



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

To,

The General Manager I/C
SAIL ROURKELA STEEL PLANT
Environmental Engg. Deaprtment,
Rourkela Steel Plant
Rourkela - 769011. -769011

Subject: Grant of Environmental Clearance (EC) to the proposed Project Activity under the provision of EIA Notification 2006-regarding

Sir/Madam,

This is in reference to your application for Environmental Clearance (EC) in respect of project submitted to the SEIAA vide proposal number SIA/OR/INFRA2/401996/2022 dated 01 Oct 2022. The particulars of the environmental clearance granted to the project are as below.

- | | |
|--|--|
| 1. EC Identification No. | EC22B000OR131732 |
| 2. File No. | 401996/01-INFRA2/10-2022 |
| 3. Project Type | Expansion |
| 4. Category | B |
| 5. Project/Activity including Schedule No. | N/A |
| 6. Name of Project | Up-gradation of present Air Strip (Private Use) to Air Port (Code 3C) for Commercial Use Under RCS-UDAN scheme of Govt. of India (Expansion Project) |
| 7. Name of Company/Organization | SAIL ROURKELA STEEL PLANT |
| 8. Location of Project | ODISHA |
| 9. TOR Date | N/A |

The project details along with terms and conditions are appended herewith from page no 2 onwards.

Date: 18/10/2022

(e-signed)
Dr. K. Murugesan, IFS
Member Secretary
SEIAA - (ODISHA)

Note: A valid environmental clearance shall be one that has EC identification number & E-Sign generated from PARIVESH. Please quote identification number in all future correspondence.

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SEIAA File No. 401996/01-INFRA2/10-2022

Subject: Up-gradation of present Air Strip (Private Use) to Air Port (Code 3C) for Commercial Use Under RCS-UDAN scheme of Govt. of India (Expansion project) at Rourkela Airport, adjacent to Sector-14, Rourkela Steel Township, Village Rourkela, District-Sundargarh by SAIL-Rourkela Steel Plant (RSP) - Environmental Clearance reg.

This has reference to your online proposal No. SIA/OR/INFRA2/401996/2022 dated 01.10.2022, submitted to SEIAA, Odisha for grant of Environmental Clearance(EC) for Up-gradation of present Air Strip (Private Use) to Air Port (Code 3C) for Commercial Use Under RCS-UDAN scheme of Govt. of India (Expansion project) at Rourkela Airport, adjacent to Sector-14, Rourkela Steel Township, Village Rourkela, District- Sundargarh in terms of the provisions of the Environment Impact Assessment(EIA) Notification, 2006 under the Environment(Protection) Act,1986.

2. Proposal in Brief:

Proposal No.	SIA/OR/INFRA2/401996/2022
File No.	401996/01-INFRA2/10-2022
Project Type	Expansion
Category	B1
Project/Activity including Schedule No.	7(a) Air ports column (4): "All expansions projects, including airstrips, which are for commercial use"
Name of the Project	Proposal for grant of EC for Up-gradation of present Air Strip (Private Use) to Air Port (Code 3C) for Commercial Use Under RCS-UDAN scheme of Govt. of India (Expansion Project) at Rourkela Airport, adjacent to Sector-14, Rourkela Steel Township, Village Rourkela, District-Sundargarh by SAIL – Rourkela Steel Plant (RSP)
Name of the company/Organization	SAIL – Rourkela Steel Plant (RSP); Sri.P.K.Satapathy, Executive Director(P & A)
Location of Project	Odisha
ToR Date	22.08.2022

