

**Minutes of the 281<sup>st</sup> meeting of Expert Appraisal Committee held on 24<sup>th</sup> – 25<sup>th</sup> November, 2021 through Video Conferencing for the projects related to Infrastructure Development, all Ship breaking yards including ship breaking units 7(b); Industrial Estate/Parks/Complexes/Areas, Export Processing Zones, Special Economic Zones, Biotech Parks, Leather Complexes 7(c); Ports, harbors, breakwaters, dredging 7(e) and National Highways 7(f)**

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The 281<sup>st</sup> Meeting of Expert Appraisal Committee (EAC) of Infra-1 (IA-III) was held through Video Conferencing at the Ministry of Environment, Forest & Climate Change (MoEF&CC), Indira Paryavaran Bhavan, New Delhi on 24<sup>th</sup> – 25<sup>th</sup> November, 2021 under the Chairmanship of Dr. Deepak Arun Apte. A list of participants is annexed as **Annexure-A**.

### **1. OPENING REMARKS OF THE CHAIRMAN**

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

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

The Committee confirmed the Minutes of 279<sup>th</sup> EAC meeting held on 15<sup>th</sup> November, 2021.

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

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

#### **Agenda No.3.1**

**Increase in cargo handling capacity from 40.95 to 60.95 MTPA with existing 9 berths and within approved project area of 1800 acre through modernisation/mechanisation at Gangavaram Port, Pedagantyada Mandal, Visakhapatnam District, Andhra Pradesh by M/s Gangavaram Port Limited – Environmental Clearance under Clause 7(ii).**

**[Proposal No. IA/AP/NCP/237816/2021; File No. 10/51/2021-IA.III]**

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

3.1.1. The project proponent along with the EIA Consultant M/s. L & T Infrastructure Engineering Limited, Hyderabad made a presentation through Video Conferencing and provided the following information: -

- i. Gangavaram Port obtained Environmental and CRZ Clearance for a cargo handling capacity of 16.54 MTPA for the construction of four berths (dry bulk cargo-1, Fertilizer/limestone-1, container terminal-1 and break/multipurpose-1) and one exclusive berth for port crafts besides providing warehousing facilities and transit sheds vide EC No. 10-3/2005-IA.III dated 11.03.2005.
- ii. Subsequently for development of fifth berth, GPL obtained EC & CRZ Clearance vide order F.No.10-14/2009-IA.III dated 19.03.2010.
- iii. Further, Phase – II obtained EC & CRZ clearance vide Order F.No.11-91/2010-IA-III, dated 07.02.2012 with capacity augmentation from 16.54 MTPA to 40.95 MTPA and four additional berths (one mechanized coal berth to handle cape-size coal carrier and three multipurpose berths), for which, environmental public consultation was held on 12.05.2011 as per EIA notification, 2006 (as amended).
- iv. At present stage, Gangavaram port is operating with nine berths and provides cargo handling services for a variety of bulk and break bulk including coal, iron ore, Multi Cargo (Agri products, Slag, Lime stone, Steel products etc.), Fertilizer, Industrial Raw Materials such as Gypsum, Aluminum Ingots, Gypsum etc. During the last six years' cargo handling has been increased upto 34.45 MTPA. By increasing the operational efficiency of existing port infrastructure without any marine infrastructure development, cargo handling capacity can be enhanced from approved capacity of 40.95 MTPA to 60.95 MTPA.
- v. GPL applied for environmental and CRZ clearance under Clause "7(ii) Prior Environmental Clearance (EC) process for Expansion or Modernization or Change of product mix in existing projects" of EIA notification, 2006 and amendments thereafter as:
  - a. No additional marine infrastructure such as berths, capital dredging, breakwater, reclamation is proposed. No additional land is proposed as sufficient land is available within already approved port boundary of 1800-acre area,
  - b. No CRZ -I (A) area present within port area as well as port limit and only material handling systems such as cranes and permissible back-up infrastructure will be created within CRZ - II area of port area.
  - c. Development /modernization of port back-up area is majorly in non CRZ area and partially falling in CRZ-II area of approved 1800-acre area. CRZ from 1 application along with EIA report submitted to APCZMA and recommendation from APCZMA was obtained vide Letter No. 338/CRZ/Port/2021 dated 24/10/2021.
  - d. No addition of any new cargo type in the current proposal and only increase in cargo handling capacity through modernization/mechanization of approved cargo profile (type) in the current proposal. Approximately 70 % of proposed 20 MTPA, 7.75 MTPA is non-dusty cargo (container, steel products, agri-products etc.)
  - e. Modernization/mechanization of port will lead to reduction in carbon emissions due to increase in cargo evacuation through railway and up-gradation as well as

addition of material handling systems including covered conveyor etc. will reduce inter-carting.

- vi. Public consultation has been already carried out for 9 berths and 1800-acre area as per EIA Notification, 2006 and amendments thereafter. Points raised during public hearing such as providing jobs, dust control measures, greenbelt development and CSR activities like support on health, education medical are addressed properly and no major grievance from regulatory authorities' public.

3.1.2. Cargo Handling Capacity through Modernization:

S. No.	Name of the cargo	Existing Cargo (MTPA) (Consented Quantity)	Additional Cargo (MTPA)	Total Cargo <sup>1</sup> (MTPA)
1	Containers	0.25	7.75	8.00
2	Multi Cargo: Agri products, (Food grains in bags or bulk, Chickpeas, Cereals, Pulses, Sugar, Raw Sugar), Slag, Lime Stone, Bauxite, Steel Products (Steel Beams, Coils, Billets, Angles, Channels, Project Cargo), Bulk Alumina & Other cargos.	6.20	6.50	12.70
3	Coal	25.00	3.25	28.25
4	Iron ore	3.00	2.50	5.50
5	Fertilizer	2.50	0	2.50
6	Industrial Raw Material (Ferro silicon, Charge Chrome, Chrome ore, Coal Tar (Bags), Aluminum Ingots, Aluminum Billets, Bentonite, Pig iron, Manganese ore, Wood items, Paper bundles, CP Coke Bauxite, gypsum, clinker, scrap)	3.50	0	3.50
7	Liquid cargo (edible oil, caustic lye)	0.50	0	0.50
<b>Total</b>		<b>40.95</b>	<b>20.00</b>	<b>60.95</b>

3.1.3. The proposed project falls under Schedule 7(e), Category "A" of EIA Notification 2006. The project proposed for Expansion under Clause 7(ii) of EIA notification, 2006 (as amended). Total investment/cost of the project is about Rs 5055 Crores.

3.1.4. Geo-coordinates of the project site:

From: 17°39'39.162"N	To: 17°37'41.643"
From: 83°14'8.411" E	To: 83°15'44.670"E

3.1.5. Land use /Land breakup of the proposed project site is as following-.

Sl. No.	LU/LC	Area (Ha)	Percentage %
1	Built up - Port	314.69	43.2
2	Vegetated/Open Area	359.95	49.41

3	Rocky Area	40.46	5.56
4	Open Scrub land	11.82	1.62
5	Water Reservoir	1.51	0.21
<b>Total</b>		<b>728.43</b>	<b>100</b>

3.1.6. Landuse/Landcover around 10 km radius of project site:

Sl. No.	Landuse/Landcover	Area (Hectares)	Percent age %
1	Agricultural Crop Land	1523.88	5.31
2	Agricultural Land-Fallow	708.36	2.47
3	Agricultural Land-Plantation	4379.14	15.26
4	Built up - Port	372.71	1.3
5	Built Up - Compact (Continuous)/Sparse (Discontinuous)	3858.11	13.4
6	Built Up (Rural)	350.98	1.2
7	Built Up- Quarry	48.68	0.2
8	Built Up-Industrial	5398.87	18.8
9	Built Up-Industrial Area-Ash / Cooling Pond / effluent and other waste	779.788	2.7
10	Forest-Deciduous (Dry/ Moist/Thorn)-Dense/ Closed	775.85	2.70
11	Forest-Deciduous (Dry/ Moist/Thorn)-Open/Closed	295.08	1.03
12	Forest-Forest Plantation	135.50	0.47
13	Forest-Scrub Forest	277.96	0.97
14	Vegetated / Open Area	6505.47	22.67
15	Barren Rocky/Stony waste/ Gullied	584.41	2.04
16	Sandy Area-Coastal	196.47	0.68
17	Scrub Land-Dense scrub	690.31	2.41
18	Scrub Land-Open scrub	681.36	2.37
19	Water Bodies -Canal/Drain	94.12	0.33
20	Water Bodies -Reservoir/ Tanks-Permanent/Tanks-Seasonal	597.39	2.07
21	Water Bodies-River/ Stream -Non Perennial	117.60	0.41
22	Wetlands-Coastal- Lagoon, creeks, mud flats etc	351.75	1.22
<b>Total</b>		<b>28723.79</b>	<b>100</b>

3.1.7. Terrain and topographical features: Eastern boundary of the port ground level varies from 0.8 m to 1.0 m and towards the western boundary of port location ground levels are higher than 2.0 m with respect to MSL.

