

**Minutes of the 275<sup>th</sup> meeting of Expert Appraisal Committee held on 29<sup>th</sup> September, 2021 through Video Conferencing for the projects related to Infrastructure Development, all Ship breaking yards including ship breaking units 7(b); Industrial Estate/Parks/Complexes/Areas, Export Processing Zones, Special Economic Zones, Biotech Parks, Leather Complexes 7(c); Ports, harbours, breakwaters, dredging 7(e) and National Highways7(f)**

The 275<sup>th</sup> Meeting of Expert Appraisal Committee (EAC) of Infra-1 (IA-III) was held through Video Conferencing at the Ministry of Environment, Forest & Climate Change (MoEF&CC), Indira Paryavaran Bhavan, New Delhi during **29<sup>th</sup> September, 2021** under the Chairmanship of Dr. Deepak Arun Apte. A list of participants is annexed as **Annexure-A**.

**1. OPENING REMARKS OF THE CHAIRMAN**

At the outset, Dr. Deepak Arun Apte, Chairman, EAC welcomed the Members of the EAC and requested Shri Amardeep Raju, the Member Secretary of the EAC to initiate the proceedings of the meeting with a brief account of the activities under taken by the Ministry under Infra-1 Division.

**2. CONFIRMATION OF THE MINUTES OF THE LAST MEETING**

The Committee confirmed the Minutes of 273<sup>rd</sup> EAC meeting held on 16<sup>th</sup> -17<sup>th</sup> September, 2021 with the following amendments.

<b>Agenda No./Para No. of 273<sup>rd</sup> EAC meeting</b>	<b>Particular/details</b>	<b>Request made by M/s P &amp; M Solutions</b>	<b>Remarks</b>
Agenda No. 3.2 Forest Diversion	The proponent has mistakenly mentioned the involvement of 0 ha forest land instead of ~16 ha forest land diversion in the application.	EIA consultant M/s P&M Solution has informed the Ministry for the same and submitted the correct information regarding the diversion of around 16 ha Forest land and apologizes for such a mistake.	EAC observed that around 16 ha forest land is diverted in the proposed alignment and approved the same. The committee suggested the consultant M/s P&M Solution, to avoid such type of mistake in the future.

**3. AGENDA WISE CONSIDERATION OF PROPOSALS:**

Agenda wise details of proposals discussed and decided in the meeting are as following:

### Agenda No.3.1

#### **Amendment in Environmental Clearance for balance work of 4<sup>th</sup> container terminal and marine container terminal by M/s Jawaharlal Nehru Port Trust, Mumbai**

**[Proposal No. IA/MH/NCP/224762/2021 File No. 10/24/2021-IA.III]**

*“The EAC noted that the Project Proponent and the consultant have given undertaking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data /information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”*

3.1.1. The aforementioned project was earlier considered in 271<sup>st</sup> EAC meeting held on 26<sup>th</sup> August 2021. The proposal was deferred for the want of recommendation from SCZMA.

3.1.2. At this instance, the aforementioned proposal was further placed before the EAC during 275<sup>th</sup> meeting on 29<sup>th</sup> September, 2021. The project proponent along with EIA consultant Enkay Enviro Services Pvt. Ltd. made a presentation through Video Conferencing and provided the following information-

3.1.3. The proposed project is for amendment in the Environmental and CRZ Clearance for balance work of Construction of 4<sup>th</sup> container terminal and marine container terminal at JNPT for change in layout- reclamation shape for optimization.

3.1.4. The proposed project falls under 7(e), Category-A, Ports & harbours as per EIA notification 2006. Total investment/cost of the project is Rs 3196 Crores.

3.1.5. The proposal for 'Environmental Clearance for balance work of 4<sup>th</sup> Container Terminal & Marine Container Terminal at JNPT by M/s Jawaharlal Nehru Port Trust was considered by the Expert Appraisal Committee (Infra-2) in its 43<sup>rd</sup> meeting held during 20<sup>th</sup> - 22<sup>nd</sup> August, 2019. Environmental & CRZ Clearance was granted vide letter No.10-32/2018-IA-III dated 09<sup>th</sup> October, 2019. Public hearing was exempted as per Para 7(ii) of the EIA Notification, 2006 for preparation of EIA/EMP.

3.1.6. The project falls under CRZ-IV. The Environment and Climate Change Department, Govt. of Maharashtra vide letter no. CRZ 2021/CR 145/TC 4, dated 16<sup>th</sup> September 2021 has recommended the project to the Ministry.

3.1.7. The proponent vide an online application dated 16<sup>th</sup> August 2021 has requested the Ministry for Change in shape of reclamation and dredging foot prints of Maneuvering area of the Forth Container Terminal for ease of operation of the various port activities. The required amendment in Project Layout is as following:

<b>Amendment Required</b>				
<b>S. No.</b>	<b>Reference of Approved EC</b>	<b>Description as per Approved EC</b>	<b>Description as per Proposal.</b>	<b>Remarks</b>

	Project Layout	The shape of reclamation area was triangular	Now the shape of Reclamation is in stepped shape as compare to triangular shape.	change in shape of reclamation and dredging foot prints of Manoeuvring area of the Forth Container Terminal for ease of operation of the various port activities. However, the overall area of reclamation will remain the same.
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3.1.8. Reason for Amendment: The modification in layout in the form change in shape of reclamation is based on the operational point of view for better efficiency in the movement of tractor trailers to reduce the turnaround time of the vessel of the Forth Container Terminal for ease of operation of the various port activities. The dredging footprint has also been optimized to have less annual siltation and safe for navigational point of view. JNPT has ensured that there is no change in final configuration after the proposed amendment.

3.1.9. Details of Court cases: The Dilip Pandurang Koli & Ors. has challenged the EC dated 9th Oct 2019 in the NGT. NGT constituted a 4-member Joint Committee comprising nominee of MOEFCC, State PCB, MCZMA and District Magistrate, Raigad to give an independent factual report in the matter within 3 months and State PCB and MCZMA will be the nodal agency for co-ordination and compliance”. MPCB constituted committee on 1st September 2021. Accordingly, Committee conducted hearing on September 7<sup>th</sup> and site inspection on September 8<sup>th</sup>, 2021. Accordingly, the committee has submitted report is submitted to NGT directly.

3.1.10. *During deliberation, EAC observed and noted the following:*

- i. It appears that while submitting the initial proposal with triangular layout of reclamation area, CWPRS has not analyzed hydrodynamic conditions and operational feasibility for alternate layout (stepped layout) for reclamation.
- ii. It is important to understand the impact of the proposed project on the roosting and feeding habitat of migratory birds along the mudflats of Uran and adjoining region.

3.1.11. The EAC, taking into account the revised submission made by the project proponent had a detailed deliberation in its 275<sup>th</sup> meeting during 29<sup>th</sup> September, 2021 and **recommended** the proposal mentioned at Para 3.1.8 for the amendment in Environmental and CRZ Clearance issued by the Ministry in favor of M/s Jawaharlal Nehru Port Trust, Mumbai, vide F. no. 10-32/2018-IA-III dated 09<sup>th</sup> October, 2019 for “Balance work of 4<sup>th</sup> Container Terminal & Marine Container Terminal at JNPT” with the additional specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. Mudflats of Uran and adjoining areas of JNPT region requires systematic monitoring with specific focus on the migratory birds. Wetland division of Sálím Ali Centre for

Ornithology and Natural History (SACON) should undertake the migratory bird monitoring studies including minimum 5 years post construction period and develop long term mudflat and mangrove management and improvement plan with specific focus on migratory birds in consultation with State Forest Department. Adequate provision for the funds be made in the EIA-EMP for the same.