Signature
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3. This proposal is for EC for Up-gradation of Rourkela Air Port (expansion case) under RCS-UDAN scheme of GoI, over an area 41.2779 ha. located in Village- Rourkela, District – Sundargarh of M/s. SAIL - Rourkela Steel Plant.
4. SAIL – Rourkela Steel Plant (RSP) is the first Integrated Iron & Steel Plant and a Maharatna Company under Ministry of Steel which was established by Govt. of India in the year 1959 at Rourkela, Odisha. SAIL- RSP has an Air Strip adjacent to Sector14 of Rourkela Steel Township for private use established in early seventies. This is located inside the Notified Industrial Township of SAIL - Rourkela Steel Plant (a public sector undertaking of GOI) by Govt. of Odisha.
5. Ministry of Civil Aviation (MoCA) has decided to develop the Rourkela Air Strip for operation of Commercial Flights under the Regional Connectivity UDAN Scheme of Govt. of India. This is an existing airport operating since early 1970s as a private airstrip for Rourkela steel plant. Earlier, Rourkela Airstrip was functioning with private license which was converted to Code-2B Day VFR Category Airport with issue of Public Use License in the year 2018. The development is to be carried out by Airport Authority of India Limited (AAI) & Memorandum of Understanding (MoU) was signed between SAIL and AAI on 23rd April, 2018 as per which, AAI has to develop the Rourkela Airport for civil operations under Regional Connectivity Scheme (RCS)UDAN and operate it for 3 years and EC is sought for the expansion proposal.
6. The airport is presently licensed for Code 2B air craft operations. Keeping in view of the forth coming Hockey World Cup, to be hosted by the Govt. of Odisha, it was decided in the month of Feb., 2021 to go for up-gradation of Rourkela Airport from Code-2B to Code-3C for operation of ATR-72/Q-400 type Aircrafts under RCS-UDAN Scheme. AAI is the executor of the project.
7. The Term of Reference (ToR) for the project was issued vide SEIAA's letter no. 5235/SEIAA dated 22.08.2022 for undertaking detailed EIA studies.
8. The EIA study has been carried out by collecting Baseline Data from December'2019 to March' 2020 & during June 2022(15days).
9. The TOR to the project has been granted with exemption from public hearing by SEIAA since the Rourkela airstrip is located inside the Notified Industrial Township of SAIL - Rourkela Steel Plant & there is no land acquisition, rehabilitation &/or resettlement issues & only internal demarcation of land use (from RSP Township to airport) is changing. Recently, SAIL-RSP has successfully gone through Public Consultation process and Public Hearing was done on 13th September, 2021.
10. No additional land will be acquired for the up- gradation. The area earmarked for the up-gradation & allied works will be in land already in possession of RSP (SAIL). The existing area of Rourkela airport is set to increase from existing 102 acres to 250 acres. SAIL- RSP


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will provide existing infrastructure for Airport Operations to AAI to make the necessary up-gradation. The estimated capital project cost is Rs. 50 Crore.

11. Project Brief: The proposal involves Extension & strengthening of Runway of dimensions 605 m X 45 m having total useable runway of 1810m x 45m suitable for Q-400, construction of ATC Tower, Provision of Taxiway of Length 128m, width 23m, Construction of Apron of dimension 105m x 80m with shoulder of width 5.5m on all sides for parking of two Q-400, Construction of Prefabricated Terminal Building of area 3505 Sqmt. The allied facilities proposed are additional utility building for housekeeping and support staff (200 Sqmt), Construction of a new Toilet Block, Utility vehicle shed (100 Sqmt area) separate utility block, CNS equipment, PAPI(precision approach path indicator), internal roads, landscaping, PHE works etc. The total area of RSP Airport after the proposed upgradation will be 250 Acres (Existing: 102 Acres, proposed 148 acres).