3.1.8. Water requirements: The total water requirement during construction period is 1.0 MLD. The water required for proposed expansion/modernisation activity is 378 KLD which will be sourced from treated water of STP (10 KLD) and remaining 368 KLD shall be sourced from VISCOW. Permission for withdrawal of 1200 KLD from VISCOW is available and additional water requirement application is filed to VISCOW.

3.1.9. Waste Management: It is estimated that domestic solid waste generated will be ~3.6

T/m. Discarded material and plastic material waste is estimated to be 0.25 T/m. The solid waste sludge from STP is ~ 5.5 kg/day. Used oil, spent oil, Wastes/Residue containing oil, Oil soaked rags, Cotton waste, discarded containers, barrels & Used Battery will be collected and disposed to approved vendors and same will be continued to proposed project. Hazardous wastes generated at the port shall be disposed-off through authorized vendors duly adhering under guidelines of Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 and its amendment.

3.1.10. STP Details: The sewage generated at the project site will be treated in existing STP. GPL is operating two STPs of capacity 30 KLD near to Harbour gate location beside stores and 5 KLD near Main gate. Another 15 KLD STP is proposed to meet the modernization/mechanisation plan. Treated water will be utilized for green belt.

3.1.11. Tree cutting: Clearance of vegetation shall be carried out as per project requirement. Clearance of scrub vegetation with few tree species such as *Phoenix sylvestris* (Etha), *Acacia Nilotic* (Nalla tumma) and *Borassus flabellifer* (Thadi) is envisaged near the proposed backup area.

3.1.12. Green Belt development: Greenbelt/area is developed in an extent of 318.21 Acres within the port range covering periphery of yards, roads, buildings and along conveyor belt. In total, Greenbelt has been developed more than 10% of the total area and 50m width in the boundary of the port.

3.1.13. CRZ details: The project falls majorly in Non CRZ area and partly falling in CRZ-II as per approved CZMP map (Map Nos. AP 114,115 and 116) and the activities proposed within CRZ area are permissible as per CRZ notification, 2011. No marine side construction activity is proposed under this modernization. APCZMA recommendations obtained vide Letter no. 338/CRZ/Port/2021 dated 24/10/2021.

3.1.14. Foreshore details: No additional marine infrastructure such as berths, breakwater, capital dredging and reclamation is proposed. Shoreline change assessment for past 10 years was carried out and following are the observations:

- i. Study area of 7 km of project stretch is considered.
- ii. Average shoreline change towards south of port is in the range of 0.04m to 2.3m per year.
- iii. Average Shoreline change within the port area is less than 2.0m per year.
- iv. Average Shoreline change towards north of port is less than 1.0m per year.
- v. Beach nourishment towards north of port is being carried out by GPL for stabilisation of coast.

3.1.15. Dust Suppression Measures: Dust suppression measures like Ambient air quality monitoring, Water sprinkling, Greenbelt development etc. are performed. The vessels are required to comply with the regulations and should have the "International Air Pollution Prevention Certificate. Dust suppression measures are as follows;

- i. Regular sweeping of bulk cargos
- ii. MDSS system at stock yards

- iii. Wind Breaking Wall
- iv. Heavy duty TPS Sweeping machines
- v. Railway Rakes/trucks with Tarpaulin covering
- vi. Automatic Truck tyre washing facility

3.1.16. Employment potential: Total man power requirement during the construction phase is approximately 200 to 250 workers. During operation phase, direct employment of 100 and indirect employment of 500 workers are envisaged.

3.1.17. Benefits of the project: The proposed expansion project will have major positive impact on Induced development, Improved Socio-economic conditions, Quality of Life, Employment Opportunities, Revenue Generation, Corporate Social Responsibility etc.

3.1.18. Details of court cases: No court cases are pending against the proposed project.

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

- i. *The activity that are going to be implemented shall be as per Clause 7(ii) of EIA Notification, 2006.*
- ii. *Overlay all the expansion activity in the google image as well as in the 1:4000 scale map.*
- iii. *EAC noted that the coal handling area is not clean, hence mitigation measures has to be taken up by the PP.*
- iv. *PP has to submit the comparative statement of baseline (Air Quality modelling studies) according to previous EC with the current expansion activity within 3 months.*
- v. *EAC noted that erosion of shoreline has been noted at the project location due to existing activities; which will affect the project location, hence Shore Management and beach nourishment need to be undertaken and a report needs to be submitted. Beach Nourishment strategy has to be developed with the help from a reputed scientific institute specialized in the subject like NIOT.*

3.1.20. The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 281<sup>st</sup> meeting on 24<sup>th</sup> - 25<sup>th</sup> November, 2021 and **recommended** the proposal for grant of Environmental Clearance with specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. No construction activity beyond the existing layout area shall be undertaken for the project. Only modernization/mechanization as envisaged in the present proposal shall be permissible.
- ii. Erosion of shoreline has been noted at the project location and adjoining areas due to existing port and hence *Shore Management plan and beach nourishment plan need to be prepared and an implementation report needs to be submitted to the Ministry as a part of 6 monthly compliance report. Beach Nourishment strategy has to be developed with the help from a reputed scientific institutespecialized in the subject.*
- iii. All the recommendations and conditions specified by the Andhra Pradesh Coastal Zone Management Authority (APCZMA) vide letter No 338/CRZ/Port/2021 dated 24<sup>th</sup> October 2021 shall be complied with.

- iv. Consent to Establish/Operate for the project shall be obtained from the State Pollution Control Board as required under the Air (Prevention and Control of Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.
- v. Necessary approvals to be taken during implementation and commissioning from statutory bodies concerned.
- vi. Continuous online monitoring of air and water covering the total area shall be carried out and the compliance report of the same shall be submitted along with the 6 monthly compliance reports to the regional office of MoEF&CC.
- vii. Spillage of fuel / engine oil and lubricants from the site are a source of organic pollution which impacts marine life, particularly benthos. This shall be prevented by suitable precautions and also by providing necessary mechanisms to trap the spillage.
- viii. Necessary arrangements for the treatment of the effluents and solid wastes/ facilitation of reception facilities under MARPOL must be made and it must be ensured that they conform to the standards laid down by the competent authorities including the Central or State Pollution Control Board and under the Environment (Protection) Act, 1986. The provisions of Solid Waste Management Rules, 2016. E- Waste Management Rules, 2016, and Plastic Waste Management Rules, 2016 shall be complied with.
- ix. Necessary arrangement for general safety and occupational health of people should be done in letter and spirit.
- x. The dust suppression measures for the proposed increase in the cargo should be ensured through mechanized handling of cargo and conveyance.
- xi. The waste water from oil spillage or cargo should be treated and disposed.
- xii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory Afforestation etc, either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also be implemented and become part of EMP.

### **Agenda No. 3.2**

**Development of proposed Mohali to Sirhind Highway (total length 27.370 km) starts from Bharat Petrol Pump Sector 110, SAS Nagar (Mohali) ends at NH-44 near Bharat Petrol Pump, Village Saidpura, Sirhind, Punjab by M/s National Highways Authority of India – Terms of Reference**

**[Proposal No. IA/PB/NCP/236434/2021; File No. 10/52/2021-IA.III]**

3.2.1. The proposal was withdrawn by the proponent.

### Agenda No. 3.3

**Development of Six Lane Greenfield spur from Delhi-Vadodara Greenfield Expressway near Bandikui terminate at Chainage 0.000 of Jaipur Ring Road in Bharatmala Pariyojana Phase-1 in the state of Rajasthan (total length - 67 km) by M/s National Highways Authority of India – Amendment in Terms of Reference. [Proposal No. IA/RJ/NCP/238241/2021; File No. 10/40/2021-IA.III]**

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

3.3.1. The project proponent along with the DPR consultant M/s SA Infra Structures, Pvt Ltd has made a presentation through Video Conferencing and provided the following information-

3.3.2. ToR for the project was recommended by the EAC in its 273<sup>th</sup> meeting held on 16<sup>th</sup> September 2021. The ToR letter was issued on 11<sup>th</sup> October 2021.

3.3.3. Reason for Amendment: The proponent has given the following reason for the above amendment: The proponent has requested for change in the ToR specific conditions (F.No. 10/40/2021-IA.III Dt: 11<sup>th</sup> October, 2021) and the committee requested to follow the IRC guidelines.

