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File No: 10/60/2023
Government of India
Ministry of Environment, Forest and Climate Change
IA Division
****

Date **01/07/2026**

To,

Mehul Patel
MODEST INFRASTRUCTURE PRIVATE LIMITED
Prem no 6, 5th Floor, Rahimtoola House, 7 Homji Street, Fort. Mumbai, Mumbai, MUMBAI, MAHARASHTRA, 400001
dharmendra@modship.in

Subject: **Development of Shipyard (total ship solution project) on the shore of gulf of Khambat with waterfront of 1.4 kms and spread over an area of nearly 57.69 (~ 58.00) Ha at Ratanpar, Bhavnagar by M/s Modest Infrastructure Private Limited-Environmental and CRZ clearance regarding.**

Sir/Madam,

This is in reference to your application submitted to MoEF&CC vide proposal number IA/GJ/INFRA1/575062/2026 dated 09/04/2026 for grant of prior Environmental and CRZ Clearance to the proposed project under the provision of the EIA Notification 2006 and as amended thereof.

2. The particulars of the proposal are as below :

(i) EC Identification No.	EC26A3002GJ5573254N
(ii) File No.	10/60/2023
(iii) Clearance Type	Fresh EC and CRZ
(iv) Category	A
(v) Project/Activity Included Schedule No.	7(b) Ship breaking yards including ship breaking units
(vi) Sector	INFRA-1
(vii) Name of Project	Total Ship Solution Project at Ratanpar, Bhavnagar
(viii) Name of Company/Organization	MODEST INFRASTRUCTURE PRIVATE LIMITED
(ix) Location of Project (District, State)	BHAVNAGAR, GUJARAT
(x) Issuing Authority	MoEF&CC
(xi) Applicability of General Conditions as per EIA Notification, 2006	No

3. The project is for developing the Shipyard(Total Ship Solution Project) on the shore of gulf of Khambat with waterfront of 1.4 kms and spread over an area of nearly 57.69(~ 58.00)Ha at Ratanpar, Bhavnagar by M/s Modest Infrastructure Private Limited. The proposed project by MIPL is a marine infrastructure project designed to capitalize on the cyclical nature of the shipping industry by integrating shipbuilding, ship repair, and ship recycling activities. The proposed Ship Building, Repair and Recycling facility is planned with two systems. The first system, comprising a dock and lock-gate arrangement, is intended for the construction, repair, and recycling of larger vessels of up to 400,000 DWT. The second system, comprising slipway and bay facilities, is designed to cater to smaller vessels of up to 15,000 DWT. The facility will be capable of handling various types of vessels, including general cargo ships, bulk carriers, oil tankers, passenger ships, drill ships, warships, and other similar vessels.

4. The proposed project falls under Schedule 7(b) Ship breaking yards including ship breaking units, Category 'A' as per the EIA Notification 2006. The cost of the project is Rs. 667.78 Cr

5. Earlier CRZ clearance was granted by the Ministry vide letter no 11-61/2008-IA.III dated 23rd June, 2009 for development of ship building/repairing yard at Nava Ratanpur, near Ghogha, district Bhavnagar in GMB Port limit, Gujarat by M/s Modest Infrastructure Ltd. However due to acute recession in the ship building and repairing sector could not construct the facility and the validity of the CRZ clearance is expired. The Committee advised the Project Proponent to surrender the existing Coastal Regulation Zone (CRZ) clearance, as the same is no longer valid. The Project Proponent shall ensure that no activities are undertaken under the said expired CRZ clearance.

6. Details of Terms of References (ToR): The proposal was considered in 338th meeting during 24thAugust 2023, the EAC after detailed deliberation recommended for grant of ToR, Accordingly the ToR was granted by the Ministry vide letter no.10/60/2023dated 09/10/2023.

7. Details of public hearing: Public hearing was conducted on 8/01/2025 at district Bhavnagar, Gujarat and the main issues raised by public is regarding the Employment Generation.

S. No	Date of Public Hearing	Detail of Paper advertisement	Venue and Location	Presided by
1.	08/01/2025	Advertisement was published in Saurashtra Samachar and The Indian Express on 07/12/2024.	Located at village- Nava Ratanpar, District Bhavnagar, Gujarat	Assistant Collector & Sub Divisional Magistrate

8. Land use/cover: Land use/cover of given project site is as follows

S.No.	Title	Area in Ha	Percentage(%) of total Area
1.	Construction/project components Area	24.85	43.0
.2	Road area	2.15	3.7
3.	Greenbelt area	19.14	33.3
4.	Open area	11.55	20.0
	Total Plot Area	57.69 (~ 58.00)	100.0

9. Terrain and Topography: Proposed project site is located at 21.39°N and 72.17°E. It has an average elevation of 21 meters above sea level. The site area is plain with little undulating at few places. Coastal area, Barren and Agricultural land are most predominant in this area. There is no Eco Fragile Zone or Natural Forest near project site in study area.

