To
The Executive Engineer
Napen Sea Road, Besides Priyadarshini Park
Mumbai - 400 036 (Maharashtra)

Sub: Development of Access controlled Nagpur-Mumbai Expressway (NMEW) - Package V from Taranganpada Village, Igatpuri Taluka, Nashik District (CH 623.379 km) to Amane Village, Bhiwandi Taluka, Thane District (CH 701.362 km) (Total Length 78 km) in Maharashtra by M/s. Maharashtra State Road Development Corporation Limited - Environmental Clearance.

Sir,

This has reference to your letter no. MSRDC/NMSCEW/Forest/4416/2018 submitting the above proposal online to this Ministry on 21st June, 2018 and for seeking of Environmental Clearance in term of the provisions of the Environment Impact Assessment (EIA) Notification, 2006 under the Environment (Protection) Act, 1986.

2. The proposal for Development of Access controlled Nagpur-Mumbai Expressway (NMEW) - Package V from Taranganpada Village, Igatpuri Taluka, Nashik District (CH 623.379 km) to Amane Village, Bhiwandi Taluka, Thane District (CH 701.362 km) (Total Length 78 km) in Maharashtra by M/s Maharashtra State Road Development Corporation (MSRDC) Ltd., was considered by the Expert Appraisal Committee (EAC) for Infrastructure, CRZ and other Miscellaneous projects, in its meeting held on 25th June, 2018.

3. The details of the project, as per documents submitted by project proponent, and also as informed during the above said EAC meetings with the help of EIA consultant M/s Building Environment (India) Private Limited are reported to be as under:

(i) The Nagpur Mumbai Expressway (NMEW) will be developed as a high-density corridor establishing high-speed connectivity between Nagpur and Mumbai. As a first step in this direction the Government of Maharashtra has decided to develop and strengthen the linkages and connectivity of major cities of state with Mumbai, the state capital. Exploring the viability of one such connectivity between Nagpur and Mumbai, which includes links with and through Shivmadka – Wardha – Karanja – Aurangabad – Sinnar – Bhiwandi along with
link from Karanja – Loni – Nagzari corridor. The entire length of the proposed expressway is about 701 km.

(ii) The project road section of NMEW Package V starting from Taranganpada Village, Igatpuri Taluka, Nashik District (CH 623.379 km) to Amane Village, Bhiwandi Taluka, Thane District (CH 701.362 km).

(iii) The total length of the project is 78 km. The proposed alignment passes through 48 villages. The vehicles are expected to reach an average speed of 150 km per hour on it. The project intends to develop 6 lane expressways with paved shoulders in the state of Maharashtra.

(iv) The proposed ROW is 120 m as per requirements. The ROW is inclusive of service/Connector roads wherever required. The recommended minimum Right of Way in Plain/Rolling terrain for expressways is 120 m.

(v) Major Bridges 0 Nos; Minor Bridges 3Nos. ROB 1 Nos; There are total 6 Vehicle under Passes (VUPs), Pedestrian under passas (PUP) and Cattle underpasses total 10, 26 Vehicle Over Passes (VOP), 1 Fly Over and Wildlife mitigation structures have been proposed.

(vi) Provision of Public facilities like, Emergency telephones @ every 5km, Parking and truck stops, Auto services centre, Ambulance and towing facilities, Quick Response Vehicle (QRV), Rest areas at every 50 km, Fuel filling station and food plaza & restaurants, shops, police stations other wayside amenities include Truck terminus, bus bays, Median plantation/landscaping, Bridge-beautification, street lighting and digitized signage, solar street lighting at interchanges and Wi-Fi access, traffic surveillance and enforcement and CCTV for monitor throughout the project length.

(vii) Major interchanges are proposed.

(viii) In proposed project, three tier roadside plantations will be done as per National Green Highway Policy.

(ix) Details of water requirement & its source will be given in EIA.

(x) Quantity of borrow materials, sand and aggregates proposed to be used for the project will be given in EIA.

(xi) During construction, 50,000MT/km cement will be required on the basis of broad view. A part of cement can be replaced by good quality fly ash to the extent of 10-30%. Quantity of flyash can be obtain from thermal power plant (Dhir India Private Limited Plant) which is located at Eklahe in Nashik is about 70 km from proposed road at Chainage 565.000.

(xii) The estimated civil cost of the project is approximately Rs. 5365 Cr.

Proposal no.: IA/MH/MIS/61058/2017
(xii) Land use of the site and around the site up to 10 km radius: The land use pattern on either side of 10 Km of the project road is predominantly agricultural, Protected Forest, Reserve forest, and Restored Private Forest area.