<b><i>PP is requesting to review specific and General conditions as per the ToR granted (File no. 10/40/2021-IA.III dated 11.10.2021)</i></b>		
<b>Specific Condition Point</b> #ii. Cumulative impact assessment study should be carried out along the entire stretch including the other packages and the current consideration.	<b>Reply:</b> The proposed project is stand-alone spur of six lane Greenfield to connect Delhi-Mumbai expressway with Jaipur Ring Road. Hence it does not include any other sections for obtaining prior environment clearance. Therefore the ToR point may be deleted.	ToR point may be deleted.
<b>Specific Condition Point</b> xi: A comprehensive plan for plantation of three rows of native species, as per IRC guidelines, shall be provided. Such Plantation	<b>Reply:</b> Roadside and medium plantation will be carried out as per IRC-SP-2009 on available Row. It is submitted three rows can only be planted in rural area	Roadside and medium plantation shall be carried out as per IRC-SP-2009 on available Row. Three rows shall be planted in rural



alongside of forest stretch will be over and above compensatory afforestation. Tree species should be same as per the forest type.	and where no structures proposed.	area and where no structures proposed.
<b>Specific Condition Point</b> xii: Detailed Biodiversity assessment and conservation/mitigation plan be developed by a nationally reputed institute such as Gujrat Institute of Desert Ecology (GUIDE).	<b>Reply:</b> The proposed alignment neither passes through any national park, wildlife sanctuary conservation reserve nor falls within its Eco Sensitive Zone. The proposed project does not involve diversion of any forest land. DCF Dausa vide letter, dated 10.08.2021 informed that the said project does not involve diversion of any forest land. Hence, permission may be granted to carry out the Biodiversity assessment and conservation/mitigation plan by the expert of NABET accredited EIA consultant.	Carry out the Biodiversity assessment and conservation/mitigation plan by the expert of NABET accredited EIA consultant.
<b>General Condition Point</b> xi: Study regarding in line with the recent guidelines prepared by Wildlife Institute of India for linear infrastructure with strong emphasis on animal movement and identifying crossing areas and mitigation measures to avoid wildlife mortality.	<b>Reply:</b> The proposed project is more than 10 km away from any national park/wildlife sanctuary conservation reserve and also the project does not involve any diversion of forest land. In this regard DCF Dausa vide letter, dated 10.08.2021 informed the said project does not involve diversion of any forest land. Hence, the said general condition may kindly waive.	ToR point may be deleted.

3.3.4. The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 281<sup>st</sup> meeting on 24<sup>th</sup> - 25<sup>th</sup> November, 2021 and **recommended** the proposal for grant of Amendment in Terms of Reference as mentioned in the table above along with the following specific conditions, in addition to all standard conditions applicable for such projects:

- i. *The proponent has requested for change in the ToR specific conditions (F.No. 10/40/2021-IA.III Dt: 11th October, 2021) and the committee requested to follow the IRC guidelines.*
- ii. *PP has to follow the green belt plantation as per forest department norms.*

### Agenda No. 3.4

**Development of access controlled Ludhiana-Bhatinda Greenfield Highway starting from Delhi-Katra Expressway (chainage 251+800 of NE-5) near Ludhiana (village Ballowal) and terminating at (proposed chainage 94+500) Amritsar-Bhatinda Greenfield highway at Bhatinda near Rampura Phul as a part of Ludhiana-Ajmer Economic Corridor in the state of Punjab under Bharatmala Pariyojana by M/s National Highways Authority of India (Total length 78 km) – Environmental Clearance.**

[Proposal No. IA/PB/NCP/236213/2020; File No. 10-63/2020-IA.III]

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

3.4.1 The project proponent along with the EIA consultant M/s Amaltas Enviro Industrial Consultants LLP has made a presentation through Video Conferencing and provided the following information-

3.4.2 The proposed project is the development of access-controlled Ludhiana-Bathinda Greenfield Highway, starts at Delhi-Katra Expressway of NE 5 and ends at Amritsar-Bathinda Greenfield Highway in the state of Punjab. Total length of Ludhiana-Bathinda Greenfield Highway is 75+543 Km. The proposed alignment is passing through 5 Tahsils (Ludhiana and Raikot Tahsils) of Ludhiana district, (Barnala and Tapa Tahsils) of Barnala district and (Rampura Phul Tahsil) of Bathinda district in the state of Punjab.

3.4.3 The proposed project falls under 7(f), Highway, Category A. Total project cost is Rs, 1622.05 Cr. ToR was considered during 246<sup>th</sup> Meeting of the EAC held on 20<sup>th</sup> - 21<sup>st</sup> October 2020 and it was granted by MoEFCC vide its letter F. No. 10-63/2020-IA.III dated 20<sup>th</sup> November, 2020.

3.4.4 The Geo-coordinates of project:

Starting Point	End Point
Junction of Ludhiana Ring Road (RR) & at Km 252 of NE-5 of Delhi-Katra Expressway (Km 00+000)	Bhaini Village (km 76+290)
30°45'59.33"N	30°20'22.00"N
75°45'28.22"E	75°10'27.92"E

3.4.5 Land use/Land cover of project site:

S. No.	Land-use / Land-cover	Area (ha)	% LULC
1	Crop land	81669.13	94.53%
2	Built-up land	4309.87	4.99%
3	Govt land	407.94	0.47%

4	Forest Area	9.00	0.01%
<b>Total</b>		86395.94	100.000

3.4.6 Land use/ Land cover around 10 km radius of project site (1 km in case of Highway projects):

S. No.	Land-use / Land-cover	Area (%)	% LULC
1	Crop land	15290.831	95.27%
2	Built-up land	667.969	4.16%
3	Govt land	81.66	0.51%
4	Forest Area	9.00	0.06%
<b>Total</b>		16049.46	100.000

3.4.7 The proposed road will have 7 - interchange, 7 - number of flyovers, 7 Minor Bridges, 123 - numbers of culverts, 4- VUP, 5-VOP, 26-LVUP, 49-SVUP, 5- Toll Booth, 4- Amenities and Service area.

3.4.8 RoW details: The proposed project will have 60 meters RoW uniform throughout the length except at interchange, viaduct and toll plaza.

3.4.9 Terrain: Punjab region is enclosed between Himalayan region in the north and desert region in the south. Punjab is bordered by Jammu and Kashmir in north; Himachal Pradesh in east, Rajasthan and Haryana in south while international border with Pakistan Province of Punjab. The maximum and minimum elevation recorded are 247 metres and 214 metres above mean sea level.

3.4.10 Water Bodies: The proposed project does not cross over any river. There are only seasonal stream and irrigation canals. The details of water body crossing are as follows:

Sl. No.	Chainage (Km)	Name of Water Bodies
1	17+850	Minor bridge over branch canal and village road
2	19+740	Minor bridge over branch canal and village road
3	24+453	Minor bridge over branch canal and village road
4	28+637	Minor bridge over nalla
5	32+663	Irrigation canal with mud road
6	40+040	Nalla
7	67+600	Drain

3.4.11 Water requirements: Total water requirements during construction are 895,000KLD which will be sourced from canal and surface water. The water required at the camp site will be 75.6 KLD is sourced from state ground water department. 4.5 KLD will be consumed during operation phase.

3.4.12 Public Hearing: PH was conducted in Bathinda, Barnala and Ludhiana District of Punjab.

S.No	Date	Bathinda District	Barnala District	Ludhiana District
1.	08 <sup>th</sup> February, 2021	Cancelled	Cancelled	<b>Conducted</b>
2.	17 <sup>th</sup> March, 2021	Cancelled	<b>Conducted</b>	
3.	18 <sup>th</sup> June, 2021	<b>Conducted</b>		

3.4.13 Diversion of forest land: The project involves diversion of forest land (3.278 Ha Protected Forest). The forest proposal was submitted on line at the MoEF&CC, dated 31/12/2020. The reference forest Proposal no is FP/PB/ROAD/118104/2020. Joint survey measurement for affected forest has been completed. The proposal is at DFO level.

Diversion of Forest Land	Area (Hectare)
Bathinda Forest	0.9655Ha
Sangrur Forest	1.4834 Ha
Ludhiana Forest	0.8295 Ha

3.4.14 The locations of National Parks/ Wildlife Sanctuary from the proposed alignment is given below:

S. No.	Name of Sanctuary and National Park	Distance from Project location	District	Area of Sanctuary
1	Bir Dosanjh Wildlife Sanctuary	71.32km, E	Patiala	518 Ha.
2	Abohar Wildlife Sanctuary	86.86km, W	Ferozepur	186.5 km <sup>2</sup>
3	Bir Moti Bagh Wildlife Sanctuary	101.98 km, E	Patiala	654 Ha
4	Harike Wildlife Sanctuary	83.46, North W	Ferozpur	3.93 Km <sup>2</sup>
5	Jhajjar- Bachauli Wildlife Sanctuary	90.87 km, NE	Rupnagar	1.16 Km <sup>2</sup>
6	Bir Aishwan Wildlife Sanctuary	58.00 Km, E	Sangrur	264.40 Ha.
7	Bir Gurdialpura Wildlife Sanctuary	90.85, South E	Patiala	620.53 Ha.
8	Kathlaur-Kushalia Wildlife Sanctuary	151.77 km, N	Gurdaspur	758.40 Ha
9	Bir Bhunerheri Wildlife Sanctuary	103 Km, SE	Patiala	661.66 Ha.
10	Takhni - Rehmapur Wildlife Sanctuary	102 km N	Hoshiarpur	382 Ha.
11	Bir Bhadson Wildlife Sanctuary	66.73 Km, W	Patiala	1022.63 Ha
12	Nangal Wildlife Sanctuary	117km, N	Rupnagar	7.15km <sup>2</sup>
13	Bir Mehas Wildlife Sanctuary	87.4km E	Patiala	123.43 Ha

3.4.15 Waste Management: The proposed project is construction of green field highway, where water is mostly utilized for construction purpose. Generated waste water at construction site office and labors camps will be routed to soak pits. Assuming a total of 500 construction workers and 20 technical staff for the project and project duration of 24 months. Approximately 140.25 kg per day of municipal solid waste and sludge will be generated due to the project. This waste will be source to nearby landfill site through authentic vendors. All the construction and demolition waste will be used in roads fillings.

