

208th minutes of meeting of Expert Appraisal Committee for projects related to Infrastructure Development, Industrial estate/parks/complexes/areas, Export Processing Zones, Special Economic Zones, Biotech Parks, Leather Complexes and National Highways projects held on 19th - 20th February, 2019

1. **Opening remarks of the Chairman**
2. **Confirmation of the minutes of the 206th meeting held on 24-25 January, 2019 at Indira Paryavaran Bhawan, Jor Bagh Road, New Delhi**
3. **Consideration of Proposals:**

3.1	<p>Development of Smart Industrial Park at near Village Padora, Tehsil Kolaras, District Shivpuri, Madhya Pradesh by M/s Industrial Infrastructure Development Corporation (Gwalior) M.P. Ltd. – Further consideration for Terms of Reference</p> <p>[Proposal No. IA/MP/NCP/67681/2017] [F. No. 21-330/2017-IA.III]</p>
3.1.1	<p>The details of the project, as per the documents submitted by the project proponent, and also as informed during the 177th EAC meeting held on 16th October, 2017 along with EIA Consultant EQMS India Pvt. Ltd., are reported to be as under:</p> <ol style="list-style-type: none"> (i) The project involves development of Smart Industrial Park, near Padora Village, Shivpuri, Madhya Pradesh by Industrial Infrastructure Development Corporation (Gwalior) Limited, Madhya Pradesh. Total are of the proposed park is 881.69 ha. (ii) Survey Plot no. 452, 454,457,475,484, 489, 491, 496, 505 (total 257.73 ha) of Village Ghutari and Baheta, survey plot No. 458, 459,463, 463, 464, 465, 466, 467, 468, 469, 470, 472, 485, 486. 495, 503 and 504 (Total 93.26 ha) of village Ghutari and survey plot No. 158/1510 (Total 540 ha) of Baheta village (iii) The proposed Park will have multi product industries like Food & beverages, Textile and Wearing Apparel, Chemicals (including Pharma & Rubber), Construction Material, Fabrication & Engg., Electricals, Electronics and Jems & Jewellery, Logistics etc. (iv) IIDC, Gwalior will develop common infrastructure facilities - roads, water, power, drainage, street lightening and green belt etc. and social infrastructure - Banks, Post Office, canteen, primary health centre etc. in this project. (v) The industrial park will also have non-processing area (for commercial activities) and limited residential area. (vi) Land use of the site and around the site up to 10 km radius: In general, the site is slightly almost flat and sloping towards north and north-eastern side. Total 881.89 ha land has been identified in village Ghutari and Baheta District Kolaras, Shivpuri, MP. The identified land for proposed smart Industrial park is located at survey Plot no. 452, 454,457,475,484, 489, 491, 496, 505 (total 257.73 ha) of Village Ghutari and Baheta, survey plot No. 458, 459,463, 463, 464, 465, 466, 467, 468, 469, 470, 472, 485, 486. 495, 503 and 504 (Total 93.26 ha) of village Ghutari and survey plot No. 158/1510 (Total 540 ha) of Baheta village. Presently site is un-cultivable Barren land. The land use will be changed into industrial and residential purpose. Proposed land has been allotted by Industry Center to Industrial Infrastructure Development Corporation (IIDC), Gwalior. (vii) Water requirement: 150 KLD will be sourced from ground water. Water Requirement & Source during Operation Phase is anticipated to be 8MLD. Water will be sourced from Sindh River. Industrial Infrastructure Development Corporation

	<p>(IIDC), Gwalior has already applied to Water Resource Department for drawl of 5 MGD water from Sindh river.</p> <p>(viii) Power Requirement & Source: During construction phase power will be sourced from DG sets. During project operation power will be sourced from state grid.</p> <p>(a) Source -1 Location - Kolaras (south of site) Type - 222/132KV Substation Line/ Distance - 9.2 Km 132KV Line</p> <p>(b) Source -2 Location - Shivpuri (North of site) Type - 222/132KV Substation Line/ Distance - 23.2 Km 132KV Line</p> <p>(ix) Man Power requirement:</p> <p>(a) Construction Phase -2000</p> <p>(b) Operation Phase - about 5,000 people in different industries.</p> <p>(x) Investment/Cost: Total project cost is anticipated to be INR 667.06 Crore.</p> <p>(xi) Whether the project is in Critically Polluted area: No</p> <p>(xii) If the project involves diversion of forest land, extend of the forest land: No</p> <p>(xiii) If the project falls within 10 km of eco- sensitive area, Name of eco- sensitive area and distance from the project site: There is no eco-sensitive area within the 10 km of project. Eco Sensitive Zone of Madhav National Park is located about 2.83 km, North from the proposed project site. As per Gazette Notification of India for Madhav National Park Dated 31 March 2016 (REGD NO. D.L. 33004/99),the Eco-sensitive zone of Madhav National park is spread over an area of 277.20 square kilometer with an extent of 100 meters on the notified urban and 'Abadi' area side and 2 kilometres on the rest of area from the boundary of the Madhav National Park. The proposed project site does not fall within the ESZ of Madhav National Park hence proposal does not involve approval/clearance under the wildlife (Protection).</p> <p>(xiv) CETP/STP: During construction period the sewage generated from labor camps will be discharged in septic tanks with soak pits. These will be cleaned periodically.</p> <p>During operation phase wastewater generated would be treated by individual industries and the treated water shall be used by them in their respective green area. Any excess treated water shall be used in the greenbelt being developed by Developer. There will be no treated effluent discharge outside the industrial area and the industrial area will function as "Zero Discharge".</p> <p>Area has been earmarked for CETP, which may come up at the later stage of the project. As per the provisions of Developer, same shall be constructed and run by the industrial association after taking due approvals from the state and/or central regulatory authorities.</p> <p>(xv) Terrain, level with respect to MSL, requirement of filling if any: The topography of the site is plain. The elevation of the site ranges between 424 a msl to 461 a msl. The northern part of the site has lowest elevation. Overall the site is sloping from south to north side.</p> <p>(xvi) Tree cutting, types, numbers, girth size etc.: The identified land is barren and rocky land with scanty shrubby vegetation. Necessary Permission for tree cutting shall be obtained from the concerned department.</p> <p>(xvii) Rehabilitation involved if any: No</p>
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	<p>(xviii) Water bodies, diversion, if any: No Nala or stream is crossing the site. Hence, not applicable.</p> <p>(xix) Court cases if any: None.</p> <p>(xx) Employment potential: There would be temporary influx of people during the construction phase of the project. Total employment generation during construction phase will be 2000. However, during the operation stage of the project, direct employment will be generated for about 5,000 people in different industries to be located in this industrial park and indirect employment will be generated for about 20,000 people.</p> <p>(xxi) Benefits of the project: Proposed industrial area development at Padora, Shivpuri, Gwalior will be beneficial:</p> <ul style="list-style-type: none"> (a) To improve the Industrial Infrastructural facilities in Gwalior district (b) Government's positive attitude towards the industrialization (c) There will positive impacts on the socio – economic status of the surrounding areas (d) More employment opportunities will be generated (e) Infrastructure development such as improvement to roads, UGD lines, street lights, parks, parking area etc will take place.
<p>3.1.2</p>	<p>After detailed deliberation, during the 177th EAC meeting on 16th October, 2017, the EAC advised the proponent to re-submit the revised Form-1 application for TOR due to following reasons:</p> <ul style="list-style-type: none"> (i) There is discrepancy in the project area. (ii) No ground water to be used for the said project (iii) National Highway is passing through the project area and proponent also agreed to exclude the Highway from the project area and re-submit the revised application as per advise of EAC. (iv) Certification of Chief Wildlife Warden is required regarding distance of Madhav National Park from the proposed site. (v) Certificate of Chief Wildlife Warden stating that the project will have no impact on Madhav National Park and that the project doesn't fall within or near any wildlife corridor.
<p>3.1.3</p>	<p>The project was considered in 189th meeting of EAC held on 7th May, 2018 proponent submitted following:</p> <ul style="list-style-type: none"> (i) The area of proposed Industrial area was reduced from 881.69 ha to 513.46 ha. He further informed that rest of 305.23 ha land shall be left open due to encroachment, Topography, Planning, Statutory and other constraints. (ii) The present ToR proposal is for an area of 513.46 ha only. (iii) No ground water shall be used for the project operation. Water for the project shall be sourced from Sindh River. IIDC has already applied to Water Resource Department for drawl of 5 MGD water from Sindh River. (about 8 km from site). (iv) It was informed that the 500 m buffer between project area and NH-76 has been maintained.

	<p>(v) As per the letter of Chief Wildlife Conservator Madhav National Park, Shivpuri, MP, proposed site is about 3.24 km away from the proposed site.</p> <p>(vi) The study on impact of proposed project on Madhav National Park will be incorporated along with EIA/EMP report.</p>
3.1.4	<p>EAC in its 189th meeting held on 7th May, 2018, deferred the proposal for want of following information:</p> <p>(i) Geographical coordinate of the boundary of proposed industrial area (513.46 ha).</p> <p>(ii) The type of industries (category A or B) to be established in proposed industrial area.</p> <p>(iii) Detailed layout plan of proposed industries to be established within the industrial area.</p> <p>(iv) Pollution from the proposed industries and their Mitigation plan be submitted.</p>
3.1.5	<p>The project was considered in 193rd meeting of EAC held on 26th July, 2018, the proponent submitted following:</p> <p>(i) Coordinates of four points along the boundary of the project site are as under:</p> <p>(a) 25°18' 59" N and 77°40' 32" E</p> <p>(b) 25°18' 26.57" N and 77°41' 0.23" E</p> <p>(c) 25°16' 52.99" N and 77°40' 1.29" E</p> <p>(d) 25°17' 16.20" N and 77°38' 45.55" E</p> <p>(ii) Processing area is divided into three zones and both category 'A' and category 'B' industries are proposed.</p> <p>(iii) Brief description of mitigation measures to prevent air, water pollution and waste management was given by the proponent</p>
3.1.6	<p>The observations of EAC during 193rd meeting were as follows:</p> <p>(i) The project proponent was not present. The EAC desired that senior level officer from the State Government or IIDC Limited should attend the meeting.</p> <p>(ii) Schedule of proposed industries along with their categories as per EIA Notification, 2006, within three zones was not provided.</p> <p>(iii) Project proponent to provide details of industries to be established within the proposed industrial park.</p> <p>After detailed deliberation, the EAC <i>deferred</i> the proposal due shortcomings as mentioned at above paras.</p>

<p>3.1.7</p>	<p>In the 208th meeting held on 19th-20th February, 2019, the PP provided the point-wise clarifications and submitted the information required as per minutes of earlier EAC meeting. The observations of the EAC are as under:</p> <ul style="list-style-type: none"> (i) Processing area is divided into Three Zones (Zone-I, II and III) (ii) As per EIA notification 2006 both category A and B with following type of industries are only proposed in Zone-I <ul style="list-style-type: none"> • Chemical Fertilizers -5(a) • Pesticide industry and pesticide Specific Intermediates -5(b) • Synthetic Organic Chemical industries -5(f) <p>But the information regarding which category of fertiliser industry and organic synthetic industries are proposed to be housed was not mentioned.</p> (iii) In zone-II Manufacturing, Electronics and other non -polluting industries are proposed. (iv) In zone-III Food processing and Packaging industries are proposed.
<p>3.1.8</p>	<p>The proposal was considered in the 208th EAC meeting held on 19-20 February, 2019. The EAC is of the view that before carrying out EIA and EMP, it is necessary to carry out Industrial Estate Planning on environmental consideration, i.e., which type of industry in each category can come up and then EIA and EMP to be carried out for the type of industries permissible as per environmental considerations. The EAC after detailed deliberation recommended the project for grant of Terms of Reference (ToR), and for preparation of EIA/EMP report with public consultations subject to compliance of all conditions as notified in the standard ToR applicable for such projects and specific conditions, as mentioned below:</p> <ul style="list-style-type: none"> (i) Detailed industrial planning is to be carried out as per the 'District Wise Zoning Atlas for Setting up Industries' prepared by CPCB. Such Industrial Estate Planning should be get done through reputed suitable institute such as Disaster Management Institute (DMI), Bhopal, etc. (ii) Disaster Management Plan and the Hazardous Transportation & management plan to be submitted along with the EIA/EMP report. (iii) Submission of copy of MoU between IIDC and TSDF for disposal of Hazardous waste. (iv) The activities and budget earmarked for Corporate Environmental Responsibility (CER) shall be as per ministry's O.M No 22-65/2017-IA.II (M) dated 01.05.2018 and the action plan on the activities proposed under CER shall be submitted at the time of appraisal of the project included in the EIA/EMP Report. (v) The PP shall not use groundwater 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), as the case may be, for obtaining No Objection Certificate (NOC), for withdrawal of ground water. (vi) 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 25.10.2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.
<p>3.2</p>	<p>Construction of Eight lane road (New NH-148N) from village Kandwarwasa to Kher Khunta, District Ratlam from Ch.150+000 to 181+000 (length 31km) in the state of</p>

	<p>Madhya Pradesh (sub package-2) under Bharatmala Pariyojana (Lot-4/Package-5) by M/s National Highways Authority of India - Environmental Clearance</p> <p>[Proposal No. IA/MP/NCP/94029/2018] [F. No. 10-64/2018-IA.III]</p>
3.2.1	<p>The project proponent along with the EIA consultant M/s Enviro Infra Solutions Pvt. Ltd., Ghaziabad, made a presentation and provided the following information before the Committee:</p> <p>(i) The proposed project is a new 8 lane road (newly declared NH 148N) connecting from Kandarwasa village to Kher Khunta village in Ratlam district from CH:150+000 to 181+000 in the state of Madhya Pradesh. This is a part of Delhi Mumbai Expressway under Bharatmala Pariyojana. The length of the proposed alignment is 31.0 km. It is a newly declared NH-148N vide MoRTH notification no. S.O. 1842 (E) dated May 8, 2018.</p> <p>(ii) Location: Starts from Kandarwasa village to Kher Khunta village in Ratlam district in the state of Madhya Pradesh from CH:150+000 to 181+000 in the state of Madhya Pradesh.</p> <p>(iii) 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 was analysed and is found to be predominately agriculture followed by fallow, wastelands, forest and few habitations.</p> <p>(iv) Land Acquisition and Proposed RoW: The land acquisition for the proposed alignment is approximately 336.72 ha out of which 41.82 ha is forest land. The proposed RoW of the project is 100 m.</p> <p>(v) Waste Management:</p> <p>(a) Water requirement, source, status of clearance - The peak water requirement is 2330 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. The work will be executed through contractor and will be furnished at EC compliance stage.</p> <p>(b) Waste water quantity, treatment capacity, detail–10 KLD waste water shall be generated and shall be disposed through soak pits.</p> <p>(c) Recycling / reuse of treated water and disposal–Waste water shall be disposed through soak pits.</p> <p>(d) Solid Waste Management–75 kg/day (approx.) during construction phase and 15 kg/day (approx.) during operation phase. Bio degradable waste shall be disposed through bio composting and other waste through landfill site.</p> <p>(e) Hazardous Waste Management–The hazardous waste generated during construction period will be disposed off as per applicable rule.</p> <p>(vi) Municipal solid waste generated disposal facility: 75 kg/day (approx.) during construction phase and 15 kg/day (approx.) during operation phase. Bio degradable waste shall be disposed through bio composting and other waste through landfill site.</p> <p>(vii) Total water requirement and its source: The Peak water requirement is 2330 KLD during construction stage and will be extracted from local surface water sources.</p> <p>(viii) Water bodies, diversion if any: 23 Nalas, 01 Distributary, 08 Pond and 01 other water body.</p>

	<p>(ix) Tree cutting, types, numbers, girth size etc.: Approx. 2438 no. of trees are likely to be cut.</p> <p>(x) Green belt development (20 % of construction projects and 33 % for others) – Green belt development will be done as per IRC SP 21:2009 /MoRTH Code/Guidelines. Plantation of about 18,600 trees has been proposed. Shrub plantation and grass carpeting in median is also proposed.</p> <p>(xi) Rehabilitation involved, if any: The Project requires approx. 310 ha land. Total 134 no. of structures are coming in the proposed RoW of the NH. The land will be acquired as per procedure laid down in Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RFCT LARR) Act, 2013.</p> <p>(xii) Whether the project is in Critically Polluted area: No.</p> <p>(xiii) National Park/ Wild Life Sanctuary in 10 km radius area & Eco-Sensitive Zone in 10 km radius area: The proposed alignment does not pass through any Wildlife Sanctuary/National Park or its eco sensitive zone; however, proposed alignment is located within 10 km radius from the boundary of Sailana Kharmor Wildlife Sanctuary and the application of Wildlife clearance from the NBWL is under process.</p> <p>(xiv) If the project involves diversion of forest land, extend of the forest land: Yes, 41.82 ha of forest land is involved and the forest proposal is under preparation. After joint enumeration, the diversion of 41.82 ha. of Protected forest land has been submitted online vide proposal No. FP/MP/Road/37610/2018 dated 18.12.2018.</p> <p>(xv) Investment/Cost of the project: INR 1078.40 Crores.</p> <p>(xvi) Benefits of the project: The proposed expressway will provide better, fast, safe and smooth connectivity for the commuters of Madhya Pradesh state and especially in Ratlam region. Smooth and fast-moving traffic will cause only lower emissions thereby reducing pollution levels. Accident rates are also expected to come down substantially. Development of the proposed project road will improve the local agriculture and enable farmers to realize better value for their products as well as attract more investment to that region, thus boost economy of the area, state and nation as a whole. The vehicle operating and maintenance cost is expected to go down substantially. The proposed road alignment will also include general amenities like bus bays, truck lay byes, rest areas, service road at built-up locations, pedestrian and cattle underpasses, landscaping and tree plantation, traffic aid post, emergency telecom system, emergency medical aid post, street light at built ups etc. and thus overall facilities to the road users shall improve. People will have increased access to better social and health infrastructure and other services located outside the project area. This will in turn lead to overall improvement of the quality of life of the people residing in the project zone in terms of their economic, social and health status. Growth of local tourism and resultant boost to local economy is also expected due to proposed project.</p> <p>(xvii) Employment potential: During the construction of the road project approx. 150 persons would be employed temporarily for a period of 2 years. However due to construction of toll plazas approx. 30 persons will be employed on permanent basis. Preference will be given to local people for employment.</p> <p>(xviii) ToR details: The ToR for the project was granted vide letter No.10-64/2018-IA.III dated 8th October, 2018.</p>
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(xix) **Public Hearing:** Public Hearing was conducted on 7th January, 2019 at Pranchayat Bhawan, Village Kandarwasa, Tehsil Namli, District Ratlam. Major issues raised during the public hearing and response of project proponent are:

Issues raised	Response of PP
To provide sufficient compensation of effected pipe line, trees To provide employment and service lane.	According to the provisions of NH Act 1956 applicable to the National Highways Authority of India, applicant will get compensation according to the provision. The implementation of Project would generate employment for local people.
To provide appropriate land compensation and the stamp duty fee on registry of land bought by compensation amount should be exempted	Information will be provided to the revenue department for the necessary action.
Trees, pipe line, crops coming under ROW, govt. hospital and girls school near ward no 2 diamond, coming 500 meter away from alignment which would get affected by noise pollution and wild life sanctuary should be at least 10 k.m. away from alignment hence request to review the alignment selection	Matter pertains to administration. However Existing Alignment is result of detailed study and has been finalized after taking care of various factors, further suitable action may be taken

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

3.2.2

The proponent along with the EIA consultant made presentation and informed before EAC during its 208th meeting held on 19-20 February, 2019. The observations of EAC are as under:

- (i) The cumulative impact assessment of Sohna to Vadodara section to be done after completion of details study of entire stretch of Sohna to Vadodara.
- (ii) There are 23 Nalas, 01 Distributary, 08 Pond and 01 other water bodies falling within the proposed RoW of alignment. There is no river crossing along the proposed alignment. The details of water body to be affected within the RoW of proposed alignment are as under:

Sr.No	Types of Water Bodies	Chainage	Area (m ²)	Area (Ha)	Mitigation Measures
1.	Pond	167+070	4000	0.4	Pond embankment protection with boulder pitching is provided.
2.	Pond	168+290	180	0.018	Bridge is provided.
3.	Pond	173+420	286	0.0286	Pond embankment protection with boulder pitching is provided.
4.	Pond	175+190	235	0.0235	Pond embankment protection with boulder pitching is provided.
5.	Pond	175+250	1932	0.1932	Pond embankment protection with boulder pitching is provided.

	6.	Pond	176+470	2431	0.2431	Pond embankment protection with boulder pitching is provided.
	7.	Pond	178+695	1790	0.179	Pond embankment protection with boulder pitching is provided.
	8.	Pond	180+350	412	0.0412	Pond embankment protection with boulder pitching is provided.
			Total	11266	1.1266	
	(iii)	The project is being implemented under the Bharatmala Pariyojana as per MoRTH guidelines/direction. The land acquisition is at the final stage of proposed ROW 100m keeping in mind future development as well as development of Green Belt, landscaping and aesthetics. The construction is likely to be done within the stipulated ROW of 70m except under unavoidable circumstances like technical viability, topography and junction improvement at the intersections of other roads.				
	(iv)	The proposed alignment does not pass through any Wildlife Sanctuary/National Park or its eco sensitive zone; however, proposed alignment is located within 10 km radius from the boundary of Sailana Kharmor Wildlife Sanctuary and the application of Wildlife clearance from the NBWL is under process.				
	(v)	Rain Water harvesting shall be proposed as per IRC-SP-58.				
3.2.3	<p>After thorough examination of documents submitted and the presentation made before the EAC during its 208th meeting held on 19-20 February, 2019, the EAC observed following:</p> <p>(i) PP has not submitted Air, Water, Noise and soil quality monitoring location plans along the proposed alignment</p> <p>(ii) The proposed alignment is located within 10 km Salina Khamor wild life sanctuary. But in EIA/EMP report the details of Sanctuary, Flora and Fauna details and proposed conservation plan is not addressed.</p> <p>EAC advised to submit the above details to Ministry and also to circulate all EAC member for further examination.</p> <p>Accordingly, PP has submitted the revised EIA/EMP by incorporating all the details after EAC meeting and circulated al EAC members.</p>					
3.2.4	<p>The EAC, after detailed examination of the information and report furnished by the PP on the above mentioned points at 3.2.3, and deferred the project for want of following information.</p> <p>(i) The cumulative impacts of the project activities on the habitat of wildlife, such as Lesser Florian to be addressed in detail as mentioned below:</p> <ul style="list-style-type: none"> • Direct loss of habitat at intersection locations particularly on account of damage to the existing vegetation due to construction activities and transport. 					

	<ul style="list-style-type: none"> • Degradation of habitat quality due to construction activities and construction camps, and human use of water resources. • Interference of noise generated due to construction and transport to the communication systems of the wildlife. • Fragmentation in the grassland areas may reduce home range and cause isolation of Lesser Florican. • Decline in wildlife population, their flow and movement. • Injury and accidents to a lesser extent as the project has largely elevated tracks leading to mortality of wildlife. <p>(ii) Threats identified for lesser Florican in the report are general in nature</p> <p>(iii) The impact assessment, threats perceived and mitigation measures have very little correlation except the mention of grassland improvement program</p> <p>(iv) The measures that need to be considered for habitat conservation and conservation of Lesser Florican and mitigation measures to be addressed in detail.</p> <p>(v) Hence detailed conservation plan to be prepared in consultation State Chief Wild life warden with proper budget and year wise activities</p>
<p>3.3</p>	<p>Construction of 6-lane expressway from chainage 3.850 km at Haryana-Rajasthan Border to Rasiser in Bikaner district in the State of Rajasthan (km 3.850 to km 250.583) under Bharatmala Pariyojana by M/s National Highways Authority of India - Environmental Clearance</p> <p>[Proposal No. IA/RJ/NCP/94430/2018] [F. No. 10-53/2018-IA.III]</p>
<p>3.3.1</p>	<p>The project proponent along with the EIA consultant M/s Enviro Infra Solutions Private Limited, Ghaziabad, made a presentation and provided the following information before the Committee:</p> <p>(i) The proposal involves the construction of a new 4/6 lane expressway connecting Haryana-Rajasthan Border (Chainage 3.850 km) to Rasiser in Bikaner district, Rajasthan. The proposed alignment is a 246.733 km stretch which lies in North – West region of Rajasthan. The alignment starts from Rajasthan-Haryana state border (Chainage 3.850 km) and terminates on National Highway - 62 at Rasiser which is near Bikaner.</p> <p>(ii) 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 was analysed and is found to be predominately agriculture followed by fallow, wastelands, forest and few habitations.</p> <p>(iii) Land Acquisition and Proposed RoW: The land acquisition for the proposed alignment is approximately 1716.65 ha out of which 71.5214 ha is forest land. The proposed RoW of the project is 70 m.</p> <p>(iv) Total water requirement and its source: The peak water requirement is 16,000 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. The work will be executed through contractor and will be furnished at EC compliance stage.</p> <p>(v) Water bodies, diversion if any: Total 5 canals, 1 river, 9 drains, 10 Nalahs, 1 dry distributary and 5 ponds will be impacted due to the proposed highway.</p> <p>(vi) Waste Management:</p>

	<p>(a) Water requirement, source, status of clearance: The peak water requirement is 16,000 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. The work will be executed through contractor and will be furnished at EC compliance stage.</p> <p>(b) Waste water quantity, treatment capacity, detail: 82 KLD Waste water shall be generated and shall be disposed through soak pits.</p> <p>(c) Recycling / reuse of treated water and disposal: Waste water shall be disposed through soak pits.</p> <p>(d) Solid Waste Management: 600kg/day (approx.) during construction phase and 75 kg/day (approx.) during operation phase. Bio degradable waste shall be disposed through bio composting and other waste through landfill site.</p> <p>(e) Hazardous Waste Management: The hazardous waste generated during construction period will be disposed off as per applicable rule.</p> <p>(vii) Tree cutting, types, numbers, girth size etc.: The alignment will involve cutting of around 5200 trees.</p> <p>(viii) Rehabilitation involved if any: The Project requires approx. 1716.65 ha. of land. Total 122 structures are coming in the proposed RoW. The land will be acquired as per procedure laid down in RFCT LARR Act, 2013.</p> <p>(ix) Whether the project is in Critically Polluted area: No.</p> <p>(x) If the project involves diversion of forest land, extend of the forest land: Yes, Forest area is identified along the alignment of area 71.5214 ha. The proposal for forest clearance has been submitted online vide Proposal No: FP/RJ/Road/37034/2018 for Rajasthan dated 19.01.2019 and Proposal No: FP/HR/Road/38346/2019 dated 16.01.2019 for Haryana.</p> <p>(xi) Waste water generation, treatment and disposal: Not Applicable.</p> <p>(xii) Rain Water Harvesting: Rainwater harvesting structures shall be provided near the disposal point of the side drains as prescribed by CGWB guidelines.</p> <p>(xiii) 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 any Wildlife Sanctuary/National Park and its eco sensitive zone.</p> <p>(xiv) Investment/Cost of the project: INR. 4020 Crores.</p> <p>(xv) Benefits of the project:-</p> <ul style="list-style-type: none"> • 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. <p>(xvi) Employment potential: During the construction of the road project around 1200 persons would be employed temporarily for a period of 2 years. However due to</p>
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	<p>construction of toll plazas approx. 150 persons will be employed on permanent basis. Preference will be given to local people for employment.</p> <p>(xvii) ToR Details: The ToR for the project was granted vide letter No.10-53/2018-IA.III dated 12th September, 2018.</p> <p>(xviii) Public Hearing: Public Hearing was conducted at:</p> <ul style="list-style-type: none"> • 21st January 2019 at Collector Office, Hanumangarh • 25th January 2019 at Atal Seva Kendra Gram Panchayat Thethar, Tehsil Suratgarh, District Sri Ganganagar • 31st January 2019 at Collector Office Auditorium, Bikaner <p>Major issues raised during the public hearing and response of project proponent are:</p> <table border="1" data-bbox="400 645 1437 1415"> <thead> <tr> <th data-bbox="400 645 485 707">S No</th> <th data-bbox="485 645 979 707">Issues raised</th> <th data-bbox="979 645 1437 707">Response of PP</th> </tr> </thead> <tbody> <tr> <td data-bbox="400 707 485 860">1</td> <td data-bbox="485 707 979 860">Give compensation as per rate of Haryana – Punjab and not as per DLC rate or four times the rate of market. Give compensation of remaining land which is left over after acquired land</td> <td data-bbox="979 707 1437 860">Land acquisition proceedings and compensation amount will be given as per provisions of Land Acquisition Act 2013</td> </tr> <tr> <td data-bbox="400 860 485 1012">2</td> <td data-bbox="485 860 979 1012">Land is divided into pieces due to land acquisition and as result of which irrigation facilities and movement across the remaining land will be affected.</td> <td data-bbox="979 860 1437 1012">Suitable and proper arrangements will be made for the affected irrigation and movement facilities due to this proposed road project.</td> </tr> <tr> <td data-bbox="400 1012 485 1196">3</td> <td data-bbox="485 1012 979 1196">How sand will be picked up during road construction?</td> <td data-bbox="979 1012 1437 1196">During road construction, sand will be tested at fixed places and after taking permission from concerned authority / officer, sand will be picked up.</td> </tr> <tr> <td data-bbox="400 1196 485 1326">4</td> <td data-bbox="485 1196 979 1326">Plantation being done on both sides of road should include Kejri trees and not Safeda trees so that land is not harmed.</td> <td data-bbox="979 1196 1437 1326">Shri Hemant Singh, Manager – Technical, NHAI – As per Green belt project, Safeda trees are not planted on both sides of the road.</td> </tr> <tr> <td data-bbox="400 1326 485 1415">5</td> <td data-bbox="485 1326 979 1415">Tree cutting should be minimum and misuse of well water should not be done in the construction of road.</td> <td data-bbox="979 1326 1437 1415">Trees other than those that are coming under the proposed project will not be harmed.</td> </tr> </tbody> </table> <p>(xix) If any court case pending for violation of the environmental laws: No.</p>	S No	Issues raised	Response of PP	1	Give compensation as per rate of Haryana – Punjab and not as per DLC rate or four times the rate of market. Give compensation of remaining land which is left over after acquired land	Land acquisition proceedings and compensation amount will be given as per provisions of Land Acquisition Act 2013	2	Land is divided into pieces due to land acquisition and as result of which irrigation facilities and movement across the remaining land will be affected.	Suitable and proper arrangements will be made for the affected irrigation and movement facilities due to this proposed road project.	3	How sand will be picked up during road construction?	During road construction, sand will be tested at fixed places and after taking permission from concerned authority / officer, sand will be picked up.	4	Plantation being done on both sides of road should include Kejri trees and not Safeda trees so that land is not harmed.	Shri Hemant Singh, Manager – Technical, NHAI – As per Green belt project, Safeda trees are not planted on both sides of the road.	5	Tree cutting should be minimum and misuse of well water should not be done in the construction of road.	Trees other than those that are coming under the proposed project will not be harmed.
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5	Tree cutting should be minimum and misuse of well water should not be done in the construction of road.	Trees other than those that are coming under the proposed project will not be harmed.																	
<p>3.3.2</p>	<p>The proponent along with the EIA consultant made presentation and informed before EAC during its 208th meeting held on 19-20 February, 2019. The observations of EAC are as under:</p> <p>(i) The project length has been revised from km 250.583 to 246.733 by shifting the start point from Sirsa district in the state of Haryana to chainage 3.850 km at Haryana/Rajasthan border of the project. Also submitted the maps of existing and revised alignments. Hence, the proposal is for grant of EC for the stretch of 246.733 km only. It is due to fact that Public Hearing could not be conducted for the length of proposed road (3.850 km) falling in the Haryana State.</p> <p>(ii) The Cumulative Impact Assessment of Amritsar-Kandla section to be done after completion of detailed study of entire stretch of Amritsar to Kandla.</p> <p>(iii) Total 5 canals, 1 river, 9 drains, 10 nalahs, 1 dry distributary and 5 ponds are falling within RoW of alignment. The details of water body to be affected within the RoW of proposed alignment are as under:</p>																		

S. No.	Type of Water Bodies	Chainage	Area (Ha)	Proposed mitigation measures
1	Pond	9+100	0.0551	Embankment protection with boulder pitching is provided
2	Pond	37+100	0.0495	Embankment protection with boulder pitching is provided
3	Pond 40/50	44+800	0.0220	Embankment protection with boulder pitching is provided
4	Pond 30/30	47+400	0.0595	Embankment protection with boulder pitching is provided
5	Pond 40/40	139+600	0.0764	Bridge has been proposed

(iv) The proposed project does not pass through any notified National Park or Wild Life Sanctuary. Certificate from Chief Wildlife Wardens of the state(s) concerned stating that no protected area/animal corridor is situated within 10 km range of the proposed alignment is under process.

(v) The cost of environmental protection measures is estimated Rs. 21.1 crores.

3.3.3 The EAC, after detailed deliberations during 208th meeting held on 19-20 February, 2019, **recommended** the project for grant of **Environmental Clearance**, subject to submission of certificate as mentioned at point no. (i) below and with the following specific conditions in addition to all standard conditions applicable for such projects:

(i) In compliance to the submission of the proponent, a certificate from Chief Wildlife Warden stating that no Protected Area or Wildlife Corridor falls within the 10 km radius of the proposed alignment shall be submitted to the Ministry.

(ii) The recommendations of Cumulative Impact Assessment shall be implemented under intimation to the Ministry and its Regional Office concerned.

(iii) The alignment passes from a distance of 8km from Badopal Lake, i.e., Important Bird Area (IBA). Biodiversity conservation plan should be prepared with sufficient fund provision to implement the recommendations in consultation with State Forest department

(iv) Waste water to be treated and not to be diverted to the soak pits as the ground water table is shallow and at places there are possibilities of ground water contamination.

(v) 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.

(vi) The proponent shall obtain permission from the competent authorities for tree cutting along the proposed alignment. A comprehensive plan for afforestation including minimum three times plantation by native species shall be provided.

(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) The fund provisions provided for CER i.e. Rs. 20.10 Crores, the expenditure details as per the plan shall be submitted to the concerned Regional Office of the Ministry.

