

Environmental and Social Due Diligence Report

Project Number: 47083-004
September 2021

INDIA: Accelerating Infrastructure Investment Facility in India – Tranche 3

Ashoka Ankleshwar Manubar Expressway Private Limited (Part 10 of 24)

Prepared by India Infrastructure Finance Company Limited for the India Infrastructure Finance Company Limited and the Asian Development Bank.

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Ashoka Ankleshwar Manubar Expressway Private Limited

AAMEPL/VME/Pkg IV/2020-21/Site/1084

Date: 28.01.2021

To,
GM (T) cum Project Director,
Project Implementation Unit Surat (Expressway),
National Highway Authority of India,
301 to 304 VIP High Street,
Opp. Roongta Shopping Centre
VIP Road Vesu, Surat, Gujarat-395007

**Sub.: Construction of Eight Lane of Vadodara Kim Expressway from Km 279.00 to Km 292.00 (Ankleshwar to Manubar Section of Vadodara Mumbai Expressway) in the State of Gujarat under NHDP Phase -VI on HAM mode (Phase IA-Package IV)-
Reg. Submission of Environmental Compliance Report.**

Respected Sir,

With reference to subject matter, please find enclosed herewith Six - Monthly Environmental Clearance Compliance Report.

This is for your information and review.

Thanking you and assuring you our best services at all the time.

Yours truly,

For, Ashoka Ankleshwar Manubar Expressway Private Limited.

Prem Shankar Rai
Authorized Signatory

Enclosed - As Above - 3 Set

Copy to:

- 1) Team Leader, M/s SA Infrastructure Consultants Pvt. Ltd. Bungalow No. 27, V.I. (Vallilssa) Bungalows, Marruf Complex, Opposite Iqra School, Dahej Road, Dahegam, Bharuch -392012

NATIONAL HIGHWAYS AUTHORITY OF INDIA

(MINISTRY OF ROAD TRANSPORT & HIGHWAYS)



Construction of Eight Lane of Vadodara Kim Expressway from Km 279.00 to Km 292.00 (Ankleshwar to Manubar Section of Vadodara Mumbai Expressway) in the State of Gujarat under NHDP Phase –VI on HAM mode (Phase IA-Package IV)

SIX MONTHLY ENVIRONMENTAL COMPLIANCE REPORT (AUGUST 2020-JANUARY 2021)



Authority
National Highways Authority of India



Independent Engineer
SA Infrastructure Consultants Pvt Ltd.



Concessionaire:
M/s Ashoka Ankleshwar Manubar
Expressway Pvt. Ltd

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1. ENVIRONMENTAL CLEARANCE:

F.No.10-57/2013-IA.III

Government of India
Ministry of Environment, Forest & Climate Change
(IA.III Section)

Indira Paryavaran Bhawan,
Jor Bagh Road,
New Delhi - 110003

Dated: 11th February, 2016

To

The Chief General Manager (LA),
National Highways Authority of India,
G- 5&6, Sector - 10, Dwarka,
New Delhi - 110075

Sub: 'Development of Vadodara - Mumbai Expressway' (Phase-I) in the States of Gujarat, Dadra & Nagar Haveli and Maharashtra by National Highways Authority of India - Environmental and CRZ Clearance - reg.

Sir,

This has reference to your application No.1013/1/2k/Env./257 dated 04.11.2015, submitted the above proposal to this Ministry for grant of Environment Clearance (EC) in term of the provisions of the Environment Impact Assessment (EIA) Notification, 2006 and Coastal Regulation Zone (CRZ) Notification, 2011 under the Environment (Protection) Act, 1986.

2. The proposal for **'Development of Vadodara - Mumbai Expressway' (Phase I) from km 104.700 (km 390.864 of NH-8) to km 378.722 (km 80.00 of NE-1) in the States of Gujarat, Dadra & Nagar Haveli and Maharashtra by National Highways Authority of India** was considered by the Expert Appraisal Committee (EAC) in the Ministry for Infrastructure Development, Coastal Regulation Zone Building/ Construction and Miscellaneous projects, in its 154th meeting held on 22-23 December, 2015.

