

**F. No. 10-51/2018-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: 28<sup>th</sup> June, 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: Construction of 4/6-lane access control NH-754K from Dhadhaniya Sasan (district Jodhpur) to Rajasthan-Gujarat Border near Sanchores (district Jalore) in the state of Rajasthan, part of Amritsar to Kandla Corridor under Bharatmala Pariyojana by M/s National Highways Authority of India - Environmental Clearance regarding.**

**Sir,**

This has reference to your letter no. 1013/1/2k/Env./606 dated 6<sup>th</sup> February, 2019 submitting the above proposal online to this Ministry on 7<sup>th</sup> February, 2019 and subsequent clarifications vide letter dated 14<sup>th</sup> March, 2019, 3<sup>rd</sup> May, 2019 and 15<sup>th</sup> June, 2019, 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 208<sup>th</sup> meeting held on 19-20 February, 2019, 211<sup>th</sup> meeting held on 27<sup>th</sup> March, 2019 and 215<sup>th</sup> meeting of EC(Infra-1) on 20<sup>th</sup> May, 2019.

3. The project proponent along with the EIA Consultant M/s Enviro Infra Solutions Pvt. Ltd., Ghaziabad, provided the following information to the Committee:

- (i) The proposal involves the construction of 4/6 lane Access Control National Highway No. 754K from Dhadhaniya Sasan (Jodhpur district) to Rajasthan-Gujarat Border near Sanchores (district Jalore) in the state of Rajasthan under Bharatmala Pariyojana (Package 7/Lot-4). The alignment has a length of 208.242 Km.
- (ii) **Location:** The alignment shall start between Dhandhaniya Sasan and Agolai towns in district Jodhpur at design Ch. -1+142 km (26°19'12.53"N, 72°35'48.83"E) and traverses entirely through plain/rolling terrain in Rajasthan

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state and ends at Rajasthan–Gujarat Border at Ch. 207+100 km (24°39'51.63"N 71°44'46.86"E) of district Jalore, Rajasthan.

- (iii) The proposed section will cover Jodhpur, Barmer and Jalore districts in Rajasthan state.
- (iv) **Land use of the site and around the site up to 10 km radius:** The Land use pattern on 10 km on either side of the project road is found to be predominately agriculture followed by fallow, wastelands, forest and few habitations.
- (v) **Land Acquisition and Proposed RoW:** The land acquisition for the proposed alignment is approx. 1730.16 ha. The proposed RoW of the project is 70 m.
- (vi) **Total water requirement and its source:** The peak water requirement is 19,000 KLD during construction stage and will be extracted from local surface water resources, *i.e.*, from nearby canals after getting necessary permission from concerned authority.
- (vii) **Water bodies, diversion, if any:** 179 Wells will be affected due to proposed highway.
- (viii) **Waste Management:**
  - (a) **Waste water quantity, treatment capacity, detail:** 68 KLD Waste water shall be generated and shall be disposed through soak pits.
  - (b) **Recycling / reuse of treated water and disposal:** Waste water shall be disposed through soak pits.
  - (c) **Solid Waste Management:** 500 kg/day (approx.) during construction phase and 50 kg/day (approx.) during operation phase. Bio degradable waste shall be disposed through bio composting and other waste through landfill site.
  - (d) **Hazardous Waste Management:** The hazardous waste generated during construction period will be disposed off as per applicable rule.
- (ix) **Tree cutting, types, numbers, girth size etc.:** The alignment will involve cutting of around 5,909 trees. Green belt development will be done as per IRC SP 21:2009 /MoRTH Code/Guidelines. Plantation of about 1,24,800 trees will be done. Shrub plantation and grass carpeting in median will also be done.
- (x) **Rehabilitation involved, if any:** Total 370 structures are coming in the proposed RoW. The land will be acquired as per procedure laid down in RFCT LARR Act, 2013.
- (xi) **If the project involves diversion of forest land, extend of the forest land -** Yes, after joint enumeration the diversion of 15.8902 ha of Protected Forest land has been identified and submitted online for clearance vide proposal no. FP/RJ/ROAD/38738/2019 dated 6<sup>th</sup> February, 2019.
- (xii) **Rain Water Harvesting:** Rainwater harvesting structures shall be provided near the disposal point of the side drains as prescribed by CGWB guidelines.