<p>3.4</p>	<p>Construction of 4/6-lane access control NH-754K from Dhadhaniya Sasan (District Jodhpur) to Rajasthan-Gujarat Border near Sanchore (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</p> <p>[Proposal No. IA/RJ/NCP/94687/2018] [F. No. 10-51/2018-IA.III]</p>
<p>3.4.1</p>	<p>The project proponent provided the following information to the Committee:</p> <ul style="list-style-type: none"> (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 Sanchore (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 proposed project expressway takes from design Ch.-1+142 at NH125 near existing km 52+000 between Dhandhaniya Sasan and Agolai towns, Jodhpur District and ends at Rajasthan- Gujarat Border (Design Ch.207+100) near Sanchore, District Jalore in the state of Rajasthan. (iii) 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 was analyzed and is found to be predominately agriculture followed by fallow, wastelands, forest and few habitations. (iv) Land Acquisition and Proposed RoW: The land acquisition for the proposed alignment is approximately 1730.16 ha out of which 13.219 ha is forest land. The proposed RoW of the project is 70 m. (v) 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. The work will be executed through contractor and will be furnished at EC compliance stage. (vi) Water bodies, diversion if any- 179 Wells will be impacted due to the proposed highway. (vii) Waste Management:- <ul style="list-style-type: none"> (a) Water requirement, source, status of clearance: The peak water requirement is 19,000KLD during construction stage and will be extracted from local surface water resources i.e. from nearby canals after getting necessary permission from concerned authority. The work will be executed through contractor and will be furnished at EC compliance stage. (b) Waste water quantity, treatment capacity, detail: 68 KLD Waste water shall be generated and shall be disposed through soak pits. (c) Recycling / reuse of treated water and disposal: Waste water shall be disposed through soak pits. (d) 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. (e) Hazardous Waste Management: The hazardous waste generated during construction period will be disposed off as per applicable rule. (viii) Tree cutting, types, numbers, girth size etc.: The alignment will involve cutting of around 5,909 trees.

	<p>(ix) Rehabilitation involved if any: The Project requires approx. 1730.16 Ha. approx. land. Total 370 no. of structures are coming in the proposed RoW. The land will be acquired as per procedure laid down in RFCT LARR Act, 2013.</p> <p>(x) If the project involves diversion of forest land, extend of the forest land - Yes, after joint enumeration the diversion of 13.219 ha. of Protected forest land has been identified and submitted online for clearance vide proposal no. FP/RJ/ROAD/38738/2019 dated 06.02.2019.</p> <p>(xi) Green belt development (20 % of construction projects and 33 % for others) – Green belt development will be done as per IRC SP 21:2009 /MoRTH Code/Guidelines. Plantation of about 1,24,800trees has been proposed. Shrub plantation and grass carpeting in median is also proposed.</p> <p>(xii) Rain Water Harvesting: Rainwater harvesting structures shall be provided near the disposal point of the side drains as prescribed by CGWB guidelines.</p> <p>(xiii) Parking requirement with provision made - The proposed expressway has provision of parking at Toll Plaza and Way side amenities.</p> <p>(xiv) Whether the project is in Critically Polluted area: No.</p> <p>(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.</p> <p>(xvi) Investment/Cost of the project: INR. 4043 Crore.</p> <p>(xvii) Benefits of the project:-</p> <ul style="list-style-type: none"> • 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. <p>(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.</p> <p>(xx) ToR Details: The ToR for the project was granted vide letter No.10-51/2018-IA.III dated 12th September, 2018.</p> <p>(xxi) Public Hearing: Public Hearing was conducted at:</p> <ul style="list-style-type: none"> • 22nd January 2019 at Additional District Magistrate Office, Tehsil Bhinmal, District Jalore. • 28th January 2019 at State Secondary School, DhandhaniyaBhayla, Tehsil Balesar, District Jodhpur • 13th 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 Kejdi, Rohida, Neem, Babool, Shisham and Peepal 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.

	(xix) If any court case pending for violation of the environmental laws: No.
3.4.2	The EAC, during 208 th meeting held on 19-20 February, 2019, observed Public Hearing has been conducted for only two out of three districts. Therefore, the EAC did not consider the proposal and advised the PP to submit the revised EIA/EMP after incorporating all the Public Hearing reports of the all districts involved in this project. Hence the proposal was deferred by the EAC.
3.5	Construction of 8-lane expressway (new NH-148N) from Kajaliya village in Ratlam district in the state of Madhya Pradesh to Dodka village in Vadodara district in the state of Gujarat from Ch. 181+000 to 392+492 (sub package-3) under Bharatmala Pariyojana (Lot-4/Package-5) by M/s National Highways Authority of India - Environmental Clearance [Proposal No. IA/GJ/NCP/94616/2018] [F. No. 10-50/2018-IA.III]
3.5.1	The project proponent provided the following information to the Committee: (i) The proposal involves the Construction of Eight lane road (newly declared NH 148N) from Kajaliya village in Ratlam district in the state of Madhya Pradesh to Dodka village in Vadodara district in the state of Gujarat from CH: 181+000 to 392+492 under Bharatmala Pariyojana (Lot-4/Package-5). The length of the proposed alignment is 211.492 km approx. (ii) Location: The project road starts from Kajaliya village Ratlam district in the Madhya Pradesh state and ends at Dodka village in Vadodara in the state of Gujarat from CH: 181+000 to 392+492 having a total length of 211.492 km. (iii) 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 was analyzed and is found to be predominately agriculture followed by fallow, wastelands, forest and few habitations. (iv) Land Acquisition and Proposed RoW: The land acquisition for the proposed alignment is approximately 2450 ha out of which 260 ha is forest land. The proposed RoW of the project is 100 m. (v) Total water requirement and its source: The peak water requirement is 19,300 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. The work will be executed through contractor and will be furnished at EC compliance stage. (vi) Waste water generation, treatment and disposal: 75 KLD Waste water shall be generated and shall be disposed through soak pits. (vii) Municipal solid waste generated disposal facility: 550kg/day (approx.) during construction phase and 60kg/day (approx.) during operation phase. Bio degradable waste shall be disposed through bio composting and other waste through landfill site. (viii) Water bodies, diversion if any: 15 Rivers, 28 Canals, 05 Check Dams, 51 Drains, 11 Ponds and 01 other water bodies will be impacted due to the proposed highway. (ix) Municipal solid waste generated disposal facility: 550kg/day (approx.) during construction phase and 60kg/day (approx.) during operation phase. Bio degradable waste shall be disposed through bio composting and other waste through landfill site. (x) Tree cutting, types, numbers, girth size etc.: The alignment will involve cutting of around 35,409 trees.

	<p>(xi) Rehabilitation involved, if any: The Project requires approx. 2450 Ha. approx. land. Total 405 no. of structures are coming in the proposed RoW. The land will be acquired as per procedure laid down in RFCT LARR Act, 2013.</p> <p>(xii) Whether the project is in Critically Polluted area: No.</p> <p>(xiii) Rain Water Harvesting: Rainwater harvesting structures shall be provided near the disposal point of the side drains as prescribed by CGWB guidelines.</p> <p>(xiv) 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 any Wildlife Sanctuary/National Park and its eco sensitive zone.</p> <p>(xv) Details of Forest land involved, if any: Yes, Forest area is identified along the alignment of area 260 Ha. The proposal for forest clearance has been submitted online vide Proposal No. FP/MP/Road/37399/2018 dated 04.12.2018 for Madhya Pradesh and FP/GJ/ROAD/38899/2019 for Panchmahal district and FP/GJ/ROAD/38900/2019 for Vadodara District in the state of Gujarat.</p> <p>(xvi) Investment/Cost of the project: INR 6345 Crores (approx).</p> <p>(xvii) Benefits of the project:</p> <ul style="list-style-type: none"> • 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. <p>(xviii) Employment potential: During the construction of the road project around 1100 persons would be employed temporarily for a period of 2 years. However due to construction of toll plazas approx. 120 persons will be employed on permanent basis. Preference will be given to local people for employment.</p> <p>(xxii) ToR Details: The ToR for the project was granted vide letter No.10-50/2018-IA.III dated 12th September, 2018.</p> <p>(xxiii) Public Hearing: Public Hearing was conducted at:</p> <ul style="list-style-type: none"> • 9th January 2019 at Panchayat Bhawan, Village Timarwani, Tehsil Thandla, District Jhabua. • 4th January 2019 at Tehsil Office Ravti, District Ratlam • 29th January 2019 at Mamlatdar Office, Tehsil Salvi, District Vadodara • 2nd February 2019 at SardarKhand, Civil Lines Road, Godhra, Distict Panchmahal • Public hearing at District Dahodis pending since public hearing date is not received from GPCB/DM Office. <p>Major issues raised during the public hearing and response of project proponent are:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">S. No.</th> <th style="width: 50%;">Issues raised</th> <th style="width: 40%;">Response of PP</th> </tr> </thead> <tbody> <tr> <td style="height: 20px;"></td> <td></td> <td></td> </tr> </tbody> </table>	S. No.	Issues raised	Response of PP			
S. No.	Issues raised	Response of PP					

	1	Village land rate as per “Jantri” is less as compared with the land of the nearby villages.	Compensation rate shall be given as per prevailing government Rule and as per NH act 1956.
	2	Air quality will deteriorate like that of Delhi because of increase in transportation owing to proposed project and plantation will not serve the project purpose.	Since the proposed project is 8 lane access control expressway designed as per IRC guidelines with better geometrics and lesser distance to travel between Delhi to Mumbai hence overall fuel consumption and vehicle emissions will be less. It was also added that because of lesser interruption in traffic flow, resultant air pollution will also reduce.
	3	Land rate has not been revised since 2011 which otherwise ought to be revised every three years. While quoting few of the cases of land transactions of an area as well as that of land acquisition by GIDC for development of Alindra GIDC; it was demanded that while fixing the compensation, market rate shall be considered and not the “Jantri” as market rate is higher. Also requested to consider the various judgement of Hon’ble High Court on the subject matter and also to get the valuation fixed through Land Evaluation Committee of Collector Office	Rules and Notification with regard to the compensation will be followed.
	4	It was opined that effect of pollution will be deterrent on younger generation than the elders.	Sh. Sharad Verma, Environmental Division informed that NHAI has a separate division-National Green Highway Mission (NGHM) dedicated to greening of the highway and making them environmentally sustainable and will carry out the work accordingly.
	5	While referring to issue of global warming, requested that farmer should be granted subsidy to carry out various environmental projects like green house in the part of land that is left out after the land acquisition.	Sh. Sharad Verma replied that there is provision with Agriculture dept. and NABARD to construct Polyhouse and necessary application may be applied as per norms.
	(xix) If any court case pending for violation of the environmental laws: No.		
3.5.2	The EAC, during 208 th meeting held on 19-20 February, 2019, observed Public Hearing has been conducted for only four out of five districts. Therefore, the EAC did not consider the proposal and advised the PP to submit the revised EIA/EMP after incorporating all the Public Hearing reports of all the districts involved in this project. Hence the proposal was deferred by the EAC.		
3.6	Industrial Estate project at Dharuhera, District-Rewari, Haryana by M/s Haryana State Industrial & Infrastructure Development Corporation - Further consideration for Environmental Clearance [Proposal No. IA/HR/MIS/67201/2015] [F. No. 21-37/2015-IA.III]		
3.6.1	The project proponent made a presentation along with EIA Consultant Grass Roots Research Creation India Pvt. Ltd., Noida and provided the following information before the Committee:		

	<ul style="list-style-type: none"> (i) The proposal is for the development of Industrial Estate project at village Kapriwas, Malpura, Ghatal Mahniawas, Dharuhera, District Rewari, Haryana by M/s Haryana State Industrial & Infrastructure Development Corporation (HSIIDC). (ii) The project is located at 28°22'00" N Latitude and 76°78'0" E Longitude. (iii) The size of the project is 174.99 ha (432.40 Acres). (iv) The total water requirement is the facility is 9087 KLD and the same will be met by the 4499 KLD Recycled Water. During construction phase water demand fulfil by Municipal Corporation and after construction water will be drawn from NCR channel. (v) The quantity of waste water generated will be (4577 KLD) will be treated in 1 STP of total 5 MLD capacity. 4500 KLD of treated wastewater will be recycled (for flushing 1853 KLD for 2647 KLD gardening). (vi) About 40.698 TPD solid waste will be generated in the project. The biodegradable waste (about 2 TPD) will be processed in OWC and the non-biodegradable waste generated (about 7 TPD) will be handed over to authorized local vendor. (vii) The total power requirement during construction phase is about total power requirement during cooperation phase is 45 KVA and will be met from Haryana Vidyut Parsaran Nigam Ltd. (HVPNL). (viii) Parking of about 7.46 ha is provided for the heavy industrial trucks and heavy vehicles. (ix) It is not located within 10 km of any Eco Sensitive areas. (x) Project was located within 0.8 km of inter-state boundary(Haryana-Rajasthan states) (xi) The project was accorded ToR vide letter no. 21-37/2015-IA.II dated 18th June, 2015. (xii) Public Hearing was held on 20th October, 2016 at village Kapriwas, Malpura and Ghatal, Mahnaiwas, Dharuhera, Rewari, Haryana. (xiii) Investment/Cost: The total cost of the project is Rs. 563.93 Crore. (xiv) Employment potential: Total employment generation is about 40,000 persons. (xv) Benefits of the project: The project will create direct and indirect employment opportunities and boost economic development of the State. (xvi) If the project involves diversion of forest land, extend of the forest land: No forest land is involved in the project. (xvii) If any court case pending for violation of the environmental laws: There are no court cases pending with the project proponent.
<p>3.6.2</p>	<p>During the deliberation 176th EAC meeting held on 8th September, 2017, the Committee noted the following:</p> <ul style="list-style-type: none"> (i) The proposal is for the development of Industrial Estate project at village Kapriwas, Malpura, Ghatal Mahniawas, Dharuhera, District Rewari, Haryana by M/s Haryana State Industrial & Infrastructure Development Corporation (HSIIDC). (ii) Submission of certificate from QCI/NABET as Accredited EIA consultant organization who prepared EIA/EMP report of above project and self-declaration of EIA consultant organization and experts involved in preparation of EIA/EMP report.

	<p>(iii) Proponent has not submitted List of A category and B category industries as per EIA notification, 2006 to be housed in industrial area.</p> <p>(iv) No clarity regarding water requirement and utilization details for proposed industrial area.</p> <p>(v) Discrepancies in the proposed green belt area in EIA/EMP report and presentation made.</p> <p>(vi) Undertaking from proponent to not to augment any ground water.</p> <p>(vii) Permission letter for water allocation from NCR channel, HUDA.</p> <p>(viii) Air modeling details to be furnished in tabular form like Baseline values, incremental values due to prediction and total values at all air monitoring stations.</p> <p>(ix) Noise modeling details to be furnished in tabular form like Baseline values, incremental values due to prediction and total values at all noise monitoring stations.</p> <p>(x) Baseline Air quality values are more than the prescribed standards and comprehensive mitigation plan to be prepared to control air pollution due to proposed Industrial area to bring down the air quality parameters within prescribed limits.</p> <p>(xi) Baseline health status within 5 km and 10 km radius of proposed industrial area to be furnished as present air quality values are more than prescribed standards.</p> <p>(xii) Details of public hearing issues raised, commitments made by project proponent during public hearing and also time bound action plan for implementation of same along with fund provision.</p> <p>(xiii) Details of CSR activities proposed along with budget provision.</p> <p>Hence the proposal was <i>deferred</i> for want of above information and more clarity on EAC observations.</p>
<p>3.6.3</p>	<p>In the 208th meeting of EAC held on 19th February, 2019, the PP provided the point-wise clarifications and submitted the information required as per minutes of earlier EAC meeting. The observations of the EAC are as under:</p> <p>(i) There is no Category A industry housed within the proposed Industrial Estate. Category B project/activities to be housed within the proposed Industrial Estate that includes a CETP (5 ML) and projects related to Building/Construction (Housing, Commercial, Institutional and Public Utilities).</p> <p>(ii) Total water demand is 9087 KLD, which includes 4587 KLD of fresh water and 4500 KLD of treated waste water.</p> <p>(iii) Irrigation Department, Haryana has approved 317 cusec (against the total demand of 4587 KLD) of water withdrawal by HSIIDC from GWS Channel and NCR Water Supply Channel.</p> <p>(iv) Other details related to noise/air pollution/modelling and public hearing have been submitted by the proponent.</p> <p>(v) Submitted following undertakings that:</p> <ul style="list-style-type: none"> • No extraction of the groundwater will be undertaken. • HSIIDC will utilize its share 100 cusec of water from channel's trail end and shall not exceed the allocated share. • Minimum 33% of total project area will be maintained as green belt. • HSIIDC will provide road to the local people for their movement.