### Agenda No. 3.2

#### **Construction of 4 lanes Access Controlled (New NH-365BG) Greenfield Highway Section of Khammam to Devarapalli of length 162.126 km from Khammam in the state of Telangana to Devrapalli in the state of Andhra Pradesh under Economic Corridor under Bharatmala Pariyojana by M/s National Highways Authority of India (NHAI) – Environmental Clearance**

**[Proposal No IA/TG/NCP/166585/2020; File No 10-51/2020-IA.III]**

*“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”*

3.2.1 The project proponent along with the DPR Consultant M/s K & J Projects Pvt. Ltd., Nagpur and EIA consultant M/s Enviro Infra Solutions Pvt. Ltd., Ghaziabad made a presentation through Video Conferencing and provided the following information:-

3.2.2 The proposed Greenfield alignment project is planned for construction of 4 lanes Access Controlled (New NH-365BG) Greenfield Highway Section of Khammam to Devarapalli under Economic Corridor in Bharatmala Pariyojana. This project aims to improve connectivity particularly on economic corridors, border areas and to remote areas with an aim of rapid and safe movement of cargo to boost exports.

3.2.3 The proposed highway starts (Latitude: 17°14'5.75"N; Longitude: 80°03'34.46"E) from Khammam in Khammam district in the state of Telangana and ends (Latitude: 17°2'43.40"N; Longitude: 81°32'3.83"E) at Devarapalli in West Godavari district in the state of Andhra Pradesh having a total length of 162.126 Km. Proposed RoW is 60 m.

3.2.4 The proposed project falls under 7(f), Category-A, Highway as per EIA notification 2006. Total investment/cost of the project is Rs 3554.35 Crores. The terms of reference (ToR) was considered in 241<sup>st</sup> Meeting on 25<sup>th</sup> -26<sup>th</sup> August, 2020 and the ToR was granted by EAC *vide* letter no. F. No. 10-51/2020-IA.III, dated 29<sup>th</sup> September, 2020.

3.2.5 Present Breakup of the Land use/Land cover of the project site is as following:

<b>Class</b>	<b>Area (ha.)</b>	<b>Area (%)</b>
Agriculture (Private) land	989.06	92.130
Forest	1.8571	0.172
Government land	82.62	7.696

<b>Total</b>	<b>1073.5371</b>	<b>100</b>
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3.2.6 Land use/Land cover around 500 m buffer of the project are as follows: The existing land use around the proposed National Highway primarily comprises of mainly agricultural followed by Horticulture (Plantation), water bodies, built up, Water bodies, Forest and waste land. The proposed alignment passes mostly through uninhabited area avoiding village establishments.

<b>Class</b>	<b>Area (ha.)</b>	<b>percentage</b>
Agricultural Land	13508.951	72.62
Horticulture (Plantation)	4154.018	22.33
Water Body	496.289	2.67
Built-up	436.795	2.35
Waste Land	6.053	0.03
<b>Total</b>	<b>18602.11</b>	<b>100</b>

3.2.7 Water bodies & impact on drainage: The proposed alignment is crossing 05 Rivers and 15 Canals/ Ponds. The natural drainage of the project impacted area shall be maintained through construction of 280 nos. of culverts, 09 nos. of major bridges and 45 nos. of minor bridges. The proposed alignment does not pass through any flood prone area.

3.2.8 Water requirements: Total water requirement during construction stage is 4417 KLD, which will be extracted from the local surface water resources i.e. from local surfaced water (which is easily available) after getting necessary permission from concerned authority. No Groundwater extraction is proposed. Permission from Central Ground water authorities will be obtained by the concerned contractor as per law for extracting of ground water in camp site, if required.

3.2.9 Public Hearing was conducted at Khammam and West Godavari districts on 19<sup>th</sup> April, 2021 and 22<sup>nd</sup> July, 2021, respectively, as given below:

<b>S. No</b>	<b>Date</b>	<b>Name of District</b>	<b>Location</b>
1	19-04-2021	Khammam	Government Junior College and High School, Mani Road, Kalluru
2	22-07-2021	West Godavari	Zill Praja Parishad Boys High School, Jangareddygudem

3.2.10 Diversion of forest land: Approx. 1.8571 ha forest land will be diverted. The stage-1 clearance is under process and pending at DFO level.

3.2.11 The proposed alignment does not pass through any Wildlife Sanctuary/National Park and its eco sensitive zone or Eco-Sensitive Area (ESA) notified by the MoEF&CC. The proposed project does not passes through any CRZ locations.

3.2.12 Waste Management: About 600 kg/day during construction phase and approx. 50 kg/day municipal solid waste during operation phase may be generated at tolls and wayside amenities area within ROW. Bio degradable waste shall be disposed through bio composting and other waste through landfill site.

3.2.13 Tree cutting and Green belt development: The alignment will involve cutting of approx. 1,12,320 trees. The avenue plantation will be carried out as per IRC SP-21 and National Green Highway policy 2015 within the available ROW. About 3,33,960 trees has been proposed to be planted as compensatory plantation.

3.2.14 Rain Water Harvesting: Rainwater harvesting structures have been provided at the interval of 500 m on either sides of carriageway as per availability of RoW and depending on the water table of first aquifer (Approx. 325 nos. of structures shall be constructed). The total cost of the rainwater harvesting structures including its maintenance is Rs.1,72,50,000 and this cost has been covered in the EMP cost.

3.2.15 Land acquisition and R&R issues: The land being acquired for the sub project is of various types such as Private land 989.06 ha, Government land 82.62 ha and Forest land 1.8571 Ha. Adequate compensation would be paid as per the measurement and prevailing state government norms. Further the compensation towards the acquisition of land will be made as per the provisions of the NH Act 1956 and applicable clauses and procedures as laid down in the RFCTLARR Act, 2013. The estimated cost for Land and Rehabilitation & Resettlement including land acquisition has been worked out to Rs. 641.84 Crores.

3.2.16 Employment potential: Construction of highway is expected to generate 1200 employment of persons.

3.2.17 Benefits of the project: The proposed project would act as the prime artery for the economic flow to this region. It will enhance connectivity between rural & urban population and will improve access to higher education facilities & modern health facilities. The project will improve socio-economic scenario of the state and country.

3.2.18 Details of Court cases- No court case is pending against the proposed project.

3.2.19 The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 275<sup>th</sup> meeting on 29<sup>th</sup> September, 2021 and **recommended** the proposal for grant of Environmental Clearance with specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. Forest category should be differentiated into forest land and Non-forest land for the tree cutting.
- ii. Green belt development (tree plantation) should be carried out by the State forest department and not by the private contractor. The funds for green belt development should be provided to the Andhra Pradesh State Forest Department.
- iii. Besides all the structures proposed, an additional adequate number of Culverts shall be provided for water supply to the agricultural land. All the Culverts proposed in the project shall be distinguished into water supply for the people and water supply for the agricultural land.
- iv. Road side tree plantation of local fruit bearing species or in nearby village in collaboration with Gram Panchayats.
- v. No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources.
- vi. The proponent shall obtain permission from the competent authorities for tree felling

- along the proposed alignment.
- vii. Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table.
  - viii. Apart from land compensation, the loss for crop has also to be compensated.
  - ix. In borrow pits, the depth of the pit shall be regulated such that the sides of the excavation will have a slope not steeper than 1:2, from the edge of the final section of bank. Soil erosion checking measures shall be carried out. Details for Borrow area operation and rehabilitation given in EIA report shall be followed.
  - x. Quarry areas shall be barricaded during mining operations. The abandoned quarry shall be developed as water reservoirs with proper fencing around quarry area. Details for Quarry area operation and rehabilitation given the EIA report shall be followed.
  - xi. In all the construction sites within 150 m of the nearest habitation, noisy construction work such as crushing, concrete mixing will be stopped during the night time between 10.00 pm to 6.00 am. No noisy construction activities will be permitted around educational institutions/health centres (silence zones) up to a distance of 100 m from the sensitive receptors. All plants and equipment used in construction shall strictly conform to the CPCB/SPCB noise standards.
  - xii. Traffic Control Devices/Road Safety Devices/ Roadside Furniture including various types of cautionary, informatory, regulatory as mandatory signboards, road markers, studs, etc. shall be provided at appropriate locations all along the project stretch in accordance with the specifications laid down in Manual of Specifications and Standards for Expressways (IRC: SP:99-2013) and IRC:8, IRC:25, IRC:26, IRC:35, IRC:67, IRC:79, IRC:103 and Section 800 of MORTH Specifications.
  - xiii. Prepare the traffic prediction report for complete project (including all packages of this project) considering the cumulative impact of the traffic on the environment and submit to the Ministry and concerned Regional Office within 3 months.
  - xiv. All the major, minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/ drainage systems are not to be disturbed.
  - xv. Afforestation using compensatory plantation in the ratio of 1:10 shall be carried out. Native tree species shall be provided as per the IRC Guidelines on Landscaping and Tree Plantation (IRC:SP:21-2009). Effort should be made to plant native trees and Ficus species on both sides of the alignment. Special attention shall be given for protecting giant trees, and locally important trees (having cultural importance) and should be identified chainage wise.
  - xvi. Project alignment should be managed in such a way to save the Heritage/old trees supposed to be affected by the proposed alignment.
  - xvii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30<sup>th</sup> September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment

made in the public hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory afforestation etc., either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also become part of EMP and shall be implemented.

