक्कमीक लागुन मुजतीच्या रीणांवेले कळंतर फारीक करपाक कळाव जाला अशे म्हळां. जानेवारी 2017 त, SBI आनी हेर 8 बँकांनी जिंदाल स्टिल आनी उर्जा लिमीटेड कडल्यान रीण वसुल करपा खातीर सर्वोच्च न्यायालयात धाव घेतली. आमच्या सोतांवेल्या आमच्या हक्कांचो वापर वा मालकी वा हस्तक्षेप करपाक जिंदाल ग्रुप राष्ट्रीय आनी आंतरराष्ट्रीय पांवड्यार खंयच्या विश्वासाक पात्र ना आनी म्हणुन प्रस्ताव रद्द आनी न्हंयकारुंक जाय.	टिप्पण्णी प्रकल्पा कडेन संबंधीत ना.
97. ज्युडीथ कुतिन्हो, गॉंय		
i.	Change.org चेर 900+ लोकांनी ऑनलायन याचिकेचेर सय केल्या "कोळश्याक ना म्हणात"	-
98. परशुराम यु सोनुरलेकर आनी हेर, मुरगांव गॉंय		

i.	वेपार आनी उद्देगाची उदरगत जाता जो शंभरेक लोकांक रोजगार निर्माण करता, हांव MPT वेल्या धक्क्यांच्या वाडिक विरोध करीना मात MPT च्या धक्क्याचेर कोळसो हाताळपाक म्हजो खर विरोध आसा.	-
ii.	बंदराचेर केल्ल्या खंयच्याय प्रकारच्या वावराचो पर्यावरण, येरादारीची कोंयडी आनी प्रदुशणाचेर थेट परिणाम करता. बंदर शाराक सद्या येरादारी आनी पर्यावरणीय प्रदुशणाच्यो खुपश्यो समस्या आसात. धक्को 5A, 6A, 8 आनी 9 चो विस्तार वास्को आनी शाराच्या हेर वाठाराच्या उदरगतीक गंभीर समस्या निर्माण करतलो. गंभीर प्रदुशणाक लागुन शाराचो विध्वंस जातलो आनी प्रदुशणाक लागुन जावपी भलायकेच्या धोक्याक लागुन वास्कोच्या नागरीकांक जबरदस्तीन शार सोडचे पडतले.	उपकार करुन 1(iii) दिल्लो प्रतीसाद पळयात.
iii.	वास्को आनी शेजारचो वाठार गंभीर कोळसो प्रदुशणाचो त्रास सोसता आनी अस्थमा, नवजात अर्भकांक गंभीर शवसनाच्यो समस्याचो उपचार हांचो त्रास सोसतात आनी बेगोबेग पर्यावरणीय मुल्यांकन करपाक जाय.	उपकार करुन 1(iv) दिल्लो प्रतीसाद पळयात..
iv.	अशे दिसुन आयला की कोळसो धांपपाक कसलेच उपाय घेतले ना. व्हडा प्रमाणात कोळसो हवेत उडता आनी वास्को आनी दाबोळी, चिखली आनी सांकवाळे वाठारा सयत लागसरच्या 8 किमी वाठारात फाफसता. वाणिज्यीक आनी निवासी वाठारात कोळसो बशिल्लो उक्त्या दोळ्यांनी पळोवपाक मेळता.	टर्मीनलावेलो कोळसो सदाच ताडपत्रीन धांपुन दवरतात आनी हवेक लागुन तयार जावपी कण लांब अंतराचेर वचचे न्हंय ह्या खातीर आडावपा खातीर वींड शील्डान संरक्षीत आसतात. उपकार करुन 105 (ii & iii) दिल्लो प्रतीसाद पळयात..
v.	GPCB न अदानी, SWPL आनी MPT क जायत्यो नोटीसी जारी केल्यात, मात प्रदुशण आडावपाक आनी बंद करपाक तांका अपेस आयला आनी प्रदुशण दिसपट्टे वाडतच आसा आनी प्रस्तावीत वाड लाखांनी नागरीकांच्या जिवीताचो विध्वंस करतली.	GSPCB न दिल्ल्या आदेशांचे योग्य आनी बेगोबेग पालन केल्ले आनी योग्य प्रक्रीयेक पाळो दिवन प्रकरणीचे निराकरण केल्ले. उपकार करुन 105 (ii & iii) दिल्लो प्रतीसाद पळयात..
99. पिटर सीरील आंद्राद, वास्को, गोंय		
i.	प्रकल्पाच्या प्रस्तावकां कडल्यान कसलोय कोयर घेवपाक मुरगाव नगरपालीका मंडळान (MMC) संमती दिल्या. प्रकल्पाच्या प्रस्तावकां कडल्यान कोळश्याच्या धुल्लान दुशीत कोयर घेवपाक मुरगाव नगरपालीका मंडळान (MMC) संमती दिल्या.	टर्मीनलाचेर तयार जावपी घन कोयर खुप उणो आसा आनी फुडे वीलो लावच्या खातीर MMC क दितात, आनी फुडारातय तशेच करतले.
ii.	तुमी SWPL, अदानी पोर्टस हांका तांचो कोळश्याचो म्हाल 25% उणे करपाचो आदेश दिला, तुमी ह्या आदेशाक कडकपणान पाळो दिला.	GSPCB न दिल्ल्या आदेशांचे योग्य आनी बेगोबेग पालन केल्ले आनी योग्य प्रक्रीयेक पाळो दिवन प्रकरणीचे निराकरण केल्ले.
iii.	प्रस्तावात केपसायज जहाजां हाडपाची येवजण आसा, अश्या तरेच्या केपसायझ जहाजातल्यान सोडपी म्हेळे तेल आनी जहाजाचे तेल हाताळपाचे नियंत्रण करपाक तुमी सक्षम आसात.	प्रस्तावीत प्रकल्प हो केप सायझ जहाजां सयत वा बगर आसा, जाचो सद्याच्या उदरगतीचेर परिणाम जावचो ना आनी नींबुन ना. तशेच समुद्री वटेनच्या वावराचे नियंत्रण MPT करता.
iv.	श्री दामोदर दिवेकर हांची 23.01.2017 तारखेची क्र. 19020 खाला कागाळ आसा की म्हळे तेल	टिप्पण्णी प्रकल्प प्रस्तावका कडेन निर्देशीत ना.

	बेकायदेशीरपणान हाताळतात, ह्या कागाळीचेर कारवाय कित्याक करुंक ना?	
v.	इतीवृत्तात तुमी उलोवपी हे प्रकल्पाक आक्षेप घेवपी असे नमुद केला, तुमी आमका सांगुक शकतांत की कितल्या जाणांनी प्रतीनिधीत्व करुन वा हेर प्रकारान ह्या प्रकल्पाक तेंको दिला?	प्रस्तावीत प्रकल्पाच्या फावरान लेखी संमती दिल्ले 250 वयर प्रतीनीधी आसात.
vi.	GSPCB न सोनशी गावांतल्या वाठारातल्या 12 मायनींग लीजांक दिल्ली संमती फाटी घेतल्या, जाल्यार सुमार सप्तका आदी तुमी मुरगाव बंदरावेल्या कोळसो आयातदारांक तांची कोळश्याची आयात 25 % नी उणी करपाचो आदेश दिला. एका प्रकरणात तुमी बेगोबेग बंद करतात आनी दुस-या प्रकरणात तुमच्या आदेशाचे आनी संमती दितना तुमी घाल्ल्या अटींचे उल्लंघन करुनय तुमी हाताळणी उणी करतात, हो दुट्टप्पीपण न्हंय	टिप्पण्णी प्रकल्प प्रस्तावका कडेन निर्देशीत ना.
100.	**चिखली, दाबोळी, गोंयातले रहिवाशी, 70 सयो करपी**	
i.	MPT तल्या धक्को 5A, 6a वेले SWPL च्या 7.5 MTPA क्षमतायेच्या सद्याच्या वावराक लागुन, सागरी पर्यावरण, भुंय पर्यावरण, सरभोवतणच्या हवेचो दर्जो, जमिन आनी अभ्यास क्षेत्रात रावपी लोकसंख्येच्या सामाजिक-अर्थीक पैलुंचो -हास केला, जाचो उल्लेख करुंक आनी आधारभूत डेटाचो विस्तार करुंक अहवालात अपेस आयला.	वायु, उदक, पर्यावरण (सागरी नी जमीन) आनी भुंय पर्यावरणाचो तपशीलान आधारभूत दर्जो ईआयए अहवाल, प्रकरण 3 त दिला. देखरेख केल्लो पर्यावरणीय डेटा वायु दर्ज्याच्या नेमांत आसात आनी तशेच बंदर आनी हार्बरा खातीर MoEFCC न निश्चित केल्ल्या वर्ग IV जल दर्जो मानकांत आसात, आडवाद म्हळ्यार कांय अवजड धातू मापदंड जे मानवनिर्मीत उत्पत्ती आसात.
ii.	सद्याच्या वावराक लागुन वायु प्रदुशणाचो आधारभूत पांवडो अधोरेखीत करुंक ईआयए अभ्यासात अपेस आयला. जो मेरेन सद्याच्या प्रदुशणाचो पांवडो कळना आनी सद्या स्थापीत केल्ल्या म्हाल हाताळणी यंत्रणा, धुल्ल बंद करपाची यंत्रणा आनी आडखळी हांचे अपेस स्थापीत जायना, तोमेरेन 15 MTP कोळसो, चुनखडी आदी हाताळणीच्या प्रस्तावाच्या फुडल्या पांवड्यार अहवाल वचूंक शकना.	उपकार करुन 1(iii) दिल्लो प्रतीसाद पळयात.
iii.	थळाव्या लोकांमदी श्वसन आनी फुफुसांची दुर्यंसा व्हडा प्रमाणात जाल्यात आनी खासा करुन भुरगी आनी वरिश्ट नागरीकांक दिस रात वा-याचेर उफेंवपी कोळश्याच्या धुल्लाक लागुन मार बसला, जे MPT च्या धक्को 5a, 6a चेर कोळसो हाताळणी सुरु जाल्ल्या सावन चालु आसा. सागरी जिवीत, वनस्पत, प्राणी हांच्यो कांय प्रजाती नामशेश जांवक ना तरी खुप कमी जाल्यात.	उपकार करुन 1(iii) and 107(i) वयर दिल्लो प्रतीसाद पळयात.
iv.	फेब्रुवारी 2010 त NIO न केल्लो अहवाल सकयले प्रमाण निश्कर्श काडता. • चिखले खाडीत समृद्ध सागरी जैवविवीधताय - 200 वयर वनस्पत आनी प्राण्यांच्यो प्रजाती उदकांत आसात. कांय प्रजाती जशे की, polychaetes, ज्यो वाठारात ह्या आदी नोंद जावंक नाशिल्ल्यो त्यो प्रजाती गोंयातल्या उदकांत प्रवेश करतात. • चिखले खाडीच्या मोव, मेसी थरात वींडोपॅन ऑयस्टरांचो सैमीक साठो आसा. जरी तांचो आकडो बरे परिस्थीतीत आसलो तरीय तांका अती वापर, प्रदूशण, गाळ साचप आनी हेर मनीस निर्मीत वावराक लागुन भंय आसा. • दिश्टी पडिल्ली मुखेल समस्या म्हळ्यार अती वापर आनी धातूचे प्रदुशण जाका लागुन ही महत्वाची शीपल्यांच्यो प्रजातीं नश्ट जावपाक शकता.	उपकार करुन 5(viii.c) उपकार करुन.

	• 'उक्तो प्रवेश' नुस्तेमारी आनी विध्वंसक तशेच उधळपट्टीच्या नुस्तेमारी प्रथांक लागुंन सैमीक स्रोतांचो अती वापर जाता आनी ते नश्ट जातात. • तापमानात वाड जाल्ल्यान ऑयस्टरांची अवजड धातुंची संवेदनशीलताय वाडता, कारण तापमान जनावरांतल्या अवडजड धातू विखारीपणाच्या सहनशीलतायेचेर परिणाम करता. हाका लागुन ऑयस्टरांचो अती वापर, त्याच वांगडा वाडिल्ले तापमान आनी प्रदूशणाचो पांवडो, खासा करुन अवजड धातू, *P. Placenta* ची लोकसंख्या थळाव्या वाठारात नश्ट जावपाक पावला.	
101.	**रुई एम. डा कोश्टा आरावजो, चिखली जैवविवीधताय वेवस्थापन समिती, चिखली, मुरगांव, गोंय**	
i.	कोळश्याच्या हाताळणी वेळार कोळसो कांय प्रमाण उदकां स्रोत वा न्हंयेत पडता हे सत आसा. कोळसो जैवविवीधतायेचेर परिणाम करचो ना हाची खात्री करच्या खातीर किते उपाय घेतल्यात.	कोळशो, लोह खनीज सारखो बल्क म्हाल बंद ग्रेब अनलोडरान हाताळतले.
ii.	ताचो न्हंयेतल्या जैवविवीधतायेचेर परिणाम जायना हया खातीर किते अभ्यास केला.	उपकार करुन 107(i) उपकार करुन.
iii.	वास्को नगरपालीकेच्या BMC सयत थळाव्या जैवविवीधताय वेवस्थापन समितीची (BMC) भूमीका आसपाक जाय.	प्रतीसाद दिंवक ना
iv.	NIO न केल्लो अभ्यास पळयला आनी तांतुत शिफारस केल्या की चिखली खाडी संरक्षीत वाठार म्हण जाहिर करच्या खातीर प्रक्रिया सुरु करची.	प्रतीसाद दिंवक ना
v.	चिखली खाडी ही वींडोपॅन ऑयस्टरां खातीर (*Placuna Placenta*) प्रजनन सुवात आसा आनी रानां जीव संरक्षण कायदो 1972 खाला ती अनुसूचीत IV प्रजाती आसा.	उपकार करुन 5(viii.c) आमी दिल्लो प्रतीसाद पळयात
102.	**मॅगी सिल्वेरा, भारत मुक्ती मोर्चा, दिवाडी, गोंय.**	
i.	MPT त कोळसो हाताळणीक लागुन जावपी प्रदुशणाक लागुन फाटले दसकभर लोकांचो बोवाळ चालू आसा.	उपकार करुन 1(iii) आमी दिल्लो प्रतीसाद पळयात
ii.	लोकांच्या सहभागा बगर, MoEFCC न MPT क कॅपीटल ड्रेजींग आनी केपसायज जहाजां खातीर सुचालन कालवो खोल करपाक मान्यताय दिवपाक आक्षेप.	टिप्पण्णी प्रकल्प प्रस्तावकाक निर्देशीत ना.
iii.	कर्नाटकांतल्या अंतर्गत वाठारातल्या JSW उर्जा प्रकल्प आनी स्टील फॅक्टरीक कोळश्याची पुरवण करच्या खातीर आनी फेरयेच्या लावाखातीर कालवो खोल करतात.	प्रस्तावीत प्रकल्प हो कालव्याच्या डिपनींगा सयत वा बगर आसा, जाचो सद्याच्या उदरगतीचेर परिणाम जावचो ना आनी नींबुन ना.
iv.	जेन्ना उदकाचो उणाव आसा, तेन्ना कोळश्याचो उजो पालोवच्या खातीर JSW क दर दिसा 5 लाख लिटर उदक उपलब्ध करुन दिवप शक्य आसा.	उपकार करुन 23(xii) आमी दिल्लो प्रतीसाद पळयात
v.	कोळश्याची आयात वाडोवप म्हळ्यार मांडवी झुवारी न्हंयात बार्जांची येरादारी वाडप. न्हंयात नुस्तेमारी वावराक लागुन बार्जींची येरादारी गती उणी केल्ल्या खातीर वेदांता सारख्या मायनींग कंपन्यांनी नुस्तेमार खात्यावरवी नुस्तेकारांचेर कागाळ नोंद केल्या. बार्जींच्या येरादारीत वाड जाल्ल्यान नुस्तेमा-यांची उपजिवीका ना जातली.	टिप्पण्णी प्रकल्प प्रस्तावकाक निर्देशीत ना.
vi.	ईआयए अहवाल झुवारी न्हंयेच्या देगेवेल्या काणका आनी ओशेल सारख्या नुस्तेमारी गावांचो उल्लेख ना.	उपकार करुन 23(viii) आमी दिल्लो प्रतीसाद पळयात.

vii.	केपसायज जहाजां खातीर कालवो खोल केल्यार पर्यावरण आनी भोवशीक भलायकेचेर परिणाम जातलो, जाचे मोल गोंयकारांक परवडचें ना.	उपकार करुन 109(iii) आमी दिल्लो प्रतीसाद पळयात.
viii.	मार्गार बार्जी धुंवप आनी बाकी उरिल्लो कोळसो आनी खनीज मांडवी आनी झुवारी न्हंयांत वडवप हाका लागुन न्हंयेचे प्रदूशण वाडतले जाका लागुन पर्यावरण आनी उपजिवीकेचेर अदमास करपाक जायना अशे आनी उरफाटो करपाक जायना अशे परिणाम जातले.	SWPL कोळसो हाताळणी खातीर सद्या बार्जी वापरना आनी फुडारातय शक्यताय ना.
103.	**डेबी गोयंका, संवर्धन कृती ट्रस्ट, मुंबय**	
i.	सद्याच्या बंदरा खातीर मेळयील्ल्यो पर्यावरणीय, रानां आनी CRZ मान्यतायेच्यो प्रती दियांत.	मुरगाव बंदरात दोन भोवउद्देशी म्हाल धक्क्यांच्या (5A & 6A) बांधकामाक GoI, शिपींग मंत्रालयान, (बंदर विभाग) पत्र क्रमांक PD-26018/2/2000-PDZ(CRZ) तारीख 24.01.2001 वरवी, MoEF अधिसूचोवणी क्र. H-11011/6/97-IA.III तारीख 9 जुलै, 1997 (SO क्र. 494 (E) खाला पर्यावरणीय मान्यताय दिल्या.
ii.	उपकार करुन त्या खातीरच्या अनुपालन आनी देखरेख अहवालाच्यो प्रती दियात. ह्या संबंधान दाखल जाल्ल्यो कागाळी आनी केल्ली कारवाय, आसल्यार तांची प्रत दियात.	अनुपालन आनी देखरेखीचे अहवाल, नेमां प्रमाण MoEFCC, RO कार्यालय बेंगलोर हांगा नेमाक सादर केल्याक.
iii.	प्रस्तावीत प्रकल्पाचो कितलो वाठार CRZ वाठारात येता? उपकार करुन CRZ विभागा खाला येवपी दर एका वाठाराचे तपशीलवार वर्णन, नकाशे आनी गुगल चित्रां वांगडा दियात.	CRZ अधुसीचोवणी 1991 आनी 2011 खाला बंदर वावर मान्यतायप्राप्त आसा. धक्को 5A, 6A चेर बंदर वावरा खातीर CRZ NOC विज्ञान, तंत्रज्ञान आनी पर्यावरण खाते, गोंय हांच्या कडल्यान पत्र क्र. 7/13/90/STE/DIR/140 तारीख 27.09.2000 वरवी मेळयल्या.
iv.	प्रस्तावीत प्रकल्प वाठार आनी अभ्यास वाठारात येवपी चीपांची झाडां, चिखल, प्रवाळीं, मीठाची दलदल, रेंव, फातरट वाठार हांचो तपशील दियात.	किनारी सागरी प्रजाती जशे की प्रवाळीं, कासव, डुगॉन्स, समुद्री तण, चीपांची झाडां आदी हांचेर ईआयए अहवाल, प्रकरण 3: पर्यावरणीय आधारभूत दर्जो, विभाग 3.17.9, पान क्र. 3-61 उपरांत त्या त्या विभागात योग्य तरेन भासभास केल्या.
v.	MoEF न मान्यताय दिल्ल्या CZMP चेर प्रकल्पाच्या प्रस्तावकांन CRZ वाठार आनी HTL – LTL रेशा, बफर वाठार तशेच चिखल, रेवेची टेकडी आनी प्रवाळ्यांचे 1:4000 मापकाचेर प्रतीचित्रण केला? हय जाल्यार, दियात.	MoEFCC ची अधिकृत यंत्रणा, इन्स्टीट्युट ऑप रिमोट सेन्सींग, अन्ना विज्ञापीठान CRZ वाठार आनी HTL LTL रेशेचे मॅपींग CRZ अधिसूचोवणी, 2011 प्रमाण 1:4000 ह्या मापकाचेर केला.
vi.	वाठारातल्या सागरी येरादारीत कितली वाड जावपाची शक्यताय आसा? वाडिल्ल्या सागरी येरादारीक लागुन प्रदुशणात कितली वाड जातली?	सागरी उदकांतलो वावर MPT नियंत्रीत करता, कारण बंदराचे संरक्षण तांची जबाबदारी आसा. SWPL चे सुचालन, जहांजांची हालचाल आनी हेर संबंधित वावराचेर नियंत्रण ना आनी आमी ताचो अचूकपणान अदामास बांधूंक शतनात. 5A आनी 6A धक्क्याचेर येरादारीत उल्लेखनीय वाड आसची ना.
vii.	उदकाच्या दर्ज्याच्या अपेक्षीत अधोगतीचो तपशील उपकार करुन दियात.	विस्तार वावराक लागुन उदकाच्या दर्ज्यांत कसलोच उणाव येवचो ना, कारण; a. समुद्रा वटेनच्या वावरात वाड ना. b. कोळश्याचो म्हाल वर्सभर पुरायपणान वॉटरप्रुफ धांपण्या खाला आसा. पावसाच्या दिसानी जालेच जाल्यार म्हालातल्यान व्हांवपी उदक स्थायीक तळ्यात एकठाय करतात आनी

		प्रक्रिया करतात. c. थेट भायर सोडपाक परवानगी ना d. धक्को धुवपाची शक्यताय ना.
viii.	अभ्यास क्षेत्रात कासवांची तांतया घालपाच्यो सुवातो आसात? उपकार करुन सगलो तपशील दियात.	प्रकल्प सुवातेच्या 10 किमी परिघात कासवाच्यो तांती घालपाच्यो सुवातो ना. उपकार करुन, ईआयए अहवाल, प्रकरण 3, पर्यावरणीय आधारभूत दर्जो, विभाग 3.17.11, पान क्र. 3-62 पळयात.
ix.	निरीक्षण क्षेत्रात हेर खंयचेय धोक्यातले सस्तन प्राणी हाजीर आसात?	अभ्यास वाठारात धोक्यातले सस्तन प्राणी ना. उपकार करुन, ईआयए अहवाल, प्रकरण 3, पर्यावरणीय आधारभूत दर्जो, विभाग 3.17.11, पान क्र. 3-62 पळयात.
x.	जहाज आनी बार्जाच्या हालचालीचो वाठाराच्या सागरी पर्यावरणाचेर किते परिणाम जातलो?	टर्मीनल 2004 वर्सा सावन कार्यान्वीत आसा आनी अधिसूचीत मुरगाव बंदर वाठारात आसा. सागरी उदका वटेनच्या वावराचे नियंत्रण MPT करता, कारण बंदराचे संरक्षण तांच्या अधिकारात आसा. सुचालन, जहाजांची हालचाल आनी हेर संबंधीत वावरात SWPL चे नियंत्रण ना.
xi.	हाचो सागरी जिवीत आनी पक्ष्यांचे जिवीत आनी थळाव्या नुस्तेमार समुदायाच्या उपजिवीकेचेर किते परिणाम जातलो?	प्रस्तावीत क्षमताय वाडीचो भाग म्हण प्रकल्प प्रस्तावकान कसलोच ड्रेजींग वा सुधारणाचो प्रस्ताव दवरुंक ना. सागरी जिवीत वा पक्षी जिवीत वा हेर वसाहतीत व्यत्यय येवचो ना कारण प्रस्तावीत प्रकल्पा खातीर नवी/अतिरीक्त जमीन वा वॉटरफ्रंटची गरज ना. सुरक्षेच्या कारणांक लागुन बंदर वाठार आनी कालव्याच्या लागसर नुस्तेमारीक मान्यताय ना कारण बंदर ISPS चे पालन करपी आसा.
xii.	प्रस्तावीत प्रकल्पाक लागुन नुस्ते धरप आनी नुस्तेमा-यांच्या उपजिवीकेचेर विपरीत परिणाम जातलो. विपरीत परिणाम उणे करपाक आनी नुस्तेमा-यांक तांच्या अर्थीक लुकसाणेची भरपाय दिवपाक किते पावलां उबारल्यात?	सुरक्षेच्या कारणांक लागुन बंदर वाठार आनी कालव्याच्या लागसर नुस्तेमारीक मान्यताय ना कारण बंदर ISPS चे पालन करपी आसा. प्रकल्प 2004 सावन कार्यान्वीत आसा. क्षमतायेतली वाड ही फक्त सुविधेच्या आधुनीकीकरणाचो परिणाम आसा आनी अतिरीक्त वॉटरफ्रंट वा जमनीचो वापर जावचो ना. हाका लागुन प्रकल्पाचो नुस्तेमा-यांच्या उपजिवीकेचेर परिणाम जावचो ना. खरे म्हळ्यार, SWPL CSR वावरा वरवी नुस्तेमा-यांचो सामाजिक अर्थीक दर्जो वाडोवपाक बांधिल्ले आसा.
xiii.	त्या खातीर प्रस्तावीत शमन उपाय खंयचे?	वावराचे आधुनिकीकरणा वांगडा अदीक प्रभावी, एकवटीत आनी कार्यक्षम वायु प्रदुशण नियंत्रण उपाय (APCMs) येतले. संवेदनशील घटकां वांगडा पर्यावरणाचेर विपरीत परिणामात वाड जावपीची शक्यताय ना. शमन उपाय प्रकरण 4, परिणाम मुल्यांकन आनी शमन उपाय, पान 4-1 हांगा प्रस्तावीत आसात.
xiv.	कितल्या प्रमाणात म्हालाचे ड्रेजींग जातले?	आमचे आधुनीकीकरण आनी ताचो परिणाम म्हण क्षमताय वाड प्रकल्पाचो भाग म्हण ड्रेजींग प्रस्तावीत ना.
xv.	ते खंय वडयतले?	उपकार करुन 110(xiv) हाका वयर दिल्लो प्रतीसाद पळयात.
xvi.	प्रस्तावीत प्रकल्पाचो भूय वापर तपशील आनी भुंय वापर नकाशो आनी हरीत पट्टो आराखड्याचो	प्रकल्पाचो ईआयए अहवाल GSPCB च्या संकेतस्थळार प्रदर्शीत केला. ईआयए अहवालात, प्रकरण

	तपशील दियात.	3, पर्यावरणीय आधारभूत दर्जो, विभाग 3.13 हांगा वाठाराच्या भुंय वापर नमुन्याचो तपशील दिला. भुंय वापरात बदल आसचो ना. प्रकल्पाच्या वाठारात 1400 m^2 (अंदाजे) जांतुत 700 झांडा रोयील्लो हरीत पट्टो उबारला. हरित पट्ट्याच्या उदरगतीची आवश्यकताय सामान्यपणान, पुराय बंदर सुवाते खातीर हातात घेतात. कार्यान्वीत अनिवार्यतायेक लागुन प्रत्येक धक्क्या खातीर विस्कटावप करतात खुपश्या वेळार शक्य जायना. मात, वाठार हरीत करुंक आनी क्षणीक उत्सर्जन आडावपाक सगले यत्न करतात. झुडपां आनी लांब केनोपी झांडा रोवन, पानांची घनता वाडोवपाचो प्रस्ताव आसा.
xvii.	म्हालाच्या अतिरीक्त येरादारीक लागुन रस्तो आनी रेल्वे साधनसुविधेचेर किते परिणाम जातलो?	प्रकल्पात सद्या म्हालाची रस्त्यावेल्यान येरादारी जायना आनी आधुनिकीकरण प्रकल्पात ती प्रस्तावीत ना. रेल्वे रुळाच्या विस्ताराचो SWPL कडल्यान प्रस्ताव ना. म्हालातली वाड सद्याच्या रेल्वे साधनसुवीधेत आस्पावन घेवपाक जाता.
xviii.	येरादारीच्या केल्ल्या अभ्यासाच्यो प्रती दियात.	उपकार करुन 110(xvii) दिल्लो प्रतीसाद पळयात.
xix.	प्रस्तावीत प्रकल्पाक लागुन नव्या रस्तो आनी रेल्वे रुळाच्या बांधकामाचो आनी रुंदीकरण करपाचो पुराय तपशील तशेच नव्या रस्त्याचे आनी रेल्वे रुळाचे बांधकाम वा रस्तो रुंदिकरणाक लागुन परिणाम जावपी रानां जमीन CRZ वाठार, ESZs आदी हांचो तपशील दियात.	उपकार करुन 110(xvii) दिल्लो प्रतीसाद पळयात.
xx.	अभ्यास वाठारात चीपांची झाडां सापडल्यात. जहाज, बार्ज आनी रस्तो येरादारीत वाड जाल्ल्यान चिपांच्या वाठाराचेर भरपुर परिणाम जातलो.	आधुनिकीकरणा खातीर प्रस्तावीत सद्याचे टर्मीनल झुवारी न्हंयेतल्या चीपांच्या धाडां कडल्यान पयस आसा. टर्मीनलाचे वावर हो 2004 सावन चालू प्रक्रिया आसा. रस्तो येरादारीची शक्यताय ना.
xxi.	तेलाचो फैलाव वा हेर कसलोय रासायनीक फैलाव, तशेच कोळश्याचो धुल्ल, हाका लागुन चीपांच्या झाडांचेर परिणाम जातलो. हया अनिश्चीत घडणुकेक कडल्यान चीपांच्या झाडांची राखण करपाक किते पावला उबारपाचो प्रस्ताव आसा?	सद्या तेलाच्या म्हालाची हाताळणी जायना, क्षमताय वाडाचो भाग म्हण ते हाताळपाचो प्रस्ताव ना. SWPL चो उदका वटेनच्या वावरात आस्पाव ना आनी बंदराचे संरक्षण ही बंदर न्यासाची जापसालदारकी आसा. म्हणुन तेलाच्या फैलावाची अकस्मीतता SWPL च्या जापसालदारकीचो भाग ना.
xxii.	प्रस्तावीत प्रकल्पाक लागुन किनारी रेशा alter जातली जाचो परिणाम चीपांच्या झाडांचो वाठार आनी निस्तेमारी वाठाराचेर जातलो. हानी उणी करपाक किते पावलां प्रस्तावीत आसात.	नवे बांधकाम वा सद्याच्या कार्यान्वीत धक्क्याच्या परिमाणांत बदल धक्क्यांच्या आधुनीकीकरणाचो भाग म्हण प्रस्तावीत ना. म्हणून, किनारी रेशेत बदल जावपाची शक्यताय ना. म्हणून चीपांची झांडा आनी नुस्तेमारीचेर परिणाम जावपाची शक्यताय ना.
xxiii.	उपकार करुन अभ्यास क्षेत्रात सापडिल्ल्या चीपांच्या झाडांची पुराय वळेरी फोटोसयत दियात.	प्रकल्पाचो ईआयए अहवाल GSPCB च्या संकेतस्थळार प्रदर्शीत केला. ईआयए अहवालात, प्रकरण 3, पर्यावरणीय आधारभूत दर्जो, विभाग 3.17.12 हांगा अभ्यास क्षेत्रातल्या चीपांच्या झाडांच्या वितरणाचो तपशील दिला.
xxiv.	प्रस्तावीत वाठाराच्या सरभोवतणी कीतले नुस्तेमार पारंपारीक नुस्तेमारीचेर नींबुन आसात? आनी तांच्या उपजिवीकेच्या जाल्ल्या हानी खातीर तांका कशी भरपाय दितले?	उपकार करुन 110(xii) आमी दिल्लो प्रतीसाद पळयात.

xxv.	उपकार करुन प्रकल्पा खातीरच्या सामाजिक परिणाम मुल्यांकन अभ्यास अहवालाची प्रत दियात.	सामाजिक अर्थीक परिणाम प्रकरण 4, परिणाम मुल्यांकन आनी शमन उपाय, विभाग 4.4, पान क्र. 4-17 हांगा दिल्यात.
xxvi.	जांच्या उपजिवीकेचेर परिणाम जातलो त्या लोकां खातीर लुकसाण भरपाय/ परतफेड आराखडो आसा? उपकार करुन पुराय तपशील दियात	उपकार करुन 110(xii) आमी दिल्लो प्रतीसाद पळयात.
	बांधकाम आनी कार्यरत पांवड्यार उदकाचो स्रोत किते? म्हळे आनी दूशीत उदकाचेर कशी प्रक्रीया जातली?	प्रस्तावात मुखेल नागरी बांधकामाची शक्यताय ना, आनी म्हणुन बांधकामाच्या वावरा खातीर उदकाचो वापर किमान आसतलो. उदकाच्या फवारणी खातीर SWPL सद्या MPT च्या STP कडल्यान प्रक्रिया केल्ले म्हेळे दक वापरता. धुल्लाच्या दमना खातीर अतीरिक्त उदक PWD चलयता त्या बायणातल्या सद्या कार्यान्वीत आशिल्ल्या CETP तल्यान घेवपाचो प्रस्ताव आसा. उपकार करुन ईआयए अहवालात प्रकरण 5, पर्यावरणीय वेवस्थापन आसाराडो, विभाग 5.3.2, पान क्र. 5-15 हांगा जल संतुळन आकृती पळयात.
xxvii.	उपकार करुन, पर्यावरणीय अभ्यास करच्या खातीर केल्ल्या फिल्ड भेटयेचो पुराय तपशील तशेच फिल्ड नोटाचो तपशील दियात. उपकार करुन पंगडाचे वांगडी, तांची शीक्षणीक पात्रताय आनी पर्यावरणीय डेटा एकठाय करच्या खातीर घालयिल्ले कार्य दिसाचो आकडो हांचो तपशील दियात.	ईआयए अहवालाच्या प्रकरण 3, पर्यावरणीय आधारभूत दर्जो, विभाग 3.18, पान क्र. 3-63 हांगा अभ्यास क्षेत्राच्या भुंय पर्यावरणाचो तपशील दिला. विभागात दिल्ली दुय्यम म्हायती, गोंयच्या राज्य रानां अहवाल, 2011 तल्यान घेतल्या.
xxviii.	सागरी पर्यावरणशास्त्र आनी उदकाशास्त्राचो अभ्यास करपा खातीर केल्ल्या फिल्ड भेटीचो पुराय तपशील तशेच फिल्ड टीपां दियात. उपकार करुन पंगडाचे वांगडी, तांची शीक्षणीक पात्रताय आनी पर्यावरणशास्त्र आनी उदकाशास्त्राचो डेटा एकठाय करच्या खातीर घालयिल्ले कार्य दिसाचो आकडो हांचो तपशील दियात.	ईआयए अहवालाच्या प्रकरण 3, पर्यावरणीय आधारभूत दर्जो, विभाग 3.17, पान क्र. 3-17 हांगा सागरी पर्यावरणीय अभ्यासाचो तपशील दिला. ईआयए अभ्यास अहवाल WAPCOS ली. हांणी तयार केला, जो भारत सरकाराचो उपक्रम आसा आनी NABET मान्यतायप्राप्त सल्लागार, जाका MoEFCC ची स्वीकृती आसा, आनी तांका तरेकवार प्रकल्पांचो अणभव आसा.
xxix.	प्रस्तावीत एकल्पात कितल्या रानां जमनीचो आस्पाव आसा? उपकार करुन तपशीलान म्हायती दियात. हो वाठार रानां खात्याकडल्यान हस्तांतरीत केला?	प्रकल्पात रानां जमनीचो आस्पाव ना.
xxx.	प्रस्तावीत प्रकल्पा खातीर कीतल्या वाठाराची सुधारणा जातली? उपकार करुन हाचे भुंय आच्छादन आनी भुंय वापर तपशील तशेच नकाशे आनी गुगल अर्थ चित्रां दियात.	प्रकल्पात सुधारणेचो आस्पाव ना
xxxi.	सुधारणेचो भारती सुकती आनी त्हारांच्या नमुन्याचेर किते परिणाम जातलो? सुधारणेक लागुन खंयच्या वाठारात झीज जातली?	प्रकल्पात सुधारणेचो आस्पाव ना
xxxii.	ड्रेजींगा खातीर कसल्या प्रकारची पद्दत वापरतले? कितल्या वाठाराचे ड्रेजींग करतले?	प्रकल्पात ड्रेजींगाचो आस्पाव ना.
xxxiii.	उपकार करुन केपीटल ड्रेजींग आनी सांबाळ ड्रेजींगाचो तपशील दियात.	प्रकल्पात ड्रेजींगाचो आस्पाव ना.
xxxiv.	TORs क पुरायपणान पाळों दिला?	ईआयए अभ्यास, MoEFCC न जारी केल्ल्या ToR प्रमाण केला.
xxxv.	बंदर आनी हार्वरावेल्या MoEF च्या मार्गदर्शक तत्वां प्रमाण ईआयए तयार केला?	बंदर आनी हार्बरा खातीरच्या विशिश्ट क्षेत्र ईआयए मार्गदर्शन पुस्तीकेचेर आधारुन ईआयए अहवाल तयार केला.
xxxvi.	बलास्ट उदकाचो सागरी जैववीवीधतायेचेर परिणाम किते? बलास्ट उदक, जहाजातले उदक आदी हाताळपाक प्रकल्पात किते तजवीज केल्या?	सागरी/उदका वटेनच्या वावराचे नियंत्रण MPT करता, कारण बंदराचे संवर्धनाचो वावर तांच्या कडेन आसा. सुचालन, जहाजांची सुवात बदलप आनी हेर संबंधीत वावराचेर आमचे नियंत्रण ना. बलास्ट उदकाची मार्गदर्शक तत्वां, MPT जहाजांक कळयता आनी आमका खबर आसा त्या प्रमाण

		तांका खरपणान पाळो दितात.
xxxvii.	प्रकल्प पांवड्यांनी प्रस्तावीत आसा. प्रकल्पाचो जावपी पुराय परिणाम समजुवपाक पुराय चित्राची गरज आसा. प्रकल्पाचे तुकडे केल्ल्यान पुराय परिणाम समजना, आनी प्रकल्पाचे सगले घटक पुरायपणान मुल्यमापन करप महत्वाचे आसा.	प्रस्न स्पश्ट ना, म्हणुन प्रतीसाद दिंवक ना.
xxxviii.	कोळसो कसो साठयतले आनी ताची येरादारी जातली?	कोळश्याचो साठो सदाच ताडपत्रीन धांपुन दवरील्लो आसता, आडवाद फक्त कोळश्याचो साठो करच्या वेळार आनी काडच्या वेळार, जे करतना उदकाची फवारणी जाता. प्रकल्पात सद्या म्हालाची रस्त्यावेल्यान येरादारी जायना आनी प्रस्तावीत आधुनीकीकरण पांवड्यारय ताचो प्रस्ताव ना. म्हालाची येरादारी रेल्वे वरवी जाता. लोडींग वावरा उपरांत, पुराय पणान दोरखंडान बंद करुन, इन मोशन वॅगोन यंत्रणा वापरुन ट्रेनीच्या म्हालाचे डबे बेगोबेग आनी आपचलीतपणान धांपतात, हाका लागुन कसलोच म्हाल भायर सरपाची शक्यताय नासता. हो शून्य आडवाद आनी शून्य चूक वावर, जो प्रकल्प प्रस्तावक पुराय कडकपणान करतात.
xxxix.	सद्याचे आनी प्रस्तावीत प्रदुशण उणे करपाक किते पांवला प्रस्तावीत आसात?	उपकार करुन 1(iii) दिल्लो प्रतीसाद पळयात.
xl.	ट्रक आनी अवजड उपकरणांचे पार्कीक, धुंवप आनी सांबाळ हांच्या खातीर सद्याच्यो सुविधा किते आसात?	ट्रक वा रस्त्यावेल्यान सद्या येरादारी जायना आनी तेच फुडे चालू दवरतले.
xli.	चालक आनी क्लीनरां खातीर कसल्यो सुवीधा उपलब्ध आसतल्यो?	ट्रक वा रस्त्यावेल्यान सद्या येरादारी जायना आनी तेच फुडे चालू दवरतले.
xlii.	रस्ते, रेल्दे, कालवे, पायपलायनी, वितरण वाहिनी आदी खातीर भुंयसंपादन केल्ल्यान जमनीचे कुडके जातले आनी वाठारातल्या जमनीचो वापर आनी भुंय आच्छादन हांतुत बदल जातले. परिणाम किमान करच्या खातीर किते पावला उबारल्यात?	प्रकल्पात भुंय संपादनाचो आस्पाव ना.
xliii.	खंयच्या वेळार किमान ट्रक आनी कंटेनर हाताळतले ताच्या मुल्यांकनाचेर आधारुन बंदराच्या भीतर आनी भायर ट्रकांचे पार्कीक आनी कंटेनरांचो साठो हांच्या खातीर वाटुंन घाल्ल्या सुवातांचो पुराय तपशील दियात आनी नकाश्याचेर दाखयात.	ट्रक वा रस्त्यावेल्यान सद्या येरादारी जायना आनी तेच फुडे चालू दवरतले.
xliv.	उपकार करुन, बंदरा भीतर आनी भायर बंदरा कडेन संबंधीत वावरात आस्पावीत गिरायक, GSPCB आनी हेर यंत्रणांक उपसब्ध करुन दिल्ल्या सुविधांचो तपशील दियात. .	हि सुवीधा अबकारी, GSPCB आनी हेर यंत्रणांक MPT सवलत म्हण दितात.
xlv.	प्रकल्प सुवातेच्या सरभेवतणी कितली सेगीत वायु देखरेख स्थानकां उबारल्यात? SO2, NOx, CO, ओझोन आनी PM10 चे तुमच्या देखरेख यंत्रणेन नोंद केल्ले कमाल आनी किमान रिडींग कीतले आसा? वायु देखरेख स्थानकांचेर केल्ल्या सांबाळ वावराचो तपशील आनी उपकरणांचो सांबाळ आनी दुरुस्तींचेर कितलो खर्च आयला ताचो तपशील दियात.	GSPCB न सुचयिल्ल्या धोरणीक सुवातेर एक सेगीत वायु देखरेख स्थानक स्थापीत केला. पुरवणदार CAAQM ची नेमान तपासणी आनी राखण करता.
xlvi.	वायु प्रदुशणाची देखरेख करपाक नियुक्त केल्ले कर्मचारी आनी तांच्या तंत्रीक पात्रतायेचो तपशील दियात.	देखरेखी खातीर SWPL चे कुशळ कर्मचारी तशेच MoEFCC मान्यतायप्राप्त प्रयोगशाळा नेमल्या.
xlvii.	लोकां खातीर वायु देखरेख डेटा ऑनलायन उपलब्ध कित्याक ना.	चिखले हवा दर्ज्याचे सेगीत प्रदर्शन जाता. डेटा नेमान GSPCB क सादर करतात.
xlviii.	उपकार करुन एकठाय ईआयए अहवालाची एक प्रत दियात.	GSPCB च्या संकेतस्थळार ईआयए अहवाल प्रदर्शीत केला.

xlix.	विवीधतायेचो सांबाळ करच्या खातीर खंयचेय उपाय सद्या हातात घेतील्ले? उपकार करुन तांचो तपशील दियात.	उपकार करुन 110(xiii) आमी दिल्लो प्रतीसाद पळयात. तशेच, ह्या प्रकल्पाक लागुन सांगरी वटेनच्या वावरात वाड जावची ना.
l.	उपकार करुन वनस्पत आनी प्राण्यांची राखण करपाक सद्याच्या आनी प्रस्तावीत शमन उपायांची म्हायती दियात.	उपकार करुन 110(xiii) आमी दिल्लो प्रतीसाद पळयात.
li.	ह्या वाठारात खंयचेय भंय आशिल्ले, भेदनीय, धोक्यात आशिल्ले, गंभीर पणान धोक्यात आशिल्ल्या वनस्पत आनी प्रण्याच्यो प्रजाती सापडल्या? उपकार करुन तांचो तपशील दियात.	धोक्यातल्यो, भेदनीय, हुस्क्याच्यो, गंभीर हुस्क्याच्यो वनस्पत आनी प्रण्यांच्यो प्रजाती वाठारात सापडुंक ना.
lii.	ह्या वाठारात रानां जीव राखण कायद्या अनुसूची (1972) I आनी II खालाच्यो कसल्योय प्रजाती दिसून आयल्यात? तांचो तपशील उपकार करुन दियात.	रानां जीव राखण कायदो (1972) च्या अनिसूची I आनी II खाला दिल्ल्यो प्रजाती वाठारात दिसून आयल्यो ना.
liii.	उपकार करुन प्रस्तावीत प्रकल्पाच्या कार्यवाही पांवड्यार जावपी आवाजाच्या बदलांचो तपशील दियात. उपकार करुन तांच्या शमन उपायांची म्हायतीय दियात.	वावरा वेळार किमान आवाजाच्या पांवड्याची SWPL जतनाय घेता. अद्ययावत तंत्रगिन्याना वांगडा नवी उपकरणां स्थापीत केल्ल्या उपरांत आवाजाचो पांवडो आनीकय उणो जातलो.
liv.	उपकार करुन प्रस्तावीत विस्तार आराखड्याक लागुन जावपी अतिरीक्त म्हालाच्या साठ्याखातीर सुरक्षा उपायांची प्रत दियात	आधुनिकीकरण प्रकल्पाक लागुन अतिरीक्त म्हालाचो साठो करपाची शक्यताय ना.
lv.	उपकार करुन आपत्ती वेवस्थापन आराखड्याची प्रत आनी कमान विश्वसनीय अपघात परिस्थीतीची पत दियात.	ईआयए अहवाल, प्रकरण 6: धोको विश्लेशण आनी आपत्ती वेवस्थापन आराखड्यात, सैमीक आनी मानव निर्मीत आपत्ती आनी त्या खातीरची तयारी आनी प्रतीसाद आराखड्याची म्हायती आसा. प्रकरणात अपघाताची वेगवेगळी परिस्थीतीय दिल्या.

iii. Reply to the letter received from the Government of Goa, Goa

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Date: 13.11.2017

To,
The Director (IA-III)
Infrastructure and Miscellaneous Projects & CRZ
Ministry of Environment, Forest & Climate Change (MoEF&CC)
Indira Paryavaran Bhavan, Jor Bagh Road
New Delhi- 110 003

Sub: Our response to the letter of the Hon. Chief Minister of Goa dated 14th August 2017, Terminal Capacity Enhancement at Berth 5A-6A of Mormugao Port for Handling Coal and Coal products, Iron Ore and Limestone including Unitised and Steel Products at Mormugao Port Trust, Mormugao, Goa by M/s South West Port Ltd. – Reg. [F.No.10-5/2015-IA.III]

Ref: Minutes of the 24th EAC meeting (Infra-2), hoisted on website dated 07.11.2017.

