

141st MEETING

TAMIL NADU STATE COASTAL ZONE MANAGEMENT AUTHORITY

Date: 20.03.2026 (Friday)

Time: 03.30 P.M.

Venue:

**7th Floor, Conference Hall, Environment,
Climate Change &
Forests Department,
Namakkal Kavignar Maaligai,
Secretariat, Chennai - 600 009.**

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Agenda Item No. 01: Confirmation of the minutes of the 140th meeting of the Tamil Nadu State Coastal Zone Management Authority held on 10.02.2026

The 140th meeting of the Tamil Nadu State Coastal Zone Management Authority was held on 10.02.2026 and the minutes were communicated to the Members of the Authority, vide this office letter No. P1 /DOECC/892/2024, dated 12.02.2026.

Agenda Item No.02: The action taken on the decisions of 140th meeting of the Authority held on 10.02.2026.

S. No	Subject	Action taken
01	Proposed construction of Dugong Conservation and Research Establishment (D-CARE) Centre at Sarabendrarajapattinam Village, Pattukkottai Taluk, Thanjavur District by the District Forest Officer, Thanjavur district (Single Window No. SW/273800/2026)	As resolved by the Authority, the proposal has been recommended to DTCP vide Efile Letter No. P1/DOECC/84/2026 dated 12.02.2026.
02	Proposed Development of Nandavanam Heritage Park at Survey No 94/1B and 350, Tiruvidanthai Village, Thiruporur Taluk, Chengalpattu District under Special Assistance to States for Capital Investment (SASCI) Scheme by the General Manager, Tamil Nadu Tourism	As resolved by the Authority, the proposal has been recommended to MoEF & CC, GoI, for issuing Clearance, vide Efile Letter No. P1 / DOECC / 136 / 2026 Dated: 12.02.2026.

	Development Corporation, Chennai (Single Window No. SW/271086/2026)	
03	Proposed Upgradation of Existing Marine Terminal Facility with Proposed Hydrocarbon Transfer Pipelines, Crossover Bridge across Uppanar River, Sea Water Intake & Outfall Facilities and 20 MLD Desalination plant at Chithirapettai, Thiyyavalli and Semmankuppam village, Cuddalore taluk, Cuddalore district by M/s. Chemplast Cuddalore Vinyls Limited, Cuddalore (Single Window No. SW/209502/2024)	As resolved by the Authority, the proposal has been recommended to MoEF & CC, GoI, for issuing Clearance, vide Efile Letter No. P1 / DOECC /1934/ 2025 Dated:14.02.2026.

Agenda Item No.3 Environmental Clearance & CRZ Clearance for Upgradation of General Cargo Berth (GCB) - I to a Multipurpose Cargo Berth within the Approved Handling Capacity of 3 Million Metric Tons Per Annum (MMTPA) at Kamarajar Port Limited, Kattupalli village, Ponneri Taluk, Tiruvallur District by the General Manager (Marine Services), Kamarajar port limited, Chennai (Single Window No. SW/269240/2025)

The District Coastal Zone Management Authority, Tiruvallur district has forwarded a proposal received from M/s. Kamarajar Port Limited, Chennai for Environmental Clearance & CRZ Clearance for Upgradation of General Cargo Berth (GCB) - I to a Multipurpose Cargo Berth within the Approved Handling Capacity of 3 Million Metric Tons Per Annum (MMTPA) at Kamarajar Port Limited, Kattupalli village, Ponneri Taluk, Tiruvallur District. The project information and EIA report prepared by M/s. Cholamandalam MS Risk Services Limited, Chennai having NABET certificate valid upto 29.05.2026.

Project Description:

M/s. Kamarajar Port Limited (KPL), located on the east coast of India, north of Chennai, operates as a major deep-water facility designed to handle diversified cargo. The General Cargo Berth (GCB- I), developed initially for automobile export operations, is now proposed to be upgraded into a Multipurpose Cargo Berth without increasing the total approved capacity of 3.0 MMTPA.

KPL has obtained EC & CRZ for General Cargo Berth-1 (3 MTPA, automobile cargo) from MoEF&CC, GoI vide F. No. 11-21/2009-IA.III dated 23.07.2009. The project site is located at S.F.No. 1/2A2, 2B, 3A2, etc. Puzuthivakkam Village, 1/3A2,7/3B2, 1/3C2 etc., in Ennore Village, 7/3pt, 31pt, 32B pt, etc. in Kattupalli village of Ponneri Taluk, Tiruvallur District. With changing trade patterns, automobile handling has since been consolidated at specialized Ro-Ro terminals, leaving GCB-1 underutilized. KPL now proposes to optimize the berth by changing the cargo mix to handle steel, containers, cement, tiles, food grains, project cargo, clean cargo, and other breakbulk commodities, and also hazardous cargo (Classes 2 to 6 and 8 to 9) which will be handled only through containers.

The total port area under Kamarajar Port Limited is 1,110 hectares (Ha). The specific land area allocated for GCB-1 and backup area is 8.4437 Ha. The project site falls partly within CRZ-IV A, CRZ-III (NDZ), and Non-CRZ areas. The existing berth and transit/open storage area are located within CRZ-IV A and CRZ-III NDZ. The proposed cargo storage area is located in the Non-CRZ area.

The upgraded berth will have:

- Berth length: 278 meters
- Design draft: The current depth is -12 m. To handle vessels up to 50000 DWT with the maximum draft of 12.2 m, KPL has planned to dredge further up to -13.5 m.

- Vessel capacity: Up to 50,000 DWT
- Backup area: 8.4437 hectares with paved and covered storage zones
- Cargo-handling equipment: Mobile harbor cranes, reach stackers, forklifts, and trailers.
- Utilities: Fire-fighting network, power supply with DG backup, ETP, STP, stormwater drainage, and oil-grease traps.

Need of the project:

Chennai Port, the nearest major gateway, faces chronic congestion, resulting in increased turnaround times and higher logistics costs. In this context, the proposed redevelopment of GCB-1 as a multi-cargo handling berth will provide much-needed capacity relief while also enhancing the region's overall port infrastructure.

The project is also aligned with national policy initiatives such as the Sagarmala Programme and the Maritime India Vision 2030, which emphasize port-led development, capacity augmentation, and efficient multimodal connectivity. By optimizing an already approved berth within the same capacity envelope, Kamarajar Port aims to deliver infrastructure enhancements without imposing additional environmental or spatial burdens.

Overall, the proposed development represents a critical step toward maximizing the utility of existing infrastructure at Kamarajar Port, reducing logistics bottlenecks in the region, and supporting the broader goals of sustainable and inclusive economic growth.

Location of the project:

The geo coordinates of the project site is given below

Point	Latitude	Longitude
A	13°16'32.6"N	80°20'33.8"E
B	13°17'11.4"N	80°20'02.9"E
C	13°16'34"N	80°20'34"E
D	13°16'39"N	80°20'37"E

Land Area details:

The total port area under Kamarajar Port Limited is 1,110 hectares (Ha). The specific land area allocated for GCB-1 and backup area is 8.4437 Ha.

Proposed Development:

1. Berth Facilities:

General Cargo Berth -1 comprises a 250 m long berth with a navigational draft ranging from 12 to 13.5 m, capable of handling vessels up to 50,000 deadweight tonnage (DWT). The structural capacity of the berth allows for handling a variety of cargo including heavy steel consignments and project cargo. Additionally, 28 m is proposed to be utilized for the cargo mix change. Thus, total length of berth for the current proposal is 278 m.

2. Cargo Mix:

The facility will handle the following cargo categories within the approved capacity:

- Containers, steel, cement, tiles, project cargo and food grains.
- Hazardous cargo under IMDG Classes 2,3,4,5,6,8 and 9

The berth will now be used for handling steel products, cement, project and over-dimensional cargo (ODC), containers, and other clean break-bulk commodities. Also, it is proposed to handle hazardous cargo (Class 2 to 6 and 8 to 9 as per International Maritime Organization (IMO) and detailed in the International Maritime Dangerous Goods (IMDG) Code). These cargo categories are in demand in the Chennai and Ennore hinterland and are well-suited to the berth's design features.

3. Backup Area Development:

- The 8.4437 hectares of land within the existing port limit will be developed to support multi-cargo operations. The development plan includes:
- Paved Yards: For open stacking of steel products, containers, and break-bulk cargo.
- Covered Warehouses/Sheds: For bagged cement, steel coils, hazardous cargo and other cargo requiring weather protection.
- Open Storage Areas: Dedicated for project cargo and over-dimensional consignments.
- Internal Roads: Designed for smooth traffic flow within the back-up yard.
- Drainage and Firefighting: Integrated systems to ensure safety and flood-free operations.

4. Cargo Handling Equipment:

- To ensure operational efficiency, a range of modern cargo handling equipment will be deployed:
- Tyre-Mounted Harbour Cranes (up to 100 T SWL) for ship-to-shore operations.
- Mobile Harbour Cranes to provide flexibility across cargo types.
- Forklifts and Reach Stackers for containerized and palletized cargo.

5. Dredging and Reclamation:

- Required deepening of the berth pockets is estimated at 1.5 meters.
- Total dredging volume is estimated at 24,782 cubic meters.
- Dredged material will be disposed of at an existing, approved offshore disposal site.
- No land reclamation is proposed as part of this upgradation project.

