

F.No. 10-72/2018-IA.III
Government of India
Ministry of Environment, Forest and Climate Change
(Impact Assessment Division)

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

Dated: 8th April, 2019

To

The General Manager (Environment-II)
National Highways Authority of India
Ministry of Road Transport and Highways
G-5 & 6, Sector-10, Dwarka
New Delhi - 110 075

Sub: Development of Durg-Raipur Section of NH-53 (Mumbai Kolkata Economic Corridor) start at near Village Tendesara, District- Rajnandgaon and terminate at near Village Paragaon-, Arang, District Raipur in the state of Chhattisgarh by M/s National Highways Authority of India - **Environmental Clearance regarding.**

Sir,

This has reference to your letter no. 1013/1/2k/Env./607 dated 6th February, 2019 submitting the above proposal online to this Ministry on 13th February, 2019 and for seeking of Environmental Clearance in term of the provisions of the Environment Impact Assessment (EIA) Notification, 2006 under the Environment (Protection) Act, 1986.

2. The above mentioned proposal was considered by the Expert Appraisal Committee (EAC) for Infrastructure, CRZ and other Miscellaneous projects, in its 208th meeting held on 19-20 February, 2019.
3. The project proponent along with the EIA consultant M/s Feedback Infra, made a presentation and provided the following information before the Committee:
 - (i) Proposed project is the development of Durg-Raipur section of Mumbai Kolkata Economic Corridor Economic Corridor shall start at Junction with NH-53 near Tadesara village (Durg) and terminate at Junction with NH-53 near village Paragaon-1 (Arang, Raipur).
 - (ii) **Location:** The proposed project traverses through Rajnandgaon, Durg and Raipur districts.
 - (iii) **Land Acquisition and Proposed RoW:** The land acquisition for the proposed alignment is about 746.614 ha. The proposed RoW is 70 m.

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- (iv) **Land use of the site and around the site up to 10 km radius:** The land use of the project is predominantly agriculture followed by habitation and barren land.
- The proposed alignment passes through a large part of agricultural land across Rajnandgaon, Durg and Raipur districts. The other land types, apart from the agricultural land are fallow land.
- (v) 6 Major bridges, 27 minor bridges, 2 ROBs, 2 Flyovers, 1 cloverleaf interchange, 3 trumpet interchange, 167 culverts and 39 Underpasses are proposed along the project stretch for free passage to local and avoid any impact on local hydrology.
- (vi) **Total water requirement and its source:** 2972249 KL to be arranged from nearby river and ground water. The permission/clearance if required shall be obtained by the contractor. Existing bore-wells already having clearances shall be utilized to the maximum extent possible.
- (vii) **Water bodies, diversion if any:** The proposed project passes through 2 rivers, 1 main canal, 1 pond and 8 minor canals. However, the highway shall not intersect the water bodies' directly as elevated structures are proposed on the above water bodies.
- (viii) **Waste water generation, treatment and disposal:** 24 KLD (approx.). Treatment shall be done in septic tanks and bio-toilets provided at site. The waste water other than sewage shall be utilized for greenbelt development and dust suppression.
- Waste water from rinsing of Batching Plants shall be utilized for dust suppression. Waste water generated from workers shall be treated in septic tanks and bio-toilets provided at site and will be utilized for greenbelt development.
- (ix) **Municipal solid waste generated disposal facility:** Approximately 450 Kg of Municipal Solid Waste shall be generated by the workers. It will be collected and disposed of in environmentally acceptable ways.
- Dark grey bin for non-recyclable waste
 - Green bin for food/ compostable garden waste
 - Blue bin for paper waste
- (x) **Hazardous Waste Management:** Only spent oil generated by the DG sets shall be the only hazardous waste generated by the project. It shall be carefully stored in HDPE drums in order to avoid spillage and shall be sold to government approved vendors.
- (xi) **If the project involves diversion of forest land, extend of the forest land:** No, the proposed project doesn't pass through any forest land.