Dear Sir,

We are in receipt of the above mentioned letter forwarded by your good self *vide'* letter dated 6th November, 2017. As directed, we are humbly submitting our response to the contents of Hon. Chief Minister's letter of 14th August, 2017.

As you are aware, we are operating the South West Port Terminal for Group cargo (inbound raw material and outbound finished steel products for Group's steel plant at Vijayanagar, northern Karnataka) since 2004. We operate two berths of cumulative length 450 m and a Port backup yard of about 4.06 ha under BOOT concession of the Major Port of Mormugao Port Trust (MPT). The SWPL is ISO 9001, 14001, OSHA 18001 and ISPS compliant. Operational mandate of the Terminal is receipt of cargo, transient storage and dispatch by rail route. All marine side activities such as maintenance of navigation depths, provision of flotilla, pilotage, navigation, maritime surveillance, etc. is carried out by the Landlord Port, i.e. MPT.

Cargo handling at the Terminal is carried out with utmost care. Specific provisions have been made in the entire material handling train to ensure minimum possible generation of fugitive particulates from our bulk cargo handling operations by providing appropriate Air Pollution Control Measures (APCMs) at each and every location where there is propensity of generation of particulate emissions. The terminal handles metallurgical coal and coke coal with inherent moisture content of about 10%, which makes it less prone to dust emissions. Bulk cargoes are handled with special purpose quay unloaders equipped with locking grab buckets and discharge hoppers. Quay unloaders obviate the swinging motion of the old material handlers (Mobile Harbour Cranes) to short and straight movement further eliminating any possibility of spillage. Cargo is moistened at this point with plenum water fogging ring. Moistened coal is taken by a series of covered conveyor belts to stockpile. Stacking and reclamation of cargo is carried out in mechanised fashion by use of Stacker-cum-Reclaimers, under continuous sprinkling of water. The part of stockpile which is not in use is kept covered by geotextile/tarpaulin. Reclaimed coal is transferred to a covered concrete Silo using pipe conveyors (the best available technology for conveyance of bulk cargo with dust implications). Wagon loading is carried out with flexible chutes inside the enclosed area at the bottom of the Silo. The wagons thereafter are immediately covered from top with custom cut and stringed tarpaulin sheets and secured with additional ropes from the top margins, thus not leaving any possibility of in-travel spillage or dust emission. The stock piles are maintained at a height of about 9 meters. In addition, a 14 m tall geotextile wind barrier has been erected around the stockpiles. Please recall the short video on the Terminal operation we had showed to the EAC members in the 24th EAC meeting held on 30th October, 2017, which clearly illustrated their presence and functionality.

Corporate Office : JSW Centre,
Bandra Kurla Complex,
Bandra (East), Mumbai - 400 051
Phone : +91 22 4286 1000
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Environmental Clearance for modernization and consequential capacity enhancement of the Terminal from present 7.5 to 15 MTPA has been duly applied on 9th February, 2015. It proposes replacement of the existing material handling equipment (which have run for more than 10,000 hrs, and may pose safety hazards) with higher-capacity and higher-rate handling equipment with better integrated APCMs. **The proposed modernization proposal has the following technical merits:**

- No requirement of additional land, or land acquisition, and enhancement is proposed through higher turnaround time, better utilization of the same land area.
- No requirement of additional berth length, no change in the marine infrastructure proposed.
- Better compliance with pollution norms by installation of better equipment and practices.
- No change in railway infrastructure as it is adequate to take the increased load due to more frequent cargo evacuation.

Increasing the efficiency of the present infrastructures with better overall pollution reduction in general is a preferred environmental principal than creation of new infrastructure elsewhere, which will have additional, unavoidable environmental impacts.

Following due procedure as stipulated in the EIA Notification, 2006 (amended), ToR for EIA was obtained by the esteemed EAC of Infrastructure and Misc. Projects & CRZ in June, 2015. EIA was carried out by M/s WAPCOS Ltd, a Govt. of India Enterprise (a *Mini Ratna* under the Ministry of Water Resources, River Development and Ganga Rejuvenation) in summers of 2016, and Public Hearing was conducted at Vasco *da* Gama on 26th, 27th and 29th April, 2017, the detail of which your good self is well aware and is substantiated here again for context. We have submitted the EIA Report finalised after addressing all the material concerns raised during the Public Hearing (both vocal representations and written submissions). The same have also been discussed in the 24th EAC meeting on 30th October, 2017.

We would like to invite your attention to the Certified EC Compliance Report filed by Bangalore Regional office of the MoEF&CC, which has found us "**Compliant**" on all the conditions stipulated in the EC issued in January, 2001. We have also obtained positive recommendation of the notified Goa Coastal Zone Management Authority (GCZMA) in August, 2017.

We are sensitive to the concerns raised by the local inhabitants during the public consultation process, as also mentioned in the Hon. Chief Minister's letter, and believe in meaningful and mutually-beneficial engagement with all stake holders and the public at large. Concerns were raised about high level of particulate pollution in the Vasco town. We wish to humbly submit that we have taken all measures which are technically proven to control and limit fugitive particulate emissions from our operations. Few facts in this matter beg your kind attention and consideration.

a. Situated in the Notified Industrial Zone of MPT, we are the farthest material handling Terminal from the town of Vasco, operating at about 6 km from the Vasco town.
b. There are other bulk material handling operators in the Port operating under licence similar to ours, in addition MPT also handles bulk cargoes with possible particulate emission implications; a fact which was repeatedly brought out at the Public Hearing venue by several speakers.
c. Particulate pollution as highlighted during the Public Hearing is a result of several contributors, and is generated by both handling, storage, and, most importantly, transportation of cargo through the Vasco town.
d. It was strongly brought out during the Public Hearing that pollution (and instances of road safety concerns) was caused in Vasco city during truck transportation of cargo.
e. It is also likely that the vehicular traffic in Vasco city may significantly contributes to the particulate matter, especially since the road shoulders are not concreted.

f. We do not carry out any road transportation of cargo. All our cargo evacuation takes place through covered railway rakes, which is undeniably the cleanest and least environmentally impacting mode of transfer of inland bulk cargo.

g. Our state-of-art material handling system is unimpeachable the best in the MPT area, and possible for port operation is at par with the other well-operated terminals of the country as well as the world, a fact that is open to physical verification.

As mentioned in Hon. Chief Minister's letter, that the levels of particulates in the nearby residential area is higher than the stipulated National Ambient Air Quality Standards, 2009, however we beg to add that it might be due to multiple sources, of which contribution of our terminal may be disproportionally small. Higher levels of particulates in and near our Terminal as monitored by GSPCB (including industrial source monitoring, with near-source sampling bias, multiple non-Terminal sources in few sampling stations, etc.) do not translate into higher particulate levels in the Vasco town, as the concentrations of the particulates would attenuate over the distance involved.

As mentioned in Hon. Chief Minister's letter, GSPCB had given SWPL notice of direction on 4th February, 2016 based on ambient air sampling at few stations near the Terminal, and had directed to take several steps to reduce fugitive emission, one of which was a reduction of handling of coal by 25% of our annual capacity. We have contested the appropriateness of the location of the sampling stations and that the inferences based on the sampling locations do not truly reflect emissions from our Terminal, especially since multiple sources of particulate emissions are present in the Port, and the GSPCB sampling on record had also intercepted traffic and waste burning sources in its sampling (Diwali day, 11.11.2015). We have complied with directions of GSPCB, *inter alia* including installation of a Continuous Ambient Monitoring Station (CAAMS), furnishing of Bank Guarantee, restricting coal stockpile height to 9 m, continuous sprinkling on exposed portions of coal stockpiles, geotextile covering of coal stockpiles, regular submission of information as desired from time to time, partially bearing cost of monitoring carried out by GSPCB in the MPT area, etc. The matter is under active consideration by the GSPCB and we are committed to abide by the directions of the GSPCB in this regard.

It gives me pleasure in sharing with your good self that as part of our corporate philosophy, we have strived to be pioneers in setting standards for environmental protection. We were the first in the country to erect a pre-engineered clad truss type longitudinal cover (104 mx440 m) around coal stockpiles in our JSW Jaigarh Port at Jaigarh, Maharashtra in the year 2007. The longitudinal covered storage of coal has since then become a proof-of-concept, and has been replicated by several entities for storage of coal in the country. We are currently constructing another longitudinal covered storage for coal and coke in our Dharamtar Port on our own volition, going beyond the EC conditions issued by the MoEF&CC in February, 2016.

The esteemed EAC, Infra-2 in its foresight and wisdom had included a condition in the ToR for EIA (letter dated 19th June, 2015, copy enclosed) of the project, at sr. no. iv, which reads "*The EAC also suggested that the PP should explore the possibility to have covered shed with geodesic or parabolic dome which are wind and live load efficient*".

The Terminal is in operation since more than a decade. Space clearances for erection of a longitudinal cover at a later date was not factored in its design. However, we have overcome the design and engineering challenges in this regard. We are pleased to share that the longitudinal storage has been designed, soil tests have been undertaken, basic and detailed engineering have been completed, and tenders for construction are ready for award.

It is noteworthy that the recommendation letter of the Goa CZMAA (dated 18th August, 2017, copy enclosed) also puts a pre-condition in the opening paragraph, which reads "*As such the Authority after detailed discussion and due deliberation decided to approve the said project for proposed terminal Capacity Enhancement at berth 5A and 6A of Mormugao Port, subject*

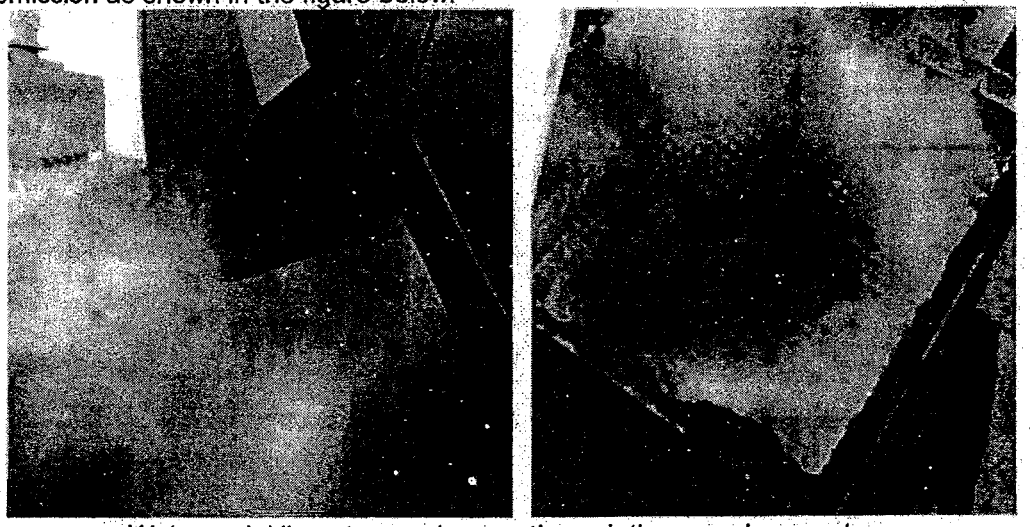
to condition that operation and handling should be done in closed shed). We are all set and willing to honour this condition.

- That longitudinal storages are a definite, assured and final solution for addressing particulate emissions from our Terminal is echoed in the fact that the Hon. Chief Minister has also suggested "***closed shed***" as a condition for recommendation for EC for the project in his letter of 14th August, 2017. The covered shed coupled with dust suppression system (DSS), fire-fighting and dust extraction system (DES) would mark the facility a 'zero emission' Terminal.

In conclusion, we bring to your kind notice that various measures deployed at our Terminal for complying the stipulated environmental standards. The following air pollution control measures (APCMs) are in place which vehemently control the particulate emissions in the Terminal at the present scenario;

i. Coal cargo with a 10% moisture content is handled using locking grab buckets resulting in near zero emissions.

ii. The receiving hopper is provided with plenum water fogging ring obviating any dust emission as shown in the figure below.



Water sprinkling at cargo hopper through the aquadyne system

iii. The cargo is then transported to the stacking area through the closed conveyor belt equipped with water sprinklers intermittently.



Cargo transported through closed conveyor equipped with water sprinkler

iv. Transfer towers also equipped with water sprinkling through aquadyne system.



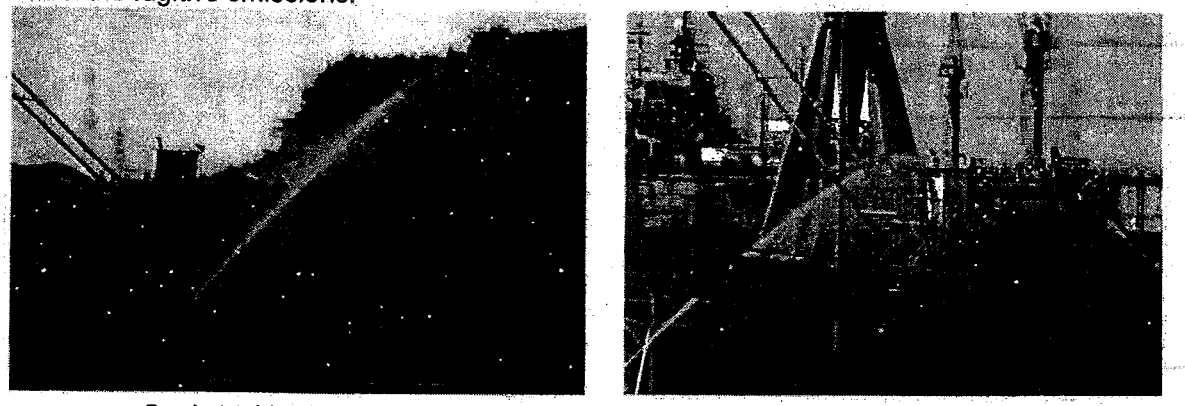
Water sprinkling through aquadyne system in the closed conveyor

v. Coal cargo is stacked all-round the year with tarpaulin cover.



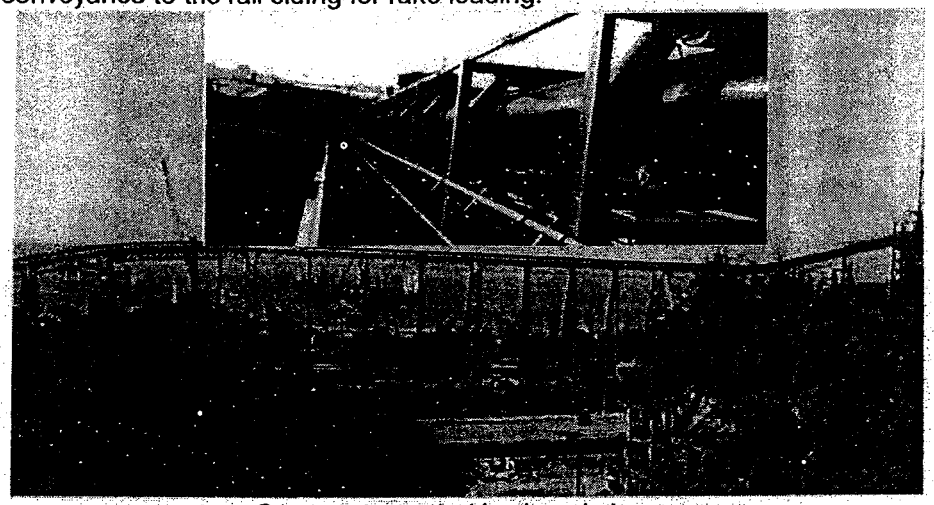
Coal cargo covered with tarpaulin round the year

vi. Coal cargo is under continuous water sprinkling during its stacking and reclaiming to control the fugitive emissions.



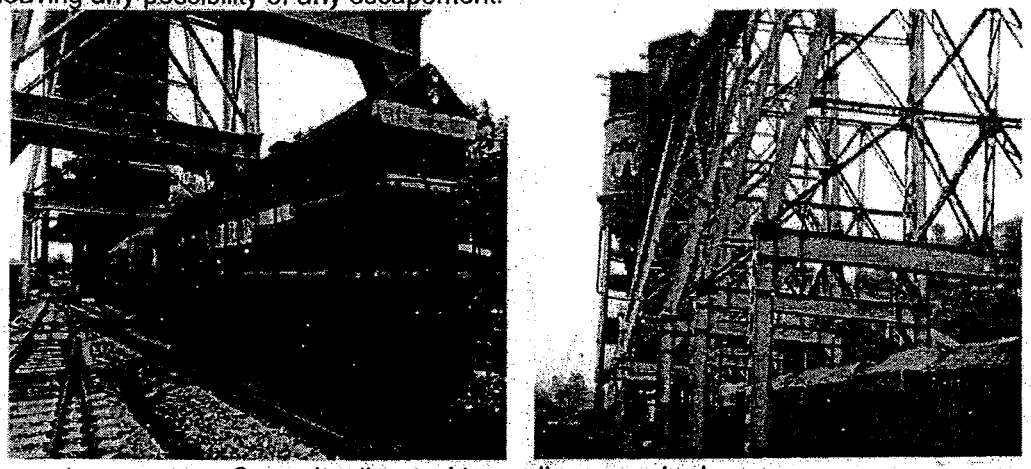
Coal stacking and reclaiming with continuous water sprinkling

vii. Cargo is then transported in closed pipe conveyor to eliminate emissions during its conveyance to the rail siding for rake loading.



Cargo transported in closed pipe conveyor

viii. Coal cargo is then loaded in rakes through the in-motion wagon loading system, and the rakes are tarpauling covered immediately with all round rope sealing thus not leaving any possibility of any escapement.



Cargo loading and tarpaulin covered rake cars

ix. Water sprinkling on paved yard, roads to control transportation generated fugitive emissions.



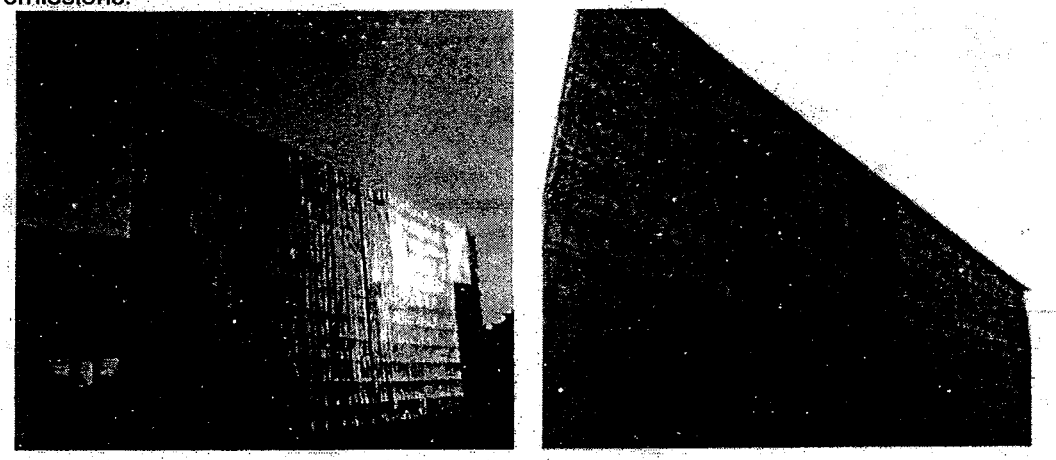
Water sprinkling on the paved yard, roads, etc.

x. Regular sweeping of berths, roads, and paved surfaces using mechanical suction sweeper machine.



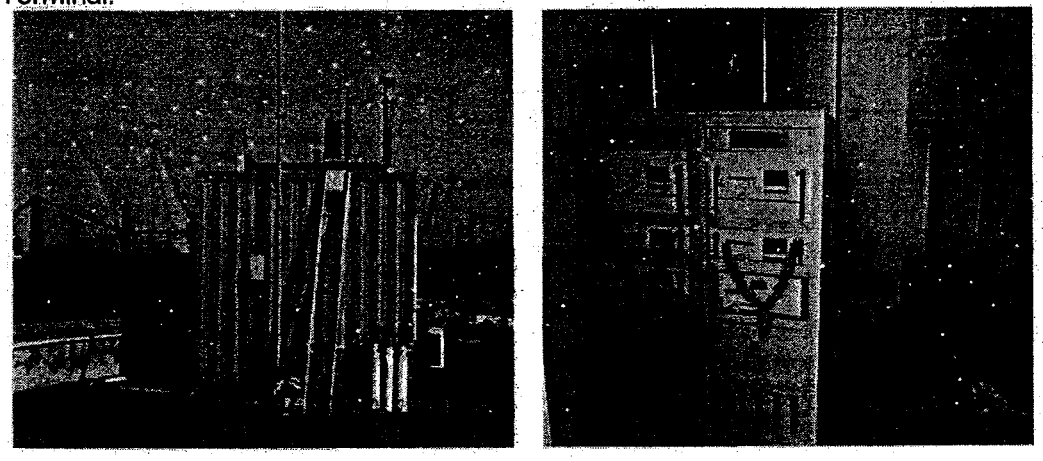
Mechanical sweeping machine

xi. Wind shield is erected against the downward wind direction to prevent air borne dust emissions.

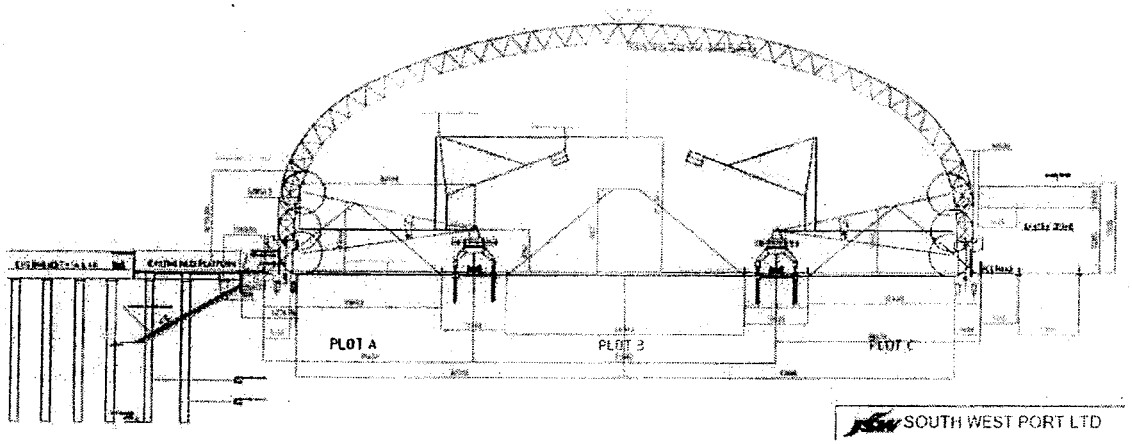


Windshields at the stackyard

xii. Continuous Ambient Air Quality Monitoring (CAAQM) system has been installed at the Terminal.



In addition to the above, SWPL is committed for construction of longitudinal storage (125 m x 320 m) ***covered shed*** in this proposed modernisation and capacity expansion plan for storage of coal cargo in our Terminal. The covered shed coupled with dust suppression system (DSS), fire-fighting and dust extraction system (DES) would mark the facility a 'zero emission' Terminal in the future.



Covered shed proposed at the Terminal

With the above, we feel, we have duly and earnestly fulfilled all the requirements of the Environmental Clearance process as stipulated in the EIA Notification, 2006 (amended) and **we humbly request your good self the MoEF&CC to grant us Environmental & CRZ clearance so that we could initiate construction of the longitudinal shed around our bulk cargo stockpiles without further delay in the CRZ area.** We are hopeful that with "***covered shed***", we would have plugged the last hole in the particulate emission source from our Terminal, and the Terminal would become a 'zero particulate emission' facility.

We thank you for this opportunity to put our points across to you.

Thanking You.

Yours sincerely,
for South West Port Ltd., Goa

Rashmi Ranjan Patra
Vice President, Strategy and Planning

Encl: *As above*

F.No.10-5/2015-IA.III
Government of India
Ministry of Environment, Forest & Climate Change
(IA.III Section)

Indira Paryavaran Bhawan,
Jor Bagh Road,
New Delhi - 110 003.

Dated: 19th June, 2015

To
The Vice President - Projects,
M/s South West Port Ltd.,
JSW Centre, Bandra Kurla Complex,
Bandra (E), Mumbai - 400 051

Subject: Proposed Terminal Capacity Enhancement at Berth 5A-6A of Mormugao Port for Handling Coal And Coal Products, Iron Ore And Limestone including Unitised and Steel Products at Mormugao Port Trust, Mormugao, Goa by M/s South West Port Ltd. –Terms of Reference (ToR) - Reg.

Sir,

This has reference to your letter No. Nil dated 09.02.2015 forwarding along with application seeking for Terms of Reference for the aforesaid project.

2. The proposal was considered by the Expert Appraisal Committee (EAC) in its 148th meeting held on 19th – 21st May, 2015 and the proponent has informed that:

i. **Proposal** M/s. SWPL operates berth 5A and 6A at the Mormugoa Port Trust (MPT), Goa. It is proposed to enhance the Terminal capacity of Berth 5A and 6A of Mormugao Port for handling Coal, Coal Products, Iron Ore, Limestone including Unitised and Steel Products. Consequentially the total cargo to be handled is expected to go up to 12 to 13 MTPA of bulk (consisting of coal, iron ore, lime stone, dolomite, bauxite, mineral ores and other miscellaneous cargo), and about 2 MTPA of unitised cargo (consisting of steel bars, coils, flats and plates, and other steel products). The total cargo handling capacity hence is expected to increase to about 14 to 15 MTPA. The capacity enhancement shall be achieved by deploying highly mechanised and efficient handling systems like, Grab Ship Unloader (GSU) in place of Mobile Harbour Cranes, Stacker cum Reclaimer (ScR), Pipe conveyor, in-motion wagon loading system, Silos, Wagon Loader and Gantry cranes. Other components of the proposed project include open and covered storage area, steel sheds, wind shields, store buildings, canteen, DG sets, pavement and internal roads green belt, etc. The proposed modernisation will primarily involve:
   a. Cargo Handling System: Two Grab Ship Un-loaders Two (4000 TPH) and one Mobile Harbour Crane – one (800 TPH) as standby system for steel loading at 5A along with Ship's gear with a total capacity of 4,000 TPH.

b. Cargo Handling System- Bulk Break: Six Gantry cranes at Rail siding, and Jetty handling will involve Five forklifts
c. Increase in Conveyor Belt Speed up to 4.6 m/s
d. Increase in capacity of ScR i.e. Stacking up to 3000TPH and Reclaiming up to 2200 TPH.

ii. **Location:** The facilities are located at Latitude 15°25' North and Longitude 73°47' East between the Major Ports of New Mangalore and Mumbai. It is inside a naturally protected harbour in the confluence Zone of Zuari River with the Arabian Sea. The site is connected by road and railway. The nearest railway station is Vasco which is about 4 km on the southern railways, and Madgaon is about 35 km on the Konkan railways. The nearest airport is Dabolim at about 8 km. The nearest town is Vasco da Gama (District Headquarters, South Goa Dist.) at about distance of 5 km.

iii. **Justification:** These berths have mobile harbour cranes and conventional wagon loading system. The Ships calling at these berths are generally up to Panamax (80,000 – 90,000 DWT) in size and throughput of about 7.5 MTPA is being achieved presently. The implementation of proposed Project will lead to increase in Port efficiency, better utilization of existing resources and net reduction in pollution levels due to retrofitting of material handling system with latest dust entrainment systems and barriers.

iv. No increase in backup area is proposed.

v. No increase in present berth length/waterfront of 450 meter is proposed.

vi. There shall be no dredging/reclamation for implementing the proposed project.

vii. There will be no increase in rows of rail corridor and the project will not handle any hazardous cargo.

viii. No new construction or intervention is proposed in the MPT as part of the proposed project.

ix. No potential fishing activity is carried out in the vicinity, due to traffic of cargo vessels, passenger vessels and Indian Navy flotilla.

x. The berths are erosion protected with under deck pitching, so no shoreline change corresponding to the waterfront of the project is likely.

xi. Water requirement is expected to be 350 KLD which would be met from Goa PWD and treated water from MPT – STP Plant.

3. The EAC enquired about the status of the Public Hearing. It was informed that Environmental Clearance for the project was granted in 2001. The Public Hearing was not conducted at that time. EAC was of the view that the Project Proponent (PP) should conduct Public Hearing either independently or by joining the MPT for public hearing proposed for the expansion of the Port. The EAC also suggested that PP should explore the possibility to have covered storage shed with geodesic or parabolic dome which are wind and live load efficient.

4. The EAC in its 148th meeting held on 19th – 21st May, 2015 recommended the project for the TOR with the following specific TOR with general conditions for preparation of the Environment Impact Assessment (EIA) Report and Environment Management Plan (EMP) in respect of the **Proposed Terminal Capacity Enhancement at Berth 5A-6A of Mormugao Port for Handling Coal And Coal Products, Iron Ore And Limestone**

including Unitised and Steel Products at Mormugao Port Trust, Mormugao, Goa by M/s South West Port Ltd.:

(i) Submit the details of the consent validity and compliance of the conditions.

(ii) Details of liquid waste and solid waste likely to be generated during construction and operation stages of the project and the arrangements for their management.

(iii) Submit study on quantum of leachate generation and possibility its utilisation since it would be full of micro nutrients.

(iv) Details of handling of each cargo, storage, transport along with spillage control, dust preventive measures. In case of coal, mineral cargo, details of storage and closed conveyance, dust suppression and prevention filters. Submit study on possibility of covered storage shed with geodesic or parabolic dome which are wind and live load efficient.

(v) Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale along with the recommendation of the concerned State Coastal Zone Management Authority.

(vi) Submit the status of shore line change at the project site.

(vii) Details of the layout plan including details of channel, breakwaters, dredging and disposal.

(viii) Submit the details of fishing activity and likely impacts on the fishing activity due to the project.

(ix) Examine the details of water requirement, impact on competitive user, treatment details, use of treated waste water. Prepare a water balance chart.

(x) The air quality monitoring should be carried out according to the notification issued on 16th November, 2009.

(xi) Details of litigation pending against the project, if any, with direction /order passed by any Court of Law against the Project should be given.

(xii) Examine road/rail connectivity to the project site and impact on the existing traffic network due to the proposed project/activities. A detailed traffic and transportation study should be made for existing and projected cargo traffic.

General Guidelines

(i) The EIA document shall be printed on both sides, as for as possible.

(ii) All documents should be properly indexed, page numbered.

(iii) Period/date of data collection should be clearly indicated.

(iv) Authenticated English translation of all material provided in Regional languages.

(v) The letter/application for EC should quote the MoEF&CC File No. and also attach a copy of the letter prescribing the TOR.

(vi) The copy of the letter received from the Ministry on the TOR prescribed for the project should be attached as an annexure to the final EIA-EMP Report.

(vii) The final EIA-EMP report submitted to the Ministry must incorporate the issues in TOR and that raised in Public Hearing. The index of the final EIA-EMP report, must indicate the specific chapter and page no. of the EIA-EMP Report where the specific TOR prescribed by Ministry and the issue raised in the P.H. have been incorporated. Questionnaire related to the project (posted on MoEF&CC website) with all sections duly filled in shall also be submitted at the time of applying for EC.

(viii) Grant of TOR does not mean grant of EC.

(ix) Grant of TOR/EC to the present project does not mean grant of approvals in other regulations such as the Forest (Conservation) Act 1980 or the Wildlife (Protection) Act, 1972.

(x) Grant of EC is also subject to Circulars issued under the EIA Notification 2006, which are available on the MoEF&CC website: www.envfor.nic.in.

(xi) The status of accreditation of the EIA consultant with NABET/QCI shall be specifically mentioned. The consultant shall certify that his accreditation is for the sector for which this EIA is prepared.

(xii) On the front page of EIA/EMP reports, the name of the consultant/consultancy firm along with their complete details including their accreditation, if any shall be indicated. The consultant while submitting the EIA/EMP report shall give an undertaking to the effect that the prescribed TORs (TOR proposed by the project proponent and additional TOR given by the MoEF) have been complied with and the data submitted is factually correct (Refer MoEF office memorandum dated 4th August, 2009).

(xiii) While submitting the EIA/EMP reports, the name of the experts associated with/involved in the preparation of these reports and the laboratories through which the samples have been got analysed should be stated in the report. It shall clearly be indicated whether these laboratories are approved under the Environment (Protection) Act, 1986 and the rules made there under (Please refer MoEF office memorandum dated 4th August, 2009). The project leader of the EIA study shall also be mentioned.

(xiv) All the TOR points as presented before the Expert Appraisal Committee (EAC) shall be covered.

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

6. You are required to submit the detailed final EIA/EMP prepared as per ToRs including issues raised during Public Hearing to the Ministry for considering the proposal for environmental clearance within 3 years as per the MoEF&CC O.M. No.J-11013/41/2006-IA-II(I) (P) dated 08.10.2014.

7. The consultants involved in the preparation of EIA/EMP report after accreditation with Quality Council of India/National Accreditation Board of Education and Training (QCI/NABET) would need to include a certificate in this regard in the EIA/EMP reports prepared by them and data provided by other Organization(s)/Laboratories including their status of approvals etc. vide notification of the MoEF dated 19.07.2013.

8. The prescribed ToRs would be valid for a period of three years for submission of the EIA/EMP Reports.

(Dr. Ranjini Warrier)
Director

Copy to:
The Member Secretary, Goa State Pollution Control Board, Dempo Towers, EDC Plaza, Patta, Panaji - 403 001, Goa.

GOA COASTAL ZONE MANAGEMENT AUTHORITY

C/o Department of Science, Technology & Environment, (Govt. of Goa)
1st Floor, Pandit Deendayal Upadhyay Bhavan, Pundalik Nagar,Porvorim-Goa.
Email: dir-ste.goa@ nic.in, goacoastal zone @ gmail.com.

Ref. No. GCZMA/S/17-18/19/899 Dated: 18 /08/2017

To,
M/s. South West Port Ltd.,
1st Floor, Port Users Complex,
Mormugao Harbour,
Mormugao,Goa.

Sub: NOC/Permission for proposed Terminal Capacity Enhancement at Berth 5A and 6A of Mormugao Port.
Ref: Your application No. NIL dated 01/02/2017.

Sir,

With reference to your application on the above mentioned subject, it is hereby conveyed that the Goa Coastal Zone Management Authority (GCZMA) has examined your aforementioned proposal in the 153rd GCZMA Meeting held on 18/07/2017 in accordance to the provisions of the para 8 of the CRZ Notification 2011, as amended. As such the Authority after detailed discussion and due deliberation decided to approve the said proposal for proposed Terminal Capacity Enhancement at Berth 5A and 6A of Mormugao Port, subject to condition that operation and handling should be done in closed shed and further no enhancement in the capacity of the plant will be carried out unless prior Consent/Permission from the Goa State Pollution Control Board (GSPCB) is obtained.

This permission is further subject to compliance of the following conditions:

1. All the provisions of the CRZ Notification, 2011 as amended should be strictly complied with. In the event of a change in project profile or change in the implementation agency, a fresh reference shall be made to the GCZMA.

2. This NOC/Approval is issued without prejudice to any other permission as required under the law including that of ownership, court case etc. As such, prior to the commencement of the aforementioned 'Construction/development/facility' work, it will be incumbent upon the Applicant/Proponent to obtain permission for any other authority as required under the law including from the local authority, Town and Country Planning Department, Pollution Control Board, Revenue Authority etc.,
3. Traditional access/easement shall not be blocked.
4. The applicant/occupier should ensure that no waste is discharged into the nearest water body from the proposed construction activities.
5. This permission/NOC shall be valid for the period of 5 years from the date of issue.

6. This permission is liable to be revoked, if it is found, at any stage, that the application contained false information / wrong plans / calculations / documents / misleading or false information, etc. or account of violation of aforementioned conditions.

Yours faithfully,

(Parag M. Nagarcenkar)
Member Secretary (GCZMA)

Encl: As above

Copy to:

1. **P.A to Secretary (Environment) / Chairman (GCZMA),** Secretariat, Porvorim.....for kind information.
2. **The Chief Town Planner, Town & Country Planning Department, Patto, Panaji - Goa.....** for information and necessary action.
3. **The Member Secretary,Goa State Pollution Control Board, Patto, Panaji-Goa ....**for information and necessary action.
4. **The Deputy Collector & S.D.O. (Mormugao),** Vasco-da-Gama, Goa.... for information and necessary action.
5. **The Chief Officer**, Mormugao Municipal Council, Vasco-da-Gama - Goa....for information and necessary action.

EC Report

1. Project Details

Whether it is a violation case and application is being submitted under Notification No. S.O.804(E) dated 14.03.2017 ? : No

1. Project Details

i. Proposal No. : IA/GA/MIS/26758/2015

ii. MoEFCC File No. : 10-5/2015-IA-III

iii.Short narrative of the project: Proposed Terminal Capacity Enhancement At Berth 5A-6A of Mormugao Port for Handling Coal And Coal Products, Iron Ore And Limestone including Unitised and Steel Products

iv. Project Sector : Infrastructure and Miscellaneous Projects & CRZ

v. Company/Proponent : SOUTH WEST PORT LIMITED

vi.Details of State of the project

Details of State of the project			
S.no.	**State Name**	**District Name**	**Tehsil Name**
1.	Goa	South Goa	Mormugao
2.	Goa	South Goa	Mormugao

vii. Uploaded EC Compliance report by rigional office of MoEFCC: Annexure-Uploaded EC Compliance report

viii. Certified Monitoring report by RoMoEF: Annexure-Uploaded Monitoring report

ix.Date of TOR Granted 19 Jun 2015

x.TOR letter issued by Ministry: Annexure-TOR letter

ix.Date of Submission for EC: 15 Jul 2017

x.Project Type: Modernization

2. Uploaded Documents of EIA/EMP,Risk Assessment,Public Hearing etc.

i.EIA/EMP: Annexure-EIA/EMP

ii.Risk Assessment: Annexure-Risk Assessment

iii.Public Hearing: Annexure-Public Hearing

iv. Date of Public Hearing: 26 Apr 2017

v. Uploaded Additional Report/Study/Document as desired by Ministry/EAC: Annexure-Additional Report/Study/Document

vi. Uploaded Cover Letter: Annexure-Cover Letter

vii.Remarks: NIL

3. Additional Detail Sought: NIL

4. Accredited Consultant Details

i. Accreditation status : Yes

ii. Accreditation No. : 162

iii. Name of Consultant: WAPCOS LIMITED

iv. Address : 76c sector 18 Gurugram

v. Mobile No.: 9818038112

vi. Landline No.: 1242397396

vii. Email Id: skt@wapcos.co.in

5. Undertaking

I hereby give undertaking that the data and information given in the application and enclosures are true to be best of my knowledge and belief and I am aware that if any part of the data and information found to be false or misleading at at any stage, the project will be rejected and clearance given, if any to the project will be revoked at our risk and cost.

i. Name of Applicant : Rashmi Rajan

ii. Designation : Vice President Projects

iii. Name of Company(Applicant Name should not be given here) :
SOUTH WEST PORT LIMITED

iv. Address : 1st Floor, Port User's Complex Mormugao harbour, Mormugao

v. Uploaded copy of documents in support of the competence/authority of the person making this application to make application on behalf of the User Agency:
Annexure-Uploaded copy of documents in support of the competence/authority of the person making this application to make application on behalf of the User Agency

Annexure R-8

GOA COASTAL ZONE MANAGEMENT AUTHORITY

C/o Department of Science, Technology & Environment, (Govt. of Goa)
1st Floor, Pandit Deendayal Upadhyay Bhavan, Pundalik Nagar, Porvorim-Goa.
Email: dir-ste.goa@ nic.in, goacoastal zone @ gmail.com.

Ref. No. GCZMA/S/17-18/19/899 Dated: 18 /08/2017

To,
M/s. South West Port Ltd.,
1st Floor, Port Users Complex,
Mormugao Harbour,
Mormugao, Goa.

Sub: NOC/Permission for proposed Terminal Capacity Enhancement at Berth 5A and 6A of Mormugao Port.
Ref: Your application No. NIL dated 01/02/2017.

Sir,

With reference to your application on the above mentioned subject, it is hereby conveyed that the Goa Coastal Zone Management Authority (GCZMA) has examined your aforementioned proposal in the 153rd GCZMA Meeting held on 18/07/2017 in accordance to the provisions of the para 8 of the CRZ Notification 2011, as amended. As such the Authority after detailed discussion and due deliberation decided to approve the said proposal for proposed Terminal Capacity Enhancement at Berth 5A and 6A of Mormugao Port, subject to condition that operation and handling should be done in closed shed and further no enhancement in the capacity of the plant will be carried out unless prior Consent/Permission from the Goa State Pollution Control Board (GSPCB) is obtained.

This permission is further subject to compliance of the following conditions:

1. All the provisions of the CRZ Notification, 2011 as amended should be strictly complied with. In the event of a change in project profile or change in the implementation agency, a fresh reference shall be made to the GCZMA.

2. This NOC/Approval is issued without prejudice to any other permission as required under the law including that of ownership, court case etc. As such, prior to the commencement of the aforementioned 'Construction/development/facility' work, it will be incumbent upon the Applicant/Proponent to obtain permission for any other authority as required under the law including from the local authority, Town and Country Planning Department, Pollution Control Board, Revenue Authority etc.,
3. Traditional access/easement shall not be blocked.
4. The applicant/occupier should ensure that no waste is discharged into the nearest water body from the proposed construction activities.
5. This permission/NOC shall be valid for the period of 5 years from the date of issue.

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6. This permission is liable to be revoked, if it is found, at any stage, that the application contained false information / wrong plans / calculations / documents / misleading or false information, etc. or account of violation of aforementioned conditions.

Yours faithfully,

(Parag M. Nagarcenkar)
Member Secretary (GCZMA)

Encl: As above

Copy to:

1. **P.A to Secretary (Environment) / Chairman (GCZMA)**, Secretariat, Porvorim.....for kind information.
2. **The Chief Town Planner, Town & Country Planning Department, Patto, Panaji - Goa.....** for information and necessary action.
3. **The Member Secretary,Goa State Pollution Control Board, Patto, Panaji-Goa** ....for information and necessary action.
4. **The Deputy Collector & S.D.O. (Mormugao)**, Vasco-da-Gama, Goa.... for information and necessary action.
5. **The Chief Officer**, Mormugao Municipal Council, Vasco-da-Gama - Goa....for information and necessary action.