3. The details of the project, as per the documents submitted by the project proponents (PP), and also as informed during the above said EAC meeting, are reported to be as under:-

- (i) Earlier, the ToR was accorded to the project vide letter No.10-57/2013-IA-II dated 14.11.2013.
- (ii) The proposal involves development of Vadodara - Mumbai Expressway (Phase-I) from km 104.700 (km 390.864 of NH-8) to km 378.722 (km 80.00 of NE-1) in the States of Gujarat, Dadra & Nagar Haveli and Maharashtra by National Highways Authority of India.
- (iii) The project proposal includes construction of new 6/8 lane expressway having total length of 274.022 kms and proposed Right of Way is 100/120 m for Phase-I of the project road. The project road passes through plain & rolling terrain of districts of Vadodara, Bharuch, Surat, Navsari, Valsad in the state of Gujarat (260.4 kms), Union Territory of Dadra & Nagar Haveli (5.5 kms) and district of Thane in the state of Maharashtra (8.1 kms).
- (iv) A length of 1.273 km (km 283+800 to km 285+166) falls in Coastal Regulation Zone (CRZ) across Narmada River in Bharuch district of Gujarat that has been recommended by Gujarat Coastal Zone Management Authority. There is no Mangrove area affected within CRZ. Area falling in CRZ II(B) is 1.639 ha, CRZ II

is 4.434 ha and CRZ IV (water body) is 9.050 ha where road will be elevated on viaduct. Land acquisition shall be done for 15.22 Ha. However, the area will not be disturbed except for erection of pillars.

(v) Land use pattern along the project road is predominantly agricultural (90.38%) followed by settlements (3.74%), Barren land (3%), water bodies (2.16%) and vegetation (0.5%).

(vi) The project requires approximate 3444.8529 ha (3229.8739 ha in Gujarat, 77.991 ha in Dadra & Nagar Haveli and 136.988 ha in Maharashtra) of land to be acquired including forest area of 96.403 ha.

(vii) **Forest land:** Total 96.403 ha of forest land involved in the project which includes 52.48 ha (Reserved forest) in Maharashtra, 43.38 Ha (Village forest of 13.53 ha in Ankla & protected forest) in Gujarat and 0.543 ha (protected forest) in Dadra & Nagar Haveli.

(viii) Proposed configuration of the road includes 15 m carriageway, 3 m paved shoulder and 3 m earthen shoulder on either side and 12 m depressed median for 8-lane. In case of 6-lane, it includes 19.5 m depressed median, 11.25 m carriageway, 3 m paved shoulder and 3 m earthen shoulder. The proposal includes construction of 27 major bridges (including canal bridges), 115 minor bridges (including canal & utility bridges), 623 culverts, 53 VUPs, 18 Flyovers, 102 pedestrian, 184 cattle underpasses, 24 Toll plazas, 30.605 km service road, 6 truck parking bays and 11 grade separated junctions. Median drain, shoulder drain (both side) and toe drain (both side) has been proposed all along the road. No bypass is proposed as it's a green field project.

(ix) **Water bodies:** The major rivers crossing the project road are Daman Ganga, Kolak River, Par River, Kaveri, Tapi, Gondawa, Narmada, Dadar and Meni River etc.

(x) **Trees cutting:** Total 30,786 trees are likely to be felled within proposed Right of Way. However, those trees will only be cut which are directly impinging on the construction work. Main species are Khair, Sheesam, Sagwan (Teak), Chandan and Mahuwa trees.

(xi) **Water requirement:** Total water requirement for 36 months of construction period is 7000 KLD. (Preferably from Gujarat Industrial Development Corporation and also from ground and surface water).

(xii) **Solid Waste Management:** 60 kg/day domestic solid waste is to be generated from the labour camps of 300 labour during construction. During Construction phase, domestic waste will be produced from labour camps which will be disposed as per established rules. During operation phase, the domestic/ commercial waste will be generated during operation phase from way side amenities, toll plazas, which will be handled as per established rules.

(xiii) **Hazardous Waste Management:** Used oil and lubricants will be produced which will be temporarily stored and sold to the recycler.