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- (xii) **Tree cutting, types, numbers, girth size etc.:** Approximately 9731 trees are proposed to be cut for the proposed alignment. Compensatory afforestation shall be undertaken as per requisite norms.
- (xiii) **Rehabilitation involved if any:** About 4 numbers of habitations shall be affected by the project.
- Land acquisition shall be undertaken as per the provision of LARR, 2013 and NH Act 1956 (with its amendments). Rehabilitation and resettlement plan will be prepared after detailed census survey during EIA Study and will be submitted in EIA Report.
- (xiv) **Whether the project is in Critically Polluted area:** No
- (xv) **If the project falls within 10 km of eco- sensitive area, Name of eco-sensitive area and distance from the project site:** No eco-sensitive area falls within 10 km of the project stretch.
- (xvi) **Investment/Cost of the project:** INR 1382 Crore.
- (xvii) **Employment potential:** 1200.
- (xviii) **ToR Details:** The ToR for the project was accorded vide letter No.10-72/2018-IA.III dated 28th December, 2018.
- (xix) **Public Hearing:** Public Hearing was conducted on 5-6 February, 2018 at Durg, Raipur and Rajnandgaon respectively.

Major issues raised during PH and response of PP: Major issues raised by the public were relevant to compensation which was replied by the ADM that Compensation shall be provided to the affected person on basis of the prescribed rules of state government. The rates of the structure shall be decided by the PWD officials

- (xx) **Benefits of the project:**
- **High-speed connectivity and access:** The projected corridor is a proposed economic corridor. This will avoid traffic congestion and speed-up the freight movement
 - **Decongestion of existing National and State Highways:** The proposed corridor will take away traffic pressures from existing SH and NH passing through various cities. Also, long-distance traffic will shift to the proposed corridor, thereby leaving the NH and SH for regional and local usage.
 - **Usage shift:** Long-distance traffic will shift from existing roads to the proposed Economic Corridor, resulting in lesser congestion on these highways
 - **Improved safety:** Due to access control, the Roadway & Travel Safety of the traffic connecting the cities will be enhanced as there will be minimum distractions & conflict zones

- Improvement in Social Infrastructure.
- **Aiding economic growth:** The seamless connectivity will provide better access to vehicles as a link to the National Highways. The Project will reduce travel time and provide boost to trade and commerce linked to the regions connected through this economic corridor.
- **Growth of backward areas:** The biggest strength of the alignment is that it plans to cover backward districts of Chhattisgarh. As a result of connectivity and access to other parts of the country, these backward areas will be aided to integrate with rest of the world. Further, freight and passenger traffic on the economic corridor will help promoting ancillary economy of these regions.
- **Support to industries:** Different types of industries like Manufacturing, Tourism etc. along the proposed corridor will be facilitated in their business operation and reachability.

(xxi) **If any court case pending for violation of the environmental laws:** No.

4. The EAC, in its 208th meeting held on 19-20 February, 2019, has recommended the project for grant of Environmental Clearance for the development of the said project, subject to compliance of all generic conditions applicable for such projects, and the additional conditions as mentioned below. As per recommendations of the EAC, the Ministry of Environment, Forest and Climate Change hereby accords Environmental Clearance to the project '**Development of Durg-Raipur Section of NH-53 (Mumbai Kolkata Economic Corridor) start at near Village Tendesara, District- Rajnandgaon and terminate at near Village Paragaon-, Arang, District Raipur in the state of Chhattisgarh by M/s National Highways Authority of India**', under the provisions of the EIA Notification, 2006 and subsequent amendments/circulars issued thereon, and subject to the specific and general conditions as under:

PART A - SPECIFIC CONDITIONS

- This Environmental Clearance is subject to outcome of court cases pending against the project proponent at Hon'ble Supreme Court of India / High Court / other courts, if any.
- The recommendations of Cumulative Impact Assessment studies shall be implemented under the intimation of the Ministry and its Regional Office concerned.
- Approval/permission of concerned authority shall be obtained before drawing water from the irrigation canal. State Pollution Control Board (SPCB) concerned shall not issue Consent to operate (CTO) till the project proponent obtains such permission.
- The proponent shall obtain permission from the competent authorities for tree cutting along the proposed alignment.