NOTARY
SUBHASH KRISHNA KANEKAR
SALCETE SALINA
VARGAO-GOA
Regd.No 344/14
Exp.Dt:28/02/2024
GOVT OF GOA (INDIA)

Annexure – R-9

Minutes of the 21st Meeting of Expert Appraisal Committee (Infra-2) for Projects related to All Ship Breaking Yard including Ship Breaking Unit, Airport, Common Hazardous Waste Treatment, Storage and Disposal Facilities, Ports and Harbours, Aerial Ropeways, CETPs, Common Municipal Solid Waste Management Facility, Building/Construction Projects, Townships and Area Development Projects held on 21-24 August, 2017 in the Ministry of Environment, Forest and Climate Change, Indira Paryavaran Bhawan, New Delhi – 3.

Day 1: Wednesday, 21st August, 2017

21.1 Opening Remarks of the Chairman

At the outset, Chairman welcomed the members of the Expert Appraisal Committee (Infra-2). Thereafter, agenda items were taken up for discussion. The deliberations held and decisions taken are as under.

21.2 Confirmation of the Minutes of the 20th Meeting of the EAC held on 26-28 July, 2017 at New Delhi.

The minutes of the 20th Expert Appraisal Committee (Infra-2) meeting held during 26-28 July, 2017 were confirmed with the following corrections.

Agenda No.	Minuting	Correction/To be read as
20.4.8	**Title of the Project** 'Chakradhar Nagar residential project' on plot bearing S.No. 74/2/3, 90, 85/1 to 8, 86/5/6/7, 117 B/1 to 4, at village Achole and Nilemore, District Palghar (Maharashtra)	**Title of the Project** Chakradhar Nagar (Residential Project) at S. No. 74/2/3, 90, 85/1 to 8, 86/5/6/7, 117 B/1 to 4, 32A, 38(pt), 411, 117 at village Achole, Nilemore, Sopara & Ghass, Tal-Vasai, District Palghar (Maharashtra)
20.4.17	Para (vi) the non-biodegradable waste generated (**0.154 TPD**)	*Para (vi) the non-biodegradable* waste generated (**0.205 TPD**)
	Construction phase condition (xii) As proposed, 7 nos. of rain water harvesting pits shall be provided as per CGWB guidelines.	As proposed, 2 nos. of rain water recharge pits and 2 nos. of rain water tanks shall be provided as per CGWB guidelines.
	Construction phase condition (xiv) Solar based electric power shall be provided to each unit for at least two bulbs/light and one fan. As proposed, central lighting and street lighting shall also be based on solar power.	Solar based electric power equivalent to two bulbs/light and one fan per flat shall be provided on the roof top and connected to the grid. As proposed, central lighting and street lighting shall also be based on solar power and connected to the grid.

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(xxix) The company shall draw up and implement a corporate social Responsibility plan as per the Company's Act of 2013.

(xxx) The concerns of the Public hearing panel shall be suitably addressed to and the recommendations adopted as part of the Environmental Management Plan and in the plan for C.S.R. as applicable.

(xxxi) A water security plan to the satisfaction of the CGWA shall be drawn up to include augmenting water supply and sanitation facilities and recharge of ground water in at least two villages and schools, as part of the C.S.R. activities.

21.3.23 **Proposed Terminal Capacity Enhancement at Berth 5A-6A of Mormugao Port for Handling Coal And Coal Products, Iron Ore And Limestone including Unitised and Steel Products at Mormugao Port Trust, Mormugao, Goa by M/s South West Port Ltd – Environmental and CRZ Clearance (IA/GA/MIS/26758/2015; F.No. 10-5/2015-IA-III)**

The project proponent made a presentation and provided the following information to the Committee:-

(i) South West Port Ltd. (SWPL) operates berth 5A and 6A at the Mormugoa Port Trust (MPT), Goa, one of the major ports in India. The facilities are located inside a naturally protected harbour in the confluence Zone of Zuari River with the Arabian Sea.The Terminal is operating since 2004. Over the years the unloading system at the berth, the conveying system from berth to the stockyard, from stockyard to the rake loading system has been in use for the last 13 years and is operating at a much-reduced efficiency.

(ii) Therefore, SWPL is proposing to deploy highly mechanised and efficient environment friendly material handling systems so that the cargo handling capacity at the berth is increased consequentially, in the process reducing environmental pollution by retrofitting state of art latest dust entrapment systems to meet its demand. SWPL is presently handling cargos like coal, limestone and steel products at berth 5A & 6A by cranes, ship unloaders and wagon loading system and throughput of about 7.5 MTPA is being achieved presently.

(iii) The consequential capacity enhancement shall be achieved by deploying highly mechanised and efficient environment friendly material handling system, enhancing the existing conveyor speed, and improving the rake loading turn around time through operational efficiency, thus, making the evacuation and despatch more efficient. Consequentially the total cargo to be handled is expected to go up to 12 to 13 MTPA of bulk (consisting of coal, iron ore, lime stone, dolomite, bauxite, mineral ores and other miscellaneous cargo), and about 2 MTPA of unitised cargo (consisting of steel bars, coils, flats and plates, and other steel products). The total cargo handling capacity hence is expected to increase to about 14to 15 MTPA.

(iv) Terminal modernization including efficient material handling systems like Grab Ship Unloader (GSU), Stacker-cum-Reclaimer (ScR), Closed/Pipe Conveyor, In-motion Wagon Loading System, Silos, Wagon Loader and Gantry Cranes, covered storage, steel sheds would lead to consequential increase in terminal efficiency. With better utilization of existing resources and overall net reduction in the pollution level due to retrofitting material handling systems with latest dust entrapment systems and barriers, there will be an increase in capacity of the terminal, without change in the stockyard area and waterfront area.

The site is connected by road and railway. The nearest railway station is Vasco which is about 4km on the southern railways, and Madgaon is about 25 km on the Konkan railways. The nearest airport is Dabolim at about 6km.

The proposal was granted ToR vide MoEFCC letter dated 19.06.2015 for preparation of

NOTARY SUBHASH KRISHNA KANEKAR ALCETE MARGAO-GOA Regd. No 344/14 Exp. Dt: 28/02/2024 GOVT. OF GOA (INDIA)

	draft EIA report, and to conduct Public Hearing (PH) prior the Environmental Clearance (EC). The draft EIA report is prepared and submitted to GSPCB for conducting PH, and is completed successfully as per the EIA Notification, 2006 (amended) on date 26.04.2017. (vii) CRZ recommendation from Goa Coastal Zone Management Authority (GCZMA) in its 152nd meeting held on date 29.06.2017. *During the deliberation, the Committee noted that this is an expansion project and the Project Proponent has not submitted Certified Compliance Report of the conditions stipulated in the earlier environmental clearance issued for the project.* *After detailed deliberation, the Committee sought following additional information:* (i) Certified compliance report issued by the MoEF&CC Regional Office, Bangalore on environmental conditions stipulated in the existing environmental clearance. (ii) Point wise reply to the complaint made by Conservation Action Trust. (iii) Submit the set of following documents required as per para 4.2 (i) of CRZ Notification, 2011: a) Form-1 (Annexure-IV of the notification); b) Rapid EIA Report including marine and terrestrial component except for construction projects listed under 4(c) and (d) c) Comprehensive EIA with cumulative studies for projects in the stretches classified as low and medium eroding by MoEF based on scientific studies and in consultation with the State Governments and Union territory Administration; d) Disaster Management Report, Risk Assessment Report and Management Plan; e) CRZ map indicating HTL and LTL demarcated by one of the authorized agency (as indicated in para 2) in 1:4000 scale; f) Project layout superimposed on the above map indicated at (e) above. g) The CRZ map normally covering 7km radius around the project site. h) The CRZ map indicating the CRZ-I, II, III and IV areas including other notified ecologically sensitive areas; i) No Objection Certificate from the concerned State Pollution Control Boards or Union territory Pollution Control Committees for the projects involving discharge of effluents, solid wastes, sewage and the like. *The proposal was, therefore, deferred till the desired information is submitted.*
21.3.24	**Sports City-Group Housing & Villas Project at SC-02-B, Sector 27,Greater Noida, Gautam Buddh Nagar, U.P. by M/s Aura Buildwell Pvt. Ltd - Environmental Clearance (IA/UP/MIS/64414/2016; F.No. 21-262/2017-IA-III)** The project proponent made a presentation and provided the following information to the Committee:- (i) The project is located at 28°32'5"N Latitude and 77°29'43"E longitude. (ii) This is a fresh project and affidavit regarding no construction activity has already been submitted. The total plot area is 96,117.18 sqm. FSI area is 1,48,055.168 sqm and total construction area of 92,058.015 sqm. The project will comprise of 1152 dwelling units comprising of villas & apartment Buildings. (iii) During construction phase, total water requirement is expected to be 1000 KLD which

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Annexure R-10

SOUTH WEST PORT LTD.

Regd. Office : 1st Floor, Port Users Complex
Marmugao Harbour, Goa - 403 803. India.
Bandra (East), Mumbai - 400 051
CIN. : U45203GA1997PLC002369
Phone : 0832 - 252 3000
Fax : 0832 - 252 3006
Website : www.jsw.in

Date: 21.09.2017

To,
The Director (IA-III)
Infrastructure and Miscellaneous Projects & CRZ (Infra-2)
Ministry of Environment, Forests & Climate Change (MoEF & CC)
Indira Paryavaran Bhavan, Jor Bagh Road, New Delhi- 110 003

Sub: **EIA Report Submission for Environmental and CRZ Clearance for proposed Terminal Capacity Enhancement at Berth 5A-6A of Mormugao Port by M/s South West Port Ltd., Goa [F. No. 10-5/2015-IA.III]**

Ref: **Minutes of 21st meeting of Expert Appraisal Committee (EAC) dated 04.09.2017.**

Dear Sir,

This is with reference to the proposed project, and as desired by the expert appraisal committee, we are herewith submitting the following additional documents for your kind consideration and further appraisal.

i. Certified compliance report issued by MoEFCC RO, Bangalore
ii. Reply to the comments made by Conservation Action Trust (CAT)
iii. Documents as per para 4.2 (i) of CRZ Notification, 2011.
   a. Form I
   b. Rapid EIA report (study report prepared as per the additional ToR and finalized after Public Consultation process)
   c. Risk Assessment & Disaster Management Plan (as in the Rapid EIA Report)
   d. CRZ map indicating HTL and LTL demarcation, CRZ-I, II, IV areas and Project Layout superimposed in 1:4000 scale prepared by IRS, Anna University Chennai
   e. CRZ Landuse map covering 7km radius around the project site
   f. No Objection Certificate from Goa State Pollution Control Board (GSPCB) *vide* consent no. 5/6013/13-PCB/11466

In this regard, we request that our proposal may kindly be appraised for the crz and environmental clearance and included in the forthcoming meeting of EAC.

Your kind consideration in this regard is solicited and highly obliged.

Thanking You.
Sincerely Yours,
for South West Port Ltd., Goa

Rashmi Ranjan Patra
Vice President- Strategy & Planning

Corporate Office : JSW Centre,
Bandra Kurla Complex,
Bandra (East), Mumbai - 400 051
Phone : +91 22 4286 1000
Fax : +91 22 4286 3000

Annexure R-11

Minutes of the 24th Meeting of Expert Appraisal Committee (Infra-2) for Projects related to All Ship Breaking Yard including Ship Breaking Unit, Airport, Common Hazardous Waste Treatment, Storage and Disposal Facilities, Ports and Harbours, Aerial Ropeways, CETPs, Common Municipal Solid Waste Management Facility, Building/Construction Projects, Townships and Area Development Projects held on 30-31 October, 2017 in the Ministry of Environment, Forest and Climate Change, Indira Paryavaran Bhawan, New Delhi – 3.

Day: Monday, 30th October, 2017

24.1 Opening Remarks of the Chairman

At the outset, Chairman welcomed the members of the Expert Appraisal Committee (Infra-2). Thereafter, agenda items were taken up for discussion. The deliberations held and decisions taken are as under.

24.2 Confirmation of the Minutes of the 23rd Meeting of the EAC held on 13th October, 2017 at New Delhi.

The minutes of the 23rd meeting of Expert Appraisal Committee (Infra-2) held on 13th October, 2017 were confirmed with the following corrections.

Corrections were also made in the 21st EAC (Infra-2) meeting held on 21-24 August, 2017.

Agenda item No.	Minuting	Correction/To be read as
23.3.2 of 23rd EAC (Infra-2) meeting held on 13th October, 2017	In subject of the proposal, and at page 4 point no. (i) M/s Countrywide Promoters Pvt. Ltd.	In subject of the proposal, and at page 4 point no. (i) M/s BPTP International Trade Centre Ltd.
	The EAC deliberated on the Certified Compliance Report letter F. No. VII/UP/SCL/144/2017 dated 07.09.2017 issued by the MoEF&CC's Regional Office (WCZ), Nagpur	*The EAC deliberated on the Certified Compliance Report letter F. No. VII/Env/SCL/UP/144/2017/169 dated 07.09.2017 issued by the MoEF&CC's Regional Office (CR), Lucknow*
23.3.21 of 23rd EAC (Infra-2) meeting held on 13th October, 2017	Specific condition no (xiv) ... The inert waste from group housing project will be sent to dumping site.	Specific condition no (xiv) ... The inert waste generated from Redevelopment of Indira Market will be sent to dumping site.
21.4.10 of 21st EAC (Infra-2) meeting held on 21-24 August, 2017 (Correction done for this proposal in the minutes of 22nd meeting stand cancelled).	Configuration of Type C is B + G / Shop + 1 P/ Mezzanine + 2 P/Offices + 3 P / St + 25 Flrs.	Configuration of Type C is B + G / Shop + 1 P/ Mezzanine+ 1Flr/1 P+ 2 Flr/2P+ Flr/3P+ 25 Flrs.

24.3 Consideration of Proposals

24.3.1	**Integrated Municipal Solid Waste processing facility in Ambala Cluster at Near Ratan Gaon, Ambala, Haryana by M/s Ambala Municipal Corporation– Terms of Reference (IA/HR/MIS/69821/2017; F.No. 10-57/2017-IA-III)** The project proponent gave a detailed presentation on the salient features of the project and informed that: (i) The proposed MSW disposal site is situated in Village Patvigaon, Tehsil & District: Ambala in Haryana. The nearest railway station is Ambala at a distance of 20.61 km.

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	proposals in the text where HCl and CO emissions are also indicated. The sources of air pollution should be clearly enumerated on the basis of specific proposals. f. The PFR does not make any mention of requirement of plant and machineries for composting/RDF/Waste to Energy. (xi) The geographical and administrative area to be serviced is not clear. How will HUDA wastes be accepted once the colonies are handed over. Is the capacity being planned to accept HUDA wastes also. *Accordingly the Project proponent was advised to submit a fresh Form-1 and provide specific project details as mentioned in paras (iii) to (xi) above.* *The proposal was, therefore, deferred till the desired information is submitted.*
24.3.4	**Proposed Terminal Capacity Enhancement at Berth 5A-6A of Mormugao Port for Handling Coal And Coal Products, Iron Ore And Limestone including Unitised and Steel Products at Mormugao Port Trust, Mormugao, Goa by M/s South West Port Ltd. – Reconsideration for Environmental and CRZ Clearance (IA/GA/MIS/26758/2015; F.No. 10-5/2015-IA-III)** The project proponent and the accredited Consultant M/s WAPCOS Limited gave a detailed presentation on the salient features of the project and informed that: (i) South West Port Ltd. (SWPL) operates berth 5A and 6A at the Mormugoa Port Trust (MPT), Goa, one of the major ports in India. The facilities are located inside a naturally protected harbour in the confluence Zone of Zuari River with the Arabian Sea. The Terminal is operating since 2004. Over the years the unloading system at the berth, the conveying system from berth to the stockyard, from stockyard to the rake loading system has been in use for the last 13 years and is operating at a much-reduced efficiency. (ii) Therefore, SWPL is proposing to deploy highly mechanised and efficient environment friendly material handling systems so that the cargo handling capacity at the berth is increased consequentially, in the process reducing environmental pollution by retrofitting state of art latest dust entrapment systems to meet its demand. SWPL is handling cargos like coal, limestone and steel products at berth 5A & 6A by cranes, ship unloaders and wagon loading system. (iii) After modernisation, the consequential capacity enhancement shall be achieved by deploying highly mechanised and efficient environment friendly material handling system, and by enhancing the existing conveyor speed, and improving the rake loading turnaround time through operational efficiency, thus, making the evacuation and despatch more efficient. Consequentially the total cargo to be handled is expected to go up to 12 to 13 MTPA of bulk (consisting of coal, iron ore, lime stone, dolomite, bauxite, mineral ores and other miscellaneous cargo), and about 2 MTPA of unitised cargo (consisting of steel bars, coils, flats and plates, and other steel products). The total cargo handling capacity hence is expected to increase to about 14 to 15 MTPA. (iv) The Terminal modernization by deploying efficient material handling systems like Grab Ship Unloader (GSU), Stacker-cum-Reclaimer (ScR), Closed/Pipe Conveyor, In-motion Wagon Loading System, Silos, Wagon Loader and Gantry Cranes, covered shed for coal, steel sheds would lead to consequential increase in terminal efficiency. With better utilization of existing resources and overall net reduction in the pollution level due to retrofitting material handling systems with latest dust entrapment systems and barriers, there will be an increase in capacity of the terminal, without change in the stockyard area and waterfront area. The site is connected by road and railway. The nearest railway station is Vasco which is about 4 km on the southern railways, and Madgaon is about 35 km on the Konkan railways. The nearest airport is Dabolim at about 6 km.

NOTARY SUBHASH KRISHNA KAMAT SALCETE GOA Regd. No 344/14 Exp. Dt: 28/02/2024 GOVT. OF GOA (INDIA)

(vi) The proposal was granted ToR *vide* MoEFCC letter dated 19.06.2015 for preparation of draft EIA report, and to conduct Public Hearing (PH) prior the Environmental Clearance (EC).

(vii) The draft EIA report is prepared and submitted to GSPCB for conducting PH, and the PH is completed successfully as per the EIA Notification, 2006 (amended) on 26.04.2017.

(viii) CRZ recommendation is granted by Goa Coastal Zone Management Authority (GCZMA) *vide* its letter No. GCZMA/S/17-18/19/899 dated 18.08.2017.

(ix) Investment/Cost of the project Approx. 300 Crores

(x) Employment potential: The expansion project is expected to generate employment opportunity.

(xi) Benefits of the project: The overall pollution level from the project will be reduced. Due to intensification in port area usage, more traffic will be possible from the same berth and backup infrastructure leading to better throughput of SWPL and of MPT, there will be increase in efficiency of cargo handling. Local people will be benefited through company's CSR activities. The project will generate primary, secondary and tertiary employment. MPT will be benefitted by means of increase in revenue from SWPL.

During the deliberation, the Committee noted that the proposal was earlier considered by the EAC in its 21st meeting held on 21-24 August, 2017 wherein following additional information were sought:

(i) Certified compliance report issued by the MoEF&CC Regional Office, Bangalore on environmental conditions stipulated in the existing environmental clearance.

(ii) Point wise reply to the complaint made by Conservation Action Trust.

(iii) Submit the set of documents required as per para 4.2 (i) of CRZ Notification, 2011.

The Project Proponent submitted the required information vide letter dated 21.09.2017 and uploaded on Ministry's website on 22.09.2017.

During the deliberation, the Committee noted that a letter has been received from Government of Goa in which it is inter-alia alleged that the Goa State Pollution Control Board (GSPCB) has conducted the Public hearing for the Project proposal on 26th / 27th and 29th May 2017 during which the Public has opposed and objected to the proposed increase in handling of coal as the present handling is causing air pollution in the Vasco city. The Air Quality Monitoring reports of the Goa State Pollution Control Board indicate that the Particulate Matter is exceeding the prescribed limits for the present handling capacity and the GSPCB has already directed the South West Port to reduce their present handling capacity by 25%.

It was also noted that the concerns raised during public Hearing have also been not addressed satisfactorily. After detailed deliberation the Committee sought following information:

(i) Specific point wise replies to the concerns expressed during the Public hearing shall be provided.

(ii) A statement of representations received during the additional period of 7 days as provided by the District Magistrate after the Public hearing should be submitted with details of redressal.

(iii) Reply to the letter received from Government of Goa.

The proposal was, therefore, deferred till the desired information is submitted.

24.3.5 **Proposed Integrated Industrial Area at Navlakhumbre & Badhalwadi Village in Taluka Mawal, District Pune, Maharashtra by M/s Hindustan Electricity Generation Co. Pvt. Ltd - Environmental Clearance (IA/MH/MIS/65069/2016; F.No. 21-318/2017-IA-III)**

The project proponent and the accredited Consultant M/s ARCADIS India Pvt Ltd (Formerly

NOTARY SUBHASH KRISHNA SALCETE SALCETE MARGAO-GOA Regd.No 344/14 Exp. Dt: 28/02/2024 GOVT. OF GOA (INDIA)

Annexure R-12

SOUTH WEST PORT LTD.

Regd. Office : 1st Floor, Port Users Complex
Marmugao Harbour, Goa - 403 803. India
Bandra (East), Mumbai - 400 051
CIN : U45203GA1997PLC002369
Phone : 0832 - 252 3000
Fax : 0832 - 252 3006
Website : www.jsw.in

Date: 13.11.2017

To,
The Director (IA-III)
Infrastructure and Miscellaneous Projects & CRZ
Ministry of Environment, Forest & Climate Change (MoEF&CC)
Indira Paryavaran Bhavan, Jor Bagh Road
New Delhi- 110 003

Sub: Our response to the letter of the Hon. Chief Minister of Goa dated 14th August 2017, Terminal Capacity Enhancement at Berth 5A-6A of Mormugao Port for Handling Coal and Coal products, Iron Ore and Limestone including Unitised and Steel Products at Mormugao Port Trust, Mormugao, Goa by M/s South West Port Ltd. – Reg. [F.No.10-5/2015-IA.III]

Ref: Minutes of the 24th EAC meeting (Infra-2), hoisted on website dated 07.11.2017.

Dear Sir,

We are in receipt of the above mentioned letter forwarded by your good self *vide'* letter dated 6th November, 2017. As directed, we are humbly submitting our response to the contents of Hon. Chief Minister's letter of 14th August, 2017.

As you are aware, we are operating the South West Port Terminal for Group cargo (inbound raw material and outbound finished steel products for Group's steel plant at Vijayanagar, northern Karnataka) since 2004. We operate two berths of cumulative length 450 m and a Port backup yard of about 4.06 ha under BOOT concession of the Major Port of Mormugao Port Trust (MPT). The SWPL is ISO 9001, 14001, OSHA 18001 and ISPS compliant. Operational mandate of the Terminal is receipt of cargo, transient storage and dispatch by rail route. All marine side activities such as maintenance of navigation depths, provision of flotilla, pilotage, navigation, maritime surveillance, etc. is carried out by the Landlord Port, i.e. MPT.

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Corporate Office : JSW Centre,
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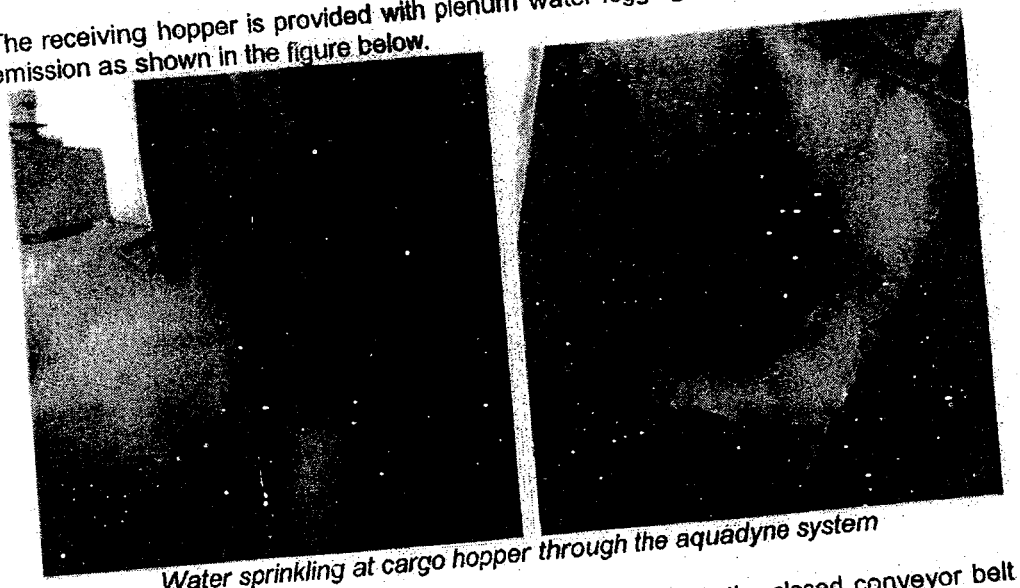
to condition that operation and handling should be done in closed shed). We are all set and willing to honour this condition.

That longitudinal storages are a definite, assured and final solution for addressing particulate emissions from our Terminal is echoed in the fact that the Hon. Chief Minister has also suggested "***closed shed***" as a condition for recommendation for EC for the project in his letter of 14th August, 2017. The covered shed coupled with dust suppression system (DSS), fire-fighting and dust extraction system (DES) would mark the facility a 'zero emission' Terminal.

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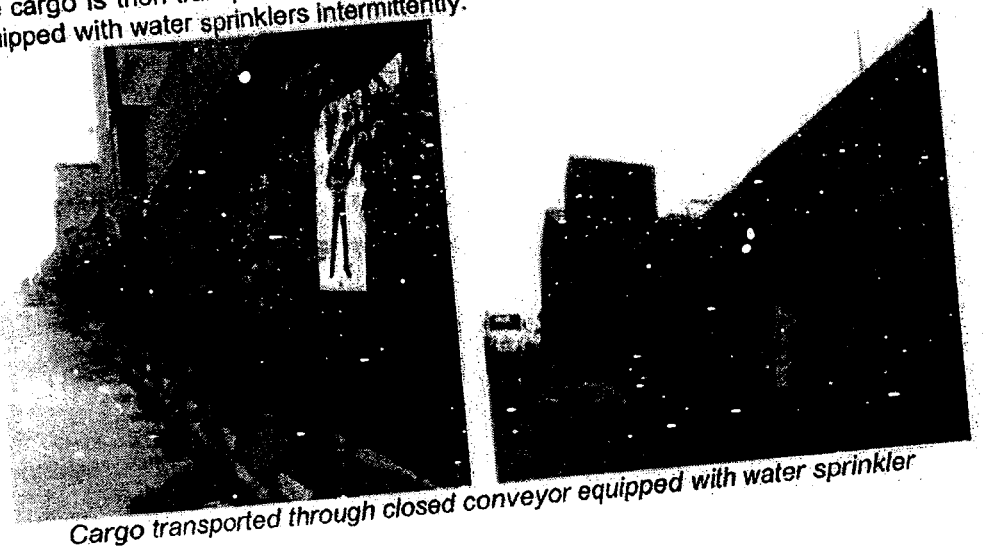
i. Coal cargo with a 10% moisture content is handled using locking grab buckets resulting in near zero emissions.

ii. The receiving hopper is provided with plenum water fogging ring obviating any dust emission as shown in the figure below.



Water sprinkling at cargo hopper through the aquadyne system

iii. The cargo is then transported to the stacking area through the closed conveyor belt equipped with water sprinklers intermittently.



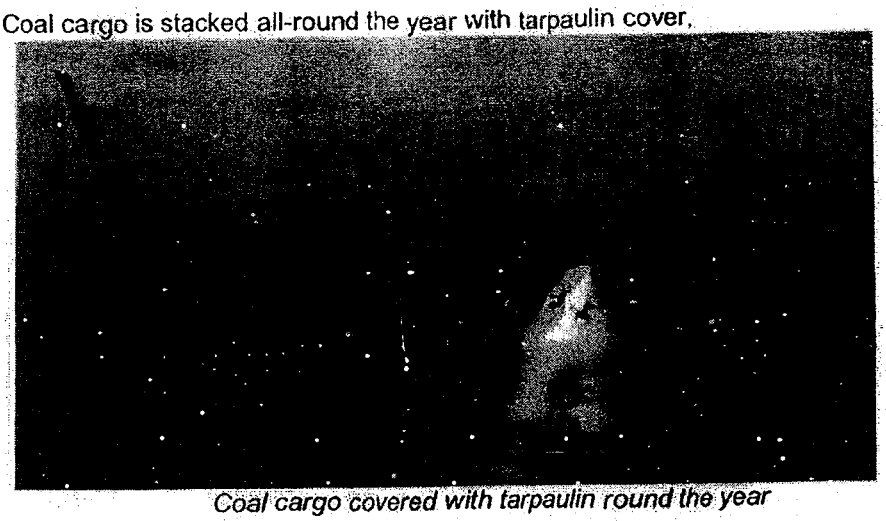
Cargo transported through closed conveyor equipped with water sprinkler

iv. Transfer towers also equipped with water sprinkling through aquadyne system.



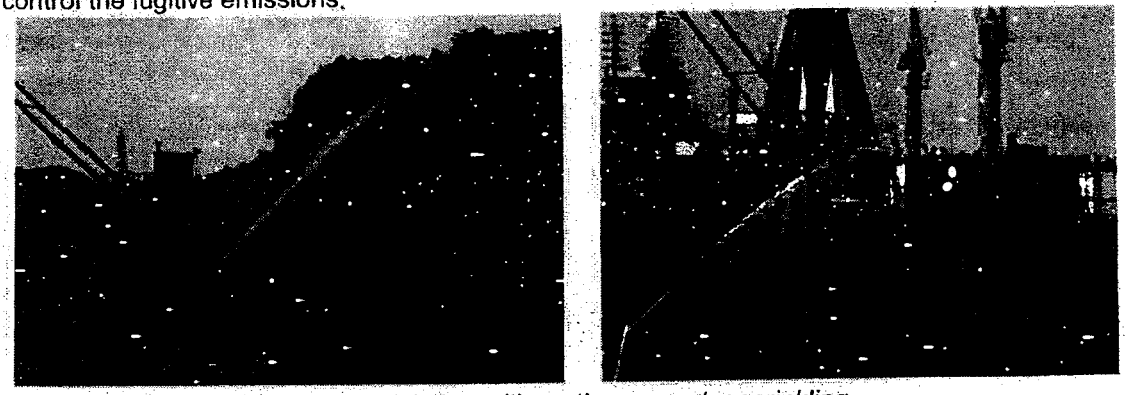
Water sprinkling through aquadyne system in the closed conveyor

v. Coal cargo is stacked all-round the year with tarpaulin cover.



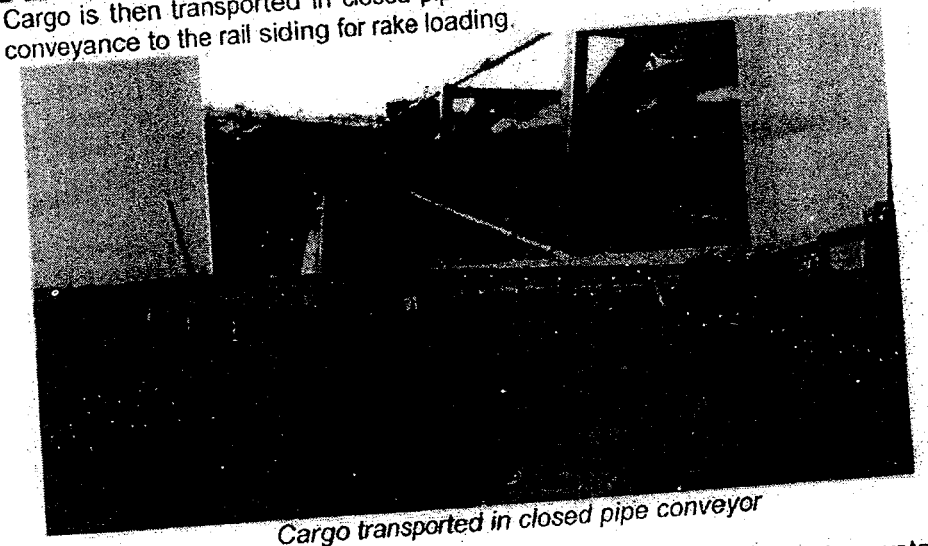
Coal cargo covered with tarpaulin round the year

vi. Coal cargo is under continuous water sprinkling during its stacking and reclaiming to control the fugitive emissions.



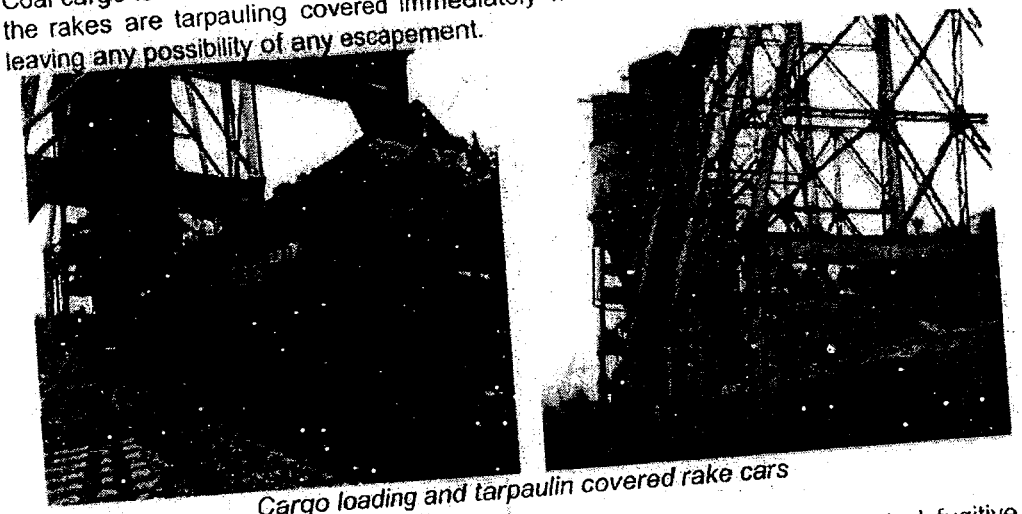
Coal stacking and reclaiming with continuous water sprinkling

vii. Cargo is then transported in closed pipe conveyor to eliminate emissions during its conveyance to the rail siding for rake loading.



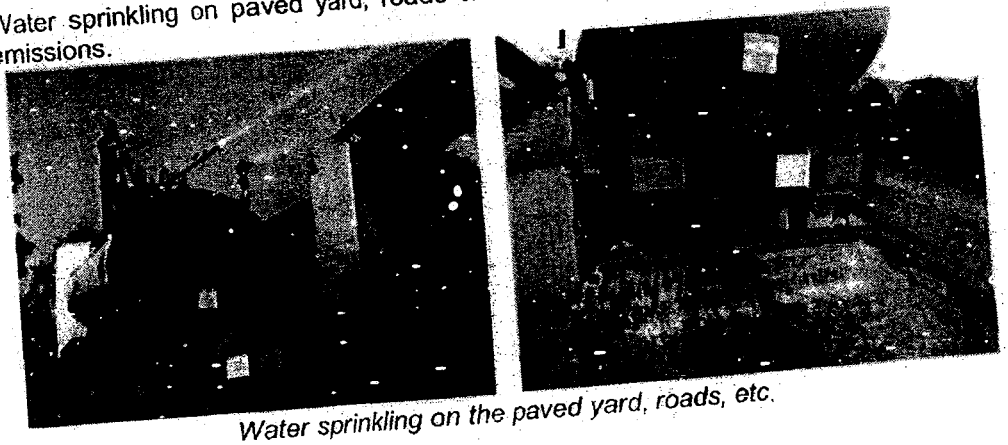
Cargo transported in closed pipe conveyor

viii. Coal cargo is then loaded in rakes through the in-motion wagon loading system, and the rakes are tarpauling covered immediately with all round rope sealing thus not leaving any possibility of any escapement.



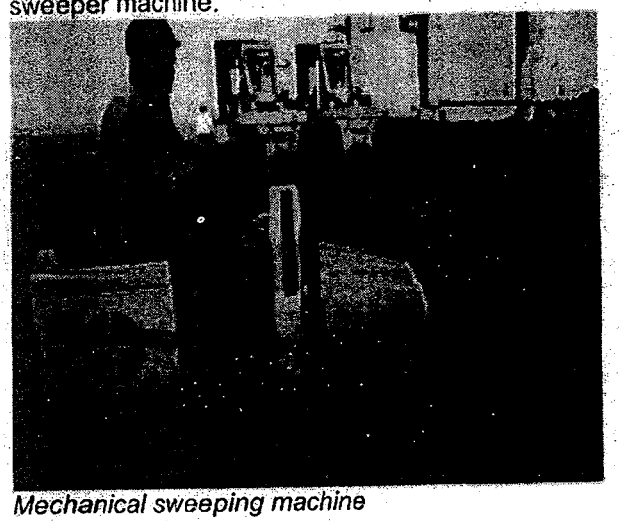
Cargo loading and tarpaulin covered rake cars

ix. Water sprinkling on paved yard, roads to control transportation generated fugitive emissions.



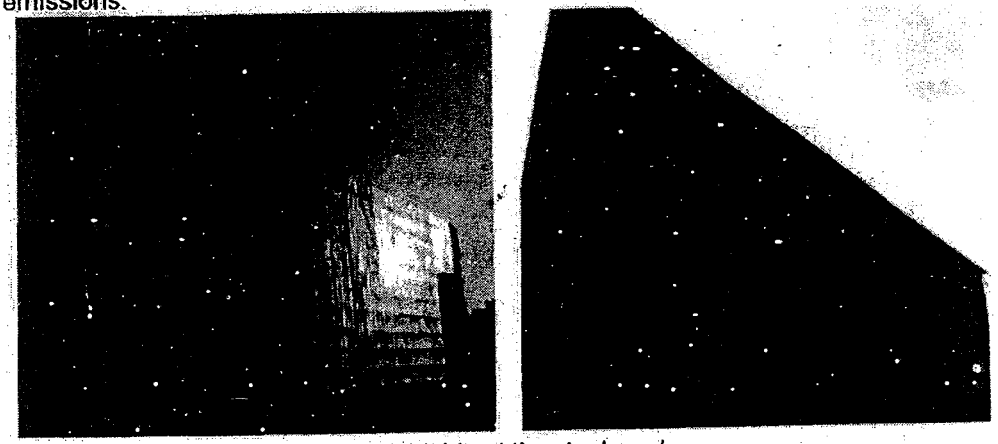
Water sprinkling on the paved yard, roads, etc.

x. Regular sweeping of berths, roads, and paved surfaces using mechanical suction sweeper machine.



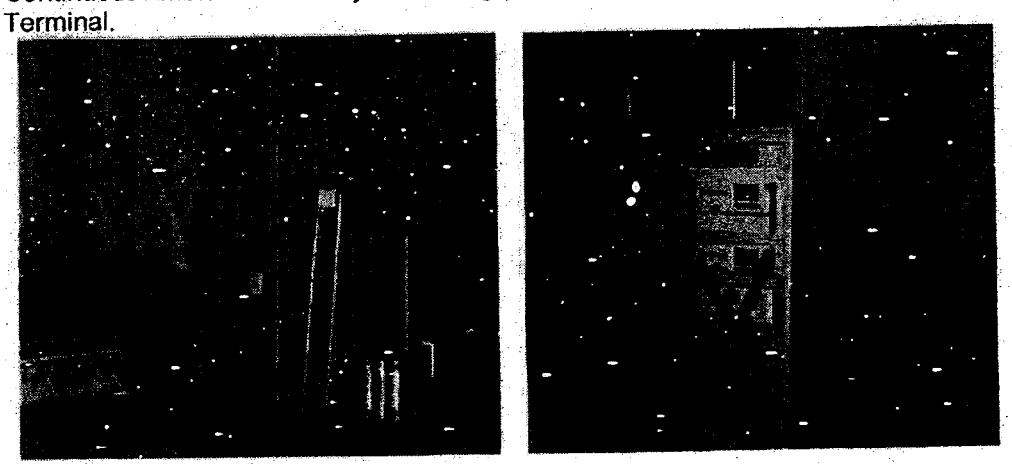
Mechanical sweeping machine

xi. Wind shield is erected against the downward wind direction to prevent air borne dust emissions.

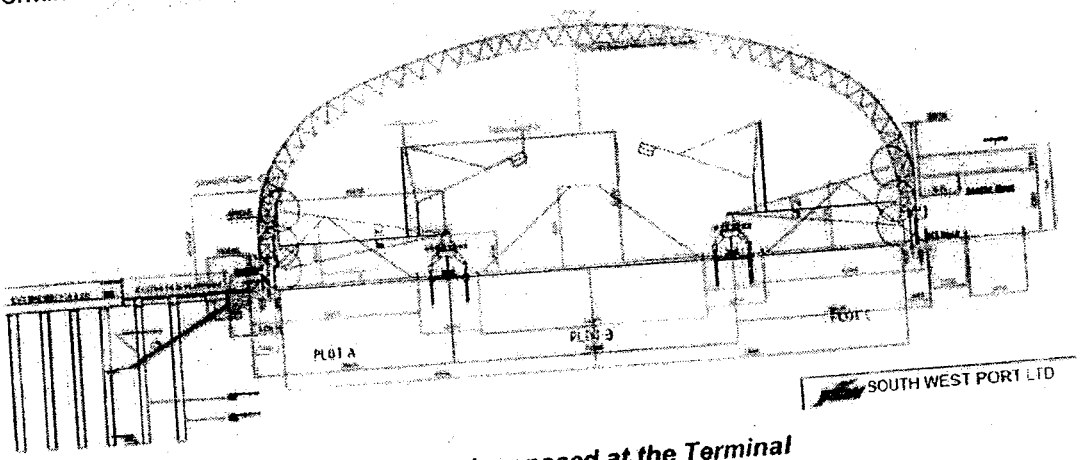


Windshields at the stackyard

xii. Continuous Ambient Air Quality Monitoring (CAAQM) system has been installed at the Terminal.



In addition to the above, SWPL is committed for construction of longitudinal storage (125 m x 320 m) ***covered shed*** in this proposed modernisation and capacity expansion plan for storage of coal cargo in our Terminal. The covered shed coupled with dust suppression system (DSS), fire-fighting and dust extraction system (DES) would mark the facility a 'zero emission' Terminal in the future.



Covered shed proposed at the Terminal

With the above, we feel, we have duly and earnestly fulfilled all the requirements of the Environmental Clearance process as stipulated in the EIA Notification, 2006 (amended) and **we humbly request your good self the MoEF&CC to grant us Environmental & CRZ clearance so that we could initiate construction of the longitudinal shed around our bulk cargo stockpiles without further delay in the CRZ area.** We are hopeful that with "***covered shed***", we would have plugged the last hole in the particulate emission source from our Terminal, and the Terminal would become a 'zero particulate emission' facility.

We thank you for this opportunity to put our points across to you.

Thanking You.

Yours sincerely,
for South West Port Ltd., Goa

Rashmi Ranjan Patra
Vice President, Strategy and Planning

Encl: *As above*

Annexure-R-13

SOUTH WEST PORT LIMITED

Regd. Office : 1st floor, Port Users Complex
Mormugao, Harbour-Goa 403 803
CIN NO. : U45203GA1997PLC002369
Phone : 0832 2523000
Fax : 0832 2523006
Website : www.jsw.in

Date: 24.11.2017



To,
The Hon'ble Chief Minister
Government of Goa
Panaji, Goa

Sub: Terminal Capacity Enhancement at Berth 5A-6A of Mormugao Port for Handling Coal and Coal products, Iron Ore and Limestone including Unitised and Steel Products at Mormugao Port Trust, Mormugao, Goa by M/s South West Port Ltd.

Ref: 1. Letter from Hon'ble Hon. Chief Minister of Goa dated 14th August 2017.
2. Letter from the Director (IA.III), Ministry of Environment, Forest & Climate Change (MoEFCC), New Delhi dated 06.11.2017.