Project Components EC & CRZ Obtained Vs Current Proposal:

Parameter	Existing GCB-1 (Before Upgradation)	Proposed GCB-1 (After Upgradation)
Berth Length	~250 m	~278 m (additional 28m length will be utilized in upgradation)

Design Draft	~12.0 m	~13.5 m (after capital dredging of 1.5 m)
Vessel Size	Up to ~30,000-35,000 DWT	Up to ~50,000 DWT vessels
Cargo Type	Mainly automobiles (RoRo) and limited general cargo	Steel, containers, cement, project cargo, hazardous cargo and other clean breakbulk
Handling Capacity	3.0 MTPA	3.0 MTPA (post-modernization no change in existing approved capacity)
Storage Area	Parking yard for ~14,700 cars (RoRo focus)	Dedicated open stack yards (~6.4437 ha) + covered sheds (~2 ha) for steel coils, containers, cement, project cargo
Cargo Handling Equipment	Limited RoRo equipment (ramps, parking yards)	Mobile harbour cranes (100T), reach stackers, forklifts, trailers, modern IT systems
Modal Connectivity	Road dominant; limited rail	Existing rail siding, port roads, gate automation with weighbridges
Operational Issues	Congested due to shared automobile/general cargo use; limited draft	Dedicated for clean general cargo; improved evacuation and turnaround
Environmental Controls	Minimal - focus on RoRo operations	Dust suppression, covered storage, stormwater drains with oil separators, greenbelt, compliance of IMDG safety aspects.
Strategic Role	Primarily car export hub	Multi-cargo gateway supporting hinterland industries and reducing pressure on Chennai Port

CRZ classification:

The Project site falls partly within CRZ-IV A, CRZ-III (NDZ), and Non-CRZ areas.

- The existing berth is located at CRZ-IV A.
- The transit/open storage area are located within CRZ-IV A and CRZ-III NDZ.
- The proposed cargo storage area is located in the Non-CRZ area

Water Requirement:

During construction phase, the total daily water demand is estimated between 0.75 to 1.13 kilo liters per day (KLD). During operation phase, the total water demand is 14.75 KLD.

Source of Water: Potable water will be sourced from the existing port water supply system or Chennai Metropolitan Water Supply and Sewerage Board (CMWSSB).

Wastewater Collection, Treatment, and Disposal:

Sewage generation: 7.8 KLD

Total STP Capacity: 10 KLD with MBR technology

Treated Water disposal: Toilet flushing and greenbelt development

Effluent generation: 4.5 KLD

Total ETP Capacity: 5 KLD with Chemical Treatment

Treated Water disposal: Greenbelt development

Power Requirement:

The estimated power requirement has been assessed in the range of 2-3 MW. The primary source of electricity will be the Tamil Nadu Generation and Distribution Corporation Limited (TANGEDCO), ensuring round-the-clock, stable grid connectivity to support critical operations such as cargo handling equipment, cranes, warehouse facilities, lighting, HVAC systems, and administrative offices.

Greenbelt development:

The total greenbelt and vegetated area at the site currently spans approximately 257.45 hectares, equivalent to around 636.14 acres. This area comprises three main components: 85.28 hectares of planted greenbelt (approximately 210.74 acres), 141.37 hectares of naturally existing and maintained greenbelt (approximately 349.26 acres), and 30.80 hectares of mangrove cover (approximately 76.14 acres). As of now, approximately 5,14,000 trees have already been planted across various zones within the project site. Under the proposed expansion, an additional 5,000 saplings will be planted.

CRZ classification and total cost of the project:

The project site falls partly within CRZ-IV A, CRZ-III (NDZ), and Non-CRZ areas and the total cost of the project is Rs. 220.84 crore.

Recommendation of DCZMA, Tiruvallur district:

The subject proposal was discussed in the DCZMA meeting held on 19.02.2026, the following observations are made

- The project authority has explained the proposed project in detail and stated that they have applied for Environmental Clearance and CRZ Clearance under MoEF&CC for Upgradation of General Cargo Berth (GCB)-I to a Multipurpose cargo Berth within the approved handling capacity of 3 MMTPA within the existing premises.
- Only the General Cargo Berth (GCB-I) and increase design draft upto 13.5 m through capital dredging (1.5m) comes under CRZ notified area which are permissible under Clause 3 and 4 of CRZ Notification 2011 and remaining all other facilities such as new utility buildings, STP, ETP, DG set are falling non CRZ area.

- Use of Sulphur less concrete structure near Sea during construction.
- Instructed Kamarajar Port Limited to develop 50000 Mangrove tree plantation for green belt development in the premises.
- Instructed to carry out any one of the Lake Restoration near KPL.

With the above instructions to project authority, the DCZMA for Tiruvallur district has recommended the proposal to SCZMA.

Provisions in CRZ Notification, 2011:

S. No	Proposed facilities	CRZ zonation	Permissible activities as per CRZ notification 2011
1	General Cargo Berth (GCB) - I and backup area	CRZ III NDZ & CRZ IVA	• Para 3 (i) (a) 4(i) (a) those directly related to waterfront or directly needing foreshore facilities; • Para 3 (iv) required for setting up, construction or modernisation or expansion of foreshore facilities like ports, harbours, jetties, wharves, quays, slipways, bridges, sealink, road on stilts, road on reclaimed surface, and such as meant for defence and security purpose and for other facilities that are essential for activities permissible under the notification: • Para 4 (i)(f) construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship construction yards, breakwaters, groynes, erosion control measures and salt works
	• The permissible activity comes under Category 7(e), "Port and Harbour EIA Notification, 2006 and classified as Category "A", the proposal may be recommended to MoEF & CC, Govt. of India as per Para 4(ii) (a) of CRZ Notification, 2011.		

Remarks of the Technical Expert Committee: (Meeting held on 09.03.2026)

The Project Proponent (PP), M/s. Kamarajar Port Limited, presented the proposal to upgrade the existing General Cargo Berth-I (GCB-I) into a Multipurpose Cargo Berth.

The PP submitted that this modernization will not increase the originally approved cargo handling capacity of 3.0 MMTA, for which Environmental and CRZ Clearance was obtained from the MoEF&CC on 23rd July 2009. The project involves upgrading cargo handling systems and equipment to optimize the cargo mix (incorporating containers, steel, cement, tiles, food grains, project cargo, and select hazardous cargo in strict compliance with the International Maritime Dangerous Goods (IMDG) Code). The PP clarified that the proposed storage facilities and essential utilities fall entirely outside the CRZ area.

After detailed deliberations, the TEC recorded the following observations and prescribes the following specific conditions to ensure strict compliance with the CRZ Notification, 2011:

Observations & Specific Conditions of the TEC

I. Dredging & Marine Ecology:

1. Dredging Restriction: The dredging activities shall be strictly limited to the proposed quantity of 24,782 Cu.m. It shall be executed without causing any disturbance to the coastal ecology or altering the natural hydrodynamic coastal processes, ensuring full compliance with the existing EC conditions.
2. Integrated Port Management Plan: The PP shall update and scrupulously implement a comprehensive Integrated Port Management Plan that explicitly incorporates the proposed dredging operations, safe disposal protocols for dredged materials, marine ecology protection, and storm water management.

II. Disaster Management & Contingency (NOS-DCP):

3. Hazardous Cargo & Disaster Management: Given the proposed handling of select hazardous cargo under the IMDG Code, the PP shall prepare and rigorously implement a comprehensive Hazardous Material Management Plan and Disaster Contingency Plan addressing oil spills, fire hazards, and extreme weather events. These must be seamlessly integrated with the Port's emergency response systems.
4. Oil Spill Preparedness: The Port's Oil Spill Contingency Plan shall be updated in strict alignment with the National Oil Spill Disaster Contingency Plan (NOS-DCP) and shall be subjected to periodic mock drills.

III. Water Security & Pollution Control:

5. Freshwater Source: The PP shall submit documentary evidence from the local body or authorized agency confirming the availability, assured quantity, and

sustainable source of freshwater to meet the requirements during both construction and operational phases.

6. **Marine Plastic Management:** The PP shall deploy advanced technologies, such as floating trash barriers and trash skimmer boats, to ensure that the port basin and navigational channels remain strictly free from plastic and solid waste.

IV. Environmental Monitoring & Compliance:

7. **Continuous Monitoring:** The PP shall implement a robust, continuous environmental monitoring program covering marine water quality, sediment quality, air quality, and noise levels within the port basin and surrounding CRZ areas. Periodic environmental compliance reports and monitoring data shall be submitted to the TNPCB, the Regional Office of the MoEF&CC, and the TNSCZMA on a half-yearly basis.

V. Green Port Initiatives & Institutional Commitment:

8. **Renewable Energy:** As a proactive Green Port initiative, rooftop solar photovoltaic panels shall be installed over the parking yard and other feasible structures to the maximum extent possible to offset energy demands.
9. **Bio-shield Development:** A greenbelt comprising exclusively of indigenous, salt-tolerant coastal species shall be developed within the project site to act as a natural bio-shield, in consultation with the District Forest Officer.
10. **Coastal Conservation Fund:** The PP shall contribute funds directly to the Tamil Nadu Marine Resource Foundation (TNMRF) specifically earmarked for mangrove plantation. This contribution shall form part of the Environmental Management Plan (EMP) cost, and explicit details of the fund allocation must be submitted to the Authority.

With the above observations and strict adherence to the specific conditions, the TEC recommends the proposal for consideration by the Authority.

Agenda Item No.4 Proposed construction of High Rise Hotel Building Complex at Old R.S. Nos. 4288/9 (part) & 4288/12 (part) and New R.S. Nos. 4288/109 & 4288/111 in block No.94, Mylapore Village, Mylapore Taluk, Chennai district by M/s. Red Connect Private Limited, Chennai (Single Window No. SW/268905/2025)

The District Coastal Zone Management Authority, Chennai has forwarded a proposal received from M/s. Red Connect Private Limited, Chennai for the Proposed construction of High Rise Hotel Building Complex at Old R.S. Nos. 4288/9 (part) & 4288/12 (part) and New R.S. Nos. 4288/109 & 4288/111 in block No.94 Mylapore Village, Mylapore Taluk, Chennai district. The EIA report prepared by Ecoservices India (P) Ltd., Chennai having NABET certificate valid upto 03.04.2027.

