

F. No. 10-67/2018-IA.III  
Government of India  
Ministry of Environment, Forest and Climate Change  
(Impact Assessment Division)

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

Dated 26<sup>th</sup> March, 2019

To

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

Sub: Development of 8-lane (Greenfield Highway) from after Chambal River near Durjanpura village (Ch. 349.000 km) to Banda Hera village (Ch. 392.800 km) Section of NH-148 N (length 43.8 km) in the state of Rajasthan by M/s National Highways Authority of India – **Terms of Reference**

Sir,

This has reference to your letter No. 1013/1/2k/Env./557 dated 14<sup>th</sup> August, 2018, submitting above mentioned proposal online on 7<sup>th</sup> September, 2018, for seeking Terms of Reference (TOR) as per the provisions of the Environment Impact Assessment (EIA) Notification, 2006 and subsequent amendments under the Environment (Protection) Act, 1986.

2. The proposal for 'Development of 8-lane (Greenfield Highway) from after Chambal River near Durjanpura village (Ch. 349.000 km) to Banda Hera village (Ch. 392.800 km) Section of NH-148 N (length 43.8 km) in the state of Rajasthan by M/s National Highways Authority of India' was considered by the Expert Appraisal Committee (EAC) for Industrial Estate/Area, SEZ and Highways projects in its 197<sup>th</sup> meeting on 17<sup>th</sup> September, 2018 and 208<sup>th</sup> meeting held on 19 - 20 February, 2019 in the Ministry of Environment, Forest and Climate Change, New Delhi.

3. The project proponent along with the EIA consultant M/s Feedback Infra Private Limited made a presentation and provided the following information to the Committee:

- (i) The proposal involves the Development of 8 lane (Greenfield Highway) from after Chambal River near Durjanpura village at (Ch. 349.000 Km) to Banda Hera village (Ch. 392.800 Km) Section of NH-148N (Total length 43.8Km), Under Bharatmala Pariyojana Lot-4/Pkg-4 in the state of Rajasthan
- (ii) **Location:** Tehsil Digod and Ladpura of Kota District, State Rajasthan.

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- (iii) **Land use of the site and around the site up to 10 km radius:** Agricultural & barren land.
- (iv) **Proposed RoW:** 100m.
- (v) **Rehabilitation involved, if any:** The details of structures to be rehabilitated or resettled shall be provided in the EIA report.
- (vi) **Justification for selection of the site:** Three alignment options are considered in order to finalise the proposed alignment. All the three alignments are compared in terms of techno-commercial aspect consisting minimum tree felling, minimum exorbitant cost, comparatively lower land degradation and lesser environmental impacts.
- (vii) **Proposed alignment was considered due to following reasons.**
- Least affected forest Area
  - Better connectivity to major towns through spurs at Alwar utilizing existing SH-18 & NH-248A.
  - Avoids the Amli Tiger Safari, which is being developed by State Govt.
  - Having significant distance from Ranthambore National Park and SawaiMadhopur WLS as compare to other options.
  - Minimum number of settlements affected.
- (viii) **Tree cutting, types, numbers, girth size etc.:** Tree enumeration is under process
- (ix) **Total water requirement and its source:** Approx 2,826,000 KL water shall be required during the construction phase of the project. The water for the construction phase shall be met by water tankers from approved vendors. Bore-well, if required, shall be operated after approval from the competent authority. Total water requirement shall be estimated during the detail EIA study.
- (x) **Waste water generation, treatment and disposal:** Waste water shall be generated by workers and diverted in septic tanks.
- (xi) **Water bodies, diversion if any:** The proposed stretch passes through 11 streams. Bridges shall be provided at all the crossings.
- (xii) **Whether the project is in Critically Polluted area:** No.
- (xiii) **Municipal solid waste generated disposal facility:** 140.0 Kg/day (approx.) during construction phase and 65.0 kg/day (approx.) during operation phase.
- (xiv) **National Park/ Wild Life Sanctuary in 10 km radius area & Eco-Sensitive Zone in 10 km radius area:** National Chambal Sanctuary approx. 1.7 km.
- (xv) **If the project involves diversion of forest land, extend of the forest land:** No forest land shall be diverted for the project.
- (xvi) **Investment/Cost of the project:** INR 1900 Crore (approx.).
- (xvii) **Benefits of the project:** As per MoRTH Notification dated 8th May, 2018, the proposed project is declared a part of NH-148 N.



- The project will provide a better connectivity of Project district and in turn to the Rajasthan State.
- Proposed Green-field alignment will gear up the economic growth of the region by providing time optimised reach to the wide market of Capital City.
- Direct Employment: During construction phase; and Temporary Indirect Employment: Vendors, suppliers, electricians, plumbers and other allied industries will benefit during implementation phase;
- Permanent Indirect Employment: During the operations phase, the implementation will result in employment generation for cleaners, guards, local vendors, kiosk operators, drivers, doctors etc.