- xviii. Proponent shall keep the finish road level sufficiently elevated from ground level with provision of railing on both sides to restrict animal crossing in order to avoid the possibility of wildlife injury/death. Major water bodies have been observed in the vicinity of the proposed road alignment & may be potential human elephant conflict points, appropriate number of animal safe passages as per the guideline framed by the Wildlife Institute of India and in consultation with Chief Wildlife Warden.

### Agenda No. 3.3

**Construction of four laning of Ghazipur –Ballia- UP/Bihar New Greenfield section from Km. 0.000 to 115.460 of NH-31 and construction of new Buxar Spur connectivity from km 0.000 to km 17.300 in the state of Uttar Pradesh. NH(O)– Length 132.76 km by M/s National Highways Authority of India (NHAI) – Terms of Reference**

**[Proposal No. IA/UP/NCP/229313/2021; File No. 10/43/2021-IA.III]**

*“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in PFR/DPR/Form-1/Annexure-III. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”*

3.3.1 The project proponent along with the EIA consultant M/s Aarvee Associates, architects engineers& consultants Pvt. Ltd., Hyderabad made a presentation through Video Conferencing and provided the following information:-

3.3.2 The proposed project is for Construction of four laning of Ghazipur –Ballia- UP/Bihar New Greenfield section from Km. 0.000 to 115.460 of NH-31 and construction of new Buxar Spur connectivity from km 0.000 to km 17.300 in the state of Uttar Pradesh. The project alignment starts near Hridayapur village on NH-29 in the state of Uttar Pradesh and ends at Bihar Border near on NH-19 Bahoran Tola village on Raghunathpur- Chappra Road. The total length of the project corridor is 132.76 km. The proposed land acquisition for the proposed alignment is approx. 850 Ha. The proposed RoW is 60 m.

3.3.3 The Geo-coordinates of the proposed project is as below:

Design Chainage		Geo-Coordinates	
From (Km)	To (Km)	Start	End
Ghazipur - 0.000	UP/Bihar Border 115.460	Lat: 25°40'42.01"N Long: 83°32'58.26"E	Lat: 25°49'19.75"N Long: 84°35'24.42"E



Bathor - 0.000	Buxar - 17.300	Lat: 25°42'17.36"N Long: 83°51'27.70"E	Lat: 25°35'56.53"N Long: 83°58'42.07"E
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3.3.4 The proposed project falls under 7(f), Category-A, Highway as per EIA notification 2006. Total investment/cost of the project is Rs 2771.65 Crores.

3.3.5 The entire project stretch traverses predominantly through Plain terrain (70%) followed by Rolling terrain (30%) and a mixed land use of residential and agricultural land throughout the corridor. The land use pattern in 1 km either side of the project road is predominately cultivated and barren fields.

3.3.6 Water bodies: The alignment is passing across River Ghaghara at Km 114+043, Tamsa River at Km. 48+000 and Stream Crossing at 91+195. Proper care shall be taken to free from dumping of solid wastes and earth materials. No change in hydrology of water courses is envisaged due to the project. Adequate number of balancing culverts will be provided to maintain the natural water flow and drainage.

3.3.7 Water requirements: Approximate water requirement for the construction is 3,104,402 KL. The construction water requirement will be met from surface water bodies. Ground water will be used for construction, where surface water is not available after obtaining prior permission from concerned authorities. Ground water will be extracted from bore wells or surface water will be extracted from the nearby river depending on the season of construction and water availability with the permission of ground water board / irrigation department.

3.3.8 Tree cutting: About 1,330 Nos. trees is proposed to be removed within RoW of 60 m and a total of 4,000 saplings will be planted on available ROW as per IRC:SP-21: 2009. The detail of development of green belt will be prepared after approval of alignment.

3.3.9 Diversion of forest land: The proposed project involves diversion of 19.64 ha of protected forest land (refer below). The forest clearance is not yet submitted.

S.No	Design Chainage		Protected Forest Area in Sq.m (LHS)	Protected Forest Area in Sq.m (RHS)
	From Km.	To Km.		
1	103+900	107+700	45170.690	43412.361
2	109+600	113+500	45429.815	43402.828
3	114+650	115+460	9678.073	9273.611
			100278.578	96088.800
Total Area in Ha			<b>10.028</b>	<b>9.609</b>
Total Area in Ha			<b>19.64</b>	

3.3.10 The proposed alignment is 6.5 Km away from the ESZ boundary of Jai Prakash Narayan Bird Sanctuary (Surhatal) and is not going through any National park/ Wildlife Sanctuary/ Conservation reserve etc., nor falls within 10 km boundary of any Protected Area under Wildlife Protection Act 1972.

3.3.11 Septic tank, soak pit will be set-up for canteen/kitchen waste in construction camp and toilet waste liquids will be discharged to septic/soak pit. Other liquid waste will be

treated at sites using storage and sedimentation tank. The effluent of the sedimentation tank will be discharged within permissible limits of respective parameters. The sewage system shall be properly designed and built so that no water pollution takes place.

3.3.12 Land acquisition and R&R issues: The proposed Highway would require both private and government land of approx. 850 ha as shown below. The exact number of likely to be affected households and thereby magnitude of impact can be determined after the completion of survey. All the affected properties belonging to legitimate owners shall be incorporated in the subsequent reports.

S. No.	Project Component	Length in Kilometer	Land to be acquired in Hectare
1.	Greenfield Alignment	104.260	850.000
2.	Widening of the existing road	11.200	
<b>Total</b>		<b>115.460</b>	<b>850.000</b>

3.3.13 Employment potential: Approx. 2,600 workers shall be employed for the construction of the proposed project.

3.3.14 Benefits of the project: The proposed highway will reduce substantial length, travelling time and fuel consumption, and will augment the Transport Infrastructure in the states of Uttar Pradesh & Bihar. The project will boost the industrial, freight movement and tourism sectors by providing faster inter-region connectivity. It will improve access to quality health care facilities, educational and other infrastructural facilities. Further, tourism activities in the area and state will be enhanced which in many terms will boost the local economy and build better investment climate for industries creating more employment opportunities to local people.

3.3.15 Details of Court cases- No court case is pending against the proposed project.

3.3.16 *During deliberation, EAC observed the following:*

- i. The alignment of the proposed highway has been planned with a curved form at certain locations, which may be revised or explored for the suitability of the straight alignment to minimize the total distance.*
- ii. Connectivity of the major/populated city may be linked by the SPUR route if required.*
- iii. The title of the highway from Ghazipur to Ballia mentioned in the proposal is not according to the alignment shown in the kml file and needs to be corrected.*

3.3.17 The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 275<sup>th</sup> meeting on 29<sup>th</sup> September, 2021 and **recommended** the proposal for grant of Terms of Reference with specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. Cumulative impact assessment study should be carried out along the entire stretch including the other packages and the current stretch under consideration.
- ii. The proponent shall carry out a detailed traffic flow study to assess inflow of traffic from adjoining areas like airport/urban cities. The detailed traffic planning studies

shall include complete design, drawings and traffic circulation plans (taking into consideration integration with proposed alignment and other state roads etc.). Wherever required adequate connectivity in terms of VUP (vehicle underpass)/ PUP (Pedestrian underpass) needs to be included.