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- (xiii) **Parking requirement with provision made:** The proposed expressway has provision of parking at Toll Plaza and Way side amenities.
- (xiv) **Whether the project is in Critically Polluted area:** No.
- (xv) **National Park/ Wild Life Sanctuary in 10 km radius area and Eco-Sensitive Zone in 10 km radius area:** The proposed alignment does not pass through Wildlife Sanctuary/National Park and its eco sensitive zone.
- (xvi) **Investment/Cost of the project:** INR. 4043 Crore.
- (xvii) **Benefits of the project:**
- The proposed project would act as the prime artery for the economic flow to this region.
  - Enhanced connectivity between rural & urban population which will benefit the all sections of the society like general population, small-medium-large scale industries, farmers, businessmen etc.
  - Improved access to higher education facilities & modern health facilities.
  - Strengthening of both rural & urban economies which in turn will improve economic scenario of the state and country.
  - Faster transportation will strengthen tourist development in the area.
  - Improved road connectivity helps in better implementation and management of government schemes.
  - With improvement in economy, more generation of employment opportunities.
- (xviii) **Employment potential:** During the construction of the road project around 1000 persons would be employed temporarily for a period of 2 years. However due to construction of toll plazas approx. 100 persons will be employed on permanent basis. Preference will be given to local people for employment.
- (xix) **ToR Details:** The ToR for the project was granted vide letter No.10-51/2018-IA.III dated 12<sup>th</sup> September, 2018.
- (xx) **Public Hearing:** Public Hearing was conducted at:
- 22<sup>nd</sup> January 2019 at Additional District Magistrate Office, tehsil Bhinmal, district Jalore.
  - 28<sup>th</sup> January 2019 at State Secondary School, Dhandhaniya Bhayla, tehsil Balesar, district Jodhpur.
  - 13<sup>th</sup> February 2019 at Atal Seva Kendra, Gram Panchyat Asotra, tehsil Pachpadra, district Barmer.

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Major issues raised during the public hearing and response of project proponent are:

S. No.	Issues raised	Response of PP
1	Request to tell us about the compensation amount of the acquired land of the farmers by the Government.	Compensation of acquired land, residential and commercial construction will be given as per criteria and rules of Land Acquisition Act 2013.
2	Tell us about the provisions made for their movement in case national highway is passing through the middle of their land / farm.	Service lane / SVP will be provided along the national highway and underpass and overbridge will be made at a fixed distance from the highway so that no problem in movement arises.
3	What are the provisions made to stop the negative impact that will arise on nearby lands of farmers due to the construction of this national highway.	Rs 37 Cr. has been proposed for Environment Management Plan under this proposed project. Trees will be planted on both sides of the road in rows of three since ROW is of 70m. As per EMP, there is provision of Green belt plan to control air pollution and approx. 1,24,800 trees will be planted. There will be provision of water sprinkling on both sides of highway so as to control the dust. More and more plantation will be done.
4	This road construction will destroy our biodiversity. What are the provisions to protect it?	Shri Vijay Sharma, Environmental Consultant – In this proposed project, tree plantation will be done on both sides of the road and approx. 1,24,800 trees will be planted, as a result of which biodiversity of the area will not be affected.
5	In Sanchore, 24 Km area from Golasan to Bhadura, is irrigated by Narmada canal for sowing of 3 crops. Crops and environment will be affected due to this proposed project. Farmers will be adversely affected by this.	Due to this project, no river or canal will be blocked and to protect them, small and big bridges will be constructed which will not affect the irrigated land of farmers. Huge plantation will be done on both side of the road which will increase the oxygen level in the area and will not affect the lifecycle of people living in the nearby area.
6	In Jalore district, trees like <i>Kejdi</i> , <i>Rohida</i> , <i>Neem</i> , <i>Babool</i> , <i>Shisham</i> and <i>Peepal</i> will be affected in this region and will create an imbalance in the environment.	Under this project, only those trees will be planted which are found in this region. Help of Forest department will be taken so that plantation is done properly.
7	Jalore district is famous for it's spices cultivation. Due to this road construction, production quantity of spices like Jeera, Esab, Daal, Dalhan, Mirch, Dhaniya, Saauf, etc will reduce and disturb the social component of this region.	Due to this project, land of those farmers which will be affected, will be given appropriate compensation so that they can purchase new land and cultivate their spices. This will then not affect their income and production of spices.
8	Due to environmental imbalance, there is a probability of increase in diseases in the region during the summer season.	To protect the environment, tree plantation will be done on both sides of the road and approx. 1,24,800 trees will be planted. This will minimize the probability of increase in diseases in the region during the summer season.