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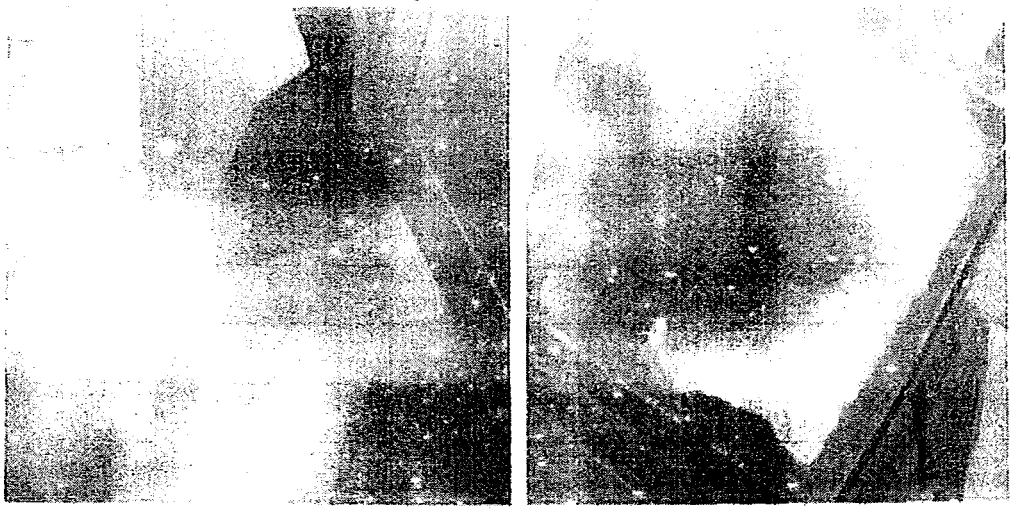
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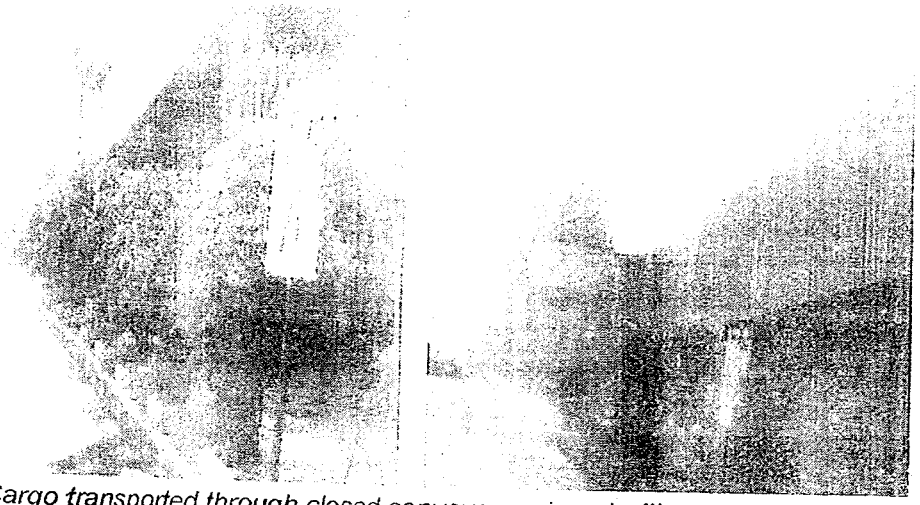
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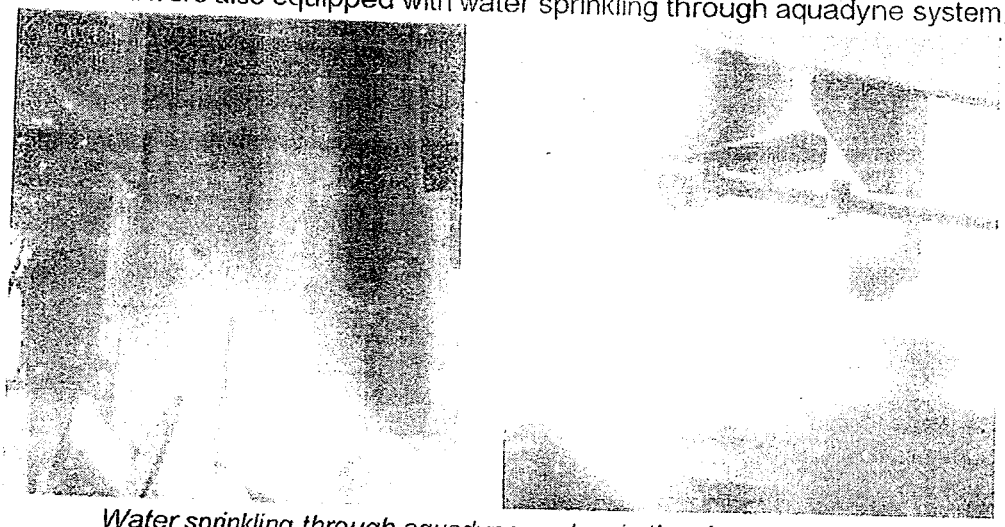
Water sprinkling at cargo hopper through the aquadyne system

iii. The cargo is then transported to the stacking area through the closed conveyor belt galleries equipped with water sprinklers intermittently.



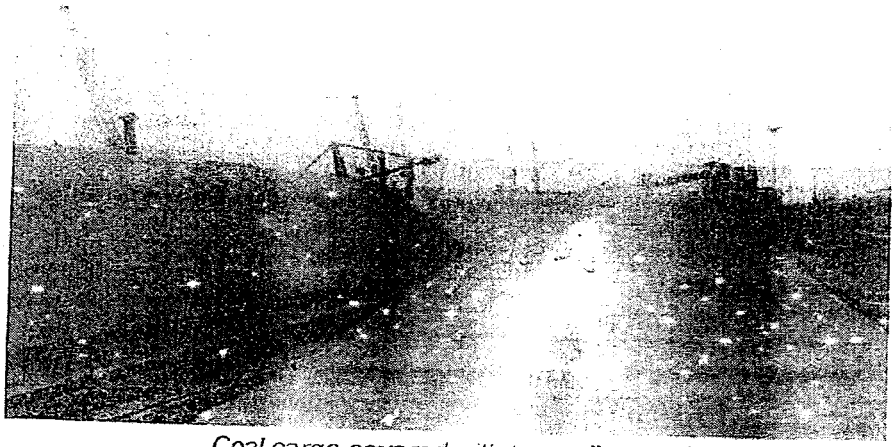
Cargo transported through closed conveyor equipped with water sprinkler

iv. Transfer towers also equipped with water sprinkling through aquadyne system.



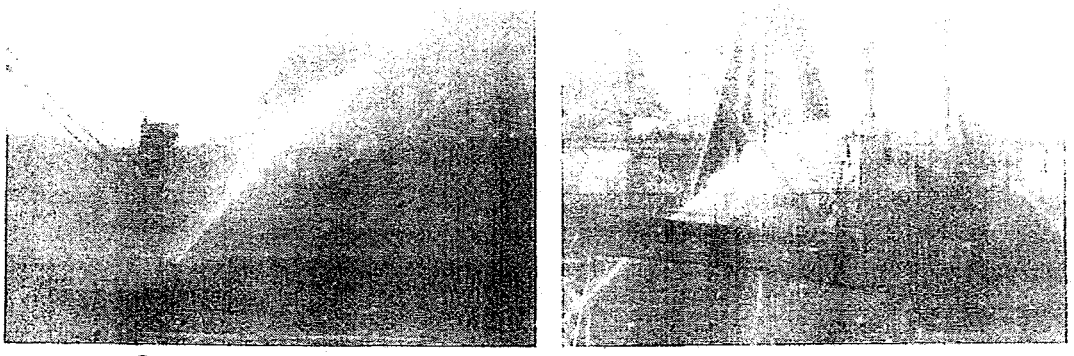
Water sprinkling through aquadyne system in the closed conveyor

v. Coal cargo is stacked all-round the year with tarpaulin cover.



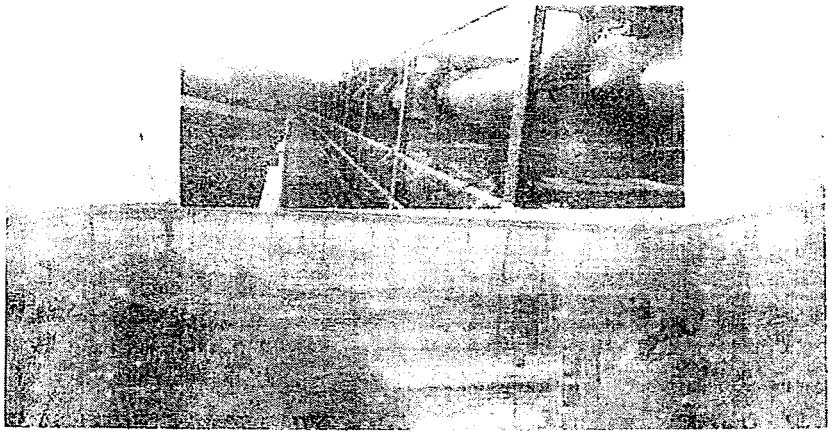
Coal cargo covered with tarpaulin round the year

vi. Coal cargo is under continuous water sprinkling during its stacking and reclaiming to control the fugitive emissions.



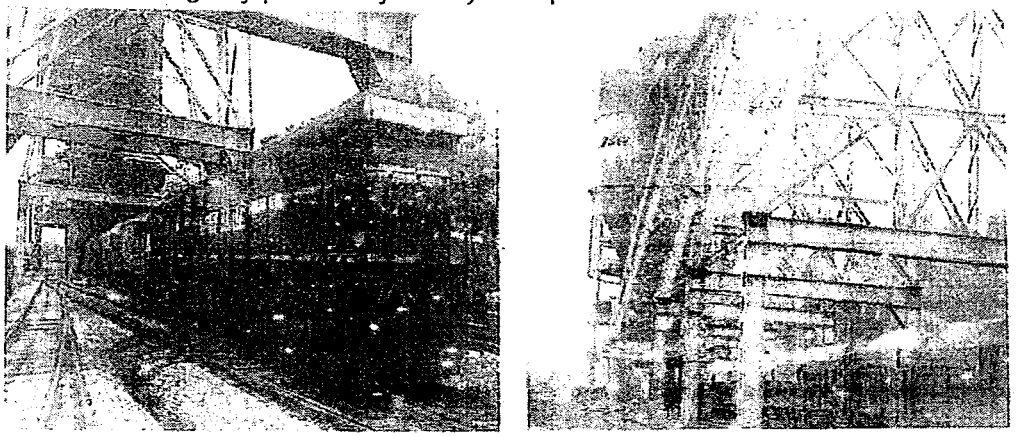
Coal stacking and reclaiming with continuous water sprinkling

vii. Cargo is then transported in closed pipe conveyor to eliminate emissions during its conveyance to the rail siding for rake loading.



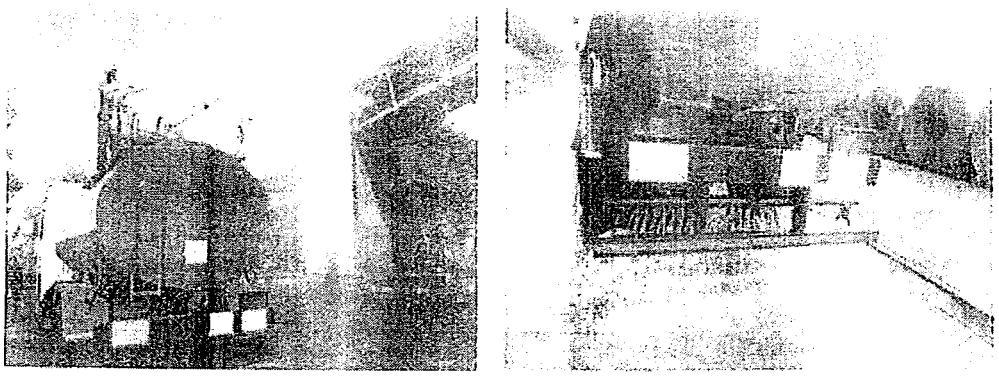
Cargo transported in closed pipe conveyor

viii. Coal cargo is then loaded in rakes through the in-motion wagon loading system, and the rakes are tarpauling covered immediately with all round rope sealing thus not leaving any possibility of any escapement.



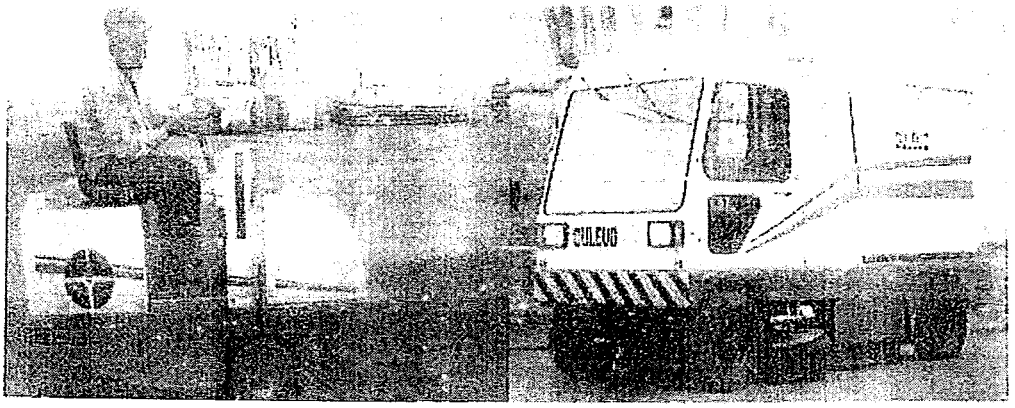
Cargo loading and tarpaulin covered rake cars

ix. Water sprinkling on paved yard, roads to control transportation generated fugitive emissions.



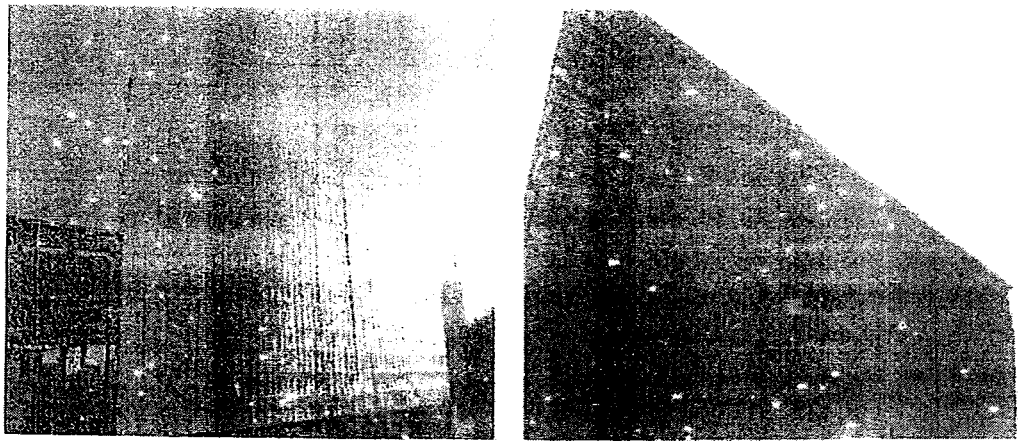
Water sprinkling on the paved yard, roads, etc.

x. Regular sweeping of berths, roads, and paved surfaces using mechanical suction sweeper machine.



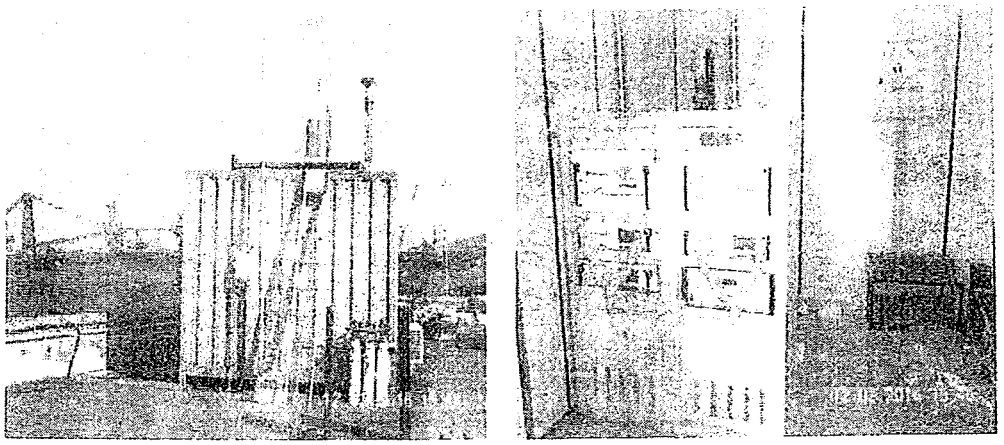
Mechanical sweeping machines

xi. Wind shield is erected against the downward wind direction to prevent air borne dust emissions.

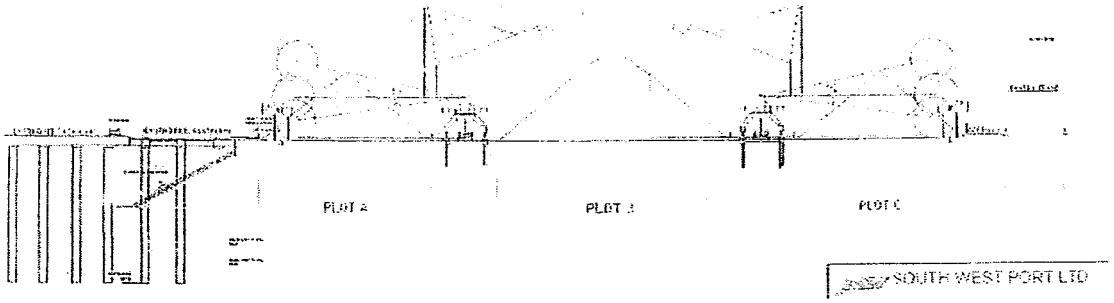


Windshields at the stackyard

xii. Continuous Ambient Air Quality Monitoring (CAAQM) system has been installed at the Terminal.



In addition to the above, SWPL is committed for construction of longitudinal storage (125 m x 320 m) ***covered shed*** in this proposed modernisation and capacity expansion plan for storage of coal cargo in our Terminal. The covered shed coupled with dust suppression system (DSS), fire-fighting and dust extraction system (DES) would mark the facility a 'zero emission' Terminal in the future.



Covered shed proposed at the Terminal

With the above measures in place and proposed covered shed over the cargo stockpiles, we feel, we have duly and earnestly fulfilled all the requirements of the Environmental Clearance process as stipulated in the EIA Notification, 2006 (amended). **Hence we humbly request your good self to take up with the MoEF&CC to grant us Environmental & CRZ clearance so that we could initiate construction of the longitudinal shed around our bulk cargo stockpiles without further delay in the CRZ area.** We are hopeful that with the ***"covered shed"***, we would have plugged the last hole in the particulate emission source from our Terminal, and the Terminal would become a 'zero particulate emission' facility.

SOUTH WEST PORT LIMITED

Regd. Office : 1st floor, Port Users Complex
Mormugao, Harbour-Goa 403 803
CIN NO.: U45203GA1997PLC002369
Phone : 0832 2523000
Fax : 0832 2523006
Website : www.jsw.in

Further, we take this opportunity to undertake that the ***covered shed*** shall be erected on war footing **within 12 months** on receipt of the EC letter for the proposed project from MoEF&CC, New Delhi.

We thank you for this opportunity given to us to put our submissions across to you.

Thanking You.

Yours sincerely,
for South West Port Ltd., Goa

Anthony Fernandes
Authorised Signatory

Encl: *As above*

Minutes of the 26th Meeting of Expert Appraisal Committee (Infra-2) for Projects related to All Ship Breaking Yard including Ship Breaking Unit, Airport, Common Hazardous Waste Treatment, Storage and Disposal Facilities, Ports and Harbours, Aerial Ropeways, CETPs, Common Municipal Solid Waste Management Facility, Building/Construction Projects, Townships and Area Development Projects held on 14-15 December, 2017 in the Ministry of Environment, Forest and Climate Change, Indira Paryavaran Bhawan, New Delhi – 3.

Day 1: Thursday, 14th December, 2017

26.1 Opening Remarks of the Chairman

At the outset, Chairman welcomed the members of the Expert Appraisal Committee (Infra-2). Thereafter, agenda items were taken up for discussion. The deliberations held and decisions taken are as under.

26.2 Confirmation of the Minutes of the 25th Meeting of the EAC held on 29-30 November, 2017 at New Delhi.

The minutes of the 25th Meeting of the EAC held on 29-30 November, 2017 were confirmed.

26.3 Consideration of Proposals

* ***Recommendations of the EAC relating to grant of Terms of Reference and Environmental Clearance to the Building and Construction Projects under item 8(a) and Townships and Area Development Projects under item 8(b) are subject to final outcome/legal opinion on the Order dated 8th December, 2017 of Hon'ble NGT in the Original Application No. 677 of 2016 (M.A. NO. 148/2017) in the matter of Society for Protection of Environment & Biodiversity Vs Ministry of Environment, Forests & Climate Change & Ors.***

** ***Recommendations of the EAC relating to grant of Terms of Reference and Environmental and CRZ Clearance to the projects/activity which requires both Environmental and CRZ Clearance are subject to final outcome/legal opinion on the Order dated 22nd November, 2017 of Hon'ble NGT in the Original Application No. 424 of 2016 (Earlier O.A. No. 169 of 2015) and Original Application No. 11 of 2014 in the matter of M/s. Mehdad & Anr. Vs. Ministry of Environment, Forests & Climate Change & Ors. and Shamsunder Shridhar Dalvi & Ors. Vs. Govt. of India & Ors.***

26.3.1	**Development of Outer Harbour, Inner Harbour including Western Dock & Mechanization of existing Operational Berths at Sandhakuda, Orissa by M/s Paradip Port Trust – Terms of Reference (IA/OR/MIS/70593/2017; F. No. 10-62/2017-IA-III)** The project proponent and the accredited Consultant M/s National Environmental Engineering Research Institute (NEERI) gave a detailed presentation on the salient features of the project and informed that: (i) Paradip Port Trust is the second largest Major Port of India and it handled 89.60 MT of cargo during 2016-17. The harbour basin is protected by two breakwaters, viz. south breakwater which is approximately 1217 m long and the north breakwater which is approximately 538 m long. The approach channel, which is approximately 9,800 m long and 300 m wide, is dredged to a depth of 18.7 m CD. The entrance channel is 2,200 m long and 240 m wide and 17.1 CD m deep. The port has a turning circle with a diameter

NOTARY SUBHASH KRISHNA SHETYE SALCETE GOA MARGAO-GOA Regd. No. 344/14 Exp. Dt. 28/08/2024 GOVT. OF GOA (INDIA)

.4.14 **Proposed Terminal Capacity Enhancement at Berth 5A-6A of Mormugao Port for Handling Coal And Coal Products, Iron Ore And Limestone including Unitised and Steel Products at Mormugao Port Trust, Mormugao, Goa by M/s South West Port Ltd. - Reconsideration for Environmental and CRZ Clearance (IA/GA/MIS/26758/2015; F.No. 10-5/2015-IA-III)**

The project proponent and the accredited Consultant M/s WAPCOS Limited gave a detailed presentation on the salient features of the project and informed that:

(i) South West Port Ltd. (SWPL) operates berth 5A and 6A at the Mormugoa Port Trust (MPT), Goa, one of the major ports in India. The facilities are located inside a naturally protected harbour in the confluence Zone of Zuari River with the Arabian Sea. The Terminal is operating since 2004. Over the years the unloading system at the berth, the conveying system from berth to the stockyard, from stockyard to the rake loading system has been in use for the last 13 years and is operating at a much-reduced efficiency.

(ii) Therefore, SWPL is proposing to deploy highly mechanised and efficient environment friendly material handling systems so that the cargo handling capacity at the berth is increased consequentially, in the process reducing environmental pollution by retrofitting state of art latest dust entrapment systems to meet its demand. SWPL is handling cargos like coal, limestone and steel products at berth 5A & 6A by cranes, ship unloaders and wagon loading system.

(iii) After modernisation, the consequential capacity enhancement shall be achieved by deploying highly mechanised and efficient environment friendly material handling system, and by enhancing the existing conveyor speed, and improving the rake loading turnaround time through operational efficiency, thus, making the evacuation and despatch more efficient. Consequentially the total cargo to be handled is expected to go up to 12 to 13 MTPA of bulk (consisting of coal, iron ore, lime stone, dolomite, bauxite, mineral ores and other miscellaneous cargo), and about 2 MTPA of unitised cargo (consisting of steel bars, coils, flats and plates, and other steel products). The total cargo handling capacity hence is expected to increase to about 14 to 15 MTPA.

(iv) The Terminal modernization by deploying efficient material handling systems like Grab Ship Unloader (GSU), Stacker-cum-Reclaimer (ScR), Closed/Pipe Conveyor, In-motion Wagon Loading System, Silos, Wagon Loader and Gantry Cranes, covered shed for coal, steel sheds would lead to consequential increase in terminal efficiency. With better utilization of existing resources and overall net reduction in the pollution level due to retrofitting material handling systems with latest dust entrapment systems and barriers, there will be an increase in capacity of the terminal, without change in the stockyard area and waterfront area.

(v) The site is connected by road and railway. The nearest railway station is Vasco which is about 4 km on the southern railways, and Madgaon is about 35 km on the Konkan railways. The nearest airport is Dabolim at about 6 km.

(vi) The proposal was granted ToR vide MoEFCC letter dated 19.06.2015 for preparation of draft EIA report, and to conduct Public Hearing (PH) prior the Environmental Clearance (EC).

(vii) The draft EIA report is prepared and submitted to GSPCB for conducting PH, and the PH is completed successfully as per the EIA Notification, 2006 (amended) on 26.04.2017.

(viii) CRZ recommendation is granted by Goa Coastal Zone Management Authority (GCZMA) vide its letter No. GCZMA/S/17-18/19/899 dated 18.08.2017.

(ix) Investment/Cost of the project Approx. 300 Crores

NOTARY SUBHASH KRISHNA KANEKAR Salcete Taluka MARGAO-GOA Regn. No 344/14 Exp. Dt: 28/02/2021 GOVT. OF GOA (INDIA)

(x) Employment potential: The expansion project is expected to generate employment opportunity.

(xi) Benefits of the project: The overall pollution level from the project will be reduced. Due to intensification in port area usage, more traffic will be possible from the same berth and backup infrastructure leading to better throughput of SWPL and of MPT, there will be increase in efficiency of cargo handling. Local people will be benefited through company's CSR activities. The project will generate primary, secondary and tertiary employment. MPT will be benefitted by means of increase in revenue from SWPL.

During deliberations, the EAC noted the following:-

(i) The proposal is for grant of Environmental and CRZ Clearance to the project 'Proposed Terminal Capacity Enhancement at Berth 5A-6A of Mormugao Port for Handling Coal And Coal Products, Iron Ore And Limestone including Unitised and Steel Products at Mormugao Port Trust, Mormugao, Goa by M/s South West Port Ltd.

(ii) The project/activity is covered under category 'A' of item 7 (e) i.e. Ports, harbours, break waters, dredging' of the schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level.

(iii) Terms of Reference (ToR) was granted by MoEFCC vide F.No.10-5/2015-IA.III dated 19.06.2015.

(iv) Goa Coastal Zone Management Authority (GCZMA) has recommended the proposal *vide* its letter No. GCZMA/S/17-18/19/899 dated 18.08.2017.

(v) Goa State Pollution Control Board (GSPCB) has conducted the Public hearing for the Project proposal on 26.04.2017.

(vi) The proposal was earlier considered in the 21st Meeting of Expert Appraisal Committee (Infra-2) held during 21-24 August, 2017 and 24th meeting of Expert Appraisal Committee (Infra-2) held during 30-31 October, 2017. The Committee sought some additional information.

(vii) The Project Proponent has submitted the additional information vide letter dated 21.09.2017 and 13.11.2017.

The Committee deliberated upon the information provided by the Project proponent. The Committee noted that the Project proponent has taken various steps toward air pollution control measures which vehemently control the particulates emissions in the terminal at the present scenario. Some of which are as follows:

(i) Coal cargo with 10% moisture content is handled using locking grab buckets resulting in near zero emissions.

(ii) The receiving hopper is provided with plenum water fogging ring obviating any dust emissions.

(iii) Cargo is transported to the stacking area through the closed conveyer belt equipped with water sprinklers intermittently.

(iv) Transfer towers also equipped with water sprinkling through aquadyne system.

(v) Coal cargo is stacked all round the year with tarpaulin cover.

(vi) Coal cargo is under continuous water sprinkling during its stacking and reclaiming to control the fugitive emission.

The EAC, on being satisfied with the submissions of the project proponent in response

NOTARY SUSHANT KINSHIKA KAMAT SALCETE SALVA MARGAO-GOA Regd. No. 344/14 Exp. Dt: 28/02/2024 GOVT. OF GOA (INDIA)

to its observations, recommended the project for grant of environmental and CRZ clearance and stipulated the following specific conditions along with other environmental conditions while considering for accord of environmental and CRZ clearance:

(i) Construction activity shall be carried out strictly according to the provisions of the CRZ Notification, 2011. No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area.

(ii) All the recommendations and conditions specified by the Goa Coastal Zone Management Authority vide letter No. GCZMA/S/17-18/19/899 dated 18.08.2017 shall be complied with.

(iii) The Project proponent shall ensure that no creeks or rivers are blocked due to any activities at the project site and free flow of water is maintained.

(iv) Dredging shall not be carried out during the fish breeding season.

(v) Dredging, etc shall be carried out in the confined manner to reduce the impacts on marine environment.

(vi) Dredged material shall be disposed safely in the designated areas.

(vii) Shoreline should not be disturbed due to dumping. Periodical study on shore line changes shall be conducted and mitigation carried out, if necessary. The details shall be submitted along with the six monthly monitoring report.

(viii) The ground water shall not be tapped within the CRZ areas by the PP to meet with the water requirement in any case.

(ix) While carrying out dredging, an independent monitoring shall be carried out by Government Agency/Institute to check the impact and necessary measures shall be taken on priority basis if any adverse impact is observed.

(x) Mitigative measures as given in the Marine Diversity Conservation Management Plan prepared by Centre for Advanced Studies in Marine Biology (CASMB), Annamalai University for protection of marine life, atmospheric environment and to promote turtle nesting shall be complied with in letter and spirit.

(xi) A copy of the Marine and riparian biodiversity management plan duly validated by the State Biodiversity Board shall be submitted before commencement of implementation.

(xii) A continuous monitoring programme covering all the seasons on various aspects of the coastal environs need to be undertaken by a competent organisation available in the State or by entrusting to the National Institutes/renowned Universities with rich experiences in marine science aspects. The monitoring should cover various physico-chemical parameters coupled with biological indices such as microbes, plankton, benthos and fishes on a periodic basis during construction and operation phase of the project. Any deviations in the parameters shall be given adequate care with suitable measures to conserve the marine environment and its resources.

(xiii) Marine ecology shall be monitored regularly also in terms of sea weeds, sea grasses, mudflats, sand dunes, fisheries, echinoderms, shrimps, turtles, corals, coastal vegetation, mangroves and other marine biodiversity components as part of the management plan. Marine ecology shall be monitored regularly also in terms of all micro, macro and mega floral and faunal components of marine biodiversity.

(xiv) The project proponents would also draw up and implement a management plan for the prevention of fires due to handling of coal.

(xv) Spillage of fuel / engine oil and lubricants from the construction site are a source of organic pollution which impacts marine life, particularly benthos. This shall be prevented

NOTARY SUBHASH KRISHNA KAMAT SALGETE BUILDING MARGAO-GOA Regd No 344/14 Exp Dt: 28/02/2024 GOVT. OF GOA (INDIA)

	by suitable precautions and also by providing necessary mechanisms to trap the spillage. (xvi) Necessary arrangements for the treatment of the effluents and solid wastes must be made and it must be ensured that they 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. (xvii) All the recommendations mentioned in the rapid risk assessment report, disaster management plan and safety guidelines shall be implemented. (xviii) Measures should be taken to contain, control and recover the accidental spills of fuel and cargo handle. (xix) Necessary arrangement for general safety and occupational health of people should be done in letter and spirit. (xx) The commitments made during the Public Hearing and recorded in the Minutes shall be complied with letter and spirit. A hard copy of the action taken shall be submitted to the Ministry. (xxi) All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to the RO, MoEF&CC along with half yearly compliance report.
26.4.15	**"Puranik Megatowns" at Village Pimploli and Village Talwade, Taluka Karjat, Dist Raigad, Maharashtra by M/S Puranik Megatowns - Reconsideration for Environmental Clearance (IA/MH/NCP/69614/2015; F.No. 21-328/2017-IA-III)** The project proponent and the accredited Consultant M/s ULTRA-TECH gave a detailed presentation on the salient features of the project and informed that: (i) The project is located at latitudes of 19°02'33.96"N and longitudes of 73°21'30.91"E (ii) This is a Mixed Use Development. The plot area is 5,17,230.00 sqm, FSI area is 4,53,759.07 sqm and total construction area of 5,65,974.11 sqm. The project will comprise of 252 Building (having 7 Phases). Total Flats: 8703 Nos. shall be developed along with development of amenities like Primary Health Care, School, Police Station, Office Building, Community and Prayer Hall. Maximum height of the building up to terrace level is 23.65 mt. (iii) During construction phase, total water requirement is expected to be 23 KLD for workers and 15-216 KLD for construction activity which will be met by tanker water of potable quality and tanker respectively. During construction phase for fulfilling the construction water requirement of initial phase (Phase -1) proponents are planning to use water tankers. After commissioning STPs of Phase -1, the excess treated sewage from Phase-1 shall be used for the construction activity of the subsequent phases. Temporary sanitary toilets will be provided during peak labor force. (iv) During operational phase, total water demand of the project is expected to be 6373 KLD and the same will be met by the 2261 KLD recycled water, 4105 KLD fresh water from Irrigation Department, Karjat Division and 7 KLD fresh water from tanker water of potable quality. Wastewater generated (5397 KLD) will be treated in 22 STPs of total capacity 5480 KL. 2261 KLD of treated wastewater will be recycled (2113 KLD for flushing and 148 KLD for gardening). About 2598 KLD of stored excess treated sewage from the whole project will be used for construction activity and watering nearby forest land. (v) About 20.38 TPD solid wastes will be generated in the project. The biodegradable waste (8.15 TPD) will be treated by Biogas Plant and the non-biodegradable waste generated

Annexure R-15

Item No. 65
Date 16/04/2018
Time 10.55 a.m.

By Speed Post

F. No. 10-5/2015-IA-III

Government of India
Ministry of Environment, Forests and Climate Change
(I.A. Division)

Indira Paryavaran Bhavan
Jor Bagh Road, Aliganj
New Delhi-110 003

Dated: 11/12th April, 2018

Sub: Proposed Terminal Capacity Enhancement at Berth 5A-6A of Mormugao Port for Handling Coal And Coal Products, Iron Ore And Limestone including Unitised and Steel Products at Mormugao Port Trust, Mormugao, Goa by M/s South West Port Ltd.-reg.

The undersigned is directed to inform you that a letter is received from Shri Manohar Parrikar, Hon'ble Chief Minister of Goa regarding the above mentioned subject. In the letter it is inter-alia alleged that the proceeding of public hearing has not given consideration and recommendation of GPCB forwarded to MoEFCC has been given a go-by. The copy of the letter is enclosed which is self-explanatory.

2. In this regard, you are requested to provide clarification on the issues raised in the letter. The information must be furnished within 7 days from the receipt of this letter.

Encls: As above

Bhawna Singh

(Dr. Bhawna Singh)
Scientist D

To,

The Vice President (Projects)
South West Port Limited
1st Floor, Port User's Complex
Mormugao harbour, Mormugao- 400051, Goa

Minutes of the 31th Meeting of Expert Appraisal Committee (Infra-2) for Projects related to All Ship Breaking Yard including Ship Breaking Unit, Airport, Common Hazardous Waste Treatment, Storage and Disposal Facilities, Ports and Harbours, Aerial Ropeways, CETPs, Common Municipal Solid Waste Management Facility, Building/Construction Projects, Townships and Area Development Projects held on 29-30 May, 2018 in the Ministry of Environment, Forest and Climate Change, Indira Paryavaran Bhawan, New Delhi – 3.

Day 1: Tuesday, 29th May, 2018

31.1 Opening Remarks of the Chairman

At the outset, Chairman welcomed the members of the Expert Appraisal Committee (Infra-2). Thereafter, agenda items were taken up for discussion. The deliberations held and decisions taken are as under.

31.2 Confirmation of the Minutes of the 30th Meeting of the EAC held on 18-20 April, 2018 at New Delhi.

The minutes of the 30th Meeting of the EAC held on 18-20 April, 2018 were confirmed.

31.3 Consideration of Proposals

31.3.1 **Common Effluent Treatment Plant (CETP) at Tripura Mega Food Park, Tulakona , West Tripura, Tripura by M/s Sikaria Mega Foodpark Private Limited - Reconsideration for Terms of Reference**

(IA/TR/MIS/73629/2018; F.No. 10-25/2018-IA-III)

The project proponent and the Consultant M/s Shri Environmental Technology Institute, New Delhi gave a detailed presentation and informed the Committee that:

(i) The proposed project is to establish 1000 KLD capacity Common Effluent Treatment Plant (CETP) at Tripura Mega Food Park, Tulakona Industrial Estate, Tulakona & Uttar Champramura Mouza, Dist: West Tripura, Tripura. This CETP will be established and operated by "Sikaria Mega Foodpark Private Limited". The Latitude and Longitude is given as 23°48'40.76"N, 91°20'49.67"E

(ii) The land has been taken on lease from Tripura Industrial Development Corporation Limited, A Government of Tripura Undertaking, for a period of 35 years. The industrial effluents from the units being set up in Mega Food Park, will be treated in the proposed CETP. For the proposed CETP, 35 numbers of Units are considered.

(iii) The treated effluent after conforming to the specified/notified standards will be reused and recycled to the maximum extent. The remaining treated effluent will be used for tree plantation, landscaping, irrigation, HVAC and sprinkling for dust suppression in the surroundings and excess will be discharged into river with prior permission.

(iv) Technical Specifications of the CETP are as follows:

Source of Waste	Water Food Processing Units Effluent & Sewage Plant Treatment
Capacity (KLD/day)	1 MLD

	proposed under CER shall be restricted to the affected area around the project. The entire activities proposed under the CER shall be treated as project and shall be monitored. The monitoring report shall be submitted to the regional office as a part of half yearly compliance report, and to the District Collector. It should be posted on the website of the project proponent.
31.4.17	**Proposed Terminal Capacity Enhancement at Berth 5A-6A of Mormugao Port for Handling Coal And Coal Products, Iron Ore And Limestone including Unitised and Steel Products at Mormugao Port Trust, Mormugao, Goa by M/s South West Port Ltd. – Reconsideration for Environmental and CRZ Clearance** **(IA/GA/MIS/26758/2015; F.No. 10-5/2015-IA-III)** *The EAC noted the following:-* (i) The proposal is for grant of Environmental and CRZ Clearance to the project 'Proposed Terminal Capacity Enhancement at Berth 5A-6A of Mormugao Port for Handling Coal And Coal Products, Iron Ore And Limestone including Unitised and Steel Products at Mormugao Port Trust, Mormugao, Goa by M/s South West Port Ltd. (ii) The project/activity is covered under category 'A' of item 7 (e) i.e. Ports, harbours, break waters, dredging' of the schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level. (iii) Terms of Reference (ToR) was granted by MoEFCC vide F.No.10-5/2015-IA.III dated 19.06.2015. (iv) Goa Coastal Zone Management Authority (GCZMA) has recommended the proposal *vide* its letter No. GCZMA/S/17-18/19/899 dated 18.08.2017. (v) Goa State Pollution Control Board (GSPCB) has conducted the Public hearing for the Project proposal on 26.04.2017. (vi) The proposal was earlier considered in the 21st Meeting of Expert Appraisal Committee (Infra-2) held during 21-24 August, 2017 and 24th meeting of Expert Appraisal Committee (Infra-2) held during 30-31 October, 2017. The Committee sought some additional information. (vii) The Project Proponent has submitted the additional information vide letter dated 21.09.2017 and 13.11.2017. (viii) The EAC in its 26th meeting held on 14-15 December, 2017, on being satisfied with the submissions of the project proponent recommended the project for grant of environmental and CRZ clearance with stipulated specific conditions along with other environmental conditions. (ix) On account of representation received from Government of Goa, it was decided in the Ministry to refer the proposal to EAC (Infra-2) for further reconsideration. *During the meeting, the Committee noted that environmental and CRZ clearance was accorded to the existing project on 24.01.2001 without the mention of quantity to be handled per Annum. However GSPCB has specified the quantity to 5.5 MTPA of all the cargoes in their periodical CTOs renewed from time to time. Further, the CTO was revoked by GSPCB and the project proponent has not operated since then.*

NOTARY KRISHNA KAMERKAR SALCETE VALINHA MARGAO-GOA Regt. No 344/14 Exp Dt: 28/02/2021 GOVT OF GOA (INDIA)

	Due to no more details made available by the project proponent, the proposal could not be discussed on merits and not taken forward. The EAC asked the project proponent to provide complete details of the matter for better understanding of the case and further appraisal by the Committee. *The proposal was, therefore, deferred till the desired information is submitted.*
31.4.18	**Modernization of Chennai Airport (Phase-II), Chennai, Tamil Nadu by M/s Airports Authority of India Chennai - Environmental Clearance** **(IA/TN/MIS/58639/2016; F.No. 10-61/2016-IA-III)** The project proponent and the accredited Consultant M/s Vimta Labs Limited gave a detailed presentation on the salient features of the project and informed that: (i) Airports Authority of India (AAI) took up modernization of Chennai airport during the year 2008 and completed the phase-I modernization during the year 2012. (ii) Chennai airport is located at Meenambakkam village, Sriperumbudur, Alandur, Pallavaram tehsil, Kanchipuram district, Tamil Nadu. The airport reference point is located at latitude $12^0$59'41.7"N and longitude $80^0$10'31.8"E at an average field elevation of 20 m above sea level. (iii) The environmental clearance for the existing airport has been issued by MoEF&CC vide letter no. 10-140/2007-IA (III) dated 25th August, 2008. (iv) Terms of Reference (ToR) for the proposal was granted by MoEF&CC vide F.No. 10-61/2016-IA-III, dated 26th October, 2016. (v) Public hearing for the proposed project was conducted by Tamil Nadu Pollution Control Board, on 25th April, 2018 under the supervision of District Collector, who presided over the PH meeting, as per the Environment Impact Assessment Notification dated 14th September 2006. Based on the proceedings of the public hearing, the EIA report has been upgraded and submitted for the Environmental Clearance to the Ministry of Environment, Forests and Climate Change, New Delhi. (vi) The land in possession by AAI is around 1301.28 acres. Phase-II modernization of Chennai airport project shall include: o Demolition and reconstruction of old domestic terminal (T2); o Demolition and reconstruction of old international terminal (T3); o Re-construction of airside corridor for seem-less integration; o Interfacing provision in the new terminal for future connection of tunnel from satellite terminal; o Augmentation of contact bays; o Development of multi-level car park; o Development of integrated common user cargo complex, after demolishing the old unused terminal at Meenambakkam; and o Development of contact bays for category E cargo freighters etc. (vii) The passenger capacity after modernization of proposed Chennai airport will be 30 Million Passenger Per Annum (MPPA). Preliminary estimated cost of this

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Annexure R-17

GOA COASTAL ZONE MANAGEMENT AUTHORITY

C/o Department of Science, Technology & Environment, (Govt. of Goa)
1st Floor, Pandit Deendayal Upadhyay Bhavan, Pundalik Nagar,Porvorim-Goa.
Email: dir-ste.goa@ nic.in, goacoastal zone @ gmail.com.

Ref. No. GCZMA/S/17-18/19/899

Dated: 18 /08/2017

To,
M/s. South West Port Ltd.,
1st Floor, Port Users Complex,
Mormugao Harbour,
Mormugao,Goa.

Sub: NOC/Permission for proposed Terminal Capacity Enhancement at Berth 5A and 6A of Mormugao Port.
Ref: Your application No. NIL dated 01/02/2017.

Sir,

With reference to your application on the above mentioned subject, it is hereby conveyed that the Goa Coastal Zone Management Authority (GCZMA) has examined your aforementioned proposal in the 153rd GCZMA Meeting held on 18/07/2017 in accordance to the provisions of the para 8 of the CRZ Notification 2011, as amended. As such the Authority after detailed discussion and due deliberation decided to approve the said proposal for proposed Terminal Capacity Enhancement at Berth 5A and 6A of Mormugao Port, subject to condition that operation and handling should be done in closed shed and further no enhancement in the capacity of the plant will be carried out unless prior Consent/Permission from the Goa State Pollution Control Board (GSPCB) is obtained.