- iii. Road safety audit (along with accident/black spots analysis) by any third-party competent organization at all stages namely at detailed design stage, construction stage and pre-opening stage to ensure that the project road has been constructed considering all the elements of road safety.
- iv. Provide compilation of road kill data on the wildlife on the existing roads (national and state highways) in the vicinity of the proposed project. Provide measures to avoid road kills of wildlife by the way of road kill management plan.
- v. The alignment of road should be such that the cutting of trees is kept at bare minimum and for this the proponent shall obtain permission from the competent authorities. Alignment also should be such that it will avoid cutting old and large and heritage trees if any. All such trees should be geo-tagged, photographed and details be submitted in the EIA –EMP report.
- vi. The proponent shall carry out a comprehensive socio-economic assessment and also impact on biodiversity with emphasis on impact of ongoing land acquisition on the local people living around the proposed alignment. The Social Impact Assessment should have social indicators which can reflect on impact of acquisition on fertile land. The Social Impact Assessment shall take into consideration of key parameters like people's dependency on fertile agricultural land, socio-economic spectrum, impact of the project at local and regional levels.
- vii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30<sup>th</sup> September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfil these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.
- viii. In pursuance of Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30<sup>th</sup> September, 2020 the project proponent shall add one annexure in the EIA Report indicating all the commitments made by the PP to the public during public hearing and submit it to the Ministry and the EAC.
- ix. The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M), dated 25<sup>th</sup> October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.
- x. Passage for animal movement has to be detailed in the report (if alignment is passing through Forest area) in consultation with State forest department.
- xi. A comprehensive plan for plantation of three rows of native species, as per IRC

guidelines, shall be provided. Such plantation alongside of forest stretch will be over and above the compensatory afforestation. Tree species should be same as per the forest type. Plantation should be done by the state forest department and a proposal for the same should be annexed in the EIA-EMP.

- xii. Detailed Biodiversity assessment and conservation/mitigation plan be developed by a nationally reputed institute or by a team of expert of national repute.
- xiii. Rain water harvesting structures to be constructed at the either sides of the road with special precaution of oil filters and de-silting chambers.

### Agenda No. 3.4

#### **Construction of 6/8 laning of Kanpur-Lucknow Expressway starting from Shaheed Path to Shuklaganj Jn. of NH-27 (Old No. NH-25) in the state of Uttar Pradesh by M/s National Highways Authority of India – Environmental Clearance [Proposal No. IA/UP/MIS/75114/2018; File No. 10-65/2018-IA.III]**

*“The EAC noted that the Project Proponent/consultant has given under taking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”*

3.4.1 The project proponent along with the EIA consultant M/s Egis Consulting Engineers Pvt. Ltd. in Association with M/s Vardan Environet, Gurugram made a presentation through Video Conferencing and provided the following information:-

3.4.2 The proposed project is a new Greenfield project for construction of 6/8 laning of Kanpur-Lucknow Expressway starting from Shaheed Path at Km 11+000 of NH-27 (26°46'38.27"N, 80°52'56.09"E) in Lucknow to Shuklaganj Jn. at Km 73+440 of NH-27 (Old NH-25) (26°28'8.26"N, 80°26'46.53"E) in Unnao district in the state of Uttar Pradesh. The Project lies 17.300 Km in Lucknow and 45.464 km in Unnao district having a total length of 62.744 Km as detailed below. In general, 90 m Right of Way (RoW) is proposed.

Start Chainage	End Chainage	District	Length (Km)	Remarks
11+000 (Shaheed Path)	17+575 (LKO Ring Road)	6.575	Lucknow	Expressway will be elevated section on the existing NH-27 up to a length 16.620 Km
17+575 (LKO Ring Road)	27+620 (Bani)	10.045		
27+620 (Bani)	73+744 (Shuklaganj Jn.)	46.145	Unnao	Greenfield Alignment
		<b>Total</b>	<b>62.744</b>	

3.4.3 The proposed road will have 4 Major Bridges, 25 Minor Bridges, 94 Culverts, 11 VUP, 8 LVUP, 11 PUP, 2 flyovers, 3 Interchanges, 1 ROB and 1 Toll Plaza. All safety measures shall be provided as per NHA Safety Manual and IRC: SP:99-2013, IRC: SP: 55, IRC: 6-2014 and MoRTH guidelines.

3.4.4 The proposed project falls under 7(f), Category-A, Highway as per EIA notification 2006. Total investment/cost of the project is Rs 5235.77 Crores. The ToR was granted vide letter F. No. 10-65/2018-IA.III dated 12<sup>th</sup> October, 2018, after detailed deliberation during 197<sup>th</sup> EAC meeting on 17<sup>th</sup> September, 2018.

3.4.5 Present Breakup of the Land use/Land cover of the project site/area is as following:

Class	Area (ha.)	Area (%)
Agriculture (Private) land	430.714	90.337
Surface Water Bodies	13.9516	2.926
Forest	34.1179	7.155
<b>Total</b>	<b>476.7835</b>	<b>100</b>

3.4.6 The Land use pattern within 1 km buffer on either side of project area/site is predominated by fallow area, Crop land and Settlement covers as shown below

S. No.	LULC (1Km)	Area (ha)	Area (%)
1	Waterbody	297.7	2.13
2	Scrub Land	1209.9	8.66
3	Barren Land	445.6	3.19
4	Grass Land	1078.9	7.72
5	Airport	154.7	1.11
6	Industry	164.0	1.17
7	Orchard/Trees	1384.3	9.90
8	Crop Land	2677.1	19.15
9	Fallow Land	5344.8	38.24
10	Settlement	1219.4	8.73
	<b>Total</b>	<b>13976.4</b>	<b>100</b>

3.4.7 Water bodies: The proposed alignment is crossing two Rivers i.e., River Sai crossing at Ch.28+280 and River Loni crossing at Ch. 50+497, 52+125 and Ch. 53+815. No significant impact on Water bodies is proposed.

3.4.8 Water requirements: Total water requirement during Construction and Operation phase is 2900 KLD and 3 KLD, respectively.

3.4.9 Public Hearing was conducted on 13<sup>th</sup> and 22<sup>nd</sup> April, 2021 at Lucknow and Unnao District, respectively, as given below-

Notice of PH	Date of PH	District	PH Venue
10.03.2021	13.04.2021	Lucknow	Tehsil Office –Sarojini Nagar, Lucknow
12.03.2021	22.04.2021	Unnao	Vikas Bhawan, Unnao

3.4.10 Diversion of forest land: Total forest land under diversion is 34.1179 ha (RF:4.5879 + PF: 29.5300ha). Proposal for FC has been submitted in Forest Department on 04.12.2020 vide application no. FP/UP/ROAD/42458 /2019.

3.4.11 The proposed alignment does not pass through any Wildlife Sanctuary/National Park and its eco sensitive zone or Eco-Sensitive Area (ESA) notified by the MoEF&CC. The proposed project does not passes through any CRZ locations.

3.4.12 Tree cutting: As per assessment, there are 53,160 number of Non-Forest Trees and 3,928 number of Forest Trees located within Proposed Right of Way of the project site. The major tree species are Eucalyptus, Bamboo, Babool, Shisham, Neem, Chilbil, Pakad, Mango, Pipal, Siris etc. Efforts will be made to minimize the trees loss by restricting tree cutting within formation width. Avenue plantation shall be carried out as per IRC SP: 21:2009 and Green Highway Policy, 2015 on available ROW apart from statutory requirements.

3.4.13 Rain Water Harvesting (RWH): Rain water harvesting structures will be constructed at the either sides of the road with special precaution of oil filters and de-silting chambers. Total 129 RWH pits to accommodate between alternate piers of elevated section with oil separation pits and 131 RWH at every 500 m section of either side of greenfield expressway is proposed.

