

No. F.No.14-9/2016-IA-III
Government of India
Ministry of Environment, Forest and Climate Change
(Impact Assessment Division)

Indira Paryavaran Bhawan
Jor Bagh Road, Aliganj
New Delhi-110003

Dated: 21st December, 2017.

OFFICE MEMORANDUM


Subject: Non-requirement of environment clearance for maintenance dredging in rivers for the purpose of navigation - regarding.

This has reference to your Office Memorandum IWT-11011/89/2016-IWT-(Vol.II) dated 7th December 2017 on the above mentioned subject.

2. The minutes of the meeting held under chairmanship of Hon'ble Minister, Road Transport & Highways, Shipping and Water Resources, River Development & Ganga Rejuvenation held on 24.10.2017 concluded that as per the extant legal position, no prior EC is required for maintenance dredging for navigational channel for Inland Waterways.

3. In view of the above the Ministry of Shipping may like to go ahead with the decision taken during the meeting held under chairmanship of Hon'ble Minister, Road Transport & Highways, Shipping held on 24.10.2017 subject to the implementation of the environmental safety measures as enclosed as annexure.

4. This issues with the approval of the competent authority.


Sharath Kumar Pallerla
Director

To

The Secretary,
Ministry of Shipping,
Parivahan Bhavan, 1, Parliament Street,
New Delhi - 110 001

Environmental safety measures to be implemented

- i. 'Consent to Establish' and 'Consent to Operate' shall be obtained from State Pollution Control Board under the Air (Prevention and Control of Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.
- ii. The project authority shall ensure that no rivers or tributaries are blocked due to any activities at the project site and free flow of water is maintained.
- iii. Shoreline shall not be disturbed due to dumping. Periodical study on shore line changes shall be conducted and mitigation carried out, if necessary.
- iv. Dredging shall not be carried out during the fish/turtle breeding seasons.
- v. All vessels used in the river will be fitted with noise control and animal exclusion devices so that aquatic life is not unduly disturbed.
- vi. Spillage of fuel / engine oil and lubricants from the construction site are a source of organic pollution which impacts aquatic life, particularly benthos. This shall be prevented by suitable precautions and also by providing necessary mechanisms to trap the spillage.
- vii. Construction waste including debris shall be disposed safely in the designated areas and in no case shall be disposed in the aquatic environment.
- viii. Vessels shall not discharge oil or oily water such as oily bilge water containing more than 15 ppm of oil.
- ix. The project authority shall ensure that water traffic does not impact the aquatic wildlife sanctuaries that fall along the stretch of the river.
- x. All vessels will also have to comply with 'zero discharge' standards to prevent solid or liquid waste from flowing into the river and affecting its biodiversity.
- xi. The dredging shall be carried by integrated and systematic planning by selective grid method by allowing migratory movement of Benthic fauna.
- xii. All required Noise and vibration control measures are to be adopted in Dredgers. Cutter section Dredgers should be avoided as much as possible which produces more noise and vibration. No Drilling and Blasting is to be carried out.
- xiii. Pre geo-tectonic studies has to be completed and the strata to be dredged is predetermined with complete data pertaining to hardness, compressive and tensile strengths.
- xiv. Dredger type and other strata loosening methods shall be preconceived.
- xv. Staggered dredging shall be carried based on turbidity monitoring to minimise the impact of turbidity.
- xvi. Threshold level of turbidity, which has a minimal effect on fauna, has to be predetermined and Dredging planned accordingly.
- xvii. Further silt screens needs to be used for minimising the spread of Turbidity.

- xviii. Disposal places of Dredged sediments needs to be predetermined, along the shore by assessment of suitability, which will not affect the shoreline (erosion) and also causing impacts during monsoon and flooding.
- xix. As much as possible, it shall not be disposed off in the river itself, and the site should be such that the dispersion is quicker by undertaking modelling studies.
- xx. Ballast water control and management measures shall be implemented.
- xxi. Waste and waste water reception facilities in Jetty shall be implemented.
- xxii. The Risk and Disaster management plan has been prepared in consonance with the manual of terminals and harbours issued by the Ministry of Environment and Forests dated 5th May 2010.
- xxiii. Standard Operating Procedures (SOP) and Emergency Response Plan (ERP) for onsite and offsite emergencies shall be prepared and implemented based on Hazard Identification and Risk Assessment to handle, process, store and transport of hazardous substances.
- xxiv. Oil spill contingency plan shall be prepared and part of DMP to tackle emergencies. The equipment and recovery of oil from a spill shall be assessed. Guidelines given in MARPOL and Shipping Acts for oil spill management shall be followed.
- xxv. No diversion of the natural course of the river shall be made without prior permission from the Ministry of Water resources.
- xxvi. All the erosion control measures shall be taken at water front facilities.
- xxvii. Necessary Air Pollution Control measures shall be taken during loading, unloading, handling, transport of the material at the berthing and water front facilities.
- xxviii. The Vessels shall comply the emission norms prescribed from time to time.
- xxix. All safety measures are to be implemented in coordination with the respective state government departments such as State Forest Department, Public Works Department, State Pollution Control Board etc.

Sharath
21/12/12

Sharath Kumar Pallerla
Director