This permission is further subject to compliance of the following conditions:

1. All the provisions of the CRZ Notification, 2011 as amended should be strictly complied with. In the event of a change in project profile or change in the implementation agency, a fresh reference shall be made to the GCZMA.

2. This NOC/Approval is issued without prejudice to any other permission as required under the law including that of ownership, court case etc. As such, prior to the commencement of the aforementioned 'Construction/development/facility' work, it will be incumbent upon the Applicant/Proponent to obtain permission for any other authority as required under the law including from the local authority, Town and Country Planning Department, Pollution Control Board, Revenue Authority etc.,
3. Traditional access/easement shall not be blocked.
4. The applicant/occupier should ensure that no waste is discharged into the nearest water body from the proposed construction activities.
5. This permission/NOC shall be valid for the period of 5 years from the date of issue.

Minutes of the 33rdMeeting of Expert Appraisal Committee (Infra-2) for Projects related to All Ship Breaking Yard including Ship Breaking Unit, Airport, Common Hazardous Waste Treatment, Storage and Disposal Facilities, Ports and Harbours, Aerial Ropeways, CETPs, Common Municipal Solid Waste Management Facility, Building/Construction Projects, Townships and Area Development Projects held on 9-10 August, 2018 in the Ministry of Environment, Forest and Climate Change, Indira Paryavaran Bhawan, New Delhi – 3.

Day 1: Thursday, 9th August, 2018

33.1 Opening Remarks of the Chairman

At the outset, Chairman welcomed the members of the Expert Appraisal Committee (Infra-2). Thereafter, agenda items were taken up for discussion. The deliberations held and decisions taken are as under.

33.2 Confirmation of the Minutes of the 32ndMeeting of the EAC held on 2-4 July, 2018at New Delhi.

The minutes of the 32ndMeeting of the EAC(Infra-2) held on 2-4 July, 2018 were confirmed.Following correction were made in the minutes of 32nd meeting of the EAC held on 2-4 July, 2018;31stmeeting held on 29-30 May, 2018; 25th meeting held on 29-30 November, 2017 and 22nd meeting held on 11-13 September, 2017.

Agenda Item No.	Minuting	Correction/To be read as
32.3.16 of 32ndmeeting held on 2-4 July, 2018 (IA/DL/NCP/75148/2018; F.No. 21-56/2018-IA-III)	*During deliberations, the EAC noted the following:-* (i) The proposal is for grant of environmental clearance to the project Proposed Group Housing Project at Plot No: B-319, Okhla Industrial Area, Phase - I, New Delhi by M/s South End Infrastructure Pvt. Ltd in a total plot area of 21,900 sqm and total construction (built-up) area of 51,082.90 sqm.	*During deliberations, the EAC noted the following:-* (i) The proposal is for grant of environmental clearance to the project Proposed Nau Sena Bhawan I at Plot No. 30, Tyagraj Marg New Delhi by M/s Ministry of Defence (Naval Headquarters, Indian Navy) in a total plot area of 21,900 sqm and total construction (built-up) area of 51,082.90 sqm.
32.4.8 of 32ndmeeting held on 2-4 July, 2018 (IA/KL/MIS/24864/1910; F.No. 21-34/2009-IA.III)	The EAC noted the following: (i) The proposal is for grant of Extension of validity of environmental clearance to M/s Government of India Press, New Delhi proposes for Construction of SEZ ("Nest Hi-Tek Park") at Thrikkakara North, Kanayannur Taluk, Kalamassery, Ernakulam District, Kerala on a total plot area of 12.0109 ha and total built up area is 4,24,050.34 sqm.	The EAC noted the following: (i) The proposal is for grant of Extension of validity of environmental clearance to M/s Nest Hi-Tek Park Pvt. Ltd. for Construction of SEZ ("Nest Hi-Tek Park") at Thrikkakara North, Kanayannur Taluk, Kalamassery, Ernakulam District, Kerala by on a total plot area of 12.0109 ha and total built up area is 4,24,050.34 sqm.
32.4.12 of 32ndmeeting held on 2-4 July, 2018 (IA/TN/MIS/472/2012; F.No. 11-30/2011-IA-III)	*The Committee deliberated upon the information provided by the project proponent and given in the EIA Report. The Committee recommended the amendment in EC&CRZ Clearance to add the configuration as follows:* • LNG terminal capacity is 5 MMTPA. • LNG received through ship, which will be unloaded into 2 nos of full containment storage tanks of capacity 1,80,000 Cubic Meters each. • Regasified LNG will be used as fuel for captive power plant consisting of Electric Gas Turbine/Engine Generators of around and one DG set of 100 KVA for emergency will be used for plant operation.	*The Committee deliberated upon the information provided by the project proponent and given in the EIA Report. The Committee recommended the amendment in EC&CRZ Clearance to add the configuration as follows:* • LNG terminal capacity is 5 MMTPA. • LNG received through ship, which will be unloaded into 2 nos of full containment storage tanks of capacity 1,80,000 Cubic Meters each. • Regasified LNG will be used as fuel for captive power plant consisting of 3 Nos Gas Engine Generators- 2 x 9.425 MW- Operating and 1 x 9.425 MW standby.
32.5.16 of 32ndmeeting held on 2-4 July, 2018 (IA/KL/NCP/73773/2018; F.No. 21-18/2018-IA-III)	*Specific conditions point (v)* Clearance from National Board for Wildlife (NBWL) is required. Submit the status of application for NBWL clearance for the project.	Deleted

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	NGT in the Original Application No. 424 of 2016 (Earlier O.A. No. 169 of 2015) and Original Application No. 11 of 2014 in the matter of M/s. Mehdad & Anr. Vs. Ministry of Environment, Forests & Climate Change & Ors. and Shamsunder Shridhar Dalvi & Ors. Vs. Govt. of India & Ors.
33.4.11	**Proposed Terminal Capacity Enhancement at Berth 5A-6A of Mormugao Port for Handling Coal and Coal Products, Iron Ore and Limestone including Unitised and Steel Products at Mormugao Port Trust, Mormugao, Goa by M/s South West Port Ltd. - Reconsideration for Environmental and CRZ Clearance** **(IA/GA/MIS/26758/2015; F.No. 10-5/2015-IA-III)** *The EAC noted the following:-* (i) The proposal is for grant of Environmental and CRZ Clearance to the project 'Proposed Terminal Capacity Enhancement at Berth 5A-6A of Mormugao Port for Handling Coal and Coal Products, Iron Ore And Limestone including Unitised and Steel Products at Mormugao Port Trust, Mormugao, Goa by M/s South West Port Ltd. (ii) The project/activity is covered under category 'A' of item 7 (e) i.e. Ports, harbours, break waters, dredging' of the schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level. (iii) Terms of Reference (ToR) was granted by MoEFCC vide F.No.10-5/2015-IA.III dated 19.06.2015. (iv) Goa Coastal Zone Management Authority (GCZMA) has recommended the proposal *vide* its letter No. GCZMA/S/17-18/19/899 dated 18.08.2017. (v) Goa State Pollution Control Board (GSPCB) has conducted the Public hearing for the Project proposal on 26.04.2017. (vi) The proposal was earlier considered in the 21st Meeting of Expert Appraisal Committee (Infra-2) held during 21-24 August, 2017 and 24th meeting of Expert Appraisal Committee (Infra-2) held during 30-31 October, 2017. The Committee sought some additional information. (vii) The Project Proponent has submitted the additional information vide letter dated 21.09.2017 and 13.11.2017. (viii) The EAC in its 26th meeting held on 14-15 December, 2017, on being satisfied with the submissions of the project proponent recommended the project for grant of environmental and CRZ clearance with stipulated specific conditions along with other environmental conditions. (ix) On account of representation received from Government of Goa, it was decided in the Ministry to refer the proposal to EAC (Infra-2) for further reconsideration. (x) The proposal was considered in the 31stMeeting of Expert Appraisal Committee (Infra-2) held during 29-30 May, 2017. The Project Proponent has submitted the additional information vide letter dated 19.07.2018. *The committee felt that the earlier recommendations were made by the committee after exercising all due diligence and based on the merits of the case. The need for scource appointment was never informed to the committee prior to or during the EAC meeting and neither does it form part of the Standard Terms of Reference earlier decided by the*

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SO MARGAO-GOA
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	MoEFCC. It was noted that Consent to Operate has been granted now by the State Pollution Control Board. *The committee also felt that a new condition on source apportionment be added to the stipulated set of environmental safeguards/conditions. It was noted that SPCB would also like to include it in the conditions to the Consent to establish.* *The committee after deliberation upon the information provided by the project proponent and recommended that a clarification be sought from the Goa State Pollution Control Board on the court cases as related to the Port and their present status.* ***In view of the foregoing observations, the EAC recommend to defer the proposal. The proposal shall be reconsidered after the above essential details are addressed and submitted.***
33.4.12	**Development of 3 remaining integrated facilities (Stage I) within the existing Kandla Port Trust at Gandhidham, Kutch, Gujarat by M/s Kandla Port Trust – Reconsideration for Environmental & CRZ Clearance** **(IA/GJ/MIS/61975/2017; F. No. 10-9/2017-IA-III)** *The EAC noted the following:-* (i) The proposal is for grant of Environmental and CRZ Clearance to the project 'Development of 3 remaining integrated facilities (Stage I) within the existing Kandla Port trust at Gandhidham, Kutch, Gujarat by M/s Kandla Port Trust. (ii) The project/activity is covered under category 'A' of item 7 (e) i.e. Ports, harbours, break waters, dredging' of the schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level. (iii) Terms of Reference (ToR) was granted by MoEFCC vide F.No. 10-9/2017-IA.III dated 06.06.2017. (iv) Public Hearing was exempted by the Ministry as per para-7(ii) of EIA Notification, 2006, because public hearing has already been conducted by the Gujarat Pollution Control Board on 18.12.2013. (v) The Gujarat Coastal Zone Management has recommended the project vide letter No. ENV-10-2015-248-E (T cell) dated 29th June, 2016. (vi) The proposal was earlier considered in the 27th meeting of Expert Appraisal Committee (Infra-2) held during 25th January, 2018. The Committee sought some additional information. (vii) The Project Proponent has submitted the additional information on Ministry's portal on 28.06.2018 vide letter dated 19.06.2018. *The EAC also deliberated on the certified compliance report letter F. No. 6-37/2008(ENV)/311 dated 26.05.2017 issued by the MoEF&CC's Regional Office (WR), Bhopal and noted the observation remarks of the Regional office as well as the action taken by project proponent as given below:* **Certified Compliance Report issued by the R.O.,MoEF&CC,GoI,Bhopal dated 26/5/2017** **Ref.: Development of Plots for construction of Liquid storage Tank Farm at Kandla by Kandla Port Trust - Compliance status of Environmental Clearance No. 10-36/2008-IA.III dated 2/2/2010 and validity extended vide dated 18/08/2016 [illegible]** **SPECIFIC CONDITION** **Construction Phase**

Annexure R-19

SOUTH WEST PORT LTD.

Regd. Office : 1st Floor, Port Users Complex
Marmugao Harbour, Goa - 403 803. India
Bandra (East), Mumbai - 400 051
CIN : U45203GA1997PLC002369
Phone : 0832 - 252 3000
Fax : 0832 - 252 3006
Website : www.jsw.in

Date: 30.10.2018

To,
The Director (IA-III)
Infrastructure and Miscellaneous Projects (Infra-2)
Ministry of Environment, Forests & Climate Change (MoEF&CC)
Indira Paryavaran Bhavan, Jor Bagh Road, New Delhi- 110 003

Sub: Additional information sought by the EAC, Infra-2 after due consideration in the 33rd EAC meeting held on 09-10th August, 2018- Reg.

Proposed Terminal Capacity Enhancement at Berth 5A-6A of Mormugao Port for Handling Coal and Coal Products, Iron Ore, and Limestone including Unitised and Steel Products at Mormugao Port Trust, Mormugao, Goa by M/s South West Port Ltd.
(F. No. 10-5/2015-IA.III; Proposal No. IA/GA/MIS/26758/2015)

Ref.: Minutes of the 33rd EAC (Infra-2) meeting held on 09-10th August, 2018.

Dear Sir,

This has with reference to the proposed project, the expert appraisal committee (EAC) had sought clarification on the court cases related to the port and their present status from the Goa State Pollution Control Board (GSPCB), Goa.

While enquiring from GSPCB, it is understood that the Board has submitted their clarification on the same to your good office through a letter dated 24.10.2018.

You may kindly be aware that the proposal has already been recommended for the Environmental and CRZ clearance in the 26th meeting of EAC held on during 14-15th December, 2017.

We request that our proposal may kindly be granted for the CRZ and Environmental Clearance (EC).

Your kind consideration in this regard is solicited and highly obliged.

Thanking You.

Sincerely Yours,

for South West Port Ltd., Goa

Rashmi Ranjan Patra

Vice President- Strategy & Planning

Corporate Office : JSW Centre.
Bandra Kurla Complex,
Bandra (East), Mumbai - 400 051
Phone : +91 22 4286 1000
Fax : +91 22 4286 3000

Annexure R-20

By Speed Post

F. No. 10-5/2015-IA-III
Government of India
Ministry of Environment, Forests and Climate Change
(I.A. Division)

Indira Paryavaran Bhavan
Jor Bagh Road, Aliganj
New Delhi-110 003

Dated: 14th November, 2018

To,

The Vice President (Projects)
South West Port Limited
1st Floor, Port User's Complex,
Mormugao Harbour, Mormugao - 400051, Goa

Sub: Proposed Terminal Capacity Enhancement at Berth 5A-6A of Mormugao Port for Handling Coal and Coal Products, Iron Ore and Limestone including Unitised and Steel Products at Mormugao Port Trust, Mormugao, Goa by M/s South West Port Ltd.-reg.

Reference: 33rd EAC (Infra - 2) Meeting Minutes

Sir,

This is in reference to the above stated project. As recommended by the Expert Appraisal Committee during its 33rd meeting held on 09 - 10 August, 2018, clarification from the Goa State Pollution Control Board on the court cases related to the Port and their present status was sought.

2. Goa State Pollution Control Board (GSPCB) vide letter No.1/20/18-PCB/Leg/13665 dated 24.10.2018 has provided list of Cases related to the project proponent and their present status (copy enclosed).

3. In this regard, you are requested to submit clarification on the pending cases as listed in the GSPCB letter stated above.

This issues with the approval of the competent authority.

Encls: As above

Bhawna Singh

(Dr. Bhawna Singh)
Scientist D

Annexure R-21

South West Port Limited
1st Floor, Port Users Complex,
Mormugao Harbour,
Mormugao, Goa – 403 803, India
Phone 0832-2523000, Fax: 2523006
Website:www.jsw.in
CIN No.: U45203GA1997PLC002369

Date: 15.11.2018

To,
The Director (IA-III)
Infrastructure and Miscellaneous Projects (Infra-2)
Ministry of Environment, Forests & Climate Change (MoEF & CC)
Indira ParyavaranBhavan, JorBagh Road, New Delhi- 110 003

15/11/18

Sub: Additional information sought by EAC, Infra-2 after due consideration in the 33rd EAC meeting held on 09-10th August, 2018- Reg.

Proposed Terminal Capacity Enhancement at Berth 5A-6A of Mormugao Port for Handling Coal and Coal Products, Iron Ore, and Limestone including Unitized and Steel Products at Mormugao Port Trust, Mormugao, Goa by M/s South West Port Ltd. (F. No. 10-5/2015-IA.III; Proposal No. IA/GA/MIS/26758/2015)

Ref.: 1. Minutes of the 33rd EAC (Infra-2) meeting held on 09-10th August, 2018.
2. MoEF&CC letter dated 14.11.2018.

Dear Sir,

This has with reference to the above, the expert appraisal committee (EAC) had sought clarification on the court cases related to the port and their present status from the Goa State Pollution Control Board (GSPCB), Goa.

As communicated to us (*vide* Reference No. 2), and suggested, we are herewith submitting our clarification on the pending court cases for your kind perusal (**Annex I**).

Accordingly, we request you to consider our proposal and may kindly be granted for the CRZ and Environmental Clearance (EC).

Your kind consideration in this regard is solicited and highly obliged.

Thanking You.
Sincerely Yours,

RashmiRanjanPatra
Vice President- Strategy & Planning

Encl.: As Above

MINUTES OF THE 36TH EXPERT APPRAISAL COMMITTEE (INFRASTRUCTURE-2) MEETING HELD DURING 26-28 NOVEMBER, 2018

Venue: Satluj (Ground Floor Jal Wing), Ministry of Environment, Forest and Climate Change, Indira Paryavaran Bhawan, JorBagh Road, New Delhi - 3.

Day 1: Monday, 26th November, 2018

Time: 10:00 AM

36.1 Opening Remarks of the Chairman

36.2 Confirmation of the Minutes of the 35th Meeting of the EAC held on 29-31 October, 2018 at New Delhi.

The minutes of the 35th Meeting of the EAC held on 29-31 October, 2018 were confirmed. Following correction were made in the minutes of 35th Meeting of the EAC held on 29-31 October, 2018.

Agenda Item No.	Minuting	Correction/To be read as
35.4.13 of 35th meeting held on 29 - 31 October, 2018 (IA/HR/MIS/80444/2018)	*Project brief point (xi)* Investment / Cost of the project is Rs. 6.42 Crores.	*Project brief point (xi)* Investment / Cost of the project is Rs. 44.25 Crores.
35.4.15 of 35th meeting held on 29 - 31 October, 2018 (IA/HR/MIS/80360/2018)	*Project brief point (iii)* The project will comprise of 10 buildings, 2514 total dwelling units, community building, convenient shopping and schools. Maximum height of the building will be128 m. Green cover proposed is 37,816.538 sqm @ 30% of net plot area.	*Project brief point (iii)* The project will comprise of 15 buildings, 2514 total dwelling units, community building, convenient shopping and schools. Maximum height of the building will be128 m. Green cover proposed is 37,816.538 sqm @ 30% of net plot area.
35.5.15 of 35th meeting held on 29 - 31 October, 2018 (IA/HR/MIS/80189/2018)	*Specific condition* (xvi) As proposed, no tree cutting/transplantation of existing trees has been proposed in the instant project. A minimum of 1 tree for every 80 sqm of land should be planted and maintained. The existing trees will be counted for this purpose. The landscape planning should include plantation of native species. The species with heavy foliage, broad leaves and wide canopy cover are desirable. Water intensive and/or invasive species should not be used for landscaping. As proposed 1516.25 sqm. (15.8 % of total area) area shall be provided for green area development.	*Specific condition* (xvi) A minimum of 1 tree for every 80 sqm of land should be planted and maintained. The existing trees will be counted for this purpose. The landscape planning should include plantation of native species. The species with heavy foliage, broad leaves and wide canopy cover are desirable. Water intensive and/or invasive species should not be used for landscaping. As proposed 1516.25 sqm. (15.8 % of total area) area shall be provided for green area development. (xviii) No tree shall be cut/transplanted unless exigencies demand. Where absolutely necessary, tree cutting/transplantation shall be with prior permission from the Concerned Regulatory Authority / Forest Department. Old trees should be retained based on girth and age regulations as may be prescribed by the Concerned Regulatory Authority / Forest Department.

36.3 Consideration of Proposals

36.3.1 Berthing Jetty, Conveyor Corridor with Backup Facilities and Approach Road for Raigad Cement Bulk Terminal of ACL at Amba River, Village Shahbaj, Taluka Alibag, District Raigad, Maharastra by M/s Adani Cementation Limited – Terms of Reference (IA/MH/MIS/81470/2018; F.No.10-77/2018-IA-III)

The project proponent and the accredited Consultant M/s Indomer Coastal Hydraulics Pvt

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	2018, and proposed by the project proponent, an amount of Rs. 4.875 Crore @1.5% of project Cost shall be earmarked under Corporate Environment Responsibility (CER) for the activities such as Education facilities for nearby communities, Solar power, Rain water harvesting and plantation in community areas. The activities proposed under CER shall be restricted to the affected area around the project. The entire activities proposed under the CER shall be treated as project and shall be monitored. The monitoring report shall be submitted to the regional office as a part of half yearly compliance report, and to the District Collector. It should be posted on the website of the project proponent.
36.5.13	**Proposed Terminal Capacity Enhancement at Berth 5A-6A of Mormugao Port for Handling Coal and Coal Products, Iron Ore and Limestone including Unitised and Steel Products at Mormugao Port Trust, Mormugao, Goa by M/s South West Port Ltd - Reconsideration for Environmental and CRZ Clearance** **(IA/GA/MIS/26758/2015; F.No.10-5/2015-IA-III)** *The EAC noted the following:-* (i) The proposal is for grant of Environmental and CRZ Clearance to the project 'Proposed Terminal Capacity Enhancement at Berth 5A-6A of Mormugao Port for Handling Coal and Coal Products, Iron Ore and Limestone including Unitised and Steel Products at Mormugao Port Trust, Mormugao, Goa by M/s South West Port Ltd. (ii) The project/activity is covered under category 'A' of item 7 (e) i.e. Ports, harbours, break waters, dredging' of the schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level. (iii) Terms of Reference (ToR) was granted by MoEF&CC vide F.No.10-5/2015-IA.III dated 19.06.2015. (iv) Goa Coastal Zone Management Authority (GCZMA) has recommended the proposal vide its letter No. GCZMA/S/17-18/19/899 dated 18.08.2017. (v) Goa State Pollution Control Board (GSPCB) has conducted the Public hearing for the Project proposal on 26.04.2017. (vi) The proposal was earlier considered in the 21st Meeting of Expert Appraisal Committee (Infra-2) held during 21-24 August, 2017 and 24th meeting held during 30-31 October, 2017. The Committee sought some additional information. (vii) The Project Proponent has submitted the additional information vide letter dated 21.09.2017 and 13.11.2017. (viii) The EAC in its 26th meeting held on 14-15 December, 2017, on being satisfied with the submissions of the project proponent recommended the project for grant of environmental and CRZ clearance with stipulated specific conditions along with other environmental conditions. (ix) On account of representation received from Government of Goa, it was decided in the Ministry to refer the proposal to EAC (Infra-2) for further reconsideration. (x) Accordingly, proposal was considered in the 31st Meeting of Expert Appraisal Committee (Infra-2) held during 29-30 May, 2018 and 33rd meeting held during 9-10 August, 2018, wherein committee sought more details for further deliberation. The Project Proponent has submitted the additional information vide letter dated

NOTARY SUBHASH KRISHNA KAMEKAR SALCETE TALUKA MARGAO-GOA Regd. No 344/14 Exp. On: 29/04/2024 GOVT OF GOA (INDIA)

	19.07.2018 and 30.10.2018. *The Committee deliberated upon the information provided by the project proponent and including earlier submissions. The committee after being satisfied with the submission of the above, recommended the project for grant of Environmental and CRZ Clearance as per the specific conditions mentioned in the minutes of 26th meeting of EAC held on 14-15 December, 2017 and 33rd meeting held on 9-10 August, 2018 along with other environmental conditions while considering the grant of Environmental and CRZ Clearance subject to the final outcome of the pending cases i.e. Civil Application No. 64/2018 in WP No. 2011/2018; PIL 24/2018 (Sherwyn Correia & Ors. Vs GSPCB and Ors; Pollution Appeal No. 9/18/Air and Pollution Appeal No. 10/18/Air. The following additional condition are also recommended:* (i) As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1st May 2018, the project proponent shall prepare and implement Corporate Environment Responsibility (CER) for the activities as per OM. The activities proposed under CER shall be restricted to the affected area around the project. The entire activities proposed under the CER shall be treated as project and shall be monitored. The monitoring report shall be submitted to the regional office as a part of half yearly compliance report, and to the District Collector. It should be posted on the website of the project proponent. (ii) The project proponent shall conduct source apportionment study to identify and quantify sources of pollution from individual activities being carried out in the project and implement the findings/recommendations of the study relevant for the protection of environment in the area to the satisfaction of State Pollution Control Board.
36.5.14	**Embassy of United States of America at Plot No.1 Block 50 E & F, Phase 1, Chanakyapuri, New Delhi by M/s Embassy of the United States of America, New Delhi – Environmental Clearance** **(IA/DL/MIS/85958/2018; F.No. 21-138/2018-IA-III)** The project proponent and the accredited Consultant M/s PERFACT Enviro Solutions Pvt. Ltd. gave a detailed presentation on the salient features of the project and informed that: (i) The project will be located at Latitude 28°35'52.00"N and Longitude 77°11'11.22"E. (ii) The proposed project is Addition, Alteration & Erection of Buildings at "Embassy of united states of America complex" which is located at Phase-I, Chanakyapuri, Delhi. The U.S Embassy spans on two plots in Chanakyapuri, New Delhi. Since, 1965 there is no major architectural and infrastructural improvement has been done in the embassy. The Embassy plans to build new office building to allow for renovation of the Historic Chancery and update support facilities. The Embassy also aims to update campus utilities to maximize efficient and sustainable systems as the project will be developed under LEED v4 Silver certification and Federal Performance Goals. (iii) The demolition of 13,189.03 sqm of built-up area will be done out of existing 28,458.2 sqm and addition/alteration of the building will be done within the existing plot area. Total plot area for the project after the addition/alteration will remain same as 1,13,200 sqm however, total built up area of the project after addition/alteration will be 82,988.832 sqm. (iv) The project will have following activities:

Annexure R-23

BEFORE THE NATIONAL GREEN TRIBUNAL,
PRINCIPAL BENCH, NEW DELHI

Original Application No. 424 of 2016
(Earlier O.A. No. 169 of 2015)
And
Original Application No. 11 of 2014

In the matter of :

M/s. Mehdad & Anr.
Vs.
Ministry of Environment, Forests & Climate Change & Ors.
And
Shamsunder Shridhar Dalvi & Ors. Vs. Govt. Of India & Ors.

CORAM : HON'BLE MR. JUSTICE SWATANTER KUMAR, CHAIRPERSON
HON'BLE DR. JUSTICE JAWAD RAHIM, JUDICIAL MEMBER
HON'BLE MR. BIKRAM SINGH SAJWAN, EXPERT MEMBER

Original Application No. 11 of 2014:

Present: **Applicant:**
Mr. Pradeep Mishra and Daleep Kr. Dhayani, Adv.

Respondent
Mr. Rahul Pratap, Adv. for Ministry of Environment, Forest and Climate Change
Mr. Dilip Poolakat, Adv. for State of Goa
Ms. Hemantika Wahi and Puja Singh, Advs. for State of Gujarat and GSPCB

Original Application No. 424 of 2016

Present: **Applicant:**
Mr. Raj Panjwani, Sr. Adv. with Mr. Aagnay Sail, Adv.
Mr. Rajesh K. Singh and Mr. Rovins Verma, Advs. for Ministry of Environment, Forest and Climate Change
Mr. R. Rakesh Sharma, Adv, Mr. V. Mowli, Adv. and Mr. Naveen Raj, Adv. for State of Tamil Naidu, TNPCB
Mr. Guntur Prabhakar, Mr. Guntur Pramod Kumar and Mr. Prashant and Mr. Gautam Prabhakar, Advs. for State of Andhra Pradesh
Mr. Rajesh Kumar Das, Adv. for UT Lakshadweep Administration
Ms. G. Indira and Mr. Bhupesh Narula, Advs. for Andaman and Nicobar Administration
Mr. Shashank Bajpai, Adv. and Mr. Shakun Sudha Shukla, advs. for State of Odisha
Mr. Prashant Kenjale, Adv. and Mr. Nishant, Adv. for State of Maharashtra
Mr. Defvraj Ashok, adv.
Mr. Nishe Rajen, adv.
Mr. Raja Chatterjee, Mr. Piyush Sachdev and Ms. Abhinandini Yadav, Advs for State of West Bengal
Ganguli and Mr. Piyush Sachdev, Advs. for the State of West Bengal
Mr. Mukesh Verma, Adv.
Mr. Prashant S. Kenjale and Mr. Nishant, Advs. for State of Maharashtra
Mr. Nishe Rajen Shonker and Ms. Anu K. Joy, Advs. for State of Kerala
Ms. Hemantika Wahi and Puja Singh, Advs. for State of Gujarat and GSPCB
Inspector Rajesh Kumar, Chanakyapuri
Mr. Abhimanyu Garg Adv. for Govt. of Puducherry
Mr. SS Rebello, Mr. Sidarth Arora and Ms. Shivangini Gupta, Advs. for State of Goa
Mr. Raj Kumar, Adv. and Mr. Bhupender KUmar, LA for Central Pollution Control Board
Ms. Nishe Rajen Shonker, Adv., Ms. Anu K. Jy, Advs. for State of Kerala
Mr. Naginder Benipal, Adv.
Mr. Devraj Ashok, Adv
Mr. Jai A. Dehadrai, Adv Mr. S.S. Rebeilo, Adv., Ms. Shivangini Gupta Advs. for State of Goa

	Date and Remarks	Orders of the Tribunal
	Item No. 07 & 08 November 22, 2017	**Original Application Nos. 11/2014 and 424 of 2016** Learned counsel appearing for the Ministry of Environment, Forest & Climate Change from instructions from the Officer who is present before the Tribunal submits that the Secretary, Ministry of Environment, Forest & Climate Change had called for the meeting of all the concerned States in relation to the coastal areas on 01st November, 2017. Upon due deliberations the Secretary had directed that all the States must file their draft of CZMPs by 31st March, 2018, however the State Kerala and State of Gujarat had asked for more time before the Secretary for submission of the CZMP by the month of May and June, 2018 respectively. Since the matter was not attaining proper progress and the matter was lingering on one pretext or the other and non – cooperation by the State Governments, the Tribunal had directed all the States that States of Andhra Pradesh, Karnataka, Tamil Nadu, Kerala, Gujarat, Goa, West Bengal, Maharashtra, Pondecherry and Andman and Nicobar all counsel are present. They have also filed their Affidavit – cum- undertaking before the Tribunal where these very States have asked for time to file the CZMP of the respective States and UTs even extending the time upto June, 2018. Learned counsel appearing for the Ministry of Environment, Forest & Climate Change submits that they would be able to approve the draft CZMP and the hazard line within three months from the date of receiving the CZMPs drafts from the respective States. In light of the above and while ensuring that no

		further undue delay should be caused in determination of the hazard line and finalization of the CZMPs for the respective States. As the entire development activity out of prohibited area, regulated area and area permitted to development in accordance with the CZMP would be dependent upon finalization of the above. It is suggested by Ministry of Environment, Forest & Climate Change that the States should not grant Environmental Clearance for development activity which falls within the permissible area/ regulated area as that may result in defeating the entire exercise. As per the statement of Ministry of Environment, Forest & Climate Change we direct accordingly. It is necessary that strict timeline for adherence should be fixed by the Tribunal. We shall issue the following directions:- 1. All the State Governments without default and delay will submit CZMP to Ministry of Environment, Forest & Climate Change by 30th April, 2018. In the event any State Government and UT do not submit the said plan, they shall be liable for exemplenary costs of Rs. 5 Lacs which should be recovered from the salary of the defaulting Officer. The non-compliance would invite action for violating the orders of the Tribunal. 2. Within three months thereafter that is by 31st July, 2018 the Ministry of Environment, Forest & Climate Change shall issue approval in regard to the fixation of hazard line and CZMP for the respective State covering the entire coastal area. Now if the Officers and Ministry of Environment, Forest & Climate

Change commit default they shall also be liable to be proceeded against in accordance with law.

3. We also grant liberty to Ministry of Environment, Forest & Climate Change to move the Tribunal well in time if there is default on the part of any of the States. But Ministry of Environment, Forest & Climate Change would not be permitted to contend non-cooperation from States as the reason for delay, if any, in compliance of this deadline in this order. We are putting Ministry of Environment, Forest & Climate Change at Notice.

The Applicant would also at liberty to approach the Tribunal if so advised.

The interim order dated 05th February, 2018 shall continue till July, 2018.

With above directions, Original Application Nos. 11/2014 and 424 of 2016 stand disposed of without any order as to costs.

.....,CP
(Swatanter Kumar)

.....,JM
(Dr. Jawad Rahim)

.....,EM
(Bikram Singh Sajwan)

F. No. 12-13/2018-IA.III (E- 110380) Annexure R-24
Government of India
Ministry of Environment, Forest and Climate Change
IA-III Section (CRZ)

Indira Paryavaran Bhawan
Jor Bagh Road
New Delhi-110003

Dated: 6th September, 2022

To

The Secretary (Environment)
Department of Environment and Climate Change
Government of Goa, Secretariat
Porvorim, Goa- 403521

Sub: Coastal Zone Management Plan (CZMP) of Goa as per the CRZ Notification, 2011 - reg.

Sir,

This has reference to the letter No. GCZMA/GEN-MISC/13-14/Part-VII/675, dated 23th August, 2022 furnishing therein the Coastal Zone Management Plans (CZMPs) of Goa, drawn as per the provisions of the Coastal Regulation Zone (CRZ) Notification, 2011.

2. In this regard, it is to state that, based on recommendations of the 45th meeting of the National Coastal Zone Management Authority held on 01/09/2022, the Ministry of Environment, Forest and Climate Change hereby conveys approval of the CZMPs for the State of Goa prepared on 1:25000 scale as submitted by Government of Goa. Further, it is to inform that all proposals for CRZ clearance shall be considered in accordance with the CRZ maps prepared as per CZMP approved under the CRZ Notification, 2011.

3. This issues with the approval of the Hon'ble Minister, EFCC.

Yours faithfully,

(Amardeep Raju)
Scientist 'E'

Copy to:

1. The Member Secretary, Goa Coastal Zone Management Authority, 4th Floor, Dempo Towers, Patto, Panaji Goa- 403 001
2. The Deputy Director General of Forests (C), Integrated Regional Office, Bengaluru, Ministry of Environment, Forest and Climate Change, Kendriya Sadan, 4th Floor, E&F Wings, 17th Main Road, Koramangala II Block, Bangalore – 560034, Karnataka.
3. The Director, National Centre for Sustainable Coastal Management, Anna University, Chennai, Tamil Nadu-600025.
4. Office copy / Guard file.

(Amardeep Raju)
Scientist 'E'

F.No. 12-13/2018-IA.III Annexure R-25
Government of India
Ministry of Environment, Forest and Climate Change
IA.III Section (CRZ)

Indira Paryavaran Bhawan
Jor Bagh Road
New Delhi-110003

Dated: 22nd November, 2022

OFFICE MEMORANDUM

Subject: Processing of EC + CRZ (Composite) Clearances in respect of developmental projects in Coastal State of Goa-regarding.

It is informed that the Competent Authority has approved the Coastal Zone Management Plans (CZMPs) in respect of Coastal State of Goa as per CRZ Notification, 2011 *vide* this Ministry's letter No. 12-13/2018-IA.III dated 06/09/2022. The copy the same has already been uploaded on Parivesh Portal of the Ministry as below link:-
http://environmentclearance.nic.in/writereaddata/CRZ_Notifications/CZMP/Goa.pdf

2. In view of the above, it is to inform that the CRZ Clearances / composite clearance (EC+CRZ) for developmental projects in the State of Goa, shall be considered based on the CRZ Map prepared in 1:4000 scale based on the CZMP approved under the CRZ Notification, 2011. It is to also clarify that revised / fresh recommendation of State Coastal Zone Management Authority of Goa as per CRZ Notification, 2011 shall also be required for the pending cases.

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

(Dr. H. Kharkwal)
Scientist 'E' (CRZ)

To,
All Member Secretaries (IA Division)

Copy to:

1. PPS to AS(TK)
2. Sr. PPS to JS(SKB)
3. Office copy / Guard file

Annexure R-26

Government of Goa
Department of Environment & Climate Change
4th Floor, Dempo Tower, Patto, Panaji-Goa
Phone Nos.: 0832-2951089 e-mail: dir-env.goa@gov.in

No.GCZMA/S/17-18/19/2111 Date: 16 / 12 / 2022

To,
M/s South West Port Ltd,
Mpt Admin, Old Office Building,
Above State Bank Of India,
Mormugao Harbour, Goa.

Sub: Revalidation of CRZ Recommendation for the proposed project "Terminal Capacity Enhancement at Berth 5A, 6A of Mormugao Port by South West Port Limited, Goa"

Ref: i) CRZ Recommendation from GCZMA, Goa vide letter Ref No GCZMA/S/17-18/19/899 dated 18.08.2017.
ii) Your request letter no. NIL dated 01.12.2022.

Sir,

In consideration of your request letter cited in Ref (ii) along with the CRZ map prepared by superimposing the project layout on the approved CZMP 2011 through the approved agency, National Centre for Sustainable Coastal Management (NCSCM) Chennai, the CRZ recommendation granted by GCZMA vide letter Ref. No GCZMA/S/17-18/19/899 dated 18.08.2017 is hereby revalidated.

As such there is no change in the CRZ classification as per the GCZMA Recommendation cited under Ref (i) and the present map prepared as per approved CZMP 2011.

Yours faithfully

16/12/2022

(Dasharath M. Redkar)
Director (Environment &CC)/
Member Secretary (GCZMA)

Annexure R- : 27

SOUTH WEST PORT LTD.

Regd. Off: Sea Office Building
Berth No. 5A & 6A, Mormugao Harbour,
Goa - 403 803
CIN No U45203GA1997PLC002369
Phone 0832 252 3000
Fax 0832 252 3008
Website www.jsw.in

Dated 20/12/2022

To,
The Director Environment
Dept. of Environment and Climate Change
4th Floor, Dempo Towers, Patto Plaza,
Panaji, Goa- 403 001

Sub: No Objection Certificate for construction of covered shed in SWPL Terminal

Ref: 1) GCZMA's letter no. GCZMA/S/1718/19/899 dated 18/08/2017
2) Your letter no. GCZMA/S/17-18/19/2111 dated 16/12/2022

Dear Sir,

Further to the above referred letters, it is submitted that South West Port Limited (SWPL) is proposing to construct a 320 mtrs. length x 135 mtrs. Width x 45 mtrs. height permanent structural shed covering its entire bulk material stockpiles (in 3 plots) and housing both the Stacker cum Reclaimers along with their associated yard conveyors. A brief write up is attached for your information.

Also vide an affidavit dated 12/12/2017 (copy attached), SWPL has committed to the MoEF & CC to implement a longiudinal covered shed for storage of the coal cargo in the Terminal, after necessary approvals are granted for its erection.

Hence with the granting of validation of the recommendation of the CRZ by the DoE with respect to our project, we request your good office to provide us the NoC to construction of the covered shed basis which we will immediately apply for the Consent to Establish with the Goa State Pollution Control Board, to enable SWPL to initiate our internal process for construction of the shed.

Trusting your favorable consideration of our application and thanking you in the meanwhile,

Yours sincerely,

Authorised Signatory
South West Port Limited

SOUTH WEST PORT LTD. GOA

Encl: As above – 2 pages

Annexure - R-28

IN THE HIGH COURT OF JUDICATURE AT BOMBAY,
GOA BENCH, AT PANAJI

PIL WRIT PETITION NO. 24 OF 2018

Sherwyn Filipe Francisco Correia & Ors)... Petitioners

v/s

Goa State Pollution Control Board & Ors)... Respondents

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IN THE HIGH COURT OF BOMBAY AT GOA

AT PANAJI GOA

PIL WRIT PETITION NO. _____ OF 2018

SYNOPSIS AND CHRONOLOGY OF DATES AND EVENTS

This Petition is filed in public interest for an order directing the total closure of operations of coal/coke handling at MPT on the grounds that the consistent pollution caused by import and handling of this "dirty cargo" is leading to permanent impairment of the health of the petitioners and their fellow citizens and continuously affects the right to clean environment guaranteed to them under Article 21 of the Constitution of India.

Coal handling at the Mormugao Port is carried out by 3 parties, M/s SWPL, M/s Adani and M/s Vedanta. All three parties have been consistent violators of pollution norms and the conditions imposed upon them by statutory authorities. Some of these parties have also been carrying out coal handling activities illegally, without the requisite permissions.

Over the years the authorities have had to issue multiple show cause notices, directions and orders in view of the consistent pollution caused by said coal handling facilities. The GSPCB has also previously revoked the consent to operate and initiated criminal proceedings against M/s SWPL. However, the authorities have been unable to effective deal with or mitigate the pollution, leading to a grave impact upon the environment and the health of the citizens.

As a consequence, there has been strong resistance by the people of Vasco against coal handling in MPT due to irresponsible operations and the MPT's close proximity to the city. Even the Marmugao Municipal Council has passed a resolution stopping transport of coal through the city as it severely hazardous to the health of the people subject to its exposure.

Despite these facts, coal handling activities continue in full swing at the Mormugao Port. The authorities have even recently decided to issue a fresh consent to M/s SWPL and to allow M/s Adani and M/s Vedanta to expand and continue operations at the Mormugao Port. It is completely unjustifiable to allow the polluting companies to continue to make a profit while the entire environmental and social cost of these activities is borne by the citizens of Vasco

Hence this PIL for permanent relief.

LIST OF DATES AND EVENTS

Sr. No	Date	Particulars of events or documents if any	Annexure and Page
1.	1999	Coal handling operations commence at MPT with consignments being brought to the port by various traders	
2.	2001	This Hon'ble Court initiates suo motu proceeding against coal handlers vide SMWP 8/2001 in view of pollution in Vasco City.	Ann. 3 Pg
3.	24.01.2001	Ministry of Shipping issues clearance under the CRZ Notification, 2011 to M/s South West Port Ltd (Resp No. 3) for construction of two multipurpose cargo berths (5-A & 6-A) in the Mormugao Port	Ann. 5 Pg

4.	30.6.2008	NEERI submits report confirming high Respiratory Particulate Matter (RPM) and Suspended Particulate Matter (SPM) levels at the Port and in Vasco.	
5.	09.11.2009	Shri. Digambar Kamat, Chief Minister of Goa writes a letter to the Central Govt. expressing severe reservations on expansion in the handling of coal/coke at MPT. The letter notes that even for the present activities of the Port, all the loading material being loaded & unloaded passes through thickly populated areas of the town causing pollution and littering fine dust in residential areas.	Ann. 22 Pg
6.	29.08.2012	GSPCB issues directions to MPT to show cause for carrying out coal handling operations consistently in a manner that amounts to a violation of the Boards directives and causing severe air pollution.	Ann. 35 Colly Pg
7.	10.04.2013	GSPCB issues a show cause notice to M/s SWPL for violating the conditions within their consent to operate and causing air pollution in the vicinity.	Ann. 35 Colly Pg
8.	02.05.2013	GSPCB issues a set of directions to M/s SWPL for controlling the fugitive emissions generated during coal handling.	Ann. 35 Colly Pg
9.	30.12.2013	MoEF grants Environmental and CRZ Clearance to MPT	Ann. 13 Pg
10.	30.12.2014	GSPCB issues a show cause notice to M/s Adani for prima facie violation of the conditions contained in their consent to operate.	Ann. 15 Colly Pg
11.	23.12.2015	GSPCB issues a set of directions to M/s Adani for controlling the pollution generated during coal handling	Ann. 35 Colly Pg

12.	04.01.2016	Due to rampant pollution in the city, the MMC, in a special council meeting, passes a resolution (Council Resolution No. 05/16)towards the stoppage of coal and bauxite transportation through the city of Vasco, as provided for under relevant provisions of the Municipalities Act.	Ann. 28 Pg
13.	28.01.2016	GSPCB in it 119th meeting decides to reduce the quantity of coal allowed to be handled from 5.2 MMTA to 3.9 MMTA for M/s Adani.	Ann. 15 Colly Pg
14.	April 2016	Dr. V. Ramaswamy, Chief Scientist with CSIR/NIO, submits a report on behalf of the Pollution Control Board on methods to study and monitor coal dust concentrations at MPT area. The report notes that a substantial amount of coal emissions in the port areas is actually missed out due to the prevailing standards for monitoring.	Ann. 30 Pg
15.	August 2016	Ministry of Shipping submits the draft final Sagarmala Report proposing eventual import and handling of 136 MT of coal/coke per year through Vasco city	Ann. 21 Pg
16.	08.04.2017	The Herald reports that coal particles had washed up on Khariwado beach and that the fishermen community were shocked to see a small portion of the beach adjacent to berth no. 11 of the MPT turned into a "carpet of coal".	Ann. 24 Pg
17.	12.07.2017	GSPCB writes to the MoEF objecting to MPT's proposal to expand facilities at the Mormugao Port, including enhancing its capacity and handling of coal/coke after conducting a public hearing regarding the same.	Ann. 31 Pg
18.	14.08.2017	Sri. Manohar Parrikar, Chief Minister of Goa writes to Central Govt. opposing the terminal capacity expansion of berths 5A and 6A of the	Ann. 23 Pg

		stated to be an EC is infact only an approval for the construction of two multipurpose cargo berths in MPT (which is CRZ area)	
27.	24.04.2018	This Hon'ble Court in a detailed judgment dismisses writ petition filed by SWPL (WP No.173/2018)	Ann. 12 Pg
28.	08.05.2018	MoEF writes to M/s SWPL stating that the clearance issued by the Ministry of Shipping dated 24.01.2001 for the construction of two multi purpose cargo berths is in consonance with the provisions of the CRZ Notification, 1991.	Ann. 9 Colly Pg
29.	18.05.2018	MoEF writes to M/s SWPL stating that the environmental clearance issued by the Ministry of Shipping dated 24.01.2001 for the construction of two multi purpose cargo berths, is valid and subsisting.	Ann. 9 Colly Pg
30.	23.05.2018	Petitioner No.3 writes to the GSPCB, MoEF &CC, the Chief Secretary, and the Dy. Collector reiterating complaints regarding pollution caused by M/s Adani and MPT. The complaint further states that the coal handling operations are usually carried out at night which causes a lot of noise pollution.	Ann. 39 Pg
31.	30.05.2018	At the 31st meeting of the EAC with regard to the proposal of M/s SWPL, it is noted that on account of a representation received from Government of Goa, it is decided in the Ministry to refer the proposal to EAC for further reconsideration. Due to incomplete details and information from M/s SWPL, the proposal is deferred till the desired information is submitted.	Ann. 33 Pg

32.	05.06.2018	Petitioner No.3 writes to the GSPCB complaining about the unloading of coal from the cargo vessel using a transhipper directly onto barges with the help of grab cranes.	Ann. 16 Pg
33.	29.06.2018	GSPCB in its 133rd meeting grants a fresh consent to operate to SWPL for handling a total of 3.6 MMTA till March 31, 2019. The board also decides to allow M/s Adani to enhance coal handling capacity from 3.9 MMTA to 4.8 MMTA and grants M/s Vedanta permission to unload coal direct into barges.	Ann. 10 Pg
34.	06.07.2018	GSPCB issues 'Renewal of consent to operate' to M/s Adani and 'Consent to operate' to M/s SWPL	Ann. 11, 19 Pg
35.	July, 2018	PILWP is filed	

POINTS TO BE HEARD

1. The air pollution in Vasco city, caused due to the coal handling activities is a gross and blatant violation of the citizens' fundamental rights. The Right to Life guaranteed to all citizens under Art. 21 of the Constitution, indisputably includes within its ambit, the right to a pollution free environment. Today the citizens face the prospect of living a life permanently affected by coal pollution.
2. The companies carrying out coal handling facilities at the Mormugao Port have consistently violated pollution norms and the conditions imposed upon them by statutory authorities. Some of these companies have also been carrying out coal handling activities illegally, without the requisite permissions.