3.4.14 Land acquisition and R&R issues: The proposed land acquisition for the alignment is approx. 476.78 ha (Private- 430.714 ha and Government- 46.0695 ha). Total 42 Villages (Lucknow-11, Unnao-31) will be affected by land acquisition. Following structures/lands are proposed under rehabilitation and Resettlement (R&R) issues-

S. No	For Impacted structures	Lucknow	Unnao	Total
1	No. of Project Affected houses	155	172	327
3	No. of Project Affected Families	248	275	523
2	No. of Project Affected Persons	620	688	1308
4	No. of Project Displaced houses	151	16	167
5	No. of Project Displaced Families	242	26	268
	<b>For Lands</b>			
1	No. of Project Affected houses	1352	4768	6120
3	No. of Project Affected Families	2162	7628	9790
2	No. of Project Affected Persons	5408	19072	24480

3.4.15 Adequate compensation would be paid as per the measurement and prevailing state government norms. Further, the compensation towards the acquisition of land will be made as per the provisions of the NH Act 1956 and applicable clauses and procedures as laid down in the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RFCTLARR) Act, 2013.

3.4.16 Employment potential: About 700 persons will be employed Permanently and about 3,00,000 man days shall be employed temporarily.

3.4.17 Benefits of the project: The proposed highway will provide better connectivity between Kanpur and Lucknow and will act as a link between major commercial, industrial centres of Uttar Pradesh. The project will ensure the smooth flow of traffic, which reduces

the emissions and noise level. Apart from these, plantation will be done throughout the project road, which will increase the aesthetic of the project road. The proposed project will enhance the socio-economic development of the local people. There will be increase in employment opportunity for the project area directly and indirectly.

3.4.18 Details of Court cases - No court case is pending against the proposed project.

3.4.19 *During deliberation, EAC observed the following:*

- i. EAC observed the ambiguity in the total forest land diversion mentioned in the proposed project. Somewhere it is mentioned 34.1179 ha, somewhere it is mentioned as 32.4416 and in online application it is written as No forest diversion.*
- ii. Variation in Land use and land cover of the project site was observed.*
- iii. No details were found in EIA report for animal crossing.*

*For the above observations the PP submitted factual information to the Committee that while applying for the forest clearance the area was changed to 34.4416 ha, therefore there is variation in the area. The area of 34.4416 ha may be considered as the final area.*

3.4.20 The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 275<sup>th</sup> meeting on 29<sup>th</sup> September, 2021 and **recommended** the proposal for grant of Environmental Clearance with specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. Green belt development (tree plantation) must be carried out by the State forest department and not by the private contractor. The funds for green belt development have to be submitted to the concern State Govt. Forest Department.*
- ii. Road side tree plantation of local fruit bearing species or in nearby village in collaboration with Gram Panchayats.*
- iii. Faunal bio-diversity monitoring has to be undertaken till the completion of the road and a report highlight any specific impacts and its mitigation undertaken shall be submitted along with 6 monthly compliance reports.*
- iv. In borrow pits, the depth of the pit shall be regulated such that the sides of the excavation will have a slope not steeper than 1:2, from the edge of the final section of bank. Soil erosion checking measures shall be carried out. Details for Borrow area operation and rehabilitation given in EIA report shall be followed.*
- v. Quarry areas shall be barricaded during mining operations. The abandoned quarry shall be developed as water reservoirs with proper fencing around quarry area. Details for Quarry area operation and rehabilitation given the EIA report shall be followed.*
- vi. In all the construction sites within 150 m of the nearest habitation, noisy construction work such as crushing, concrete mixing will be stopped during the night time between 10.00 pm to 6.00 am. No noisy construction activities will be permitted around educational institutions/health centres (silence zones) up to a distance of 100 m from the sensitive receptors. All plants and equipments used in construction shall strictly conform to the CPCB/SPCB noise standards.*

- vii. Traffic Control Devices/Road Safety Devices/ Roadside Furniture including various types of cautionary, informatory, regulatory as mandatory signboards, road markers, studs, etc. shall be provided at appropriate locations all along the project stretch in accordance with the specifications laid down in Manual of Specifications and Standards for Expressways (IRC: SP:99-2013) and IRC:8, IRC:25, IRC:26, IRC:35, IRC:67, IRC:79, IRC:103 and Section 800 of MORTH Specifications.
- viii. Prepare the traffic prediction report for complete project (including all packages of this project) considering the cumulative impact of the traffic on the environment and submit to the Ministry and concerned Regional Office within 6 months.
- ix. All the major, minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/ drainage systems are not to be disturbed.
- x. Afforestation using compensatory plantation in the ratio of 1:10 shall be carried out. Native tree species shall be provided as per the IRC Guidelines on Landscaping and Tree Plantation (IRC:SP:21-2009). Effort should be made to plant native trees and Ficus species on both sides of the alignment. Special attention shall be given for protecting giant trees, and locally important trees (having cultural importance) and should be identified chainage wise.
- xi. Project alignment should be managed in such a way to save the Heritage/old trees supposed to be affected by the proposed alignment.
- xii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30<sup>th</sup> September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory afforestation etc., either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also become part of EMP and shall be implemented.
- xiii. Proponent shall keep the finish road level sufficiently elevated from ground level with provision of railing on both sides to restrict animal crossing in order to avoid the possibility of wildlife injury/death. Major water bodies have been observed in the vicinity of the proposed road alignment & may be potential human elephant conflict points, appropriate number of animal safe passages as per the guideline framed by the Wildlife Institute of India and in consultation with Chief Wildlife Warden.
- xiv. No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources.
- xv. The proponent shall obtain permission from the competent authorities for tree felling along the proposed alignment.



- xvi. Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table.
- xvii. Apart from land compensation, the loss for crop has also to be compensated.

### Agenda No. 3.5

**Development of 4/6 Lane Ayodhya Bypass starting from NH-28 (chainage 139+928) and end at NH-28 (chainage 153+281) under NHDP Phase-VII in the state of Uttar Pradesh. Total Length – 67.572 km. by M/s National Highways Authority of India - Terms of Reference**

**[Proposal No. IA/UP/NCP/229054/2021; File No. 10/44/2021-IA.III]**

*“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in PFR/DPR/Form-1/Annexure-III. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”*

3.5.1 The project proponent along with DPR Consultants M/s SAI Consulting Engineers Pvt. Ltd. made a presentation before EAC in its 275<sup>th</sup> meeting on 29<sup>th</sup> September, 2021 through Video Conferencing and provided the information-

3.5.2 The proposed project is for Development of 4/6 Lane Ayodhya Bypass starting from NH-28 (chainage 139+928) near Village Maheshpur (26°49'28.08"N 82°13'4.78"E) in District Gonda and end at NH-28 (chainage 153+281) near Village Majhauva Dubey (26°47'57.55"N 82°19'24.58"E) in District Basti under NHDP Phase-VII in the state of Uttar Pradesh. The road is passing through 11 revenue Villages of District Gonda, 34 revenue Villages of District Ayodhya and 13 revenue Villages of District Basti in the State of Uttar Pradesh.

3.5.1 Total Length of the proposed alignment is 67.572 km and proposed Right of Way (RoW) of the project is 60 m. Total land requirement will be approx. 396.7 ha.

3.5.2 The proposed project falls under 7(f), Category-A, Highway as per EIA notification 2006. Total investment/cost of the project is Rs 5703.82 Crores.

3.5.3 Present Breakup of the Land use/Land cover of the project site/area is as following:

S. No.	Land use / Landcover	Area (ha)	Area (%)	Remarks if any
1.	Agricultural Land	325.6	82.1	-
2.	Forest land	2.4	0.6	PF (Road/Railway line side Strip Plantation)
3.	Others	52.8	13.3	(Built-up, Roads, Nali, Chakroad & Barren, etc.)
4.	Water Bodies	15.98	4.0	-

	<b>Total</b>	<b>396.7</b>	<b>100</b>	-
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3.5.4 The existing land use around the project road primarily comprises of agricultural land followed by Built-up area, Plantations and water bodies. Terrain of the project road is plain. The altitude of the project road alignment varies from 72 meter to 82 meter above Mean Sea Level.