3.4.16 Details of Tree Cutting & Green Belt Development: About 2289 trees will be affected within the PROW, it would comprise of 119 fruit bearing and 2170 non fruit bearing trees. To all possibility, the cutting of trees has been minimized. Compensatory afforestation will be carried out in consultation with the forest department and district Horticultural department. For each tree fell, 10 times the number of trees will be planted under compensatory afforestation.

3.4.17 Rain Water Harvesting: Provision of rainwater recharge pits at every 500m interval according to the requirement of IRC SP: 42-2014 and IRC SP: 50-2013.

3.4.18 Land Acquisition/ R&R Issues: The proposed land need to be acquired for the proposed project is 550.09 Ha. LA and R&R Budget was prepared based on Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (RFCTLARR) and National Highways Act 1956.

3.4.19 Employment potential: During construction period 500 workers will be deployed for 2.5 years, after completion of the project at the operation phase 100 workers will be placed.

3.4.20 Benefits of the project: **Economic:** The project provide an alternative connectivity to Ludhiana industrial town which is also known as Manchester of North India. The Industrial units mostly comprise of small-scale industrial, which produce industrial goods, machine parts, auto parts, household appliances, hosiery, apparel, and garments. Ludhiana is Asia's largest hub for bicycle manufacturing and produces more than 50% of India's bicycle production of more than 10 million each year. Ludhiana produces 60% of India's tractor parts and a large portion of auto and two-wheeler parts. Many parts used in German cars such as Mercedes and BMW are exclusively produced in Ludhiana to satisfy the world requirement. **Connectivity:** The alignment connected with Delhi - Katra Expressway (NE 5) which shall provide seamless connectivity to Ludhiana with Delhi and shall connect it with Delhi Mumbai Expressway through KMP Expressway.

3.4.21 Details of Court cases: No Court Case is pending against the proposed project.

3.4.22 *During the deliberation, the EAC observed and noted the following:*

- i. The project is falling in the agriculture area and PP has stated that the farmers has agreed and land compensation has been settled.*
- ii. The project is passing through protected forest and PP has not provided alternate alignment to bypass the forest land.*

3.4.23 The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 281<sup>st</sup> meeting on 24<sup>th</sup> – 25<sup>th</sup> November, 2021 and **recommended** the proposal for grant of Environmental Clearance with the conditions as mentioned below, in addition to all standard conditions applicable for such projects:

- i. Green belt development (tree plantation) in lieu of the trees being felled in non-forest land should be carried out by the State forest department as deposit work and not by the private contractor. No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources.
- ii. The proponent shall obtain permission from the competent authorities for tree felling along the proposed alignment.
- iii. Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table.
- iv. In borrow pits, the depth of the pit shall be regulated such that the sides of the excavation will have a slope not steeper than 1:2, from the edge of the final section of bank. Soil

erosion checking measures shall be carried out. Details for Borrow area operation and rehabilitation given in EIA report shall be followed.

- v. In all the construction sites within 150 m of the nearest habitation, noisy construction work such as crushing, concrete mixing will be stopped during the night time between 10.00 pm to 6.00 am. No noisy construction activities will be permitted around educational institutions/health center's (silence zones) up to a distance of 100 m from the sensitive receptors. All plants and equipment used in construction shall strictly conform to the CPCB/SPCB noise standards.
- vi. Traffic Control Devices/Road Safety Devices/ Roadside Furniture including various types of cautionary, informatory, regulatory as mandatory signboards, road markers, studs, etc. shall be provided at appropriate locations all along the project stretch in accordance with the specifications laid down in Manual of Specifications and Standards for Expressways (IRC: SP:99-2013) and IRC:8, IRC:25, IRC:26, IRC:35, IRC:67, IRC:79, IRC:103 and Section 800 of MORTH Specifications.
- vii. Prepare the traffic prediction report for complete project (including all packages of this project) considering the cumulative impact of the traffic on the environment and submit to the Ministry and concerned Regional Office within 3 months.
- viii. All the major, minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/ drainage systems are not to be disturbed.
- ix. Afforestation using compensatory plantation in the ratio of 1:10 shall be carried out by the state forest department. Native tree species shall be used as per the IRC Guidelines on Landscaping and Tree Plantation (IRC: SP:21-2009). Effort should be made to plant native trees and Ficus species on both sides of the alignment. Special attention shall be given for protecting giant trees, and locally important trees (having cultural importance) and should be identified chainage wise.
- x. Project alignment should be managed in such a way to save the Heritage/old trees supposed to be affected by the proposed alignment.
- xi. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30<sup>th</sup> September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory afforestation etc., either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also become part of EMP and shall be implemented.
- xii. Proponent shall keep the finish road level sufficiently elevated from ground level with provision of railing on both sides to restrict animal crossing in order to avoid the

possibility of wildlife injury/death. Animal underpasses, watch tower, water holes and other mitigation measures proposed shall be constructed in supervision of forest department.

### Agenda No. 3.5

**Development of economic corridors, inter corridors, feeder routes and borders road to improve the direct connectivity in Indian Cities (Lot-8/ Package-1) Surat –Nashik-Ahmednagar Greenfield Stretch (Length 289.00 km) in the States of Gujarat and Maharashtra by M/s National Highways Authority of India – Terms of Reference [Proposal No. IA/MH/NCP/229436/2021 File No. 10/47/2021-IA.III]**

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

3.5.1. The project proponent along with the DPR consultant M/s Aarvee Associates Architects Engineers & Consultants Pvt. New Delhi has made a presentation through Video Conferencing.

3.5.2. The Green field alignment starts from proposed Vadodara – Mumbai Expressway of Navsari district near to Toli village in the state of Gujarat (20°55'17.78"N, 73° 3'47.56"E) and ends at road connecting NH-61 near Kolhewadi village in Ahmednagar District (Des. Ch 290+700) in the State of Maharashtra (19° 5'3.37"N, 74°50'0.78"E).

3.5.3. The proposed project falls under 7(f), Highway, Category A. Total project cost is Rs, 17950 Cr.

3.5.4. Land use/Land cover of project site:

S. No	Land Use	Area (ha)	Percentage
1.	Built-up	2.80	0.14
2.	Agriculture	1515.15	73.71
3.	Forest	437.57	21.29
4.	Barren	91.70	4.46
5.	Others	8.40	0.41
Total		2055.62	100

3.5.5. Land use/ Land cover around 10 km radius of project site (1 km in case of Highway projects): The proposed site envisaged wide variation of land using pattern with respect to environmental factors such as soil characteristics, climate, topography, and vegetation etc. In project area, the land use is characterized by agricultural lands, barren, water bodies, forests, hills and plantation etc. The major part of the land use pattern is used for cultivation purposes. The project area is a mix of both fertile wet and dry land. A large chunk of fallow/barren land

parcel was found in Maharashtra side of SA road.

3.5.6. RoW details: Right of Way (ROW) is of 70m throughout the project length and at the tunnel section it is about 150 m.

3.5.7. The proposed alignment will have 20 nos. of SVUPs, 54 nos of LVUPs.,31 nos of VUPs, 13 nos of VOPs, 16 nos of MJBs, 131 nos of MIBs, 3 nos of ROB, 2 no of Tunnels, 23 nos of Interchanges, 11 nos of Viaducts and 430 nos of Culverts.

3.5.8. Terrain and topographical features: Terrain in the project site is classified based on the general slope of the country across the highway alignment. Based on this criterion the project is mostly through plain terrain followed by hilly and rolling terrain.

3.5.9. Water Bodies: The proposed alignment that passes through the water bodies are below:

River	Distance
River Ambika	7.660 Km
River Kaveri	21.640 Km
River Kharera	33.760 Km
River Sasu	45.990 Km
River Man (at Two locations)	58.460 & 60.760 Kms- Gujarat state
River Par (At Three Locations)	70.660, 82.760 & 85.360 Km
River Godavari	151.960 Km
Paravara NB Canal	224.760 Km
Mula River	249.560 Km
Dev Nadi	256.340 Km
<b>Alignment passing across streams</b>	4.728, 5.163, 6.300, 8.835, 14.714, 122.884 and 168.818 to 181.254 Km

3.5.10. Water requirements: Total requirement of water for the construction is estimated to be 48,47,293 KL. During construction phase surface water will be used and drinking water requirement for workers will meet out through tube wells.

3.5.11. Diversion of forest land: The proposed alignment passes through 438 ha of Reserved forest land for which the forest clearance is not yet submitted.