(xiv) 12 million cum of Aggregates, 47 lakh MT sand, 37 lakh MT Cement, 2126 MT bitumen, and 30 million cum of soil is estimated to be required for construction of road. The construction material will be sourced from government approved quarries and borrow areas identified along the project road. Approximately, 2 million cum of fly ash is proposed to be used in the embankment.

(xv) Approximately, 39 religious property 109 community properties, 92 Govt. and 1109 private properties are likely to get affected due to proposed development. There are 1109 PAHs and 2587 PAPs (51.06% males and 48.94% females).

(xvi) **SCZMA Approval:** The Gujarat Coastal Zone Management Authority has recommended the project vide their letter No.ENV-10-2011-373-E dated 27.03.2012.

(xvii) **Investment/Cost:** The EMP budget is Rs.15.65 crores including EMP cost (Rs.16.89 lacs). The R&R cost is Rs.3305.366 crores whereas the total project cost is approximately Rs.14203.36 Crores.

(xviii) **Wildlife issues:** The project road falls within 10 km of Dadara & Nagar Haveli Wildlife Sanctuary at km 115 and the nearest distance is 260 m.

(xix) **Critically Polluted Area:** The project falls within 10 km of critically polluted areas of Vapi and Ankleshwar. However the project has no impact on them as Vapi is 7.5 km and Ankleshwar is 4.6 km away from the project.

(xx) **Public Hearing:** Public Hearing was conducted on 24.02.2014 in District Bharuch, 25.02.2014 in District Vadodara, 21.02.2014 in District Surat, 28.02.2014 in District Navsari, 18.02.2014 in District Valsad, 07.03.2014 in District Silvassa and on 01.12.2014 in District Palghar.

(xxi) **Employment potential:** Direct and indirect employment.

(xxii) **Benefits of the project:** Improved quality of life of the area, increased road safety, development of local industry, agriculture and handicrafts etc.

4. The EAC in its 154th meeting held on 22-23 December, 2015, has recommended the project for grant of Environmental and CRZ Clearance. As per recommendations of the EAC, the Ministry of Environment, Forest & Climate Change hereby accords Environmental and CRZ Clearance to the above-mentioned project '**Development of Vadodara - Mumbai Expressway' (Phase-I) from km 104.700 (km 390.864 of NH-8) to km 378.722 (km 80.00 of NE-1) in the States of Gujarat, Dadra & Nagar Haveli and Maharashtra by National Highways Authority of India** under the provisions of the EIA Notification, 2006 and the CRZ Notification, 2011 and amendments thereto and circulars issued thereon and subject to the compliance of the specific and general conditions as below:

PART A - SPECIFIC CONDITIONS

- (i) The development shall strictly be as per the provisions of the CRZ Notification, 2011. The project shall not affect the coastal ecology of the area including flora and fauna.
- (ii) The project proponent shall ensure that there is no destruction of mangrove near the project site during the construction as well as the operation phase of the project.
- (iii) There shall be no dressing or alteration of the sand dunes, natural features including landscape changes for beautification, recreation and other such purpose.
- (iv) All the conditions stipulated by Gujarat Coastal Zone Management Authority vide their letter No.ENV-10-2011-373-E dated 27.03.2012, shall be strictly complied with.
- (v) There shall be no ground water drawl within CRZ.
- (vi) The project proponent shall obtain necessary permission from concerned authorities for their proposed construction.
- (vii) Rehabilitation of project affected families shall be carried out as per the extant policy of the Central/State Government, as provided under the law.
- (viii) The proposal indicates the diversion of 96.403 ha of forest land in the Maharashtra, Gujarat and Dadra & Nagar Haveli, for which the proponent shall obtain the requisite Forest Clearance. The project may be executed in the entire stretch in non-forest land and while making application to get the Forest Clearance, the execution of work on non-forest land shall not be cited as a reason for grant of FC and in case FC is declined, the forest land shall be maintained at its existing condition. The project proponent shall submit an

undertaking to this effect at the earliest to the concerned Regional Office to this Ministry.