10. Details of water bodies Impact on drainage: There is no water bodies in the project sites and no proper drainage system as there is no human habitation. So, no impact on drainage.

11. Water Requirement: The total water requirement for the project is 70 KLD which will be collected from the GWSSB/Gram Panchayat. Further, it is proposed that industrial fresh water is contained in storage tanks strategically proposed around the dock and slipway facilities. The water would be used for production purposes such as ship machinery commissioning, wash down, bunkering and firefighting. It is anticipated potable fresh water will be taken directly from the mains with the largest demands being made from processes. Water will be transported to the proposed area through tankers/ pipeline during construction and operation phase.

12. Details of tree cutting and green belt development: There is no tree cutting involved in the project, as the site area is barren land and as part of the proposed project 19.14 ha. Area (i.e. 33.3% of the total project area) will be developed as greenbelt area.

13. Diversion of forest land: There is no forestland involves in the project. The project is not located within 10 km of Projected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves, Eco-Sensitive Zone(ESZ) or Eco-Sensitive Area(ESA) notified by the MoEF&CC. However, in the study area Schedule-I species Indian Peafowl (Pavo cristatus), Common Indian Monitor Lizard (Varanus bengalensis), Indian Rat Snake (Ptyas mucosa), Common Krait (Bungarus caeruleus), Indian Grey Mongoose (Urva edwardsi) was recorded as Scheduled -I species. Wildlife Conservation Plan for Schedule-I Species.

14. Details of Rainwater Harvesting: Rainwater Chamber will be provided for collection of Rainwater runoff from Roof top and paved surface. The water collected in water chamber will be treated in primary treatment unit. The primary treatment unit will consist of clay packing, sand medium, gravel packing and 'V' wire screen. The water will be passed through this arrangement for treatment. The treated water from primary treatment will be collected in collection tank and will be reused in premises. Tanks with 300 KL capacity for storage of treated waste water are planned in the project area. During monsoon season runoff would be channelized into this storage tank after appropriate sediment settlement mechanism. This water would be used as fresh water source for utilization. The approx. cost for construction of Rain water Harvesting system including storage tanks is approx. Rs. 40,00,000/-.

15. Details of CRZ Area: Baseed on the field survey the proposed project activity falls under categories such as CRZ IB (Intertidal Zone), CRZ III (No development Zone, 200 to 500 m from HTL) and CRZ IVA (Waterbody). The CRZ map at a 1:4000 scale has been prepared by the National Centre for Sustainable Coastal Management. The project components falls under CRZ area is as follows:

SI No.	Proposed Project Activities	CRZ Categories area in Sq.m				Out of CRZ Area
		Intertidal Zone- CRZ IB	No Development Zone- CRZ III	200 to 500 m From HTL- CRZ III	Waterbody- CRZ IVA	
1	10 m Wide Road	9507.68	988.56	-	-	-
2	5 m Wide Road	4801.35	879.9	-	-	-
3	7.5 m wide Road	5648.71	490.57	-	-	-
4	Building & Utility Area	25894.64	14541.63	3130.82	-	-
5	Dry Dock – 1 Primary Cutting Area	28881.23	583.58	-	-	-

6	Green Area	85624.12	66625.27	29784.25	-	5605.84
7	Hall Block Area	12665.61	-	-	-	-
8	Parking Area	11390.63	7531.4	-	-	-
9	Repair Bay-1	193.84	2778.23	-	-	-
10	Repair Bay- 2	344.17	2641.54	-	-	-
11	Repair Bay- 3	476.33	2556.23	-	-	-
12	Repair Bay- 4	599.98	2340.61	-	-	-
13	Repair Bay- 5	692.51	2317.14	-	-	-
14	Repair Bay- 6	671.26	2303.32	-	-	-
15	Repair Bay- 7	674.44	2312.35	-	-	-
16	Repair Bay- 8	720.93	2307.2	-	-	-
17	Secondary Cutting Area	10625.41	457.05	-	-	-
18	Ship Shifting Way	1692.64	5762.5	-	-	-
19	Teritary Cutting Area	13720.51	1104.64	-	-	-
20	Slip Way	8894.35	-	-	-	-
21	Working Area	3999.29	18323.16	-	-	-
22	Navigation Channel	99529.56	32231.76	-	16266.8	-
23	Open Storage Area	1780.94	17567.01	-	-	-
24	Open Area	33445.59	23945.3	27.77	-	
25	External Approach Road	0.02	7628.65	-	-	402.58
26	Open Working Area	41157.27	23236.71	-	-	-
27	50 T Bollard (Typ)	545	53.36	-	-	-
28	Winch	953.46	301.37	-	-	-
	Total	405131.4	241809.9	32942.84	16266.8	6008.42

The Gujarat Coastal Zone Management Authority (GCZMA) recommended the project, vide recommendation letter no.ENV/10/2025/15/T dated 25/03/2026.