S.No	State Name	District	Chainage (Km.)		Length (Km.)	Area in (Ha.)
			From (km)	To (km)		
1.	Gujarat State	Navsari	35.7	36.2	0.5	3.5
			37.6	38.1	0.5	3.5
			38.25	44.6	6.35	44.45
			45.1	45.15	0.05	0.35
		Valsad	46.6	68.36	20.52	143.64
		Tunnel-1	66.457	67.697	1.24	18.6
<b>Sub-total Length and Area in Gujarat State</b>					<b>29.16</b>	<b>214.04</b>
2.	Maharashtra State	Nashik	68.360	90.500	20.79	145.53
			93.500	95.800	2.30	16.10



			96.600	96.800	0.20	1.40
			97.200	98.200	1.00	7.00
			111.000	111.850	0.85	5.95
		Tunnel-2 (Nashik)	78.983	80.333	1.35	20.25
		Ahmednagar	274.600	275.200	0.60	4.20
			279.800	281.500	1.70	11.90
			285.400	286.300	0.90	6.30
			287.000	287.700	0.70	4.90
	<b>Sub-Total Length and Area in Maharashtra State</b>				<b>30.39</b>	<b>223.53</b>
	<b>Total Length and Area</b>				<b>59.99</b>	<b>437.57</b>

3.5.12. Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA): The project requires Forest Area of 438 Ha and alignment is passing 6km away from Eco-Sensitive areas like Nandur-Madmashwar Bird Sanctuary. The Vansda National Park is around 17.5 Kms from the proposed project.

3.5.13. STP Details: As per the requirement in construction camp the canteen/kitchen/toilet waste is routed to septic tank and soak pit. Other liquid waste at sites will be stored at sedimentation tank. The effluent of the sedimentation tank is discharged within permissible limits of respective parameters. The sewage system shall be properly designed and built so that no water pollution occurs.

3.5.14. Details of Tree Cutting & Green Belt Development: The alignment eliminate about 14,535 Nos. of trees within PRow of 70 m. The details of the afforestation in the project will be done in the form of avenue plantation. Median plantation will be done on available ROW as per IRC: SP-21: 2009. The detail of development of green belt will be prepared after the approval of alignment.

3.5.15. Land Acquisition/ R&R Issues: The proposed land acquisition for the alignment is approx. 2,402 Ha. As the RoW is 70 m and the exact number of affected households and thereby magnitude of impact can be determined after the completion of survey. The land required for the construction of highway will be acquired by NHAI before the commencement of construction work as per the provision of the LARR 2013 and NH Act 1956. All the affected properties belonging to legitimate owners shall be incorporated in the subsequent reports.

3.5.16. Employment potential: Due to the project, it is anticipated that it will create employment for 2,600 workers during peak construction period (two years) and for 1,300 workers during non-peak construction phase (two years) for the skilled and unskilled work force in the area.

3.5.17. Benefits of the project: **Connectivity:** Proposed green field corridor is reducing substantial length, travelling time and fuel consumption. It is also intended to augment the Transport Infrastructure in the states of Maharashtra and Gujarat and boost the industrial, freight movement 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. **Economic:** Providing better mode of transport, access to quality health care facilities, educational and other infrastructural facilities will increase economic activities. The project helps in transportation of gasoline, 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 will boost the local economy and build better investment for industries creating more employment opportunities to local people.

3.5.18. Details of Court cases: No Court Case is pending against the proposed project.

3.5.19. The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 281<sup>st</sup> meeting on 24<sup>th</sup> – 25<sup>th</sup> November, 2021 and **deferred** the proposal for grant of Terms of Reference for the want of following documents/ information:

- i. EAC noted that the project alignment passes through the Western Ghats and the RoW is 70 m which will give a high impact to the environment.*
- ii. EAC noted that project alignment passes through 438 hectares of forest land and crosses rivers like Ambika, Kaveri, Kharera, Sasu, Man, Par, Godavari, ParavaraNB canal, Mula river and Dev Nadi. Committee suggested that the alignment will give negative impact to these resources if implemented.*
- iii. Placing of tunnels in the proposed area might have serious impact on the water deainage pattern of the region and should be one f the important consideration before choosing the project location.*
- iv. EAC suggested to NHAI to explore the use the existing road/alignment in Western Ghats region as c new alignment in the western ghat section and tampering too much on it will have negative impact on the environment.*
- v. Committee recommends NHAI to revisit the site and identify for a better alignment with least possible impact on the western ghat section of the proposed road.*

### **Agenda No. 3.6**

**Development of 4 lane National Highway starts from Kanamalopalli village (Ch: 0+000) to Kothapalem village (Ch: 120+849) in Y.S.R Kadapa and Chittoor districts of Andhra Pradesh under Bharatmala Pariyojana (Lot-5/Package-1) by M/s National Highways Authority of India (total length - 120.849 km) – Terms of Reference**

**[Proposal No. IA/AP/NCP/237557/2021 File No. 10/53/2021-IA.III]**

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

3.6.1. The project proponent along with the DPR consultant M/s SM Consultants Pvt. has made a presentation through Video Conferencing.

3.6.2. The proposed project starts near Kanamalopalli village (Ch: 000+000) (14°26'33.66"N, 78°53'32.49"E) in Kadapa district and ends at Kothapalem village in Chittoor district (Ch:

120+849) (13°38'55.05"N, 79°31'54.53"E) of Andhra Pradesh State.

3.6.3. The proposed project falls under 7(f), Highway, Category A. Total project cost is Rs, 3303.68 Cr.

3.6.4. RoW Details: Total length of the project is 120.89 km with 45 m Right of Way (RoW) in open area and 30m in forest area.

3.6.5. Land use/Land cover of project site: The proposed alignment passing mainly through barren, agricultural and forest area.

3.6.6. The proposed alignment will have 8 major bridges, 41 minor bridges, 7 VUPs, 21 LVUPs, 3 ROB and 236 culverts are proposed along the project stretch for free passage to villagers & domesticated animals and to avoid any impact on local hydrology.

3.6.7. Terrain and topographical features: The proposed highway mostly comprise of hilly and undulating terrain. The elevation varies from ~121m to ~251m above MSL at different locations. Average elevation of the project stretch is ~186 m above MSL.

3.6.8. Water Bodies: The proposed stretch passes through Cheyuru & Pullageru river, 3 ponds, 21 canals/nalla and 4 water bodies.

3.6.9. Water requirement: About 36,00,000 KL water shall be required during construction phase. Water requirement shall be met through tankers from surface water bodies after necessary approvals. Ground water will be used after obtaining prior permission from concerned authorities if surface water is not available.

3.6.10. Diversion of forest land: The proposed alignment is passing through the forest area. About 58.678 forest area shall be diverted due to the proposed development, considering 30m RoW within the forest area. Out of total and acquisition, only 11.3% forest land is required for the proposed project. Joint inspection for verification of forest area is under process with the Forest Dept. Therefore, diversion for forest land will be required under Forest Conservation Act 1980. The details of the forest area required to develop the proposed project is as under:

Name of Forest	Design Chainage (km)		Forest Area Required	
	From	To	Sq.m.	Ha.
Kanamalopalli RF	0+583	6+600	54580.00	5.4580
Vontimitta RF	17+353	19+896	195640.00	19.5640
	20+627	24+595		
Patur RF	27+951	31+455	104610.00	10.4610
Sentigunta RF	97+291	99+688	50792.00	5.0792
Napier RF	101+345	106+225	181164.00	18.1164
	106+371	106+661		
	106+940	113+620		
<b>Total (ha.)</b>			<b>58.6786</b>	

3.6.11. Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA): The proposed alignment is

passing through the Sri Venkateswara WLS/NP and Sri Penusila Narasimha wildlife sanctuary. Therefore, recommendations from NBWL shall be required for the development of proposed project.

3.6.12. STP Details: As per the requirement camp site will be provided with septic tank/bio-toilet and the sewage is routed to portable STP or soak pit. Treated water/sludge from STP will be used for sprinkling and manuring for green belt development in the proposed alignment.

3.6.13. Details of Tree Cutting & Green Belt Development: Approximately 2693 numbers of trees coming within proposed ROW will be felled for construction of proposed project. Compensatory and avenue plantation will be done using native plant species to maintain genetic diversity. Green belt will be developed on both sides of the highway and median. Avenue plantation will be provided as per the guidelines of Green Expressway (Plantation and Maintenance) policy and Green Expressways (Plantation Trans-plantation beautification and Maintenance) policy 2015.

3.6.14. Land Acquisition/ R&R Issues: The proposed alignment requires 120.849 km land with RoW of 45m for the open area and 35m for the forest land. The exact number of affected households and thereby magnitude of impact can be determined after the completion of survey. All the affected properties belonging to legitimate owners shall be incorporated in the subsequent reports.

3.6.15. Employment potential: Due to the project, 1300 workers will be employed during construction phase. Employment will be generated for skilled, semi-skilled and unskilled laborers during the construction phase. During post construction phase, it is expected that the project will provide social benefits to local people in terms of direct employment through commercial and industrial development of the area. The project will generate indirect employment for cleaners, guards, local vendors, operation and maintenance workers etc. Therefore, the highway will also create considerable indirect employment opportunities.

3.6.16. Benefits of the project: The proposed alignment will cause several benefits to local people both during construction and operation stage. Proposed corridor is reducing substantial length, travelling time and fuel consumption. It is also intended to augment the Transport Infrastructure in the region of YSR Kadapa and Chittoor district of Andhra Pradesh state. The alignment boosts the industrial, freight movement and tourism sectors by providing faster inter-region connectivity. **Economic:** Providing better mode of transport, access to quality health care facilities, educational and other infrastructural facilities will increase economic activities. Increase agro-industrial activities are also expected to take an advantage of improved access to urban centers, Further, state will be enhanced in many terms of boosting the local economy and build better climate for industries creating more employment opportunities to local people.