Land use breakup of the existing and proposed project are as follows:

Sl.No.	Description	Present (in m ² .)	Total After implementation of Proposed Project (in m ² .)
1.	Total area of terminal building	375	3505 (0.35%)
2.	Surface parking area	2000	48562.3 (4.80%)
3.	Service/utility block area	50	300 (0.03%)
4.	Total Green Area	2000	3,31,865.7 (32.80%)
5.	Total Open Area (runway, taxiways & apron area)	60,636	92,794 (9.17%)
6.	Other(roads/paved/unpaved/open area)	3,46,718	5,34,688 (52.85%)
Total		4,12,779 (102 acre)	10,11,715 (250 acre)

Present facilities and proposed facilities are as follows:

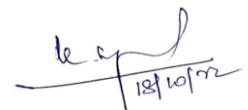
Sl. No.	Particulars	Present Facility	Proposed Facility after expansion
i)	Suitability of aerodrome	Code 2B	Code-3C
ii)	Aircraft operations	Non-scheduled	Scheduled/Non-scheduled
iii)	Total airport area (Acre)	102 Acre	250 Acre
iv)	Type of traffic permitted	VFR	VFR
v)	Runway		

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	Runway Length	1760 m	1810 m
	Runway strip width	30 m	45 m
vi)	Terminal Building		
	Capacity	Peak Hour Passenger (PHP) Capacity: 50	Peak Hour Passenger (PHP) Capacity: 200
	Car Parking Area	5 no. of cars.	50 no. of cars
vii)	Apron Details		
	Number	1 no.	02 (1 no. existing & 1 no. proposed)
	Capacity	1 no.	2 nos. (Aircraft parking bays)

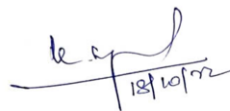
12. **Location & Accessibility:** The project area is a part of the Survey of India Toposheet No. 73B/15 and the geo-coordinates of the project area is Latitude: 22° 15' 22.46" N and Longitude: 84° 48' 52.59" E. The National Highway-143 is at 2.5 KM from project site towards West direction. The nearest railway station is Rourkela Junction at 5.7 Km SE direction. Rourkela is the nearest town from the project site located at 3.0 KM towards East direction. Nearest Reserve Forest is Durgapur RF is at 2km. South Koel river at 1.9km. Nearest village is Bandhaposh located at approx. 1.0 km in WSW
13. **Water Requirement:** The project proponent has submitted that the daily consumption of water during operation phase will be about 136.05 KLD, out of which 75.60 KLD (Existing: 0.45 KLD, Proposed: 75.15 KLD) will be fresh water and 60.45 KLD will be STP treated water. The water requirement will be met from the existing Rourkela Steel Township Water Distribution Network & treated water from proposed 75 KLD STP Plant of Rourkela Air Port.
14. **Wastewater Generation & Treatment:** During operation phase, wastewater generated from Airport premises will be treated in the proposed Sewage Treatment Plant (STP) of capacity 75 KLD which will be established based on the latest technology & comprising primary, secondary and tertiary treatment facilities. The treated waste water to the tune of 60.45 KLD will be used for landscaping in the airport premises.
15. **Power Requirement:** The estimated power requirement for the expansion project will be 250 kW to be met from Rourkela Steel Township Power Grid. For this purpose an additional Transformer (250 KVA) with HT LT cables and switchgears will be installed. There will be power backup through DG set to meet the requirements of ATC and Passenger Lounge of 250 kVA to be used in case of power cut or failure.
16. Storm water control and rain water harvesting will be done as per the standards laid down by CGWA & BIS.


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17. The solid waste generated from the project will be approx. 260kg per day during operation of project.
18. **Green Belt** - Total area proposed for Greenery Development within airport premises is 333865.7 Sqmt. (33%) and total trees to be provided is 44,515 nos. and 3 rows plantation around Air Port Boundary following safety guidelines of Directorate General of Civil Aviation will be done for expansion project.
19. **Parking Details** – Total surface area proposed for car parking within airport premises is 2000 m²/ 50 nos. of cars. Traffic survey has been conducted for 24 hours at Ring road (Four lane two way). The traffic survey data analysis predicts that the existing LOS value i.e. 'A' remains same for the modified traffic scenario due to the proposed expansion project. The project proponent has submitted that the present road network is sufficient to bear the increased traffic load.
20. The estimated capital project cost is Rs.50 Crore(Funding from RCS-UDAN Scheme of GoI).The budgetary allocation towards Environment Management Plan as Capital Cost: Rs.8.5 Crore & Recurring Cost:Rs 17.5 Lakh.
21. The Environment Consultant M/s Gaurang Environmental Solutions Pvt Ltd,Jaipur along with the proponent made a detailed presentation on the proposal before the SEAC on 12.10.2022.
22. The SEAC have appraised the proposal in its meeting dated 12.10.2022 and have recommended for grant of Environmental Clearance for the project valid for a period of 10 years, stipulating various conditions.
23. The matter was further examined in the State Environment Impact Assessment Authority (SEIAA), Odisha in its 93rd meeting held on 15.10.2022 in accordance with the EIA Notification, 2006 and further amendments thereto.