16. Details of shoreline: The Mathematical Studies for Prediction of Siltation and Shoreline Changes and Recommendations thereof for the Total Ship Solution is carried out by National Institute of Oceanography, Goa. It is concluded that the proposed development of the new shipyard at Ratanpar is expected to have a negligible impact on the overall hydrodynamic conditions. Changes in currents would be confined to areas immediately adjacent to the proposed structure, with insignificant variations at more distant locations. The proposed shipyard would result in negligible alterations to seabed morphology, with changes limited to approximately 0.2 m. While temporary seabed disturbances may occur during the construction phase of the new shipyard, no significant morphological impacts on the seabed or shoreline are anticipated once the construction is completed. It is expected to have a negligible impact on shoreline stability. This suggests that the project is unlikely to cause any significant alteration to the existing coastal morphology.

17. Details of dredging and reclamation: Dredging activities are proposed as part of the project to create a navigational channel. The operation will involve the removal of sediment from designated areas to achieve the required depth for safe vessel movement. It is estimated that a total dredging quantity of around 11.71 lakh cubic meters will be generated. For the management of dredged/excavated material, reuse has been identified as a sustainable option under this project, and the dredged material will be used for levelling within the site premises.

18. Waste Management: Ballast water (1,800 TPA) generated from the ballast tanks of ships will be collected, stored, and sent to the ETP for treatment. ETP sludge (80 TPA) generated from the ETP will be collected, stored, transported, and disposed of by sending it to authorized TSDF sites. Blast steel grit (50 TPA) generated from blasting operations will be collected, stored, transported, and disposed of by sending it to authorized TSDF sites. Paint scrap (0.5 TPA) generated from shipbuilding, repairing, and recycling activities will be collected, stored, transported, and disposed of by sending it to authorized TSDF sites. Discarded asbestos and asbestos-containing materials (0.5 TPA) generated from insulation removal during repairing/recycling of ships will be collected, stored, transported, and disposed of at TSDF sites for landfilling. Oily sludge emulsion (0.2 TPA) generated from machinery maintenance will be collected, stored, transported, and disposed of at TSDF sites or through incineration or co-processing. Used oil (0.5 TPA) generated from transformers and ship engines used for cooling purposes will be collected, stored, transported, and disposed of by selling it to registered recyclers. Empty barrels/containers/liners contaminated with hazardous chemicals or wastes (25 TPA) generated from empty paint containers and oil drums will be collected, stored, transported, and disposed of by sending them to registered recycler units. Other waste (rubber, fiber, glass wool, rexine, etc.) (345 TPA) generated from insulation removal during ship repair will be collected, stored, transported, and disposed of at TSDF sites for landfilling.
19. Solid Waste: Municipal solid waste (100 TPA) generated from household activities will be collected, stored, transported, and disposed of at landfill sites. Cement tiles (25 TPA per 10 vessels) generated during ship repairing will be collected, stored, transported, and disposed of at landfill sites. Construction waste (25 TPA) generated during the construction phase will be disposed of in low-lying land within the premises. Cardboard and packing material (1.5 TPA per 10 vessels) generated during ship repair and recycling activities will be collected, stored, transported, and sent to recyclers. Chicken mesh (5 TPA per 10 vessels) generated during ship repair will be reused. STP: The treatment process is planned to be based on MBR(Membrane Bio Reactor)/SBR(Sequential Batch Reactor)/MBBR(moving Bed Bio Reactor) technology. Capacities of sewage treatment plant is 30 KLD. STP sludge (4 TPA) generated during wastewater treatment will be recycled by registered recyclers, and the residue will be disposed of at authorized facilities apart from this electronic waste (0.5 TPA) generated after discarding electrical goods as per the E-Waste Management Rules, 2016, will be stored, transported, and disposed of through authorized e-waste recyclers. Decommissioned batteries (0.3 TPA) generated from power backup systems in substations and vehicles will be sent to authorize recyclers.

20. Land Acquisition and R&R: The land area involved in the project is 57.69(~ 58.00) Ha., from which 16.1 Ha is owned by Modest Infrastructure Pvt. Ltd. and the remaining 41.59 Ha. land, applied to the Collector and District Magistrate Office, Motibaug, which is under process. There is no. Resettlement and Rehabilitation (R&R) is required since no private land is involved in the project.
21. Employment Opportunity: The proposed project will have potential to generates the employment approx. 1100 person (direct and indirect) during construction and operational phase.