3.6.17. Details of Court cases: No Court Case is pending against the proposed project.

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

- i. Widening of the existing road with 40m in the existing area and 35m in the forest area has to be detailed.*
- ii. The engineering team of NHAI has to build less no of pillars while passing the river in the alignment (Chainage 34800 -35700) in which Cheyyeru river passing.*

3.6.19. The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 281<sup>st</sup> meeting on 24<sup>th</sup> – 25<sup>th</sup> November, 2021 and **recommended** the proposal for grant of Terms of Reference with the specific ToR conditions, as mentioned below, in addition to all standard ToR conditions applicable for such projects:

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

Ministry's Circular No. J-11013/71/2016-IA.I (M), dated 25<sup>th</sup> October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.

- ix. Animal movement and wildlife corridors if any has to be detailed in the report by a competent agency/institute.
- x. A comprehensive plan for plantation, as per IRC guidelines, and using only native species shall be provided. Such plantation alongside of forest stretch will be over and above the compensatory afforestation. Tree species should be same as per the forest type.
- xi. Detailed Biodiversity assessment and conservation/mitigation plan be developed by a reputed institute or by a team of expert of national repute.

### **Agenda No. 3.7**

**Development of 4/6 lane of Paniyala-Alwar-Barodameo Economic Corridors, Inter Corridors and feeder routes to improve the efficiency of freight movement in India under Bharatmala Pariyojana (Lot-6/Package-4) by M/s National Highways Authority of India (Length – 86.10 km) – Further consideration for Terms of Reference.**

**[Proposal No. IA/RJ/NCP/239740/2021 File No. 10/48/2021-IA.III]**

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

3.7.1. The proposal was earlier considered in the 278<sup>th</sup> meeting during 27<sup>th</sup> – 28<sup>th</sup> October, 2021. During deliberation, EAC observed the following:

- i. Alignment of the proposed project was not satisfactory which will fragment Sariska NP and nearby forests areas; PP has to explore alternate alignment and resubmit the KML file with revised alignment as discussed in the meeting.*

3.7.2. Therefore, the EAC noted that the proposed alignment will fragment the Sariska NP and nearby forest areas and thereby obstruct the movement of wild animals. The proposal was thus not accepted in the present form and advised PP to explore an alternate alignment such that there will be no fragmentation of the forest and resubmit the KML file with revised alignment as discussed in the meeting.

3.7.3. PP thereafter during the meeting presented 2 additional alignments which are by-passing the forest area and wildlife corridors.

3.7.4. The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 281<sup>st</sup> meeting on 24<sup>th</sup> – 25<sup>th</sup> November, 2021 and **recommended** the

proposal for grant of Amendment in Terms of Reference along with the following specific conditions, in addition to all standard conditions applicable for such projects:

- i. The EIA report for both the alignments discussed in the EAC shall be conducted. The committee at the time of EC will deliberate the merits and demerits of both the alignment and apprise accordingly.
- ii. Cumulative impact assessment study should be carried out along the entire stretch including the other packages and the current stretch under consideration.
- iii. The proponent shall carry out a detailed traffic flow study to assess inflow of traffic from adjoining areas like airport/urban cities. The detailed traffic planning studies shall include complete design, drawings and traffic circulation plans (taking into consideration integration with proposed alignment and other state roads etc.). Wherever required adequate connectivity in terms of VUP (vehicle underpass)/ PUP (Pedestrian underpass) needs to be included.
- iv. Road safety audit (along with accident/black spots analysis) by any third-party competent organization at all stages namely at detailed design stage, construction stage and pre-opening stage to ensure that the project road has been constructed considering all the elements of road safety.
- v. Provide compilation of road kill data on the wildlife on the existing roads (national and state highways) in the vicinity of the proposed project. Provide measures to avoid road kills of wildlife by the way of road kill management plan.
- 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. Alignment also should be such that it will avoid cutting old and large and heritage trees if any. All such trees should be geo-tagged, photographed and details be submitted in the EIA –EMP report.
- vii. The proponent shall carry out a comprehensive socio-economic assessment and also impact on biodiversity with emphasis on impact of ongoing land acquisition on the local people living around the proposed alignment. The Social Impact Assessment should have social indicators which can reflect on impact of acquisition on fertile land. The Social Impact Assessment shall take into consideration of key parameters like people's dependency on fertile agricultural land, socio-economic spectrum, impact of the project at local and regional levels.
- viii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30<sup>th</sup> September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfil these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available

with the project proponent.

- ix. The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M), dated 25<sup>th</sup> October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.
- x. Animal movement and wildlife corridors has to be studied in detail in the EIA-EMP report by a reputed institute like Zoological Survey of India (ZSI) or SACON or WII. The study should unambiguously state the impact of proposed road on the fragmentation of wildlife corridor if any.
- xi. A comprehensive plan for plantation of three rows of native species, as per IRC guidelines, shall be provided. Such plantation alongside of forest stretch will be over and above the compensatory afforestation. Tree species should be same as per the forest type.
- xii. Detailed Biodiversity assessment and conservation/mitigation plan be developed by a reputed institute like Zoological Survey of India (ZSI) or SACON or WII..

### **Agenda No. 3.8**

#### **Development of Haryana Section from Km 0+000 to Km 135+056 of Delhi-Amritsar-Katra Expressway by M/s National Highways Authority of India – Re-consideration for Environmental Clearance.**

**[Proposal No. IA/HR/NCP/141416/2020; File No. 10-17/2020-IA.III]**

The proposal was earlier considered in the 243<sup>rd</sup> EAC (Infra-1) meeting held on 26<sup>th</sup> – 27<sup>th</sup> September, 2020 and EAC has recommended the proposal. The Ministry has approved the proposal on 17.11.2020 for grant of EC. However, the EC letter has not been issued since the project involve diversion of forest land and PP has not submitted the Stage-1 forest clearance.

Ministry vide OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013, stated that pending grant of stage-I approval under the Forest (Conservation) Act, 1980 for non-forestry use of the forest land, environment clearance to linear projects may be issued. Provided an undertaking is submitted by the PP. Further, the PP has to fulfil following conditions before grant of EC letter. These conditions are also incorporated in the EC letter

- i. The proponent shall obtain Forest Clearance for diversion of forest land as per Forest (Conservation) Act, 1980. Proponent shall submit an undertaking that work on non-forestry land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. **Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly**



**provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.**

- ii. Commencement of work in non-forest land will not confer any right to NHAI for granting approval under the Forest (Conservation) Act, 1980.

As per the Conditions of the OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013; while appraising the project the proponent has not submitted the alternate alignment to bypass the forest land. Therefore, on recommendations of EAC, approval of Ministry has been obtained for such proposals, however, in absence of alternate alignment, the EC letter has not been issued as Stage –I forest clearance is not submitted to the Ministry.

It has been requested by the PP that, alternate alignment for the proposals awaiting Stage-I forest clearance is now available with them

On the request of the PP, the proposal is reconsidered in the EAC meeting.

For the extant proposal, Stage-1 Forest Clearance has been received therefore there is no need for the alternate alignment. The same shall be submitted to the Ministry for issuance of Environmental Clearance.

### **Agenda No. 3.9**

**Development of Urban Extension Road-II (NH-344M) from Design chainage Km 0.000 to Km 38.111. Development of link road (new NH-344P) (Km 0.000 to Km 29.600) between Bawana Industrial Area Delhi (from Km 7.750 of UER II) till bypass of NH [1]352A at village Barwasni, Sonipat in Haryana as spur of Urban Extension Road-II (NH[1]344M) in the state of Delhi/Haryana. Development of link road (new NH-344N) (Km 0.000 to Km 7.500) between Dichaon Kalan till Bahadurgarh Bypass/NH-10 in the state of NCT of Delhi/Haryana. (Total Length of Project: 75.211 Km) by M/s National Highways Authority of India – Re-consideration for Environmental Clearance**

**[Proposal No. IA/DL/MIS/104396/2019; File No. 10-30/2019-IA.III]**

The proposal was earlier considered in the 247<sup>th</sup> EAC (Infra-1) meeting held on 23<sup>rd</sup>-24<sup>th</sup> November, 2020 and EAC has recommended the proposal. The Ministry has approved the proposal on 24.12.2020 for grant of EC. However, the EC letter has not been issued since the project involve diversion of forest land and PP has not submitted the Stage-1 forest clearance.

Ministry vide OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013, stated that pending grant of stage-I approval under the Forest (Conservation) Act, 1980 for non-forestry use of the forest land, environment clearance to linear projects may be issued. Provided an undertaking is submitted by the PP. Further, the PP has to fulfil following conditions before grant of EC letter. These conditions are also incorporated in the EC letter

- i. The proponent shall obtain Forest Clearance for diversion of forest land as per Forest (Conservation) Act, 1980. Proponent shall submit an undertaking that work on non-forestry land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case

approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. **Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.**

- ii. Commencement of work in non-forest land will not confer any right to NHAI for granting approval under the Forest (Conservation) Act, 1980.