3.5.5 Water bodies & impact on drainage: The proposed alignment is passing through 2 Rivers and 24 Canals / Drains used by local people. Construction of 11 Major Bridge, 14 Minor Bridges, 47 Culverts, 4 ROB, 15 LVUPs, 2 Trumpet and 11 Flyovers are proposed for free passage of local people & domestic animals and to avoid any significant impact on water bodies and drainage system.

3.5.6 Water requirements: Approx. 2700 KLD of water will be extracted from suitable surface sources (river/canals) after obtaining necessary permissions from the competent authority. Ground water proposed to be used only for camp site for domestic use only, after obtaining the permissions from appropriate authority.

3.5.7 Tree cutting: Approx. 2577 trees are likely to be affected due to the proposed highway within 60 m ROW. Out of 2577 trees, approx. 157 trees are located on protected forest land along the Roads/Railway Line; remaining 2420 trees are located on non-forest/agricultural land. The actual no. of trees proposed to be cut will be provided in the EIA report after joint enumeration with appropriate authorities of respective State Government. Efforts will be made to minimize the trees loss by restricting trees cutting with information width / toe lane. Avenue plantation shall be carried out as IRC: SP: 21:2009 “Guidelines on Landscaping and Tree Plantation” on available RoW apart from statutory requirements.

3.5.8 Diversion of forest land: The proposed project highway passes through protected forest (roadside/railway side plantation notified as PF) at few locations. Approx. 2.4 ha protected forest land is proposed to be diverted in the project. Actual extent of forest land to be diverted will be provided in EIA report after joint survey with local forest department.

3.5.9 The proposed alignment does not pass through any Wildlife Sanctuary/National Park and its eco sensitive zone or Eco-Sensitive Area (ESA) notified by the MoEF&CC. Parvati Aranga Wildlife Sanctuary is located at approx. 7 km aerial distance from the proposed alignment; however, the ESZ boundary of the Sanctuary is approx. 6 km away from the proposed project alignment. The proposed project does not passes through any CRZ locations.

3.5.10 Land acquisition and R&R issues: The Project requires approx. 396.7 ha land including approx. 2.4 ha protected forest land. Approx. 168 buildings/structures will be affected due to proposed highway. The land will be acquired and compensation shall be paid as per the procedures laid down in NH Act, 1956 and Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RFCTLARR) Act, 2013.

3.5.11 Tanda Thermal Power Station is located in Ambedkar Nagar district at a distance of 40 km (aerial) and 65 km (by road) of proposed project alignment and the fly ash will be used in the project depending upon their availability as per MoEF&CC’s Fly Ash

Notification dated 22 April 2021. MoRTH letter dated 23 Oct 2020 for Use of Fly-ash in road/flyover embankment construction on NH works and IRC SP 58-2001 “Guidelines for Use of Fly Ash in Road Embankments” shall be followed.

3.5.12 Employment potential: During the construction of the road project around 1200 persons would be employed temporarily for a period of 2.5 years. During operation of Highway about 150 persons will be employed for highway patrolling, highway management & maintenance activities, etc. The total manpower requirement for the project is 1350. Preference will be given to local people for employment.

3.5.13 Benefits of the project: Main objective of the proposed highway development is to decongest the growing traffic from the city and provide better connectivity in the region. Vehicle operating cost will be reduced due to improved road quality and transportation will improve. Travel time will be reduced due to new bypass highway. The proposed highway will enhance economic development, provide employment opportunities to locals, strengthen tourist development, ensure road safety, and provide better transportation facilities.

3.5.14 Details of Court cases- No court case is pending against the proposed project.

3.4.21 The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 275<sup>th</sup> meeting on 29<sup>th</sup> September, 2021 and **recommended** the proposal for grant of Terms of References (ToR) with specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. Cumulative impact assessment study should be carried out along the entire stretch including the other packages and the current stretch under consideration.
- ii. The proponent shall carry out a detailed traffic flow study to assess inflow of traffic from adjoining areas like airport/urban cities. The detailed traffic planning studies shall include complete design, drawings and traffic circulation plans (taking into consideration integration with proposed alignment and other state roads etc.). Wherever required adequate connectivity in terms of VUP (vehicle underpass)/ PUP (Pedestrian underpass) needs to be included.
- iii. Road safety audit (along with accident/black spots analysis) by any third-party competent organization at all stages namely at detailed design stage, construction stage and pre-opening stage to ensure that the project road has been constructed considering all the elements of road safety.
- iv. Provide compilation of road kill data on the wildlife on the existing roads (national and state highways) in the vicinity of the proposed project. Provide measures to avoid road kills of wildlife by the way of road kill management plan.
- v. The alignment of road should be such that the cutting of trees is kept at bare minimum and for this the proponent shall obtain permission from the competent authorities. Alignment also should be such that it will avoid cutting old and large and heritage trees if any. All such trees should be geo-tagged, photographed and details be submitted in the EIA –EMP report.
- vi. The proponent shall carry out a comprehensive socio-economic assessment and also impact on biodiversity with emphasis on impact of ongoing land acquisition on the local people living around the proposed alignment. The Social Impact Assessment should have social indicators which can reflect on impact of acquisition on fertile land. The Social Impact Assessment shall take into consideration of key parameters

like people's dependency on fertile agricultural land, socio-economic spectrum, impact of the project at local and regional levels.

- vii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30<sup>th</sup> September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfil these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.
- viii. In pursuance of Ministry's OM no stated above the project proponent shall add one annexure in the EIA Report indicating all the commitments made by the PP to the public during public hearing and submit it to the Ministry and the EAC.
- ix. The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M), dated 25<sup>th</sup> October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.
- x. Passage for animal movement has to be detailed in the report (if alignment is passing through Forest area).
- xi. A comprehensive plan for plantation of three rows of native species, as per IRC guidelines, shall be provided. Such plantation alongside of forest stretch will be over and above the compensatory afforestation. Tree species should be same as per the forest type. Plantation should be done by the state forest department and a proposal for the same should be annexed in the EIA-EMP.
- xii. The PP shall not use groundwater/surface water without obtaining approval from CGWA/SGWA as the case may be. The project proponent shall apply to the Central Ground Water Authority (CGWA)/State Ground Water Authority (SGWA)/Competent Authority, as the case may be, for obtaining No Objection Certificate (NOC), for withdrawal of ground water.
- xiii. Detailed Biodiversity assessment and conservation/mitigation plan be developed by a nationally reputed institute or by a team of expert of national repute.
- xiv. Rain water harvesting structures to be constructed at the either sides of the road with special precaution of oil filters and de-silting chambers.

### **Agenda No. 3.6**

**Development of 6-Lane Access Controlled Greenfield Highway of Sirhind – Sehna Sec. from Km Ch. 0+000 to Km Ch. 108+000 (Total length = 108 km) in the State of Punjab under Bharatmala Pariyojana Phase II (Lot-9/Package-1) by M/s National Highways Authority of India - Terms of Reference**

**[Proposal No. IA/PB/NCP/229099/2021 and File No. 10/45/2021-IA.III]**

*“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in PFR/DPR/Form-1/Annexure-III. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and*

*cost of the project proponent.”*

3.6.1. The project proponent along with DPR Consultant M/s Egis India Consulting Engineers Pvt. Ltd in joint venture with M/s K&J Projects Pvt. Ltd made a presentation before EAC in its 275<sup>th</sup> meeting on 29<sup>th</sup> September, 2021 through Video Conferencing and provided the information:

3.6.2. The proposed project is for Development of 6 lane Access Controlled Greenfield Highway, which starts (30°35'19.48" N 76°25'09.63"E) from near Sirhind (St. Ch. 0+000) and terminates (30°24'41.91" N, 75°20'15.65"E) near Sehna (End Ch. 108+000) in the state of Punjab under Bharatmala Pariyojana Phase II (Lot 9/Package-1). The total length of the project alignment is approx. 108 km. The proposed alignment is connected with Sirhind (4 km away), Fatehgarh Sahib (7 km away), Amlon (3 km away), Malerkotla (5 km away), Dhuri (10 km away), Barnala (7 km away), Sangrur (23km away), Ludhiana (46 km away), Patiala (25 km away), Ambala (42 km away) and Chandigarh (28 km away).

