

No.5-41/2007-IA-III
Government of India
Ministry of Environment & Forests
(IA-III Division)

Paryavaran Bhavan,
C.G.O. Complex, Lodi Road,
New Delhi-110 003

Dated the 15th May, 2007

Sub: 4/6 laning of Talchar to Chandikole (km 301.890 to km 428.030) including the link of NH 23 (km 8.500 to km 15.75) of NH-200 in the State of Orissa by M/s National Highway Authority of India – regarding.

Reference is invited to the letter from National Highway Authority of India vide letter No.11013/1/2k/GM(Env.)/376, dated 3.4.2007 regarding the subject mentioned above.

The project road of NH 200 start from Talchar junction km. 301.89 (Balar Chowk). The end point of the project is at km. 428.03 at Chandikole junction with NH-5 in Chandikole town. The length of road from Talchar to Chandikole is 133.27 kms including 7.25 kms length of NH 23 (Talchar to Pitiri junction, known as the missing link). The total length of the project is 133.7 kms including three bypasses. The proposed right of way (PROW) for the Talchar to Dubari is 60 m. The predominant land use pattern of the area is agriculture, homestead and forest. 420.748 ha area is proposed to be acquired for widening/improvement of highway from Talchar to Dubari.(Break up: Agriculture-332.685ha, Homestead-63.112ha, Forest-24.951ha). No land acquisition is proposed from Dubari to Chandikole as 90 m right of way is available. There are 8 major bridges, 39 minor bridges, 15 underpasses including 8 vehicular & 7 pedestrian. Total 28 nos. bus shelters are proposed for NH 200 from Talchar to Chandikole. At present only 8 nos. bus shelters exist on the road, truck layby-1 and Toll Plaza-1. Between Dubari and Chandikole stretch, there are several stone crushers located along the existing road. Brahmani and Ramiani are the two rivers of this region and they cross the project road at km 10.2, km 330.2 and km 401.2. There are about 27 ponds, 8 water-harvesting structures, located along the existing road. 20 ponds have been saved by widening the alignment to the left/right/concentric. 5 ponds has been saved due to realignment, 2 ponds are being impacted as road cannot be widened to the other side. As desired by the community the depth of the pond should be increased to mitigate the loss. Due to the widening 14524 nos. of trees will be felled and 29048 nos. of trees will be planted. The major species found in the area are *Acacia auriculiformis*, *Eucalyptus spp.*, *Cassia siamea*, *Tectona grandis*, *Dalbergia sissoo*, *Acacia nilotica* *Anacardium occidentale* *Casurina spp.* No endangered or rare species has been reported in the area close to the project highway. The existing highway is passing through the Khalpal (km 13.800 to km 15 of NH 23 & upto km 302.00 of NH 200), Siarlmalia (km 321.100 to km 321.800), Tipilel (km 350.700 to km 352.700), samal (km 381.400 to km 362.400) reserve forest of Denkanal district and Mangalpur protected forest (km 376.300 to km 378.400) of Jajpur district. Total forest area proposed for diversion is about 24.95127 ha. Capital cost of the project is Rs.771 crores.

The proposal has been examined in the Ministry of Environment & Forests and environmental clearance to the project is hereby accorded under Environment Impact Assessment Notification, 2006 subject to effective implementation of the following conditions:-

(A) Specific Conditions:

- (i) The number of bypasses should be increased in the inhabited areas.
- (ii) The Committee observed that the forest area has been denuded. Hence, the Committee suggested that NHAI should take up afforestation programme in consultation with local Forest Department.
- (iii) No Objection Certificate from Orissa State Pollution Control Board should be obtained before initiating the project.