As per the Conditions of the OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013; while appraising the project the proponent has not submitted the alternate alignment to bypass the forest land. Therefore, on recommendations of EAC, approval of Ministry has been obtained for such proposals, however, in absence of alternate alignment, the EC letter has not been issued as Stage –I forest clearance is not submitted to the Ministry.

It has been requested by the PP that, alternate alignment for the proposals awaiting Stage-I forest clearance is now available with them and the matter may be reconsidered by the EAC for the alternate alignment.

On the request of the PP, the proposal is reconsidered in the EAC meeting.

For the extant proposal, Stage-1 Forest Clearance has been received therefore there is no need for the alternate alignment. The same shall be submitted to the Ministry for issuance of Environmental Clearance.

### **Agenda No. 3.10 & 3.11 (Both the Agenda are same)**

**Construction of 6-lane highway from Chittoor to Thatchur NH-716B (Km0.000 to 126.550) from District Chittoor, Andhra Pradesh to Thatchur, District Tiruvallur, Tamil Nadu by M/s National Highways Authority of India - Re-consideration for Environmental Clearance**

**[Proposal No. IA/AP/MIS/75727/2018; File No. 10-49/2018-IA.III]**

The proposal was earlier considered in the 251<sup>st</sup> EAC (Infra-1) meeting held on 28<sup>th</sup> December, 2020 and EAC has recommended the proposal. The Ministry has approved the proposal on 18.01.2021 for grant of EC. However, the EC letter has not been issued since the project involve diversion of forest land and PP has not submitted the Stage-1 forest clearance.

Ministry vide OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013, stated that pending grant of stage-I approval under the Forest (Conservation) Act, 1980 for non-forestry use of the forest land, environment clearance to linear projects may be issued. Provided an undertaking is submitted by the PP. Further, the PP has to fulfil following conditions before grant of EC letter. These conditions are also incorporated in the EC letter

- i. The proponent shall obtain Forest Clearance for diversion of forest land as per Forest (Conservation) Act, 1980. Proponent shall submit an undertaking that work on non-forestry land may only be executed upto such point (to be selected by the user agency)

on either side of forest land if it is explicitly certified by the user agency that in case approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. **Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.**

- ii. Commencement of work in non-forest land will not confer any right to NHAI for granting approval under the Forest (Conservation) Act, 1980.

As per the Conditions of the OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013; while appraising the project the proponent has not submitted the alternate alignment to bypass the forest land. Therefore, on recommendations of EAC, approval of Ministry has been obtained for such proposals, however, in absence of alternate alignment, the EC letter has not been issued as Stage –I forest clearance is not submitted to the Ministry.

It has been requested by the PP that, alternate alignment for the proposals awaiting Stage-I forest clearance is now available with them and the matter may be reconsidered by the EAC for the alternate alignment.

On the request of the PP, the proposal is reconsidered in the EAC meeting. However, the project proponent was unable to show the alternative alignment for the aforesaid project hence the EAC recommended the PP to wait for the Stage-I forest clearance. Once the Stage-I forest clearance is submitted, necessary Environmental Clearance shall be issued by the Ministry.

### **Agenda No. 3.12**

**Development of Punjab Section from Km 135+056 to Km 396+863 of Delhi-Amritsar-Katra Expressway by M/s National Highways Authority of India - Re-consideration for Environmental Clearance.**

**[Proposal No. IA/PB/NCP/141510/2020; File No. 10-18/2020-IA.III]**

The proposal was earlier considered in the 256th EAC(Infra-1) meeting held on 3<sup>rd</sup> – 4<sup>th</sup> March, 2021 and EAC has recommended the proposal. The Ministry has approved the proposal on 28.06.2021 for grant of EC. However, the EC letter has not been issued since the project involve diversion of forest land and PP has not submitted the Stage-1 forest clearance.

Ministry vide OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013, stated that pending grant of stage-I approval under the Forest (Conservation) Act, 1980 for non-forestry use of the forest land, environment clearance to linear projects may be issued. Provided an undertaking is submitted by the PP. Further, the PP has to fulfil following conditions before grant of EC letter. These conditions are also incorporated in the EC letter

- i. The proponent shall obtain Forest Clearance for diversion of forest land as per Forest (Conservation) Act, 1980. Proponent shall submit an undertaking that work on non-forestry land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case

approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. **Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.**

- ii. Commencement of work in non-forest land will not confer any right to NHAI for granting approval under the Forest (Conservation) Act, 1980.

As per the Conditions of the OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013; while appraising the project the proponent has not submitted the alternate alignment to bypass the forest land. Therefore, on recommendations of EAC, approval of Ministry has been obtained for such proposals, however, in absence of alternate alignment, the EC letter has not been issued as Stage –I forest clearance is not submitted to the Ministry.

It has been requested by the PP that, alternate alignment for the proposals awaiting Stage-I forest clearance is now available with them and the matter may be reconsidered by the EAC for the alternate alignment.

On the request of the PP, the proposal is reconsidered in the EAC meeting. However, the project proponent was unable to show the alternative alignment for the aforesaid project hence the EAC recommended the PP to wait for the Stage-I forest clearance. Once the Stage-I forest clearance is submitted, necessary Environmental Clearance shall be issued by the Ministry.

### **Agenda No. 3.13**

**Development of access-controlled Ludhiana-Rupnagar Greenfield Highway, starting from Delhi-Katra Expressway (NE-5) near village Manewal and terminating on NH205 at Rupnagar near village Bheora including development of its spur (starting near village Pippal Majra and terminate at Kharar) in the State of Punjab under Bharatmala Pariyojana by M/s National Highways Authority of India (Total Length 110 Km) - Re-consideration for Environmental Clearance.**

**[Proposal No. IA/PB/NCP/178014/2020; File No. 10-64/2020-IA.III]**

The proposal was earlier considered in the 262<sup>nd</sup> EAC (Infra-1) meeting held on 25<sup>th</sup> and 27<sup>th</sup> May, 2021 and EAC has recommended the proposal. The Ministry has approved the proposal on 02.08.2021 for grant of EC. However, the EC letter has not been issued since the project involve diversion of forest land and PP has not submitted the Stage-1 forest clearance.

Ministry vide OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013, stated that pending grant of stage-I approval under the Forest (Conservation) Act, 1980 for non-forestry use of the forest land, environment clearance to linear projects may be issued. Provided an undertaking is submitted by the PP. Further, the PP has to fulfil following conditions before grant of EC letter. These conditions are also incorporated in the EC letter

- i. The proponent shall obtain Forest Clearance for diversion of forest land as per Forest (Conservation) Act, 1980. Proponent shall submit an undertaking that work on non-forestry land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. **Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.**
- ii. Commencement of work in non-forest land will not confer any right to NHAI for granting approval under the Forest (Conservation) Act, 1980.

As per the Conditions of the OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013; while appraising the project the proponent has not submitted the alternate alignment to bypass the forest land. Therefore, on recommendations of EAC, approval of Ministry has been obtained for such proposals, however, in absence of alternate alignment, the EC letter has not been issued as Stage –I forest clearance is not submitted to the Ministry.

It has been requested by the PP that, alternate alignment for the proposals awaiting Stage-I forest clearance is now available with them and the matter may be reconsidered by the EAC for the alternate alignment.

On the request of the PP, the proposal is reconsidered in the EAC meeting. However, the project proponent was unable to show the alternative alignment for the aforesaid project hence the EAC recommended the PP to wait for the Stage-I forest clearance. Once the Stage-I forest clearance is submitted, necessary Environmental Clearance shall be issued by the Ministry.

### **Agenda No. 3.14**

**Development of Economic Corridors, Inter-corridors, feeder routes and Coastal Road to improve the efficiency of freight movement in India (Lot-3/Odisha & Jharkhand/Package-2) Raipur-Vishakhapatnam (Ch. 0.000 - Ch. 124.661 km) (Length 124.661 km) in the State of Chhattisgarh under Bharatmala Pariyojana by M/s National Authority of India - Re-consideration for Environmental Clearance.**

**[Proposal No. IA/CG/NCP/131198/2019; File No. 10-3/2020-IA.III]**

The proposal was earlier considered in the 271<sup>st</sup> EAC (Infra-1) meeting held on 26<sup>th</sup> – 27<sup>th</sup> August, 2021 and EAC has recommended the proposal. The Ministry has approved the proposal on 20.09.2021 for grant of EC. However, the EC letter has not been issued since the project involve diversion of forest land and PP has not submitted the Stage-1 forest clearance.

Ministry vide OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013, stated that pending grant of stage-I approval under the Forest (Conservation) Act, 1980 for non-forestry use of the forest land, environment clearance to linear projects may be issued. Provided an undertaking is submitted by the PP. Further, the PP has to fulfil following conditions before grant of EC letter.

These conditions are also incorporated in the EC letter

- i. The proponent shall obtain Forest Clearance for diversion of forest land as per Forest (Conservation) Act, 1980. Proponent shall submit an undertaking that work on non-forestry land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. **Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.**
- ii. Commencement of work in non-forest land will not confer any right to NHAI for granting approval under the Forest (Conservation) Act, 1980.