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

(xv) If the project involves diversion of forest land, extent of the forest land: 383.8535 Ha of Reserved Forest area.

(xvi) If the project falls within 10 km of eco-sensitive area, Name of eco-sensitive area and distance from the project site: The alignment is passing through default Eco-sensitive zone of Tansa Wildlife Sanctuary. The distance is 1.47 km from the sanctuary boundary. Kalsubai Harichandragad Wildlife Sanctuary Boundary: 6.60 km (Nearest ESZ boundary from the alignment is 3.80 km).

(xvii) Water requirement, source, status of clearance: The total water requirement for project is 1643.84 m³/day (inclusive of domestic requirements).

(xxiv) Tree cutting, types, numbers, girth size etc: Total 32,341 trees are proposed to be cut from non-forest areas under the proposed alignment.

(xviii) Rehabilitation involved if any: The estimated land requirement of about 10,000 ha for developing 701 km of expressway will be met through Land Pooling/Land Procurement through a prevailing laws and guidelines issued by government instead of traditional land acquisition method. It is first project being set up by Land Pooling/Land Procurement through a prevailing laws and guidelines issued by government instead of traditional land acquisition method. The proposed land acquisition is 908.0038 ha which includes 383.8535 ha of forest land.

(xix) Water bodies, diversion if any if any: The proposed project will cross Bhatta River, at CH 636+695 to 636+960, CH 639+210 to CH 639+245 in village Vashala Bk and at CH 670+910 to CH 670+945 in Kasagaon village.

(xx) Public hearing: The public hearing for proposed NMEW Package-V was conducted at Vashala village, Taluka Shahapur on 7th December, 2017 for Thane District (69 km) and on 24th January 2018 at Igatpuri, Taluka Igatpuri for Nashik District (9 km). Major issues raised during public hearing includes the land acquisition, rehabilitation and compensation, impact of air pollution on horticultural crops, impact of project on tribal population, drainage pattern, flooding and other ecological aspects of the area.

(xxi) Court cases, if any: No.

(xxii) Investment/Cost of the project (in crore): Rs. 5365 Crores.

(xxiii) Employment potential: During the construction phase of the project which is likely to be completed within 36 months, manpower will be needed to take the part in various project activities. About 8000 persons per day, which includes, skilled, semi-skilled and unskilled labourers, will likely to get work. In the post
construction phase, it is expected that the project will provide social benefits to about 800 people in terms of direct employment by way of better commercial and industrial development of the area.

(bxiv) **Benefits of the project:** Implementation of the project is expected to yield the following benefits:

a. Currently the routes which are available for this connectivity are under heavy pressure. The Government aims at providing improved connectivity among major commercially important cities of Maharashtra by providing a road project with World Class Standards, projecting as a dream project of the Government.

b. The proposed project connects Nagpur (the second capital of Maharashtra) to Mumbai (the capital of Maharashtra). Establishment of Prosperity Corridor which will result in economic prospects of population residing in the state of Maharashtra, through which the alignment will pass through;

c. To develop new industrial/educational/commercial/tourism nodes in vicinity of expressway at a regular interval of 40-50 km;

d. To develop a model highway which would be environmentally safe and cater to the needs of people without encroaching on their resources;

e. Overall, the project aims to plant 1 million trees of suitable native species along the alignment;

f. To ensure fragmentation of the ecosystems is kept at minimal by planning the development under the expert supervision of wildlife scientists;

g. To attain an average speed of 150 km per hour.

h. To reduce the travel time from Nashik to Thane from 3 hours to 1 hr 30 min for a distance of 150 km;

i. Krushi Samruddhi Kendra (new towns), comprising agro-based industries, commercial hubs and residential area with all basic amenities proposed to be developed at the intersection of the expressway and national or state highways.

4. The EAC, in its 191st meeting held on 25th June, 2018, has recommended the project for grant of Environmental Clearance for the development of the said project, subject to compliance of all generic conditions applicable for such projects, and the additional conditions as mentioned below. As per recommendations of the EAC, the Ministry of Environment, Forest and Climate Change hereby accords Environmental Clearance to the project ‘Development of Access controlled Nagpur-Mumbai Expressway (NMEW) - Package V from Taranganpada Village, Igatpuri Taluka, Nashik District (CH 623.379 km) to Amane Village, Bhiwandi Taluka, Thane District (CH 701.382 km) (Total Length 78 km) in Maharashtra’ by M/s MSRDC Ltd., under the

Proposal no.: IA/MH/MIS/61955/2017
provisions of the EIA Notification, 2006 and subsequent amendments/ circulars issued thereon, and subject to the specific and general conditions as under:

PART A - SPECIFIC CONDITIONS

(i) MSRDC is responsible to implement the recommendations based on assessment done as per MoU between them and Wildlife Institute of India for assessment of impact of project on wildlife as mentioned in the undertaking submitted to this Ministry.