3. The authorities have consistently failed to ensure the strict compliance to and implementation of pollution control measures and thus, authorities have proven themselves completely incapable of abating or mitigating the grave environmental and health impact of these activities. Further, the current monitoring mechanisms fail to accurately measure true extent of the pollution caused by the coal handling activities. It is unjustifiable to allow such activities to continue in such a situation, at the cost of the environment and health of the citizens of Vasco.

ACTS/RULES TO BE REFERRED

The Constitution of India, 1950

Environment Impact Assessment Notification, 2006

Coastal Regulation Zone Notification, 2011

Air (Prevention and Control of Pollution) Act, 1981

Water (Prevention and Control of Pollution) Act, 1974

Environment (Protection) Act, 1986

AUTHORITIES TO BE CITED

Judgment in *Concerned Citizens of Vasco Vs. Chairman, MPT* [SMWP 8/2001]

Judgment in *South West Port Ltd vs. State of Goa* [WP No.173/2018]

Judgement in *Vellore Citizens' Welfare Forum vs. Union of India and Others* [1996 (5) SCC 647]

Judgement in *Common Cause v Union of India Ors* [MANU/SC/0491/2014]

Panaji, .07.2018

Advocate for Petitioners

IN THE HIGH COURT OF BOMBAY AT GOA

NOTARY N.S.POROB BARDEZ AREA Regd. No. 60/93 Exp. dt. 8/12/19 GOVT. OF GOA (INDIA)

PIL WRIT PETITION NO.24 of 2018

IN THE MATTER OF ARTICLES 14, 21, 48A, 51 A(g) AND 226 OF THE CONSTITUTION OF INDIA

AND

IN THE MATTER OF THE AIR (PREVENTION AND CONTROL OF POLLUTION) ACT, 1981, CRZ NOTIFICATION AND THE ENVIRONMENT PROTECTION ACT, 1986

AND

IN THE MATTER OF THE TOWN AND COUNTRY PLANNING ACT, 1974 AND THE MUNICIPALITIES ACT

AND

IN THE MATTER OF THE EXTREMELY SERIOUS AND SEVERE ENVIRONMENTAL POLLUTION, NOISE AND THREATS TO PUBLIC HEALTH BY THE COAL/COKE HANDLING OPERATIONS AT THE MORMUGAO PORT

1. Sherwyn Filipe Francisco Correia,
Age 18 years, residing at /o SS-1, Newton Apartments-II,
Mangor Hill, Vasco da Gama Goa 403 802.

2. Sanjay Ankush Redkar,
Age 45 years, residing at House no. 360,
Maimollem, Vasco da Gama, Goa 403 802.

3. Mr. Parshuram Sonurlekar
Near Jettty Bus Stop No. 2,
PO Mormugao, Goa 403803

4. Old Cross Fishing Canoe Owners Co-op Society Ltd.
Through its President Mr. Custodio D'Souza,
With Office at H.No.116,
Non-Mon, Dempo Bhatt Vasco-Goa
Katem Baina, Vasco-da-Gama,403802 Goa.

5. The Concerned Citizen
through its President, T.T. Shreedharan
w/o at 23 Karma Point,
Vasco-da-Gama, Goa 403802

6. The Goa Foundation
through its Secretary, Dr. Claude Alvares,
and having Regd. Office at
Room No 7, Above Mapusa Clinic,
Mapusa, Goa 403 507
Email id: goafoundation@gmail.com.....Petitioners

Vs

1. Goa State Pollution Control Board
1st Floor, Dempo Tower,
Patto Plaza, Patto Centre,
Panaji, Goa 403001

2. Mormugao Port Trust,
Headland Sada,
Vasco da Gama, Goa 403804

3. M/s. South West Port Ltd.
First Floor, Port Users
Complex, Mormugao Harbour,
Mormugao-Goa-403803.

4. M/s Adani Mormugao Port Terminal Pvt. Ltd,
Port Users Complex, Gr floor,
Mormugao Harbour Goa 403 803.

5. M/s Vedanta Ltd
20, Sesa Ghor,
EDC Complex, Patto,
Panaji, Goa 403001

OB AREA 60/93 9/12/19 GOA (INDIA)

6. Town & Country Planning Department,
Through its Chief Town Planner,
Dempo Towers, Patto,
Panaji, Goa 403001

7. Ministry of Environment, Forests & CC,
through its Secretary,
Indira Bhavan,
Jog Bagh, New Delhi.

8. Mormugao Municipal Council,
Through its Chief Officer,
Vasco da Gama, Goa .....Respondents

(The above are the registered addresses of the parties)

To,

The Hon'ble Chief Justice and Companion Judges,

Bombay High Court at Panaji, Goa

THIS HUMBLE PETITION OF THE PETITIONER
MOST RESPECTFULLY SHOWS

Particulars of the Cause against which PIL is filed

1. This Petition is filed by the petitioners (including organizations) in public interest for an order directing the total and permanent closure of operations of coal/coke handling at Mormugao Port Trust (MPT) on the grounds that the import and handling of this "dirty cargo" is leading to permanent impairment of their health and the health of their fellow citizens and continuously affects the right to clean and planned environment guaranteed to them under Article 21 of the Constitution of India. The petitioners would not object to handling of coal/coke at the port if it could be carried out by meeting the norms laid down under environment laws and this Hon'ble Court's past orders. However, the experience of the petitioners over two decades –

TARA
POROB
SZ AREA
No. 80/93
8/12/19
GOA (INDIA)

from 1999 (when coal handling commenced) till present date – is that a combination of various factors, including the location of the MPT so near to the town of Vasco, the natural environment with sea winds that blow strongly towards and over the settlement, the nature of the product (liable to be airborne), render it extremely difficult for the pollution ever to be controlled or brought within norms. Moreover, the regulatory authorities and the Port Trust itself do not appear to be able to monitor and enforce existing environment standards, let alone the mandatory environment norms laid down by the regulatory authorities for coal/coke handling. In fact, on the part of the MPT, there is a disinclination to be concerned about environment norms, if it affects its business earnings. Despite this past experience, the coal handling volumes at MPT are sought to be enhanced. Coal pollution was before this Hon'ble Court for 10 years, till 2012. Petitioners are now in a sense returning to this Hon'ble Court because the situation has deteriorated and needs urgent and permanent remedy which this Hon'ble Court can provide.



Particulars of the Petitioners

2. Petitioners Nos. 1 and 2 and 3 residents of Vasco city. The Petitioner no. 1 is a law student residing at Vasco da Gama since birth and, since his childhood days, a victim of coal dust pollution emanating from the activities at the MPT. He represents the coming generation in the petition. Petitioner No.2 is a similarly affected local citizen who has been pursuing this issue for several years and has carried out several RTI requests on the issue from the various authorities. Petitioner No. 3 has been actively following up on the issue of

pollution, and has written to multiple authorities seeking relief from the rampant illegalities being committed by the coal handling facilities in Vasco.

3. Petitioner No. 4 is an association that has been consistently working with the citizens of Vasco on issues arising out of the coal handling activities at the Mormugao Port Trust. Petitioner No.4 has approached the NGT in the past seeking relief from the dredging activities carried out by the MPT and has also been involved in and has opposed the proposals of both MPT and SWPL in the public hearing dated 26/04/2017 conducted in respect of the terminal capacity enhancement of berth 5A, 6A of Mormugao Port Trust. Petitioner No.5 was the petitioner before this Hon'ble Court in SMWP No. 8 of 2001 which was concerned with coal dust pollution in Vasco city. The SMWP was disposed of in 2012.

4. Petitioner No.6 is an environment NGO based in Goa who has approached both, this Hon'ble Court and the Hon'ble Supreme Court, time and again over the past two decades, in public interest, for enforcement of the provisions of environment, wildlife, forest, coastal regulation, pollution and mining laws. All its members are citizens of India. The average annual income of the Petitioner organization is Rs.6 lakhs. The Petitioners state that there is no civil, criminal or revenue litigation involving the petitioners which has or could have a legal nexus with the issue involved in this PIL. Documents relating to Petitioner Nos. 4, 5 and 6 are herein marked and annexed to the petition as **Annexure 1 colly**. Undertaking that the petitioners will

disclose the source of information leading to the filing of the PIL is herein marked and annexed at **Annexure 2**.

Declaration of the Petitioners

5. The Petitioners state that this petition is filed by way of public interest and the petitioner organizations and individuals do not have any personal interest in the matter, except in so far as looking after their own health and defending it against pollution may be seen as a private interest as well. However, there is a constitutional duty cast on citizens to take steps to protect their natural environment and the rights of future generations (intergenerational equity).

6. The Petitioners state that the entire litigation costs and other charges are being borne by the petitioners.

7. The Petitioners state that adequate research has been conducted in the matter raised through the petition and all relevant material has been annexed to the petition.

8. The Petitioners have understood that if in the course of hearing of this petition, the Court may require any security to be furnished towards costs or any other charges, the petitioners shall comply with such charges.

Facts constituting the cause

9. Petitioners state that the history of coal pollution in the city of Vasco is of fairly recent origin. Coal handling at MPT commenced in 1999 with consignments being brought to the port at berths 10 and 11 by various traders. However, the handling of coal / coke consignments,

even in limited quantities then, led to air pollution because of a complete lack of pollution control measures installed at the port. Within barely two years, a letter petition was addressed by a citizen from Vasco and converted into a Suo Moto Writ Petition by this Hon'ble Court (SMWP 8/2001). Upon expiry of the petitioner, The Concerned Citizen (Petitioner No.5) was impleaded as petitioner. Accepting the severity of the problem, the State Govt. set up a Committee to suggest remedial measures. The Committee visited several other similarly situated ports in India and made recommendations. This Hon'ble Court monitored the implementation of measures to bring the pollution under control. The Court also appointed NEERI to ascertain the levels of pollution and suggest measures for providing relief to the affected citizens. Ultimately the petition was disposed of on 24.2.2012 by a judgment, copy of which is at **Annexure 3**.

10. It was accepted as part of the directions issued in the said order, that coal handling operations would be conducted henceforth under closed sheds at berths 10 and 11, this being the only way that coal dust would not enter the atmosphere of the city and the lungs of the citizens. However, as often happens, though the feasibility study for this was done, no further investment was made in the proposal as, in the meanwhile, the coal handling had already shifted to berths 5A & 6A (today under an MOU between MPT and M/s SWPL) and berth 7A. Petitioners crave leave to produce a copy of the feasibility report on closed sheds, prepared consequent to the directions of this Hon'ble Court, if and when required in these proceedings.

SWPL (Resp.No.3)

11. Vide notification dated 09.07.1997, an amendment was made to the CRZ Notification, 1991 stating that for expansion or modernisation of existing ports and harbours including fishing harbours, operational constructions for ports and harbours and for reclamation for facilities essential for operational requirements of ports and harbours in areas within the existing port limits, except the areas classified as category CRZ-I, shall require environmental clearance from Government of India in the Ministry of Surface Transport (bifurcated into the Ministry of Shipping and Ministry of Road Transport and Highways in 2000), which shall take decision on these activities on the basis of Environmental Impact Assessment Report. A copy of the notification of the amendment to the CRZ Notification, 1991 is at **Annexure 4**. M/s SWPL obtained a CRZ clearance dated 24.01.2001 for the construction of facilities at berths 5A & 6A at MPT under the said notification. The berths were completed in June 2005 and MPT directed transfer of coal handling operations to the new berths. Copy of the CRZ clearance dated 24.01.2001 is at **Annexure 5**. For this reason, no quantities for coal handling operations are found specified in the clearance, which at the time was being issued by the Ministry of Surface Transport (MOST) Although no EC under the EIA 1994 notification was obtained by M/s SWPL, somehow it obtained a consent order from the Goa State Pollution Control Board (GSPCB) to import and handle 5.5 MMTA on the basis of this CRZ clearance.

12. Around year 2012, M/s SWPL appears to have decided to increase the import of coal/coke. MPT was happy with the additional coal/coke

turnover, as the export of mineral ores was suspended in the State of Goa and business volumes consequently reduced at the port. Vast quantities of coal, far in excess of the amounts permitted in the consent orders, were consciously imported by M/s SWPL over a period of 5 years (2012-2017) before this violation was taken cognisance of by the GSPCB. Though the MPT knew of the excess imports and handling, it did not inform the Board since it benefited from the excess economic activity. But the illegal activity led to exponential load of pollution over the town.

13. On 9.1.2018, the GSPCB finally shut down M/s SWPL operations and also revoked the consent to operate granted to M/s SWPL. Copy of the said revocation order is at **Annexure 6**. M/s SWPL filed a writ petition in the High Court against the order which was disposed of on 12.1.2018. Thereafter, M/s SWPL filed an appeal against the GSPCB's order in the Hon'ble NGT (Principal bench). The matter is reserved for judgement. Meanwhile, M/s SWPL has submitted an application to withdraw the appeal on 17.07.2018.

14. Three days after the revocation order, on 12.01.2018, M/s SWPL submitted an application to the GSPCB for a fresh consent to operate, even while on the same day its writ petition against the order was dismissed by this Hon'ble Court. The application for consent was duly considered and rejected by the Board in its 132nd Meeting held on 27.03.2018. The Application was rejected for want of a valid Environmental Clearance (EC) from the MoEF for the Project/ Activity and specifically since M/s SWPL had preferred an Application for grant of EC to the MoEF which is yet to be decided.

The relevant extract from the minutes of the 132nd meeting of the GSPCB is herein enclosed as **Annexure 7**.

15. The same minutes further record that M/s SWPL appears to be relying on a letter dated 24.01.2001 from the Ministry of Shipping, Government of India which was stated to be an EC. However, the document appeared to be an approval for the construction of two multipurpose cargo berths in MPT (which is CRZ area) and that it did not specify the quantity or nature of commodity to be handled therein. That in any case, the life of any EC issued under the EIA Notification 1994 would be 5 years from the date of issue as settled by Hon'ble Supreme Court in terms of judgment dated 07.02.2018 passed in SLP (C) No.32138 of 2015 and connected matters.

16. Exactly same stand was taken by the GSPCB before the Hon'ble NGT vide an affidavit dated 13.04.2018 in Appeal No. 7/2018. A copy of the affidavit is herein enclosed as **Annexure 8.** In its affidavit, the Board has categorically stated that as per the settled position of law, M/s SWPL cannot be granted any fresh permission or be permitted to continue its operations at berth nos. 5A and 6A without a valid EC.

17. It appears that in April 2018, M/s SWPL sought clarification from the MoEF&CC on the validity of its 2001 clearance. In response, the MoEF&CC has written two letters, the first dated 08.05.2018 ostensibly clarifying that the clearance issued in 2001 by the Ministry of Shipping is in consonance with the CRZ Notification, and the second dated 18.05.2018 stating that the 2001 clearance is "valid and

subsisting." The two letters dated 08.05.2018 and 18.05.2018, which are also challenged in this PIL, are enclosed as **Annexure 9 colly**.

18. Petitioners submit that perusal of the 2001 CRZ clearance (Annex 5) and the clarificatory letters (Annex. 9 colly) make it abundantly clear that the 2001 clearance is issued under the CRZ Notification and not under the EIA Notification. Moreover, it is for construction of two berths. Therefore, in fact, the SWPL does not at all possess an EC issued under the EIA Notification for its operational activities

19. Nonetheless, the GSPCB at its 133rd meeting held on 29.06.2018 has interpreted the letters as a go ahead for operations and has decided to grant a fresh consent to SWPL to handle a total of 3.6 MMTA at berths 5A & 6A till 31st March, 2019. The reasons for grant of consent that are recorded in the minutes of the said meeting are that the MoEF&CC has clarified that the EC of 2001 issued by the Ministry of Shipping is valid and subsisting and second, that coal handling needs to be permitted so that the IIT-commissioned study on source apportionment of pollution at MPT can commence. Copy of the relevant extract from the minutes of the 133rd meeting is **Annexure 10**. A copy of the impugned Consent to Operate granted to M/s SWPL dated 06.07.2018 is at **Annexure 11.**

20. Petitioners submit that the GSPCB's decision is unwarranted, without justification, offends reason and logic and is outside jurisdiction. It indicates that the Board has been pressurized to issue the consent as the SWPL is a powerful company. The GSPCB has deliberately misinterpreted the MoEF&CC's "clarificatory letters". Moreover, the second ground given in the minutes to allow a polluting activity to

recommence so that a study can be carried out is simply unacceptable. Immediate relief in respect of the decision of the GSPCB and the Consent to operate dated 06.07.2018 is sought through a separate MCA filed in this PII

21. M/s SWPL's efforts to secure an EC for "enhanced handling of coal" under the 2006 EIA notification have thus far not been successful, despite a favourable recommendation from the Expert Appraisal Committee (EAC). M/s SWPL filed a writ petition (WP No.173/2018) seeking a direction to the Ministry of Environment, Forests and Climate Change (MoEF&CC) to consider its application. This Hon'ble Court was pleased to dismiss the petition by a detailed judgment, copy of which is at **Annexure 12**. M/s SWPL has now filed an appeal before the NGT on the same grounds that it had taken before the High Court and has also approached the Supreme Court In the meanwhile, due to opposition from the state government, the MOEF&CC has sent the proposal back to the EAC for reconsideration, where the matter now stands.

M/s Adani (Resp.No.4)

22. Two other respondents are also involved in the import of coal at MPT: one is M/s Adani (Resp.No.4) operating at Berth No. 7 and the other is M/s Vedanta Ltd., (Resp.No.5) unloading coal through mooring dolphins. MPT has received an EC in 2013 under the 2006 EIA notification for operations at Berth 7, copy of which is at **Annexure 13**. MPT has an agreement with M/s Adani for handling coal at the said berth. On this basis it appears that the GSPCB has been issuing consent orders to M/s Adani. These consent orders in fact

do not respect mandatory statutory requirements under the EPA, 1986 for the purpose of ensuring environmental safety at the berth and port. A copy of the previous consent to operate granted to M/s Adani dated 23.01.2018 is at **Annexure 14.** The GSPCB has failed to impose and ensure implementation of conditions restricting the coal stack height and for continuous compaction to mitigate fire hazards, even though the same is recommended by the EIA study and mandated by the EC order issued to MPT (Resp.No.2).

23. Coal handling by M/s Adani at Berth No.7 has consistently violated the pollution control norms and safety measures required. Resp.No.4 is doing open stacking of coal/coke at the berth and at the stackyard. Its operations are not fully mechanised. Coal is transported by road through the city despite the Resp.No.4 being required to transport it by rail and despite a statutory resolution adopted by the Mormugao Municipal Council (Resp.No.8). In fact, in December 2014, the GSPCB issued a show cause notice to M/s Adani in connections with its coal handling operations which the Board stated "prima facie amounted to a violation of the conditions of the Consent to Operate order, thereby causing environmental pollution in the vicinity." The show cause notice which was pursuant to an inspection of the premises inter alia observed that loading from the stockpiles of coal caused dust pollution, the trucks were not covered by tarpaulin, the sprinklers and dry fogging systems were not in operation etc. Subsequently, at the 119th meeting of the Board dated 28.01.2016, the Board decided to reduce the quantity allowed to be handled from 5.2 MMTA to 3.9 MMTA. Copy of the said Board's show cause notice

and the relevant extract from the minutes of the 119th meeting of the Board is at **Annexure 15 colly**.

24. Petitioner No. 3 has also apprised the GSPCB of gross violations of the conditions within the consent to operate and EC by M/s Adani. Vide letter dated 05.06.2018, the Petitioner made a complaint to the Board regarding the unloading of coal from the cargo vessel using a transhipper directly onto barges with the help of grab cranes. The complaint states that this operation is causing pollution for the residence since the coal is being handled on an open and primitive manner, coupled with strong winds blowing into the city. Though the EC and Consent have been granted for mechanical operations, said condition is not being adhered to. The complaint enclosed within it photographs and a video recording on a CD. The complaint dated 05.06.2018 is enclosed as **Annexure 16.**

25. Based on the abovementioned complaint, the GSPCB carried out a site inspection on 06.06.2018. The site inspection report records that during the loading of barges using a floating crane there is a possibility of spillage of the cargo into the sea and dust generation. It notes that the video submitted by the complainant shows spillage of coal. It further states that as per the EC granted by the MoEF dated 30.12.2013, condition no. 6(xii) cargo has to be unloaded directly into the hopper from the ship and transported to the stack yard through closed conveyor system. The report concludes that directions may be issued to the unit to stop discharging cargo using the floating crane into the barges located on the sea side. The site inspection report dated 06.06.2018 is enclosed as **Annexure 17.**

26.Berth No. 7 has also become a convenient unloading point for both M/s SWPL and M/s Vedanta when they are restrained from carrying out operations at their designated sites. **Annexure 18** are copies of charts which show SWPL unloading despite it lacking any consent order of the Board. However, MPT does not appear to be concerned with the violations since, although the EC is given in its name, the consent orders are issued to M/s Adani and according to MPT, it is therefore the GSPCB's responsibility to ensure compliance.

27.Despite being aware of the coal dust pollution problems faced by the citizens of Vasco, the GSPCB, at the 133rd meeting dated 29.06.2018(Annexure 10), has taken a decision to approve enhanced coal handling capacity by M/s Adani, from 3.9 MMTA to 4.8 MMTA (Agenda Item No 8) and has subsequently issued a 'Renewal of consent to operate' to M/s Adani on 06.07.2018. Copy of the impugned consent to operate granted to M/s Adani dated 06.07.2018 is at **Annexure 19.** The reason recorded within the minutes of the meeting is that the terminal has not reached capacity and that the business projections of the company indicate need for increase in cargo volume. The minutes also note that the Company has not violated or exceeded their handling quantum. However the minutes also observe that the facility will be required to take pollution control measures. In other words, without being assured that pollution control measures are, in fact, in place and adhered to, the GSBCB has decided to allow increase in capacity solely to further the Company's business interests. This enhancement has no justification in view of the record of this company and in view of the decision taken to reduce quantities for handling. It is not that the situation has improved on the ground.

The decision therefore needs to be quashed and set aside. Petitioners are filing separate MCA for stay on the decision of the Board.

Vedanta (Sesa) Ltd

28. The third coal importing party – Ms Vedanta Ltd – has been importing coal and unloading it through the use of mooring dolphins. The coal is ostensibly destined for its pig iron plant at Amone. Only recently it seems, the PCB discovered that the MPT did not have an EC for operating these mooring dolphins and that they had been operated without mandatory EC since inception. The use of the mooring dolphins was then stopped by the GSPCB as per a decision taken at the 131st meeting of the Board dated 08.01.2018. Copy of the relevant extract from the minutes of the 131st meeting dated 08.01.2018 is at **Annexure 20**. The order was challenged by M/s Vedanta before this Hon'ble Court, without success. The MPT is now following an ad hoc approach to enable M/s Vedanta to unload their cargo vessels. One vessel was allowed to berth at Berth No.9. But before the second one could unload, MPT withdrew its permission. It is learnt that vessels now unload at Berth No. 7. Petitioners have filed complaints.

29. It now appears that as per the 133rd meeting dated 29.06.2018 (Annexure 10, Table Item No. 2), and due to the complaints filed, the GSPCB has approved in principle the MPT's proposal to allow offside loading of vessels at Berth No 7, which enables direct transfer of coal from the ships to the barges. M/s Vedanta would be the beneficiary despite not having an EC. Petitioners object to this proposal on the grounds that it leads to air pollution and pollution of the river. Petitioners state that Berth No. 7 has a mechanised handling system

which would be bypassed if offside direct loading is permitted. The Board itself has previously noted that this would be a violation of the conditions within the EC and that such method of unloading would be a cause for spillage and pollution. This method of transferring coal was in fact also stopped at the mooring dolphins. What was illegal there cannot be legal here.

30. To summarise the above SWPL does not have an EC, but has been granted consent to import and handle coal despite revocation of its earlier consent for importing coal and despite prosecutions launched by the GSPCB for major violations. MPT is also being prosecuted by the Board for violations. M/s Adani is operating under an EC issued to MPT, but permitting SWPL and Vedanta to discharge coal at its berth despite both not having ECs. M/s Adani is also carrying out its operations in gross violation of the conditions mandated within the EC. Vedanta has no EC to import coal.

31. This wholly ad-hoc and chaotic situation which is ruinous for effective and meaningful air pollution control has occurred because of the manner in which clearances and consents have been issued. In the opinion of petitioners, only MPT (Resp.No.2) ought to be granted consent and an EC for all operations at the Port, so responsibility can be fixed. No activity should be permitted to commence unless it is within the framework of the permit granted. The present chaotic consent and clearance regime involving multiple actors and agencies is a convenient recipe for all agencies to evade individual responsibility

32.Petitioners state that MPT is very keen to enhance the quantity of coal (and business) at the port in view of the near extinction of its iron ore export trade which came to a halt in October 2012 and though it resumed to some extent between 2015-2018, that has received a further setback with the Supreme Court's order on 7.2.2018 cancelling the second renewals of all 88 leases to mining leaseholders. In such circumstances, there cannot be any proper long term planning in respect of control of environmental pollutants, since the activity of coal handling is mostly ad-hoc. Obviously these new goals conflict with the state's statutory Regional Plan which govern its land use and which was drawn up to protect its environment.

33.Petitioners state that the pollution that the citizens of Vasco have been experiencing till date, bad as it is, is set for a quantum leap as per proposals now available with the Government of India (including the SWPL proposals). The most significant of these proposals is contained in the draft final Sagarmala Report dated August 2016 from the Ministry of Shipping. From the Report, it appears there are plans to bring in coal and coke for thermal power plants and steel units in the hinterland of Karnataka. The draft final Sagarmala Report data for import of coal through MPT, provided in the table below, is simply staggering: the extract is at **Annexure 21** to this petition.

T A R A
POROB
Z AREA
No. 60/93
6/12/19
OA (INDIA)

Project	Capacity (MW)	District	Status	Expected year of completion
Shree Renuka Energy	1050	Belgaum	Under planning	2020
KPCL	700	Bellary	Under Construction	2015
JSW Energy	660	Bellary	Under planning	2018
NTPC	2400	Bijapur	Under Construction	2017
NTPC	1600	Bijapur	Implementation	2018
Flamingo Energy	1320	Bijapur	Under planning	2025
KPCL	1500	Bijapur	Under planning	2025
KPCL	1000	Bijapur	Under planning	2025
NTPC	1320	Solapur	Under Construction	2016
Atlas Power	1320	Gulbarga	Under planning	2020
KPCL	1000	Gulbarga	Under planning	2025
North Karnataka Power Private	1320	Gulbarga	Under planning	2025
PCKL	1320	Gulbarga	Under planning	2020
Surana Power	420	Raichur	Under Construction	2016
KPCL	1600	Raichur	Under Construction	2017
KPCL	800	Raichur	Implementation	2018
KPCL	1000	Raichur	Under planning	2025

= 20,330 MW, requiring 81.32 MT of coal through MPT, Goa

Steel plants in the pipeline in the Karnataka hinterland:

Project	Steel Capacity (MTPA)	District	Status	Expected year of completion
Aaress Iron & Steel	3.5	Koppal	Under Execution	After 2020
JSW Steel	6.0	Bellary	Under Execution	2022
Uttam Galva Steels	3.0	Sindhudurg	Planning	2019
Tata Metalliks	6.0	Haveri	Planning	After 2020
Shree Uttam Steel & Power	3.0	Sindhudurg	Planning	After 2020
KIOCL	5.0	Bellary	Planning	After 2020
JSW Steel	2.0	Bellary	Planning	2017
NMDC	3.0	Bellary	Planning	2017
Arcelor Mittal India	6.0	Bellary	Planning	2020

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Ravindra Trading & Agencies	6.0	Bellary	Planning	After 2020
Dhaaturuttama Power &Ispat	1.2	Sindhudurg	Planning	After 2020
AdhunikMetalliks	2.2	Raichur	Planning	2020
VIC Steels	2.0	Bellary	Planning	After 2020
Jindal Pipes	1.0	Koppal	Planning	After 2020
Uttam Galva Steels	6.0	Bellary	Planning	After 2020
Surana Industries	1.0	Raichur	Planning	After 2020
Vishwaraj Sugar Industries	0.5	Belgaum	Planning	After 2020
Zawar Steel	7.0	Bellary	Planning	After 2020
BMM Ispat	0.0	Bellary	Under Execution	After 2020
R M Steels	5.0	Koppal	Planning	After 2020
ILC Iron & Steel	2.1	Koppal	Planning	After 2020
JSW Steel	1.0	Bellary	Under Execution	After 2020

= 72.5 MT of steel requiring 56 MT of coal from MPT, Goa

TOTAL COAL THROUGH MPT, GOA = 136 MT PER YEAR.
(These totals have been made by the petitioners)

34. Thus, the draft final Sagarmala Report envisages eventual import and handling of 136 MT of coal/coke per year through Vasco city. Admittedly, these figures appear to be sharply downgraded in the final Sagarmala Report which now forecasts regarding MPT:

"Coking Coal

The port currently imports 6.6 MTPA of coking coal from Australia and South Africa. This coking coal is primarily used by Steel plants in the vicinity of the port; JSW Vijaynagar consumes nearly 5 MTPA and JSW Dolvi consumers the remaining 1.6 MTPA.

Going into the future the volumes of steel handled at the port is expected to grow with the steel multiplier relative to the GDP. The overall traffic of coking coal is expected to grow to 14 MTPA by 2020, 19-21 MTPA by 2025 and 34-40 MTPA by 2035.

Thermal Coal

The port currently imports 1.9 MTPA of coal primarily for non-thermal power plant purposes. Going into the future the demand is expected to grow to roughly 2.6 MTPA by 2020, 3.5 MTPA by 2025 and 5-6 MTPA by 2035.

Steel

Being close to key JSW steel plants, the port is an ideal location to export finished steel products from these plants both coastal and to locations outside India. The port exports ~1 MTPA HR Steel Coils from the nearby plants, going into the future with natural steel multiplier growth we expect the volumes of exports to grow up to 2.4 MTPA by 2020, 3-4 MTPA by 2025 and 6-7 MTPA by 2035."

35. Even these lowered coal import plans have been made without any concern about whether or not the handling of such huge quantities of coal/coke would affect the city's environment in terms of pollution and without consulting the public or the local body. The present permitted quantities, already causing pollution exceeding norms, are around 8 MMTA.

36. As the Sagarmala report discloses, there is a serious attempt to turn MPT and south Goa into a coal hub. As stated earlier, this gross expansion of industry-related activity has no sanction from the authorities or under the state's statutory land use plans. In fact, the Sagarmala proposals are contrary to the State's statutory land use plans. No activity which is not in consonance with the State's Regional Plan can be permitted in the State. The MPT is therefore clearly in violation.

37.Both – citizens and the State of Goa – have been resisting such proposals. In fact, as this petition shows below, development of the port for handling dirty cargo is also against the policy of the government of India. Citizens of Vasco city cannot be subjected to such arbitrary planning as appears to have taken control at the port and which threatens their health status and will be a permanent burden for the next generations as well.

38.It is important at this stage itself to bring in the stand of the state government on this crucial issue of expansion of coal/coke handling at MPT. Petitioners wish to advert to two important communications from the state's Chief Minister to the central government expressing severe reservations on expansion in the handling of coal/coke at MPT. The first communication dated 09.11.2009 is by the Chief Minister (Congress). A copy of said letter is at **Annexure 22**. This letter needs to be quoted at some length since it raises all the issues petitioners are raising in this petition as well:

> "The Port at Mormugao is situated in a densely populated area of small town of Vasco Da Gama. All the areas around Port are thickly populated and there is no land available in the hinterland of the Port for any expansion of activity. Even for the present activities of the Port, all the loading material being loaded & unloaded passes through thickly populated areas of the town causing pollution and littering fine dust in residential areas."



"The Mormugao Port is situated in the heartland in the middle of Goa in a densely populated area. All around the coast to the North and also to the South are the world famous pristine beaches of Goa

being flocked by an average of 4.5 lacs of foreign tourists and more than 21.00 lacs Indian Tourists. If MPT is allowed to go ahead with their proposed activities these pristine areas will be destroyed forever, as these development will cause massive pollution, finally resulting in destruction of the tourism which is the backbone of Goa."

"In view of the above, we in the Government as well as the people of Goa are totally against this myopic vision of the Mormugao Port Trust as all of us want the Goa to remain a natural paradise, which it is today. The people are so much agitated that a number of time Government has received warning of civil unrest among the local population. I am, therefore to earnestly request your goodself to intervene at the earliest in the matter at a personal level and stop the proposed destruction of Goa's touristic resources."

39. This brings us to the second communication addressed by the State's Chief Minister (this time, BJP) to the Central Government dated 14.08.17, opposing expansion of coal/coke activities at the port This letter was written with regard to the terminal capacity expansion of berths 5A and 6A. A copy of said letter dated 14.08.17 is at **Annexure 23.** This letter also needs to be extensively quoted below:

"The Air Quality Monitoring reports of the GSPCB indicate that the particulate matter is exceeding the prescribed limits for the present handling capacity and the GSPCB has already directed the South West Port (Ltd) to reduce their present handling capacity by 25%."

"In such circumstances it would not be prudent to consider the request made by the South West Port for increasing the coal handling capacity until the level of particulate matter in Vasco city are well within the stipulated standards. There are technologies and solutions available for controlling the pollution including the construction of closed sheds and M/s South West should be directed to take such measures to ensure the air quality meets the prescribed standards with the present capacity before considering their application for increasing coal capacity."

40. In April, 2018 '*the Herald*' reported that coal particles had washed up on Khariwado beach and that the fishermen community were shocked to see a small portion of the beach adjacent to berth no. 11 of the MPT turned into a "carpet of coal". The report further states that the fishermen community demanded that the GSPCB take cognisance of the matter and immediately conduct a site inspection to ascertain the marine pollution created due to improper coal handling at the MPT. A copy of the news report in the Herald dated 08.04.2017 is at **Annexure 24.**

41. In an unprecedented series of articles, the *Indian Express* in October, 2017 reported the true alarming nature and scale of the activity planned in connection with illegal conversion of the State of Goa into a Coal Hub, the impacts on the community and on the environment. The entire set of investigatory articles is herewith annexed to this petition as **Annexure 25 colly.**

42. Petitioners are also annexing a collection of photos of coal pollution in the city of Vasco, including contamination of homes, balconies and

streets. The compilation also includes pictures of coal on beaches across the MPT, together with pictures of wood chips also coming from the same source. The collection is at **Annexure 26** to this writ petition.

Reports documenting serious pollution from Coal/Coke Handling

43. Petitioners submit that the overall context of pollution of the city through MPT coal handling activities can be understood by referring to the NEERI Report dated 30.6.2008 which was commissioned pursuant to this Hon'ble High Court's order in SMWP. No. 8/2001. The NEERI scientists visited the city, tested the air over several weeks, reported and confirmed high Respiratory Particulate Matter (RPM) and Suspended Particulate Matter (SPM) levels at the Port and in Vasco (RPM and SPM have since been replaced by new categories of PM10 and PM2.5). They also set out several short term and long term measures to be effected so as to control the alarming measures of pollution found therein. NEERI makes the following observations in chapter 3 (Metereology Chapter), p.18 of the said report:

> "The micrometeorology data on hourly wind speed and wind direction during the monitoring period were collected from MPT signal station during Feb 1-6, 2008 (Winter session) and May 3-13 (Summer session) Fig 3.1 and Fig 3.1a presents 'Wind rose' for the study period and depicts direction from which winds were following as well as its velocity range. Most of the times, wind speed was in the range of 0-5 km/sec while a few observations were recorded in the range 5-10 km/sec. Further 3.1 reveals that most of the times (75%)

winds (sea breeze) were blowing from Northwest – Northeast sector to South East – South West sector (NW-NE) (SE-SW). *Fig 3.1a indicates that about 75% of the wind were blowing from North West sector to South East (NW-SE) sector. This wind direction trend indicates that particulate pollution generated at MPT Berth No. 10 & 11 spreads over the major portion of port town Vasco da Gama which was in the down wind direction."* [Emphasis added]

44. The NEERI report indicated serious air pollution in the city due to the impact of coal/coke loading and unloading activities at MPT. Petitioners crave leave to produce a copy of the NEERI report, if and when required in these proceedings. Though it was assumed that the coal handling would shift from Berths 10 & 11 to Berths 5A and 6A and later, 7A, and that the pollution would decrease, this expectation has not happened, and the air pollution record has remained unmitigated.

45. The 'Report of the Working Group for Port Sector for the Twelfth Five Year Plan (2012-2017) dated October, 2011, specifically recommends the shifting of Port activities on a priority basis where such activities are in proximity to densely populated areas. Part 15.10 of the said report deals with Port-City conflicts and calls for a paradigm shift. Noting that while industrial and commercial activities at the port are vital to the prosperity of the region, they also have generated concerns about pollution and stress on the resources. The increased commercial activities have exerted pressure on the ecology and environment surrounding the port. The Report specifically states

that there is sometimes a need to consider relocation of some port facilities away from urban areas due to their large negative externalities. It further notes that since the population or local habitations along with their city bound facilitation centers cannot be shifted, it is obvious that the port activities and other related developments may be considered to be shifted to some nearby uninhabited or barren areas. A copy of the said Report is at **Annexure 27.**

46. The Report, in fact, produces a matrix to show that more the density of population, more the proximity to the port operations and more the extent of handling of hazardous cargo, there is more severity of hazardness which requires faster shifting of the port activities to some other locations. It must be noted that Mormugao is categorized as a 'High Priority of Shifting' area, within the said matrix. Petitioners submit that these recommendations ought to be accepted, as they state the problem very clearly.

47. Despite this Hon'ble Court's efforts in the SMWP which brought some relief to the citizens as the activities at MPT were under constant monitoring, once the final order was passed in 2012, laxity once again crept in and the pollution steadily increased generating resentment in the city. On 04.01.2016, the MMC in fact passed a resolution (Council Resolution No. 05/16) towards the stoppage of coal and bauxite transportation through the city of Vasco, as provided for under relevant provisions of the Municipalities Act. According to the minutes of the Special Council meeting dated 04.01.2016, the resolution was passed based upon a proposal regarding the pollution

caused due to the unregulated transportation of coal and bauxite through Vasco city. The local Councillors discussed the pollution in Vasco city and the harmful effects of said pollution on the citizens in their ward. Councillor Krishna Salkar stated that over 70% of the children of Vasco have breathing problems while elders suffer from asthma and lung diseases. The minutes record that after a prolonged discussion on the matter and keeping in mind the threat to the commuters and other citizens of Vasco, due to the plying of coal and bauxite trucks, the Councillors unanimously resolved to stop coal and bauxite passing through the City of Vasco under the provisions of the Municipalities Act. A copy of the minutes of the meeting dated 04.01.2016 is at **Annexure 28.** Though the resolution has been adopted and becomes law with the Council, it has not been enforced or implemented. Petitioner No. 3 has written to the Chief Officer, Mormugoa Municipal Council and the Dy. Collector vide letter dated 15.11.2017 requesting that the MMC's resolution No. 05/16 dated 15.01.2016 be implemented with immediate effect to safeguard the lives of the public in light of coal pollution in Vasco and the surrounding areas. A copy of the letter dated 15.11.2017 is at **Annexure 29.**

48. The Goa Pollution Control Board in the meanwhile has been examining ways and means from time to time to reduce coal pollution. In 2015 it requested assistance from the NIO and in April 2016, Dr. V. Ramaswamy, Chief Scientist with CSIR/NIO, submitted his report on behalf of the Pollution Control Board on methods to study and monitor coal dust concentrations at MPT area. This was after visiting

the site with the officials of the Board and the port. Dr. Ramaswamy highlighted the following:

"Since the coal handling berths and the storage areas are close to heavily populated areas, spread of coal dust to surrounding villages and towns must be evaluated and controlled. There are several reports in newspapers about coal dust affecting residents of Vasco da Gama, especially the areas close to MPT namely Sada and Mormugao. Reports also mention that GSPCB has in the past asked MPT to stop coal handling as it is affecting the local population and issued several recommendations to curb coal dust pollution. The suggested measures include covering of coal stockpiles with tarpaulin covers, spraying water/misting etc."

"The measures suggested by GSPCB have helped reduce coal dust pollution. However, it is still not clear if the pollution is fully under control. It has been reported recently that SWPL and AMPTPL have been directed to reduce their handling capacity by 25% for two months to evaluate the effects on coal dust pollution."

"Coal mining and transport produces coal dust which if inhaled can have adverse health effects like coal worker's pneumoconiosis which is known colloquially as 'black lung', because the colour of the lungs turns black on continuous exposure. Coal dust can coat almost everything from vegetation, exterior and interior of houses, food, clothing etc."

"Compared to minerals like limestone, sand or iron ore, coal transport is a bigger source of pollution because of the special properties of coal like low density, friable nature and black/grey colour. Density of coal varies from 0.6 to 1.5 and can be very easily airborne. The friable nature cause coal lumps to easily turn into coal dust. Because of its low density even particles as large as 10 to 30 microns can get airborne easily in relatively low wing speeds. The black / grey colour of coal leaves stains easily on any surface and coal coatings can damage vegetation by reducing the amount of sunlight falling on leaves. Because of the high temperatures in tropical regions like Goa, water evaporates rapidly reducing the moisture in coal dust and thereby making them prone to lifting."