- (v) A comprehensive plan for afforestation including plantation of minimum three times of the number of trees required to be cut, by native species, be provided. The IRC Guidelines on Landscaping and Tree Plantation (2009) shall be strictly adhered while carrying out afforestation/plantation for this project.
- (vi) The RoW shall not exceed 70 m at any point of the proposed 8-lane alignment, except for the junction improvement at the intersections of the other roads.
- (vii) Rain water harvesting structures shall be constructed at the both sides of the road with special precaution of oil filters and de-silting chambers at regular intervals i.e. 500 m.
- (viii) Fund provisions of Rs. 6.91 Crores (@ 0.5% of the total project cost of Rs. 1382 Crore) shall be provided for Corporate Environment Responsibility (CER) as per the Ministry's O.M. No. 22-65/2017-IA.III dated 1st May, 2018. The expenditure details, as per the plan, shall be submitted to the concerned Regional Office of the Ministry.

PART – B: GENERAL CONDITIONS

- (i) Responsibility for implementation of EC conditions rests with the project proponent only.
- (ii) Cut and fill works shall be carried out strictly in accordance with the design drawings proposed at the time of appraisal of the project.
- (iii) The project proponent shall obtain necessary permission from the owning agencies of water bodies/temple/tanks etc., as applicable, before execution of works.
- (iv) The project proponent shall obtain necessary permission from the concerned State(s) Irrigation Department(s) before drawing water from the river sources for the purpose of the proposed construction activity.
- (v) Blasting shall be carried out during fixed hours (preferably during mid-day) or as permitted by the concerned authority. The timing shall be made known to all the people within 1000 m (200 m for pre-splitting) from the blasting site in all directions.
- (vi) The fly ash shall be used for the proposed project to comply with the Fly Ash Notification, 1999, as amended.
- (vii) Rehabilitation of project affected families (PAFs) and payment of compensation to PAFs shall be carried out as per the extant policy of the Central/State Government, as provided under the law. All the Indian Road Congress (IRC) guidelines wherever applicable may be followed.
- (viii) All entry/exit/access points on this highway shall be appropriately designed and preferably frozen to avoid traffic congestion and pollution.



- (ix) Rain water harvesting including oil and grease trap shall be provided. Water harvesting structures shall be located at every 500 m along the road. Vertical drain type rainwater harvesting structures shall be set up to minimize surface runoff losses of rainwater.
- (x) All the recommendations of the EMP shall be complied in both letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEF&CC.
- (xi) Green belt development shall be undertaken as suggested in EMP.
- (xii) Sidewalk shall be provided along the bridges.
- (xiii) The seismic nature of the area shall be taken into account while designing the project.
- (xiv) IRC guidelines shall be followed for widening & up-gradation of road.
- (xv) The drain shall be at least 1 m away from the toe of the embankment of the road adopting IRC guidelines.
- (xvi) Longitudinal drains shall be provided all along the project road to ensure proper drainage of the area. In addition, adequate number of under passes and culverts to act as cross drainage structures shall also be provided.
- (xvii) The solid waste generated shall be used for rehabilitating the borrow areas.
- (xviii) For providing safety to the crossing animals and avoid road accidents speed breakers/rumpled strips shall be constructed at the identified locations of the animal movements. Enough hoardings and signages shall also be put up for the public and vehicles convenience.
- (xix) Necessary clearance/approval shall be obtained for extraction of sand from the rivers.
- (xx) The embankments/slopes and the slopes left after cutting shall be provided with vegetative growth to avoid soil erosion.
- (xxi) The hot mix plant shall be located at least 500 m away from habitation and on the barren land to avoid its adverse impact on the human population.
- (xxii) For road safety, IRC guidelines in respect of road signages, service roads, bus bays, inter-sections, pedestrian crossings, etc. shall be strictly adhered to.
- (xxiii) The responses/commitments made to the issues raised during public hearing shall be complied in both letter and spirit. A hard copy of the action taken shall be submitted to the MoEF&CC and also to its concerned Regional Office.
- (xxiv) Beside fulfilling obligations under Corporate Social Responsibilities as per Company's Act, 2013, the proponent has to adhere to the followings Corporate Environment Responsibilities:
 - (a) The Company shall have a well laid down Environment Policy approved by the Board of Directors.