Project Description:

The project proponent proposes to establish a High Rise Hotel Building Complex at Old R.S. Nos. 4288/9 (part) & 4288/12 (part) and New R.S. Nos. 4288/109 & 4288/111 in block No.94, Mylapore Village, Mylapore Taluk, Chennai district. The project components include Block 1: Hotel Building (244 Guest Rooms with Swimming Pool, Gym, Spa, Restaurants, Bar, Banquet Halls, Meeting Rooms, Retail, Office STP, ETP etc.). Block 2: HVAC Building, Other Utilities (Security Cabins, DG Yard, Transformer Yard, Gas Bank etc.) The total project area is 20,646 Sq.m with a total built-up area of 80,147 Sq.m which falls under the CRZ-II zone. There is no existing road between the HTL and the proposed project in the approved CZMP map 2011. The project proponent submitted the following evidence for the existence of the road.

- A letter issued by the Revenue Department (Tashildar), Government of Tamil Nadu on 12.04.2000 certifying the existence of the road since the year 1977 of approximately 4000 feet in length (about 1.2 km) and 25 feet in width (about 7.6 m) abutting the Survey Nos 4288/2, 4288/8, 4288/9, 4288/12, 4288/13 and 4288/14 of Mylapore, Triplicane Taluk, Chennai. The Survey Nos 4288/9 and 4288/12 of the project site under consideration forms part of the land abutting the said road certified by the Revenue Department.
- A joint inspection report submitted by the TNSCZMA on 20.07.2001 along with Chennai Metropolitan Development Authority (CMDA) and the Corporation of Chennai, confirming the existence of the above said road.

Land Area details:

1. Land Use Breakup details

S. No	Description	Area	
		Sq. m	Percentage (%)
a.	Total Land Area (a = b+c+d+e+f+g+h)	20,646	100
b.	Ground Coverage Area of Buildings	6,788	33
c.	Other Utilities	1,337	7
d.	Surface Parking	1,707	8
e.	Road Area	3,935	19
f.	Green Pavement Area (Porous and Permeable)	1,687	8
g.	Greenbelt Area	3,097	15
h.	OSR Area	2,095	10

2. Built up Area break up details

The proposed total built-up area is 80,147 Sq.m.

S. No	Description	No. of Floors	FSI Area (Sq. m)		Non- FSI (Sq. m)	Total Built up Area (Sq. m)
			CRZ	Non CRZ		
1.	Block 1: Hotel Building (244 Guest Rooms with Swimming Pool, Gym, Spa, Restaurants, Bar, Banquet Halls, Meeting Rooms, Retail, Office STP, ETP etc.)	Extended Basement 2 + Extended Basement 1 + Ground Floor + 1 st Floor + 2 nd Floor + 2 nd Mezzanine Floor+ 3 rd up to 23 rd Floor + Terrace	29,028	22,103	27,798	78,929
2.	Block 2: HVAC Building	Ground Floor + 1 Floor + Terrace	-	560	-	560
3.	Other Utilities (Security Cabins, DG Yard, Transformer Yard, Gas Bank etc.)	-	-	21	637	658
Total (Sq. m)			29,028	22,684	28,435	80,147

Height of the building - 101.10 m from Existing Ground Level, FSI proposed 2.50

CRZ Classification:

Survey No.	CRZ Classification	Area in Sq.m	Total Area in Sq.m
4288/9 (Part)	CRZ-II	8,441.98	17,453.00
	Outside CRZ	9,011.02	
4288/12 (Part)	CRZ-II	3,193.00	3,193.00
Grand Total		20,646.00	20,646.00

Need of the project:

Chennai is witnessing a surge in demand for new hotel projects driven by increasing tourism and business travel. The city is poised for rapid growth in the hospitality sector, with significant hotel development activity planned. The project will create premium hotel space in the prime location of the city. The people of the locality will be provided with employment as service providers/maintenance staff once the project is in operation. The project will also stimulate ancillary developments around the project area.

Project location:

The geo coordinates of the project location is given below

Description	Point	Latitude	Longitude
Project site Boundary	A	13°1'2.615" N	80°16'18.733" E
	B	13°1'4.379" N	80°16'19.811" E
	C	13°0'58.958" N	80°16'25.306" E
	D	13°0'57.241" N	80°16'20.403" E
Proposed Basement Line	E	13°0'57.997" N	80°16'20.539" E
	F	13°0'57.788" N	80°16'24.205" E
	G	13°1'3.137" N	80°16'20.803" E
	H	13°1'2.483" N	80°16'19.385" E
Proposed Building Block - 1	I	13°0'58.582" N	80°16'20.801" E
	J	13°0'59.986" N	80°16'23.310" E
	K	13°1'2.908" N	80°16'19.792" E
Proposed Building Block - 2	L	13°1'1.746" N	80°16'19.609" E
	M	13°1'2.215" N	80°16'18.917" E

Manpower Requirement:

The site work during construction is highly labor intensive requiring a substantial workforce. The peak labor force requirement for the project will be about 100 workers. Local labors will be deployed for the project work. Therefore, no labor camp is proposed.

Water Requirement:

Construction Phase: About 100 - 120 KLD of water will be required during peak construction period, which will be sourced through private tankers. Operational Phase: About 247 KLD which will be sourced from the Chennai Metro Water Supply and Sewerage Board (CMWSSB)/Private Tankers.

Sewage Generation & Management:

During construction phase, sewage generation is anticipated from temporary toilets which will be disposed through septic tank with soak pit arrangement. The per capita requirement during the working hours would be about 45 LPCD. Thus, total water requirement will be about 4,500 litres/day. It is assumed that about 80% of the total water requirement will be generated as sewage. Thus, total quantum of sewage generated during peak construction period is expected to be about 3,600 litres/day.

During Operation phase, the Sewage generation is estimated to be 272 KLD which will be treated in the proposed STP of capacity 300 KLD. The treated sewage is proposed to be recycled for flushing (51 KLD), gardening/landscape development (32 KLD) and HVAC top up requirements (150 KLD). The excess treated sewage of (25 KLD) will be disposed through existing underground sewerage system maintained by CMWSSB.

Sewage Treatment Plant:

A STP of capacity 300 KLD and an ETP of 70 KLD is proposed considering the space requirement, efficiency of operation, inflow of sewage, outlet characteristic and components of project activity. After considering the requirements & alternative technologies, it is decided to install STP based on Membrane Bio Reactor (MBR) technology.

Solid waste generation and Disposal:

S. No	Description	Quantity (kg/day)	Mode of Treatment/Disposal
1	Biodegradable waste	422	Treated in Organic Waste Converter (OWC) and used as manure for gardening.
2	Non-biodegradable waste	287	Handed over to authorized recyclers.
3	STP sludge	27	Dried and processed in OWC and compost used as manure for

			gardening.
4	ETP sludge	6	Through authorized hazardous waste disposal facility.

Power requirement:

The power requirement during operation is about 4000 KVA and it will be sourced from the nearby TANGEDCO grid which further will be distributed through the transformers within our premises. For emergency purposes, it is proposed to use 3 nos. of 2000 KVA DG sets to cater the power supply of the project during power failures.

Parking requirement:

Description	No of Parking Required as per CMDA norms	Parking Area Required as per CMDA norms	No of Parking Provided	Parking Area Provided
Two Wheeler	939	1,690	1,074	1,933
Cars	469	5,863	548	6,850

Green belt development:

The green belt area of 3,097 sq.m will be developed with 258 nos. of native species. Adequate numbers of these species will be planted in the green belt area, along the site boundary and the central median and on either side of the internal drive ways. The small canopy trees will be planted at a spacing of 3m intervals and large canopy trees will be planted at a spacing of 9 m intervals.

CRZ Classification and Project Cost:

The project site falls partly in CRZ II area and Non CRZ area. The total cost of the project is Rs. 403.39 Crore.

Recommendation of DCZMA of Chennai district:

The DCZMA meeting of Chennai district held on 05.02.2026 and the committee recommended the project to SCZMA subject to the following conditions

1. The Project Proponent should ensure that proposed activities in CRZ areas are as per provisions of CRZ Notification, 2011
2. No construction activity shall be started / undertaken by the proponent until obtaining the CRZ clearance from competent Authority.
3. Prior Planning permission should be obtained for the proposed constructions, if any, from the competent authorities.

4. Consent for Establishment from Tamil Nadu Pollution Control Board should be obtained.
5. All the solid waste shall be handled as per the Solid Waste Management Rules 2016.
6. The Project Proponent shall adhere to the Construction and Demolition Waste Management Rules, 2018.
7. No extraction of ground water shall be carried out within the Coastal Regulations zone area.
8. Biodegradable Solid Waste will be disposed through local body and Non-Biodegradable waste will be disposed through Authorized Recyclers.
9. The proponent shall comply with the Environmental Management Plan during construction and operational phases.
10. The project proponent shall avoid the usage of bright lightings near the riverside to protect the turtle nestling and movements.
11. In the event of a change in project profile a fresh CRZ Clearance/Recommendation from the DCZMA shall be obtained.
12. The proponent shall comply the following Guidelines for development of beach resorts or hotels in the designated areas of CRZ-III and CRZ-II for occupation of tourist or visitors with prior approval of the Ministry of Environment and Forests as Annexure III in the CRZ Notification 2011
 - a. live fencing and barbed wire fencing with vegetative cover may be allowed around private properties subject to the condition that such fencing shall in no way hamper public access to the beach;
 - b. no flattening of sand dunes shall be carried out;
 - c. no permanent structures for sports facilities shall be permitted except construction of goal posts, net posts and lamp posts;
 - d. Construction of basement may be allowed subject to the condition that no objection certification is obtained from the State Ground Water Authority to the effect that such construction will not adversely affect the flow of groundwater in that area;
 - e. the State Ground Water Authority shall take into consideration the guidelines issued by Central Government before granting such no objection certificate;
 - f. the quality of treated effluents, solid wastes, emissions and noise levels and the like, from the project area must conform to the standards laid down by the competent authorities including the Central or State Pollution Control Board and under the Environment (Protection) Act, 1986;

- g. necessary arrangements for the treatment of the effluents and solid wastes must be made and it must be ensured that the untreated effluents and solid wastes are not discharged into the water or on the beach; and no effluent or solid waste shall be discharged on the beach;
- h. if the project involves diversion of forestland for non-forest purposes, clearance as required under the Forest (Conservation) Act, 1980 shall be obtained and the requirements of other Central and State laws as applicable to the project shall be met with; and
- i. approval of the State or Union territory Tourism Department shall be obtained.