49. During the discussion on the report, Dr Ramaswamy makes two important observations:

a) The first observation is on the results of the ambient aerosols being monitored by AMPTPL. He observes that the values from April – September 2015 are very narrow and therefore there is no substantial difference in the values between pre-monsoon and monsoon values. In reality, monsoon values from June, July and August should be substantially lower when compared to April and May.

b) He also observes that coal dust particles range from 1 μg – 100 μg. He says that the present standards focus on PM 10 and PM 2.5. He observes that more than 20% of total emissions comprise particles greater than 10 μg. Thus, a substantial amount of coal

emissions in the port areas is actually missed out due to the prevailing standards for monitoring. He therefore recommends that the coal dust in excess of 10 μg must be measured with other methods.

c) Further observations: other results do not measure the durations. Also, the aerosols are monitored only two days per week. Dr Ramaswamy therefore recommends a freshly designed monitoring system. This is given under the recommendations. The recommendations are quoted below:

"1. GSPCB should rely on its own aerosol monitoring stations and measuring procedures/techniques to evaluate coal dust pollution.

2. In addition to High Volume samplers, GSPCB should set up (i) Dust deposition gauges (ii) Continuous real time aerosol monitors (iii) automatic weather recording station near the source area. The dust concentration and wind data monitoring stations should be set up near the source as well as inhabited areas. Study of the high resolution wind data along with real time high resolution dust concentration data will give us valuable insights of when coal dust is transported to inhabited places and also the timing and duration of coal dust outbreaks.

3. With real time monitoring of dust and wind, operational triggers can be developed based on 15 to 30 minutes average. The triggers should lead to increased mitigation

efforts by the handlers or even suspension of coal handling till the event is over.

4. Concretization of not only areas near the berths but also railway tracks and road in the loading areas enable removal of fallout and prevent these areas acting as secondary dust sources."

A copy of the Dr Ramaswamy report is at **Annexure 30** to this petition. To the best of petitioners' knowledge, the measures suggested have not been implemented. If they have been implemented and the pollution still continues, it only emphasizes the point of this PIL that coal handling should not happen at MPT as the pollution from it is unmanageable.

50. Shockingly, in 2017, despite the high load of pollution and citizens complaints, the MPT proposed to expand facilities at the Mormugao Port, including enhancing its capacity and handling of coal/coke. The extent of the resentment of the citizens of Vasco city became manifest during a public hearing conducted regarding this proposal. The hearing took place over a record eight full days and was unprecedented in the annals of such public hearings in the country. It was also unanimous in its opposition to any environment clearance for the enhancement of coal handling capacity. Petitioners crave leave to produce the record of the public hearings conducted which unanimously went against the expansion and enhancement proposals, if required, in these proceedings.

51. The GSPCB summarised the arguments made at the public hearing and submitted these together with its own negative recommendation against capacity handling to the MOEF&CC by its letter dated 12.07.2017, which is at **Annexure 31**. Extracts from the Dr Ramaswamy Report have also been extensively quoted by the GSPCB in this letter. The GSPCB called upon the Ministry of Environment not to grant any EC for such capacity enhancement till a study on source apportionment of pollutants commissioned by it from the IIT, Mumbai, was completed. Even after the GSPCB was informed that the Expert Appraisal Committee (EAC) had decided to issue a recommendation to the MOEF&CC to grant the capacity enhancement of SWPL, the Pollution Control Board wrote again to the Ministry vide letter dated 25.01.2018, objecting to the same. Copy of the second communication from the Board is at **Annexure 32**. During the recent, 31st meeting of the EAC held on 30.05.2018, a decision has now been taken to review the decision to recommend enhancement of coal handling at the Port. Copy of the relevant extract of the minutes of the EAC dated 30.05.2018 is at **Annexure 33**.

52. Coal handling activities at the Mormugao Port have exceeded the permitted quantities and caused immense pollution over the past few years. The same has been monitored by the GSPCB. A compilation of the PM 10 and PM 2.5 readings as monitored by the Board is at **Annexure 34**. The GSPCB has issued several directions under the Water and Air Acts to the various agencies handling coal. Despite these directions, air pollution has continued. Petitioners are annexing

to this petition several show cause notices relating to pollution issued by Pollution Control Board to the MPT, M/s Adani and M/s SWPL, at **Annexure 35 colly**. Vedanta's operations at the mooring dolphins were terminated altogether.

53. Previously, the Consent Orders granted to M/s SWPL specifically stipulated that the coal handling activities shall be a minimum 500 meters away from the residential areas, school/colleges, historical monuments, religious place, ecologically sensitive areas as well as forest areas. A copy of the previous consent to operate granted to M/s SWPL dated 21.07.2017 is at **Annexure 36**. However, the coal handling projects are situated less than 250 meters from the settlement area in Vasco city, as well as a fort. The activity has been quite clearly in violation of the consent orders. Petitioners are annexing at **Annexure 37**, copy of a map showing the distance of the berths from the settlements of Vasco. Large number of houses are within 500 metres of the berths. There is therefore a continuous stream of citizen complaints which also include the noise from the operations at the Port for the respondents concerned. The Board has responded to such complaints of noise pollution associated with the unloading operations, monitored the noise, and then refused to do anything about it. In fact, in the most recent Consent to operate granted to M/s SWPL dated 06.07.2018 (Annexure 11) this extremely crucial condition has now been removed. This is most frustrating. Letters Petitioner No. 3 to the Dy. Collector dated 25.06.2015 and to the GSPCB dated 05.05.2017, 12.02.2018, 18.05.2018, and his frustrating experiences are at **Annexure 38 colly.** Petitioner No. 3 has also written to the GSPCB, MoEF &CC, the Chief Secretary, and the Dy. Collector vide

letter dated 23.05.2018 reiterating complaints regarding pollution caused by M/s Adani and MPT. The complaint further states that the coal handling operations are usually carried out at night which causes a lot of noise pollution. A copy of the letter dated 23.05.2018 is at **Annexure 39.**

54. Therefore, the petitioners in desperation have decided to return to this Hon'ble High Court in public interest to ensure that there is no further damage to their health from the activities of the respondents and to bring their anxieties to a permanent end. That in any event, no expansion of any activities of the three respondents in respect of coal/coke import and handling should be permitted during the hearing of this petition. Petitioners are confident that after this Hon'ble Court considers this petition and the arguments of the common citizens of Vasco, it will eventually direct the full closure of handling of dirty cargo like coal and coke at the MPT, as has been done by collateral benches of the High Courts of Chennai and Mumbai when citizens in those cities approached their respective High Courts. This is mainly because, as submitted earlier, there is no competent regulatory and monitoring mechanisms available which instil confidence. The monitoring methods are not competent and often they are enforced arbitrarily. Even when monitoring indicates needed actions, the statutory authorities act only rarely and only when things become difficult and there is a prospect of breakdown of law and order. Coal handling continues to be exposed to the atmospheric winds instead of being carried out under a closed infrastructure regime. Interim relief sought is to hold coal handling at present levels, provided they meet the standards and do not harm the citizens. However, final relief

sought through this PIL is for a permanent injunction against the Respondents for all import and handling of coal/coke at the Port and cancellation of all clearances for the import and handling of coal/coke.

GROUNDS

55.The Petitioners are therefore approaching this Hon'ble Court on the following grounds, among others:

a) The air pollution in Vasco city, caused due to the coal handling activities, is a gross and blatant violation of the citizens' fundamental rights. The Right to Life guaranteed to all citizens under Art. 21 of the Constitution, indisputably includes within its ambit, the right to a pollution free environment. This is the law of the land today. Petitioners and the citizens of Vasco are entitled to an environment that is free of anxiety and pollutants. Today they face the prospect of living a life permanently affected by coal. This is an unwanted gift which the present petitioners do not wish to handover to the next generation. The existing and proposed enhancement of coal handling and the creation of a Coal Hub violate the provisions of the statutory Regional Plan of Goa 2021.

b) The coal handling activities at the Port have consistently violated the pollution control norms and conditions granted under their Consent to Operate. Petitioners state that this port itself has been issued several show cause notices over the years and so have the individual respondents, for violations of the air pollution norms. In fact, the Pollution Control Board had also previously in its consents issued to M/s SWPL and Adani, reduced the quantities that can be

imported/handled by them. The new quantities permitted were downward of the quantities granted in earlier consents and this has been done to reduce the pollution associated with this activity. However, some of these respondents have already, over the past three years, violated the quantities specified within their consents to import almost thrice the permitted quantity. These respondents have violated the law and statutory provisions with impunity without taking any responsibility for the harmful effects that arise out of such an activity.

c) Further, it appears that even the limited monitoring that has been carried out over the last nearly two decades has been without proper thought or efficiency. The system proposed by Dr. Ramaswamy in 2016 is largely for monitoring coal dust pollution more effectively. The Ramaswamy Report specifically states that a substantial amount of coal emissions in the port areas is actually missed out due to the prevailing standards for monitoring and that coal dust in excess of 10 µg must be measured with other methods. However, till date, the system has not been installed at the port even after the report was submitted. Even if the monitoring is done as suggested by Dr Ramaswamy, petitioners have at the moment very little faith that prompt action will be taken on the basis of the results when available. In any case, by the time the results are analysed and it is discovered that there has been a breach, the pollution has already occurred and the people have had to face further assaults to their health. The precautionary principle needs to be invoked in these circumstances.

d) The Petitioners submit that the authorities have acted mostly in dereliction of their statutory duty and have consistently failed to ensure the strict compliance to and implementation of pollution control measures. Despite serious remarks against the existing monitoring system made by the senior scientist of the NIO, there has been no effort to ensure progress in implementation of his recommendations. In fact, if one goes by the 2012 High Court order in this matter, no handling of coal should be permitted without a closed shed and this is confirmed by the recommendations given by the GCZMA to the proposal for enhanced coal handling by SWPL, which require that the activity must be carried out in a closed shed. (Copy of the GCZMA NOC is at **Annexure 40**.) However, there is no indication that the authorities intend to proceed with these measures. The authorities appear to have scant regard for public health and security, and the wisdom of directions issued by this Hon'ble Court.

e) Further, the Pollution Control Board itself does not have an air pollution control expert. In fact, the Air Act – under which the Board has to be constituted – requires two experts to be nominated as members of the Board. This statutory requirement has been ignored by the government when notifying the Board ever since it was first set up in 1987. The result is lack of uniformity and competence in approaching this problem on the part of the Board. The Board, it appears, can only ensure compliance of its standards through continuous invocation of external agencies. There are numerous reports by external agencies. We have already referred to

the NEERI report set up by this Hon'ble Court which established serious violation of environment norms. Subsequently we have referred to the Ramaswamy report of 2016 and it now appears that one more report has been commissioned from IIT Mumbai to establish the sources of the pollutants from various sources operating at MPT.

f) Despite this history of pollution, the Pollution Control Board has taken a decision to grant fresh consent to SWPL; enhanced import of coal to M/s Adani and permission to Vedanta to unload coal in violation of norms. The Board has now acknowledged the role of the two letters dispatched to the Respondent No.3 by the MOEF&CC (Annexure 6 colly). The two letters are challenged in this petition, together with the consents to operate decided by the Board. The grounds for challenge of the MOEF&CC letters are as under:

i) The letters are colourable exercise of power and therefore perverse. They have been cleverly worded in order to conceal the fact that the Respondent No.3 does not have an EC under the EIA, 1994. The CRZ clearance is also an environment clearance, but so is a forest clearance or a clearance under the Wildlife Protection Act. But this is in the most general sense. The clearance under the CRZ notification cannot be considered, however, as a clearance under the EIA notification, since the clearances are distinct and issued for distinct purposes. The MOEF&CC is well known to issue letters in support of powerful interests when asked to do so. It is a pity

that such letters are rarely issued in the interests of environment protection or forests or wildlife.

ii) The MOEF&CC cannot issue a clarification concerning an order not issued by it. Even if it has the power to do so, it lacks the power to pass off a clearance issued under the CRZ notification as one issued under the I994 EIA notification.

iii) If the letter dated 24.01.2001 is indeed an EC under the 1994 EIA notification, then its validity period cannot exceed 5 years. For these reasons as well, the Resp.No.3 clearly lacks an environment clearance.

iv) The importance of a separate environment clearance owes much to the fact that it carries an environment impact assessment of the proposed activity. Since no quantities are mentioned in the clearance order dated 24.1.2001, it is clear that the impact of coal handling has not been effectively assessed and therefore the EIA, if purported to be done, has not dealt with this issue. Assuming without admitting that an EIA was done for the CRZ clearance, the most that could be assumed is that it was connected with the construction of the two berths. In any case, no EIA has ever been produced by the Resp.No.1 and placed in public domain.

v) The second ground taken for grant of consent, that coal handling is necessary for the IIT study on "source

apportionment" is wholly unsound and against public interest. What the Board is saying is that the people of Vasco should suffer another year of air pollution because they are needed as guinea pigs for a study to be conducted on coal pollution. Applicant submits that the issue is not which of the Respondents is causing the air pollution by coal handling. The issue is how coal from the MPT area is landing in the environment of the city. For this, the best manner of conducting the study is to shut down coal handling for 6 months or a year, and then check if coal pollution has come down to nil. This is the problem faced by the applicants/petitioners. The Board wants data for prosecution. These are two different things. The applicants do not want any coal impinging on their lives. They have a right to this demand. The applicants are not interested in knowing which of the three Respondents are handling coal with pollution exceeding norms. In their humble opinion, all 3 are implicated, under the overall jurisdiction of the MPT.

g) The Mormugao Port is located well within the heart of Vasco city and thus, even the slightest pollution emanating from the coal handling berths here effects the lives and health of the citizens. Further, the coal handling operations cause immense noise pollution. These activities are carried out at unreasonable hours during the night time, causing immense noise pollution, disturbance and sleepless nights to the residents of Vasco city.

h) The previous Consent Orders granted to the M/s SWPL stipulated that the coal handling activities shall be a minimum 500 meters away from the residential areas, school/colleges, historical monuments, religious place, ecologically sensitive areas as well as forest areas. However, the coal handling projects have been situated less than 500 meters from the settlement area in Vasco city, as well as a fort. The activity has quite clearly been in violation of the consent orders. The same condition has somehow never been mandated upon M/s Adani whose operations are also at the MPT. This extremely crucial condition has now been removed from the recent consent to operate granted to M/s SWPL, with no regard for the citizens residing close to the coal handling facilities.

i) The 'Report of the Working Group for Port Sector for the Twelfth Five Year Plan (2012-2017) specifically recommends the shifting of Port activities on a priority basis where such activities are in proximity to densely populated areas. The Report specifically states that there is sometimes a need to consider relocation of some port facilities away from urban areas due to their large negative externalities. It further notes that since the population or local habitations along with their city bound facilitation centers cannot be shifted, it is obvious that the port activities and other related developments may be considered to be shifted to some nearby uninhabited or barren areas.

j) The Report produces a matrix to show that more the density of population, more the proximity to the port operations and more the extent of handling of hazardous cargo, there is more severity of

hazardness which requires faster shifting of the port activities to some other locations. It must be noted that Mormugao is categorized as a 'High Priority of Shifting' area, within the said matrix.

k) The Mormugao Municipal Council has also taken cognizance of the pollution caused due to the unregulated transport of coal through the city and passed a resolution to stop the same in its meeting dated 04.01.2016. Such pollution is defined as a "nuisance" under the Goa Municipalities Act, 1968. According to Section (29), "nuisance" includes any act, omission, place or thing which causes or is likely to cause injury, danger, annoyance or offense to the sense of sight, smell or hearing or which is or may be dangerous to life or injurious to health or property Under Section 51 of the Goa Municipalities Act the Municipal Council is empowered to take measures abating all public nuisances and regulating or abating offensive or dangerous trades or practices

l) Petitioners submit that the damage done to the health of the citizens of Vasco is beyond remediation and mostly irreversible. Most of the illnesses due to coal dust inhalation will emerge several years down the road. The impact of coal dust pollution on the growing children of Vasco has not been evaluated or studied. Impact on those children already afflicted from respiratory illness and asthma for other reasons cannot be realistically evaluated.

m) The petitioners state that it is not required of them to prove that their health has been adversely impaired by the environmentally

polluting activities of MPT and other agencies. The statutory norms/limits for air and water in ambient air have been drawn up on the grounds that any emission in excess of these norms would directly affect the health of the persons concerned. Therefore the onus is on the MPT to prove that they have not damaged the health of the citizens of Vasco.

n) The special Onus of Proof is an established principle of Environmental Law, and states that the 'onus of proof is on the actor or the developer/industrialist to show that his action is environmentally benign.' In *Vellore Citizens' Welfare Forum vs. Union of India and Others* [1996 (5) SCC 647], the Court stated that the Precautionary Principle, the Polluter pays Principle and the special concept of Onus of Proof have now emerged and govern the law in our country and are already implied within statutes such as the Air Act.

o) As of now, the MPT have not concerned themselves nor bothered to examine whether their activities have damaged the health of people in the city. The people of the city, represented by the petitioners in public interest, state that their health has been affected and this has happened only after coal handling has been patronised in a major way by the port. In fact, pollution commenced immediately after coal activities commenced at the port. The situation was kept under monitoring of the High Court, in fact, till 2012. Thereafter, due to the illegal and uncontrolled activities of these respondents, city of Vasco presented itself en masse for the public hearing for a record 8 days in April 2017 to oppose any expansion being permitted to

either MPT or the agencies. This public sentiment cannot be summarily ignored.

p) That the Hon'ble Supreme Court has taken a strong stance on the violation of the Environmental Laws in the Odisha Mining case (Common Cause v UOI & Ors) and has held that the violation of environmental statutes such as the Air Act and Water Act [by mining companies in that matter] would render the activity illegal. Though the judgement relates inter alia to excess mining, it would apply to similar breaches from other sectors. The Court has categorically stated in para 128:

> "That apart, as mentioned above, the holder of a mining lease is required to adhere to the terms of the mining scheme, the mining plan and the mining lease as well as the statutes such as the EPA, the FCA, the Water (Prevention and Control of Pollution) Act, 1974 and the Air (Prevention and Control of Pollution) Act, 1981. If any mining operation is conducted in violation of any of these requirements, then that mining operation is illegal or unlawful. Any extraction of a mineral through an illegal or unlawful mining operation would become illegally or unlawfully extracted mineral."

q) The respondents carrying out coal handling activities at the Mormugao Port have been violating environmental laws and statutory standards with impunity ever since coal handling activities

began in Goa. Strict sanctions have not been imposed against these illegalities. Presently, the monitoring systems are such that a portion of pollution caused by the coal handling activities is not even monitored or measured. In such a situation, the Petitioners submit that it would be unjustifiable and wholly unfair for such activities to be permitted to continue being carried out at the cost of the health of the citizens of Vasco.

r) Petitioners submit that they are not objecting to the operations or even existence of MPT and have no objection to receipt of non-dirty cargo and the berthing of cruise liners for the purposes of bringing in revenue. However, they are resolutely opposed to the handling of dirty cargo due to its proximity to a densely populated city and they are petitioning this Court following the examples of communities affected by coal handling at Chennai port and Mumbai port. Due to the result of petitioners' protests, pending before the two High Courts, coal operations were eventually shifted to other locations.

s) Such other and further grounds that may be urged at the time of hearing.

56. In the above circumstances, the Petitioners have no other alternate remedy but to file the present PIL petition. The Petitioners state that under the facts and circumstances, if this Hon'ble Court grants the prayers, then there would be complete justice to the Petitioners and to the society at large which they represent in public interest.

57. The Petitioners have not filed any other petition on the subject matter of this petition before this Hon'ble Court or the Hon'ble Supreme Court.

58. That the copies of the documents annexed to this petition are the true copies of the originals. The Petitioners crave leave to produce compilation of relevant documents if and when required.

59. The Petitioners state that this Hon'ble Court has jurisdiction to entertain, try and dispose of the present petition. The Petitioners have no other efficacious and urgent remedy considering the circumstances except filing of present petition and by granting relief the Petitioners shall get justice.

60. The court fee of Rs. 900/- is paid herewith.

Source of Information

61. The Petitioners are relying on information received under the provisions of the RTI Act, 2005, on documents received pursuant to applications made to the High Court Registry and information from the website of the GSPCB.

Delay, if any in filing the petition

62. There is no delay in filing this petition. The citizens of Vasco have been suffering under pollution caused due to the coal handling facilities since the inception of such facilities in Goa. The citizens have been consistent objectors to said pollution and other illegalities being committed by the coal handling facilities and have apprised the authorities of the same at every given opportunity. Coal handling

facilities are now proposed to expand their capacities in Vasco, while pollution still persists. Hence, the Petitioners have filed this Writ Petition in public interest.

PRAYERS

63. The Petitioners are therefore approaching this Hon'ble Court for the following reliefs, among others:

i) For a writ of mandamus, or order or order in nature of a writ to cancel all permissions, minutes, consents, clearances, if granted for coal/coke handling at MPT and for increases thereof including the letters of the MOEF&CC dated 8.5.2018 and 18.5.18;

Interim reliefs (separate MCAs filed):

ii) Pending hearing and final disposal of this petition, for an order directing a ban on all coal handling operations during the night hours (10 pm- 6am)

iii) Pending hearing and final disposal of this petition, phase out all open (as opposed to closed) handling of coal from October 1, 2018;

iv) Pending hearing and final disposal of this petition, for a ban on movement of coal through trucks especially through Vasco city from October 1, 2018;

v) Pending hearing and final disposal of this petition, for a ban on all open stacking of coal/coke on MPT berths and stackyards from October 1, 2018;

vi) Pending hearing and final disposal of this petitioner, for an order staying the operation of Consent to Operate dated 06.07.2018 granted to M/s SWPL;

vii) Pending hearing and final disposal of this petitioner, for an order staying the operation of Consent to Operate dated 06.07.2018 granted to M/s Adani;

viii) Pending hearing and final disposal of this petitioner, for an order staying the decision of the Goa State Pollution Control Board at its 133rd meeting dated 29.06.2018 granting increases in handling of coal to M/s Adani and fresh consent order to M/s SWPL; and open unloading to Vedanta without EC;

ix) For costs of this petition;

x) Any other relief this Hon'ble Court may be pleased to grant in the facts and circumstances of this case.

Place: Panaji-Goa.

Date:- 17 /07/2018

Petitioner No.1
Sherwyn Filipe Francisco Correia

Petitioner No.2
Sanjay AnkushRedkar

Petitioner No.3
Mr. PashuramSonurlekar

Petitioner No. 4
Old Cross Fishing Canoe Owners Co-op Society Ltd

THE CONCERNED CITIZEN

President Gen. Secretary Treasurer

Petitioner No.5
The Concerned Citizen

Petitioner No.6
The Goa Foundation

Annexure R-29

AKANKSHA ANALYTICAL & RESEARCH LAB

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AL/TR/43-751/2018-2019 Date: 01/09/2018

CERTIFICATE OF ANALYSIS
AMBIENT AIR QUALITY REPORT

Ref. No.: GEC/JSW/AAQM/2018-19/AUGEST 2018/04
Work Order No.: SWPL/17-18/0950004266 dated :07.09.2017
Name of the Industry: M/S. South West Port Limited. Marmugao, GOA.
Report for the Month of AUGEST – 2018

LOCATION ⟶	Location SS-2 of South West Port Limited.							
Date of Sampling	17/08/2018	20/08/2018	22/08/2018	25/08/2018	28/08/2018	National AAQM Std	Unit	Method
Time of Sampling	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	---	---	---
Particulate Matter (<2.5µ)	18	12	14	15	12	60	($\mu g/m^3$)	Gravimetric
Particulate Matter (<10µ)	35	36	34	37	30	100	($\mu g/m^3$)	Gravimetric
SO_2 Conc.	15	17	15	12	16	80	($\mu g/m^3$)	Improved West & Gaeke
NO_X Conc.	15	19	20	18	21	80	($\mu g/m^3$)	Modified Jacob & Hochheiser

Remarks:
Instrument Used: Ambient fine dust sampler 2.5µ/ADS 10µ
(Manufactured by M/S. Asha Enviro Engineers)
Last Calibrated Date: 23/05/2018; **Due Date:** 22/05/2019
Calibration Certificate No.:
TS/CAL/2017/4639/16, TS/CAL/2017/4639/17 &
TS/CAL/2017/4639/18, TS/CAL/2017/4639/19
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Lab In charge

Office & Lab: S. No. 613, Plot No.5, Ganga Dham, Phase I, Opp. Ganga Landmark Row-Houses, Bibwewadi, Pune-411037. Phone: 020-24240030 | E-mail: akankshalab2007@gmail.com

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AL/TR/43-750/2018-2019 **Date: 01/09/2018**

CERTIFICATE OF ANALYSIS
AMBIENT AIR QUALITY REPORT

Ref. No.: GEC/JSW/AAQM/2018-19/AUGEST 2018/03
Work Order No.: SWPL/17-18/0950004266 dated :07.09.2017
Name of the Industry: M/S. South West Port Limited. Marmugao, GOA.

Report for the Month of AUGEST – 2018

LOCATION ⟶	Location SS-2 of South West Port Limited.							
Date of Sampling	01/08/2018	03/08/2018	06/08/2018	10/08/2018	13/08/2018	National AAQM Std	Unit	Method
Time of Sampling	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	---	---	---
Particulate Matter (<2.5µ)	12	11	15	12	16	60	($\mu g/m^3$)	Gravimetric
Particulate Matter (<10µ)	32	35	34	37	38	100	($\mu g/m^3$)	Gravimetric
SO_2 Conc.	13	15	17	15	20	80	($\mu g/m^3$)	Improved West & Gaeke
NO_X Conc.	21	18	20	15	12	80	($\mu g/m^3$)	Modified Jacob & Hochheiser

Remarks:
Instrument Used: Ambient fine dust sampler 2.5µ/ADS 10µ
(Manufactured by M/S. Asha Enviro Engineers)
Last Calibrated Date: 23/05/2018; **Due Date:** 22/05/2019
Calibration Certificate No.:
TS/CAL/2017/4639/16, TS/CAL/2017/4639/17 &
TS/CAL/2017/4639/18, TS/CAL/2017/4639/19
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AL/TR/43-749/2018-2019 **Date: 01/09/2018**

CERTIFICATE OF ANALYSIS
AMBIENT AIR QUALITY REPORT

Ref. No.: GEC/JSW/AAQM/2018-19/AUGEST 2018/02
Work Order No.: SWPL/17-18/0950004266 dated :07.09.2017
Name of the Industry: M/S. South West Port Limited. Marmugao, GOA.

Report for the Month of AUGEST – 2018

LOCATION ⟶	Berth No. 5A & 6A of South West Port Limited.							
Date of Sampling	17/08/2018	20/08/2018	22/08/2018	25/08/2018	28/08/2018	National AAQM Std	Unit	Method
Time of Sampling	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	---	---	---
Particulate Matter (<2.5µ)	11	09	10	13	12	60	($\mu g/m^3$)	Gravimetric
Particulate Matter (<10µ)	36	32	33	36	37	100	($\mu g/m^3$)	Gravimetric
SO_2 Conc.	11	15	13	16	18	80	($\mu g/m^3$)	Improved West & Gaeke
NO_X Conc.	11	21	25	22	21	80	($\mu g/m^3$)	Modified Jacob & Hochheiser

Remarks:
Instrument Used: Ambient fine dust sampler 2.5µ/ADS 10µ
(Manufactured by M/S. Asha Enviro Engineers)
Last Calibrated Date: 23/05/2018; **Due Date:** 22/05/2019
Calibration Certificate No.:
TS/CAL/2017/4639/16, TS/CAL/2017/4639/17 &
TS/CAL/2017/4639/18, TS/CAL/2017/4639/19
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AL/TR/43-748/2018-2019 **Date: 01/9/2018**

CERTIFICATE OF ANALYSIS
AMBIENT AIR QUALITY REPORT

Ref. No.: GEC/JSW/AAQM/2018-19/AUGEST 2018/018
Work Order No.: SWPL/**17-18/0950004266 dated :07.09.2017**
Name of the Industry: M/S. South West Port Limited. Marmugao, GOA.

Report for the Month of AUGEST – 2018

LOCATION ⟶	Berth No. 5A & 6A of South West Port Limited.							
Date of Sampling	01/08/2018	03/08/2018	06/08/2018	10/08/2018	13/08/2018	National AAQM Std	Unit	Method
Time of Sampling	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	---	---	---
Particulate Matter (<2.5µ)	12	13	11	09	11	60	($\mu g/m^3$)	Gravimetric
Particulate Matter (<10µ)	36	31	32	36	35	100	($\mu g/m^3$)	Gravimetric
SO_2 Conc.	12	16	14	16	17	80	($\mu g/m^3$)	Improved West & Gaeke
NO_x Conc.	17	20	21	19	18	80	($\mu g/m^3$)	Modified Jacob & Hochheiser

Remarks:
Instrument Used: Ambient fine dust sampler 2.5µ/ADS 10µ
(Manufactured by M/S. Asha Enviro Engineers)
Last Calibrated Date: 23/05/2018; **Due Date:** 22/05/2019
Calibration Certificate No.:
TS/CAL/2017/4639/16, TS/CAL/2017/4639/17 &
TS/CAL/2017/4639/18, TS/CAL/2017/4639/19
* **Sampal Collected By Global Environmental Consultants**

All the results except pH are expressed in mg/liter unless otherwise specified.

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AL/TR/44-068/2018-2019 **Date: 01/10/2018**

CERTIFICATE OF ANALYSIS
AMBIENT AIR QUALITY REPORT

Ref. No.: GEC/JSW/AAQM/2018-19/SEPT 2018/004
Work Order No.: SWPL/17-18/0950004266 **dated :07.09.2017**
Name of the Industry: M/S. South West Port Limited. Marmugao, GOA.
Report for the Month of September – 2018

LOCATION →	Location SS-2 of South West Port Limited.							
Date of Sampling	19/09/2018	23/09/2018	25/09/2018	28/09/2018	31/09/2018	National AAQM Std	Unit	Method
Time of Sampling	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	---	---	---
Particulate Matter (<2.5µ)	37	38	47	48	43	60	($\mu g/m^3$)	Gravimetric
Particulate Matter (<10µ)	71	72	74	70	72	100	($\mu g/m^3$)	Gravimetric
SO_2 Conc.	27	26	25	28	29	80	($\mu g/m^3$)	Improved West & Gaeke
NO_x Conc.	32	34	31	33	32	80	($\mu g/m^3$)	Modified Jacob & Hochheiser

Remarks:
Instrument Used: Ambient fine dust sampler 2.5µ/ADS 10µ
(Manufactured by M/S. Asha Enviro Engineers)
Last Calibrated Date: 23/05/2018; **Due Date:** 22/05/2019
Calibration Certificate No.:
TS/CAL/2017/4639/16, TS/CAL/2017/4639/17 &
TS/CAL/2017/4639/18, TS/CAL/2017/4639/19
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AL/TR/44-067/2018-2019 **Date: 01/10/2018**

CERTIFICATE OF ANALYSIS
AMBIENT AIR QUALITY REPORT

Ref. No.: GEC/JSW/AAQM/2018-19/SEPT 2018/003
Work Order No.: SWPL/17-18/0950004266 dated :07.09.2017
Name of the Industry: M/S. South West Port Limited. Marmugao, GOA.
Report for the Month of September – 2018

LOCATION ⟶	Location SS-2 of South West Port Limited.							
Date of Sampling	01/09/2018	05/09/2018	09/09/2018	12/09/2018	16/09/2018	National AAQM Std	Unit	Method
Time of Sampling	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	---	---	---
Particulate Matter (<2.5µ)	37	36	47	48	43	60	($\mu g/m^3$)	Gravimetric
Particulate Matter (<10µ)	71	72	76	72	74	100	($\mu g/m^3$)	Gravimetric
SO_2 Conc.	27	26	29	28	30	80	($\mu g/m^3$)	Improved West & Gaeke
NO_x Conc.	32	34	31	33	35	80	($\mu g/m^3$)	Modified Jacob & Hochheiser

Remarks:
Instrument Used: Ambient fine dust sampler 2.5µ/ADS 10µ
(Manufactured by M/S. Asha Enviro Engineers)
Last Calibrated Date: 23/05/2018; **Due Date:** 22/05/2019
Calibration Certificate No.:
TS/CAL/2017/4639/16, TS/CAL/2017/4639/17 &
TS/CAL/2017/4639/18, TS/CAL/2017/4639/19
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AL/TR/44-066/2018-2019 **Date: 01/10/2018**

CERTIFICATE OF ANALYSIS
AMBIENT AIR QUALITY REPORT

Ref. No.: GEC/JSW/AAQM/2018-19/SEPT 2018/002
Work Order No.: SWPL/17-18/0950004266 dated :07.09.2017
Name of the Industry: M/S. South West Port Limited. Marmugao, GOA.
Report for the Month of September – 2018

LOCATION ⟶	Berth No. 5A & 6A of South West Port Limited.							
Date of Sampling	19/09/2018	23/09/2018	25/09/2018	28/09/2018	31/09/2018	National AAQM Std	Unit	Method
Time of Sampling	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	---	---	---
Particulate Matter (<2.5µ)	37	38	47	48	40	60	($\mu g/m^3$)	Gravimetric
Particulate Matter (<10µ)	71	70	74	72	74	100	($\mu g/m^3$)	Gravimetric
SO_2 Conc.	27	24	26	28	30	80	($\mu g/m^3$)	Improved West & Gaeke
NO_x Conc.	32	34	31	33	35	80	($\mu g/m^3$)	Modified Jacob & Hochheiser

Remarks:
Instrument Used: Ambient fine dust sampler 2.5µ/ADS 10µ
(Manufactured by M/S. Asha Enviro Engineers)
Last Calibrated Date: 23/05/2018; **Due Date:** 22/05/2019
Calibration Certificate No.:
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AL/TR/44-065/2018-2019

Date: 01/10/2018

CERTIFICATE OF ANALYSIS

AMBIENT AIR QUALITY REPORT

Ref. No.: GEC/JSW/AAQM/2018-19/SEPT 2018/001
Work Order No.: SWPL/17-18/0950004266 dated :07.09.2017
Name of the Industry: M/S. South West Port Limited. Marmugao, GOA.

Report for the Month of September – 2018

LOCATION ⟶	Berth No. 5A & 6A of South West Port Limited.							
Date of Sampling	01/09/2018	05/09/2018	09/09/2018	12/09/2018	16/09/2018	National AAQM Std	Unit	Method
Time of Sampling	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	---	---	---
Particulate Matter (<2.5µ)	37	38	47	48	42	60	($\mu g/m^3$)	Gravimetric
Particulate Matter (<10µ)	71	72	74	73	70	100	($\mu g/m^3$)	Gravimetric
SO_2 Conc.	27	24	26	28	30	80	($\mu g/m^3$)	Improved West & Gaeke
NO_x Conc.	32	34	33	35	34	80	($\mu g/m^3$)	Modified Jacob & Hochheiser

Remarks:

Instrument Used: Ambient fine dust sampler 2.5µ/ADS 10µ
(Manufactured by M/S. Asha Enviro Engineers)
Last Calibrated Date: 23/05/2018; **Due Date:** 22/05/2019
Calibration Certificate No.:
TS/CAL/2017/4639/16, TS/CAL/2017/4639/17 &
TS/CAL/2017/4639/18, TS/CAL/2017/4639/19
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All the results except ph are expressed in mg/liter unless otherwise specified.

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AL/TR/45-273/2018-2019

Date: 01/12/2018

CERTIFICATE OF ANALYSIS

AMBIENT AIR QUALITY REPORT

Ref. No.: GEC/JSW/AAQM/2017-19/NOV 2018/004
Work Order No.: SWPL/17-18/0950004266 dated :07.09.2017
Name of the Industry: M/S. South West Port Limited. Marmugao, GOA.
Report for the Month of NOVEMBER – 2018

LOCATION ⟶	Location SS-2 of South West Port Limited.							
Date of Sampling	19/11/2017	23/11/2017	25/11/2017	28/11/2017	30/11/2017	National AAQM Std	Unit	Method
Time of Sampling	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	---	---	---
Particulate Matter (<2.5µ)	40	38	39	41	43	60	($\mu g/m^3$)	Gravimetric
Particulate Matter (<10µ)	87	85	83	88	86	100	($\mu g/m^3$)	Gravimetric
SO_2 Conc.	27	29	25	27	26	80	($\mu g/m^3$)	Improved West & Gaeke
NO_x Conc.	32	31	33	35	36	80	($\mu g/m^3$)	Modified Jacob & Hochheiser

Remarks:

Instrument Used: Ambient fine dust sampler 2.5µ/ADS 10µ
(Manufactured by M/S. Asha Enviro Engineers)
Last Calibrated Date: 23/05/2018; **Due Date:** 22/05/2019
Calibration Certificate No.:
TS/CAL/2017/4639/16, TS/CAL/2017/4639/17 &
TS/CAL/2017/4639/18, TS/CAL/2017/4639/19
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For Akanksha Analytical & Research Lab

S.N Vaidya

Lab In charge

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AL/TR/45-272/2018-2019 Date: 01/12/2018

CERTIFICATE OF ANALYSIS

AMBIENT AIR QUALITY REPORT

Ref. No.: GEC/JSW/AAQM/2018-19/NOV 2018/003
Work Order No.: SWPL/17-18/0950004266 dated :07.09.2017
Name of the Industry: M/S. South West Port Limited. Marmugao, GOA.
Report for the Month of NOVEMBER – 2018

LOCATION ⟶	Location SS-2 of South West Port Limited.							
Date of Sampling	02/11/2018	05/11/2018	09/11/2018	12/11/2018	16/11/2018	National AAQM Std	Unit	Method
Time of Sampling	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	---	---	---
Particulate Matter (<2.5µ)	44	43	42	43	48	60	($\mu g/m^3$)	Gravimetric
Particulate Matter (<10µ)	85	89	87	82	84	100	($\mu g/m^3$)	Gravimetric
SO_2 Conc.	27	25	24	28	30	80	($\mu g/m^3$)	Improved West & Gaeke
NO_x Conc.	31	33	36	33	32	80	($\mu g/m^3$)	Modified Jacob & Hochheiser

Remarks:
Instrument Used: Ambient fine dust sampler 2.5µ/ADS 10µ
(Manufactured by M/S. Asha Enviro Engineers)
Last Calibrated Date: 23/05/2018; **Due Date:** 22/05/2019
Calibration Certificate No.:
TS/CAL/2017/4639/16, TS/CAL/2017/4639/17 &
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AL/TR/45-271/2018-2019 **Date: 01/12/2018**

CERTIFICATE OF ANALYSIS

AMBIENT AIR QUALITY REPORT

Ref. No.: GEC/JSW/AAQM/2018-19/NOV 2018/002
Work Order No.: SWPL/17-18/0950004266 dated :07.09.2017
Name of the Industry: M/S. South West Port Limited. Marmugao, GOA.
Report for the Month of NOVEMBER – 2018

LOCATION →	Berth No. 5A & 6A of South West Port Limited.							
Date of Sampling	19/11/2017	23/11/2017	25/11/2017	28/11/2017	30/11/2017	National AAQM Std	Unit	Method
Time of Sampling	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	---	---	---
Particulate Matter (<2.5µ)	42	41	45	48	49	60	($\mu g/m^3$)	Gravimetric
Particulate Matter (<10µ)	82	87	86	85	87	100	($\mu g/m^3$)	Gravimetric
SO_2 Conc.	27	24	27	26	25	80	($\mu g/m^3$)	Improved West & Gaeke
NO_x Conc.	32	31	33	31	32	80	($\mu g/m^3$)	Modified Jacob & Hochheiser

Remarks:
Instrument Used: Ambient fine dust sampler 2.5µ/ADS 10µ
(Manufactured by M/S. Asha Enviro Engineers)
Last Calibrated Date: 23/05/2018; **Due Date:** 22/05/2019
Calibration Certificate No.:
TS/CAL/2017/4639/16, TS/CAL/2017/4639/17 &
TS/CAL/2017/4639/18, TS/CAL/2017/4639/19
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For Akanksha Analytical & Research Lab

Lab In charge

Office & Lab: S. No. 613, Plot No.5, Ganga Dham, Phase I, Opp. Ganga Landmark Row-Houses, Bibwewadi, Pune-411037. Phone: 020-24240030 | E-mail: akankshalab2007@gmail.com

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AL/TR/45-270/2018-2019 Date: 01/12/2018

CERTIFICATE OF ANALYSIS

AMBIENT AIR QUALITY REPORT

Ref. No.: GEC/JSW/AAQM/2018-19/NOV 2018/001
Work Order No.: SWPL/17-18/0950004266 dated :07.09.2017
Name of the Industry: M/S. South West Port Limited. Marmugao, GOA.

Report for the Month of NOVEMBER – 2018

LOCATION ⟶	Berth No. 5A & 6A of South West Port Limited.							
Date of Sampling	02/11/2018	05/11/2018	09/11/2018	12/11/2018	16/11/2018	National AAQM Std	Unit	Method
Time of Sampling	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	---	---	---
Particulate Matter (<2.5µ)	35	42	43	45	44	60	($\mu g/m^3$)	Gravimetric
Particulate Matter (<10µ)	81	83	87	82	80	100	($\mu g/m^3$)	Gravimetric
SO_2 Conc.	28	27	26	31	33	80	($\mu g/m^3$)	Improved West & Gaeke
NO_X Conc.	31	33	32	35	36	80	($\mu g/m^3$)	Modified Jacob & Hochheiser

Remarks:
Instrument Used: Ambient fine dust sampler 2.5µ/ADS 10µ
(Manufactured by M/S. Asha Enviro Engineers)
Last Calibrated Date: 23/05/2018; **Due Date:** 22/05/2019
Calibration Certificate No.:
TS/CAL/2017/4639/16, TS/CAL/2017/4639/17 &
TS/CAL/2017/4639/18, TS/CAL/2017/4639/19
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All the results except pH are expressed in mg/liter unless otherwise specified.

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AL/TR/40-682/2017-2018 **13/07/2018**

CERTIFICATE OF ANALYSIS

AMBIENT AIR QUALITY REPORT

Ref. No.: GEC/JSW/AAQM/2017-18/july 2018/004

Work Order No.: SWPL/**17-18/0950004266 dated :07.09.2017**

Name of the Industry: M/S. South West Port Limited. Marmugao, GOA.

Report for the Month of JULY – 2018

LOCATION ⟶	Location SS-2 of South West Port Limited							
Date of Sampling	17/07/2018	20/07/2018	24/07/2018	27/07/2018	30/07/2018	National AAQM Std	Unit	Method
Time of Sampling	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	---	---	---
Particulate Matter (<2.5µ)	11	14	12	13	15	60	($\mu g/m^3$)	Gravimetric
Particulate Matter (<10µ)	23	21	26	31	30	100	($\mu g/m^3$)	Gravimetric
SO_2 Conc.	12	21	23	22	25	80	($\mu g/m^3$)	Improved West & Gaeke
NO_x Conc.	21	25	24	23	21	80	($\mu g/m^3$)	Modified Jacob & Hochheiser

Remarks:

Instrument Used: Ambient fine dust sampler 2.5µ/ADS 10µ
(Manufactured by M/S. Asha Enviro Engineers)

Last Calibrated Date: 23/05/2018; **Due Date:** 22/05/2019

Calibration Certificate No.:
TS/CAL/2016/4639/16, TS/CAL/2016/4639/17 &
TS/CAL/2016/4639/18, TS/CAL/2016/4639/19

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AL/TR/40-681/2017-2018 13/07/2018

CERTIFICATE OF ANALYSIS
AMBIENT AIR QUALITY REPORT

Ref. No.: GEC/JSW/AAQM/2017-18/july 2018/003
Work Order No.: SWPL/17-18/0950004266 dated :07.09.2017
Name of the Industry: M/S. South West Port Limited. Marmugao, GOA.

Report for the Month of JULY – 2018

LOCATION ⟶	Location SS-2 of South West Port Limited							
Date of Sampling	02/07/2018	05/07/2018	09/07/2018	12/07/2018	16/07/2018	National AAQM Std	Unit	Method
Time of Sampling	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	---	---	---
Particulate Matter (<2.5µ)	11	12	14	13	12	60	($\mu g/m^3$)	Gravimetric
Particulate Matter (<10µ)	22	26	29	32	33	100	($\mu g/m^3$)	Gravimetric
SO_2 Conc.	14	22	25	23	22	80	($\mu g/m^3$)	Improved West & Gaeke
NO_x Conc.	25	28	26	24	27	80	($\mu g/m^3$)	Modified Jacob & Hochheiser

Remarks:
Instrument Used: Ambient fine dust sampler 2.5µ/ADS 10µ
(Manufactured by M/S. Asha Enviro Engineers)
Last Calibrated Date: 23/05/2018; **Due Date:** 22/05/2019
Calibration Certificate No.:
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TS/CAL/2016/4639/18, TS/CAL/2016/4639/19
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AL/TR/40-680/2017-2018 13/07/2018

CERTIFICATE OF ANALYSIS

AMBIENT AIR QUALITY REPORT

Ref. No.: GEC/JSW/AAQM/2017-18/july 2018/002

Work Order No.: SWPL/17-18/0950004266 dated :07.09.2017

Name of the Industry: M/S. South West Port Limited. Marmugao, GOA.