22. Benefits of the project: The proposed new project has a potential for employment of skilled, semi-skilled and unskilled employees during construction phase as well as operational phase. There will be scope for improved social infrastructure and socio-economic benefits in the surrounding area. Dispose of

Old Resource Guzzling Ships. Recover about ~5.5 Mt/yr of Steel, other metals and machinery. Peripheral development and creation of social capital. Improvements in the Physical Infrastructure. Adoption of new technology. Improvement in local amenities facilities. Improvement in road link facilities as transportation through truck and other vehicles will increase due to project. Increase income of local population Increase requirement of manpower. Improvement in Social Infrastructure. Social Infrastructure will improve by means of Civilization, Basic Amenities. Employment Potential. The proposed project will give employment to 1,100 personnel (Approx.). Economic benefits to local people and businesses/contractors. The proposed project will create opportunities for direct and indirect employment and business opportunities for the company. A total amount of Rs. 667.78 lacs would be utilized for CER. Environmental Benefits of Ship Recycling: ETP followed by RO treated water and STP treated water will be reused for industrial and gardening purpose respectively to reduce the load of fresh water requirement. Complete ZLD system is proposed. Unit will install rainwater harvesting system and it will be collected, stored and reused to reduce the fresh water requirement. Solar energy will be utilized.

23. Details of court cases: There is no court case involves in the project.

24. The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 448th meeting during 29th May 2026 **recommended** the project for grant of environmental and CRZ clearance with stipulated specific conditions along with other Standard EC Conditions.

25. The Ministry of Environment, Forest and Climate Change has considered the proposal based on the recommendations of the Expert Appraisal Committee (Infrastructure, CRZ and other Miscellaneous projects) and hereby decided to grant Environmental and CRZ Clearance for 'Development of Shipyard (total ship solution project) on the shore of gulf of Khambhat with waterfront of 1.4 kms and spread over an area of nearly 57.69 (~ 58.00) Ha at Ratanpar, Bhavnagar by M/s Modest Infrastructure Private Limited' Under the EIA Notification, 2006 and CRZ notification, 2011 as amended, subject to strict compliance of the following specific conditions, in addition to all standard conditions applicable for such projects.

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

Copy To

1. The Deputy Director General, Regional Office, Deputy Inspector General Of Forests (Central) Ministry Of Environment Forest And Climate Change Regional Office Gandhinagar Karmayogi Bhawan Block-3 F-2 Wing 5th Floor Near Ch-3 Circle Sector-10a Gandhinagar., N/A, N/A, iro.gandhingr-mefcc@gov.in

2. The Member Secretary, CPCB, Parivesh Bhawan Cbd-Cum-Office Complex East Arjun Nagar, East, Delhi, mscb.cpcb@nic.in

3. The Member Secretary, SPCB/PCC, Paryavaran Bhavan Sector-10a, Gandhinagar, Gujarat, ms-gpcb@gujarat.gov.in

4. The Monitoring Cell MoEFCC, Compliance & Monitoring Division, Indira Paryavaran Bhawan Jor Bagh Road New Delhi, South, Delhi, moefcc-monitoring@gov.in

5. The Secretary, Forests and Environment Department, Block 14 8th Floor Sachivalaya Gandhinagar-382 010 Gujarat., Devbhumi Dwarka, Gujarat, secfed@gujarat.gov.in

Annexure 1

Specific EC Conditions for (Ship Breaking Yards Including Ship Breaking Units)

1. Specific Conditions

S. No	EC Conditions
1.1	All the recommendations and conditions specified by the Gujarat Coastal Zone Management Authority (CZMA) vide letter No.ENV/10/2025/15/T dated 25th March, 2026 shall be complied with and the status of the implementation shall be submitted to the Concern IRO, MoEF&CC along with the six monthly EC compliance report.
1.2	Wildlife Conservation Plan for Schedule-I Species prepared by the PP shall be submitted to the concern DFO of state forest department for necessary action. If any specific mitigation measures are recommended by the Forest Department, the same shall be incorporated in the Plan. The progress of implementation of the conservation/mitigation plan shall be submitted to the Concern IRO, MoEFCC every 6 months along with the 6- monthly EC compliance reports.
1.3	A cumulative impact assessment shall be carried out considering the combined impacts of residual cargo handling operations, floating dry dock facilities and ship-breaking activities within the study area. The assessment shall evaluate impacts on air quality, water quality, noise levels, marine ecology, traffic and socio-economic environment, and the mitigation measures identified shall be incorporated in the Environmental Management Plan (EMP).
1.4	The Project Proponent shall establish adequate facilities for the collection, treatment, and disposal of bilge water, ballast water, and oily sludge generated during ship repair and ship recycling activities. No untreated or partially treated oily waste shall be discharged into the marine or coastal environment under any circumstances. The monitoring data shall be regularly compiled and submitted along with the six-monthly Environmental Clearance (EC) and Coastal Regulation Zone (CRZ) compliance reports to the concerned Integrated Regional Office (IRO) of MoEF&CC.
1.5	The Project Proponent shall prepare and maintain a comprehensive inventory of all hazardous materials, including asbestos, polychlorinated biphenyls (PCBs), oil sludge, and other contaminated residues generated during ship dismantling and repair activities. All hazardous wastes shall be stored in designated areas with impervious flooring, leachate collection systems, and proper labeling in accordance with applicable rules and regulations. Disposal of hazardous waste shall be carried out only through authorized recyclers or Treatment, Storage, and Disposal Facilities (TSDFs).
1.6	The Project Proponent shall install adequate groundwater monitoring wells within and around the project site. Groundwater quality shall be monitored on a quarterly basis for parameters including pH, Total Dissolved Solids (TDS), oil and grease, and heavy metals. Soil quality monitoring shall also be carried out periodically to assess contamination from hydrocarbons and other toxic substances. The monitoring data shall be compiled and submitted along with the six-monthly Environmental Clearance (EC) compliance reports. In the event of any contamination, immediate remedial measures shall be undertaken and the same shall be reported to the concerned authorities.
1.7	The Project Proponent shall ensure zero discharge of oil and grease into the sea.
1.8	The Project Proponent shall ensure that noise levels from all project activities remain within the limits prescribed by the Central Pollution Control Board (CPCB). Periodic noise monitoring shall be carried out at the project boundary and at identified sensitive receptors, and appropriate