13. In ecologically sensitive areas (such as marine parks, mangroves, coral reefs, breeding and spawning grounds of fish, wildlife habitats and such other area as may be notified by the Central or State Government Union territories) construction of beach resorts or hotels shall not be permitted.

The Project Proponent has submitted the replies to the above conditions vide letter dated 19.02.2026.

Provision of the CRZ Notification, 2011:

Sl. No.	Activity proposed	CRZ area	Permissibility Clause as per CRZ Notification. 2011
1	Proposed construction of commercial hotel building	CRZ -II	• As per para 8 II (i) of CRZ Notification 2011, buildings shall be permitted only on the landward side of the existing road, or on the landward side of existing authorized structures. • As per para 8 II (ii) of CRZ Notification 2011, buildings permitted on the landward side of the existing and proposed roads or existing authorized structures shall be subject to the existing local town and country planning regulations including the 'existing' norms of Floor Space Index or Floor Area Ratio which shall be as per 1991 level: Provided that no permission for construction of buildings shall be given on landward side of any new roads which are constructed on the seaward side of an existing road.
			• The Annexure-III of CRZ Notification 2011 has issued guidelines for development of beach resorts or hotels in the designated areas of CRZ-III and CRZ-II

			for occupation of tourist or visitors with prior approval of MoEF & CC, Govt. of India.
The proposal may be recommended to MoEF & CC, Govt. of India, for issuing Clearance.			

Remarks of the Technical Expert Committee: (Meeting held on 09.03.2026)

The Project Proponent (PP) presented the proposal for the construction of a High-Rise Hotel Building Complex located at Sathyadev Avenue Extension, MRC Nagar, Chennai. The development spans a total land area of 20,646.00 Sq.m (5.1 Acres) with a substantial total built-up area of 80,147 Sq.m. The complex comprises:

- **Block 1 (Hotel Building):** Extended Basements (1 & 2) + Ground Floor + 2 Floors + 2nd Mezzanine Floor + 3rd to 23rd Floors + Terrace (housing 244 Guest Rooms along with premium amenities including a swimming pool, gym, spa, restaurants, bar, banquet halls, retail, and office spaces).
- **Block 2 (HVAC Building):** Ground Floor + 1st Floor. The proposed development partly falls within the **CRZ-II** area and partly in the non-CRZ area.

Observations & Specific Conditions of the TEC

After detailed deliberations, the TEC recorded the following observations and specific conditions to ensure compliance with the CRZ Notification, 2011:

I. Regulatory Compliance & Siting (CRZ-II):

1. FSI/FAR Freeze: The Floor Space Index (FSI) and architectural parameters for the CRZ-II portion shall be strictly restricted to the norms prescribed by the Chennai Metropolitan Development Authority (CMDA) as they existed on 19.02.1991.
2. Annexure-III Adherence: The project must fully comply with all stipulations under Annexure-III of the CRZ Notification, 2011 ("Guidelines for Development of Beach Resorts/Hotels"), specifically regarding building design, height restrictions, gaps between structures, and ensuring unhindered public access to the beach.

II. Water Security & Pollution Control:

3. Zero Liquid Discharge (ZLD): The project shall strictly enforce a ZLD system. A tertiary-level Sewage Treatment Plant (STP) shall be installed to generate high-quality treated effluent. This treated water must be fully reused within the premises for landscaping, cooling tower makeup, and toilet flushing. Under no circumstances shall treated or untreated effluent be discharged into the sea, backwaters, or municipal drains.

4. **Waste Management Rules:** The management of solid waste shall strictly adhere to the Solid Waste Management Rules, 2016, ensuring proper segregation, storage, and disposal through authorized agencies. Furthermore, the PP must comply with the Construction and Demolition Waste Management Rules, 2018. The disposal of construction debris in the sea or along the coastal stretch is strictly prohibited.

III. Sustainable & Green Building Initiatives:

5. **IGBC Certification:** The PP shall strictly comply with the Indian Green Building Council (IGBC) Green Resort/Hotel guidelines or equivalent during the planning, construction, and operational phases to ensure energy efficiency and a minimal ecological footprint.
6. **Resource Conservation:** A scientifically designed rainwater harvesting system shall be implemented to augment freshwater management and groundwater recharge. Additionally, a rooftop solar photovoltaic system shall be installed to offset the project's energy demand.
7. **Plastic-Free Zone:** The entire project premises shall be declared a "Plastic-Free Zone." The PP shall undertake proactive awareness campaigns to discourage the use of single-use plastics among guests and staff.

IV. Traffic Management & Infrastructure:

8. **Traffic & Parking Plan:** Adequate parking facilities shall be provided strictly as per CMDA norms. Given the scale of the development, a comprehensive Traffic and Parking Management Plan shall be developed and implemented to ensure smooth vehicular movement and prevent congestion in and around the MRC Nagar vicinity.

V. Environmental Monitoring & Institutional Commitment:

9. **Periodic Monitoring:** The PP shall ensure regular environmental monitoring of ambient air quality, noise levels, and groundwater quality during both the construction and operational phases, submitting periodic compliance reports to the TNPCB and the Authority.
10. **Coastal Conservation Fund:** The PP shall contribute funds directly to the Tamil Nadu Marine Resource Foundation (TNMRF) as part of the Environment Management Plan (EMP). Explicit details of this fund allocation shall be submitted to the Competent Authority.

VI. Determination of Existing Road Infrastructure

1. The TEC observed that the permissibility of the proposed construction in the CRZ-II portion is contingent upon the site being located on the landward side of an existing authorized road as per the CRZ Notification, 2011. While the PP made

verbal and documentary claims regarding a road between the Adyar Creek and the subject land, the Committee noted the lack of contemporary technical verification establishing the road's status as an authorized structure prior to 19.02.1991.

2. The TEC directed the PP to submit a comprehensive report from the Institute of Remote Sensing (IRS), Anna University, to definitively ascertain the existence and alignment of the said road since they have prepared the CRZ Map for this site. The proposal is recommended for consideration by the Authority, subject to the technical verification of this road infrastructure

SUPPLEMENTARY OBSERVATIONS OF THE TECHNICAL EVALUATION COMMITTEE (TEC) REGARDING AGENDA ITEM NO. 2 (M/s. Red Connect Private Limited)

Date of Note: 11.03.2026

Reference: TEC Meeting held on 09.03.2026 and IRS Report received on 10.03.2026.

Subsequent to the TEC meeting held on 09.03.2026, the Project Proponent submitted the requested report from the Institute of Remote Sensing (IRS), Anna University (Ref: AU/IRS/DP/Q711124-9007/48-2025-26-REV 1, dated 10.03.2026) to the Department of Environment and Climate Change.

The Committee, having perused the report through circulation on 11.03.2026, records the following additional observations:

1. **IRS Qualification:** The IRS report indicates the physical presence of a road; however, it explicitly states that the 'authenticity of the road needs to be verified by the competent authority.'
2. **Requirement for Statutory Verification:** Since the IRS report does not certify the legal authorization or the "existing" status of the road as of 19.02.1991, further administrative verification is mandatory.
3. **Referral to DCZMA:** The Committee resolves that a formal verification report must be obtained from the Chairperson, DCZMA / District Collector, Chennai, regarding the legal status and existence of the said road as per the records available with the District Administration.
4. **Final Recommendation:** The recommendation for the project remains subject to the receipt of a verification report from the District Collector, Chennai.

The TEC resolved to recommends the proposal for consideration by the Authority along with the receipt of the above details from the project proponent.

Agenda Item No 5: Proposed infrastructure developments at L&T Complex, Kattupalli port, Ponneri Taluk, Tiruvallur District by M/s. Larsen and Toubro Ltd - L&T Shipbuilding, Kattupalli, Ponneri Taluk, Tiruvallur District (Single Window No. SW/209502/2025)

The District Coastal Zone Management Authority, Tiruvallur has forwarded a proposal received from M/s. Larsen and Toubro Ltd., L&T Shipbuilding, Kattupalli, Ponneri Taluk, Tiruvallur District for the Proposed infrastructure developments at L&T Complex, Kattupalli port, Ponneri Taluk, Tiruvallur District. The EIA report prepared by M/s. Assystem India Limited., Hyderabad having NABET certificate valid upto 04.03.2026.

Introduction:

L&T Kattupalli facility has obtained Environmental and CRZ Clearance for production capacity of 50,000 MT/Annum as well as permission for 25 Ship Buildings and 60 Ship Repairs per Annum, with existing infrastructure available, Larsen & Toubro Ltd. is unable to reach these intended capacities/quantities. As such, Larsen & Toubro Ltd. intends to take up further development works at the L&T Complex which will help enhance the production capacities of the facility. All proposed development works will be within the Larsen & Toubro Ltd.'s area of 892.11 acres. There will not be any additional land acquisition involved.