As per the Conditions of the OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013; while appraising the project the proponent has not submitted the alternate alignment to bypass the forest land. Therefore, on recommendations of EAC, approval of Ministry has been obtained for such proposals, however, in absence of alternate alignment, the EC letter has not been issued as Stage –I forest clearance is not submitted to the Ministry.

It has been requested by the PP that, alternate alignment for the proposals awaiting Stage-I forest clearance is now available with them and the matter may be reconsidered by the EAC for the alternate alignment.

On the request of the PP, the proposal is reconsidered in the EAC meeting. However, the project proponent was unable to show the alternative alignment for the aforesaid project hence the EAC recommended the PP to wait for the Stage-I forest clearance. Once the Stage-I forest clearance is submitted, necessary Environmental Clearance shall be issued by the Ministry.

### **Agenda No. 3.15**

**Development of access controlled Amritsar-Bathinda Greenfield Highway starting from Delhi-Amritsar Expressway near Sultanpur Lodhi (village Tiba) and terminate at Bathinda (near Sangat Kalan) as part of Amritsar-Jamnagar Economic Corridor under Bharatmala Pariyojana (Total Length 155 km) by M/s National Highways Authority of India - Re-consideration for Environmental Clearance.**

**[Proposal No. IA/PB/NCP/224855/2020; File No. 10-65/2020-IA.III]**

The proposal was earlier considered in the 271<sup>st</sup> EAC (Infra-1) meeting held on 26<sup>th</sup> – 27<sup>th</sup> August, 2021 and EAC has recommended the proposal. The Ministry has approved the proposal on 20.09.2021 for grant of EC. However, the EC letter has not been issued since the project involve diversion of forest land and PP has not submitted the Stage-1 forest clearance.

Ministry vide OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013, stated that pending grant of stage-I approval under the Forest (Conservation) Act, 1980 for non-forestry use of the forest land, environment clearance to linear projects may be issued. Provided an undertaking is



submitted by the PP. Further, the PP has to fulfil following conditions before grant of EC letter. These conditions are also incorporated in the EC letter

- i. The proponent shall obtain Forest Clearance for diversion of forest land as per Forest (Conservation) Act, 1980. Proponent shall submit an undertaking that work on non-forestry land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. **Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.**
- ii. Commencement of work in non-forest land will not confer any right to NHAI for granting approval under the Forest (Conservation) Act, 1980.

As per the Conditions of the OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013; while appraising the project the proponent has not submitted the alternate alignment to bypass the forest land. Therefore, on recommendations of EAC, approval of Ministry has been obtained for such proposals, however, in absence of alternate alignment, the EC letter has not been issued as Stage –I forest clearance is not submitted to the Ministry.

It has been requested by the PP that, alternate alignment for the proposals awaiting Stage-I forest clearance is now available with them and the matter may be reconsidered by the EAC for the alternate alignment.

On the request of the PP, the proposal is reconsidered in the EAC meeting. However, the project proponent was unable to show the alternative alignment for the aforesaid project hence the EAC recommended the PP to wait for the Stage-I forest clearance. Once the Stage-I forest clearance is submitted, necessary Environmental Clearance shall be issued by the Ministry.

### **Agenda No. 3.16**

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

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

The proposal was earlier considered in the 275<sup>th</sup> EAC (Infra-1) meeting held on 29<sup>th</sup> September, 2021 and EAC has recommended the proposal. The Ministry has approved the proposal on 27/10/2021 for grant of EC. However, the EC letter has not been issued since the project involve diversion of forest land and PP has not submitted the Stage-1 forest clearance.

Ministry vide OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013, stated that pending grant

of stage-I approval under the Forest (Conservation) Act, 1980 for non-forestry use of the forest land, environment clearance to linear projects may be issued. Provided an undertaking is submitted by the PP. Further, the PP has to fulfil following conditions before grant of EC letter. These conditions are also incorporated in the EC letter

- i. The proponent shall obtain Forest Clearance for diversion of forest land as per Forest (Conservation) Act, 1980. Proponent shall submit an undertaking that work on non-forestry land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. **Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.**
- ii. Commencement of work in non-forest land will not confer any right to NHAI for granting approval under the Forest (Conservation) Act, 1980.

As per the Conditions of the OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013; while appraising the project the proponent has not submitted the alternate alignment to bypass the forest land. Therefore, on recommendations of EAC, approval of Ministry has been obtained for such proposals, however, in absence of alternate alignment, the EC letter has not been issued as Stage –I forest clearance is not submitted to the Ministry.

It has been requested by the PP that, alternate alignment for the proposals awaiting Stage-I forest clearance is now available with them and the matter may be reconsidered by the EAC for the alternate alignment.

On the request of the PP, the proposal is reconsidered in the EAC meeting. The PP has presented the alternate alignment.

The EAC had a detailed deliberation on the alternate alignment presented by the PP and recommended the proposal of alternate alignment. However, it has been observed by the EAC that since EIA/EMP for the portion of alternate alignment has not been done by the PP, an EIA/EMP including conduct of public hearing for the alternate alignment has to be done by the PP based on the standard ToRs.

EAC further recommended that since the PP has already applied for Stage – I forest clearance, and now since alternate alignment is available with the PP, EC for the proposal can be accorded by the Ministry as per the OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013; subject to condition that, in case Stage-I forest clearance is denied by the competent authority, the PP need to conduct EIA/EMP for the alternate stretch of alignment including conduct of public hearing.

In that scenario, the matter shall be further deliberated by the EAC for the EIA/EMP of the alternate alignment for the final recommendations of the EAC.



**Construction of 6/8 laning of Kanpur-Lucknow Expressway starting from Shaheed Path to Shuklaganj Jn. of NH-27 (Old No. NH-25) in the state of Uttar Pradesh by M/s National Highways Authority of India - Re-consideration for Environmental Clearance.**

**[Proposal No. IA/UP/MIS/75114/2018; File No. 10-65/2018-IA.III]**

The proposal was earlier considered in the 275<sup>th</sup> EAC (Infra-1) meeting held on 29<sup>th</sup> September, 2021 and EAC has recommended the proposal. The Ministry has approved the proposal on 22/10/2021 for grant of EC. However, the EC letter has not been issued since the project involve diversion of forest land and PP has not submitted the Stage-1 forest clearance.

Ministry vide OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013, stated that pending grant of stage-I approval under the Forest (Conservation) Act, 1980 for non-forestry use of the forest land, environment clearance to linear projects may be issued. Provided an undertaking is submitted by the PP. Further, the PP has to fulfil following conditions before grant of EC letter. These conditions are also incorporated in the EC letter

- i. The proponent shall obtain Forest Clearance for diversion of forest land as per Forest (Conservation) Act, 1980. Proponent shall submit an undertaking that work on non-forestry land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. **Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.**
- ii. Commencement of work in non-forest land will not confer any right to NHAI for granting approval under the Forest (Conservation) Act, 1980.

As per the Conditions of the OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013; while appraising the project the proponent has not submitted the alternate alignment to bypass the forest land. Therefore, on recommendations of EAC, approval of Ministry has been obtained for such proposals, however, in absence of alternate alignment, the EC letter has not been issued as Stage –I forest clearance is not submitted to the Ministry.

It has been requested by the PP that, alternate alignment for the proposals awaiting Stage-I forest clearance is now available with them and the matter may be reconsidered by the EAC for the alternate alignment.

On the request of the PP, the proposal is reconsidered in the EAC meeting. However, the project proponent was unable to present the alternative alignment for the aforesaid project hence the EAC recommended the PP to wait for the Stage-I forest clearance. Once the Stage-I forest clearance is submitted, necessary Environmental Clearance shall be issued by the Ministry.

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Following members were present during the 281<sup>th</sup> EAC (Infra-1) meeting held on 24<sup>th</sup> – 25<sup>th</sup> November 2021:-

S. No.	Name	Designation	Remarks	
			Day 1	Day 2
1.	Dr. Deepak Arun Apte	Chairman	Present	Present
2.	Sh. S. Jeyakrishnan	Member	Present	Present
3.	Sh. Manmohan Singh Negi	Member	Present	Present
4.	Sh. ShamWagh	Member	Present	Present
5.	Dr. Mukesh Khare	Member	Present	Present
6.	Dr. Ashok Kumar Pachauri	Member	Present	Present
7.	Dr. V. K Jain	Member	Present	Present
8.	Dr. Manoranjan Hota	Member	Present	Present
9.	Sh. R Debroy	Member	Absent	Absent
10.	Dr. Rajesh Chandra	Member	Absent	Absent
11.	Dr. M. V Ramana Murthy	Member	Present	Absent
12.	Smt. Bindu Manghat	Member	Absent	Absent
13.	Dr. Niraj Sharma	Member	Absent	Absent
14.	Sh. Amardeep Raju,	Scientist'E' & MS, MoEF&CC	Present	Present
15.	Dr. Rajesh Prasad Rastogi	Scientist'C', MoEF&CC	Present	Present
16.	Mr. P.Balakumar	Research Associate	Present	Present