As per the recommendations of the SEAC, Environmental Clearance (EC) is granted under the provisions of EIA Notification No. S.O. 1533 (E) dated the 14th September, 2006 of the Government of India in the erstwhile Ministry of Environment and Forests, as amended from time to time for “Up-gradation of present Air Strip (Private Use) to Air Port (Code 3C) for Commercial Use Under RCS-UDAN scheme of Govt. of India (Expansion Project)” with the following stipulations, environmental conditions and safeguards

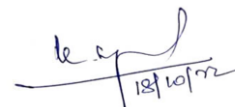

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Stipulations:

A. Specific conditions:

- (i) The proponent shall implement the Pollution Control Measures and safeguards as proposed in the Environment Management Plan (EMP) of EIA report.
- (ii) Notification GSR 94(E) dated 25.01.2018 of MoEF & CC, Govt. of India regarding Mandatory Implementation of Dust Mitigation Measures for Construction and Demolition Activities shall be complied with.
- (iii) Total water requirement is estimated as 75.6 KLD. Water requirement will be met from Rourkela Steel Township's existing water distribution network.
- (iv) Aircraft maintenance, sensitivity of the location where activities are undertaken, and control of runoff of potential contaminants, chemicals etc. shall be properly implemented and reported.
- (v) The domestic effluent generated from project operations will be 60.5 KLD and will be treated in proposed STP of 75 KLD and Treated waste water shall be used for landscaping, flushing and HVAC. There will be zero discharge of treated waste water from airport.
- (vi) During construction and operational phase AAQ monitoring should include PM₁₀, PM_{2.5}, SO₂, NO_x, NH₃, CO, CH₄ and Benzene.
- (vii) During airport operation period, noise should be controlled to ensure that it does not exceed the prescribed standards. During night time the noise levels measured at the boundary of the building shall be restricted to the permissible levels to comply with the prevalent regulations. A monitoring station for ambient air and noise levels shall be provided in the village nearest to the airport.
- (viii) An onsite disaster management plan shall be drawn up to account for risks and accidents. This onsite plan shall be dovetailed with the onsite management plan for the district within 6 months period.
- (ix) Traffic study report within a 05 km radius of the project shall be vetted by reputed institute and the report shall be submitted to SEIAA within 3(three) months period.
- (x) The landscape planning should include plantation of native species. The plantation species should be carefully chosen to avoid bird nesting and to improve pollution control and noise control measures. Water intensive and/or invasive species should not be used for landscaping. As proposed, 3333865.7 m²(33%) area shall be developed for green area. Species to be planted in green belt should be with consultation with local forest officer. Quality of soil to be checked before taking up plantation so that more trees could thrive.
- (xi) Proper Drainage system shall be maintained to avoid water logging.