- (ix) The environmental clearance is subject to obtaining prior clearance from wildlife angle including clearance from the Standing Committee of the National Board for Wildlife as applicable. Grant of environmental clearance does not necessarily implies that Wildlife Clearance shall be granted to the project and that their proposals for Wildlife Clearance shall be considered by the respective authorities on their merits and decision taken. The investment made in the project, if any, based on environmental clearance so granted, in anticipation of the clearance from wildlife angle shall be entirely at the cost and risk of the project proponent and Ministry of Environment, Forest & Climate Change shall not be responsible in this regard in any manner.
- (x) All entry/exit/access points on this highway shall be appropriately designed and preferably frozen to avoid traffic congestion and pollution, defeating the very purpose of this expensive project.
- (xi) It is indicated that 30,786 nos. of trees fall within the proposed RoW, however, bare minimum trees should be cut and information of the same should be provided. Necessary permission from competent authority shall be obtained for tree cutting. Necessary compensatory plantation shall be carried out and cost provision should be made for regular maintenance.
- (xii) Minimum of three times the number of trees to be cut shall be planted. It shall be ensured that the trees planted as a part of the afforestation shall be looked after by NHAI. Tree plantation shall be of the same species/local species and survival shall be monitored. Transplantation of trees shall be carried out wherever possible. The tree plantation shall be taken up on the extreme end of the road.
- (xiii) Rain water harvesting including oil and grease trap shall be provided. Water harvesting structures shall be located at every 500m along the road. Vertical drain type rainwater harvesting structures shall be set up to minimize surface runoff losses of rainwater.
- (xiv) R&R shall be as per the guidelines of NHAI/State/Central Government whichever is higher.
- (xv) IRC guidelines shall be followed for widening & up-gradation of road.
- (xvi) All the recommendations of the EMP shall be complied within letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEFCC along with half yearly compliance report to MoEFCC-RO.
- (xvii) Green belt development shall be undertaken as suggested in EMP.
- (xviii) The seismic nature of the area shall be taken into account while designing the project.
- (xix) The project proponent shall obtain necessary permission from the State Irrigation Department before drawing water from the river sources for the purpose of the proposed construction activity.
- (xx) Sidewalk shall be provided along the bridges.

- (xxi) The drain shall be at least 1 m. away from the toe of the embankment of the road adopting IRC guidelines.
- (xxii) Longitudinal drains shall 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 shall also be provided.
- (xxiii) The solid waste generated shall be used for rehabilitating the borrow areas.
- (xxiv) For providing safety to the crossing animals and avoid road accidents speed breakers/rumpled strips shall be constructed at the identified locations of the animal movements. Enough hoardings and signages shall also be put up for the public and vehicles convenience.
- (xxv) Necessary clearance from the State Government shall be obtained for extraction of sand from the rivers.
- (xxvi) Proper signage shall be installed at appropriate locations for the convenience of the traffic movement.
- (xxvii) The embankments/slopes and the slopes left after cutting shall be provided with vegetative turning to avoid soil erosion.
- (xxviii) The hot mix plant shall be located at least 500m away from habitation and on the barren land to avoid its adverse impact on the human population.
- (xxix) Rehabilitation and payment of compensation to the project affected people (PAPs) shall be made as per the policy of the State Government.
- (xxx) Noise barriers shall 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.
- (xxxi) For road safety, IRC guidelines in respect of road signages, service roads, bus bays, inter-sections, pedestrians crossings, etc. shall be strictly adhered to.
- (xxxii) The responses/commitments made to the issues raised during public hearing shall be complied with in letter and spirit. A hard copy of the action taken shall be submitted to the Ministry.
- (xxxiii) Corporate Environment Responsibility:
 - a. The Company shall have a well laid down Environment Policy approved by the Board of Directors.
 - b. The Environment Policy shall prescribe for standard operating process, procedures to bring into focus any infringements/ deviation/violation of the environmental or forest norms/ conditions.
 - c. The hierarchical system or Administrative Order of the company to deal with environmental issues and for ensuring compliance with the environmental clearance conditions shall be furnished.
 - d. To have proper checks and balances, the company shall have a well laid down system of reporting of non-compliances/ violations of environmental norms to the Board of Directors of the company and/or shareholders or stakeholders at large.

PART 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 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 each 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 shall be allowed on wetlands, forest areas or other ecologically valuable or sensitive locations.