(xviii) **Employment potential:** Approx. 280 during construction and 130 (approx.) during Operation phase.

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

4. Based on the deliberations in the meeting and information provided by the proponent in support of the project, the EAC recommended for grant of TOR. As per the recommendation of the EAC, the Ministry of Environment, Forest and Climate Change hereby accords TOR for 'Development of 8-lane (Greenfield Highway) from after Chambal River near Durjanpura village (Ch. 349.000 km) to Banda Hera village (Ch. 392.800 km) Section of NH-148 N (length 43.8 km) in the state of Rajasthan by M/s National Highways Authority of India' and for preparation of EIA/EMP report with public consultations subject to compliance of all conditions as notified in the standard ToR applicable for highways and specific conditions, as mentioned below.

**A. Project Specific Conditions:**

- Carry out detailed traffic study to assess inflow of traffic from adjoining areas like airport/urban cities.
- Study to be carried out on Acoustic and Light Proofing measures considering the Wildlife Institute of India manual and other studies by the reputed institutes on the matter. The study shall be carried by the qualified professionals, scientists from any national institute having requisite experience to conduct such study.
- Rain water harvesting structures to be constructed at the either sides of the road with special precaution of oil filters and de-silting chambers.
- Provide compilation of road kill data on 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.
- 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.

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- (vii) A comprehensive plan for afforestation including minimum three times plantation by native species be provided.
- (viii) The activities and budget earmarked for Corporate Environmental Responsibility (CER) shall be as per ministry's O.M No 22-65/2017-IA.III dated 01.05.2018 and the action plan on the activities proposed under CER shall be submitted at the time of appraisal of the project included in the EIA/EMP Report.
- (ix) The PP shall not use groundwater/surface water without obtaining approval from CGWA/SGWA as the case may be. The project proponent shall apply to the Central Ground Water Authority (CGWA)/State Ground Water Authority (SGWA)/Competent Authority, as the case may be, for obtaining No Objection Certificate (NOC), for withdrawal of ground water.
- (x) The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M), dated 25.10.2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.
- (xi) All the stretches passing through the water bodies in the entire stretch of the corridor, necessary measures to be taken for not erecting any pillars at the entire area of the water bodies spread.
- (xii) An authentication certificate from Chief Wildlife Warden, Rajasthan should be produced to ascertain the distance from proposed alignment to Chambal Wildlife Sanctuary.
- (xiii) Wildlife clearance to be obtained for proposed alignment.
- (xiv) Necessary Permission from the PCCF, State Forest Department, Rajasthan is required as per the Act related to Protected Forest as the proposed alignment is passing through Papid Protected Forest.
- (xv) ROW should not exceed 70m at any point of the proposed 8-lane alignment as per MoRT&H circular no. NH-15017/21/2018 dated 10th May, 2018. Since, the ROW of the proposed alignment shall be reduced from 100m to 70m, therefore it is important to assess the present and projected traffic densities on the highway/expressway.

#### **B. General Conditions**

- (i) A brief description of the project, project name, nature, size, its importance to the region/state and the country shall be submitted.
- (ii) In case the project involves diversion of forests land, guidelines under OM dated 20.03.2013 shall be followed and necessary action be taken accordingly.
- (iii) Details of any litigation(s) pending against the project and/or any directions or orders passed by any court of law/any statutory authority against the project to be detailed out.
- (iv) Detailed alignment plan, with details such as nature of terrain (plain, rolling, hilly), land use pattern, habitation, cropping pattern, forest area,



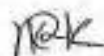


environmentally sensitive areas, mangroves, notified industrial areas, sand dunes, sea, rivers, lakes, details of villages, teshils, districts and states, latitude and longitude for important locations falling on the alignment by employing remote sensing techniques followed by "ground truthing" and also through secondary data sources shall be submitted.