Gist of the existing clearance:

- Larsen & Toubro Ltd. has obtained the necessary Environmental and CRZ Clearance (EC & CRZ Clearance) for developing the Shipyard cum Port Complex at Kattupalli, Thiruvallur District vide Letter No. 10- 130/2007-IA.III, dated July 03, 2009.
- Consent to Operate (CTO) was also obtained from TNPCB vide letter dated November 16, 2012.
- Larsen & Toubro Ltd. has obtained an amendment in the EC & CRZ Clearance to handle revised cargo traffic at the Kattupalli Port along with extension of validity from MoEF&CC vide Letter No. 10- 130/2007-IA.III, dated December 17, 2014.
- EC & CRZ Clearance in name of Larsen & Toubro Ltd. and Marine Infrastructure Developer Private Limited (MIDPL) bifurcation granted vide Letter No. F. No.10-130/2007-IA.III dated February 9, 2018.
- Validity of initial EC has expired in 2019
- Terms of Reference (ToR) for the proposed development obtained vide letter File No: 10-130/2007-IA.III, dated 08/07/2025.

Project Description:

Larsen & Toubro Ltd. plans to enhance the operational capacities of its existing Shipyard and Modular Fabrication Facility at Kattupalli. The development involves

construction of additional fabrication shops, assembly shops, paint shops, warehouses, open storage areas, and a skill development centre to support ongoing and future operations. Dry berth extensions and a new jetty are proposed to improve waterfront handling capabilities. Residential accommodation for staff, clients, and workers will also be developed, along with supporting infrastructure such as parking, utility yards, sewage treatment plant, and gantries. The project will also involve demolition of an old water intake point of CPCL, within the breakwater area, which has now become redundant.

The proposed activity such as jetty falls in CRZ III (NDZ) and CRZ IVA, Dry berth Extension-1 falls in CRZ III (200 to 500m) and Demolition of an old water intake point of CPCL falls under CRZ IVA and all other facilities falls outside CRZ area.

Existing Development:

- 30 ship repair and construction of 15 new ships are being taken up at the Shipbuilding facility per Annum
- Facilities such as South Breakwater, Ship lift, Outfitting Jetties, Dry berths, various shops including Assembly Shops, Scrap Yard, Blasting/Painting Bay, other necessary infrastructure, utilities and services, housing colony, etc. have been constructed/developed
- Modular Fabrication Facility with Loading/Outfitting Jetties, Quay Wall, Work Zones, Spool Lay down Area, various storage areas, P&M Stores and Maintenance, various shops including Blasting Painting Shops, other various necessary infrastructure, utilities and services etc. are been constructed/developed to about 70% of total planned requirements
- Dredging of Product Delivery Facility upto (-) 9m draft has been completed
- Current production capacity is about 35,000 MT/Annum
- The above developments have been taken up within the land under possession of Larsen & Toubro Ltd., i.e. an area of 892.11 acres (includes revenue land and coastal land).

Need of the Project:

Although the facility has received EC & CRZ Clearance for a production capacity of 50,000 MT/Annum as well as permission for 25 Ship Buildings and 60 Ship Repairs per Annum, with the existing infrastructure available, Larsen & Toubro Ltd. is unable to reach these intended capacities/quantities.

Hence, Larsen & Toubro Ltd. intends to take up further development works at the L&T Complex, Kattupalli. The additional facilities will help Larsen & Toubro Ltd. reach its intended production capacity of 50,000 MT/Annum for MFF as well as Construction and Repair of 25 and 60 Ships per Annum, respectively.

CRZ Classification of the proposed development:

S. No	Proposed project Activities	Area in Sq.m		
		CRZ III		CRZ IV A
		NDZ	200 to 500m from HTL	
1	Dry Berth 1 Extension	-	10923.12	-
2	Jetty	249.39	-	3553.04

Location of the Project:

The geographic location of the L&T Complex is at latitude between 13°17'41.72"N and 13°18'50.63"N Longitude between 80°19'28.66"E and 80°21'34.41"E.

A. Land Area Details:

The Project Proponent stated that the proposed infrastructure developments will be undertaken entirely within the existing land under possession of Larsen & Toubro Ltd. at the Kattupalli Complex, which spans approximately 892.11 acres (comprising 830.25 acres of revenue land and 61.86 acres of coastal land). No additional land acquisition is required for the current development. The proposed development will involve converting some of the vacant land areas within the 892.11 acres to areas with structures (buildings/shops, etc.) on it. Total footprint area of the proposed developments will cover about 42 acres.

B. Built up Area details:

S.No	Facility	Size		Built up Area (m ²)	Remark
		Length (m)	Breadth (m)		
A	Project Facilities				
1	Fabrication Shop	250	35	8750	Closed Facility
2	Skill Development Centre	130	155	20150	
3	Open Storage, Fabrication & Assembly area	200	255	51000	
4	Clusters of Fabrication Shops	300	140	42000	
5	Assembly Shop 1	90	140	12600	
6	Assembly Shop 2	90	140	12600	

7	PS2 Ware house Shed	100	25	2500	
8	PS3 Ware house Shed	100	25	2500	
9	Paint Shops ×4	80	20	6400	
10	Dry Berth 1 Extension	520	70	36400	Open Facility
11	Dry Berth 2 Extension	305	70	21350	
Sub Total (A)				163500	
B	Housing/Residential Blocks	No of floors			
12	Block 11 Client Accommodation	14		13880	-
13	Block 11 Client Accommodation	10		7709	-
14	Block 13 Club House	2		1971	-
15	Block 14 1 BHK	10		7709	-
16	Block 15 1 BHK	10		7709	-
Sub Total (B)				33978	
Total (A+B)				197478	

Dry Berth 1 & 2 are open areas; these will only have a concrete platform at ground level and will not have any walls/roof. As such, these being not covered, the areas of these facilities have not been considered in the overall built-up area calculations

Manpower Requirement:

It is estimated that during construction phase, approximately 1000 workers will be employed. The proposed development will enhance the Larsen & Toubro Ltd.'s operational capacities. This will help open new employment opportunities for the project region for both skilled and unskilled local residents. During operation phase, approximately 5700 direct and indirect employment opportunities (includes temporary/contractual employment) can be envisaged due to the proposed additional capacity enhancements.

Water Requirement:

The water requirement during construction activity will be approximately 100 KLD, which will be met through the existing water supply system of Larsen & Toubro Ltd. facility.

The water requirement for the proposed development is estimated to be about 1 MLD (1000 KLD). The water required will be sourced from Chennai Metropolitan Water Supply and Sewerage Board (CMWSSB).

Power Requirement:

The estimated power demand is ~20 MW which will be sourced from Tamil Nadu Electricity Board (TNEB). Also, there will be a provision for utilization of inhouse renewable energy in form of solar/wind power for ~5 MW.

The electric power requirement during construction phase will be sourced from the existing power source of Larsen & Toubro Ltd. facility. Also, DG sets will be used during construction works.

Waste Management:

Assuming about 5,700 workers/ employees will be involved during the project operation stage, of which about 1000 are envisaged to be at the project site on any given day, the estimated municipal solid waste generation shall be ~500 kg per day². During construction phase, there will be in place proper mechanism for collection, transport and disposal of all types of solid waste generation.

Sewage Treatment Plant (STP) of 415 KLD total capacity is already in operation at the Larsen & Toubro Ltd. facility. In addition, a STP of 155 KLD will be developed as part of current proposed developments. This will be scaled up subsequently as per the demand requirements.

CRZ Classification and Project cost:

The project site falls in CRZ-III NDZ, CRZ III (200 to 500m), CRZ-IV A and outside CRZ area. The total cost of the project is Rs.1000 Crore.

Recommendation of DCZMA of Tiruvallur district:

The DCZMA for Tiruvallur district has recommended the proposal to SCZMA in the meeting held on 26.12.2025

Provisions in CRZ Notification, 2011:

S. No	Proposed facilities	CRZ zonation	Permissible activities as per CRZ notification 2011
1	Jetty	CRZ III NDZ & CRZ IVA	• Para 3 (i) (a) 4(i) (a) those directly related to waterfront or

2	Dry Berth Extension-1: This is not an enclosed structure; the Dry Berth Extension is only a working space provided in the yard which will have a concrete floor. Other than that, there are no structures/wall/roof involved	CRZ III (200 to 500m)	directly needing foreshore facilities; • Para 3 (iv) required for setting up, construction or modernisation or expansion of foreshore facilities like ports, harbours, jetties, wharves, quays, slipways, bridges, sealink, road on stilts, road on reclaimed surface, and such as meant for defence and security purpose and for other facilities that are essential for activities permissible under the notification: • Para 4 (i)(f) construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship construction yards, breakwaters, groynes, erosion control measures and salt works
	• The permissible activity comes under Category 7(e), "Port and Harbour EIA Notification, 2006 and classified as Category "A", the proposal may be recommended to MoEF & CC, Govt. of India as per Para 4(ii) (a) of CRZ Notification, 2011.		

Remarks of the Technical Expert Committee: (Meeting held on 09.03.2026)

The Project Proponent (PP), M/s. Larsen & Toubro Ltd., presented a proposal to augment infrastructure at the Kattupalli Port Complex. The PP informed the Committee that the facility initially obtained Environmental and CRZ Clearance from the MoEF&CC on July 03, 2009, and commenced operations on January 30, 2013. Following a bifurcation of the clearance between L&T and MIDPL in February 2018, and the subsequent expiration of the initial EC in 2019, the PP has submitted this fresh proposal.

The proposed expansion includes the development of a new Jetty, additional industrial sheds (fabrication, paint, assembly, and blasting shops), a dry berth extension, residential accommodations, office buildings, warehouse sheds, a skill development centre, and a Sewage Treatment Plant (STP).