- (iv) Cart tract/service road should be of bituminous surface.
- (v) Sidewalk should be provided along the bridges.
- (vi) The drain should be at least 1m away from the toe of the embankment of the road adopting IRC guidelines.
- (vii) Vertical drain type rainwater harvesting structures should be set up to minimize surface runoff losses of rainwater.
- (viii) The borrow area should be rehabilitated.
- (ix) The solid waste generated should be use for rehabilitating the borrow areas.
- (x) For providing safety to the crossing animals and avoid road accidents speed breakers/rumbled strips should be constructed at the identified locations of the animal movements. Enough hoardings and signages should also be put up for the public and vehicles convenience.
- (xi) Longitudinal drains should be provided all along the project road to ensure proper drainage of the area. In addition, adequate number of under passes and culverts to act as cross drainage structures should also be provided.
- (xii) The project proponent should take up plantation thrice the number of trees to be felled.
- (xiii) The embankments slopes and the slopes left after cutting will be provided with vegetative turfing to avoid soil erosion.
- (xiv) The blue metal/borrow materials should be obtained only from the approved quarries.
- (xv) Efforts should be made for use of fly ash in the project as per the IRC guidelines. A plan for use of fly ash should be prepared and submitted within 60 days of issue of this clearance letter and in any case before starting construction on this project.
- (xvi) For road safety, IRC guidelines in respect of service roads, bus bays, intersections, pedestrian crossings etc. should be strictly adhered to.

(B) General Conditions:

- (i) Adequate provision for infrastructure facilities including water supply fuel and sanitation must be ensured for construction workers during the construction phase of the project in order to avoid any damage to the environment.
- (ii) Appropriate measures must be taken while undertaking digging activities to avoid any likely degradation of water quality.
- (iii) Borrow sites for earth, quarry sites for road construction material and dump sites must be identified keeping in view the following:
 - (a) No excavation or dumping on private property is carried out without written consent of the owner.
 - (b) No excavation or dumping should be allowed on wetlands; forest areas or other ecologically valuable or sensitive locations.
 - (c) Excavation work should be done in consultation with the Soil Conservation and Watershed Development Agencies working in the area; and
 - (d) Construction spoils including bituminous material and other hazardous materials must not be allowed to contaminate water courses and the dump sites for such materials must be secured so that they should not leach into the ground water.

- (xvi) The hot mix plant should be located at least 500 mts away from the habitation and on the barren land to avoid its adverse impact on the human population.
- (xvii) Rehabilitation and payment of compensation to the project affected people (PAPs) should be made as per the policy of the State Government.
- (xviii) The embankments/slopes and the slopes left after cutting should be provided with vegetative turfing to avoid soil erosion.
- (xix) Noise barriers should be provided at appropriate locations particularly in the areas where the alignment passes through inhabited areas so as to ensure that the noise levels do not exceed the prescribed standards.

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 - (c) Excavation work should be done in consultation with the Soil Conservation and Watershed Development Agencies working in the area; and
 - (d) Construction spoils including bituminous material and other hazardous materials must not be allowed to contaminate water courses and the dump sites for such materials must be secured so that they should not leach into the ground water.
- (iv) The construction material should be obtained only from approved quarries. In case new quarries are to be opened, specific approvals from the competent authority should be obtained in this regard.
- (v) Adequate precautions should be taken during transportation of the construction material so that it does not affect the environment adversely.
- (vi) Borrow pits and other scars created during the road construction should be properly levelled and treated.
- (vii) The project-affected people, if any, should be adequately rehabilitated and the details in this regard should be furnished to the Ministry.
- (viii) Adequate financial provision must be made in the project to implement the aforesaid safeguards.
- (ix) The project proponent will set up separate environmental management cell for effective implementation of the stipulated environmental safeguards under the supervision of a Senior Executive.
- (x) Full support should be extended to the officers of this Ministry/Regional Office at Bhopal by the project proponents during their inspection of the project for monitoring purposes by furnishing full details and action plan including action taken reports in respect of mitigative measures and other environmental protection activities.