Report for the Month of JULY – 2018

LOCATION ⟶	Berth No. 5A & 6A of South West Port Limited.							
Date of Sampling	17/07/2018	20/07/2018	24/07/2018	27/07/2018	30/07/2018	National AAQM Std	Unit	Method
Time of Sampling	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	---	---	---
Particulate Matter (<2.5µ)	9	13	11	12	14	60	($\mu g/m^3$)	Gravimetric
Particulate Matter (<10µ)	23	22	27	32	31	100	($\mu g/m^3$)	Gravimetric
SO_2 Conc.	11	22	24	25	24	80	($\mu g/m^3$)	Improved West & Gaeke
NO_X Conc.	22	26	23	26	22	80	($\mu g/m^3$)	Modified Jacob & Hochheiser

Remarks:

Instrument Used: Ambient fine dust sampler 2.5µ/ADS 10µ
(Manufactured by M/S. Asha Enviro Engineers)

Last Calibrated Date: 23/05/2018; **Due Date:** 22/05/2019

Calibration Certificate No.:
TS/CAL/2016/4639/16, TS/CAL/2016/4639/17 &
TS/CAL/2016/4639/18, TS/CAL/2016/4639/19

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AL/TR/40-681/2017-2018 13/07/2018

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AMBIENT AIR QUALITY REPORT

Ref. No.: GEC/JSW/AAQM/2017-18/july 2018/003
Work Order No.: SWPL/17-18/0950004266 dated :07.09.2017
Name of the Industry: M/S. South West Port Limited. Marmugao, GOA.

Report for the Month of JULY – 2018

LOCATION ⟶	Location SS-2 of South West Port Limited							
Date of Sampling	02/07/2018	05/07/2018	09/07/2018	12/07/2018	16/07/2018	National AAQM Std	Unit	Method
Time of Sampling	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	---	---	---
Particulate Matter (<2.5µ)	11	12	14	13	12	60	($\mu g/m^3$)	Gravimetric
Particulate Matter (<10µ)	22	26	29	32	33	100	($\mu g/m^3$)	Gravimetric
SO_2 Conc.	14	22	25	23	22	80	($\mu g/m^3$)	Improved West & Gaeke
NO_x Conc.	25	28	26	24	27	80	($\mu g/m^3$)	Modified Jacob & Hochheiser

Remarks:
Instrument Used: Ambient fine dust sampler 2.5µ/ADS 10µ
(Manufactured by M/S. Asha Enviro Engineers)
Last Calibrated Date: 23/05/2018; **Due Date:** 22/05/2019
Calibration Certificate No.:
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TS/CAL/2016/4639/18, TS/CAL/2016/4639/19
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For Akanksha Analytical & Research Lab

Lab In charge

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AL/TR/40-680/2017-2018 13/07/2018

CERTIFICATE OF ANALYSIS

AMBIENT AIR QUALITY REPORT

Ref. No.: GEC/JSW/AAQM/2017-18/july 2018/002
Work Order No.: SWPL/17-18/0950004266 dated :07.09.2017
Name of the Industry: M/S. South West Port Limited. Marmugao, GOA.

Report for the Month of JULY – 2018

LOCATION ⟶	Berth No. 5A & 6A of South West Port Limited.							
Date of Sampling	17/07/2018	20/07/2018	24/07/2018	27/07/2018	30/07/2018	National AAQM Std	Unit	Method
Time of Sampling	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	---	---	---
Particulate Matter (<2.5µ)	9	13	11	12	14	60	($\mu g/m^3$)	Gravimetric
Particulate Matter (<10µ)	23	22	27	32	31	100	($\mu g/m^3$)	Gravimetric
SO_2 Conc.	11	22	24	25	24	80	($\mu g/m^3$)	Improved West & Gaeke
NO_x Conc.	22	26	23	26	22	80	($\mu g/m^3$)	Modified Jacob & Hochheiser

Remarks:
Instrument Used: Ambient fine dust sampler 2.5µ/ADS 10µ
(Manufactured by M/S. Asha Enviro Engineers)
Last Calibrated Date: 23/05/2018; **Due Date:** 22/05/2019
Calibration Certificate No.:
TS/CAL/2016/4639/16, TS/CAL/2016/4639/17 &
TS/CAL/2016/4639/18, TS/CAL/2016/4639/19
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AL/TR/40-679/2017-2018 13/07/2018

CERTIFICATE OF ANALYSIS
AMBIENT AIR QUALITY REPORT

Ref. No.: GEC/JSW/AAQM/2017-18/july 2018/001
Work Order No.: SWPL/17-18/0950004266 dated :07.09.2017
Name of the Industry: M/S. South West Port Limited. Marmugao, GOA.

Report for the Month of JULY – 2018

LOCATION ⟶	Berth No. 5A & 6A of South West Port Limited.							
Date of Sampling	02/07/2018	05/07/2018	09/07/2018	12/07/2018	16/07/2018	National AAQM Std	Unit	Method
Time of Sampling	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	---	---	---
Particulate Matter (<2.5µ)	8	12	10	11	12	60	($\mu g/m^3$)	Gravimetric
Particulate Matter (<10µ)	24	25	28	31	32	100	($\mu g/m^3$)	Gravimetric
SO_2 Conc.	13	21	23	21	25	80	($\mu g/m^3$)	Improved West & Gaeke
NO_X Conc.	24	27	23	24	28	80	($\mu g/m^3$)	Modified Jacob & Hochheiser

Remarks:
Instrument Used: Ambient fine dust sampler 2.5µ/ADS 10µ
(Manufactured by M/S. Asha Enviro Engineers)
Last Calibrated Date: 23/05/2018; **Due Date:** 22/05/2019
Calibration Certificate No.:
TS/CAL/2016/4639/16, TS/CAL/2016/4639/17 &
TS/CAL/2016/4639/18, TS/CAL/2016/4639/19
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AL/TR/46-048/2018-2019 **Date: 01/01/2019**

CERTIFICATE OF ANALYSIS
AMBIENT AIR QUALITY REPORT

Ref. No.: GEC/JSW/AAQM/2018-19/DEC 2018/004
Work Order No.: SWPL/17-18/0950004266 dated :07.09.2017
Name of the Industry: M/S. South West Port Limited. Marmugao, GOA.

Report for the Month of DECEMBER – 2018

LOCATION ⟶	Location SS-2 of South West Port Limited.							
Date of Sampling	19/12/2018	23/12/2018	26/12/2018	28/12/2018	30/12/2018	National AAQM Std	Unit	Method
Time of Sampling	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	---	---	---
Particulate Matter (<2.5µ)	43	42	41	45	44	60	($\mu g/m^3$)	Gravimetric
Particulate Matter (<10µ)	89	86	84	86	82	100	($\mu g/m^3$)	Gravimetric
SO_2 Conc.	21	23	22	20	24	80	($\mu g/m^3$)	Improved West & Gaeke
NO_X Conc.	30	33	31	32	33	80	($\mu g/m^3$)	Modified Jacob & Hochheiser

Remarks:
Instrument Used: Ambient fine dust sampler 2.5µ/ADS 10µ
(Manufactured by M/S. Asha Enviro Engineers)
Last Calibrated Date: 23/05/2017; **Due Date:** 22/05/2018
Calibration Certificate No.:
TS/CAL/2017/4639/16, TS/CAL/2017/4639/17 &
TS/CAL/2017/4639/18, TS/CAL/2017/4639/19
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AL/TR/46-047/2018-2019 **Date: 01/01/2019**

CERTIFICATE OF ANALYSIS

AMBIENT AIR QUALITY REPORT

Ref. No.: GEC/JSW/AAQM/2018-19/DEC 2018/003
Work Order No.: SWPL/17-18/0950004266 dated :07.09.2017
Name of the Industry: M/S. South West Port Limited. Marmugao, GOA.

Report for the Month of DECEMBER – 2018

LOCATION ⟶	Location SS-2 of South West Port Limited.							
Date of Sampling	02/12/2018	05/12/2018	09/12/2018	12/12/2018	16/12/2018	National AAQM Std	Unit	Method
Time of Sampling	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	---	---	---
Particulate Matter (<2.5µ)	44	43	42	43	48	60	($\mu g/m^3$)	Gravimetric
Particulate Matter (<10µ)	87	86	84	88	90	100	($\mu g/m^3$)	Gravimetric
SO_2 Conc.	27	25	24	28	30	80	($\mu g/m^3$)	Improved West & Gaeke
NO_X Conc.	31	33	36	33	32	80	($\mu g/m^3$)	Modified Jacob & Hochheiser

Remarks:

Instrument Used: Ambient fine dust sampler 2.5µ/ADS 10µ
(Manufactured by M/S. Asha Enviro Engineers)
Last Calibrated Date: 23/05/2018; **Due Date:** 22/05/2019
Calibration Certificate No.:
TS/CAL/2017/4639/16, TS/CAL/2017/4639/17 &
TS/CAL/2017/4639/18, TS/CAL/2017/4639/19
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AL/TR/46-046/2018-2019 **Date: 01/01/2019**

CERTIFICATE OF ANALYSIS
AMBIENT AIR QUALITY REPORT

Ref. No.: GEC/JSW/AAQM/2018-19/DEC 2018/002
Work Order No.: SWPL/**17-18/0950004266 dated :07.09.2017**
Name of the Industry: M/S. South West Port Limited. Marmugao, GOA.
Report for the Month of DECEMBER – 2018

LOCATION →	Berth No. 5A & 6A of South West Port Limited.							
Date of Sampling	19/12/2018	23/12/2018	26/12/2018	28/12/2018	30/12/2018	National AAQM Std	Unit	Method
Time of Sampling	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	---	---	---
Particulate Matter (<2.5µ)	42	41	45	48	49	60	($\mu g/m^3$)	Gravimetric
Particulate Matter (<10µ)	87	89	91	88	90	100	($\mu g/m^3$)	Gravimetric
SO_2 Conc.	27	24	27	26	25	80	($\mu g/m^3$)	Improved West & Gaeke
NO_X Conc.	32	31	33	31	32	80	($\mu g/m^3$)	Modified Jacob & Hochheiser

Remarks:
Instrument Used: Ambient fine dust sampler 2.5µ/ADS 10µ
(Manufactured by M/S. Asha Enviro Engineers)
Last Calibrated Date: 23/05/2018; **Due Date:** 22/05/2019
Calibration Certificate No.:
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TS/CAL/2017/4639/18, TS/CAL/2017/4639/19
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AKANKSHA ANALYTICAL & RESEARCH LAB

Environment Laboratory Recognized by MoEF, Govt. New Delhi,
Under E.P. Act 1986, vide GR No. S.O. 1680 (E) Sr. No. 63
An ISO 9001:2008, OHSAS18001:2007 Certified company
Approved from "AGMARK" Vide fileNo.11036/15/99/Lab./2727

AL/TR/46-045/2018-2019 **Date: 01/01/2019**

CERTIFICATE OF ANALYSIS

AMBIENT AIR QUALITY REPORT

Ref. No.: GEC/JSW/AAQM/2018-19/DEC 2018/001
Work Order No.: SWPL/**17-18/0950004266 dated :07.09.2017**
Name of the Industry: M/S. South West Port Limited. Marmugao, GOA.

Report for the Month of DECEMBER – 2018

LOCATION ⟶	Berth No. 5A & 6A of South West Port Limited.							
Date of Sampling	02/12/2018	05/12/2018	09/12/2018	12/12/2018	16/12/2018	National AAQM Std	Unit	Method
Time of Sampling	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	---	---	---
Particulate Matter (<2.5µ)	35	42	43	45	44	60	($\mu g/m^3$)	Gravimetric
Particulate Matter (<10µ)	84	82	84	83	88	100	($\mu g/m^3$)	Gravimetric
SO_2 Conc.	28	27	26	31	33	80	($\mu g/m^3$)	Improved West & Gaeke
NO_X Conc.	31	33	32	35	36	80	($\mu g/m^3$)	Modified Jacob & Hochheiser

Remarks:

Instrument Used: Ambient fine dust sampler 2.5µ/ADS 10µ
(Manufactured by M/S. Asha Enviro Engineers)
Last Calibrated Date: 23/05/2018; **Due Date:** 22/05/2019
Calibration Certificate No.:
TS/CAL/2017/4639/16, TS/CAL/2017/4639/17 &
TS/CAL/2017/4639/18, TS/CAL/2017/4639/19
* **Sampal Collected By Global Environmental Consultants**

All the results except pH are expressed in mg/liter unless otherwise specified.

Lab In charge

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AL/TR/44-655/2018-2019

Date: 1/11/2018

CERTIFICATE OF ANALYSIS
AMBIENT AIR QUALITY REPORT

No.: GEC/JSW/AAQM/2018-19/OCT 2018/004
Work Order No.: SWPL/17-18/0950004266 dated :07.09.2017
Name of the Industry: M/S. South West Port Limited. Marmugao, GOA.

Report for the Month of OCTOBER – 2018

LOCATION ⟶	Location SS-2 of South West Port Limited.							
Date of Sampling	18/10/2018	22/10/2018	24/10/2018	27/10/2018	30/10/2018	National AAQM Std	Unit	Method
Time of Sampling	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	---	---	---
Particulate Matter (<2.5µ)	38	39	44	47	44	60	($\mu g/m^3$)	Gravimetric
Particulate Matter (<10µ)	76	74	75	78	76	100	($\mu g/m^3$)	Gravimetric
SO_2 Conc.	26	25	27	31	30	80	($\mu g/m^3$)	Improved West & Gaeke
NO_x Conc.	31	33	34	30	32	80	($\mu g/m^3$)	Modified Jacob & Hochheiser

Remarks:
Instrument Used: Ambient fine dust sampler 2.5µ/ADS 10µ
(Manufactured by M/S. Asha Enviro Engineers)
Last Calibrated Date: 23/05/2018; **Due Date:** 22/05/2019
Calibration Certificate No.:
TS/CAL/2017/4639/16, TS/CAL/2017/4639/17 &
TS/CAL/2017/4639/18, TS/CAL/2017/4639/19
*** Sampal Collected By Global Environmental Consultants**
For Akanksha Analytical & Research Lab

Lab In charge

Office & Lab: S. No. 613, Plot No.5, Ganga Dham, Phase I, Opp. Ganga Landmark Row-Houses, Bibwewadi,
Pune-411037. Phone: 020-24240030 I F-mail: akankshalab2007@gmail.com

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AL/TR/44-654/2018-2019 Date1/11/2018

CERTIFICATE OF ANALYSIS

AMBIENT AIR QUALITY REPORT

No.: GEC/JSW/AAQM/2018-19/OCT 2018/003

Work Order No.: SWPL/17-18/0950004266 dated :07.09.2017

Name of the Industry: M/S. South West Port Limited. Marmugao, GOA.

Report for the Month of OCTOBER – 2018

LOCATION ⟶	Location SS-2 of South West Port Limited.							
Date of Sampling	01/10/2018	04/10/2018	08/10/2018	11/10/2018	15/10/2018	National AAQM Std	Unit	Method
Time of Sampling	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	---	---	---
Particulate Matter (<2.5µ)	38	41	44	46	42	60	($\mu g/m^3$)	Gravimetric
Particulate Matter (<10µ)	73	76	75	74	78	100	($\mu g/m^3$)	Gravimetric
SO_2 Conc.	25	23	24	27	31	80	($\mu g/m^3$)	Improved West & Gaeke
NO_X Conc.	32	34	33	35	32	80	($\mu g/m^3$)	Modified Jacob & Hochheiser

Remarks:

Instrument Used: Ambient fine dust sampler 2.5µ/ADS 10µ
(Manufactured by M/S. Asha Enviro Engineers)

Last Calibrated Date: 23/05/2018; **Due Date:** 22/05/2019

Calibration Certificate No.:
TS/CAL/2017/4639/16, TS/CAL/2017/4639/17 &
TS/CAL/2017/4639/18, TS/CAL/2017/4639/19

* **Sampal Collected By Global Environmental Consultants**

For Akanksha Analytical & Research Lab

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Approved from "AGMARK" Vide fileNo.11036/15/99/Lab./2727

AL/TR/44-653/2018-2019

Date: 1/11/2018

CERTIFICATE OF ANALYSIS
AMBIENT AIR QUALITY REPORT Ref.

No.: GEC/JSW/AAQM/2018-19/OCT 2018/002
Work Order No.: SWPL/17-18/0950004266 dated :07.09.2017
Name of the Industry: M/S. South West Port Limited. Marmugao, GOA.

Report for the Month of OCTOBER – 2018

LOCATION ⟶	Berth No. 5A & 6A of South West Port Limited.							
Date of Sampling	18/10/2018	22/10/2018	24/10/2018	27/10/2018	30/10/2018	National AAQM Std	Unit	Method
Time of Sampling	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	---	---	---
Particulate Matter (<2.5µ)	41	42	43	47	46	60	($\mu g/m^3$)	Gravimetric
Particulate Matter (<10µ)	77	76	78	78	80	100	($\mu g/m^3$)	Gravimetric
SO_2 Conc.	25	23	27	26	28	80	($\mu g/m^3$)	Improved West & Gaeke
NO_x Conc.	31	33	32	31	30	80	($\mu g/m^3$)	Modified Jacob & Hochheiser

Remarks:
Instrument Used: Ambient fine dust sampler 2.5µ/ADS 10µ
(Manufactured by M/S. Asha Enviro Engineers)
Last Calibrated Date: 23/05/2018; **Due Date:** 22/05/2019
Calibration Certificate No.:
TS/CAL/2017/4639/16, TS/CAL/2017/4639/17 &
TS/CAL/2017/4639/18, TS/CAL/2017/4639/19
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AL/TR/44-652/2018-2019 **Date1/11/2018**

CERTIFICATE OF ANALYSIS

AMBIENT AIR QUALITY REPORT

Ref. No.: GEC/JSW/AAQM/2018-19/OCT 2018/001

Work Order No.: SWPL/**17-18/0950004266 dated :07.09.2017**

Name of the Industry: M/S. South West Port Limited. Marmugao, GOA.

Report for the Month of OCTOBER – 2018

LOCATION ⟶	Berth No. 5A & 6A of South West Port Limited.							
Date of Sampling	01/10/2018	04/10/2018	08/10/2018	11/10/2018	15/10/2018	National AAQM Std	Unit	Method
Time of Sampling	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	(24Hrs.)	---	---	---
Particulate Matter (<2.5µ)	40	42	45	46	48	60	($\mu g/m^3$)	Gravimetric
Particulate Matter (<10µ)	75	77	76	79	80	100	($\mu g/m^3$)	Gravimetric
SO_2 Conc.	26	25	26	27	28	80	($\mu g/m^3$)	Improved West & Gaeke
NO_x Conc.	32	33	34	33	35	80	($\mu g/m^3$)	Modified Jacob & Hochheiser

Remarks:

Instrument Used: Ambient fine dust sampler 2.5µ/ADS 10µ
(Manufactured by M/S. Asha Enviro Engineers)

Last Calibrated Date: 23/05/2018; **Due Date:** 22/05/2019

Calibration Certificate No.:
TS/CAL/2017/4639/16, TS/CAL/2017/4639/17 &
TS/CAL/2017/4639/18, TS/CAL/2017/4639/19

* **Sampal Collected By Global Environmental Consultants**

All the results except pH are expressed in mg/liter unless otherwise specified.

Lab In charge

Annexure R-30

GOVERNMENT OF INDIA
Ministry of Environment and Forests
(Regional Office, Southern Zone)
Bangalore-34

MONITORING REPORT

F. No. EP/12.1/49/GOA

1	Name of the project	Const. of two multipurpose cargo berths (5-A & 6-A) in Mormugao Port on BOOT basis by M/s. South West Port Ltd (formerly ABG Goa Port Ltd)
2	Clearance letter No.& date	PD-26018/2/2000-PDZ (CRZ) dt.24.1.2001
3	Location: District & State / UT	Mormugoa port, Goa
4	Address for correspondence:	Mr Anthony Fernandes, Unit In-Charge South West Port Limited. 1st Floor, Port Users Complex Mormugao Harbour, Goa-403 803 Phone: 0832- 2523000/002 Fax: 0832-2523006
5	Date of site visit for this report	01.06.2017
6	Date of previous visit(s) if any	23.01.2007 & 03.07.2008
7	Present status of the project	

The site visit was made to this port project along with Shri Anthony Fernandes, Unit In-Charge, Shri Patra and Jadhav, Manager (EHS) of South West Port Limited (SWPL) (formerly ABG Goa Port Ltd.).

Environmental Clearance: Environmental clearance for the development of berths Nos 5A & 6A were granted by the Ministry of Shipping (Port Wing) in the year 2001 (when it was with delegated power to grant EC). It was operational under Mormugao Port Trust subsequently taken over by South West Port Ltd (SWPL) on BOOT basis in 2004 and the commercial operations are started since February 2005.

Coal Handling: SWPL has developed fully mechanized cargo handling system along with state of the art dust suppression system, for handling the imported coking coal which included unloading of coal into hoppers, closed conveyors for coal transport, water sprinklers for dust suppression, cover for coal storage, auto loading in to the wagons etc. The house keeping is good. The compliance to different conditions of the environmental clearance is satisfactory.

Continuous Air Quality Monitoring: A continuous air quality monitoring station as per guidelines of Goa State Pollution Control Board has been installed and the data are sent to SPCB through MPT.

Environment Cell: PA informed that MPT has set a separate Environmental Cell with person qualified in the filed of Environment. An Environmental person from SWPL is also part of the Cell.

The detailed point wise compliance status is given in this report. The Compliance is Satisfactory.

15/06/17

(E.Thirunavukkarasu)
Scientist 'D'

Approved for issue

15/06/17

PART-II - Compliance Status in brief

Status of compliance to the Environmental clearance issued by the Ministry of Shipping (Ports Wing) for the Construction of two multipurpose cargo berths (5-A & 6-A) in Mormugao Port on BOOT basis by M/s. ABG Goa Port Ltd, issued vide Ref: No. PD-26018/2/2000-PDZ (CRZ) dt.24.1.2001

No	SPECIFIC CONDITIONS	COMPLIANCE
1	All constructions as per approval	Complied
2	Adequate infrastructure to labourers	Complied
3	Dredging operations with out adverse impact	Complied
4	Disposal site not to interfere with natural drainage	Complied
5	Adequate fire fighting system in place	Complied
6	Staff to be trained in crisis management	Complied
7	Development of green belt	Complied
8	Liquid waste management	Complied
9	Adequate noise control measures	Complied
10	Quality of treated effluents to confirm standards	Complied
11	Environment cell to be set up	Complied
12	Necessary leakage detection system be provided	No Liquid handled
13	Standby DG sets for fire fighting system	Complied
14	Third party inspection during construction	Complied
15	Full support to RO scientists for inspection	Complied
16	Adequate funds for safeguards	Complied
17	Implement the environment management plan	Complied

Part –III - Detailed Compliance status of specific conditions

i **All constructions & drawings must have the approval of the competent authority.**

Construction activities have been completed and operational. PA produced the approval of Port authorities and consent order of SPCB.

ii **Adequate infrastructure facilities to the workers during construction.**

PA informed that adequate infrastructure facilities were provided to the workers during the construction.

iii **Dredging operations to be restricted to the minimum without affecting water quality & marine environment.**

PA informed that only maintenance dredging in Port is being done by Mormugao Port Trust as and when required and the dredged materials is disposed at the identified dump site.

iv **Disposal sites for excavated material to be done in such a way it do not interfere with natural drainage.**

The dredge material was disposed a the designated dump site in consultation with NIO Goa.

v **Adequate fire fighting system should be in place.**

Fire fighting equipment including fire extinguishers have been installed at strategic locations and PA informed that they are getting support firefighting system from MPT fire Station and Goa Fire Brigade.

vi **The staff posted in the sensitive zone tc be properly trained in the implementation of Crisis management Pian prepared by the authorities.**

The project authorities have informed that their staffs are periodically trained for safety precautions and crisis management. As per crisis management plans mock drills are conducted periodically. In the year 20016, mock drills were conducted on 16.02.2016 and 21.08.2016.

vii **Development of green buffer with necessary species of plants.**

PA has developed green belt within the available space and also informed that green belt developed in Dabolim airport road, Vasco road, and Vasco city.

viii **Provision for collection, treatment and disposal of liquid waste from the ships.**

PA informed that the collection, treatment and disposal of liquid waste from the ships is being done by Mormugao Port Trust. As per the information provided, the Mormugao Port Trust is having necessary facilities for the collection, treatment and disposal of liquid wastes from ships. These terminals handle only solid cargo. One settling tank is provided in the coal handling area to take care of the surface runoffs. PA has plan to provide covered shed for coal storage in near feature.

ix **Adequate noise control measures to be in place**

It was noted that personal noise control equipment like ear muffs are provided to the staff. PA informed that Mufflers, exhaust manifolds of Port equipment are regularly serviced. Noise level surveys are also conducted through competent agencies and readings revealed that the levels are within the limits.

x **Quality of the treated effluents to confirm standards.**

The project authorities are handling only coal and as such no effluents are generated.

xi **An environmental cell to be set up with lab facilities for monitoring.**

PA informed that MPT has set a separate Environmental Cell with person qualified in the filed of Environment. An Environmental person from SWPL is also part of the Cell.

PA has installed a continuous air monitoring station as per guidelines of Goa State Pollution Control Board and the data are sent to SPCB through MPT.

xii **Necessary leakage detection devices with early warning system to be provided.**

The project authorities have informed that this condition is not applicable as they are not handling any hazardous chemicals or fluids.

xiii **Standby DG sets must be provided to ensure uninterrupted power supply to pump house and fire fighting systems.**

Standby DG sets are in place

xiv **Third party inspection during construction & operational phase with adequate insurance cover.**

PA informed that Port assets are covered under General Insurance Port Package Policy

xv **Full support to RO scientists for inspection.**

Necessary assistance for monitoring was provided.

xvi **Adequate fund provision for environmental safeguards**

The project authorities allocated necessary funds to implement the environmental safeguards.

xvii **Project authorities to follow mitigative measures as per the plans prepared and submitted**

The project authorities have provided mitigative measures such as closed conveyors for coal transport, water sprinklers for dust suppression, cover for coal storage, auto loading in to the wagons etc.

15.6.17

(E.Thirunavukkarasu)
Scientist 'D'

13/6/17

Annexure R-31

Officer. | Mob No. 9823553830

GOA STATE POLLUTION CONTROL BOARD

Dempo Tower, 1st Floor, EDC Patto Plaza, Panaji - Goa.
Ph.: 2438528, 2438550, 2438567 Fax: 2438528 E-mail: goaspcb@rediffmail.com

No. 1/25/17-PCB/Leg/22556 Date: 24/03/2017

PUBLIC NOTICE FOR CONDUCT OF ENVIRONMENTAL PUBLIC HEARINGS

Ref: 1) Advertisement bearing no. 1/25/17-PCB/Leg/22324 dt. 21/03/2017.
2) Letter bearing no. 39/1/2017-PH-MPT/MAG/3016 dt. 24/03/2017 received from District Collector (South)

Vide Public Notice published in daily newspapers referred to (at serial no. 1) above, the Goa State Pollution Control Board had informed the general public regarding postponement of Environmental Public Hearings that was scheduled on 20/03/2017, 24/03/2017 & 27/03/2017 at 10.30 am at Vasco Residency, Main Hall, Vasco - Goa in respect of Proposed Terminal Capacity enhancement at berth 5A, 6A of Mormugao Port Trust" by M/s. South West Port Ltd, Mormugao - Harbour Goa, "Deepening of Approach Channel and Inner Basin for Capesize Vessels at Mormugao Port" by M/s Mormugao Port Trust, Headland Sada - Goa and "Work of Re-development of Berth Nos. 8, 9 and Barge Berths at the Port of Mormugao", by M/s. Mormugao Port Trust Headland Sada - Goa, respectively.

The Board is now in receipt of letter referred at serial no. 2 above, wherein the District Magistrate South Goa has intimated fresh dates for the conduct of the aforesaid Environmental Public Hearings.

In this regard and in terms of the provisions of the Environment Impact Notification No. 1532(E) dated 14/09/2006, as amended by Ministry of Environment and Forest, Govt. of India, Environmental Public Hearings are proposed to be conducted by the Goa State Pollution Control Board for the following projects on the date, time and venue as mentioned below:-

Sr. No.	Project details	Date	Time	Venue
1.	Proposed Terminal Capacity enhancement at berth 5A, 6A of Mormugao Port Trust" by M/s South West Port Ltd, Mormugao - Harbour Goa.	26/04/2017	10.30 am onwards	Tilak Maidan, Vasco-da-Gama, Goa
2.	Deepening of Approach Channel and Inner Basin for Capesize Vessels at Mormugao Port" by M/s. Mormugao Port Trust, Headland Sada - Goa.	27/04/2017	10.30 am onwards	Tilak Maidan, Vasco-da-Gama, Goa
3.	Work of Re-development of Berth Nos. 8, 9, and Barge Berths at the Port of Mormugao", by M/s. Mormugao Port Trust Headland Sada - Goa	28/04/2017	10.30 am onwards	Tilak Maidan, Vasco-da-Gama, Goa

The Environmental Public Hearing is conducted for ascertaining the concerns of the affected persons who can express their views or seek information or clarifications from the project proponent.

The concerned persons having plausible stake in the Environmental aspects of the project or activity can send their views, suggestions, comments and objections in writing on or before the scheduled date of Public Hearing to the Regional Officer, Ministry of Environment, Forests and Climate Change, Bangalore or the Goa State Pollution Control Board, Patto, Panaji Goa.

Hard copies of the Executive Summary containing the salient features of the project in Konkani, Marathi and English, the Draft Environmental Impact Assessment Report and Form – I submitted by the project proponent is made available for reference at the following offices. The soft copies can be also referred on the website of Goa State Pollution Control Board i.e. **www.goaspcb.gov.in**

1	*Office of the Collector & District Magistrate (South), New Collectorate Bldg, Margao Goa.*
2	*Regional Office of the Ministry of Environment, Forests and Climate Change, Southern Zone, 4th Floor, E and F Wing, 17th Main Road, 2nd Block, Kormangala, Bangalore 560034.*
3	*Office of the Director, Directorate of Industries, Trade and Commerce, EDC House, Panaji Goa.*
4	*Office of the Collector & SDO, Mormugao Taluka, Vasco-da-gama Goa*
5	*Office of the Chief Executive Officer, South Zilla Panchayat, Ariem Road, Raia, Salcete Goa.*
6	*Office of the, Chief Officer, Mormugao Municipal Council, Vasco-da-gama Goa.*
7	*Office of the, Member Secretary, Vasco-Planning and Development Authority, Vasco-da-gama Goa.*
8	*Office of the, Village Panchayat Sancoale, Mormugao Goa*
9	*Office of the, Village Panchayat Chicalim, Mormugao Goa*
10	*Office of the, Village Panchayat Chicolna Mormugao Goa*
11	*Office of the, Village Panchayat Taleigao, Taleigao-Tiswadi Goa*
12	*Office of the, Village Panchayat Curca-Bambolim-Talaulim, Tiswadi Goa*
13	*Office of the, Village Panchayat Siridao-Pale, Tiswadi Goa*
14	*Office of the, Central Library, Sanskruti Bhavan, Patto, Panaji Goa.*
15	*Office of the, Janata Vachanalaya, 1st flr, Muncipal Bldg, Vasco-da-gama-Goa*
16	*Office of the, Village Panchayat Library, Chicalim-Goa.*
17	*Office of the, Saraswati Mandir, Panaji, Tiswadi, Goa*
18	*Office of the, Mahalaxmi Prasadic Hindu Vachan Mandir, Mala, Panaji, Tiswadi Goa*
19	*Office of the, Goa State Pollution Control Board, Panaji-Goa.*

The proceedings of the Environmental Public Hearing shall be forwarded to the Ministry of Environment, Forests and Climate Change, Govt. of India for appropriate action in the matter.

Sd/-
Member Secretary
For Goa State Pollution Control Board

Date: 24/03/2017
Place: Panaji, Goa

The Navhind Times - 25/03/2017

Sd/- Mr. Victor D Souza
Sarpanch, V.P Assagao, Bardez, Goa

GOA STATE POLLUTION CONTROL BOARD

Dempo Tower, 1st Floor, EDC Patto Plaza, Panaji - Goa.
Ph: 2438528, 2438550, 2438567 Fax: 2438528 E-mail: goapcb@rediffmail.com

No.1/25/17-PCB/Leg/22556 Date: 24/03/2017

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The Board is now in receipt of letter referred at serial no. 2 above, wherein the District Magistrate South Goa has intimated fresh dates for the conduct of the aforesaid Environmental Public Hearings.

In this regard and in terms of the provisions of the Environment Impact Notification No. 1532(E) dated 14/09/2006, as amended by Ministry of Environment and Forest, Govt. of India, Environmental Public Hearings are proposed to be conducted by the Goa State Pollution Control Board for the following projects on the date, time and venue as mentioned below:-

Sr. No.	Project details	Date	Time	Venue
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Hard copies of the Executive Summary containing the salient features of the project in Konkani, Marathi and English, the Draft Environmental Impact Assessment Report and Form – I submitted by the project proponent is made available for reference at the following offices. The soft copies can be also referred on the website of Goa State Pollution Control Board i.e. www.goaspcb.gov.in

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4	*Office of the Collector & SDO, Mormugao Taluka, Vasco-da-gama Goa*
5	*Office of the Chief Executive Officer, South Zila Panchayat, Arlem Road, Rala, Salcete Goa.*
6	*Office of the, Chief Officer, Mormugao Municipal Council, Vasco-da-gama Goa.*
7	*Office of the, Member Secretary, Vasco-Planning and Development Authority, Vasco-da-gama Goa.*
8	*Office of the, Village Panchayat Sancoale, Mormugao Goa*
9	*Office of the, Village Panchayat Chicalim, Mormugao Goa*
10	*Office of the, Village Panchayat Chicolna Mormugao Goa*
11	*Office of the, Village Panchayat Taleigao, Taleigao-Tiswadi Goa*
12	*Office of the, Village Panchayat Curca-Bambolim-Talaulim, Tiswadi Goa*
13	*Office of the, Village Panchayat Siridao-Pale, Tiswadi Goa*
14	*Office of the, Central Library, Sanskruti Bhavan, Patto, Panaji Goa.*
15	*Office of the, Janata Vachanalaya, 1st flr, Muncipal Bldg, Vasco-da-gama-Goa*
16	*Office of the, Village Panchayat Library, Chicalim-Goa.*
17	*Office of the, Saraswati Mandir, Panaji, Tiswadi, Goa*
18	*Office of the, Mahalaxmi Prasadic Hindu Vachan Mandir, Mala, Panaji, Tiswadi Goa.*
19	*Office of the, Goa State Pollution Control Board, Panaji-Goa.*

The proceedings of the Environmental Public Hearing shall be forwarded to the Ministry of Environment, Forests and Climate Change, Govt. of India for appropriate action in the matter.

Date: 24/03/2017
Place: Panaji Goa

Sd/-
Member Secretary
For Goa State Pollution Control Board

Herald - 25/03/17

गोंय राज्य प्रदुशण नियंत्रण मंडळ

भेरा टावर, पयली माळी, इंडिसी पाटो प्लाझो, पणजी - गोंय
फोन: 2438528, 2438560, 2438567 फॅक्स: 2438528 ईमेल: goapcb@rediffmail.com

क्र.1/25/17-पीसीबी/एलइजी/22556 तारीख : 24/03/2017

पर्यावरण विशींच्यो भौशीक आयकणी घेवपा खातीर भौशीक कळोवणी

संदर्भ क्र. 1) जायरात क्र. 1/25/17-पीसीबी/एलइजी/22324 तारीख 21/03/2017

2) जिल्ल्याधिकारी (दक्षीण) हांचे कडल्यान आयिल्ले 24/3/2017 तारखेचे पत्र क्रमांक 39/1/2017-पीएच-एमपीटी/एमव्हीजी/3016.

दिसाळ्यांनी प्रसिद्ध जाल्ली (वयल्या अनुक्रम 1 वेर) उल्लेख केल्ली भौशीक कळोवणी पळेयात, गोंय राज्य प्रदुशण नियंत्रण मंडळान सरसाधारण भौसाक 20/3/2017, 24/3/2017 आनी 27/3/2017 ह्या दिसा सकाळी वास्को रेसिडेन्सी, मुखेल सभागार, वास्को - गोंय हे सुवातेर जावपा आशिल्ल्यो मे. सावथ वेस्ट पोर्ट लि. मुरगाव बंदर गोंय हांणी प्रस्तावीत टर्मिनल कॅपेसिटी मुरगांव पोर्ट ट्रस्टाच्या बर्थ 5ए, 6ए विशींच्यो एप्रोच चॅनल आनी इनर बेजीन कॅपसायज वेंगला खातीर मुरगांव बंदरांत खोलाय दिवप आनी मुरगांव बंदरांत बार्ज बर्थ तशेंच बर्थ क्र. 8,9 हाच्या पुर्नविकासाचे काम हातांत घेवप भौशीक आयकण्यो भुजार दुखलपा विशीं कळयलां. ही दोनूंय कामां मुरगांव पोर्ट ट्रस्ट हेडलॅंड सडो, गोंय हांणी करपाची आशिल्लीं.

मंडळा कडेन वयर क्रमांक 2वेर उल्लेख केल्ल पत्र पावलां जातूंत जिल्ल्याधिकारी दक्षीण गोंय हांणी आदीं सांगिल्ल्यो पर्यावरणीय भौशीक आयकण्यो घेवपाच्यो नव्यो तारखो कळयल्यात.

हे विशीं आनी पर्यावरणीय धोरको अधिसुचोवणी क्र. 1532 (इ) तारीख 14/9/2006 च्या तरतूदीच्या अटी विशीं, पर्यावरण आनी रान मंत्रालय भारत सरकार हांणी दुरुस्त केल्ले मशेन. पर्यावरणीय भौशीक आयकण्यो गोंय राज्य प्रदुशण नियंत्रण मंडळ खालो दिल्ल्या प्रकल्पा खातीर त्यो तारखो वेळ आनी सुवातो खालां दिल्ल मशेन आसतल्यो.

क्र.	प्रकल्प तपशील	तारीख	वेळ	थळ
1.	मे. सावथ वेस्ट पोर्ट लि. मुरगांव बंदर, गोंय हांणी मुरगांव पोर्ट ट्रस्टाच्या बर्थ 5ए, 6ए कडली टर्मिनल कॅपेसिटी वाडोवपाची प्रस्ताव	26/04/2017	सकाळी 10.30 सावन फुडें	टिळक मैदान, वास्को दा गामा, गोंय
2.	मे. मुरगांव पोर्ट ट्रस्ट, हेडलॅण्ड सडो, गोंय हांणी मुरगांव बंदरांत बुडिल्ल्या तारवां खातीर एप्रोच चॅनल आनी इनर बेजीन हांचे खोलावणी.	27/04/2017	सकाळी 10.30 सावन फुडें	टिळक मैदान, वास्को दा गामा, गोंय
3.	मे. मुरगांव पोर्ट ट्रस्ट, हेडलॅण्ड सडो, गोंय हांणी मुरगांव बंदराच्या बर्थ क्र. 8,9 आनी बार्ज बर्थ हांच्या पुन-विकासाचें काम	28/04/2017	सकाळी 10.30 सावन फुडें	टिळक मैदान, वास्को दा गामा, गोंय

पर्यावरणीय भौशीक आयकण परिणाम जाल्ल्या लोकांचो हुस्क्याचो नियाळ घेवपा खातीर आनी जांच्यानी आपली मतां दिवं येता वा म्हायती वा स्पश्टीकरण मागाक येतास तांचे खातीर येतात.

ज्या संबधीत मनशाक प्रकल्पाच्या वा कार्यांच्या पर्यावरणीय विशयात स्पश्ट खूट आसा. तांच्यांनी आपली मतां, सुचोवण्यो, शेरे आनी आक्षेप भौशीक कळोवणेचे थारायिले तारखे दिसा वा आदीं वरेवन प्रादेशीक अधिकारी, पर्यावरण, रानां आनी हवामान बदल मंत्रालय, बँगलूरू वा गोंय राज्य प्रदुशण नियंत्रण मंडळ, पाटो - पणजी गोंय हांकां धाडची.

प्रकल्पाची म्हत्वाची लासां आशिल्ल्या कार्यकारी नियाळाच्यो कोंकणी, मराठी आनी इंग्लिश भाशांतल्यान हार्ड कॉपी, ड्राफ्ट पर्यावरण धोरकी नियाळ अहवाल आनी फॉर्म - 1 जें प्रकल्प प्रस्तावकारान दिला तें खालां दिल्ल्या कचेऱ्यांनी सदर्भा खातीर दवरलां. सॉफ्ट कॉपी गोंय राज्य प्रदुशण नियंत्रण मंडळाच्या संकेत थळार पळोवंक मेळटात. www.goaspcb.gov.in

1.	जिल्ल्याधिकारी आनी जिल्हो दंडाधिकारी (दक्षीण) ची कचेरी, नवी जिल्ल्याधिकाऱ्याचे कचेरेची इमारत, मडगांव गोंय.
2.	पर्यावरण, रानां आनी हवामान बदल मंत्रालयाची प्रादेशीक कचेरी, दक्षीण क्षेत्र, चवथी माळी, इ आनी एफ वींग, 17वो मुखेल रस्तो, दुसरो ब्लॉक, कोरमंगला, बँगलुरू 560034.
3.	संचालक उद्देग, वेपार आनी वाणिज्य संचालनालय ची कचेरी, इडीसी हाऊस, पणजी-गोंय.
4.	जिल्ल्याधिकारी आनी एसडीओ, मुरगांव माल वास्को दा गामा गोंय ची कचेरी.
5.	मुखेल कार्यकारी अधिकारी, दक्षिण जिल्हो पंचायत, आले मार्ग, राय साश्ट गोंय.
6.	मुखेल अधिकारी मुरगांव नगरपालिका मंडळा वास्को दा गामा गोंयची कचेरी
7.	वांगडी सचिव, वास्को येवजण आनी विकास अधिकारीणी, वास्को दा गामा गोंय ची कचेरी.
8.	ग्रामपंचायत सांकवाळ, मुरगांव गोंय ची कचेरी.
9.	ग्रामपंचायत चिखली, मुरगांव गोंय ची कचेरी.
10.	ग्रामपंचायत चिकोळणे, मुरगांव गोंय ची कचेरी.
11.	ग्रामपंचायत ताळगांव, ताळगांव-तिसवाडी गोंय ची कचेरी.
12.	ग्रामपंचायत कुडका-बांबाळी-तळावली, तिसवाडी गोंय ची कचेरी.
13.	ग्रामपंचायत शिरदोन-पाळी, तिसवाडी गोंय ची कचेरी.
14.	केंद्रीय ग्रंथालय, संस्कृती भवन, पाटो -पणजी -गोंय ची कचेरी.
15.	जनता वाचनालय पयली माळी, नगरपालिका इमारत वास्को दा गामा गोंयची कचेरी.
16.	ग्रामपंचायत ग्रंथालय चिखली गोंय ची कचेरी.
17.	सरस्वती मंदिर, पणजी तिसवाडी गोंय ची कचेरी.
18.	महालक्ष्मी प्रासादीक हिंदू वाचन मंदिर, मळें पणजी तिसवाडी, गोंयची कचेरी.
19.	गोंय राज्य प्रदुशण नियंत्रण मंडळ, पणजी गोंय ची कचेरी.

पर्यावरणीय भौशीक आयकणेचो वृत्तांत पर्यावरण रानां, आनी हवामान बदल मंत्रालय, भारत सरकार हांकां ते विशीं फावो ती कारवाय करपा खातीर धाडटले.

निशाणी
वांगडी सचीव
गोंय राज्य प्रदुशण नियंत्रण मंडळ

तारीख : 24/03/2017
सुवात : पणजी - गोंय

Bhangarbhumi, Kolkata - 25/03/17.