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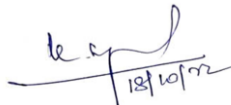
B. Standard Conditions -

I. Statutory compliance:

- (i) The project proponent shall obtain forest clearance under the provisions of Forest (Conservation) Act, 1980, in case of the diversion of forest land for non-forest purpose involved in the project.
- (ii) The project proponent shall obtain clearance from the National Board for Wildlife, if applicable.
- (iii) The project proponent shall prepare a Site-Specific Wildlife Conservation and Management Plan and the same shall be approved by the Chief Wildlife Warden. The recommendations of the approved Site-Specific Conservation Plan/Wildlife Management Plan shall be implemented in consultation with the State Forest Department. The implementation report shall be furnished along with the six- monthly compliance report (in case of the presence of Schedule-I species in the study area).
- (iv) The project proponent shall obtain Consent to Establish / Operate under the provisions of Air (Prevention & Control of Pollution) Act, 1981 and the Water (Prevention & Control of Pollution) Act, 1974 from the concerned State Pollution Control Board.
- (v) The project proponent shall obtain the necessary permission from the Central Ground Water Authority, in case of drawl of ground water/from the competent authority concerned in case of drawl of surface water required for the project.
- (vi) Clearance from Directorate General of Civil Aviation (DGCA) and Airports Authority of India (AAI) for safety and project facilities shall be obtained.
- (vii) A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project should be obtained.
- (viii) All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Civil Aviation Department shall be obtained, as applicable by project proponents from the respective competent authorities.

II. Air quality monitoring and preservation:

- (i) The project proponent shall install system to carryout Ambient Air Quality monitoring for common/criterion parameters relevant to the main pollutants released (e.g., PM₁₀ and PM_{2.5} in reference to PM emission, and SO₂ and NO_x in reference to SO₂ and NO_x emissions) within and outside the airport area at least at four locations (one within and three outside the plant area at an angle of 120° each), covering upwind and downwind directions.
- (ii) Diesel power generating sets proposed as source of backup power should be of enclosed type and conform to rules made under the Environment (Protection) Act, 1986. The height of stack of DG sets should be equal to the height needed for the combined capacity of all proposed DG sets. Use of low sulphur diesel. The location of

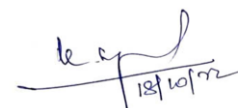

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- the DG sets may be decided with in consultation with State Pollution Control Board.
- (iii) A detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 05 kms radius 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.
 - (iv) Soil and other construction materials should be sprayed with water prior to any loading, unloading or transfer operation so as to maintain the dusty material wet
 - (v) The excavation working area should be sprayed with water after operation so as to maintain the entire surface wet.
 - (vi) Excavated materials shall be handled and transported in a manner that they do not cause any problems of air pollution.
 - (vii) The soil/construction materials carried by the vehicle should be covered by impervious sheeting to ensure that the dusty materials do not leak from the vehicle.

III. Water quality monitoring and preservation:

- (i) Run off from chemicals and other contaminants from aircraft maintenance and other areas within the airport shall be suitably contained and treated before disposal. A spillage and contaminant containment plan shall be drawn up and implemented to the satisfaction of the State Pollution Control Board.
- (ii) Proper drainage systems, emergency containment in the event of a major spill during monsoon season etc. shall be provided.
- (iii) The runoff from paved structures like Runways, Taxiways, can be routed through drains to oil separation tanks and sedimentation basins before being discharged into rainwater harvesting structures.
- (iv) Storm water drains are to be built for discharging storm water from the air-field to avoid flooding/water logging in project area. Domestic and industrial waste water shall not be allowed to be discharged into storm water drains.
- (v) Rain water harvesting for roof run-off and surface run-off, as plan submitted should be implemented. Rain water harvesting structures shall conform to CGWA designs. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease.
- (vi) Total fresh water use shall not exceed the proposed requirement as provided in the project details. Prior permission from competent authority shall be obtained for use of


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fresh water.

- (vii) Sewage Treatment Plant shall be provided to treat the wastewater generated from airport. Treated water shall be reused for horticulture, flushing, backwash, HVAC purposes and dust suppression
- (viii) 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.
- (ix) A detailed drainage plan for rain water shall be drawn up and implemented.