- (v) Describe various alternatives considered, procedures and criteria adopted for selection of the final alternative with reasons.
- (vi) Land use map of the study area to a scale of 1: 25,000 based on recent satellite imagery delineating the crop lands (both single and double crop), agricultural plantations, fallow lands, waste lands, water bodies, built-up areas, forest area and other surface features such as railway tracks, ports, airports, roads, and major industries etc. alongwith detailed ground survey map on 1:2000 scale showing the existing features falling within the right of way namely trees, structures including archaeological & religious, monuments etc. if any, shall be submitted.
- (vii) If the proposed route is passing through any hilly area, the measures for ensuring stability of slopes and proposed measures to control soil erosion from embankment shall be examined and submitted.
- (viii) If the proposed route involves tunneling, the details of the tunnel and locations of tunneling with geological structural fraction should be provided. In case the road passes through a flood plain of a river, the details of micro-drainage, flood passages and information on flood periodicity at least of the last 50 years in the area shall be examined and submitted.
- (ix) If the project is passing through/located within the notified ecologically sensitive zone (ESZ) around a notified National Park/Wildlife Sanctuary or in the absence of notified ESZ, within 10 km from the boundary of notified National Park/Wildlife Sanctuary, the project proponent may simultaneously apply for the clearance for the standing committee of NBWL. The EC for such project would be subject to obtaining the clearance from the standing committee of NBWL.
- (x) Study regarding the animal bypasses/underpasses etc. across the habitation areas shall be carried out. Adequate cattle passes for the movement of agriculture material shall be provided at the stretches passing through habitation areas. Underpasses shall be provided for the movement of Wild animals.
- (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.



- (xii) The information shall be provided about the details of the trees to be cut including their species and whether it also involves any protected or endangered species. Measures taken to reduce the number of the trees to be removed should be explained in detail. The details of compensatory plantation shall be submitted. The possibilities of relocating the existing trees shall be explored.
- (xiii) Necessary green belt shall be provided on both sides of the highway with proper central verge and cost provision should be made for regular maintenance.
- (xiv) If the proposed route is passing through a city or town, with houses and human habitation on either side of the road, the necessity for provision of bypasses/diversions/under passes shall be examined and submitted. The proposal should also indicate the location of wayside amenities, which should include petrol stations/service centres, rest areas including public conveyance, etc.
- (xv) Details about measures taken for the pedestrian safety and construction of underpasses and foot-over bridges along with flyovers and interchanges shall be submitted.
- (xvi) The possibility that the proposed project will adversely affect road traffic in the surrounding areas (e.g. by causing increases in traffic congestion and traffic accidents) shall be addressed.
- (xvii) The details of use of fly ash in the road construction, if the project road is located within the 100 km from the Thermal Power Plant shall be examined and submitted.
- (xviii) The possibilities of utilizing debris/waste materials available in and around the project area shall be explored.
- (xix) The details on compliance with respect to Research Track Notification of Ministry of Road, Transport and Highways shall be submitted.
- (xx) The details of sand quarry and borrow area as per OM No.2-30/2012-IA-III dated 18.12.2012 on 'Rationalization of procedure for Environmental Clearance for Highway Projects involving borrow areas for soil and earth' as modified vide OM of even No. dated March 19, 2013, shall be examined and submitted.
- (xxi) Climate and meteorology (max and min temperature, relative humidity, rainfall, frequency of tropical cyclones and snow fall); the nearest IMD meteorological station from which climatological data have been obtained to be indicated.
- (xxii) The air quality monitoring shall be carried out as per the notification issued on 16<sup>th</sup> November, 2009. Input data used for Noise and Air quality modelling shall be clearly delineated.



- (xxiii) The project activities during construction and operation phases, which will affect the noise levels and the potential for increased noise resulting from this project shall be identified. Discuss the effect of noise levels on nearby habitations during the construction and operational phases of the proposed highway. Identify noise reduction measures and traffic management strategies to be deployed for reducing the negative impact if any. Prediction of noise levels shall be done by using mathematical modelling at different representative locations.
- (xxiv) The impact during construction activities due to generation of fugitive dust from crusher units, air emissions from hot mix plants and vehicles used for transportation of materials and prediction of impact on ambient air quality using appropriate mathematical model, description of model, input requirement and reference of derivation, distribution of major pollutants and presentation in tabular form for easy interpretation shall be examined and carried out.
- (xxv) The details about the protection to existing habitations from dust, noise, odour etc. during construction stage shall be examined and submitted.
- (xxvi) If the proposed route involves cutting of earth, the details of area to be cut, depth of cut, locations, soil type, volume and quantity of earth and other materials to be removed with location of disposal/ dump sites along with necessary permission.
- (xxvii) If the proposed route is passing through low lying areas, details of filling materials and initial and final levels after filling above MSL, shall be examined and submitted.
- (xxviii) The water bodies including the seasonal ones within the corridor of impacts along with their status, volumetric capacity, quality and likely impacts on them due to the project along with the mitigation measures, shall be examined and submitted.
- (xxix) The details of water quantity required and source of water including water requirement during the construction stage with supporting data and also classification of ground water based on the CGWA classification, shall be examined and submitted.
- (xxx) The details of measures taken during constructions of bridges across rivers/ canals/major or minor drains keeping in view the flooding of the rivers and the life span of the existing bridges shall be examined and submitted. Provision of speed breakers, safety signals, service lanes and foot paths shall be examined at appropriate locations throughout the proposed road to avoid accidents.
- (xxxi) If there will be any change in the drainage pattern after the proposed activity, details of changes shall be examined and submitted.