(c) Excavation work shall be done in close 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 shall not leach into the ground water.

(iv) The construction material shall be obtained only from approved quarries. In case new quarries are to be opened, specific approvals from the competent authority shall be obtained in this regard.

(v) Adequate precautions shall 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 shall be properly levelled and treated.

(vii) Adequate financial provision must be made in the project to implement the aforesaid safeguards.

(viii) 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.

(ix) Full support shall be extended to the officers of this Ministry/ Regional Office by the project proponent during inspection of the project for monitoring purposes by furnishing full details and action plan including action taken reports in respect of mitigation measures and other environmental protection activities.

(x) A six-Monthly monitoring report shall need to be submitted by the project proponents to the Regional Office of this Ministry regarding the implementation of the stipulated conditions.

(xi) Ministry of Environment, Forest & Climate Change (MoEFCC) or any other competent authority may stipulate any additional conditions or modify the existing ones, if necessary in the interest of environment and the same shall be complied with.

(xii) The Ministry reserves the right to revoke this clearance if any of the conditions stipulated are not complied with the satisfaction of the Ministry.

(xiii) In the event of a change in project profile or change in the implementation agency, a fresh reference shall be made to the MoEFCC.

- (xiv) The project proponents shall inform the Regional Offices 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.
- (xv) A copy of the clearance letter shall be marked to concerned Panchayat/ local NGO, if any, from whom any suggestion/representation has been made received while processing the proposal.
- (xvi) Safety provision such as bus bays, 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.
- (xvii) A copy of the environmental clearance letter shall also be displayed on the website of the concerned State Pollution Control Boards. The EC letter shall also be displayed at the Regional Office, District Industries centre and Collector's Office/ Tehsildar's office for 30 days.
- (xviii) The funds earmarked for environmental protection measures shall be kept in separate account and shall not be diverted for other purpose. Year-wise expenditure shall be reported to this Ministry and its concerned Regional Office.

5. The above 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 2006, including the amendments and rules made thereafter.

6. All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Civil Aviation Department, Forest Conservation Act, 1980 and Wildlife (Protection) Act, 1972 etc. shall be obtained, as applicable by project proponents from the respective competent authorities.

7. The project proponent shall advertise in at least two local Newspapers widely circulated in the region, one of which shall be in the vernacular language informing that the project has been accorded Environmental and CRZ Clearance and copies of clearance letters are available with the State Pollution Control Boards and may also be seen on the website of the Ministry of Environment, Forest & Climate Change at <http://www.envfor.nic.in>. The advertisement should be made within Seven days from the date of receipt of the Clearance letter and a copy of the same should be forwarded to the Regional Office of this Ministry.

8. Any appeal against this clearance shall lie with the National Green Tribunal, if preferred, within a period of 30 days as prescribed under Section 16 of the National Green Tribunal Act, 2010.

9. This Clearance is subject to final order of the Hon'ble Supreme Court of India in the matter of Goa Foundation Vs Union of India in Writ Petition (Civil) No.460 of 2004 as may be applicable to this project.

10. Status of compliance to the various stipulated environmental conditions and environmental safeguards will be uploaded by the project proponent in its website.

11. The project proponent shall also submit six monthly reports on the status of compliance of the stipulated Clearance conditions including results of monitored data (both in hard copies as well as by e-mail) to the respective Regional Office of MoEFCC, the respective Zonal Office of CPCB and the SPCBs.

12. The environmental statement for each financial year ending 31st March in Form-V as is mandated to be submitted by the project proponent to the concerned State Pollution Control Boards as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently, shall also be put on the website of the company along with the status of compliance of Clearance conditions and shall also be sent to the respective Regional Offices of MoEFCC by e-mail.