	<ul style="list-style-type: none"> • The treated water from the proposed CETP will be used for horticulture, flushing and other industrial uses. However, surplus water will be discharged after proper treatment in the Sabi river (3.5 km from project site) after taking necessary approval from the State Pollution Control Board. • No construction activity has been commenced at the project site. <p>(vi) Also submitted the undertaking that total land at Industrial Estate Dharuhera is 432.40 acre. At present the Hon'ble Supreme Court of India / High Court have granted status quo on 105.85 acre of land out of total planned area of 432.40 acre. HSIIDC will take up the work on the land, which is under litigation, subject to the decision of Hon'ble Supreme Court of India / High Court.</p> <p>(vii) PP submitted the revised CER details with a cost of 570 lakhs as per O.M. dated 1st May, 2018.</p>
<p>3.6.4</p>	<p>The EAC, after detailed deliberations during 208th meeting held on 19-20 February, 2019, recommended the project for grant of Environmental Clearance, with the following specific conditions in addition to all standard conditions applicable for such projects:</p> <p>(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.</p> <p>(ii) Total land at Industrial Estate Dharuhera is 432.40 acre. At present the Hon'ble Supreme Court of India / High Court have granted status quo on 105.85 acre of land out of total planned area of 432.40 acre. HSIIDC shall take up the work on the land, which is under litigation, subject to the decision of Hon'ble Supreme Court of India / High Court</p> <p>(iii) No extraction of the groundwater shall be undertaken.</p> <p>(iv) HSIIDC shall utilize its share 100 cusec of water from channel's trail end and shall not exceed the allocated share.</p> <p>(v) Minimum 33% of total project area shall be maintained as green belt.</p> <p>(vi) HSIIDC shall provide road to the local people for their movement.</p> <p>(vii) The treated water the proposed CETP shall be used for horticulture, flushing and other industrial uses. However, surplus water will be discharged after proper treatment in the Sabi river (3.5 km from project site) after taking necessary approval from the State Pollution Control Board.</p> <p>(viii) No construction activity has been commenced at the project site.</p> <p>(ix) The fund provisions provided for CER i.e. Rs. 5.70 Crores, the expenditure details as per the plan shall be submitted to the concerned Regional Office of the Ministry.</p> <p>(x) Air pollution measures shall be implemented in toto as per EIA/EMP report in addition to followings:</p> <ul style="list-style-type: none"> • Site will be enclosed with barricades around the project boundary. • Frequent water sprinkling will be carried out for dust suppression. • Trucks carrying construction material and debris will be suitably covered by tarpaulin/plastic sheets • Low Sulphur diesel will be used for DG sets, vehicles and construction machinery. • Vehicles having valid pollution under control (PUC) certificate will only be allowed to enter the project site. • Speed of the vehicles will be restricted to 20 kmph within project site by

	<p>erecting speed bumps and signages.</p> <p>(xi) Noise pollution measures shall be implemented in toto as per EIA/EMP report in addition to followings:</p> <ul style="list-style-type: none"> • Use of suitable muffler systems/enclosures/sound-proof glass panelling on heavy equipment/pumps/blowers. • By using damping, absorption, dissipation, and deflection methods. • By using common techniques such as constructing sound enclosures, applying mufflers, mounting noise sources on isolators, and/or using materials with damping.
3.7	<p>Construction of Eight lane road from Dhabla village in Mandsaur district to Kandarwasa village in Ratlam district (Ch:0+000 to 150+000) in the state of Madhya Pradesh (length 150 km) under Bharatmala Pariyojana (Lot-4/Package-5) by M/s National Highways Authority of India - Environmental Clearance</p> <p>[Proposal No. IA/MP/NCP/91704/2018] [F. No. 10-54/2018-IA.III]</p>
3.7.1	<p>The project proponent along with the EIA Consultant M/s Environment Infra Solutions Pvt. Ltd., Ghaziabad, made a presentation and provided following information before the Committee:</p> <p>(i) The proposed proposal involves Construction of Eight lane road from Dhabla village in Mandsaur district to Kandarwasa village in Ratlam district from CH:0+000 to 150+000 in the state of Madhya Pradesh. Total length of the proposed project is 150.00 km</p> <p>(ii) Location: This proposed expressway starts from Rajasthan - Madhya Pradesh state border at Dhabla village in Mandsaur district and terminates near Kandarwasa village in Ratlam district.</p> <p>(iii) 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 was analysed and is found to be predominately agricultural land, forest area, fallow, village settlements and village ponds/canals/Rivers.</p> <p>(iv) Land Acquisition and Proposed RoW: The land acquisition for the proposed alignment is approximately 1678 ha out of which 18.47 ha is forest land. The proposed RoW of the project is 100 m.</p> <p>(v) Total water requirement and its source: The peak water requirement is 14064 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.</p> <p>(vi) Water bodies, diversion if any: 07 Canals, 03 Nalas, 04 Check Dam for irrigation, 01 Distributary, 32 Drain, 04 Pond, and 05 Rivers falling within the proposed RoW of alignment.</p> <p>(vii) Waste water generation, treatment and disposal: 55 KLD Waste water shall be generated and shall be disposed through soak pits.</p> <p>(viii) Municipal solid waste generated disposal facility: 400 kg/day (approx.) during construction phase and 100 kg/day (approx.) during operation phase. Bio degradable waste shall be disposed through bio composting and other waste through landfill site.</p> <p>(ix) Tree cutting, types, numbers, girth size etc.: Approx. 16862 no. of trees are</p>

	<p>likely to be felled. At least, thrice numbers of trees for each tree to be cut will be planted as a part of compensatory afforestation.</p> <p>Green belt development along proposed expressway. Plantation of about 90,000 trees (three row plantations on either sides of the proposed expressway) proposed. Shrub plantation and grass carpeting in median is also proposed.</p> <p>(x) Rehabilitation involved if any: 92 structures will be affected. The compensation to project affected persons will be paid as per the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013, National Highways Act (NH Act), 1956 and relevant Acts and guidelines of Government of India.</p> <p>(xi) Parking requirement with provision made: Parking is provided at Toll Plaza and Way side amenities.</p> <p>(xii) Whether the project is in Critically Polluted area: No.</p> <p>(xiii) National Park/ Wild Life Sanctuary in 10 km radius area & Eco-Sensitive Zone in 10 km radius area: The proposed alignment does not pass through any Wildlife Sanctuary/National Park and its eco sensitive zone.</p> <p>(xiv) If the project involves diversion of forest land, extend of the forest land: Yes, forest area is identified along the alignment, of area 18.47 Ha. The proposal for forest clearance has been submitted online vide Proposal No. FP/MP/Road/36617/2018 dated 06.11.2018.</p> <p>(xv) Investment/Cost of the project: INR 4400 Crores.</p> <p>(xvi) Benefits of the project:</p> <ul style="list-style-type: none"> • 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. <p>(xvii) Employment potential: During the construction of the road project around 800 persons would be employed temporarily for a period of 3 years. However due to construction of toll plazas approx. 210 persons will be employed on permanent basis. Preference will be given to local people for employment.</p> <p>(xxiv) ToR Details: The Standard ToR for the project was granted vide letter No.10-54/2018-IA.III dated 12th August, 2018.</p> <p>(xxv) Public Hearing: Public Hearing was conducted at:</p> <ul style="list-style-type: none"> • 7th January, 2019 at Kandarwasa, District Ratlam. • 10th January, 2019 at Shamgarh, District Mandsaur <p>Major issues raised during the public hearing and response of project proponent are:</p> <table border="1" data-bbox="411 1991 1474 2022"> <thead> <tr> <th data-bbox="411 1991 1066 2022">Issues raised</th> <th data-bbox="1066 1991 1474 2022">Response of PP</th> </tr> </thead> </table>	Issues raised	Response of PP
Issues raised	Response of PP		

	<p>The land is on lease by farmers. They have done proper registry on stamp. They have paid the money to landlord but the land is still on the name of landlord. How will farmers get the compensation of money that they have paid to landlord</p>	<p>Submit application to DRO and NHAI with proper documents to hold the payment for specific property.</p>
<p>3.7.2</p>	<p>The proponent along with the EIA consultant made presentation before EAC during its 208th meeting held on 19-20 February, 2019. The observations of EAC are as under:</p> <ul style="list-style-type: none"> (i) Proposed alignment is crossing 7 canals, 3 nalahs, 4 check dam for irrigation, 1 distributary, 32 drains, 4 ponds and 5 rivers. (ii) There is no provision of tunnel in the proposed alignment. 210 nos. of culverts, 21 nos. of major bridges and 69 nos. minor of bridges are proposed for maintaining the existing drainage pattern. The proposed alignment does not pass through any flood prone area. (iii) Approx. 16862 trees are recorded in Corridor of Impact. The compensatory plantation for the loss of trees shall be done as per IRC and MoEF&CC guidelines. (iv) The green belt will be developed on both sides of the highway (3 row) in each side. The necessary cost provision for regular maintenance has been done in EMP. Total fund provision for maintaining green belt is of Rs 21.40 crores. (v) Fly ash will be used as per MoEFCC notification, 2016. Fly ash is available at Khor Thermal Power Plant, Khor (MP) which is close to the proposed project and is located within 300 km. Approximately 216112832.8 cum quantity of fly ash will be used for the construction of the proposed project. (vi) The peak water requirement is 14064 KLD during construction stage and will be extracted from local surface water resources. (vii) Drainage pattern shall be maintained by providing 210 nos of cross drainage structures such as box culverts. (viii) The compensation amount for the acquisition of land and structures will be determined by the competent Authority appointed under NH Act 1956. The budget of Rs. 1653.30 crores has been provided for Rehabilitation and Resettlement purpose. (ix) The cost of environmental protection measures has been estimated Rs 28.8 crores. (x) The cost for Fund allocation for Corporate Environment Responsibility (CER) as per Ministry's O.M. No. 22-65/2017-IA.III dated 1st May, 2018 has been calculated as 22.0 crores. 	
<p>3.7.3</p>	<p>The EAC, after detailed deliberations during 208th meeting held on 19-20 February, 2019, recommended the project for grant of Environmental Clearance, with the following specific conditions in addition to all standard conditions applicable for such projects:</p> <ul style="list-style-type: none"> (i) Proponent to take up adoption of village ponds and necessary de-silting along with maintenance. 	

	<ul style="list-style-type: none"> (ii) 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. (iii) The proponent shall obtain permission from the competent authorities for tree cutting along the proposed alignment. A comprehensive plan for afforestation including minimum three times plantation of native species shall be provided. (iv) 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. (v) The fund provisions provided for CER is Rs. 22.0 crores and the expenditure details as per the plan shall be submitted to the concerned Regional Office of the Ministry.
3.8	<p>Construction of 4/6 lane road (NH-754K) from Raisar, Bikaner (km 0.000) to Deogarh, Jodhpur (km 175.758) in the state of Rajasthan, part of Amritsar to Kandla Expressway under Bharatmala Pariyojana by M/s National Highways Authority of India - Environmental Clearance</p> <p>[Proposal No. IA/RJ/NCP/94368/2019] [F. No. 10-63/2018-IA.III]</p>
3.8.1	<p>The project proponent along with the EIA consultant M/s Global Management and Engineering Consultants International, made a presentation and provided the following information to the Committee:</p> <ul style="list-style-type: none"> (i) The proposed project is a new 4/6 lane National Highway (NH-754K) connecting Raisar in Bikaner district to Deogarh in Jodhpur district, Rajasthan. The proposed alignment is a 175.758 km long and lies in North-West region of Rajasthan. The alignment terminates on NH-125 at Deogarh, which is near Jodhpur. (ii) Location: Project Area falls in Bikaner and Jodhpur District of western Rajasthan State. (iii) Land use of the site and around the site up to 10 km radius: The land use pattern on 10 km either side of the project road is predominately agriculture followed by fallow, wastelands and few habitations. The proposed project neither passes through any protected area i.e. wildlife sanctuary, national park, conserve reserve, nor falls within 10 km boundary. (iv) Land Acquisition and Proposed RoW: The proposed land acquisition for the proposed alignment is approx. 1394.68 ha and the proposed RoW of the project 70m green field. (v) Total water requirement and its source: Total requirement of water for the construction is estimated 1000 KLD which will be taken from IGNP canal and ground water sources. (vi) Municipal Waste (domestic and or commercial wastes): Construction Phase Domestic Waste shall be generated from temporary construction camps @ grams per head per day. The solid waste will be disposed as per Solid Waste Management Rules, 2016. Operation Phase Domestic Waste be produced from commercial establishment will be disposed off at municipal waste disposal site. Solid waste will be generated during operation phase from way side amenities and will be handled as per established rules. (vii) Hazardous Waste (as per Hazardous Waste Management Rules): Used/Waste oil and lubricants will be utilized in oiling shuttering and remaining balance will be

sold to authorized recyclers. The hazardous waste (management, handling & trans-boundary movement) rules, 2018 and its amendments till date will be followed.

(viii) **Water bodies, diversion if any:** The proposed road alignment crosses IGNP canal only at km 145.

(ix) **If the project involves diversion of forest land, extend of the forest land:** The Proposed Project does not involve any diversion of forest land.

Approx 5 m wide area for whole project length on either side is reserve for new plantation.

(x) **Tree cutting, types, numbers, girth size etc.:** Number of affected Trees is approx. 9000.

Species Wise Details

Name of Tree	Number
Khejri	3600
Babul	1350
Rohida	900
Neem	1080
Others	2070
Total	9000

(xi) **Rehabilitation involved if any:** Total 396 no. of structures will be affected due to proposed road. The NHAI shall compensate the affected title holder as per NHAI Act 1956.

(xii) **Whether the project is in Critically Polluted area:** No

(xiii) **National Park/ Wild Life Sanctuary in 10 km radius area & Eco-Sensitive Zone in 10 km radius area:** The proposed project neither passes through any protected area i.e. wildlife sanctuary, national park, conserve reserve, nor falls within 10 km boundary.

(xiv) **Parking requirement with provision made:** Parking is provided 105 nos. of four wheeler vehicles and 420 nos. of two wheeler vehicles.

(xv) **Investment/Cost of the project:** INR 3000 Crores. (approx.)

(xvi) **Benefits of the project:**

- It will Improve the basic facilities for international trade via road transportation;
- It will provide connectivity for the remote areas existed in western Rajasthan, North-West Gujarat and southern part of Punjab with main stream of development.
- It is an economic corridor which provides direct and quick excess from Amritsar to Kandla Port for export and import of goods.
- It will decrease the travelling time taken in the present route and provide cost effective benefits to the farmers and industries.
- It will provide better road connectivity to Punjab, Haryana, Rajasthan and Gujarat.
- It will create direct and indirect employment in western Rajasthan where resources are very less for live hood.
- It will play vital role to bust up the economy and economic growth rate of locality, States, and Nation also.

	<p>(xvii) Employment potential: Total 2,78,100 jobs during construction period (3 years) and about 2,70,000 jobs during maintenance period (10-15 years).</p> <p>(xxvi) ToR Details: The ToR for the project was accorded vide letter No.10-63/2018-IA.III dated 4th January, 2019.</p> <p>(xxvii) Public Hearing: Public Hearing was conducted at:</p> <ul style="list-style-type: none"> • 29th January, 2019 at Govt. Sec. School Sirmandi, Jodhpur. • 30th January, 2019 at Collectorate Office, Bikaner <p>Major issues raised during the public hearing and response of project proponent are:</p> <table border="1" data-bbox="411 577 1465 1160"> <thead> <tr> <th data-bbox="411 577 847 611">Major Issues</th> <th data-bbox="847 577 1465 611">Respond from NHAI</th> </tr> </thead> <tbody> <tr> <td colspan="2" data-bbox="411 611 1465 667">Public Hearing at Sirmandi Jodhpur</td> </tr> <tr> <td data-bbox="411 667 847 943">Related to tree cutting, low survival rate of new planting trees, mitigation measures for minimization of adverse impact of dust particulates on locality, compensation for land acquisition, safety of cattle's during operation phase etc.</td> <td data-bbox="847 667 1465 943">NHAI has responded for adopting tree species which are resistant against hot & dry climatic conditions, adopting adequate measures to control dust particulates, proper compensation of land as per rules, barricading of highway to check the access of animal for whole length except the locations of underpasses, overpasses, cross drainage structures, junction etc.</td> </tr> <tr> <td colspan="2" data-bbox="411 943 1465 999">Public Hearing at Bikaner</td> </tr> <tr> <td data-bbox="411 999 847 1160">Related to maintenance period for tree to be planted along the corridor, what kind of measures to be adopted to control the access of wild animal and cattle's etc.</td> <td data-bbox="847 999 1465 1160">NHAI has responded for adopting minimum 3 year of maintenance for newly planted trees along the corridor, provision of barricading, box culverts and under passes at adequate distance etc.</td> </tr> </tbody> </table> <p>(xviii) If any court case pending for violation of the environmental laws: No.</p>	Major Issues	Respond from NHAI	Public Hearing at Sirmandi Jodhpur		Related to tree cutting, low survival rate of new planting trees, mitigation measures for minimization of adverse impact of dust particulates on locality, compensation for land acquisition, safety of cattle's during operation phase etc.	NHAI has responded for adopting tree species which are resistant against hot & dry climatic conditions, adopting adequate measures to control dust particulates, proper compensation of land as per rules, barricading of highway to check the access of animal for whole length except the locations of underpasses, overpasses, cross drainage structures, junction etc.	Public Hearing at Bikaner		Related to maintenance period for tree to be planted along the corridor, what kind of measures to be adopted to control the access of wild animal and cattle's etc.	NHAI has responded for adopting minimum 3 year of maintenance for newly planted trees along the corridor, provision of barricading, box culverts and under passes at adequate distance etc.
Major Issues	Respond from NHAI										
Public Hearing at Sirmandi Jodhpur											
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<p>3.8.2</p>	<p>The proponent along with the EIA consultant made presentation before EAC during its 208th meeting held on 19-20 February, 2019. The observations of EAC are as under:</p> <ul style="list-style-type: none"> (i) Cumulative Impact Assessment will be carried after completion of EIA study of all parts under Economic corridor (NH-754k). The actual length of alignment is 175.758 km (ii) There is no protected area or animal corridors within 10 km radius of proposed corridor. NOC from Chief Wildlife Warden is under progress. (iii) 1000 KLD Water for construction will be taken from canal and ground water sources. The water will be extracted after permission of the concerned authority. (iv) The proposed alignment is passing through open area where comparatively less number of trees are existed. Permission for tree cutting from District Collector (Bikaner & Jodhpur) is under progress. (v) There is no forest diversion involved in this project. (vi) Approx. 9000 nos. trees fall within the proposed project corridor. Relocating the existing trees will be taken as far as possible. (vii) Approx. 90000 nos. trees will be planted within available space along the proposed corridor alignment for better green belt development. (viii) There are only one rainy season Nala at km 156 and one canal crossing at km 145. Minor bridges are proposed on both crossing to avoid any adverse impacts. Adequate measure will be followed at time of construction near these crossings. 										