IV. Noise monitoring and prevention:

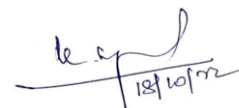
- (i) Noise level survey shall be carried as per the prescribed guidelines and report in this regard shall be submitted to Regional Officer of the Ministry as a part of six-monthly compliance report.
- (ii) Noise from vehicles, power machinery and equipment on-site should not exceed the prescribed limit. Equipment should be regularly serviced. Attention should also be given to muffler maintenance and enclosure of noisy equipment.
- (iii) 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.
- (iv) During airport operation period, noise should be controlled to ensure that it does not exceed the prescribed standards. During night time the noise levels measured at the boundary of the building shall be restricted to the permissible levels to comply with the prevalent regulations.
- (v) Where construction activity is likely to cause noise nuisance to nearby residents, restrict operation hours between 7 am to 6 pm.

V. Energy Conservation measures:

- (i) Energy conservation measures like installation of LED/CFLs/TFLs for the lighting the areas outside the building should be integral part of the project design and should be in place before project commissioning.

VI. Waste management:

- (i) Soil stockpile shall be managed in such a manner that dust emission and sediment runoff are minimized. Ensure that soil stockpiles are designed with no slope greater than 2:1 (horizontal/vertical).
- (ii) The project activity shall conform to the Fly Ash notification issued under the E.P. Act of 1986.
- (iii) Solid inert waste found on construction sites consists of building rubble, demolition material, concrete; bricks, timber, plastic, glass, metals, bitumen etc. shall be reused/recycled or disposed off as per Solid Waste Management Rules, 2016 and Construction and Demolition Waste Management Rules, 2016.


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- (iv) Any wastes from construction and demolition activities related thereto shall be managed so as to strictly conform to the Construction and Demolition Waste Management Rules, 2016.
- (v) The project proponents shall implement a management plan duly approved by the State Pollution Control Board and obtain its permissions for the safe handling and disposal of:
 - a. Trash collected in flight and disposed at the airport including segregation, collection and disposed.
 - b. Toilet wastes and sewage collected from aircrafts and disposed at the Airport.
 - c. Wastes arising out of maintenance and workshops
 - d. Wastes arising out of eateries and shops situated inside the airport complex.
 - e. Hazardous and other wastes
- (vi) The solid wastes shall be segregated as per the norms of the Solid Waste Management Rules, 2016. Recycling of wastes such as paper, glass (produced from terminals and aircraft caterers), metal (at aircraft maintenance site), plastics (from aircrafts, terminals and offices), wood, waste oil and solvents (from maintenance and engineering operations), kitchen wastes and vegetable oils (from caterers) shall be carried out. Solid wastes shall be disposed in accordance to the Solid Waste Management Rules, 2016 as amended.
- (vii) 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.
- (viii) Used CFLs and TFLs should be properly collected and disposed off/sent for recycling as per the prevailing guidelines/ rules of the regulatory authority to avoid mercury contamination.

VII. Green Belt:

- (i) Green belt shall be developed in area as provided in project details, with native tree species in accordance with Forest Department. The greenbelt shall inter alia cover the entire periphery of the Air Port.
- (ii) Top soil shall be separately stored and used in the development of green belt.

VIII. Human health issues:

- (i) Construction site should be adequately barricaded before the construction begins.
- (ii) Traffic congestion near the entry and exit points from the roads adjoining the airport shall be avoided. Parking should be fully internalized and no public space should be utilized.
- (iii) Provision of Electro-mechanical doors for toilets meant for disabled passengers. Children nursing/feeding room to be located conveniently near arrival and departure gates.

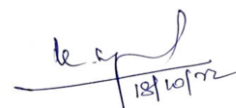

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- (iv) Emergency preparedness plan based on the Hazard identification and Risk Assessment (HIRA) and Disaster Management Plan shall be implemented.
- (v) Provision shall be made for the housing of construction labour within the site with all necessary infrastructure and facilities such as fuel for cooking, mobile toilets, mobile STP, safe drinking water, medical health care, creche etc. The housing may be in the form of temporary structures to be removed after the completion of the project.
- (vi) Occupational health surveillance of the workers shall be done on a regular basis.