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- (xxxii) Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table. Provisions shall be made for oil and grease removal from surface runoff.
- (xxxiii) If there is a possibility that the construction/widening of road may cause an impact such as destruction of forest, poaching or reduction in wetland areas, examine the impact and submit details.
- (xxxiv) The details of road safety, signage, service roads, vehicular under passes, accident prone zones and the mitigation measures, shall be submitted.
- (xxxv) IRC guidelines shall be followed for widening & upgradation of roads.
- (xxxvi) The details of social impact assessment due to the proposed construction of the road, shall be submitted.
- (xxxvii) Examine the road design standards, safety equipment specifications and Management System training to ensure that design details take account of safety concerns and submit the traffic management plan.
- (xxxviii) Accident data and geographic distribution shall be reviewed and analyzed to predict and identify trends - in case of expansion of the existing highway and provide Post accident emergency assistance and medical care to accident victims.
- (xxxix) If the proposed project involves any land reclamation, details shall be provided of the activity for which land is to be reclaimed and the area of land to be reclaimed.
- (xl) Details of the properties, houses, business activities etc likely to be effected by land acquisition and an estimation of their financial losses, shall be submitted.
- (xli) Detailed R&R plan with data on the existing socio-economic status of the population in the study area and broad plan for resettlement of the displaced population, site for the resettlement colony, alternative livelihood concerns/employment and rehabilitation of the displaced people, civil and housing amenities being offered, etc and the schedule of the implementation of the specific project, shall be submitted.
- (xlii) The environment management and monitoring plan for construction and operation phases of the project shall be submitted. A copy of your corporate policy on environment management and sustainable development, shall also be submitted.
- (xlili) Estimated cost of the project including that of environment management plan (both capital and recurring) and source of funding. Also, the mode of execution of the project, viz, EPC, BOT, etc, shall be submitted.
- (xliv) A copy of your CSR policy and plan for meeting the expenditure to address the issues raised during Public Hearing, shall be submitted.

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- (xiv) Details of blasting if any, methodology/technique adopted, applicable regulations/permissions, timing of blasting, mitigation measures proposed keeping in view mating season of wildlife.
- (xlv) In case of river/ creek crossing, details of the proposed bridges connecting on either banks, the design and traffic circulation at this junction with simulation studies.
- (xlvii) Details to ensure free flow of water in case the alignment passes through water bodies/river/streams etc.
- (xlviii) In case of bye passes, the details of access control from the nearby habitation/habitation which may come up after the establishment of road.
- (xlix) Bridge design in eco sensitive area /mountains be examined keeping in view the rock classification hydrology etc.
- (i) Details of litigation pending against the project, if any, with direction/order passed by any Court of Law against the Project should be given.
- (ii) The cost of the Project (capital cost and recurring cost) as well as the cost towards implementation of EMP should be clearly spelt out.
- (iii) In case of alignment passing through coastal zones
  - a. HTL/LTL map prepared by authorized agencies superimposed with alignment and recommendation of Coastal Zone Management Authority
  - b. Details of CRZ-I (I) areas, mangroves required to be removed for the project along with the compensatory afforestation, area and location with budget
  - c. Details of road on stilt in CRZ-I areas, design details to ensure free tidal flow
  - d. Details of Labour camps, machinery location
- (liii) Any further clarification on carrying out the above studies including anticipated impacts due to the project and mitigative measure, project proponent can refer to the model ToR available on Ministry website "<http://moef.nic.in/Manual/Highways>".

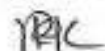
5. Following general guidelines shall be strictly adhered:

- (i) The EIA document shall be printed on both sides, as far as possible.
- (ii) All documents should be properly indexed, page numbered.
- (iii) Period/date of data collection should be clearly indicated.
- (iv) Authenticated English translation of all material provided in Regional languages.