The proposed Jetty falls within CRZ-III (NDZ) and CRZ-IVA. The Dry Berth Extension-1 falls within CRZ-III (200 to 500m). All other proposed ancillary facilities are located entirely outside the CRZ area.

Observations & Specific Conditions of the TEC

After detailed deliberations, the TEC recorded the following observations and prescribes the specific conditions below to ensure strict compliance with the CRZ Notification, 2011:

I. Ecological Safeguards & Marine Environment:

1. Habitat Protection: The proposed construction activities, particularly the development of the Jetty and Dry Berth Extension, must be executed without obstructing natural tidal flows. The PP shall ensure that the coastal ecosystem and marine flora and fauna remain strictly undisturbed during both the construction and operational phases.

II. Disaster Management & Oil Spill Preparedness:

2. Comprehensive Contingency Plan: The PP shall formulate and scrupulously implement a comprehensive Disaster Management, Hazardous Material Management, and Contingency Plan. This plan must specifically address oil spills, fire hazards, and extreme weather events, and be seamlessly integrated with the overarching emergency response systems of the Port Authority.
3. NOS-DCP Alignment: A standalone, highly robust Marine Oil Spill Contingency Plan shall be developed in strict alignment with the National Oil Spill Disaster Contingency Plan (NOS-DCP). This plan must be subject to periodic mock drills and tested in direct coordination with the Port Authority.

III. Water Security & Zero Liquid Discharge (ZLD) / Pollution Control:

4. ZLD System: The project shall strictly adopt a Zero Liquid Discharge (ZLD) framework. A tertiary-level STP shall be installed to generate high-quality treated effluent. This treated water must be fully recycled within the premises for landscaping and toilet flushing. Under no circumstances shall treated or untreated effluent be discharged into the sea, backwaters, or adjacent drainage channels.
5. Marine Plastic Management: The PP shall deploy advanced technologies, such as floating trash barriers and trash skimmer boats, to ensure that the port basin and navigational channels remain strictly free from plastic and solid waste.

IV. Environmental Monitoring & Compliance:

6. Continuous Monitoring: The PP shall conduct regular and rigorous environmental monitoring covering ambient air quality, marine water quality, and noise levels within and around the project vicinity.
7. Regulatory Reporting: The environmental monitoring results and compliance reports shall be periodically submitted to the Tamil Nadu Pollution Control Board (TNPCB), the Regional Office of the MoEF&CC, and the TNSCZMA.
8. Coastal Conservation Fund: The PP shall contribute funds directly to the Tamil Nadu Marine Resource Foundation (TNMRF) as part of the Environment Management Plan (EMP). Explicit details regarding this fund allocation must be submitted to the Competent Authority.

With the above observations and strict adherence to the specific conditions, the TEC recommends the proposal for consideration by the Authority.

Agenda Item No. 6 Any other subject with the permission of the Chair

Sd./- xxxx

**Thiru A.R. Rahul Nadh, I.A.S.,
Member Secretary,
Tamil Nadu State Coastal Zone
Management Authority &
Director, Department of Environment &
Climate Change,
Chennai - 35.**

Sd./- xxxx

**Tmt. Supriya Sahu, I.A.S.,
Chairperson, Tamil Nadu State Coastal
Zone Management Authority and
Additional Chief Secretary to Government,
Environment, Climate Change &
Forest Department,
Secretariat, Chennai - 9.**

Minutes of the 141st meeting of Tamil Nadu State Coastal Zone Management Authority (TNSCZMA) held on 20.03.2026

The Member Secretary extended a warm welcome to the Chairperson and all members of the Tamil Nadu State Coastal Zone Management Authority for the 141st meeting of the Tamil Nadu State Coastal Zone Management Authority (TNSCZMA).

Agenda Item No. 01: Confirmation of the minutes of the 140th meeting of the Tamil Nadu State Coastal Zone Management Authority held on 10.02.2026

The 140th meeting of the Tamil Nadu State Coastal Zone Management Authority was held on 10.02.2026 and the minutes were communicated to the Members of the Authority, vide this office letter No. P1 /DOECC/892/2024, dated 12.02.2026.

Agenda Item No.02: The action taken on the decisions of 140th meeting of the Authority held on 10.02.2026.

The Member Secretary briefed the Members about the action taken by the Department of Environment and Climate Change in response to the decisions made during the 140th meeting held on 10.02.2026, which was noted down by the members.

Agenda Item No.3 Environmental Clearance & CRZ Clearance for Upgradation of General Cargo Berth (GCB) - I to a Multipurpose Cargo Berth within the Approved Handling Capacity of 3 Million Metric Tons Per Annum (MMTPA) at Kamarajar Port Limited, Kattupalli village, Ponneri Taluk, Tiruvallur District by the General Manager (Marine Services), Kamarajar port limited, Chennai (Single Window No. SW/269240/2025)

Project Cost: Rs.220.84 Crore

CRZ Classification: CRZ-IV A, CRZ-III (NDZ) areas

Provisions in CRZ Notification, 2011:

S. No	Proposed facilities	CRZ zonation	Permissible activities as per CRZ notification 2011
1	General Cargo Berth (GCB) - I and backup area	CRZ III NDZ & CRZ IVA	• Para 3 (i) (a) 4(i) (a) those directly related to waterfront or directly needing foreshore facilities; • Para 3 (iv) required for setting up, construction or modernisation or expansion of foreshore facilities like ports, harbours, jetties, wharves,

			quays, slipways, bridges, sealink, road on stilts, road on reclaimed surface, and such as meant for defence and security purpose and for other facilities that are essential for activities permissible under the notification: • Para 4 (i)(f) construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship construction yards, breakwaters, groynes, erosion control measures and salt works
			• The permissible activity comes under Category 7(e), "Port and Harbour EIA Notification, 2006 and classified as Category "A", the proposal may be recommended to MoEF& CC, Govt. of India as per Para 4(ii) (a) of CRZ Notification, 2011.

Decision / Remarks of Tamil Nadu State Coastal Zone Management Authority:

The Project Proponent informed that M/s. Kamarajar Port Limited, has obtained EC & CRZ clearance from MoEF&CC, GoI vide F. No. 11-21/2009-IA.III dated 23.07.2009 for handling automobile cargo in General Cargo Berth-1 (3 Million MTPA), now proposes to optimize the berth by changing the cargo mix to handle steel, containers, cement, tiles, food grains, project cargo, clean cargo, and other breakbulk commodities, and also hazardous cargo (will be handled only through containers), without altering the approved handling capacity of 3.0 MMTPA. The PP further clarified that the proposed storage facilities and essential utilities are proposed outside the CRZ area.

The TNSCZMA reviewed the recommendation of the DCZMA, Tiruvallur district, in the meeting held on 19.02.2026. The Authority has also taken note of the remarks of Technical Expert Committee (TEC) and the response provided by the Project Proponent for those comments.

The Authority decided to recommend the proposal to MoEF&CC, GoI for CRZ Clearance with the following conditions:

A. Specific conditions:

1. The Dredging shall be executed without causing any disturbance to the coastal ecology or altering the natural hydrodynamic coastal processes, ensuring full compliance with the existing EC conditions.

2. The Dredging activities should be carried out in a phased manner to minimize environmental impacts, particularly on marine biodiversity.
3. The Proponent shall update and scrupulously implement a comprehensive Integrated Port Management Plan that explicitly incorporates the proposed dredging operations, safe disposal protocols for dredged materials, marine ecology protection, and storm water management.
4. The Proponent must ensure regular monitoring of water and air quality at the project premises and submit reports to TNPCB/relevant authorities.
5. The Project Proponent must strictly adhere to the Standard Operating Procedure (SOP) for continuous monitoring of cargo mix handling activities.
6. The cargo handling area shall be provided with an adequate number of high-efficiency dust extraction systems. Loading and unloading areas including peripheral drainage system, internal roads, fire-fighting system etc.
7. The Proponent shall prepare and scrupulously implement a comprehensive Hazardous Material Management Plan and Disaster Contingency Plan addressing oil spills, fire hazards, and extreme weather events. These must be seamlessly integrated with the existing Port's emergency response systems.
8. The Port's Oil Spill Contingency Plan shall be updated in strict alignment with the National Oil Spill Disaster Contingency Plan (NOS-DCP) and shall be subjected to periodic mock drills.
9. The Project Proponent shall implement an effective marine plastic waste management system, including the installation of automatic plastic collection mechanisms like floating trash barriers and trash skimmer boats to prevent the accumulation and dispersion of plastic debris in the coastal and marine environment. Regular monitoring and proper disposal of collected plastic waste shall be ensured in compliance with applicable environmental regulations.
10. The Construction materials shall not be dumped into the sea or CRZ area. The Project Proponent shall ensure that the free flow of the water body is not obstructed due to any activities at the project site.
11. Proper Measures shall be implemented to mitigate underwater noise pollution caused by dredging and construction activities to protect marine fauna, particularly migratory species and marine mammals.
12. An advanced monitoring system must be installed and maintained to provide real-time data on sedimentation, and shoreline changes.

13. A post-construction environmental audit shall be conducted to ensure compliance with all mitigation measures. Additional measures, if recommended, must be implemented promptly.
14. The Proponent shall ensure zero discharge of untreated sewage into the sea or any CRZ areas at all times.
15. The PP shall implement a robust, continuous environmental monitoring program covering marine water quality, sediment quality, air quality, and noise levels within the port basin and surrounding CRZ areas. Periodic environmental compliance reports and monitoring data shall be submitted to the TNPCB, the Regional Office of the MoEF&CC, and the TNSCZMA on a half-yearly basis.
16. As a proactive Green Port initiative, rooftop solar photovoltaic panels shall be installed over the parking yard and other feasible structures to the maximum extent possible to offset energy demands.
17. A greenbelt comprising exclusively of indigenous, salt-tolerant coastal species shall be developed within the project site to act as a natural bio-shield, in consultation with the District Forest Officer.
18. As committed by the Proponent during the presentation, a voluntary contribution of Rs.25 Lakh shall be deposited to the Tamil Nadu Marine Resources Foundation (TNMRF) for conservation, mitigation and restoration of marine resources.