- (xi) A six-Monthly monitoring report shall be submitted to the Regional Office of this Ministry at Bhopal regarding the implementation of the stipulated conditions.
- (xii) The Ministry or any other competent authority may stipulate any other conditions or environmental safeguards, subsequently, if deemed necessary, which should be complied with.
- (xiii) The Ministry reserves the right to revoke this clearance if any of the conditions stipulated are not complied with to the satisfaction of the Ministry.
- (xiv) In the event of a change in project profile or change in the implementation agency, a fresh reference shall be made to the Ministry of Environment & Forests.
- (xv) The project proponents shall inform the Regional office as well as the Ministry, the date of financial closure and final approval of the project by the concerned authorities and the date of start of land development work.
- (xvi) A copy of the clearance letter will be marked to concerned Panchayat/local NGO, if any, from whom any suggestion/representation has been received while processing the proposal.
- (xvii) Safety provisions such as bus base, service roads, intersection improvement, etc. will be carried out by the project proponent. The project proponent shall provide adequate facilities as per IRC norms/guidelines.
- (xviii) State Pollution Control Board should display a copy of the clearance letter at the Regional Office, District Industries Centre and Collector's Office/Tehsildar's office for 30 days.
- (xix) The project proponent should advertise at least in two local newspapers widely circulated in the region around the project, one of which shall be in the vernacular language of the locality concerned informing that the project has been accorded environmental clearance and copies of clearance letters are available with the State Pollution Control Board and may also be seen at Website of the Ministry of Environment & Forests at <http://www.envfor.nic.in>. The advertisement should be made within 7 days from the date of issue of the clearance letter and a copy of the same should be forwarded to the Regional Office of this Ministry at Bhopal.
- (xx) The solid waste generated shall be safely disposed of or used in the project itself.

These stipulations would be enforced among others under the provisions of Water (Prevention and Control of Pollution) Act, 1974, the Air (Prevention and Control of Pollution) Act, 1981, the Environment (Protection) Act, 1986, the Public Liability (Insurance) Act, 1991 and EIA Notification 1994 including the amendments and rules made thereafter.

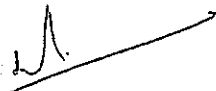
(Dr. A. Senthil Vel)
Additional Director

To

Shri V. K. Sharma,
General Manager (Env.),
National Highways Authority of India,
Ministry of Shipping, Road Transport and Highways,
G-5&6, Sector 10, Dwarka, New Delhi - 110075.

Copy for information to:

1. The Secretary, Ministry of Road Transport & Highways, Transport Bhavan, 1, Parliament Street, New Delhi -110001.
2. The Chairman, Central Pollution Control Board, Parivesh Bhavan, CBD-cum- Office Complex, East Arjun Nagar, Delhi -110032.
3. Chairman, Madhya Pradesh Pollution Control Board, Paryawaran Parisar, E-5, Arera Colony, Bhopal - 462016.
4. Chief Conservator of Forests, Ministry of Environment and Forests, Regional Office, Western Region, "Kendriya Paryawaran Bhavan", Link Road No.3, Ravishankar Road, Bhopal -462016 (M.P.).
5. Director (EI), Ministry of Environment & Forests.
6. The Regional Office Cell, Ministry of Environment and Forests.
7. Guard File
8. Monitoring File


(Dr. A. Senthil Vel)
Additional Director

Minutes of the 134th meeting of Expert Appraisal Committee for Projects related to Infrastructure Development, Coastal Regulation Zone, Building/Construction and Miscellaneous projects held on 19th, 20th and 21st May, 2014 at Conference Hall, Van Vigyan Bhawan, Indian Council of Forestry Research and Education, Sector-5, R K Puram, New Delhi – 110 022.

1. Opening Remarks of the Chairman.

The Chairman welcomed the members to the 134th meeting of the Expert Appraisal Committee.

2. Confirmation of the Minutes of the 133rd Meeting of the EAC held on 21st – 22nd April, 2014 at New Delhi.

The EAC confirmed the minutes of the 133rd Meeting.