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- (v) The letter/application for EC should quote the MoEF&CC File No. and also attach a copy of the letter prescribing the TOR.
- (vi) The copy of the letter received from the Ministry on the TOR prescribed for the project should be attached as an annexure to the final EIA-EMP Report.
- (vii) The final EIA-EMP report submitted to the Ministry must incorporate the issues in TOR and that raised in Public Hearing. The index of the final EIA-EMP report, must indicate the specific chapter and page no. of the EIA-EMP Report where the specific TOR prescribed by Ministry and the issue raised in the P.H. have been incorporated. Questionnaire related to the project (posted on MoEF&CC website) with all sections duly filled in shall also be submitted at the time of applying for EC.
- (viii) Grant of TOR does not mean grant of EC.
- (ix) Grant of TOR/EC to the present project does not mean grant of approvals in other regulations such as the Forest (Conservation) Act 1980 or the Wildlife (Protection) Act, 1972.
- (x) Grant of EC is also subject to Circulars and Office Memorandum issued under the EIA Notification 2006 and subsequent amendments, which are available on the MoEF&CC website: [www.envfor.nic.in](http://www.envfor.nic.in).
- (xi) The status of accreditation of the EIA consultant with NABET/QCI shall be specifically mentioned. The consultant shall certify that his accreditation is for the sector for which this EIA is prepared.
- (xii) On the front page of EIA/EMP reports, the name of the consultant/consultancy firm along with their complete details including their accreditation, if any shall be indicated. The consultant while submitting the EIA/EMP report shall give an undertaking to the effect that the prescribed TOR (TOR proposed by the project proponent and additional TOR given by the MoEF) have been complied with and the data submitted is factually correct (Refer MoEF office memorandum dated 4<sup>th</sup> August, 2009).
- (xiii) While submitting the EIA/EMP reports, the name of the experts associated with/involved in the preparation of these reports and the laboratories through which the samples have been got analysed should be stated in the report. It shall clearly be indicated whether these laboratories are approved under the Environment (Protection) Act, 1986 and the rules made there under (Please refer MoEF office memorandum dated 4<sup>th</sup> August, 2009). The project Coordinator of the EIA study shall also be mentioned.
- (xiv) All the TOR points as presented before EAC shall be covered.

6. A detailed draft EIA/EMP report shall be prepared in terms of the above additional TOR and should be submitted to the State Pollution Control Board for Public Hearing. Public Hearing to be conducted for the project in accordance with



the provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan. The Public Hearing shall be conducted based on the TOR letter issued by the Ministry and not on the basis of Minutes of the Meeting available on the website.

7. The project proponent shall submit the detailed final EIA/EMP report prepared as per TOR including issues raised during Public Hearing to the Ministry for considering the proposal for environmental clearance within 3 years as per the MoEF&CC OM No J-11013/41/2006-IA-II(I) (Part) dated 29<sup>th</sup> August, 2017.

8. The consultants involved in preparation of EIA/EMP report after accreditation with Quality Council of India/National Accreditation Board of Education and Training (QCI/NABET) would need to include a certificate in this regard in the EIA/EMP reports prepared by them and data provided by other Organization(s)/Laboratories including their status of approvals etc. vide notification of the MoEF dated 19<sup>th</sup> July, 2013.

9. The prescribed TOR would be valid for a period of three years for submission of the EIA/EMP Reports.

*Reema*  
26/3/2019  
(Raghu Kumar Kodali)  
Director/Scientist F

Copy to: The Member Secretary, Rajasthan State Pollution Control Board, G.O. - 1, Phase II, RIICO Industrial Area, Bhiwadi, 301019, Rajasthan.

*Reema*  
26/3/2019  
(Raghu Kumar Kodali)  
Director/Scientist F

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## EDS COMPLIANCE

S. No.	Shortcoming	Compliance
1.	EIA/EMP following the generic structure strictly as per EIA Notification, 2006 as amended from time to time. EIA report should include the Social Impact Assessment and R&R Plan.	SIA &RAP report is uploaded under additional details
2.	Submit the detailed compliance report of TOR condition no. 20.	Details of sand quarry or borrow area are proposed for the project is given in Section 5.2.2.3 & 5.2.2.4 of Chapter-5 of EIA report. Quarry material shall be arranged from approved suppliers. No quarry area required for the proposed project.
3.	Comparison table of issues raised during public hearing and commitment made by the project proponent with time bound action plan and sufficient fund provision	Compliance to the issue raised during public hearing is enclosed as <b>Annexure 7.3</b>
4.	Submit the activities wise fund provision (calculated on slab basis) for CER as per Ministry's OM dated 1st May, 2018	Activity wise budget of CER is provided under Section 9.8 of EIA report.
5.	Condition wise ToR compliance report with cross reference of EMP chapter Section and page no.	Condition wise ToR Complied
6.	Copy of TOR letter is not attached in Form-2 application	Copy of the ToR letter is uploaded in Form-02
7.	Tree cutting details letter is not attached in Form-2 application.	The details of the trees within ROW are provided under <b>Annexure 5.11.</b>
8.	English version of approved public hearing (PH) minutes.	English version of public hearing MoM is attached with this compliance report
9.	As per details of Form-2 application, there is Schedule-I species <i>i.e.</i> South Asian River Dolphin. But no conservation plan is attached	Bio-diversity conservation plan is enclosed as <b>Annexure 5.12.</b>

## **PUBLIC HEARING MINUTES OF MEETING**

Minutes of meeting of Public hearing conducted for environmental clearance of **Durjanpura village (Ch 349.000km) to Bhandahera (Ch 392.800 km) Section of Delhi – Vadodara access controlled (Greenfield) NH-148N from)** by Project Implementing Unit (PIU), NHAI Kota on 28/08/2019.