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- (b) The Environment Policy shall prescribe for standard operating process/ procedures to bring into focus any infringements/ deviation/violation of the environmental or forest norms/ conditions.
 - (c) The hierarchical system or Administrative Order of the company to deal with environmental issues and for ensuring compliance with the environmental clearance conditions shall be furnished.
 - (d) To have proper checks and balances, the company shall have a well laid down system of reporting of non-compliances/ violations of environmental norms to the Board of Directors of the company and/or shareholders or stakeholders at large.
- (xxv) Appropriate measures must be taken while undertaking digging activities to avoid any likely degradation of water quality.
- (xxvi) Borrow sites for each quarry sites for road construction material and dump sites must be identified keeping in view the following:
- (a) No excavation or dumping on private property is carried out without written consent of the owner.
 - (b) No excavation or dumping shall be allowed on wetlands, forest areas or other ecologically valuable or sensitive locations.
 - (c) Excavation work shall be done in close consultation with the Soil Conservation and Watershed Development Agencies working in the area, and
 - (d) Construction spoils including bituminous material and other hazardous materials must not be allowed to contaminate water courses and the dump sites for such materials must be secured so that they shall not leach into the ground water.
- (xxvii) As per MoEF&CC's circular no. J-11013/41/2006-IA.II (I) dated 22.09.2008, provision shall be made for supply of kerosene or cooking gas and pressure cooker to the labourers, mobile toilets, mobile STP, safe drinking water, medical health care, Crèche and temporary structures for living during construction phase.
- (xxviii) Adequate precautions shall be taken during transportation of the construction material so that it does not affect the environment adversely.
- (xxix) Borrow pits and other scars created during the road construction shall be properly levelled and treated.
- (xxx) The project proponent will set up separate environmental management cell for effective implementation of the stipulated environmental safeguards under the supervision of a Senior Executive.
- (xxxi) Full support shall be extended to the officers of this MoEF&CC and its Regional Office by the project proponent during inspection of the project for monitoring purposes by furnishing full details and action plan including action

taken reports in respect of mitigation measures and other environmental protection activities.

- (xxxii) MoEF&CC or any other competent authority may stipulate any additional conditions or modify the existing ones, if necessary in the interest of environment and the same shall be complied with.
- (xxxiii) In the event of a change in project profile or change in the implementation agency, a fresh reference shall be made to the MoEF&CC.
- (xxxiv) The project proponents shall inform the Regional Office concerned as well as the MoEF&CC, the date of financial closure and final approval of the project by the concerned authorities and the date of start of land development work.
- (xxxv) The funds earmarked for environmental protection measures shall be kept in separate account and shall not be diverted for other purpose. Year-wise expenditure shall be reported to MoEF&CC and its concerned Regional Office.