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- (xxi) **If any court case pending for violation of the environmental laws:** No.
- (xxii) Fly ash will be used as per MoEF&CC notification, 2016. Fly ash is available at JSW Barmer Power Station and Giral Lignite Power Plant which is close to the proposed project and is located within 300 km. Approx. 3.7 million cubic meter amount of fly ash is proposed to be used for the construction of the proposed project as per availability.
- (xxiii) The proposed expressway is a part of an exclusive transport corridor from Amritsar to Jamnagar and our alignment is part of this and is being planned between Dhadhaniya Sasan (Jodhpur district) to Rajasthan-Gujarat Border near Sanchoe (district Jalore) by the Government of India.
- (xxiv) The major habitations along the expressway corridor are Dhadhaniya Sasan, Deogarh, Dhadhaniya Bhayala, Aagolai, Jasti, Mansar, Rama Berdawas, RorwaKhurd, Tibaniya, Gangawas, Bagnawas, Mandli, Meghawas, Mohanpura, Dhoondhali, TirsingriSodha, Tirsingri Chauhan, Thob, RewaraJetmalan, Patau Kalan, Hanumangarh and Golasan etc.
- (xxv) Detailed Landuse pattern along the alignment was provided as under:

S.No.	Particulars	Area (Ha)	Percentage (%)
1.	Water bodies	54.8	0.26
2.	Fallow land	80.5	0.39
3.	Forest land	58.2	0.28
4.	Settlements	31.25	0.15
5.	Waste land	1250	6.00
6.	<b>Crop land</b>	<b>19349.45</b>	<b>92.92</b>
	<b>Total</b>	<b>20824.2</b>	<b>100</b>

- (xxvi) 10 Major bridges, 20 Minor Bridges, 1 ROB, 85 SVUP, 26 VUP, 9 Interchange and 34 LVUP are proposed along the project stretch for free passage to locals.
- (xxvii) Provided the details of fund allocation of Rs.20.20 Crore for Corporate Environment Responsibility (CER) as per Ministry's O.M. No. 22-65/2017-IA.III dated 1<sup>st</sup>May, 2018 for various activities.
- (xxviii) Total cost of EMP was mentioned as 33.80 crore, which does not include CER, mentioned above.
- (xxix) Provided air Modelling Result for predicted Concentration of CO at NH-125, Deogarh, SH-28, Kelankot, NH-25, Patau, NH-325, Muthali, and SH-28, Balotra.

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- (xxx) The Isopleth developed for PM<sub>10</sub> and PM<sub>2.5</sub> along the road alignment where monitored values are highest in receptor villages for PM<sub>10</sub> and PM<sub>2.5</sub> respectively. The maximum GLC due to excavation, loading & unloading activities for PM<sub>10</sub> and PM<sub>2.5</sub> were found to be 3.4 µg/m<sup>3</sup> and 2.1 µg/m<sup>3</sup>, respectively.

Location	Pollutants	N-Cord.	E-Cord.	GLC (µg/m <sup>3</sup> )
Khoda	PM 10	24.656759	71.769535	3.4
Dhadhaniya Sasan	PM 2.5	26.308786	72.565544	2.1

- (xxxi) The resultant impact due to construction activities (excavation and crushing) on the ambient air quality for PM<sub>10</sub> and PM<sub>2.5</sub> at monitoring station Khoda and Dhadhaniya Sasan respectively is presented below which shows that, the resultant concentration level is within the NAAQS.

Station Name	Pollutants	Sampling Station	Avg. Conc. (µg/m <sup>3</sup> )	Predicted GLC (µg/m <sup>3</sup> )	Resultant concentration (µg/m <sup>3</sup> )	NAAQS (µg/m <sup>3</sup> )
Khoda	PM <sub>10</sub>	AAQ 15	93.48	3.4	96.88	100
Dhadhaniya Sasan	PM <sub>2.5</sub>	AAQ 1	34.1	2.1	36.2	60

- (xxxii) Submitted a certificate from Chief Wildlife Warden stating that no Protected Area or Wildlife Corridor falls within the 10 km radius of the proposed alignment.
- (xxxiii) Summary of impacts and mitigation measures:

Environmental Issue/ Component	Impact Description	Remedial Measure
Emission from construction vehicles and machinery	<ul style="list-style-type: none"> <li>Effect on human health</li> <li>Dust settled on leaves may reduce growth rate of the plants</li> <li>Crowded market places and construction sites will have higher degree of emission</li> </ul>	<p>All vehicles, equipment and machinery used for construction shall be regularly maintained to ensure that the pollution emissions levels are as per norms of SPCB</p> <p>Monitoring of suspended particulate matter to be conducted at least once a month at the sites where crushers are used.</p> <p>The human settlements should be at least 500 m downward wind direction of asphalt mixing plant</p>

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Dust and its treatment	<ul style="list-style-type: none"> <li>The impact of dust at construction sites is rather adverse, but localized in nature</li> <li>No serious health problem is likely to be caused</li> </ul>	<p>Precautions to reduce the level of dust emissions from the hot mix plants shall be taken.</p> <p>The hot-mix plants should be located at least 500 m from the nearest habitation. They should be filled with dust extraction unit.</p> <p>Water should be sprayed in the line and earth mixing sites, asphalt mixing site and service roads. In filling subgrade, water spraying is needed to solidify the material. After the impacting, water should be sprayed regularly to prevent dust.</p> <p>Vehicles delivering material should be covered.</p>
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(xxxiv) Provided the details of Packages for Amritsar to Jamnagar project corridor under Bharatmala Pariyojana. The total length of Amritsar to Jamnagar alignment is 1298.285 km out of which 761.985 km is green field notified by MoRTH, Gazette notification No.-1655 dated 8<sup>th</sup> May, 2018. The cumulative impact assessment of Amritsar to Jamnagar section will be done after completion of detailed study of the entire stretch from Amritsar to Jamnagar corridor. The details of packages under this corridor is summarized below:

S. No.	Section name	Alignment classification	Length (km)	TOR status	EC status
1	Existing NH-54 with four lane configuration (Amritsar to Bathinda section)	Existing alignment (NH-54)	196.20	Does not attract prior EC under EIA Notification, 2006 and subsequent amendments	
2	Existing NH-54 with two lane configuration which will be upgraded to four lane configuration (Bathinda to Sangariya/ Chautala).	Existing alignment (NH-54)	85.10	Does not attract prior EC under EIA Notification, 2006 and subsequent amendments	
3	Construction of 4/6 lane expressway from Chautala in Sirsa district in the state of Haryana to Rasiser in Bikaner district in the state of Rajasthan under Bharatmala Pariyojana. Length: 252.500 km Proposal No. IA/RJ/NCP/94430/2018] F. No. 10-53/2018-IA.III	Greenfield alignment (New NH-754K)	252.80	EAC committee in its 193 <sup>rd</sup> meeting dated 26 July, 2018 granted TOR.	EAC committee in its 208 <sup>th</sup> meeting dated 19 February, 2019 recommended the project for Environmental Clearance

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4	<p>Construction of 4/6 lane road (NH-754K) from Rasiser, Bikaner (km 0.000) to Deogarh, Jodhpur (km 175.758) in the state of Rajasthan, part of Amritsar to Kandla Expressway under Bharatmala Pariyojana.</p> <p>Length: 175.785 km</p> <p>Proposal No. IA/RJ/NCP/94368/2019</p> <p>F. No. 10-63/2018-IA.III</p>	Greenfield alignment (New NH-754K)	175.758	EAC committee in its 195 <sup>th</sup> meeting dated 31 August, 2018 granted TOR.	<p>EAC committee in its 208<sup>th</sup> meeting recommended the project for EC, however due to shortcoming</p> <p>EAC committee will be reconsidering the project in its upcoming 215<sup>th</sup> meeting for Environmental Clearance</p>
5	<p>Construction of 4/6-lane access control NH-754K from Dhadhaniya Sasan (District Jodhpur) to Rajasthan-Gujarat Border near Sanchoe (District Jalore) in the state of Rajasthan.</p> <p>Length: 208.242</p> <p>Proposal No. IA/RJ/NCP/94687/2018</p> <p>F. No. 10-51/2018-IA.III</p>	Greenfield alignment (New NH-754K)	208.242	EAC committee in its 193 <sup>rd</sup> meeting dated 26 July, 2018 granted TOR.	<p>EAC committee during its 208<sup>th</sup> meeting held on 19<sup>th</sup> February, 2019 deferred the project due to submission of public hearing details for two districts instead of three districts in final EIA and EMP. Accordingly, EIA and EMP is updated and submitted online.</p> <p>EAC committee during 211<sup>th</sup> meeting held on 27<sup>th</sup> March, 2019, reconsider the project and raised shortcomings</p> <p>/Additional details. ADS reply has been uploaded online dated 04.05.2019 &amp; EAC committee will be reconsidering the project in its upcoming 215<sup>th</sup> meeting.</p>
6	<p>Development of new proposed National Highway NH-754K greenfield alignment Sanchoe - Santalpur section</p>	Greenfield alignment (New NH-754K)	125.185	EAC committee in its 206 <sup>th</sup> meeting dated 25	Public hearing is under process