	<p>Silt Fencing, stone pitching gabion wall etc. are proposed to prevent sedimentation in canal water.</p> <p>(ix) The Estimated EMP cost is 30.60. Crores.</p> <p>(x) The CER budget is Rs. 15.53 crores.</p>
3.8.3	<p>The EAC, after detailed deliberations during 208th meeting held on 19-20 February, 2019, recommended the project for grant of Environmental Clearance, subject to submission of certificate as mentioned at point no. (i) below and with the following specific conditions in addition to all standard conditions applicable for such projects:</p> <p>(i) In compliance to the submission of the proponent, a certificate from Chief Wildlife Warden stating that no Protected Area or Wildlife Corridor falls within the 10 km radius of the proposed alignment shall be submitted to the Ministry.</p> <p>(ii) No ground water to be used for the project as the ground water quality is saline at depths. Only surface water to be used for IGNP (Indira Gandhi Nahar Pariyojana). Approval/permission of concerned authority shall be obtained before drawing surface 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.</p> <p>(iii) The proponent shall obtain permission from the competent authorities for tree cutting along the proposed alignment. A comprehensive plan for afforestation including minimum three times plantation by native species shall be provided.</p> <p>(iv) Relocating the existing trees shall be taken as far as possible. As committed, not less than 90000 trees shall be planted within available space along the proposed corridor alignment for better green belt development.</p> <p>(v) Silt fencing, stone pitching gabion wall etc. shall be constructed to prevent sedimentation in canal water and crossings. Adequate measure shall be followed at time of construction near these crossings.</p> <p>(vi) 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.</p> <p>(vii) The fund provisions provided for CER i.e. Rs. 15.53 crores, the expenditure details as per the plan shall be submitted to the concerned Regional Office of the Ministry.</p> <p>(viii) The recommendations of Cumulative Impact Assessment shall be implemented under intimation to the Ministry and its Regional Office concerned.</p>
3.9	<p>Development of New 4/6 lane Greenfield NH-752-I from its junction with NH-752G near Kopargaon connecting to Watur-Jintur-Nanded and terminating at its junction with NH-361 near Dhanoda in the state of Maharashtra under Bharatmala Pariyojana (Lot-5/Package-2) by M/s National Highways Authority of India - Terms of Reference</p> <p>[Proposal No. IA/MH/MIS/93099/2019] [F. No. 10-14/2019-IA.III]</p>
3.9.1	<p>The project proponent along with the EIA consultant M/s Aarvee Associates, Kamalapuri Colony, Hyderabad, made a presentation and provided the following information to the Committee:</p> <p>(i) The proposal involves Development of New 4/6 lane Greenfield NH-752 -I from</p>

	<p>its junction with NH-752G near Kopargaon connecting to Watur – Jintur – Nanded and terminating at its junction with NH-361 near Dhanoda in the State of Maharashtra</p> <p>(ii) Location: The project road part of Economic Corridor starts from Waturon MSH-2 and ends on NH -161 (Nanded - Sangareddy) near Kakandi village in the State of Maharashtra.</p> <p>(iii) Land use of the site and around the site up to 10 km radius: The land use pattern in 10 km either side of the project road is predominately cultivated and barren fields.</p> <p>(iv) Land Acquisition and Proposed RoW: The proposed land acquisition for the proposed alignment is approx. 973 ha. The proposed RoW is 70 m.</p> <p>(v) Justification for selection of the site: The environmental impact assessment is conducted in accordance with the requirement of the Ministry of Environment & Forests (MoEF) norms and guidelines. Environment Impact Assessment Decision Supporting System (EIADSS) for used to identifying the appropriate alignment of the project.</p> <p>(vi) Total water requirement and its source: Total requirement of water for the construction work is 3913350 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.</p> <p>(vii) Water bodies, diversion if any: No diversion of water bodies envisaged for the proposed project.</p> <p>(viii) Waste water generation, treatment and disposal: No permanent waste water/ sewage generation is envisaged from the present project. However, the temporary waste water generated will be treated as per the guidelines.</p> <p>(ix) Types of wastes, sources, collection, treatment, waste generation and Disposal Habitation in and around: Sewage generating temporarily from labour camps will be discharged into septic tanks with soak pit facility. The solid wastes mainly of earth materials generated out of construction activities will be reused for rehabilitation of borrow area/quarry sites, camp sites and in temporary diversions and slopes. The municipal solid wastes generated in construction & workers camp will be disposed off to the nearest identified location of disposal/landfill sites of local authority with payments in environmentally acceptable manner. For sewerage disposal, septic tanks with soak pits will be provided at campsites. Salvage material/demolition wastes will be reused to the possible extent in embankments, shoulders, slopes, approach roads and temporary camp sites. Unused waste will be dumped in earmarked dump yard as per applicable guidelines.</p> <p>(x) Terrain, level with respect to MSL, requirement of filling if any: Project area is having plain terrain. Mean Sea Level of the project region is +405.54 m. Project require filling.</p> <p>(xi) Utilization of Fly Ash: 36,00,000 cum fly ash proposed to be used for construction of embankment from Parli Thermal Power Station.</p> <p>(xii) Tree cutting, types, numbers, girth size etc.: About 3475 Nos. trees proposed to be felled within proposed RoW of 70 m.</p> <p>(xiii) Rehabilitation involved if any: Rehabilitation is required for the proposed project. Approximately 8 structures are getting affected due to present alignment and the NHAI shall compensate the affected title holder as per NHAI</p>
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	<p>Act 1956.</p> <p>(xiv) Whether the project is in Critically Polluted area: No.</p> <p>(xv) National Park/ Wild Life Sanctuary in 10 km radius area & Eco-Sensitive Zone in 10 km radius area: The project neither passes through any National park/ Wildlife Sanctuary/ Conservation reserve etc., nor falls within 10 km boundary of any Protected Area under Wildlife Protection Act 1972.</p> <p>(xvi) If the project involves diversion of forest land, extend of the forest land: The proposed project does not involve diversion of any forest land.</p> <p>(xvii) Investment/Cost of the project: INR 2568.65 Crore.</p> <p>(xviii) Benefits of the project: Project corridor is part of Economic Corridor (EC 23) Aurangabad – Hyderabad. Project is intended to augment the Transport Infrastructure in the new state of Maharashtra and boost the industrial and tourism sectors by providing faster inter-region connectivity. The project road will cause several benefits to local people both during construction and operation stage. Besides providing better mode and frequency of transport, access to quality health care facilities, educational and other infrastructural facilities will increase economic activities especially supporting transport like gasoline station, automotive repair shops, lodging and restaurants. Increase agro-industrial activities are also expected to take an advantage of improved access to urban centers, where there are higher demands and better prices for agricultural products. 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.</p> <p>(xix) Employment potential: It is anticipated that it will create employment for 4800 during peak construction period (two years) and for 2400 during non-peak construction phase (two years) for the skilled and unskilled work force in the area.</p> <p>(xx) If any court case pending for violation of the environmental laws: No court cases are present for the present proposed project.</p>
<p>3.9.2</p>	<p>The proposal was considered in the 208th EAC meeting held on 19-20 February 2019. The EAC after detailed deliberation recommended the project for grant of Terms of Reference (ToR), and for preparation of EIA/EMP report with public consultations subject to compliance of all conditions as notified in the standard ToR applicable for such projects and specific conditions, as mentioned below:</p> <p>(i) Carry out detailed traffic study to assess inflow of traffic from adjoining areas like airport/urban cities.</p> <p>(ii) Study to be carried out on Acoustic and Light Proofing measures considering the Wildlife Institute of India manual and other studies by the reputed institutes on the matter. The study shall be carried by the qualified professionals, scientists from any national institute having requisite experience to conduct such study</p> <p>(iii) Rain water harvesting structures to be constructed at the either sides of the road with special precaution of oil filters and de-silting chambers.</p> <p>(iv) Provide compilation of road kill data on existing roads (national and state highways) in the vicinity of the proposed project.</p> <p>(v) Provide measures to avoid road kills of wildlife by the way of road kill management plan.</p>

	<ul style="list-style-type: none"> (vi) 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. (vii) A comprehensive plan for afforestation including minimum three times plantation by native species be provided. (viii) The activities and budget earmarked for Corporate Environmental Responsibility (CER) shall be as per ministry's O.M No 22-65/2017-IA.II (M) dated 01.05.2018 and the action plan on the activities proposed under CER shall be submitted at the time of appraisal of the project included in the EIA/EMP Report. (ix) 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. (x) 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 25.10.2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.
3.10	<p>Any other item with the permission of Chair.</p> <p>The following three projects were discussed by EAC as per the request of project proponent where the site visit report was uploaded along with 206th EAC meeting held on 24-25 January, 2019.</p>
3.10.1	<p>Development of 8-lane (Greenfield Highway) from Etawa (Ch. 284.000 km) to after Chambal River near Durjanpura Village (Ch. 349.000 km) Section of NH-148 N (length 65.0 km) in the state of Rajasthan M/s National Highways Authority of India – Terms of Reference</p> <p>[Proposal No. IA/RJ/MIS/76177/2018] [F.No.10-66/2018-IA.III]</p>
3.10.1.1	<p>The project proponent along with the EIA consultant M/s Feedback infra Private Limited made a presentation and provided the following information to the Committee:</p> <ul style="list-style-type: none"> (i) The proposal involves the Development of 8 lane (Greenfield Highway) from Itawa village (Ch. 284.000 Km) to after Chambal River near Durjanpura village at (Ch. 349.000 Km) Section of NH-148 N (Total length 65.0 Km), Under BHARATMALA PRIYOJANA Lot-4/Pkg-4 in the state of Rajasthan by M/s National Highway Authority of India (ii) Location: The proposed alignment starts from Ch. 284.000 km (26°01'57.36"N, 76°15'42.35"E) near Itawa village in Sawai Madhopur district and ends after Chambal River near Durjanpura village at Ch. 349.000 Km (25°28'20.34"N, 76°12'41.81"E) in Sawai Madhopur, Bundi and Kota district of Rajasthan State. Total Length of the proposed project is about 65.0 km. (iii) Land use of the site and around the site up to 10 km radius: Agriculture, barren, habitation and forest areas. (iv) Proposed RoW: 100m. (v) Rehabilitation involved, if any: The details of structures to be rehabilitated or resettled shall be provided in the EIA report.

(vi) **Justification for selection of the site:** Three alignment options (3 Greenfield routes) were analyzed for the project and comparison has been drawn based on techno-commercial characteristics (details alternatives analysis provided in Form-1). Major technical aspects for comparative analysis were based on environment, social and design aspects. Efforts were made to avoid the forest, wildlife and settlement areas to the maximum extent possible.

The proposed alignment has been selected due to the following reasons:

- Minimum disturbance to the habitation areas
- Route selection in such a way, so that, forest area can be avoided to the maximum extent
- Better connectivity to Sawai Madhopur, Tonk, Bundi and Kota district in the state of Rajasthan and major towns connectivity with existing roads SH-1, SH-33 and NH-116.
- The new access controlled green field national highway will pave the way for economic development of the region.
- Better connectivity to major towns through existing roads SH-1, SH-33 and NH-116.
- Lesser the fuel consumption results in reduction of pollution level
- Avoid the Amlī Tiger Safari, which is being developed by State Govt.
- Proposed project road is having significant distance from Ranthambore National Park (12.90km) and Sawai Madhopur WLS (10.58 km).

(vii) **Tree cutting, types, numbers, girth size etc:** Tree counting is under process.

(viii) **Total water requirement and its source:** It is estimated that the project will need about 3395000.0 KL water for construction phase. The water for the construction phase will be met by water tankers from approved vendors. Bore-well (if required) will be operated after approval from the competent authority. Total water requirement will be estimated during the detail EIA study.

(ix) **Waste water generation, treatment and disposal:** Waste water shall be generated by workers which shall be treated in septic tanks.

(x) **Water bodies, diversion if any:** Bridge shall be proposed, where the alignment crossing the water bodies. The proposed alignment is crossing the following rivers.

S. No.	Location/Ch.(Km)	Type of structure	Type of crossing	Span
1.	309+840	Major Bridge	Chakan River	28X60
2.	316+950	Major Bridge	Mui River	2X30
3.	331+705	Major Bridge	Mej River	4X60
4.	347+025	Major Bridge	Chambal River	14X50

(xi) **Whether the project is in Critically Polluted area:** No.

(xii) **Municipal solid waste generated disposal facility:** 257.5 Kg/day (approx) during construction phase and 66.95 kg/day (approx) during operation phase (@ 500 gm per person)

(xiii) **National Park/ Wild Life Sanctuary in 10 km radius area & Eco-Sensitive Zone in 10 km radius area:** The proposed alignment is passing through the National Chambal Sanctuary and buffer area of Ranthambore Tiger Reserve, while having

	<p>sufficient distance about 12.90 km & 10.58 km from the Ranthambore National Park and Sawai Madhopur Wildlife Sanctuary respectively.</p> <p>(xiv) If the project involves diversion of forest land, extend of the forest land: Yes.</p> <ul style="list-style-type: none"> • The proposed project is passing through the Papdi protected forest, tentative length of affected forest along the proposed alignment is about 1.41 km with approx. 13.99 ha of affected forest area considering the RoW of 100 m. • The affected forest land is 2.25% of the total required land for the development of the project road. <p>(xv) Investment/Cost of the project: INR about 3500 Crore.</p> <p>(xvi) Benefits of the project: As per MoRTH Notification dated 8th May, 2018, the proposed project is declared a part of NH-148 N.</p> <p>The project will provide a better connectivity of Sawai Madhopur, Tonk, Bundi and Kota districts in the state of Rajasthan.</p> <p>Proposed Green-field alignment will gear up the economic growth of the region by providing time optimized reach to the wide market of Capital City.</p> <p>(xvii) Employment potential: Approx. 415 during construction and 130 (approx.) during Operation phase total 545 Nos.</p> <p>(xviii) If any court case pending for violation of the environmental laws: No.</p>
<p>3.10.1.2</p>	<p>EAC, while deliberating the proposal its 197th meeting on 17th September, 2018, observed that the proposed stretch is important from ecological and environmental point of view. Therefore, it is recommended to conduct a site visit by a sub-committee of the EAC before the proposal is considered further.</p>
<p>3.10.1.3</p>	<p>The proposal was considered in the 208th EAC meeting held on 19-20 February 2019. The EAC after detailed deliberation recommended the project for grant of Terms of Reference (ToR), and for preparation of EIA/EMP report with public consultations subject to compliance of all conditions as notified in the standard ToR applicable for such projects and specific conditions, as mentioned below:</p> <ul style="list-style-type: none"> (i) Carry out detailed traffic study to assess inflow of traffic from adjoining areas like airport/urban cities. (ii) Study to be carried out on Acoustic and Light Proofing measures considering the Wildlife Institute of India manual and other studies by the reputed institutes on the matter. The study shall be carried by the qualified professionals, scientists from any national institute having requisite experience to conduct such study (iii) Rain water harvesting structures to be constructed at the either sides of the road with special precaution of oil filters and de-silting chambers. (iv) Provide compilation of road kill data on existing roads (national and state highways) in the vicinity of the proposed project. (v) Provide measures to avoid road kills of wildlife by the way of road kill management plan. (vi) 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. (vii) A comprehensive plan for afforestation including minimum three times plantation by native species be provided.

	<p>(viii) The activities and budget earmarked for Corporate Environmental Responsibility (CER) shall be as per ministry's O.M No 22-65/2017-IA.II (M) dated 01.05.2018 and the action plan on the activities proposed under CER shall be submitted at the time of appraisal of the project included in the EIA/EMP Report.</p> <p>(ix) 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.</p> <p>(x) 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 25.10.2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.</p> <p>(xi) Since the current alignment is not advisable, Committee advised PP to take follow up actions as per the discussion and direction of the Chief Wildlife Warden (CWLW), Rajasthan to explore the alternative alignment for the Tiger Reserves before consideration by EAC for issue of EC.</p> <p>(xii) The possible options at other vulnerable locations, mitigation measures like elevated / Tunnel structures may be discussed with CWLW and alignment should be marked on map in consonance with the map of GIS lab of the Forest Department as advised by CWLW.</p> <p>(xiii) Submission of certificate from Chief wildlife warden for authentication of distance from proposed alignment to Ranthambore National Park and Sawai Madhopur Wildlife Sanctuary respectively.</p> <p>(xiv) Clearance from NTCA to be obtained for proposed new alignment.</p> <p>(xv) Pillars on the proposed bridge on the river Chambal including its flood plains at Ch. 349.00 Km should be avoided so as to ensure the uninterrupted flow of river water and movement of aquatic animals and other terrestrial wild life. The viability of this alignment needs to be verified since this part of the alignment is continuation from the previous section passing through the corridor of Ranthambhore and Mukundra Tiger reserves which in turn is not advisable and suggested for realignment.</p>
<p>3.10.2</p>	<p>Development of 8-lane (Greenfield Highway) from after Chambal River near Durjanpura village (Ch. 349.000 km) to Banda Hera village (Ch. 392.800 km) Section of NH-148 N (length 43.8 km) in the state of Rajasthan by M/s National Highways Authority of India – Terms of Reference</p> <p>[Proposal No. IA/RJ/MIS/75411/2018] [F. No. 10-67/2018-IA.III]</p>
<p>3.10.2.1</p>	<p>The project proponent along with the EIA consultant M/s Feedback Infra Private Limited made a presentation and provided the following information to the Committee:</p> <p>(i) The proposal involves the Development of 8 lane (Greenfield Highway) from after Chambal River near Durjanpura village at (Ch. 349.000 Km) to Banda Hera village (Ch. 392.800 Km) Section of NH-148N (Total length 43.8Km), Under BHARATMALA PRIYOJANA Lot-4/Pkg-4 in the state of Rajasthan</p> <p>(ii) Location: Tehsil Digod and Ladpura of Kota District, State Rajasthan.</p> <p>(iii) Land use of the site and around the site up to 10 km radius: Agricultural & barren land.</p> <p>(iv) Proposed RoW: 100m.</p>