(ii) The proposed alignment 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.

(iii) Efforts be made to arrange translocation/transportation of big trees using latest technology available. Efforts to be made specially to translocate large ficus trees.

(iv) Trees that will be used for afforestation must have significant number of various ficus species like banyan (Ficus benghalensis), peepal (Ficus religiosa), cluster fig (Ficus racemosa) etc. Entire afforestation must be done using only native species.

(v) Three rows of the plantation having mixed species shall be maintained along both sides of the proposed highway.

(vi) Third party audit of plantations should be carried out by independent agency of national repute.

(vii) No ground water will be drawn during construction and operation phases of the proposed Expressway.

(viii) Abandoned quarries be protected as waterbodies.

(ix) Oil & grease trap with de-silting chambers be taken up for the Rain Water harvesting Structures.

(x) Fund allocation for Corporate Environment Responsibility (CER) shall be made as per Ministry's O.M. No. 22-65/2017-IA,III dated 1st May, 2018 for various activities therein. The detailed report shall be submitted to this Ministry and its concerned regional office within 3 months.

(xi) The proposal involves diversion of forest land, for which the proponent shall obtain the stage-I Forest Clearance as required under the forest (Conservation) Act, 1980. Project proponent shall submit an undertaking that work on non-forestry land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.

Proposal no: IA/MH/MIS/61955/2017

Page 5 of 10
(xii) Commencement of work in non-forest land will not confer any right on the user agency with regard to grant of approval under the Forest (Conservation) Act, 1980.

(xiii) The EC is subject to the clearance from the Standing Committee of the NBWL under the Wildlife (Protection) Act, 1972, if any.

PART – B: GENERAL CONDITIONS

(i) Responsibility for implementation of EC conditions rests with the project proponent only.

(ii) Cut and fill works shall be carried out strictly in accordance with the design drawings proposed at the time of appraisal of the project.

(iii) The project proponent shall obtain necessary permission from the owning agencies of water bodies/temple/tanks etc., as applicable, before execution of works.

(iv) The project proponent shall obtain necessary permission from the concerned State(s) Irrigation Department(s) before drawing water from the river sources for the purpose of the proposed construction activity.

(v) Blasting shall be carried out during fixed hours (preferably during mid-day) or as permitted by the concerned authority. The timing shall be made known to all the people within 1000 m (200 m for pre-splitting) from the blasting site in all directions.

(vi) The fly ash shall be used for the proposed project to comply with the Fly Ash Notification, 1999, as amended.

(vii) Rehabilitation of project affected families (PAFs) and payment of compensation to PAFs shall be carried out as per the extant policy of the Central/State Government, as provided under the law. All the Indian Road Congress (IRC) guidelines wherever applicable may be followed.

(viii) All entry/exit/access points on this highway shall be appropriately designed and preferably frozen to avoid traffic congestion and pollution.

(ix) 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.

(x) All the recommendations of the EMP shall be complied in both 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 MoEF&CC.

(xi) Green belt development shall be undertaken as suggested in EMP.

(xii) Sidewalk shall be provided along the bridges.

(xiii) The seismic nature of the area shall be taken into account while designing the project.

Proposal no.: IA/MH/MIS/61955/2017
(xiv) IRC guidelines shall be followed for widening & up-gradation of road.

(xv) The drain shall be at least 1 m away from the toe of the embankment of the road adopting IRC guidelines.

(xvi) Longitudinal drains shall be provided all along the project road to ensure proper drainage of the area. In addition, adequate number of underpasses and culverts to act as cross drainage structures shall also be provided.

(xvii) The solid waste generated shall be used for rehabilitating the borrow areas.

(xviii) 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 signages shall also be put up for the public and vehicles convenience.

(xix) Necessary clearance/approval shall be obtained for extraction of sand from the rivers.

(xx) The embankments/slopes and the slopes left after cutting shall be provided with vegetative growth to avoid soil erosion.

(xxi) 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.

(xxii) For road safety, IRC guidelines in respect of road signage, service roads, bus bays, inter-sections, pedestrians crossings, etc. shall be strictly adhered to.

(xxiii) The responses/commitments made to the issues raised during public hearing shall be compiled in both letter and spirit. A hard copy of the action taken shall be submitted to the MoEF&CC and also to its concerned Regional Office.

(xxiv) Beside fulfilling obligations under Corporate Social Responsibilities as per Company’s Act, 2013, the proponent has to adhere to the followings Corporate Environment Responsibilities:

(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.