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	(Economic Corridor-3) starting from Vantdau in Banaskantha district to Ranmalpura in Patan district in the State of Gujarat. Length approx. 124.6 km  Proposal No. IA/GJ/MIS/75732/2018 F. No. 10-60/2018-IA.III			January, 2018 granted TOR.	
7	Existing NH-27 with four lane configuration (Santalpur to Malia section)	Existing alignment (NH-27)	124.00	Does not attract prior EC under EIA Notification, 2006 and subsequent amendments	
8	Existing NH-151A (Malia to Jamnagar section)	Existing alignment (NH-151A)	131.00	Does not attract prior EC under EIA Notification, 2006 and subsequent amendments	

4. The EAC, in its 215<sup>th</sup> meeting held on 20<sup>th</sup> May, 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 **'Construction of 4/6-lane access control NH-754K from Dhadhaniya Sasan (district Jodhpur) to Rajasthan-Gujarat Border near Sanchores (district Jalore) in the state of Rajasthan, part of Amritsar to Kandla Corridor under Bharatmala Pariyojana 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

- (i) 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.
- (ii) The recommendations of Cumulative Impact Assessment studies for all the packages shall be implemented under intimation to the Ministry and its Regional Office concerned.
- (iii) 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.
- (iv) The proponent shall obtain permission from the competent authorities for tree felling along the proposed alignment.

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- (v) As proposed, proponent shall plant 1,24,800 trees along with the shrub plantation and grass carpeting in median of the proposed alignment. A comprehensive plan for afforestation using native species shall be provided as per the IRC Guidelines on Landscaping and Tree Plantation (2009).
- (vi) As proposed, rainwater harvesting structures shall be provided near the disposal point of the side drains as prescribed by CGWB guidelines.
- (vii) The RoW shall not exceed 70m at any point of the proposed 8-lane alignment, except for the junction improvement at the intersections of the other roads.
- (viii) Fund provisions of Rs. 20.215 Crores (@ 0.5% of the total project cost of Rs. 4043 Crore) shall be provided for Corporate Environment Responsibility (CER) as per the Ministry's O.M. No. 22-65/2017-IA.III dated 1<sup>st</sup> May, 2018. The expenditure details, as per the plan, shall be submitted to the concerned Regional Office of the Ministry.
- (ix) The proposal involves diversion of 15.8902 ha of forest land, for which the proponent shall obtain the Forest Clearance as required under the forest (Conservation) Act, 1980. Project proponent shall submit an undertaking that work on non-forestry land may only be executed up to such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.
- (x) Commencement of work in non-forest land will not confer any right on the user agency with regard to grant of approval under the Forest (Conservation) Act, 1980.

#### **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.

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- (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/rumbled 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.

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- (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.
  - (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; PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, NO<sub>2</sub> (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 31<sup>st</sup> 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.

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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.

*Reema*  
28/6/2019  
(Raghu Kumar Kodali)  
Director/Scientist-F

Copy to:

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- 1) The Secretary, Department of Environment, Government of Rajasthan, Jaipur.
- 2) The APCCF (C), Ministry of Environment, Forest and Climate Change, Cental Zone (CZ) Regional Office, Kendriya Bhawan, 5<sup>th</sup> Floor, Sector-H, Aliganj, Lucknow – 226 020.
- 3) The Chairman, Central Pollution Control Board, Parivesh Bhavan, CBD-cum-Office Complex, East Arjun Nagar, New Delhi-110 032.
- 4) The Member Secretary, Rajasthan Pollution Control Board, A-4, Jhalana Institutional Area, Jhalana Doongri, Jaipur, Rajasthan 302 004.
- 5) Monitoring Cell, MoEF&CC, Indira Paryavaran Bhavan, New Delhi.
- 6) Guard File/Record File.
- 7) Notice Board.

*Reema*  
28/6/2019  
(Raghu Kumar Kodali)  
Director/Scientist-F