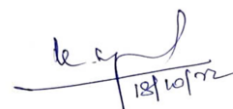
IX. Miscellaneous:

- (i) 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.
- (ii) 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.
- (iii) It shall be mandatory for the project management to submit half yearly compliance reports on the status of implementation of the above stipulated environmental safeguards to the SEIAA, Odisha / Regional Office of the MoEF& CC, Bhubaneswar in soft copies on 1st day of June and December of each calendar year. The proponent shall also upload the compliance report including results of monitored data, as applicable in the website of the Ministry for monitoring of EC Conditions, failing which EC is liable to be revoked.
- (iv) 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.
- (v) 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 shareholder's / stake holders. The copy of the board resolution in this regard shall be submitted to the SEIAA, Odisha and Regional Office of MoEF&CC, Bhubaneswar as a part of six-monthly report.


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- (vi) 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.
- (vii) 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 SEIAA, Odisha /Regional Office of MoEF&CC, Bhubaneswar along with the Six-Monthly Compliance Report.
- (viii) Self-environmental audit shall be conducted annually. Every three years third party environmental audit shall be carried out.
- (ix) The criteria pollutant levels namely; PM₁₀, PM_{2.5}, SO₂, NO_x (ambient levels) shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.
- (x) The project proponent shall inform the SEIAA, Odisha /Regional Office of MoEF & CC, Bhubaneswar, 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.
- (xi) The project authorities must strictly adhere to the stipulations made by the State Pollution Control Board and the State Government.
- (xii) The project proponent shall abide by all the commitments and recommendations made in the EIA/EMP report and also that during their presentation to the State Level Expert Appraisal Committee (SEAC), Odisha.
- (xiii) No further expansion or modifications in the plant shall be carried out without prior approval of the SEIAA, Odisha.
- (xiv) 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.
- (xv) The SEIAA, Odisha may revoke or suspend the clearance, if implementation of any of the above conditions is not satisfactory.
- (xvi) The SEIAA, Odisha reserves the right to stipulate additional conditions if found necessary. The Company in a time bound manner shall implement these conditions.
- (xvii) The Regional Office of MoEF&CC, Bhubaneswar shall monitor compliance of the stipulated conditions. The project authorities should extend full cooperation to the officer (s) of the Regional Office of MoEF&CC, Bhubaneswar by furnishing the requisite data/ information/monitoring reports.
- (xviii) The above conditions shall be enforced, inter-alia under the provisions of the Water


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(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/NGT and any other Court of Law relating to the subject matter.


- (xix) 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.

Yours faithfully,


18/10/22
Member Secretary

Copy to :

1. **Joint Secretary (Environment)**, Ministry of Environment, Forests and Climate Change Govt. of India, Indira Paryavaran Bhavan, Jor Bagh Road, Aliganj, New Delhi-110003 for information.
2. **Additional Chief Secretary**, Forests & Environment Dept., Government of Odisha for information.
3. **Member Secretary**, State Pollution Control Board, Odisha, Paribesh Bhawan, A/118, Nilakantha Nagar, Unit-8, Bhubaneswar for information.
4. **Additional Principal Conservator** of Forests, Regional Office (EZ), Ministry of Environment & Forests, A-31, Chandrasekharapur, Bhubaneswar for information.
5. **Member Secretary**, CGWA, 18/11, Jamnagar House, ManSingh Road, New Delhi-110011 for information.
6. **Collector, District Magistrate**, Sundargarh, for kind information and necessary action.
7. **Secretary**, SEAC, Paribesh Bhawan, A/118, Nilakantha Nagar, Unit-VIII, Bhubaneswar for kind information.
8. Guard file for record/Website/Parivesh Portal.


18/10/22

Member Secretary