	<p>(v) Rehabilitation involved, if any: The details of structures to be rehabilitated or resettled shall be provided in the EIA report.</p> <p>(vi) Justification for selection of the site: Three alignment options are considered in order to finalise the proposed alignment. All the three alignments are compared in terms of techno-commercial aspect consisting minimum tree felling, minimum exorbitant cost, comparatively lower land degradation and lesser environmental impacts.</p> <p>(vii) Proposed alignment was considered due to following reasons.</p> <ul style="list-style-type: none"> • Least affected forest Area • Better connectivity to major towns through spurs at Alwar utilizing existing SH-18 & NH-248A. • Avoids the Amla Tiger Safari, which is being developed by State Govt. • Having significant distance from Ranthambore National Park and Sawai Madhopur WLS as compare to other options. • Minimum number of settlements affected. <p>(viii) Tree cutting, types, numbers, girth size etc.: Tree enumeration is under process</p> <p>(ix) Total water requirement and its source: Approx 2,826,000 KL water shall be required during the construction phase of the project. The water for the construction phase shall be met by water tankers from approved vendors. Borewell, if required, shall be operated after approval from the competent authority. Total water requirement shall be estimated during the detail EIA study.</p> <p>(x) Waste water generation, treatment and disposal: Waste water shall be generated by workers and diverted in septic tanks.</p> <p>(xi) Water bodies, diversion if any: The proposed stretch passes through 11 streams. Bridges shall be provided at all the crossings.</p> <p>(xii) Whether the project is in Critically Polluted area: No.</p> <p>(xiii) Municipal solid waste generated disposal facility: 140.0 Kg/day (approx.) during construction phase and 65.0 kg/day (approx.) during operation phase.</p> <p>(xiv) National Park/ Wild Life Sanctuary in 10 km radius area & Eco-Sensitive Zone in 10 km radius area: National Chambal Sanctuary approx. 1.7 km.</p> <p>(xv) If the project involves diversion of forest land, extend of the forest land: No forest land shall be diverted for the project.</p> <p>(xvi) Investment/Cost of the project: INR 1900 Crore (approx.).</p> <p>(xvii) Benefits of the project: As per MoRTH Notification dated 8th May, 2018, the proposed project is declared a part of NH-148 N.</p> <ul style="list-style-type: none"> • The project will provide a better connectivity of Project district and in turn to the Rajasthan State. • Proposed Green-field alignment will gear up the economic growth of the region by providing time optimised reach to the wide market of Capital City. • Direct Employment: During construction phase; and Temporary Indirect Employment: Vendors, suppliers, electricians, plumbers and other allied industries will benefit during implementation phase;
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	<ul style="list-style-type: none"> • Permanent Indirect Employment: During the operations phase, the implementation will result in employment generation for cleaners, guards, local vendors, kiosk operators, drivers, doctors etc. <p>(xviii) Employment potential: Approx. 280 during construction and 130 (approx.) during Operation phase.</p> <p>(xix) If any court case pending for violation of the environmental laws: No.</p>
<p>3.10.2.2</p>	<p>The above proposal was considered by EAC in its 197th meeting held on 17th September, 2018. After detailed deliberation during the meeting, EAC observed that the proposed stretch is important from ecological and environmental point of view. Therefore, it is recommended to conduct a site visit by a sub-committee of the EAC before the proposal is considered further.</p>
<p>3.10.2.3</p>	<p>The proposal was considered in the 208th EAC meeting held on 19-20 February, 2019. The EAC after detailed deliberation recommended the project for grant of Terms of Reference (ToR), and for preparation of EIA/EMP report with public consultations subject to compliance of all conditions as notified in the standard ToR applicable for such projects and specific conditions, as mentioned below:</p> <ul style="list-style-type: none"> (i) Carry out detailed traffic study to assess inflow of traffic from adjoining areas like airport/urban cities. (ii) Study to be carried out on Acoustic and Light Proofing measures considering the Wildlife Institute of India manual and other studies by the reputed institutes on the matter. The study shall be carried by the qualified professionals, scientists from any national institute having requisite experience to conduct such study (iii) Rain water harvesting structures to be constructed at the either sides of the road with special precaution of oil filters and de-silting chambers. (iv) Provide compilation of road kill data on existing roads (national and state highways) in the vicinity of the proposed project. (v) Provide measures to avoid road kills of wildlife by the way of road kill management plan. (vi) 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. (vii) A comprehensive plan for afforestation including minimum three times plantation by native species be provided. (viii) The activities and budget earmarked for Corporate Environmental Responsibility (CER) shall be as per ministry's O.M No 22-65/2017-IA.II (M) dated 01.05.2018 and the action plan on the activities proposed under CER shall be submitted at the time of appraisal of the project included in the EIA/EMP Report. (ix) 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. (x) 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 25.10.2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.

	<p>(xi) All the stretches passing through the water bodies in the entire stretch of the corridor, necessary measures to be taken for not erecting any pillars at the entire area of the water bodies spread.</p> <p>(xii) An authentication certificate from Chief Wildlife Warden, Rajasthan should be produced to ascertain the distance from proposed alignment to Chambal Wildlife Sanctuary.</p> <p>(xiii) Wildlife clearance to be obtained for proposed alignment</p> <p>(xiv) Necessary Permission from the PCCF, State Forest Department, Rajasthan is required as per the Act related to protected Forest as the proposed alignment is passing through Protected Forest.</p>
<p>3.10.3</p>	<p>Development of 8-lane (Greenfield Highway) from of Banda Hera (Ch. 392.800 km) to Moondiya (Ch. 452.625 km) Section of NH-148N (Total length 59.625 km), under Bharatmala Pariyojana Lot-4/Pkg-4 in District Kota, Rajasthan by M/s National Highways Authority of India – Terms of Reference.</p> <p>[Proposal No. IA/RJ/MIS/75490/2018] [F. No. 10-76/2018-IA.III]</p>
<p>3.10.3.1</p>	<p>The project proponent along with the EIA consultant Feedback Infra Pvt. Ltd. made a presentation and provided the following information to the Committee:</p> <p>(i) The proposed project is a development of 8/6 lane access control expressway to improve the efficiency of freight movement under Bharatmala Pariyojana Section-4 of Lot-4/Pkg-4. The proposed ROW is 100 m.</p> <p>(ii) Location: The proposed Section- 4 traverses through Kota district in State of Rajasthan.</p> <p>(iii) Land Acquisition & Proposed RoW: Approx. 596.25 ha land for proposed highway and about 101.00 ha land for rest area & other facilities.</p> <p>(iv) Land use of the site and around the site up to 10 km radius: The land use pattern on 500 m either side of the project road is predominantly agriculture, barren land and followed by Forest Area.</p> <p>(v) Rehabilitation involved, if any: the details of structures to be rehabilitated or resettled shall be provided in EIA report.</p> <p>(vi) Justification for selection of the site: Three alignment options (3 Greenfield routes) were analyzed for the project and comparison has been drawn based on Techno-commercial characteristics (details provided in analysis of alternatives). Major technical aspects for comparative analysis were environment, social and design concepts. Efforts were made to avoid the forest, wildlife and settlement areas to the maximum extent possibilities. The proposed alignment has been selected due to the following reasons: -</p> <ul style="list-style-type: none"> • Minimum disturbance to the habitation areas • Route selection in such a way, so that, forest area can be avoided to the maximum extent. • Better connectivity to Kota district in the state of Rajasthan and major towns and connectivity with existing roads SH-9A, SH-51 and NH-12 • The new access controlled green field national highway will pave the way for economic development of the region. • Lesser the fuel consumption results in reduction of pollution level

- (vii) **Tree cutting, types, numbers, girth size etc.:** Tree counting under progress, Trees are likely to be affected due to proposed development. Efforts will be made to minimize the trees loss by restricting tree cutting with formation width
- (viii) **Total water requirement and its source:** Total requirement of water for construction will be estimated during the detail EIA study.
- (ix) **Waste water generation, treatment and disposal:** 120.0 Kg/day (approximately) during construction phase and 32.0 kg/day (approximately) during operation phase.
- (x) **Water bodies, diversion if any:** The project passes through 8 water bodies. 4 out of which are ponds and rest are irrigation canals.
- (xi) **Whether the project is in Critically Polluted area:** No
- (xii) **Terrain, level with respect to MSL, requirement of filling if any: the proposed project** traverses entirely through plain/rolling and mountainous terrain in Kota district of Rajasthan.
- (xiii) **Municipal solid waste generated disposal facility:** Municipal solid waste shall be generated from the labour camps. The solid waste will be collected & disposed suitably in compost pit and / or transported in covered trucks at approved municipal disposal sites through contractors.
- (xiv) **Hazardous wastes (as per Hazardous Waste Management Rules):** Spent oil from construction equipment / vehicles and DG sets generated during construction phase will be appropriately stored, handled and properly disposed of through approved vendors.
- (xv) **National Park/ Wild Life Sanctuary in 10 km radius area & Eco-Sensitive Zone in 10 km radius area:** The proposed alignment is passing through the Darrah Wildlife Sanctuary, Mukundra Hill National Park and Mukundara Hills Tiger Reserve.
- (xvi) **If the project involves diversion of forest land, extend of the forest land:** Tentative length of affected forest area along the proposed alignment is about 10.559 km with about 105.0 ha of affected forest area considering the RoW of 100 m. Chainage wise distribution of the forest area is given in table below:

S. N o.	Approx. Chainage (Km)		Approx. Length * (Km)	Division Name	Forest Range	Forest Block	Status
	From	To					
1	404.281	405.000	0.72	Kota	Mandana	Mawasa Arandkheda Binyani A	Protected
2	405.000	414.840	9.84	Kota	Mandana	Barkalaji	Reserved

The forest diversion proposal for the project was done on 17th October, 2018 vide proposal no. FP/RJ/ROAD/36597/2018. The proposal is under examination. The tree enumeration shall be done after acceptance of the proposal and joint inspection by Forest Department.

- (xvii) **Investment/Cost of the project:** INR 2323 Cr.
- i. **Benefits of the project:** The project will provide a better connectivity to Kota district in the state of Rajasthan. It will gear up the economic growth of the region by providing time optimised reach to the wide market of Capital City. The project will provide direct employment during construction phase; and also temporary indirect employment for Vendors, suppliers, electricians, plumbers and other allied industries and permanent indirect employment during the operations phase. The

	<p>implementation will result in employment generation for cleaners, guards, local vendors, kiosk operators, drivers, doctors etc.</p> <p>(xviii) Employment potential: Approx. 480 during construction and 130 (approx.) during Operation phase</p> <p>(xix) If any court case pending for violation of the environmental laws: No.</p>
3.10.3.2	<p>After detailed deliberation during 201st meeting on 1st November, 2018, the EAC observed that the proposed stretch is highly sensitive from ecological point of view. Therefore, EAC recommended for a site visit by a sub-committee of the EAC before the proposal is considered further.</p>
3.10.3.3	<p>The proposal was considered in the 208th EAC meeting held on 19-20 February, 2019. The EAC after detailed deliberation recommended the project for grant of Terms of Reference (ToR), and for preparation of EIA/EMP report with public consultations subject to compliance of all conditions as notified in the standard ToR applicable for such projects and specific conditions, as mentioned below:</p> <ul style="list-style-type: none"> (i) Carry out detailed traffic study to assess inflow of traffic from adjoining areas like airport/urban cities. (ii) Study to be carried out on Acoustic and Light Proofing measures considering the Wildlife Institute of India manual and other studies by the reputed institutes on the matter. The study shall be carried by the qualified professionals, scientists from any national institute having requisite experience to conduct such study (iii) Rain water harvesting structures to be constructed at the either sides of the road with special precaution of oil filters and de-silting chambers. (iv) Provide compilation of road kill data on existing roads (national and state highways) in the vicinity of the proposed project. (v) Provide measures to avoid road kills of wildlife by the way of road kill management plan. (vi) 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. (vii) A comprehensive plan for afforestation including minimum three times plantation by native species be provided. (viii) The activities and budget earmarked for Corporate Environmental Responsibility (CER) shall be as per ministry's O.M No 22-65/2017-IA.II (M) dated 01.05.2018 and the action plan on the activities proposed under CER shall be submitted at the time of appraisal of the project included in the EIA/EMP Report. (ix) 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. (x) 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 25.10.2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report. (xi) The viability of this alignment needs to be verified since this part of the alignment is continuation from the previous section passing through the corridor of Ranthambhore which in turn is not advisable and suggested for realignment. In case if this alignment been considered by the CWW, Rajasthan, following recommendations are provided:

	<p>(a) Viaduct within the valley section of Darrah wildlife sanctuary / MHTR would not be beneficial in view of habitate requirements in this landscape by variety of large and small animals and avifauna. Between the Ch. 412 to 427 Km. passing through Mukundra National park and Mukundra Hills Tiger Reserve, it has been decided during the site visit that the entire stretch shall be through underground tunnel only and starting 500 m on either side of the sanctuary. The depth of RL is to be minimum 30 meters below the surface RL and shall not intersect any surface with the entire stretch of the Tiger Reserve.</p> <p>(b) Necessary drilling for ascertaining the rock type and its properties can be made at either side of the Reserve and at the valley portions with least disturbance to flora and fauna obtaining necessary permissions from competent authorities. If required, Resistivity Imaging along with available advance technology can also be undertaken.</p> <p>(c) Permission from NTCA to be obtained for proposed alignment</p> <p>(d) The proposed Alignment is passing through critical Tiger habitat landscape therefore Wildlife clearance is primarily required to be obtained.</p> <p>(e) Subsidence study to be carried out to know about the impacts on Mukundra National park and Mukundra Hills Tiger Reserve due to Underground tunnelling.</p> <p>(f) Noise and vibration study and its mitigation plan to be carried out to assess the impact on the Mukundra National park and Mukundra Hills Tiger Reserve in general comprising of minimum one season and not less than 3 months.</p> <p>(g) Study on impact of proposed project on underground water flow and aquifers for minimum one season and not less than 3 months.</p>
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Day 2: Wednesday, 20th February, 2019 at 10:00 AM

Venue: Narmada Conference Hall, Ground Floor, Jal Wing

4.1	<p>Up-gradation to 2/4 Lane with paved shoulder NH configuration starting from junction with NH-316 near Konark connecting to Digha project stretch starts at Basudevpur, Chandipur, Chandaneshwar in the state of Odisha and terminating at Digha in the state of West Bengal under Bharatmala project (Length 108.66 km) by M/s National Highways Authority of India - Terms of Reference</p> <p>[Proposal No. IA/OR/MIS/88571/2018] [F. No. 10-12/2019-IA.III]</p>
4.1.1	<p>The project proponent along with the EIA consultant M/s Aarvee Associates, Kamalapuri Colony, Hyderabad, made a presentation and provided the following information to the Committee:</p> <p>(i) The proposal involves Up-gradation to 2/4 Lane with paved shoulder NH configuration starting from junction with NH-316 near Konark connecting to Digha project stretch starts t Basudevpur, Chandipur, Chandneshwar in the state of Odisha and terminating at Digha in the State of West Bengal with project length of 108.66 km</p> <p>(ii) The proposed alignment falls in the CRZ-III and CRZ-IVB Categories.</p> <p>(iii) Land use of the site and around the site up to 10 km radius: The land use pattern in 10 km either side of the project road is predominately cultivated, built-up, barren land. The project alignment passes through plain terrain mainly and small portion.</p> <p>(iv) Land Acquisition and Proposed RoW: The proposed land acquisition for the proposed alignment is approx. 514.97 ha. The proposed RoW is 45 m.</p> <p>(v) Justification for selection of the site: The environmental impact assessment is</p>

	<p>conducted in accordance with the requirement of the Ministry of Environment & Forests (MoEF) norms and guidelines. Environment Impact Assessment Decision Supporting System (EIADSS) for used to identifying the appropriate alignment of the project.</p>
(vi)	<p>Total water requirement and its source: Total requirement of water for the construction work is 2,777,239 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.</p>
(vii)	<p>Water bodies, diversion if any: The alignment is passing near to some of the big water bodies such as Patasala, Brahmani, Baitarni, Matai Nadi, Odisha Coast Canal, Budhahalgal, Subarnarekha, Dubi dubi nala, Panchpada and other streams and water bodies. Proper care will be taken to make these water bodies free from dumping of solid wastes and earth materials.</p>
(viii)	<p>Waste water generation, treatment and disposal: No permanent waste water/ sewage generation is envisaged from the present project. However, the temporary waste water generated will be treated as per the guidelines.</p>
(ix)	<p>Types of wastes, sources, collection, treatment, waste generation and Disposal Habitation in and around: Sewage generating temporarily from labour camps will be discharged into septic tanks with soak pit facility. The solid wastes mainly of earth materials generated out of construction activities will be reused for rehabilitation of borrow area/quarry sites, camp sites and in temporary diversions and slopes. The municipal solid wastes generated in construction & workers camp will be disposed off to the nearest identified location of disposal/landfill sites of local authority with payments in environmentally acceptable manner. For sewerage disposal, septic tanks with soak pits will be provided at campsites. Salvage material/demolition wastes will be reused to the possible extent in embankments, shoulders, slopes, approach roads and temporary camp sites. Unused waste will be dumped in earmarked dump yard as per applicable guidelines.</p>
(x)	<p>Terrain, level with respect to MSL, requirement of filling if any: Project area is having plain terrain. Average Mean Sea Level of the project region in Odisha Basudebpur + 3 m and project region in Chandipur is + 3 m, Project region in Balasore +16m, and project region in Digha of West Bengal is + 6m. Project does not require filling.</p>
(xi)	<p>Utilization of Fly Ash: 650000 cum fly ash proposed to be used for construction of embankment from Thermal Power Corporation.</p>
(xii)	<p>Tree cutting, types, numbers, girth size etc.: A total of 1574 nos. trees which are coming in the alignment needs to be removed and 15740 trees will be planted under compensatory plantation.</p>
(xiii)	<p>Rehabilitation involved if any: No rehabilitation is required for the proposed project.</p>
(xiv)	<p>Whether the project is in Critically Polluted area: No.</p>
(xv)	<p>National Park/ Wild Life Sanctuary in 10 km radius area & Eco-Sensitive Zone in 10 km radius area: No.</p>
(xvi)	<p>If the project involves diversion of forest land, extend of the forest land: No.</p>
(xvii)	<p>Investment/Cost of the project: INR 1248 Crores.</p>
(xviii)	<p>Benefits of the project: Project is intended to augment the Transport Infrastructure in the state of Odisha and boost the industrial and tourism sectors by providing faster inter-region connectivity. The travel time from the city to other main cities will reduce.</p>