3.6.3. Total Length of the proposed alignment is approx. 108 km and proposed Right of Way (RoW) of the project is 60 m. Total land requirement will be approx. 745 ha.

3.6.4. The proposed project falls under 7(f), Category-A, Highway as per EIA notification 2006. Total investment/cost of the project is Rs 4733.58 Crores.

3.6.5. Present Breakup of the Land use/Land cover of the project site/area is as given below.

S.No.	Landuse / Landcover	Area (ha)	Area (%)	Remarks if any
1.	Private land	648	86.98	Agriculture Land
2.	Government land	92	12.35	Agriculture Land
3.	Forest land	5	0.67	PF/RF
	<b>Total</b>	<b>745</b>	<b>100</b>	-

3.6.6. The alignment is mainly passing through agriculture land. The terrain of the alignment is basically flat to undulating in nature.

3.6.7. Water bodies & impact on drainage: A total 05 Canals, 06 Drains, 01 Stream and 15 Distributary are falling along the alignment. There shall be no major impact on the drainage system as sufficient numbers of structures (such as culverts, minor bridges and major bridges) will be constructed.

3.6.8. The proposed road will have ROB (01), Major Bridges (06), Minor Bridges (17), and Vehicular underpass (11), LVUP (49), Interchanges (11) and Culverts-(152). 8. There is provision of 02 main toll plaza and 08 on interchange and 06 nos. of way side amenities have been proposed. The proposed road shall be constructed as per IRC: SP: 87 -2019, “Manual of Specifications and Standards for six laning of highway” design standards. All

safety measures will be provided as per NHAI Safety Manual and IRC: SP:99-2013, IRC: SP: 55, IRC: 6-2014 and MoRTH guidelines.

3.6.9. Water requirements: Approx 10000 KLD Water will be extracted from suitable surface sources (canals) or ground water after obtaining necessary permissions from the competent authority. Ground water proposed to be used only for camp site for transient period after obtaining the permissions from appropriate authority.

3.6.10. Tree cutting: About 980 trees are likely to be affected due to proposed RoW of 60 m out of which approx. 200 nos. of trees fall in protected forest land and remaining 780 falls in the private agriculture field. The actual no. of trees proposed to be felled will be submitted in Final EIA after joint enumeration with appropriate authorities of respective State Government. Efforts will be made to minimize the trees loss by restricting trees cutting with information width. Avenue plantation shall be carried out as IRC: SP: 21:2009 on available RoW apart from statutory requirements.

3.6.11. Diversion of forest land: Approx. 5 ha protected forest land is proposed to be diverted in the project.

3.6.12. The proposed alignment does not pass through any Wildlife Sanctuary/National Park and its eco sensitive zone or Eco-Sensitive Area (ESA) notified by the MoEF&CC. The proposed project does not pass through any CRZ locations.

3.6.13. Land acquisition and R&R issues: The Project requires approx. 745 ha land. Approx. 180 nos. of structures (mainly pump houses) are coming in the proposed RoW. The land will be acquired and compensation shall be paid as per the procedures laid down in NH Act, 1956 and Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RFCTLARR) Act, 2013.

3.6.14. Employment potential: During the construction of the road project around 1000 persons would be employed temporarily for a period of 2.5 years. However due to construction of toll plazas approx. 500 persons will be employed on permanent basis. The total manpower requirement for the project is 1500. Preference will be given to local people for employment.

3.6.15. Benefits of the project: The proposed road would act as the prime artery for the economic flow to this region. It will enhance economic development, provide employment opportunities to locals, strengthen tourist development, ensure road safety, and provide better transportation facilities and other facilities such as way side amenities. Vehicle operating cost will also be reduced due to improved road quality. The compensatory plantation and road side plantation shall further improve the air quality of the region.

3.6.16. Details of Court cases- No court case is pending against the proposed project.

3.6.17. The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 275<sup>th</sup> meeting on 29<sup>th</sup> September, 2021 and **recommended** the proposal for grant of Terms of References (ToR) with specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. Cumulative impact assessment study should be carried out along the entire stretch including the other packages and the current stretch under consideration.
- ii. The proponent shall carry out a detailed traffic flow study to assess inflow of traffic from adjoining areas like airport/urban cities. The detailed traffic planning studies shall include complete design, drawings and traffic circulation plans (taking into consideration integration with proposed alignment and other state roads etc.). Wherever required adequate connectivity in terms of VUP (vehicle underpass)/ PUP (Pedestrian underpass) needs to be included.
- iii. Road safety audit (along with accident/black spots analysis) by any third-party competent organization at all stages namely at detailed design stage, construction stage and pre-opening stage to ensure that the project road has been constructed considering all the elements of road safety.
- iv. Provide compilation of road kill data on the wildlife on the existing roads (national and state highways) in the vicinity of the proposed project. Provide measures to avoid road kills of wildlife by the way of road kill management plan.
- v. The alignment of road should be such that the cutting of trees is kept at bare minimum and for this the proponent shall obtain permission from the competent authorities. Alignment also should be such that it will avoid cutting old and large and heritage trees if any. All such trees should be geo-tagged, photographed and details be submitted in the EIA –EMP report.
- vi. The proponent shall carry out a comprehensive socio-economic assessment and also impact on biodiversity with emphasis on impact of ongoing land acquisition on the local people living around the proposed alignment. The Social Impact Assessment should have social indicators which can reflect on impact of acquisition on fertile land. The Social Impact Assessment shall take into consideration of key parameters like people's dependency on fertile agricultural land, socio-economic spectrum, impact of the project at local and regional levels.
- vii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30<sup>th</sup> September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfil these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.
- viii. In pursuance of Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30<sup>th</sup> September, 2020 the project proponent shall add one annexure in the EIA Report indicating all the commitments made by the PP to the public during public hearing and submit it to the Ministry and the EAC.
- ix. The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M), dated 25<sup>th</sup> October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.
- x. Passage for animal movement has to be detailed in the report (if alignment is passing through Forest area).
- xi. A comprehensive plan for plantation of three rows of native species, as per IRC guidelines, shall be provided. Such plantation alongside of forest stretch will be over and above the compensatory afforestation. Tree species should be same as per the

forest type. Plantation should be done by the state forest department and a proposal for the same should be annexed in the EIA-EMP.

- xii. Detailed Biodiversity assessment and conservation/mitigation plan be developed by a reputed institute or by a team of expert of national repute.
- xiii. Rain water harvesting structures to be constructed at the either sides of the road with special precaution of oil filters and de-silting chambers.

### **Agenda No. 3.7**

#### **Expansion of an operating notified SEZ, with an additional land of 45.86 acre, for Multi-Sectoral Chemical manufacturing facilities by Jubilant Infrastructure Limited located at Plot No. 5, Vilayat GIDC Estate, Tal-Vagra, District-Bharuch, Gujarat-Modification in ToR**

##### **[Proposal No. IA/GJ/NCP/228468/2021; File No. 10/24/2021-IA.III]**

*“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in PFR/DPR/Form-1/Annexure-III. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”*”

3.7.1 The project proponent along with EIA consultant M/s ENKAY Enviro Services Pvt. Ltd. made a presentation before EAC in its 275<sup>th</sup> meeting on 29<sup>th</sup> September, 2021 through Video Conferencing and provided the information-

3.7.2 The proposed proposal “Expansion of an operating notified SEZ, with an additional land of 45.86 acre, for Multi-Sectoral Chemical manufacturing facilities” by Jubilant Infrastructure Limited” is for Amendment in Terms of Reference.