(xxv) Appropriate measures must be taken while undertaking digging activities to avoid any likely degradation of water quality.
(xxvi) 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.

(xxvii) As per MoEF&CC’s circular no. J-11013/41/2006-IA.II(l) dated 22.09.2008, provision shall be made for supply of kerosene or cooking gas and pressure cooker to the labourers, mobile toilets, mobile STP, safe drinking water, medical health care, Créche and temporary structures for living during construction phase.

(xxviii) Adequate precautions shall be taken during transportation of the construction material so that it does not affect the environment adversely.

(xxix) Borrow pits and other scars created during the road construction shall be properly levelled and treated.

(XXX) 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.

(XXXI) Full support shall be extended to the officers of this MoEF&CC and its 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.

(XXXII) 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.

(XXXIII) 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.

(XXXIV) The project proponents shall inform the Regional Office concerned as well as the MoEF&CC, the date of financial closure and final approval of the project by the concerned authorities and the date of start of land development work.

(XXXV) 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 MoEF&CC and its concerned Regional Office.

Proposal no.: IA/MH/MIS/61955/2017
5. In addition to above mentioned conditions following general guidelines are to be adhered:

(i) 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, EIA Notification, 2006 and its subsequent amendments. All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Civil Aviation Department, the Forest Conservation Act, 1980 and the Wildlife (Protection) Act, 1972 etc. shall be obtained, as applicable by project proponents from the respective competent authorities.

(ii) Officials from the Regional Office of the Ministry who would be monitoring the implementation of environmental safeguards should be given full cooperation, facilities and documents/data by the project proponents during their inspection. A complete set of all the documents submitted to MoEF&CC should also be forwarded to its concerned Regional Office.

(iii) In case of any change(s) in the scope, the project would require a fresh appraisal by the MoEF&CC.

(iv) 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 Clearance and copies of clearance letters are available with the State Pollution Control Board and may also be seen on the website of the Ministry of Environment, Forest and Climate Change at http://www.envfor.nic.in. The advertisement shall be made within Seven days from the date of receipt of the Clearance letter and a copy of the same shall be forwarded to the concerned Regional office of the MOEF&CC.

(v) A copy of the clearance letter shall be sent by the proponent to concerned Panchayat, Zila Parishad/Municipal Corporation, Urban Local Body and the Local NGO, if any, from whom suggestions/representations, if any, were received while processing the proposal. The clearance letter shall also be put on the website of the company by the proponent.

(vi) A copy of the environmental clearance letter shall also be displayed on the website of the concerned State Pollution Control Board. The EC letter shall also be displayed at the Regional Office, District Industries centre and Collector's Office/Tehsildar's office for 30 days.

(vii) The proponent shall upload the status of compliance of the stipulated EC conditions, including results of monitored data on their website and shall update the same periodically. It shall simultaneously be sent to the Regional Office of the Ministry, the respective Zonal Offices of CPCB and the SPCB. The criteria pollutant levels namely, PM10, PM2.5, SO2, NO2 (ambient levels as well as stack emissions) or critical sectoral parameters, indicated for the project shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.

Proposal no.: IA/MH/MIS/61958/2017
(viii) The project proponent shall also submit six monthly report on the status of the compliance of stipulated EC Conditions including results of monitored data (both in hard copies as well as by email) to the concerned Regional Offices of MoEF&CC/CPCB/SPCB.

(ix) 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 Board 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 EC conditions and shall also be sent to the respective Regional Offices of the Ministry/CPCB/SPCB by e-mail.

6. 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.

7. 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.

8. The Ministry reserves the right to add additional safeguard measures subsequently, if found necessary, and to take action including revoking of the environment clearance under the provisions of the Environmental (Protection) Act, 1986, to ensure effective implementation of the suggested safeguard measures in a time bound and satisfactory manner.

9. This issues with the approval of the Hon'ble MEF&CC.

Copy to:
1) The Principal Secretary, Environment Department, Government of Maharashtra, 15th Floor, New Administrative Building, Mantralaya, Mumbai-400 032.
2) The APCCF(C), MoEF&CC, Regional Office (WCZ), Ground Floor, East Wing, New Secretariat Building, Civil Lines, Nagpur-440 001.
3) The Chairman, Central Pollution Control Board, Parivesh Bhavan, CBD-cum-Office Complex, East Arjun Nagar, New Delhi-110 032.
4) The Chairman, Maharashtra Pollution Control Board, Kalpataru Point, 3rd and 4th floor, Opp. Cine Planet, Sion Circle, Mumbai-400 022.
6) Guard File/Record File
7) Notice Board.

Proposal no.: IA/MH/MIS/61955/2017