S. No	EC Conditions
	mitigation measures shall be implemented in case of any exceedance.
1.9	A properly designed garland drain system shall be provided around the project site for collection and channelization of storm water runoff. The runoff shall be routed through appropriate treatment facilities, wherever required, before discharge. No untreated runoff or wastewater shall be discharged outside the project premises.
1.10	The Project Proponent shall ensure proper collection, segregation, storage, transportation, reuse, recycling and disposal of all solid, hazardous and other wastes generated during construction and operation phases in accordance with the applicable Waste Management Rules and through authorized recyclers and disposal facilities.
1.11	Adequate facilities shall be provided for safe handling, storage and disposal of hazardous wastes, used oil, sludge, scrap materials and other recyclable wastes generated from shipbuilding, ship repair and ship recycling activities in accordance with applicable statutory provisions.
1.12	The Project Proponent shall install appropriate oil spill detection and containment systems and shall develop and implement a comprehensive Oil Spill Prevention and Response Plan (OSPRP) covering all operational phases of ship repair and ship recycling activities.
1.13	All areas involving oil handling, including dismantling zones, storage areas, and transfer points, shall be provided with impervious flooring and an adequate drainage system connected to appropriately designed oil-water separators to prevent contamination of soil and marine environment.
1.14	A comprehensive Oil Spill Prevention and Response Plan covering shipbuilding, ship repair, ship recycling and oil transfer operations shall be implemented. Adequate containment measures, emergency response equipment, trained personnel and periodic mock drills shall be ensured to prevent and mitigate accidental oil spills.
1.15	Prior to commencement of shipbuilding, ship repair and ship recycling activities, the Project Proponent shall implement an oil spill prevention system including vessel decontamination, leak testing of pipelines, deployment of trained personnel during oil transfer operations and provision of secondary containment measures at all critical locations.
1.16	All dry dock, shipbuilding, ship repair and ship recycling activities shall be carried out on impervious surfaces with adequate drainage arrangements connected to treatment facilities. Separate collection systems shall be provided for oily wastewater, bilge water, wash water and storm water, and no untreated effluent or contaminated runoff shall be discharged into the marine environment.
1.17	The Project Proponent shall undertake periodic health check-ups of workers, particularly those exposed to asbestos and other hazardous substances, and shall maintain proper health records. Adequate Personal Protective Equipment (PPE) shall be provided to all workers and its usage shall be strictly ensured. Acoustic enclosures and other necessary noise control measures shall be installed, wherever required, to minimize occupational exposure to noise.
1.18	An On-site Emergency Management Plan covering fire, explosion, cyclone, tsunami, flood, earthquake and other emergencies shall be implemented. Adequate firefighting infrastructure,

S. No	EC Conditions
	emergency response systems, Personal Protective Equipment (PPE), periodic mock drills and safety training programmes shall be provided and maintained throughout the project life.
1.19	Project Proponent shall strive to enhance the Green Belt under the campaign" एक_पेड़_माा_के_नाम " and the details of the trees planted would be uploaded on the portal https://merilife.nic.in.

Standard EC Conditions for (Ship breaking yards including ship breaking units)

1. Statutory Compliance

S. No	EC Conditions
1.1	Construction activity shall be carried out strictly according to the provisions of CRZ Notification, 2011 and the State Coastal Zone Management Plan as drawn up by the State Government. No construction works other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area.
1.2	A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project should be obtained.
1.3	All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Coast Guard, and Civil Aviation Department shall be obtained, as applicable by project proponents from the respective competent authorities.