In line with MoEF&CC EIA Notification dated 14/09/2006, Regional Office, Kota letter no. 1595 dated 02/07/2019 and District Collector, Kota letter. No. 3005 dated 09/07/2019, Public hearing for the development of **Durjanpura village (Ch 349.000km) to Bhandahera (Ch 392.800 km) Section of Delhi – Vadodara access controlled (Greenfield) NH-148N from)** by Project Implementing Unit (PIU), NHAI Kota was conducted under the chairmanship of ADM, Kota at Sabh Bhawan Panchayat Samiti, Sultanpur, Tehsil- Digod, Kota, Rajasthan on 28/08/2019 afternoon 3:00 PM.

Details of attendees of public hearing were mentioned in Annexure – A. Advertisement for public hearing with venue and other details were published in english and hindi daily news paper Times of India and Danik Novjoyti, Kota on 27/07/2019.

Mr. Amit Juyal inaugurated the session welcoming the participants and briefed about the purpose of public hearing and the project details. Having briefed about the project, Sri Amit Juyal, with the permission of Chairman welcomed M/s Feedback Infra Private Limited to present project details to the participants.

Upon technical consultant of NHAI Mr. Navneet Kumar from M/s Feedback Infra Private Limited, elaborated various aspects of environment and assessed impacts for development, Attendees were requested to address suggestions and/or put forth their queries for resolution.

### **Mr. Mahendra Pancholi, Village – Kherli Tanwaran**

- Memoranda have been submitted to the district administration at various levels in relation to the proposed project many times in the past by the artisans / but objections were not given.
- What were the replies / actions taken by the district administration? No action has been taken on complaints / complaints of tenants.
- For the proposed project, instead of acquiring forest land, it is proposed to construct a road by acquiring fertile land in the catchment area. The World Bank money is in the catchment area to be acquired.
- The project mover intends to kill the farmers / tenants and save the animals.
- Construction work of the proposed project will be given to contractors based in Gurgaon and Delhi. The local people will not have any employment opportunities in the proposed project.
- Many state roads have been constructed in the state by the National Highway Authority, but during the construction of the state road, the desired trees were not planted in the cut trees. He questioned the details of how many trees were cut and how many trees were planted during the construction of the highway in Rajasthan by the Prashan.
- We want progress, we are progressive people, but do not let bulldozers be imposed on us.
- During the survey, the alignment with the indicative land and forest land was changed and what came out of the fertile land with catchment area.

- After the completion of this project, the total distance will be 100-125 km. Why is the fertile land of catchments being degraded for so much work distance? The proposed route should be re-aligned and removed from the land except for this. Road should not be removed from the catchment area.
- It has been said that Forest land has not been taken for the proposed project, but the catchment area which is multi-cropped land is being acquired, so the land of catchment should not be acquired.
- The project will not benefit local people. Even the local people will not get employment.
- In this, the proposed project in the survey was taken from barren land but now it is being taken from catchment land. Which is not fair. Therefore, the request is that the land of the catchment area should not be acquired.
- In this hearing only those artisans / farmers should speak / object, whose land is being acquired for the proposed project.

**Mr. Abhay Singh, Panchayat Member, Sultanpur**

- How will the tenant, whose entire land is being acquired in the proposed project, take care of his family.
- The tenant whose entire land is being acquired for the project will be given a government job in exchange for the land and a family member.
- The amount of compensation paid by the government is work and this amount will not be able to live for the tenant.
- Poor farmers are being killed to reduce the distance to 100-125 km.
- The proposed project will increase pollution in the area and spoil the crop.
- Presently there are many roads from the area surrounding Kota-Jhalawar, Kota-Bare Road. Whose condition is bad and there is pollution from the vehicles running on them. First, the condition of these roads should be corrected.
- We oppose the proposed project. The road should not leave here.
- We oppose the proposed project. The road should not leave here. A huge injustice is being done to the farmers. This matter should reach the government through public hearing.
- Many in the area do not want this road but this road is being imposed on us from above.

**Mr. Rajendra Sharma, Panchayat Member, Sultanpur**

- The 33 panchayats surrounding Sultanpur join here. Therefore, connectivity for climbing and descending from Sultanpur should be given in which the local person can use the proposed road.
- Gave to the proposed farmers. Compensation should be given at least 10 times as land is the only source of livelihood of the farmers.
- At least one survivor / member of the proposed family should be given a government job.
- Along with the proposed road, service road should also be introduced so that farmers can come to their land.
- Along with the proposed road, provision should also be made for service road in which farmers can come to their land.

**Mr. Yogendra Pancholi, Village – Kherli Tanwaran**

- There was not enough publicity for the public hearing.