11/2/2015
(S.K. Srivastava)
Scientist E

Copy to:

- 1) The Principal Secretary, Department of Forests & Environment and Chairman, GCZMA, Govt. of Gujarat, Sachivalaya, Gandhinagar
- 2) The Secretary, Department of Environment, Govt. of Maharashtra, Mantralaya, Mumbai - 32
- 3) The Secretary (Environment & Forest), Govt. of Dadra & Nagar Haveli, Secretariat, Silvassa
- 4) The Director, Forests & Environment Department, Govt. of Gujarat, Block No.14, 8th Floor, Sachivalaya, Gandhinagar - 10
- 5) The Chairman, Central Pollution Control Board, Parivesh Bhawan, CBD-cum-Office Complex, East Arjun Nagar, Delhi - 32
- 6) The Member Secretary, Maharashtra Pollution Control Board, Kalpataru Points, 3rd & 4th floor, Opp. Cine Planet, Sion Circle, Sion (E), Mumbai - 22
- 7) The Member Secretary, Gujarat Pollution Control Board, Sector 10-A, Gandhi Nagar - 43
- 8) The Member Secretary, Dadra & Nagar Haveli Pollution Control Committee, Dadra & Nagar Haveli
- 9) The Additional Principal Chief Conservator of Forests (C), Ministry of Environment, Forests and Climate Change, Regional Office (WZ), E-5, Kendriya Paryavaran Bhawan, Arera Colony, Link Road No.3, Ravishankar Nagar, Bhopal - 16
- 10) The Additional Principal Chief Conservator of Forests (C), Ministry of Environment, Forests and Climate Change, Regional Office (WCZ), Ground Floor, East Wing, New Secretariat Building, Civil Lines, Nagpur - 1
- 11) IA - Division, Monitoring Cell, MoEFCC, New Delhi - 3
- 12) Guard file


11/2/2015
(S.K. Srivastava)
Scientist E

**2. POINTS WISE COMPLIANCE CONDITIONS SET IN THE ENVIRONMENTAL CLEARANCE
ISSUED BY MOEF VIDE LETTER NO. F. No. 10-57/2013-IA-III DATED 11.02.2016**

(Period: Aug. 2020 to Jan. 2021)

EC Letter No.	:	F. No. 10-57/2013-IA-III
Project	:	Construction of Eight Lane of Vadodara Kim Expressway from Km 279.00 to Km 292.00 (Ankleshwar to Manubar Section of Vadodara Mumbai Expressway) in the State of Gujarat under NHDP Phase – VI on HAM mode (Phase IA-Package IV)
Project Proponent	:	M/s. National Highways Authority of India
Concessionaire	:	M/s Ashoka Ankleswar Manubar Expressway Pvt. Ltd

PART A - SPECIFIC CONDITION

Sr. No.	EC Conditions	Compliance Status
(i)	The development shall strictly be as per the Provisions of CRZ Notification, 2011 The project shall not affect the coastal ecology of the area Including flora and fauna.	Complied
(ii)	The project proponent shall ensure that there is No destruction of mangrove near the project site during the construction as well as the operation Phase if the project.	Not Applicable
(iii)	There shall be no dressing or alteration of the sand dunes, natural features including Landscape changes for beautification, recreation and other such purpose.	Complied
(iv)	All the conditions stipulated by Gujarat Coastal Zone Management Authority vide their letter No.ENV-10-2011-373-E dated 27.03.2012, shall be strictly complied with.	Compiled for length 1.2373 km (km 283+800 to km 285+166) falls in costal regulation zone (CRZ) as per the notification No: F.No 10-57/2013-IA-III dated 11th February 2015
(v)	There shall no ground water draw within CRZ.	No Groundwater is exploring in CRZ chain ages.
(vi)	The project proponent shall obtain necessary permission from concerned authorities for their proposed construction.	All necessary permissions from concerned authorities have been obtained.
(vii)	Rehabilitation of project affected families shall be carried out as per the extant policy of the Central/State Government, as provided under the law.	Not Applicable (NA). being this package is running as Green Field Alignment
(viii)	The proposal indicates the diversion of 96.403 Ha of forest land in the Maharashtra, Gujarat and Dada: & Nagar Haveli, for which the proponent shall obtain the requisite Forest Clearance. The project may be executed in the entire stretch in non-forest land and while making application to get the Forest Clearance, the execution ©. Work on non-forest land shall not be cited as a reason for grant of FC and in case FC is declined, the forest land shall be maintained at its existing condition. The project	Not Applicable