2. Air Quality Monitoring And Preservati

S. No	EC Conditions
2.1	The project proponent shall install system to carryout Ambient Air Quality monitoring for common/criterion parameters relevant to the main pollutants released (e.g. PM10 and PM2.5 in reference to PM emission, and SO2 and NOx in reference to SO2 and NOx emissions) within and outside the project area at least at four locations, covering upwind and downwind directions.
2.2	Appropriate Air Pollution Control (APC) system shall be provided for all the dust generating points including fugitive dust from all vulnerable sources, so as to comply prescribed emission standards.
2.3	Shrouding shall be carried out in the work site enclosing the dock/proposed facility area. This will act as dust curtain as well achieving zero dust discharge from the site. These curtain or shroud will be immensely effective in restricting disturbance from wind in affecting the dry dock operations, preventing waste dispersion, improving working conditions through provision of shade for the workers.
2.4	Dust collectors shall be deployed in all areas where blasting (surface cleaning) and painting operations are to be carried out, supplemented by stacks for effective dispersion.
2.5	The Vessels shall comply the emission norms prescribed from time to time.
2.6	Diesel power generating sets proposed as source of backup power should be of enclosed type and

S. No	EC Conditions
	conform to rules made under the Environment (Protection) Act, 1986. The height of stack of DG sets should be equal to the height needed for the combined capacity of all proposed DG sets. Use of low sulphur diesel. The location of the DG sets may be decided with in consultation with State Pollution Control Board.
2.7	management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 05 kms radius of the project is maintained and improved upon after the implementation of the project. This plan should be based on cumulative impact of all development and increased habitation being carried out or proposed to be carried out by the project or other agencies in this 05 Kms radius of the site in different scenarios of space and time and the traffic management plan shall be duly validated and certified by the State Urban Development department and the P.W.D./ competent authority for road augmentation and shall also have their consent to the implementation of components of the plan which involve the participation of these departments.

3. Water Quality Monitoring And Preservation

S. No	EC Conditions
3.1	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.
3.2	Appropriate measures must be taken while undertaking digging activities to avoid any likely degradation of water quality. Silt curtains shall be used to contain the spreading of suspended sediment during dredging within the dredging area.
3.3	No ships docking at the proposed project site will discharge its on-board waste water untreated in to the estuary/ channel. All such wastewater load will be diverted to the proposed Effluent Treatment Plant of the project site.
3.4	Measures should be taken to contain, control and recover the accidental spills of fuel and residual cargo handling.
3.5	The project proponents will draw up and implement a plan for the management of temperature differences between intake waters and discharge waters.
3.6	Spillage of fuel / engine oil and lubricants from the construction site are a source of organic pollution which impacts marine life. This shall be prevented by suitable precautions and also by providing necessary mechanisms to trap the spillage.
3.7	Total fresh water use shall not exceed the proposed requirement as provided in the project details. Prior permission from competent authority shall be obtained for use of fresh water.
3.8	Sewage Treatment Plant shall be provided to treat the wastewater generated from the project. Treated water shall be reused for horticulture, flushing, backwash, HVAC purposes and dust suppression.
3.9	A certificate from the competent authority for discharging treated effluent/ untreated effluents into the Public sewer/ disposal/drainage systems along with the final disposal point should be obtained.

S. No	EC Conditions
3.10	No diversion of the natural course of the river shall be made without prior permission from the Ministry of Water resources.
3.11	All the erosion control measures shall be taken at water front facilities. Earth protection work shall be carried out to avoid erosion of soil from the shoreline/boundary line from the land area into the marine water body.

4. Noise Monitoring And Prevention

S. No	EC Conditions
4.1	Noise level survey shall be carried as per the prescribed guidelines and report in this regard shall be submitted to Regional Officer of the Ministry as a part of six-monthly compliance report.
4.2	Noise from vehicles, power machinery and equipment on-site should not exceed the prescribed limit. Equipment should be regularly serviced. Attention should also be given to muffler maintenance and enclosure of noisy equipments.
4.3	Acoustic enclosures for DG sets, noise barriers for ground-run bays, ear plugs for operating personnel shall be implemented as mitigation measures for noise impact due to ground sources.
4.4	The ambient noise levels should conform to the standards prescribed under E(P)A Rules, 1986 viz. 75 dB(A) during day time and 70 dB(A) during night time.

5. Energy Conservation Measures

S. No	EC Conditions
5.1	Provide solar power generation on roof tops of buildings, for solar light system for all common areas, street lights, parking around project area and maintain the same regularly;
5.2	Provide LED lights in offices and project areas.

6. Waste Management

S. No	EC Conditions
6.1	Dredged material shall be disposed safely in the designated areas.
6.2	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 reports.
6.3	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.

S. No	EC Conditions
6.4	The solid wastes shall be managed and disposed as per the norms of the Solid Waste Management Rules, 2016.
6.5	Any wastes from construction and demolition activities related thereto shall be managed so as to strictly conform to the Construction and Demolition Waste Management Rules, 2016.
6.6	A certificate from the competent authority handling municipal solid wastes should be obtained, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project.
6.7	Used CFLs and TFLs should be properly collected and disposed off/sent for recycling as per the prevailing guidelines/ rules of the regulatory authority to avoid mercury contamination.
6.8	Oil spill contingency plan shall be prepared and part of DMP to tackle emergencies. The equipment and recovery of oil from a spill would be assessed. Guidelines given in MARPOL and Shipping Acts for oil spill management would be followed. Mechanism for integration of terminals oil contingency plan with the overall area contingency plan under the co-ordination of Coast should be covered.