5. In addition to above mentioned conditions following general guidelines are to be adhered:

- (i) The above stipulations would be enforced among others under the provisions of Water (Prevention and Control of Pollution) Act, 1974, the Air (Prevention and control of Pollution) act 1981, the Environment (Protection) Act, 1986, the Public Liability (Insurance) Act, 1991, EIA Notification, 2006 and its subsequent amendments. All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Civil Aviation Department, the Forest Conservation Act, 1980 and the Wildlife (Protection) Act, 1972 etc. shall be obtained, as applicable by project proponents from the respective competent authorities.
- (ii) Officials from the Regional Office of the Ministry who would be monitoring the implementation of environmental safeguards should be given full cooperation, facilities and documents/data by the project proponents during their inspection. A complete set of all the documents submitted to MoEF&CC should also be forwarded to its concerned Regional Office.
- (iii) In case of any change(s) in the scope, the project would require a fresh appraisal by the MoEF&CC.
- (iv) The project proponent shall advertise in at least two local Newspapers widely circulated in the region, one of which shall be in the vernacular language informing that the project has been accorded Environmental Clearance and copies of clearance letters are available with the State Pollution Control Board and may also be seen on the website of the Ministry of Environment, Forest and Climate Change at <http://www.envfor.nic.in>. The advertisement shall be made within Seven days from the date of receipt of the Clearance letter and a



copy of the same shall be forwarded to the concerned Regional office of the MOEF&CC.

- (v) A copy of the clearance letter shall be sent by the proponent to concerned Panchayat, Zila Parishad/Municipal Corporation, Urban Local Body and the Local NGO, if any, from whom suggestions/ representations, if any, were received while processing the proposal. The clearance letter shall also be put on the website of the company by the proponent.
- (vi) A copy of the environmental clearance letter shall also be displayed on the website of the concerned State Pollution Control Board. The EC letter shall also be displayed at the Regional Office, District Industries centre and Collector's Office/Tehsildar's office for 30 days.
- (vii) The proponent shall upload the status of compliance of the stipulated EC conditions, including results of monitored data on their website and shall update the same periodically. It shall simultaneously be sent to the Regional Office of the Ministry, the respective Zonal Offices of CPCB and the SPCB. The criteria pollutant levels namely; PM₁₀, PM_{2.5}, SO₂, NO₂ (ambient levels as well as stack emissions) or critical sectoral parameters, indicated for the project shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.
- (viii) The project proponent shall also submit six monthly report on the status of the compliance of stipulated EC Conditions including results of monitored data (both in hard copies as well as by email) to the concerned Regional Offices of MoEF&CC/CPCB/SPCB.
- (ix) The environmental statement for each financial year ending 31st March in Form-V as is mandated to be submitted by the project proponent to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently, shall also be put on the website of the company along with the status of compliance of EC conditions and shall also be sent to the respective Regional Offices of the Ministry/CPCB/SPCB by e-mail.

6. This clearance is subject to final order of the Hon'ble Supreme Court of India in the matter of Goa Foundation Vs Union of India in Writ Petition (Civil) No. 460 of 2004 as may be applicable to this project.

7. Any appeal against this clearance 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.

8. The Ministry reserves the right to add additional safeguard measures subsequently, if found necessary, and to take action including revoking of the

environment clearance under the provisions of the Environmental (Protection) Act, 1986, to ensure effective implementation of the suggested safeguard measures in a time bound and satisfactory manner.

9. This issues with the approval of the Hon'ble MEF&CC.

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08/04/2019
(Raghukumar Kodali)
Director/Scientist-F

Copy to:

- 1) The Secretary, Department of Environment, Government of Chhattisgarh, Raipur.
- 2) The Additional Principal Chief Conservator of Forests(C), Ministry of Environment, Forest and Climate Change, Regional Office (Eastern-Central Zone, Ranchi - 834002 , Bungalow No. A-2, Shyamali Colony, Ranchi - 834002.
- 3) The Chairman, Central Pollution Control Board Parivesh Bhavan, CBD-cum-Office Complex, East Arjun Nagar, New Delhi - 110 032.
- 4) The Member Secretary, Chhattisgarh State Pollution Control Board, Commercial Complex, Chhattisgarh Housing Board Colony, Kabir Nagar, Raipur, Chhattisgarh.
- 5) Monitoring Cell, MoEF&CC, Indira Paryavaran Bhavan, New Delhi.
- 6) Guard File/Record File.
- 7) Notice Board.

Reara
08/04/2019
(Raghukumar Kodali)
Director/Scientist-F