Sr. No.	EC Conditions	Compliance Status
	proponent shall submit and undertaking to this effect at the earliest to the concerned Regional Office to this Ministry.	
(ix)	The environmental clearance is subject to Obtaining prior clearance from wildlife angle including clearance from the Standing Committee of the National Board for Wildlife as applicable. Grant of environmental clearance does not necessarily imply that Wildlife Clearance shall be granted to the project and that their proposals for Wildlife Clearance shall be considered by the respective authorities on their merits and decision taken. The investment made in the project, if any, based on environmental clearance so granted, in anticipation of the clearance from wildlife angle shall be entirely at the cost and risk of the project proponent and Ministry of Environment, Forest & Climate Change shall not be responsible in this regard in any manner.	Not Applicable
(x)	All entry / exit / access points on this highway shall be appropriately designed and preferably frozen to avoid traffic congestion and pollution, defeating the very purpose of this expensive project.	Complied
(xi)	It is indicated that 2235 nos. of trees fall within the proposed Row, however, bare minimum trees should be cut and information of the same should be provided. Necessary permission from competent authority shall be obtained for tree cutting. Necessary compensatory plantation shall be carried out and cost provision should be made for regular maintenance.	Complied
(xii)	Minimum of three times the number of trees to be cut shall be planted. It shall be ensured that the trees planted as a part of the a forestation shall be looked after by NHAI. Tree plantation shall be of the same species/local species and survival shall be monitored. Transplantation of trees shall be carried out wherever possible. The tree plantation shall be taken up on the extreme end of the road.	Complied as per Concession Agreement
(xiii)	Rain water harvesting including oil and grease trap shall be provided. Water harvesting structures shall be located at every 500m along the road. Vertical drain type rainwater harvesting structures shall be set up to Minimize surface runoff losses of rainwater.	We be done as per the schedule not done yet
(xiv)	R&R shall be as per the guidelines of NHAI / State / Central Government whichever is higher.	Not Applicable

Sr. No.	EC Conditions	Compliance Status
(xv)	IRC guidelines shall be followed for widening & up-gradation of road.	Not Applicable
(xvi)	All the recommendations of the EMP shall be Complied within letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MOEFCC along with half yearly compliance report to MOEFCC-RO.	Complied as per guide-lines
(xvii)	Green belt development shall be undertaken as suggested in EMP.	Complied
(xviii)	The seismic nature of the area shall be taken into account while designing the project.	Noted
(xix)	The project proponent shall obtain necessary permission from the State Irrigation Department before drawing water from the river sources for the purpose of the proposed construction activity.	River Water is not utilizing in Construction Activities.
(xx)	Sidewalk shall be provided along the bridges.	Not Applicable Being it is "Access Controlled Expressway", no side-walk provision made in Concession Agreement.
(xxi)	The drain shall be at least 1 m. away from the toe of the embankment of tie road adopting IRC guidelines.	Complied as per contract provision
(xxii)	Longitudinal drains shall 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 shall also be provided	Complied as per contract provision
(xxiii)	The solid waste generated shall be used for rehabilitating the borrow areas.	Noted
(xxiv)	For providing safety to the crossing animals and avoid road accidents speed breakers/rumbled strips shall be constructed at the identified locations of the animal movements. Enough hoardings and signage shall also be put up for the public and vehicles convenience.	Not Applicable
(xxv)	Necessary clearance from the State Government shall be obtained for extraction of sand from the rivers.	Complied
(xxvi)	Proper signage shall be installed at appropriate locations for the convenience of the traffic movement.	Necessary Signage-boards shall be provided as per IRC
(xxvii)	The embankments/slopes and the slopes left after cutting shall be provided with vegetative turning to avoid soil erosion.	Complied as per contract provision