B. General Conditions

1. No construction activity shall be started prior to obtaining CRZ clearance from the competent authority. The Project Proponent should also get required clearances such as Planning Permission, Plan Approval and other statutory clearances.
2. Groundwater extraction within CRZ areas is strictly prohibited under the CRZ Notification, 2011, and shall not be undertaken at any stage.
3. The project proponent shall segregate the municipal solid waste generated as Bio Degradable and Non-Bio Degradable (Recyclable) and dispose the same scientifically as stipulated in Solid Waste Management (Amendment) Rules, 2020.
4. Consent to Establish, Consent to Operate shall be obtained from the Tamil Nadu State Pollution Control Board under the Air (Prevention and Control of Pollution) Act, 1981 and Water (Prevention and Control of Pollution) Act, 1974, as may be applicable.
5. The project proponent shall adhere to the Construction and Demolition Waste Management Rules, 2018. The construction debris and other type of waste shall not be disposed of into the CRZ area or in the backwater.

6. A Comprehensive Disaster Risk Management Plan shall be prepared and submitted, detailing strategies to mitigate risks associated with cyclones, flooding and storm surges, given the coastal vulnerability of the project location.
7. The Project Proponent shall strictly adhere to the Environmental Management Plan during both construction and operational phases to ensure no environmental impact.
8. The project proponent is required to set up an Environment Management Cell to oversee and ensure the effective implementations of the recommendations outlined in the Environmental Management Plan included in the EIA report of the project.
9. The Authority instructed that all the conditions imposed by the TNSCZMA and the DCZMA shall be strictly complied with.

Agenda Item No.4 Proposed construction of High Rise Hotel Building Complex at Old R.S. Nos. 4288/9 (part) & 4288/12 (part) and New R.S. Nos. 4288/109 & 4288/111 in block No.94 Mylapore Village, Mylapore Taluk, Chennai district by M/s. Red Connect Private Limited, Chennai (Single Window No. SW/268905/2025)

Project Cost: Rs. 403.39 Crore

CRZ Classification: CRZ II & Non CRZ area

Provisions in CRZ Notification, 2011:

Sl. No.	Activity proposed	CRZ area	Permissibility Clause as per CRZ Notification. 2011
1	Proposed construction of commercial hotel building	CRZ -II	• As per para 8 II (i) of CRZ Notification 2011, buildings shall be permitted only on the landward side of the existing road, or on the landward side of existing authorized structures. • As per para 8 II (ii) of CRZ Notification 2011, buildings permitted on the landward side of the existing and proposed roads or existing authorized structures shall be subject to the existing local town and country planning regulations including the 'existing' norms of Floor Space Index or Floor Area Ratio which shall be as per 1991 level: Provided that no permission for construction of buildings shall be given on

			landward side of any new roads which are constructed on the seaward side of an existing road.
			• The Annexure-III of CRZ Notification 2011 has issued guidelines for development of beach resorts or hotels in the designated areas of CRZ-III and CRZ-II for occupation of tourist or visitors with prior approval of MoEF & CC, Govt. of India.
The proposal may be recommended to MoEF & CC, Govt. of India, for issuing Clearance.			

Decision / Remarks of Tamil Nadu State Coastal Zone Management Authority:

The Project Proponent (PP) made a power point presentation of the proposal in detail, along with the master plan and documentary evidence for the existence of the road in accordance with the provisions of the CRZ Notification, for the construction of a High-Rise Hotel Building Complex located at Sathyadev Avenue Extension, MRC Nagar, Chennai. The total land area of 20,646.00 sq.m (5.1 acres), with a proposed total built-up area of 80,147 sq.m both in CRZ and Non- CRZ land. The complex comprises the following

- **Block 1 (Hotel Building):** Extended Basements (1 & 2) + Ground Floor + 2 Floors + 2nd Mezzanine Floor + 3rd to 23rd Floors + Terrace (housing 244 Guest Rooms along with premium amenities including a swimming pool, gym, spa, restaurants, bar, banquet halls, retail, and office spaces).
- **Block 2 (HVAC Building):** Ground Floor + 1st Floor. The proposed development partly falls within the **CRZ-II** area and partly in the non-CRZ area.

Decision of TNSCZMA:

The TNSCZMA reviewed the recommendation of the DCZMA, Chennai District in its meetings held on 21.08.2025 and 05.02.2026. The Authority noted that the recommendation was based on the following categorical evidence establishing the existence of an authorized road prior to 19.02.1991:

1. A formal letter issued by the Revenue Department (Tahsildar), Government of Tamil Nadu, on 12.04.2000. This document certifies the continuous existence of a public path/road since 1977, measuring approximately 4000 feet in length and 25 feet in width, abutting Survey Nos. 4288/9 and 4288/12. This provides primary evidence that the road infrastructure predates the initial CRZ notification of 19.02.1991

2. A Joint Inspection Report dated 20.07.2001, conducted by the TNSCZMA along with the Chennai Metropolitan Development Authority (CMDA) and the Corporation of Chennai. This field verification confirmed the physical presence and alignment of the road separating the project site from the Adyar Creek, consistent with the requirements for CRZ-II classification.
3. The Order of the Hon'ble High Court of Madras dated 02.11.2001 in W.A. Nos. 1291 and 1663 of 1997. The Court explicitly accepted the Tahsildar's certification as valid evidence of the road's existence. Furthermore, the Court observed that re-agitating the non-existence of the road at a belated stage—including through the use of satellite photography—was "highly misconceived" and constituted an "abuse of process of court"
4. In alignment with the Technical Evaluation Committee's (TEC) directions, the Authority noted the Local Level CRZ Map (1:4000 scale) prepared by the Institute of Remote Sensing (IRS), Anna University, dated 11.03.2026, which depicts the road between the creek and the project site.

After detailed deliberation, the Authority resolved to verify the existence of the authorized road through the District Collector, Chennai. Upon receipt of their confirmation, the Authority decided to recommend the proposal to the MoEF&CC, Government of India, subject to the strict implementation of the following conditions.

A. Specific conditions

1. The FSI and the overall height of the building for the project falling within CRZ-II portion shall be strictly restricted to the norms prescribed by the Chennai Metropolitan Development Authority (CMDA) as they existed on 19.02.1991, as mandated by the CRZ Notification 2011.
2. The PP shall ensure total compliance with all stipulations under Annexure-III of the CRZ Notification 2011 ("Guidelines for Development of Beach Resorts/Hotels"). This includes maintaining a minimum 20-meter gap between any two structures to ensure unhindered public access to the beach and ensuring the total covered area on all floors does not exceed 33% of the plot size.

3. In accordance with Annexure-III (I), groundwater shall not be tapped within 200 meters of the HTL. Beyond this limit, any extraction or construction of basements is subject to a mandatory NOC from the State Ground Water Authority, ensuring such activities do not adversely affect the flow of groundwater in the vicinity
4. A comprehensive Traffic Management Plan shall be implemented to prevent congestion at entry and exit points along Sathyadev Avenue Extension. All parking requirements must be fully internalized within the project premises as per CMDA norms; no public road space or coastal common areas shall be utilized for vehicular parking
5. A rooftop solar photovoltaic system shall be installed to offset the project's energy demand to the maximum extent possible, promoting low-carbon development in the coastal zone
6. The PP shall install and operate a tertiary-level STP. The treated effluent must strictly meet the high-quality standards prescribed by the TNPCB for complete non-potable reuse
7. The project shall strictly operate on a Zero Liquid Discharge basis. Under no circumstances shall treated or untreated sewage, greywater, or trade effluent be discharged into the Adyar Creek, the sea, municipal drains, or any adjoining wetlands. All treated water shall be reused exclusively for flushing and landscaping within the site.
8. The entire project site and hotel premises shall be maintained as a "Plastic-Free Zone". The PP shall implement proactive measures to eliminate single-use plastics and conduct awareness programs for guests and staff on coastal plastic pollution
9. The project shall strictly comply with the Indian Green Building Council (IGBC) Green Resort/Hotel guidelines (or an equivalent international certification) to ensure high resource efficiency and a minimal ecological footprint.
10. A scientifically designed rainwater harvesting and groundwater recharge system shall be implemented, ensuring that runoff is captured and managed without causing salinity ingress or impacting the coastal aquifer
11. Greenbelt and avenue plantations shall consist exclusively of native coastal species. The landscaping plan must be finalized in consultation with the District Forest Officer or the Green Tamil Nadu Mission to enhance local biodiversity.
12. The PP shall obtain certification from competent authorities for structural stability (including earthquake resilience) and fire safety as per the National

Building Code (NBC). All buildings must be equipped with adequate lightning protection measures.

13. The PP must obtain all necessary NOCs and clearances from relevant statutory bodies, including the Fire and Rescue Services Department, TNPGL, CEIG, and the State Ground Water Authority, prior to the commencement of construction.
14. A dedicated first-aid facility and mandatory Personal Protective Equipment (PPE) shall be provided for all personnel during both the construction and operational phases of the project to ensure labor safety.
15. As committed by the Proponent during the presentation, a voluntary contribution of Rs.201 lakh may be deposited to the Tamil Nadu Marine Resources Foundation (TNMRF) for conservation, mitigation and restoration of marine resources.