	<p>The project road will cause several benefits to local people both during construction and operation stage. Besides providing better mode and frequency of transport, access to quality health care facilities, educational and other infrastructural facilities will increase economic activities especially supporting transport like gasoline station, automotive repair shops, lodging and restaurants. Increase agro-industrial activities are also expected to take an advantage of improved access to urban centres, where there are higher demands and better prices for agricultural products. 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.</p> <p>(xix) Employment potential: It is anticipated that it will create employment for 1000 during peak construction period (two years) and for 1500 during non peak construction phase (two years) for the skilled and unskilled work force in the area.</p> <p>(xx) If any court case pending for violation of the environmental laws: No court cases are present for the present proposed project.</p>
4.1.2	<p>The proposal was considered in the 208th EAC meeting held on 19-20 February 2019. The EAC after detailed deliberation recommended the project for grant of Terms of Reference (ToR), and for preparation of EIA/EMP report with public consultations subject to compliance of all conditions as notified in the standard ToR applicable for such projects and specific conditions, as mentioned below:</p> <ul style="list-style-type: none"> (i) The proposed alignment (Alternate-1) is not suitable as it is passing through ecologically fragile area and large flood plains Hence, EAC recommended to choose Alternate- 2 alignment plan for further implementation of the project. Before finalization of alternate alignment plan, the verification should be done by a panel of experts from Central Road Research Institute, academic institutions with specialisation in Highway Engineering and Ecological expert. (ii) For the portion of alignment falling in the CRZ area, the PP has to apply for CRZ Clearance also, as per provisions contained in the CRZ Notification 2011 and subsequent amendments, if any. (iii) Cumulative impact assessment study to be carried out along entire length of highway including all packages/phases if any. (iv) Carry out detailed traffic study to assess inflow of traffic from adjoining areas like airport/urban cities. (v) Study to be carried out on Acoustic and Light Proofing measures considering the Wildlife Institute of India manual and other studies by the reputed institutes on the matter. The study shall be carried by the qualified professionals, scientists from any national institute having requisite experience to conduct such study (vi) Rain water harvesting structures to be constructed at the either sides of the road with special precaution of oil filters and de-silting chambers. (vii) Provide compilation of road kill data on existing roads (national and state highways) in the vicinity of the proposed project. (viii) Provide measures to avoid road kills of wildlife by the way of road kill management plan. (ix) 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. (x) A comprehensive plan for afforestation including minimum three times plantation by native species be provided.

	<p>(xi) The activities and budget earmarked for Corporate Environmental Responsibility (CER) shall be as per ministry's O.M No 22-65/2017-IA.II (M) dated 01.05.2018 and the action plan on the activities proposed under CER shall be submitted at the time of appraisal of the project included in the EIA/EMP Report.</p> <p>(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.</p> <p>(xiii) 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 25.10.2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.</p>
<p>4.2</p>	<p>Development of New 4/6 lane NH-338 (length 45.85 km) starting from its junction with NH-38 near Melur and terminating at its junction with NH-36 near Tiruppathur in the State of Tamil Nadu under Bharatmala Pariyojana (Package-8/Lot-4) by M/s National Highways Authority of India - Terms of Reference</p> <p>[Proposal No. IA/TN/MIS/93545/2019] [F. No. 10-13/2019-IA.III]</p>
<p>4.2.1</p>	<p>The project proponent along with the EIA consultant M/s Intercontinental Consultants and Technocrats Pvt. Ltd., New Delhi, made a presentation and provided the following information to the Committee:</p> <p>(i) The proposal involves construction of 4/6 lane divided highway which starts with design chainage Km 0.000 near Melur, at the intersection with NH-45B (Madurai - Trichy road) and ends at design chainage Km 45.855 at the intersection with NH-210 (new NH-536) near Karaikudi. The project stretch passes through the districts of Madurai and Sivagangai in the state of Tamil Nadu.</p> <p>(ii) Land use of the site and around the site up to 10 km radius: The land use pattern in 10 km either side of the project road is predominately cultivated and barren fields.</p> <p>(iii) Land Acquisition and Proposed RoW: The proposed land acquisition for the proposed alignment is approx. 249.235 ha. The proposed RoW is 60 m.</p> <p>(iv) Justification for selection of the site: The environmental impact assessment is conducted in accordance with the requirement of the Ministry of Environment & Forests (MoEF) norms and guidelines. Environment Impact Assessment Decision Supporting System (EIADSS) for used to identifying the appropriate alignment of the project.</p> <p>(v) Total water requirement and its source: Total requirement of water for the construction work is 1119379 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.</p> <p>(vi) Water bodies, diversion if any: No diversion of water bodies envisaged for the proposed project.</p> <p>(vii) Waste water generation, treatment and disposal: No permanent waste water/ sewage generation is envisaged from the present project. However, the temporary waste water generated will be treated as per the guidelines.</p> <p>(viii) Types of wastes, sources, collection, treatment, waste generation and Disposal Habitation in and around: Sewage generating temporarily from labour camps will be discharged into septic tanks with soak pit facility. The solid wastes mainly of earth materials generated out of construction activities will be reused for rehabilitation of</p>

	<p>borrow area/quarry sites, camp sites and in temporary diversions and slopes. The municipal solid wastes generated in construction & workers camp will be disposed of to the nearest identified location of disposal/landfill sites of local authority with payments in environmentally acceptable manner. For sewerage disposal, septic tanks with soak pits will be provided at campsites. Salvage material/demolition wastes will be reused to the possible extent in embankments, shoulders, slopes, approach roads and temporary camp sites. Unused waste will be dumped in earmarked dump yard as per applicable guidelines.</p> <p>(ix) Terrain, level with respect to MSL, requirement of filling if any: Project area is having plain terrain. Mean Sea Level of the project region in Melur is +149 m and project region in Karaikudi is +82 m.</p> <p>(x) Utilization of Fly Ash: 45000 cum fly ash proposed to be used for construction of embankment from nearby Thermal Power plants .</p> <p>(xi) Tree cutting, types, numbers, girth size etc.: About 2500 nos. trees are to be felled within proposed RoW of 60 m. Tree cutting envisaged in the present project alignment and recommended measures has been taken through afforestation.</p> <p>(xii) Rehabilitation involved if any: No Rehabilitation is required for the proposed project.</p> <p>(xiii) Whether the project is in Critically Polluted area: No.</p> <p>(xiv) National Park/ Wild Life Sanctuary in 10 km radius area & Eco-Sensitive Zone in 10 km radius area: The project alignment is 2.70 km from Vettangudi Birds Sanctuary</p> <p>(xv) If the project involves diversion of forest land, extend of the forest land: The proposed project does not involve diversion of any forest land.</p> <p>(xvi) Investment/Cost of the project: INR 750.52 Crores.</p> <p>(xvii) Benefits of the project: Project is intended to augment the Transport Infrastructure in the state of Tamil Nadu and boost the industrial and tourism sectors by providing faster inter-region connectivity. The project road will cause several benefits to local people both during construction and operation stage. Besides providing better mode and frequency of transport, access to quality health care facilities, educational and other infrastructural facilities will increase economic activities especially supporting transport like gasoline station, automotive repair shops, lodging and restaurants. Increase agro-industrial activities are also expected to take an advantage of improved access to urban centres, where there are higher demands and better prices for agricultural products. 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.</p> <p>(xviii) Employment potential: It is anticipated that it will create employment for 1400 during peak construction period (two years) and for 700 during non peak construction phase (two years) for the skilled and unskilled work force in the area.</p> <p>(xix) If any court case pending for violation of the environmental laws: No court cases are present for the present proposed project.</p>
<p>4.2.2</p>	<p>The proposal was considered in the 208th EAC meeting held on 19-20 February 2019. The EAC after detailed deliberation recommended the project for grant of Terms of Reference (ToR), and for preparation of EIA/EMP report with public consultations subject to compliance of all conditions as notified in the standard ToR applicable for such projects and specific conditions, as mentioned below:</p> <p>(i) Wild life clearance to be obtained as the proposed alignment is within 10 km radius of Vettangudi Birds Sanctuary</p>

	<ul style="list-style-type: none"> (ii) NOC from Archaeological survey of India to be obtained for Pillayarpatti Vinayaka Temple, which is at a distance of 150 m from the proposed alignment. (iii) Furnish the authentic maps of all perennial and seasonal wetlands (based on Survey of India toposheets) along the proposed and alternate alignment. Also state the size of each wetland and distance from proposed and alternate alignment. (iv) Carry out the study of cumulative impact of proposed project on bird roosting and foraging sites and other important wildlife species along the proposed and alternate alignment. (v) Carry out detailed traffic study to assess inflow of traffic from adjoining areas like airport/urban cities. (vi) Study to be carried out on Acoustic and Light Proofing measures considering the Wildlife Institute of India manual and other studies by the reputed institutes on the matter. The study shall be carried by the qualified professionals, scientists from any national institute having requisite experience to conduct such study (vii) Rain water harvesting structures to be constructed at the either sides of the road with special precaution of oil filters and de-silting chambers. (viii) Provide compilation of road kill data on existing roads (national and state highways) in the vicinity of the proposed project. (ix) Provide measures to avoid road kills of wildlife by the way of road kill management plan. (x) 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. (xi) A comprehensive plan for afforestation including minimum three times plantation by native species be provided. (xii) The activities and budget earmarked for Corporate Environmental Responsibility (CER) shall be as per ministry's O.M No 22-65/2017-IA.II (M) dated 01.05.2018 and the action plan on the activities proposed under CER shall be submitted at the time of appraisal of the project included in the EIA/EMP Report. (xiii) 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. (xiv) 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 25.10.2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.
<p>4.3</p>	<p>Development of 8 lanes (Greenfield Expressway) from Firozpur-Jhirka (km 79.394 Km) to Itawa (km 284.000 Km) Section of NH-148 N (Total length 204.606 Km) under Bharatmala Priyोजना (Lot-4/Pkg-4) in the state of Rajasthan by M/s National Highways Authority of India - Environmental Clearance</p> <p>[Proposal No. IA/RJ/NCP/93313/2018] [F. No. 10-61/2018-IA.III]</p>
<p>4.3.1</p>	<p>The project proponent along with the EIA consultant M/s Feedback Infra Private Limited, made a presentation and provided the following information before the Committee:</p>

- (i) Development of 8 lanes (Greenfield Highway) from Firozpur Jhirka (Ch.79.394 Km) to Itawa (Ch. 284.000 Km) Section of NH-148 N (total length 204.606 Km), under Bharatmala Pariyojana (Lot-4/Pkg-4) in the state of Rajasthan.
- (ii) **Location:** The alignment shall start from Haryana - Rajasthan Boarder at Ch. 79.394 km (27°39'13.12"N, 76°57'46.62"E) near Firozpur Jhirka, Haryana and traverses entirely through plain / rolling terrain in Rajasthan state and ends near Itawa village at Ch. 284.000 km (26°01'57.27"N 76°15'42.06"E) of Sawai Madhopur district, Rajasthan.
The proposed section will cover Alwar, Bharatpur, Dausa and Sawai Madhopur districts in Rajasthan state
- (iii) **Land use of the site and around the site up to 10 km radius:** The land use of the project is predominantly agriculture followed by habitation and Forest Area.
- (iv) **Land Acquisition and Proposed RoW:** The land acquisition for the proposed alignment is about 2261.85 ha with facility area and RoW is 100 m.
- (v) 9 MJB, 38 MNB, 101 SVUP, 19 VUP, 6 Flyovers, 5 Interchange and 49 LVUP are proposed along the project stretch for free passage to locals and avoid any impact on local hydrology.
- (vi) **Total water requirement and its source:** It is estimated that the Project will need 6403206 KL water for construction phase. The water for the construction phase will be met by water tankers from approved vendors. Borewell, if required, will be operated after approval from the competent authority.
- (vii) **Waste water generation, treatment and disposal:** 30 KLD (approx.). STP shall be provided for the treatment of the waste water. The treated water shall be utilized for greenbelt development and dust suppression.
- (viii) **Municipal solid waste generated disposal facility:** Approximately 700 Kg of Municipal Solid Waste shall be generated by the workers. It will be collected and disposed of in environmentally acceptable ways.
- (ix) **Water bodies, diversion if any:** Proposed alignment is crossing 7 rivers and 11 irrigation tank/village ponds.

S. No.	Design Chainage (Km)	Type of structure	Type of crossing	Length of Pond (m)	Remarks
1.	123+550	Box Culvert	Pond	Local pond touching outlet of ROW area	Local pond
2.	139+730	MNB	Pond	45	Local pond
3.	164+500	MNB	Pond	55	Local Pond
4.	173+200	MJB	Pond	130	Local pond
5.	173+900	MNB	Pond	45	Local pond
6.	174+490	MJB	Pond	65	Local pond
7.	192+420	MNB	Pond	25	Local pond
8.	199+600	MNB	Pond	53	Local pond
9.	249+700	Box Culvert	Pond	Local pond touching outlet of ROW area	Local Pond
10.	252+300	MNB	Pond	25	Local pond
11.	257+370	MJB	Pond	160	Local pond

- (x) **Tree cutting, types, numbers, girth size etc.:** About 36000 numbers of trees are likely to be affected due to proposed development. Efforts will be made to minimize the trees loss by restricting tree cutting with formation width. Avenue plantation shall be carried

out as per IRC SP21:2009 on available RoW apart from statutory requirements of Compensatory Afforestation.

- (xi) **Whether the project is in Critically Polluted area:** No.
- (xii) **National Park/ Wild Life Sanctuary in 10 km radius area & Eco-Sensitive Zone in 10 km radius area:** No.
- (xiii) **If the project involves diversion of forest land, extend of the forest land:** Yes. Tentative length of affected forest area along the proposed alignment is about 3.15 km with about 28.3 ha of affected forest area considering the RoW of 100 m. Forest clearance application has submitted vide proposal no. FP/RJ/Road/ 36182/2018 dated 16.10.2018. Chainage wise distribution of the forest area is given in table below:

S. No	Chainage (Km)		Length (Km)	Dist Name	Forest Block Name	Area in (ha)
	From	To				
1	112+729	113+037	0.3	Alwar	Rundh Mojpur	3.080
2	129+790	129+986	0.20	Alwar	Bhedoli	1.933
3	157+366	158+376	1.01	Dausa	Bandikui PF	10.114
4	266+715	268+125	1.41	Swaimadhampur	Bhagwatgarh RF	12.739
5	270+045	270+275	0.23	Swaimadhampur	Bhagwatgarh RF	0.435
Total			3.146			28.301

- (xiv) **Investment/Cost of the project:** INR 5518 Crores.
- (xv) **Benefits of the project:** The project will provide a better connectivity to Alwar, Dausa and Sawai Madhopur district in the state of Rajasthan. It will gear up the economic growth of the region by providing time optimised reach to the wide market of Capital City. The project will provide direct employment during construction phase; and also temporary indirect employment for Vendors, suppliers, electricians, plumbers and other allied industries and permanent indirect employment during the operations phase. The implementation will result in employment generation for cleaners, guards, local vendors, kiosk operators, drivers, doctors etc.
- (xvi) **Employment potential:** Approx. 2400 during construction and 400 (approx.) during Operation phase total 2800 Nos.
- (xxviii) **ToR Details:** The ToR for the project was accorded vide letter No.10-61/2018-IA.III dated 14th January, 2019.
- (xxix) **Public Hearing:** Public Hearing was conducted at:
- 2nd January, 2019 at Campus, Sub-tehsil Baroda Meo, Tehsil Lakshmanghar, Alwar.
 - 3rd January, 2019 at Conference Hall, SDO Office, Tehsil Nagar, Bharatpur
 - 11th January, 2018 at Conference Hall, District Magistrate Office, Dausa
 - 11th January, 2018 at Conference Hall, Panchayat Samiti, Sawai Madhopur
- Major issues raised during the public hearing and response of project proponent:** Project affected peoples are more concern about land rates to be given by acquisition authority (CALA). Some people suggest for water sprinkler to mitigate the dust pollution during construction.
- (xvii) **If any court case pending for violation of the environmental laws:** No.