Sr. No.	EC Conditions	Compliance Status
(xxviii)	The hot mix plant shall be located at least 500m away from habitation and on the barren land to avoid its adverse impact on the human population.	Not Applicable
(xxix)	Rehabilitation and payment of compensation to the project affected people (PAPs) shall be made as per the policy of the State Government	-
(xxx)	Noise barriers shall 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.	Noted
(xxxix)	For road safety, IRC guidelines in respect of road signage, service roads, bus bays, inter-sections, pedestrians crossings, etc. shall be strictly adhered to.	Maintained as per IRC guidelines
(xxxix)	The responses/commitments made to the issues raised during public hearing shall be complied with in letter and spirit. A hard copy of the action take shall be submitted to the Ministry.	Complied
(xxxix)	<p>Corporate Environment Responsibility:</p> <p>a) The Company shall have a well laid down Environment Policy approved by the Board of Directors.</p> <p>b) The Environment Policy shall prescribe for standard operating process, procedures to bring into focus any infringements/ deviation/violation of the environmental or forest norms / conditions.</p> <p>c) The hierarchical system or Administrative Order of the company to deal with environmental issues and for ensuring compliance with the environmental clearance conditions shall be furnished.</p> <p>d) To have proper checks and balances, the company shall have a well laid down system of reporting of non-compliances/ violations of environmental norms to the Board of Directors of the company and/or shareholders on stakeholders at</p>	Complied

PART A - GENERAL CONDITIONS

Sr. No.	EC Conditions	Compliance Status
(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 to avoid any damage to the environment.	Adequate provisions as per guidelines have been provided
(ii)	Appropriate measures must be taken while undertaking digging activities to avoid any likely degradation of water quality.	Noted
(iii)	<p>Borrow sites for each quarry sites for road construction material and dump sites must be identified keeping in view the following:</p> <p>(a) No excavation or dumping on private property is carried out without written consent of the owner.</p> <p>(b) No excavation or dumping shall be allowed on wetlands, forest areas or other ecologically valuable or sensitive locations.</p> <p>(c) Excavation work shall be done in close conservation with the Soil Conservation and Watershed Development Agencies working in the area, and</p> <p>(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 shall not leach into the ground water.</p>	<p>Complied</p> <p>Complied</p> <p>Complied</p> <p>Complied</p>
(iv)	The construction material shall be obtained only From approved quarries. In case new quarries are to be opened, specific approvals from the competent authority shall be obtained in this Regard.	Construction material obtaining from approved source after obtaining from approved quarry.
(v)	Adequate precautions shall be taken during transportation of the construction material so that it does not affect the environment Adversely.	Adequate precautions are being in place / been taken
(vi)	Borrow pits and other scars created during the road construction shall be properly leveled and treated.	Complied
(vii)	Adequate financial provision must be made in the project to implement the aforesaid safeguards.	Noted
(viii)	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.	Complied

Sr. No.	EC Conditions	Compliance Status
(ix)	Full support shall be extended to the officers of this Ministry / Regional Office by the project proponent during inspection of the project for monitoring purposes by furnishing full details and action plan including action taken reports in respect of mitigation measures and other environmental protection	Noted
(x)	A six-Monthly monitoring report shall need to be submitted by the project proponents to the Regional Office of this Ministry regarding the implementation of the stipulated conditions	2 nd Compliance Report submitted as per schedule
(xi)	Ministry of Environment, Forest & Climate Change (MOEF&CC) or any other competent authority may stipulate any additional conditions or modify the existing ones, if necessary in the interest of environment and the same shall be complied with.	Noted
(xii)	The Ministry reserves the right to revoke this clearance if any of the conditions stipulated are not complied with the satisfaction of the Ministry.	Noted
(xiii)	In the event of a change in project profile or change in the implementation agency, a fresh reference shall be made to the MOEF&CC.	Noted
(xiv)	The project proponents shall inform the Regional Offices 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.	-
(xv)	A copy of the clearance letter shall be marked to concerned Panchayat / local NGO, if any, from whom any suggestion/representation has been made received while processing the	Till Date no such letter/s from any corner / party
(xvi)	Safety provision such as bus bays, 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.	Complied as per contract provision
(xvii)	A copy of the environmental clearance letter Shall also be displayed on the website of the concerned State Pollution Control Boards. The EC letter shall also be displayed at the Regional Office, District Industries centre an Collector's Office/ Tehsildar's office for 30 days.	Noted
(xviii)	The funds earmarked for environmental Protection measures shall be kept in separate account and shall not be diverted for other purpose. Year-wise expenditure shall be reported to this Ministry and its concerned Regional Office.	Noted