7. Green Belt

S. No	EC Conditions
7.1	Green belt shall be developed in area as provided in project details with a native tree species in accordance with CPCB guidelines.
7.2	Top soil shall be separately stored and used in the development of green belt.

8. Marine Ecology

S. No	EC Conditions
8.1	Dredging shall not be carried out during the fish breeding and spawning seasons.
8.2	Dredging, etc shall be carried out in the confined manner to reduce the impacts on marine environment.
8.3	The dredging schedule shall be so planned that the turbidity developed is dispersed soon enough to prevent any stress on the fish population.
8.4	While carrying out dredging, an independent monitoring shall be carried out through a Government Agency/Institute to assess the impact and necessary measures shall be taken on priority basis if any adverse impact is observed.
8.5	A detailed marine biodiversity management plan shall be prepared through the NIO or any other institute of repute on marine, brackish water and fresh water ecology and biodiversity and submitted to and implemented to the satisfaction of the State Biodiversity Board and the CRZ authority. The report shall be based on a study of the impact of the project activities on the intertidal biotopes,

S. No	EC Conditions
	corals and coral communities, molluscs, sea grasses, sea weeds, sub-tidal habitats, fishes, other marine and aquatic micro, macro and mega flora and fauna including benthos, plankton, turtles, birds etc. as also the productivity. The data collection and impact assessment shall be as per standards survey methods and include underwater photography.
8.6	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 including all micro, macro and mega floral and faunal components of marine biodiversity.
8.7	The project proponent shall ensure that water traffic does not impact the aquatic wildlife sanctuaries that fall along the stretch of the river.

9. Public Hearing And Human Health Issues

S. No	EC Conditions
9.1	The work space shall be maintained as per international standards for occupational health and safety with provision of fresh air respirators, blowers, and fans to prevent any accumulation and inhalation of undesirable levels of pollutants including VOCs.
9.2	Workers shall be strictly enforced to wear personal protective equipments like dust mask, ear muffs or ear plugs, whenever and wherever necessary/ required. Special visco-elastic gloves will be used by labour exposed to hazards from vibration.
9.3	In case of repair of any old vessels, excessive care shall be taken while handling Asbestos & Freon gas. Besides, fully enclosed covering should be provided for the temporary storage of asbestos materials at site before disposal to CTSDF.
9.4	Safety training shall be given to all workers specific to their work area and every worker and employee will be engaged in fire hazard awareness training and mock drills which will be conducted regularly. All standard safety and occupational hazard measures shall be implemented and monitored by the concerned officials to prevent the occurrence of untoward incidents/ accidents.
9.5	Emergency preparedness plan based on the Hazard identification and Risk Assessment (HIRA) and Disaster Management Plan shall be implemented.
9.6	Provision shall be made for the housing of construction labour within the site with all necessary infrastructure and facilities such as fuel for cooking, mobile toilets, mobile STP, safe drinking water, medical health care, crèche etc. The housing may be in the form of temporary structures to be removed after the completion of the project.
9.7	Occupational health surveillance of the workers shall be done on a regular basis.

10. Environment Responsibility

S. No	EC Conditions
10.1	The company shall have a well laid down environmental policy duly approved by the Board of Directors. The environmental policy should prescribe for standard operating procedures to have proper checks and balances and to bring into focus any infringements/deviation/violation of the environmental/forest /wildlife norms/conditions. The company shall have defined system of reporting infringements / deviation / violation of the environmental / forest / wildlife norms / conditions and / or shareholders / stake holders. The copy of the board resolution in this regard shall be submitted to the MoEF&CC as a part of six-monthly report.
10.2	A separate Environmental Cell both at the project and company head quarter level, with qualified personnel shall be set up under the control of senior Executive, who will directly report to the head of the organization.
10.3	Action plan for implementing EMP and environmental conditions along with responsibility matrix of the company shall be prepared and shall be duly approved by competent authority. The year wise funds earmarked for environmental protection measures shall be kept in separate account and not to be diverted for any other purpose. Year wise progress of implementation of action plan shall be reported to the Ministry/Regional Office along with the Six Monthly Compliance Report.
10.4	Self environmental audit shall be conducted annually. Every three years third party environmental audit shall be carried out.

11. Miscellaneous

S. No	EC Conditions
11.1	The project proponent shall make public the environmental clearance granted for their project along with the environmental conditions and safeguards at their cost by prominently advertising it at least in two local newspapers of the District or State, of which one shall be in the vernacular language within seven days and in addition this shall also be displayed in the project proponent's website permanently.
11.2	The copies of the environmental clearance shall be submitted by the project proponents to the Heads of local bodies, Panchayats and Municipal Bodies in addition to the relevant offices of the Government who in turn has to display the same for 30 days from the date of receipt.
11.3	The project proponent shall upload the status of compliance of the stipulated environment clearance conditions, including results of monitored data on their website and update the same on half-yearly basis.
11.4	The project proponent shall submit six-monthly reports on the status of the compliance of the stipulated environmental conditions on the website of the ministry of Environment, Forest and Climate Change at environment clearance portal.
11.5	The project proponent shall submit the environmental statement for each financial year in Form-V to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently and put on the website of the company.
11.6	The criteria pollutant levels namely; PM2.5, PM10, SO2, NOx (ambient levels) or critical sectoral