4.3.2	<p>The project proponent along with the EIA Consultant made presentation and informed before EAC during its 208th meeting held on 19-20 February, 2019. The observations of EAC are as under:</p> <p>(i) The cumulative impact assessment of Sohna to Vadodara section to be done after completion of details study of entire stretch of Sohna to Vadodara.</p> <p>(ii) During construction phase about 6375612 KL water will be extracted from local surface water resources after taking necessary permission from appropriate authority.</p> <p>(iii) There are 6 Rivers and 11 Pond/irrigation tanks falling within the proposed RoW of alignment. The details of water body to be affected within the RoW of proposed alignment are as under:</p>																																																																																																
<table border="1"> <thead> <tr> <th>Ch. (Km)</th> <th>Type of water body</th> <th>Length of stretch passing through water body (m)</th> <th>Area impacted</th> <th>Total Area of the Water Body</th> <th>Type of Impact</th> <th>% of Impact</th> <th>Proposed Structure to mitigate water body</th> </tr> </thead> <tbody> <tr> <td>123+550</td> <td>Pond</td> <td>93</td> <td>Nil</td> <td>1.077</td> <td>No Impact</td> <td>0</td> <td>Culvert</td> </tr> <tr> <td>139+730</td> <td>Pond</td> <td>43</td> <td>0.167</td> <td>0.182</td> <td>Partial</td> <td>92</td> <td>MNB</td> </tr> <tr> <td>164+500</td> <td>Pond</td> <td>120</td> <td>0.37</td> <td>0.37</td> <td>Full</td> <td>100</td> <td>MNB</td> </tr> <tr> <td>173+200</td> <td>Pond</td> <td>127</td> <td>0.73</td> <td>0.73</td> <td>Full</td> <td>100</td> <td>MJB</td> </tr> <tr> <td>173+900</td> <td>Pond</td> <td>45</td> <td>0.065</td> <td>0.305</td> <td>Partial</td> <td>21</td> <td>MNB</td> </tr> <tr> <td>174+490</td> <td>Pond</td> <td>65</td> <td>0.28</td> <td>0.28</td> <td>Full</td> <td>100</td> <td>MJB</td> </tr> <tr> <td>192+420</td> <td>Pond</td> <td>22</td> <td>0.048</td> <td>0.048</td> <td>Full</td> <td>100</td> <td>MNB</td> </tr> <tr> <td>199+600</td> <td>Pond</td> <td>35</td> <td>0.28</td> <td>0.28</td> <td>Full</td> <td>100</td> <td>MNB</td> </tr> <tr> <td>249+700</td> <td>Pond</td> <td>18</td> <td>Nil</td> <td>0.03</td> <td>No Impact</td> <td>0</td> <td>Culvert</td> </tr> <tr> <td>252+300</td> <td>Pond</td> <td>20</td> <td>0.074</td> <td>0.074</td> <td>Full</td> <td>100</td> <td>MNB</td> </tr> <tr> <td>257+370</td> <td>Pond</td> <td>145</td> <td>0.8</td> <td>1.08</td> <td>Partial</td> <td>74</td> <td>MJB</td> </tr> </tbody> </table>	Ch. (Km)	Type of water body	Length of stretch passing through water body (m)	Area impacted	Total Area of the Water Body	Type of Impact	% of Impact	Proposed Structure to mitigate water body	123+550	Pond	93	Nil	1.077	No Impact	0	Culvert	139+730	Pond	43	0.167	0.182	Partial	92	MNB	164+500	Pond	120	0.37	0.37	Full	100	MNB	173+200	Pond	127	0.73	0.73	Full	100	MJB	173+900	Pond	45	0.065	0.305	Partial	21	MNB	174+490	Pond	65	0.28	0.28	Full	100	MJB	192+420	Pond	22	0.048	0.048	Full	100	MNB	199+600	Pond	35	0.28	0.28	Full	100	MNB	249+700	Pond	18	Nil	0.03	No Impact	0	Culvert	252+300	Pond	20	0.074	0.074	Full	100	MNB	257+370	Pond	145	0.8	1.08	Partial	74	MJB	<p>(iv) The project is implementing under the Bharatmala Pariyojana as per MoRTH guidelines/direction. The land acquisition is at the final stage of proposed ROW 100m keeping in mind future development as well as development of Green Belt, landscaping and aesthetics.</p> <p>(v) The construction is likely to be done within the stipulated ROW of 70m except under unavoidable circumstances like technical viability, topography and junction improvement at the intersections of other roads.</p> <p>(vi) The number of trees falling within proposed ROW of 100m area about 36000 (including 5753 no. pole crop). However, for the development of the proposed construction of 8 lane, tree felling shall be limited to construction Zone only i.e. Approx 57 m ROW out of 100 m PROW as per MoRTH & IRC guidelines.</p> <p>(vii) The proposed project does not pass through any notified National Park or Wildlife Sanctuary. The Certificate from Principal Chief Conservator of Forests & Chief Wildlife Warden, Rajasthan is to be submitted.</p> <p>(viii) The cost of EMP is estimated Rs. 20.95 crores.</p> <p>(ix) In the EIA/EMP report in Corporate Environmental Responsibility(CER) budget the fund allocated for avenue plantation was estimated wrongly 38 crores instead of 28.30 crores. Hence project proponent has submitted revised CER fund allocation for Rs. 27.59 Crore as per the Ministry OM dated 01.05.2018.</p>
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4.3.3	<p>The EAC, after detailed deliberations during 208th meeting held on 19-20 February, 2019, recommended the project for grant of Environmental Clearance, with the following specific conditions in addition to all standard conditions applicable for such projects:</p> <p>(i) The recommendations of Cumulative Impact Assessment shall be implemented under intimation to the Ministry and its Regional Office concerned.</p> <p>(ii) Approval/permission of concerned authority shall be obtained before drawing</p>																																																																																																

	<p>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.</p> <p>(iii) The proponent shall obtain permission from the competent authorities for tree cutting along the proposed alignment. A comprehensive plan for afforestation including minimum three times plantation by native species shall be provided.</p> <p>(iv) 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.</p> <p>(v) Certificate from Chief Wildlife Warden stating that no Protected Area or Wildlife Corridor falls within the 10 km radius of the proposed alignment shall be submitted to the Ministry.</p> <p>(vi) The fund provisions provided for CER is Rs. 27.59 Crores and the expenditure details as per the plan shall be submitted to the concerned Regional Office of the Ministry.</p>
<p>4.4</p>	<p>Development of Durg-Raipur Section of NH-53 (Mumbai Kolkata Economic Corridor) start at near Village Tendesara, District- Rajnandgaon and terminate at near Village Paragaon-, Arang, District Raipur in the state of Chhattisgarh by M/s National Highways Authority of India - Environmental Clearance</p> <p>[Proposal No. IA/CG/MIS/78460/2018] [F.No. 10-72/2018-IA.III]</p>
<p>4.4.1</p>	<p>The project proponent along with the EIA consultant M/s Feedback Infra, made a presentation and provided the following information before the Committee:</p> <p>(i) Proposed project is the development of Durg-Raipur section of Mumbai Kolkata Economic Corridor Economic Corridor shall start at Junction with NH-53 near Tadesara village (Durg) and terminate at Junction with NH-53 near village Paragaon-1 (Arang, Raipur).</p> <p>(ii) Location: The proposed project traverses through Rajnandgaon, Durg and Raipur districts.</p> <p>(iii) Land Acquisition and Proposed RoW: The land acquisition for the proposed alignment is about 746.614 ha. The proposed RoW is 70 m.</p> <p>(iv) Land use of the site and around the site up to 10 km radius: The land use of the project is predominantly agriculture followed by habitation and barren land. The proposed alignment passes through a large part of agricultural land across Rajnandgaon, Durg and Raipur districts. The other land types, apart from the agricultural land are fallow land.</p> <p>(v) 6 Major bridges, 27 minor bridges, 2 ROBs, 2 Flyovers, 1 cloverleaf interchange, 3 trumpet interchange, 167 culverts and 39 Underpasses are proposed along the project stretch for free passage to local and avoid any impact on local hydrology.</p> <p>(vi) Total water requirement and its source: 2972249 KL to be arranged from nearby river and ground water. The permission/clearance if required shall be obtained by the contractor. Existing bore-wells already having clearances shall be utilized to the maximum extent possible.</p> <p>(vii) Water bodies, diversion if any: The proposed project passes through 2 rivers, 1 main canal, 1 pond and 8 minor canals. However, the highway shall not intersect the water bodies' directly as elevated structures are proposed on the above water bodies.</p> <p>(viii) Waste water generation, treatment and disposal: 24 KLD (approx.). Treatment shall be done in septic tanks and bio-toilets provided at site. The waste water other than sewage shall be utilized for greenbelt development and dust suppression.</p>

	<p>Waste water from rinsing of Batching Plants shall be utilized for dust suppression. Waste water generated from workers shall be treated in septic tanks and bio-toilets provided at site and will be utilized for greenbelt development.</p> <p>(ix) Municipal solid waste generated disposal facility: Approximately 450 Kg of Municipal Solid Waste shall be generated by the workers. It will be collected and disposed of in environmentally acceptable ways.</p> <ul style="list-style-type: none"> • Dark grey bin for non-recyclable waste • Green bin for food/ compostable garden waste • Blue bin for paper waste <p>(x) Hazardous Waste Management: Only spent oil generated by the DG sets shall be the only hazardous waste generated by the project. It shall be carefully stored in HDPE drums in order to avoid spillage and shall be sold to government approved vendors.</p> <p>(xi) If the project involves diversion of forest land, extend of the forest land: No, the proposed project doesn't pass through any forest land.</p> <p>(xii) Tree cutting, types, numbers, girth size etc.: Approximately 9731 trees are proposed to be cut for the proposed alignment. Compensatory afforestation shall be undertaken as per requisite norms.</p> <p>(xiii) Rehabilitation involved if any: About 4 numbers of habitations shall be affected by the project.</p> <p>Land acquisition shall be undertaken as per the provision of LARR, 2013 and NH Act 1956 (with its amendments). Rehabilitation and resettlement plan will be prepared after detailed census survey during EIA Study and will be submitted in EIA Report.</p> <p>(xiv) Whether the project is in Critically Polluted area: No</p> <p>(xv) If the project falls within 10 km of eco- sensitive area, Name of eco- sensitive area and distance from the project site: No eco-sensitive area falls within 10 km of the project stretch.</p> <p>(xvi) Investment/Cost of the project: INR 1382 Crore.</p> <p>(xvii) Employment potential: 1200.</p> <p>(xviii) ToR Details: The ToR for the project was accorded vide letter No.10-72/2018-IA.III dated 28th December, 2018.</p> <p>(xix) Public Hearing: Public Hearing was conducted on 5-6 February, 2018 at Durg, Raipur and Rajnandgaon respectively.</p> <p>Major issues raised during PH and response of PP: Major issues raised by the public were relevant to compensation which was replied by the ADM that Compensation shall be provided to the affected person on basis of the prescribed rules of state government. The rates of the structure shall be decided by the PWD officials</p> <p>(xx) Benefits of the project:</p> <ul style="list-style-type: none"> • High-speed connectivity and access: The projected corridor is a proposed economic corridor. This will avoid traffic congestion and speed-up the freight movement • Decongestion of existing National and State Highways: The proposed corridor will take away traffic pressures from existing SH and NH passing through various cities. Also, long-distance traffic will shift to the proposed corridor, thereby leaving the NH and SH for regional and local usage. • Usage shift: Long-distance traffic will shift from existing roads to the proposed Economic Corridor, resulting in lesser congestion on these highways
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- **Improved safety:** Due to access control, the Roadway & Travel Safety of the traffic connecting the cities will be enhanced as there will be minimum distractions & conflict zones
 - Improvement in Social Infrastructure.
 - **Aiding economic growth:** The seamless connectivity will provide better access to vehicles as a link to the National Highways. The Project will reduce travel time and provide boost to trade and commerce linked to the regions connected through this economic corridor.
 - **Growth of backward areas:** The biggest strength of the alignment is that it plans to cover backward districts of Chhattisgarh. As a result of connectivity and access to other parts of the country, these backward areas will be aided to integrate with rest of the world. Further, freight and passenger traffic on the economic corridor will help promoting ancillary economy of these regions.
 - **Support to industries:** Different types of industries like Manufacturing, Tourism etc. along the proposed corridor will be facilitated in their business operation and reachability.
- (xxi) **If any court case pending for violation of the environmental laws:** No.

4.4.2

The proponent along with the EIA consultant made presentation and informed before EAC during its 208th meeting held on 19-20 February, 2019. The observations of EAC are as under:



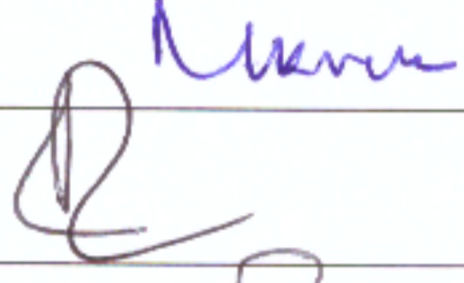


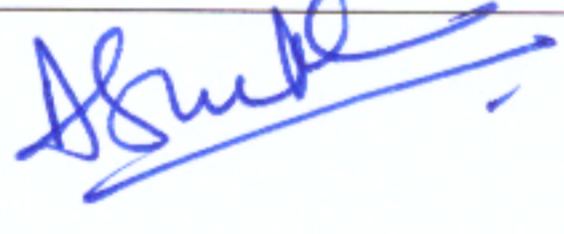

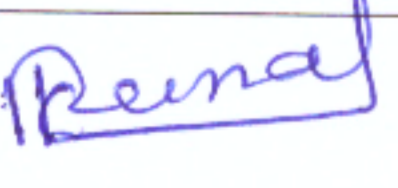
- (i) The cumulative impact of the entire stage will be done after completion of feasibility study of all the packages of the Mumbai Kolkata Economic Corridor.
- (ii) The proposed project crosses 2 rivers and 1 ponds.
- (iii) The area affected by the above are as follows: -

Sl. no.	Chainage (Km)	Type	Length (mtr.)	Total Area	Affected Area (m ²)	Affected Area (%)	Structure
1	6+344-6+508	River	164	-	167.32	-	Major bridge (11 circular Piers with 2.2m dia)
2	8+763-8+914	Pond	151	57065	684	1.2%	Major bridge 11 + 8 Cylindrical Piers dimension 8mx0.80m & 8mx0.80m respectively
4	43+700-43+822	River	122	-	76.06	-	Major Bridge 5 circular Piers with 2.2m dia

- (iv) PCCF vide his letter no. Va. Pra./Prabandh/19/1267 dated 19th February, 2019 has certified regarding no protected area / animal corridor situated within the 10 km range of the proposed alignment.
- (v) Rain water harvesting structures will be constructed at the either sides of the road with special precaution of oil filters and de-silting chambers.

	<p>(vi) The number of trees to be felled for the project is 9713. Compensatory plantation shall be carried out in consultation with Forest Dept.</p> <p>(vii) The cost for implementation of EMP is 13.47 Crores.</p> <p>(viii) In the EIA/EMP report in Corporate Environmental Responsibility(CER) budget the fund allocated for avenue plantation, community plantation and miscellaneous expenses were estimated wrongly 17.3 crores, Rs. 0.23 crore and Rs. 0.1 Crore, respectively. The actual provisions for the above particulars are 4.6 crores, Rs. 0.1crore and Rs. 0.13 Crore, respectively. Hence project proponent has submitted revised CER fund allocation for Rs. 6.91 Crore as per the Ministry OM dated 01.05.2018.</p>
4.4.3	<p>The EAC, after detailed deliberations during 208th meeting held on 19-20 February, 2019, recommended the project for grant of Environmental Clearance, with the following specific conditions in addition to all standard conditions applicable for such projects:</p> <p>(i) The recommendations of Cumulative Impact Assessment shall be implemented under intimation to the Ministry and its Regional Office concerned.</p> <p>(ii) 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.</p> <p>(iii) The proponent shall obtain permission from the competent authorities for tree cutting along the proposed alignment. A comprehensive plan for afforestation including minimum three times plantation by native species shall be provided.</p> <p>(iv) 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.</p> <p>(v) Rain water harvesting structures shall be constructed at the both sides of the road with special precaution of oil filters and de-silting chambers at regular intervals i.e. 500 mtrs.</p> <p>(vi) The fund provisions provided for CER i.e. Rs. 6.91 Crores, the expenditure details as per the plan shall be submitted to the concerned Regional Office of the Ministry.</p>
4.5	Any other item with the permission of Chair.

List of the Members attended 208th meeting of Expert Appraisal Committee for Projects related to Infrastructure Development, Industrial Estate and Miscellaneous projects held on 19-20 February, 2019 and approved the above minutes.

Sl. No.	Name of the EAC member	Role/Designation	Signature
1.	Dr. Deepak ArunApte, Director, Bombay Natural History Society (BNHS), Mumbai	Chairman	
2.	Dr. V.K. Jain, Professor of Chemistry, School of Sciences, Gujarat University, Ahmedabad	Member	
3.	Dr. M.V. Ramana Murthy, Project Director, NIOT Campus, Pallikarai, Chennai	Member	
4.	Shri T.P Singh, Advisor, MEITY, New Delhi	Member	
5.	Dr. N.K. Verma, Former AD, CPCB, New Delhi	Member	
6.	Dr. Manoranjan Hota Former Advisor/Scientist-G, MoEF&CC	Member	
7.	Dr. Anil Kumar Singh, IFS (Retd), Ex PCCF Assam, Tower F, Float No. 103 Grand Ajnara Heritage, Sector 74, Noida, UP	Member	
8.	Shri Prabhakar Singh, Special DG, CPWD, Delhi.	Member	
9.	Shri Narendra Surana, Managing Director, Bhagyanagar India Limited and Surana Telecom. and Power Limited, Hyderabad	Member	
10.	Dr. Mohan Singh Panwar, Associate Professor, H.N.B Garhwal Central University, Srinagar,	Member	
11.	Dr. Anuradha Shukla, Central Road Research Institute (CRRI), Mathura Road, New Delhi	Member	
12.	Shri N.K. Gupta, Member (EAC), Scientist E & In-charge (ESS), Central Pollution Control Board,	Member	
13.	Dr. D. Chakraborty, Scientist MoWR, RD & GR, New Delhi	Member	
14.	Smt. Bindu Manghat, Director Survey of India New Delhi	Member	
15.	Shri Raghu Kumar Kodali, Director/Scientist-F, IA-III Division, MoEF&CC	Member Secretary (Infra-1 EAC)	
16.	Shri Ashish Kumar, Joint Director, IA-III, MoEF&CC	Member	