3. Consideration of old Proposals

10.30 A.M to 1.30 P.M	
3.1	<p>Extension of validity of ToR granted for Mining of naturally deposited rare mineral Vanogiri Village, Sirkoli Talum, Nagapattinam distt. by M/s Yes Yes Minerals [F.No.11-67/2011-IA.III]</p> <p>As presented by the proponent it was initially proposed to set-up mineral beneficiation plant at Manikkapangu village, Tharangampadi taluk, Nagapattinam district and also for beach sand mining for heavy minerals in a mine lease area of 8.595 ha at S.F. Nos. 434/2, 435/3p, 436/3, 437/1 and 437/2p, Vanagiri village of Sirkazhi Taluk in Nagapattinam District.</p> <p>The proposed mining was approved by Indian Bureau of Mines, GoI vide dated 29.05.2007 and 05.06.2007.</p> <p>The matter was considered in the 110th EAC meeting held between 5th – 7th March, 2012. Vide letter dated May 24, 2012 ToR was issued to the proponent. Because of legal issues the public hearing was not conducted. However, the proponent now has received High Court order.</p> <p>Vide letter dated April 10, 2014 it has been requested by the proponent to extend the validity of ToR by 6 months. He pleaded for a longer extension.</p> <p><i>The Committee recommended the extension of ToR for a period of 1 year.</i></p>
3.2	<p>Amendment in Environmental and CRZ Clearance dated 19.12.2013 granted for the expansion of JSW Port at Jaigarh, Ratnagiri, Maharashtra by M/s JSW Jaigarh Port Ltd [F.No.10-17/2006-IA.III]</p>

	<p><i>The Committee suggested that an undertaking shall be submitted by the proponent that the water shall be pumped from the proposed plot which is out of the CRZ area and supplied to the facility in a permanent, viable and permissible manner. It also suggested to submit permission obtained from CGWA for the withdrawal of the groundwater of the requisite quantity from the proposed plot.</i></p>
4.4	<p>Extension of validity of environmental clearance granted for four/six laning of Bhubneshwar to Puri of NH 203 in the State of Orissa by M/s. NHAI [F.No. 5-40/2007-IA-III]</p> <p>The EC was granted on 27.06.2007. There was delay in land acquisition in Puri bypass where stay was granted by Hon'ble High Court of Odisha. PP also stated that the length is only 59 km Project will not require EC according to amendment dated 22.08.2013.</p> <p><i>The EAC noted the above and suggested that the Ministry consider issuing clarification on the requirement of EC.</i></p>
4.5	<p>Extension of validity of environmental clearance granted for 4/6 laning of Talchar to Chandikote (km 301.890 to km 428.030) including the link of NH - 23(KM8.500 to 15.75) of NH-200 in the State of Orissa by M/s. NHAI [F.No.5-41/2007-IA.III]</p> <p>EC was granted on 15.05.2007. There was delay since no bids were received and according to advise of MoRT&H, project was split in two sub- project and will be taken up by NHAI.</p> <p><i>The EAC recommended for extension of validity of EC for five years.</i></p>
4.6	<p>CRZ Clearance for enhancing effluent quantity from 60 MLD to 75 MLD treated effluent pipeline for discharge of effluent from Kantiyajal into deep sea through existing offshore pipeline and diffuser dist: Bharuch by M/s Narmada Clean Tech Limited [F.No.11-76/2012-IA.III]</p> <p>As presented by the Project Proponent the effluents generated from Panoli, Ankleshwar and Jagadia were treated and discharged deep sea through existing offshore pipeline and diffuser in Bharuch District, Gujarat. The CRZ Clearance was obtained vide letter No. J-17011/25/2002-IA.III dated 07.03.2003 for laying effluent disposal pipeline for 60 MLD discharge.</p> <p>The PP stated that the existing capacity of pipeline is 60 MLD (32 MLD (Ankleshwar) + 8 MLD (Panoli) & 20 MLD (Jhagadia). The effluent generation at Jagadia is about 3 KLD against 20 KLD and it is likely to be increased to 35 KLD. After expansion, the capacity will be 75 MLD (32 MLD-Ankleshwar, 08 MLD – Panoli, 35 MLD-Jhagadia). Total effluent pipeline (Onshore) length is 61</p>