3.7.3 The proponent vide a letter no. JIL/EHS/ENV/MoEF/2021/0907 dated 8<sup>th</sup> Sept., 2021 and an online application No. IA/GJ/NCP/228468/2021, dated 11<sup>th</sup> September 2021 has requested for the amendment in Terms of Reference (ToR) letter No. 10/24/2021-IA.III, dated 17<sup>th</sup> August, 2021. It has been requested that the public hearing for the project should be exempted under clause 7(ii) of EIA Notification, 2006, as amended.

3.7.4 Reason for Amendment: The proponent has given the following reason for the above amendment:

##### **A. Seeking exemption from Public Hearing under Rule7(ii) on the following grounds**

- i. The project is a Notified SEZ and within the Notified Vilayat-GIDC, Bharuch was granted Environment Clearance by MOEFCC Vide F.No. 21-1087/2007-IA.III Dt. 03/07/2008, under the provisions of EIA notification 2006, after due process of Public Hearing conducted in 2007.
- ii. In 2018, an amendment to EC was granted by MoEFCC Vide Ltr No. F.No. 21-1087/2007-IA.III (Pt) Dt. 31/03/2017 for inclusion of Category 5b (Technical Grade



Pesticide Specific Intermediates manufacturing) for which a Public hearing was conducted in 2017.

- iii. The SEZ is partly constructed and operational since 2008 and only about 30% of the approved facilities were installed and commissioned due to poor economic conditions that hurt the project during the tenure of the earlier EC that expired in 2018. Against 20 Nos of 5f category industries granted, only 3 Units were setup and are operational.
- iv. The current expansion proposal vide File No. 10/24/2021-IA-III (Proposal No. IA/GJ/NCP/ 210322/ 2021) includes an additional land area (Earlier 257 acres & Current additional 43 acres) contiguous to the existing land with similar set of industrial activities as in earlier EC and environmental pollution load intensities comparable to the earlier EC approved in 2008.
- v. The proposed expansion of JIL-SEZ, a part of the Vilayat GIDC, also lies within the Dahej-PCPIR in an area of 44445.18 Ha, for which Environment clearance was granted vide MoEFCC letter No. 21-49/2010-IA-III Dt. 14/09/2017 for which a Public hearing was conducted by GIDC in 2014. The MoEFCC have clarified regarding the application of Rule 7(ii) of the EIA Notification 2006 for consideration of proposals for grant of exemption from Public Hearing Vide OM No. OM No. J-11013/41/2006-IA.II(I) Dt. 03/06/2009; OM No. J-11013/41/2006-IA.II(I) Dt. 24/08/2009; OM No. J-11013/36/2014-IA-I Dt. 16/04/2014; OM No. J-11013/36/2014-IA-I Dt. 10/12/2014; OM No. J-11013/36/2014-IA-I Dt. 04/04/2016.
- vi. After adequate deliberations, the MoEFCC has granted exemption from Public hearing to the Category A project of M/s Bharuch Enviro Infrastructure Limited Vide letter No. 10-43/2016-IA-III Dt. 14/05/2018 on the considerations that the project falls within the notified Dahej PCPIR project for which EC was granted by the MoEFCC on 14/09/2017.
- vii. The Proposed expansion of JIL-SEZ falls within the notified Dahej-PCPIR boundary for which similar consideration as that granted to M/s Bharuch Enviro Infrastructure Limited may be considered as appropriate

### **3.7.5 During deliberation, EAC observed the following:**

*It is noted by the EAC that the project is located within the Notified Vilayat-GIDC, Bharuch, which was granted Environment Clearance by MOEFCC Vide F.No. 21-1087/2007-IA.III Dt. 03/07/2008, under the provisions of EIA notification 2006, after due process of Public Hearing conducted in 2007. As per the existing regulatory provisions, Public Hearing is exempted for “all projects or activities located within industrial estates or parks (item 7(c) of the Schedule) approved by the concerned authorities, and which are not disallowed in such approvals”. Therefore, PH is exempted for M/s Jubilant Infrastructure Limited, however, the PP need to study in detail about the category of projects/activities which are permissible within PCPIR as per the EC granted to PCPIR as whole. Further, Ministry vide OM no. J-11011/321/2016-IA.II(I), dated 27.04.2018 has made it mandatory for certain type of industries to conduct public hearing irrespective of*

*their location within Industrial Area or outside the industrial area.*

3.7.6 The EAC, taking into account the submission made by the project proponent had a detailed deliberation during its 277<sup>th</sup> meeting on 29<sup>th</sup> September, 2021 and **recommended** the proposal for amendment in Terms of Reference for exemption of public hearing as mentioned at point 3.7.5 above.

**Agenda No. 3.8: [Any other item with the permission of the Chairman]**

- (i) **HPCL Proposed LPG Import Jetty along with Dispatch Station at Dahej, Taluka Vagra, District Bharuch - Request for Nominating Alternative Agency(ies) for carrying out Migratory' Bird Study as required under issued Terms of References (TOR).**

**[Proposal No. IA/GJ/NCP/214189/2021; File No. 10/26/2021-IA.III]**

3.8.1 The project proponent vide letter no. DVLIF/RR/01, dated 14.09.2021 has submitted that the aforementioned proposal was considered by EAC in its 265<sup>th</sup> meeting held on 23<sup>rd</sup> -24<sup>th</sup> June, 2021 and the Terms of Reference (TOR) for the same was accorded vide Letter No. 10/26/2021-IA.III, dated 12<sup>th</sup> July 2021.

3.8.2 Specific condition (ii) given in the ToR letter dated 12<sup>th</sup> July 2021 prescribed that a study on migratory birds shall be conducted by the Bombay Natural History Society (BNHS). The PP has informed that “Bombay Natural History Society (BNHS) was approached in July 2021 to conduct the study on migratory birds. However, they have neither provided any firm plan nor their formal acceptance to carry out the subject studies despite repeated followup.

3.8.3 In view of the above, the proponent has requested to nominate other competent agency (ies) for carrying out the migratory bird studies for the proposed project in time.

3.8.4 After due deliberation, the EAC has recommended to assign/nominate other nationally reputed organization specialized in the field of migratory birds such as Gujarat Institute of Desert Ecology (GUIDE) or Wetland division of Sálím Ali Centre for Ornithology and Natural History (SACON) etc to conduct the study on migratory birds as per specific condition mentioned in the ToR letter dated 12<sup>th</sup> July 2021.

- (ii) **Green Belt Development for National Highway Authority of India:**

It was recently noted that the green belt development undertaken by NHAI was very poor quality or in some cases no plantation was seen on ground. It therefore felt necessary for EAC that such work should be undertaken by respective State Forest Department to achieve good and measurable results. Ministry may take a view of the suggestion of the EAC.

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Following members were present during the 275<sup>th</sup> EAC (Infra-1) meeting held on 29<sup>th</sup> September 2021

S. No.	Name	Designation	Remarks
			29 <sup>th</sup> September, 2021
1.	Dr. Deepak Arun Apte	Chairman	Present
2.	Sh. S. Jeyakrishnan	Member	Present
3.	Sh. Manmohan Singh Negi	Member	Present
4.	Sh. ShamWagh	Member	Present
5.	Dr. Mukesh Khare	Member	Requested for leave of absence
6.	Dr. Ashok Kumar Pachauri	Member	Present
7.	Dr. V. K Jain	Member	Requested for leave of absence
8.	Dr. Manoranjan Hota	Member	Present
9.	Sh. R Debroy	Member	Absent
10.	Dr. Rajesh Chandra	Member	Absent
11.	Dr. M. V Ramana Murthy	Member	Present
12.	Smt. Bindu Manghat	Member	Absent
13.	Dr. Niraj Sharma	Member	Present
14.	Sh. Amardeep Raju,	Scientist'E' & MS, MoEF&CC	Present
15.	Dr. Rajesh Prasad Rastogi	Scientist'C', MoEF&CC	Present
16.	Sh. P. Balakumar	RA, Infra-1, MoEF&CC	Present
17.	Ms Harshulika	Consultant	Present