- Tell the local residents / tenants of the proposed road the benefits of health as well as business.
- Provision is to use un-irrigated land for the construction of the road, but for this project, construction of the road is proposed by acquiring the land with full land / command area.
- Earlier, during the course of the survey, the alignment was proposed to come out of unirrigated land, which does not increase the distance and the road does not even turn. Regarding this, the SDO, Collector, NHAI etc. were also given information in full but many of the answers were not received.
- RT by me. Information about the land to be acquired under the NHAI was sought from the department but the information given by the department did not give details of the land being acquired. Explain the reason for this. The answer of RTO is also given on the last day. The intention of the NHAI is not that of farmers / artisans.
- The local tribes were not taken into confidence for the proposed project. Public representatives were not invited to today's public hearing. The project has been opposed by an MLA and he has also proposed to hold a public hearing among the villagers in the past.

**Mr Akhlak Mohammad, Village – Notada**

- Agriculture is the sole source of livelihood of the farmers and the farmers will become unemployed if land is acquired in the proposed project.
- Many villages in the proposed project are to be acquired fertile land, these villages will not benefit from this project.
- We strongly oppose this project. If our protest is kept in mind by the administration then it is fine, otherwise a fierce agitation will be organized against the proposed project.

**Mr. Mahendra Sharma, Village – kalyanpura**

- With the World Bank funding, the catchment land has been leveled and it has been made fertile and multi-cropped. It is not appropriate to construct the proposed project from this land.
- Roads should be constructed by acquiring stones, irrigated and land according to norms.
- Compare the three surveys that have been done before this, and whatever survey suggests proper construction of road from barren land, road should be constructed from there.
- Answer to our RTI in the National Highways Authority of India and whatever survey suggests the construction of road from barren land is appropriate from where the road should be constructed.
- Share the report of 3 surveys in the past and the report of the current 4 surveys and compare the 4 survey reports before finalizing the road alignment and the survey report in which the acquisition of fertile land of the tenants is low.
- All the tenants whose land will be expelled will become unemployed; they will have no means of living.
- We have seen the construction of several national highways in the east. Construction of many roads has been completed 15 years ago but not a single tree has been planted in the name of environment. After the exit of the road, the surrounding environment will be further contaminated.
- Additional land will also be allocated for the amenity center in the project.
- We oppose the proposed project and will not allow this road from the area.



- Presently, the National Highway talks about doubling the age of the casters and on the other side is killing the farmer by filling the fertile land of the farmers.
- The distance of 120 km from Delhi to Mumbai is being reduced, but it must also be seen that the source of livelihood of how many farmers is being destroyed. Therefore, the road built earlier should be widened rather than the new road constructed.
- This project is not going to benefit many local people, only international companies will benefit from it.
- Tell in which panchayat for the proposed project, consent has been obtained from the farmers for the project. Further work should be done only after obtaining the consent of the farmers. People representatives must be invited to the next meeting.
- All the artisans present at the public hearing should be asked one by one whether they are in favor of this project or not.
- We will oppose this project under any circumstances.

**Mr. Mahaveer meena, Village – Kacholiya**

- The proposed road is leaving the catchment area. Kalyanpuri is multi-cropped and fertile land from Mandavara in catchment area and many rivulets and dhores are coming out. In the past also 3 surveys were done and in 4 surveys the land of catchment was finalized. We oppose the scheme coming out of the catchment and the multi-cropped and fertile land of the catchment area should not be acquired.
- The house is situated on 50-50 feet on either side of the road in Jalimpura. Road has to be removed from the middle of houses, which is not proper, so they oppose the road from the middle of the village.
- Public representatives should be invited in the upcoming meeting.
- It should be said that this road was diverted from Madhopur to this side. Earlier this road was passing directly from Madhopur via Bundi district. The land of some big people of the area was coming in the middle, due to which it is being removed from Sultanpur. Everyone knows this. The alignment should be set according to the old survey.
- I oppose the proposed project from the farmers.

**Mr. Bhramananad Sharma, Village – Sultanpur**

- Farmers were not taken into confidence for the project and local artisans do not have many information about the project.
- NHAI is going against the rules and exploiting the fertile land of the catchment area. Therefore, the road should not be constructed from this land.
- The farmers should be informed about the benefits and losses from the road.
- State the rate of compensation to be paid to the farmers so that they can get information about the amount received by the farmers.
- Catchment land should not be acquired for the project. The alignment should be changed and removed from irrigated government land, forest land or other land.

**Mr. Mahaveer Pancholi, Village – Kherli Tanwaran**

- The proposed project will increase employment, will benefit health, farmers will sell their crops, area residents do not want this. The farmer will have to travel 50 kilometers to reach the road to sell his crop, within a short distance, the farmer can go to Kota and sell his crop.