S. No	EC Conditions
	parameters, indicated for the project shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.
11.7	The project proponent shall inform the Regional Office as well as the Ministry, the date of financial closure and final approval of the project by the concerned authorities, commencing the land development work and start of production operation by the project.
11.8	The project authorities must strictly adhere to the stipulations made by the State Pollution Control Board and the State Government.
11.9	The project proponent shall abide by all the commitments and recommendations made in the EIA/EMP report, commitment made during Public Hearing and also that during their presentation to the Expert Appraisal Committee.
11.10	No further expansion or modifications in the project shall be carried out without prior approval of the Ministry of Environment, Forests and Climate Change (MoEF&CC).
11.11	Concealing factual data or submission of false/fabricated data may result in revocation of this environmental clearance and attract action under the provisions of Environment (Protection) Act, 1986.
11.12	The Ministry may revoke or suspend the clearance, if implementation of any of the above conditions is not satisfactory.
11.13	The Ministry reserves the right to stipulate additional conditions if found necessary. The Company in a time bound manner shall implement these conditions.
11.14	The Regional Office of this Ministry shall monitor compliance of the stipulated conditions. The project authorities should extend full cooperation to the officer (s) of the Regional Office by furnishing the requisite data / information/monitoring reports.
11.15	The above conditions shall be enforced, inter-alia under the provisions of the Water (Prevention & Control of Pollution) Act, 1974, the Air (Prevention & Control of Pollution) Act, 1981, the Environment (Protection) Act, 1986, Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 and the Public Liability Insurance Act, 1991 along with their amendments and Rules and any other orders passed by the Hon'ble Supreme Court of India / High Courts and any other Court of Law relating to the subject matter.
11.16	Any appeal against this EC shall lie with the National Green Tribunal, if preferred, within a period of 30 days as prescribed under Section 16 of the National Green Tribunal Act, 2010.

12. Specific Conditions

S. No	EC Conditions
12.1	The company shall undertake waste minimization measures as below: - a. Metering and control of quantities of active ingredients to minimize waste. b. Reuse of by-products from the process as raw materials or as raw material substitutes in other

S. No	EC Conditions
	processes. c. Use of automated filling to minimize spillage. d. Use of Close Feed system into batch reactors. e. Venting equipment through vapour recovery system. f. Use of high pressure hoses for equipment cleaning etc. to reduce wastewater generation.

Additional EC Conditions

N/A

Annexure 2

Details of the Project

<table>
<tr><th>S. No.</th><th>Particulars</th><th>Details</th></tr>
<tr><td>a.</td><td>Details of the Project</td><td>Total Ship Solution Project at Ratanpar, Bhavnagar</td></tr>
<tr><td>b.</td><td>Latitude and Longitude of the project site</td><td>21.64580706186071,72.28460153573018
21.65530024222076,72.3004975722986</td></tr>
<tr><td>c.</td><td>Land Requirement (in Ha) of the project or activity</td><td><table><tr><th>Nature of Land involved</th><th>Area in Ha</th></tr><tr><td>Non-Forest Land (A)</td><td>58</td></tr><tr><td>Forest Land (B)</td><td>0</td></tr><tr><td>Total Land (A+B)</td><td>58.0</td></tr></table></td></tr>
<tr><td>d.</td><td>Date of Public Consultation</td><td>Public consultation for the project was held on</td></tr>
<tr><td>e.</td><td>Rehabilitation and Resettlement (R&R) involvement</td><td>NO</td></tr>
<tr><td>f.</td><td>Project Cost (in lacs)</td><td>66778</td></tr>
<tr><td>g.</td><td>EMP Cost (in lacs)</td><td>1607.43</td></tr>
<tr><td>h.</td><td>Employment Details</td><td></td></tr>
</table>

Details of Products & By-products

Name of the product /By-product	Product / By-product	Quantity	Unit	Mode of Transport / Transmission	Remarks (eg. CAS number)
Ship breaking	Product	0.5	million LDT (i.e. yearly 10 numbers of 50,000 LDT vessels)	Road	million LDT (i.e. yearly 10 numbers of 50,000 LDT vessels)
Ship Building	Product	0.22	million LDT (i.e. yearly 5 numbers of 40000 LDT vessels plus 02 numbers of 10000 DWT vessels)	Road	Yearly 5 numbers of 40000 LDT vessels plus 02 numbers of 10000 DWT vessels
Ship Repair	Product	20000	DWT (i.e. yearly 10 numbers of 2000 DWT vessels)	Road	Yearly 10 numbers of 2000 DWT vessels

Signature Not Verified

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

Date: 02/07/2026