B. General conditions

1. No construction activity shall be started prior to obtaining CRZ clearance from the competent authority.
2. Groundwater extraction within CRZ areas is strictly prohibited under the CRZ Notification, 2011, and shall not be undertaken at any stage.
3. The construction debris and other type of waste shall not be disposed of into the CRZ area or in the backwater.
4. Project Proponent shall undertake the establishment only after getting the required Clearance from Competent authorities such as Planning Permission, Plan Approval etc., including the clearance under CRZ Notification, 2011 and other statutory clearances.
5. The project proponent shall segregate the municipal solid waste generated as Bio Degradable and Non-Bio Degradable (Recyclable) and dispose the same scientifically as stipulated in Solid Waste Management (Amendment) Rules, 2020.
6. The project proponent shall adhere to the Construction and Demolition Waste Management Rules, 2018. The construction debris and other type of waste shall not be disposed off into the CRZ area or in the sea.
7. The Project Proponent shall strictly adhere to the Environmental Management Plan during both construction and operational phases to ensure minimal environmental impact.

8. The Consent to Establish, Consent to Operate shall be obtained from State Pollution Control Board under the Air (Prevention and Control of Pollution) Act, 1981 and Water (Prevention and Control of Pollution) Act, 1974, as may be applicable.
9. A Comprehensive Disaster Risk Management Plan shall be prepared and submitted, detailing strategies to mitigate risks associated with cyclones, flooding and storm surges, given the coastal vulnerability of the project location.
10. The project proponent is required to set up an Environment Management Cell to oversee and ensure the effective implementations of the recommendations outlined in the Environmental Management Plan included in the EIA report of the project.
11. In accordance with Para 4.2 (v) of the CRZ Notification 2011 (as amended), the clearance shall be valid for a period of ten years for the commencement of construction and operations.
12. It is mandatory for the PP to submit half-yearly compliance reports (on June 1st and December 31st of each calendar year) to the TNSCZMA and the MoEF&CC regional office, as required under Para 4.2 (vi).
13. The Authority instructed that all the conditions imposed by the TNSCZMA and the DCZMA shall be strictly complied with.

Agenda Item No.5 Proposed infrastructure developments at L&T Complex, Kattupalli port, Ponneri Taluk, Tiruvallur District by M/s. Larsen and Toubro Ltd - L&T Shipbuilding, Kattupalli, Ponneri Taluk, Tiruvallur District (Single Window No. SW/209502/2025)

Project Cost: Rs.1000 Crore.

CRZ Classification: CRZ-III NDZ, CRZ III (200 to 500m), CRZ-IV A and outside CRZ area.

Provisions in CRZ Notification, 2011:

S. No	Proposed facilities	CRZ zonation	Permissible activities as per CRZ notification 2011
1	Jetty	CRZ III NDZ & CRZ IVA	• Para 3 (i) (a) 4(i) (a) those directly related to waterfront or directly needing foreshore facilities;
2	Dry Berth Extension-1: This is not an enclosed	CRZ III (200 to 500m)	

	structure; the Dry Berth Extension is only a working space provided in the yard which will have a concrete floor. Other than that, there are no structures/wall/roof involved		• Para 3 (iv) required for setting up, construction or modernisation or expansion of foreshore facilities like ports, harbours, jetties, wharves, quays, slipways, bridges, sealink, road on stilts, road on reclaimed surface, and such as meant for defence and security purpose and for other facilities that are essential for activities permissible under the notification: • Para 4 (i)(f) construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship construction yards, breakwaters, groynes, erosion control measures and salt works
	• The permissible activity comes under Category 7(e), "Port and Harbour EIA Notification, 2006 and classified as Category "A", the proposal may be recommended to MoEF & CC, Govt. of India as per Para 4(ii) (a) of CRZ Notification, 2011.		

Decision / Remarks of Tamil Nadu State Coastal Zone Management Authority:

The Project Proponent informed that M/s. Larsen & Toubro Ltd. had obtained Environmental and CRZ Clearance (EC & CRZ Clearance) for the development of a Shipyard-cum-Port Complex at Kattupalli, Thiruvallur District, vide Letter No. 10-130/2007-IA.III dated 03 July 2009, and commenced operations on 30 January 2013. Subsequently, following the bifurcation of the clearance between L&T and MIDPL in February 2018 and the expiry of the validity of the initial EC in 2019, M/s. Larsen & Toubro Ltd. now proposes to undertake further development works to enhance the production capacity of the facility, as a fresh proposal.

The proposed expansion includes the development of a new Jetty, additional industrial sheds (fabrication, paint, assembly, and blasting shops), a dry berth extension, residential accommodations, office buildings, warehouse sheds, a skill development centre, and a Sewage Treatment Plant (STP).

The proposed Jetty falls within CRZ-III (NDZ) and CRZ-IVA. The Dry Berth Extension-1 falls within CRZ-III (200 to 500m). All other proposed ancillary facilities are located entirely outside the CRZ area.

The TNSCZMA reviewed the recommendation of the DCZMA, Tiruvallur district, in the meeting held on 26.12.2025. The Authority has also taken note of the remarks of Technical Expert Committee (TEC) and the response provided by the Project Proponent for those comments.

The Authority decided to recommend the proposal to MoEF&CC, GoI, for CRZ Clearance with the following conditions:

A. Specific conditions

1. The Project Proponent shall ensure that the proposed activities do not obstruct natural tidal movements and that no disturbance is caused to the coastal ecosystem, including marine flora and fauna, during construction and operation.
2. The Project Proponent shall prepare and effectively implement a comprehensive Disaster Management Plan, Hazardous Material Management Plan, and Contingency Plan. The plans shall specifically address oil spill response, fire safety, and extreme weather events, and shall be integrated with the emergency response framework of the Port Authority.
3. An integrated Oil Spill Contingency Plan shall be developed in strict alignment with the National Oil Spill Disaster Contingency Plan (NOS-DCP) and shall be subjected to periodic mock drills.
4. The Project Proponent shall implement an effective marine plastic waste management system, including the installation of automatic plastic collection mechanisms like floating trash barriers and trash skimmer boats, to prevent the accumulation and dispersion of plastic debris in the coastal and marine environment. Regular monitoring and proper disposal of collected plastic waste shall be ensured in compliance with applicable environmental regulations.
5. The project shall strictly adopt a Zero Liquid Discharge (ZLD) framework. A tertiary-level STP shall be installed to generate high-quality treated effluent. This treated water must be fully recycled within the premises for landscaping and toilet flushing. Under no circumstances shall treated or untreated effluent be discharged into the sea, backwaters, or adjacent drainage channels.
6. A comprehensive marine ecological impact assessment must be undertaken to evaluate the impacts of port expansion on sensitive ecosystems such as coral reefs, mangroves, and seagrass meadows, if present.

7. The Construction materials shall not be dumped into the sea or CRZ area. The Project Proponent shall ensure that the free flow of the water body is not obstructed due to any activities at the project site.
8. A post-construction environmental audit shall be conducted to ensure compliance with all mitigation measures. Additional measures, if recommended, must be implemented promptly.
9. The Project proponent shall implement a robust, continuous environmental monitoring program covering marine water quality, sediment quality, air quality, and noise levels within the port basin and surrounding CRZ areas. Periodic environmental compliance reports and monitoring data shall be submitted to the TNPCB, the Regional Office of the MoEF&CC, and the TNSCZMA on a half-yearly basis.
10. As a proactive Green Port initiative, rooftop solar photovoltaic panels shall be installed over the parking yard and other feasible structures to the maximum extent possible to offset energy demands.
11. A greenbelt comprising exclusively of indigenous, salt-tolerant coastal species shall be developed within the project site to act as a natural bio-shield, in consultation with the District Forest Officer.
12. As committed by the Proponent during the presentation, a voluntary contribution of Rs. 2.5 crore shall be deposited to the Tamil Nadu Marine Resources Foundation (TNMRF) for conservation, mitigation and restoration of marine resources.

B. General Conditions

1. No construction activity shall be started prior to obtaining CRZ clearance from the competent authority. The Project Proponent should also get required clearances such as Planning Permission, Plan Approval and other statutory clearances.
2. Groundwater extraction within CRZ areas is strictly prohibited under the CRZ Notification, 2011, and shall not be undertaken at any stage.
3. The project proponent shall segregate the municipal solid waste generated as Bio Degradable and Non-Bio Degradable (Recyclable) and dispose the same scientifically as stipulated in Solid Waste Management (Amendment) Rules, 2020.
4. Consent to Establish, Consent to Operate shall be obtained from the Tamil Nadu State Pollution Control Board under the Air (Prevention and Control of Pollution) Act, 1981 and Water (Prevention and Control of Pollution) Act, 1974, as may be applicable.
5. The project proponent shall adhere to the Construction and Demolition Waste Management Rules, 2018. The construction debris and other type of waste shall not be disposed of into the CRZ area or in the backwater.

6. A Comprehensive Disaster Risk Management Plan shall be prepared and submitted, detailing strategies to mitigate risks associated with cyclones, flooding and storm surges, given the coastal vulnerability of the project location.
7. The Project Proponent shall strictly adhere to the Environmental Management Plan during both construction and operational phases to ensure no environmental impact.
8. The project proponent is required to set up an Environment Management Cell to oversee and ensure the effective implementations of the recommendations outlined in the Environmental Management Plan included in the EIA report of the project.
9. The Authority instructed that all the conditions imposed by the TNSCZMA and the DCZMA shall be strictly complied with.

Sd./- xxxx

**Thiru A.R. Rahul Nadh, I.A.S.,
Member Secretary,
Tamil Nadu State Coastal Zone
Management Authority &
Director, Department of Environment &
Climate Change,
Chennai - 600035.**

Sd./- xxxx

**Tmt. Supriya Sahu, I.A.S.,
Chairperson, Tamil Nadu State Coastal
Zone Management Authority and
Additional Chief Secretary to Government,
Environment, Climate Change &
Forest Department,
Secretariat, Chennai - 9.**