- How will the proposed project benefit the health of the local people. There will be so much smoke coming out of the road that the village will be ruined. A situation like Delhi will arise.
- How much money the government will pay to the tenant with compensation. The land of the tenant will remain 20-25 generations will be able to live with tenure.
- The proposed project will only benefit the businessmen, many people will not benefit.

**Mr. Khemraj, village – Kunethiya**

- It is not advisable to leave the road from the multi-cropped land through the barren land which is government land.

**Mr. Ram Bihari Meena,**

- The proposed road should be construct from the irrigated land at the place of irrigated land

**Mr. Pradeep Kumar Sharma, village – Kalyanpura**

- Underpasses have been given in the roads constructed earlier but harvesters are not known from the underpass.
- From the proposed project, the land of the farmer will be talked in two parts, in this system, the farmer will have to go a long way to reach the other part of his land.
- Even after seen the condition of Kota Banra Road. NHAI talks of improving the environment.
- A large number of cow and animals are dead on the road, which are not being cleared by the authority.
- It is necessary to fill the minds of officers.
- 15 years have passed since the Kota-Banra road was built. Authority should tell a tree that is 15 years old.

**Mr Vasudev Malawat**, Additional District Collector and Additional District Magistrate (Administration), while drawing the attention of the officials of the NHAI said that the objections raised by the farmers during today's public hearing are mainly related to the following points:

- Road exit from irrigated land through non-irrigated land
- Pre-survey survey not discussed with farmers
- Farmers' land will be affected by their livelihood
- Rate of compensation of land to be reduced
- Road construction will also affect the environment
- Most of the people are opposing the proposed project
- Public representatives should also be considered in relation to the proposed project

**Mr Vasudev Malawat**, Additional District Collector and Additional District Magistrate (Administration), directed the officers to record all the objections / suggestions made by the villagers / present persons during the public hearing and record and ensure that they are sent to the competent authority so that the objections / problems of the villagers can be resolved.

Mr. Veerendra Singh Project Director, NHAI - Kota gave a point wise response to villagers' objections/comment as follows:

- This is a public hearing related to environmental acceptance and its publicity was published in two newspapers Times of India and Dainik Navjyoti as per rules and publicity was also spread

through village through village pamphlets. Information of public hearing reached the sub-divisional officer of the area, Tehsildar, which resulted in the following about 150 rural people.

- In relation to pollution arising from the proposed project, where the technical consultancy data has presented a comprehensive proposal to prevent the study of environmental impact assessment, only after proving its suitability, environmental approval will be issued to the project from a competent level.
- Connectivity will be considered for those descending from Sultanpur.
- The present protection is as per the approval of the competent authority, in this regard a complaint of not acquiring the land of the catchment area has been registered and it will be investigated and put forward at the competent level of the government.
- In order to prevent pollution from the project, the criteria obtained by the technical consultant Feedback Infra Private Limited of the National Authority of India have been taken and the proposed project will get environmental approval only if all the criteria are found to be correct. The proposed project is about 1200 to 1300 km and its length in Tehsil-Digoh is about 45 km.
- The infrastructure project has long-term benefits. Road is the basis of development, along with the construction of road, schools, colleges, hospitals etc. are also developed, which also creates employment opportunities.
- During the construction of the project, the general public of the concerned area also gets employment.
- Under Section 3-क of the Indian National Highway Act, 1956, any attack can be presented before the competent authority within 21 days of the publication of the notification and within the day of publication of the 3-ख notification and the RTI. Under the RTI, only the documents requested by the applicant and available in the office in the desired information. As per the Act, time limit has been provided.
- The Government of India manufactures infrastructures to improve the country's economic condition. Today there are two routes in the country to go from Delhi to Mumbai, 1 Delhi - Jaipur - Ajmer – Kishangarh – Udaipur – Ahmadabad - Mumbai. 2. Delhi- Faridabad – Kanpur – Bhopal -Mumbai, and both these routes have developed from where they originated.
- Many infrastructure development projects have not come to the area through which the Delhi-Mumbai Expressway passes through, which has developed that area. Conservation of Delhi-Mumbai has been chosen keeping this in mind.
- Mumbai is the charitable capital of India while Delhi is considered as the political capital, so its connectivity will develop the country and the village. Therefore, this proposed project has many long-term benefits.

Prior to the public hearing and during the public hearing, the Pollution Control Board or the District Administration did not receive any written suggestion / complaint related to the proposed project.

At the end of the public hearing, Mr. Vasudev Malawat, Additional District Magistrate and Mr. Amit Juyal, Regional Officer, Rajasthan State Pollution Control Board, Kota thanked the people and representatives present and announced the termination of public hearing.