

BEFORE THE NATIONAL GREEN TRIBUNAL
SOUTHERN ZONE, CHENNAI
APPEAL No. 23 of 2023

IN THE MATTER OF:

Burugula Ramchander Rao Telangana and Ors.
And

... Appellant (s)

Union of India
Through its Secretary MoEF&CC,
New Delhi and Ors.

...Respondent(s)

**REPORT OF THE 6TH RESPONDENT – DISTRICT COLLECTOR
(HANUMAGONDA)**

SI.No.	Particulars	Page Nos.
1.	Report of the District Collector , Hanumagonda District (6 th Respondent).	1-4
2.	ANNEXURE-1 Grant of prior Environmental Clearance(EC) to the proposed project	5-36

Place: Chennai

Date: 09.09.2024



Mrs. H. Yasmeen Ali,
Counsel for the 6th Respondent.

REPORT OF THE DISTRICT COLLECTOR, HANUMAKONDA DISTRICT (R06)
DATED: 19.08.2024 IN APPEAL NO. 23 OF 2023 FILED BY BURUGULA
RAMCHANDER RAO & OTHERS AGAINST ENVIRONMENT CLEARANCE
NO.EC23A3601TG5902616N and File No.10/29/2021-IA.III, DATED:
05.07.2023 ISSUED BY THE MINISTRY OF ENVIRONMENT AND CLIMATE
CHNANGE, GOVERNMENT OF INDIA.

It is humbly submitted that Sri Burugula Ramchander Rao and others have filed a complaint before the Hon'ble National Green Tribunal to set aside the Environment Clearance No.EC23A3601TG5902616N and File No.10/29/2021-IA.III, dated 05.07.2023 issued by the Ministry of Environment and Climate Change, Govt. of India for development of 4 lane access controlled New Green filed Highway from Manchierial-Warangal Section. The Hon'ble National Green Tribunal has registered the case vide Appeal bearing No.23 of 2023, and issued notices to submit the report in this matter before the Hon'ble National Green Tribunal.

1. In this regard, a report was called from the Revenue Divisional officer, Parkal in whose jurisdiction the subject road has been passing within the limits of the Hanumakonda District formerly known as Warangal District. The Revenue Divisional Officer, Parkal has verified the subject matter and submitted his report, stating that as per the requisition of the Project Director, NHAI, PIU Warangal and PIU Khammam, the Green Field Highway NH-163G is accessed from Laxmipur village of Parkal Mandal to Peddapur village of Athmakur Mandal at KM 88.418 to KM 117.100 totally 28.20 KM in Parkal Division as follows:

Sl.No.	Mandal	Village
1	Parkal	1. Laxmipur
2		2. Venkatapur
3		3. Malakpet
4		4. Madharam
5		5. Vellampally
6		6. Pocharam
7	Gatlakanparthy	1. Gatlakaniparty
8	Damera	1. Pulukurthy
9		2. Pasaragonda
10		3. Oorugonda
11		4. Musthyalapally
12	Athmakur	1. Agrampahad
13		2. Peddapur

2. It is submitted that as per the Joint Measurement Survey and Enjoyment Survey Reports, the extent of lands of SRSP Canal (10722.68 Sq.Mts.)/ Ac. 2-26 Gts., Orre/Vagu/ Kaluva (6527.71 Sq.Mtrs.)/ Ac.1-25 Gts., R&B Road/ Road (18150.74 Sq.Mtrs.)/ Ac. 4-19Gts., and Shikam land (5514.03 Sq.Mtrs.)/ Ac.1-14Gts. at Oorugonda Village are coming in the proposed alignment. As well as, Fruit-bear Trees (26); Non Fruit-bear Trees (115) and Toddy Trees (12) are affected under said alignment in jurisdiction of Parkal Division. Moreover, it is submitted that the said alignment is not passing through any of the forest lands within the jurisdiction of Parkal Revenue Division.
3. It is submitted that in pursuance of the contentions raised in the appeal filed by the appellant, there is a large number of animals, wildlife is found in the project area, it would definitely a forest and requires forest clearance, in this regard it is to submit that, within this revenue division jurisdiction, there is no forest land affecting and no wild animals are found in the project area.
4. Further contention of the appellant regarding the massive damage to the fertile agriculture lands, it is to submit that, apart from the cultivable land in the project areas, other lands i.e., the extent of lands

of SRSP Canal (10722.68 Sq.Mts.)/ Ac. 2-26 Gts., Orre/Vagu/ Kaluva (6527.71 Sq.Mtrs.)/ Ac.1-25 Gts., R&B Road/ Road (18150.74 Sq.Mtrs.)/ Ac. 4-19Gts., and Shikam land (5514.03 Sq.Mtrs.)/ Ac.1-14Gts.,at Oorugonda Village are coming in the proposed alignment, hence, we made all our efforts to reduce the damage of maximum number of cultivable lands in the project area.

5. The contention of the appellant is that the project disturbs the Kakatiya Chain Ponds which will result inundation and loss to the agriculture, in this regard it is submitted that there is no Ponds are affecting within the jurisdiction of Parkal Revenue Division.
6. The Contention of the appellant is that proposed New Green field High Way passed through a fully developed area in Hanamakonda Town in Telangana, which will disturb the well settled Warangal -Hanamkonda population. In this regard, it is submitted that neither Hanumakonda City nor the Warangal City are affecting in the proposed alignment, and it is passing for away from the City population and habitants of the both cities.
7. The Contention of the appellant is that proposed New Green field High Way is in violation of KUDA-2041 (Kakatiya Urban Development Authority) Master plan, in this regard, It submitted that the appellant has failed to mention how the proposed High Way is in Violation of the KUDA Master plan, and without there being any valid evidence, the appellant making allegations. In fact, there is no such objections received from any of the person regarding the violations if any against the KUDA-2041 Master plan within the limits of Parkal Revenue Division.
8. The Contention of the appellant is that the alignment of the proposed New Green field High Way will involve the cutting of forest trees and non-forest trees, but not considered the impact on the forest which is falling in the alignment. In this regard, it is submitted that, there is no affecting of the forest trees within the jurisdiction of this Revenue Division, and regarding the cutting of the non-forest trees, from the

last several years, the Government of Telangana has issuing the guidelines to all the concerned departments within the state to plant the trees in the rainy seasons.

9. The Contention of the appellant regarding the letter, dt: 30/08/2022 of the District Collector, Hanumakonda to the Member Secretary, Ministry of Environment, Forest and Climate Change, New Delhi alleged to categorically opposed to the proposed alignment of National High Way. In this regard, it is submitted that, in the appellant relied letter, dt: 30/08/2022, there is no such categorical objection to the proposed alignment of National High Way, and it is mentioned all the factual situation with a request to take appropriate decision in the matter.

In view of the above facts and circumstances, it is prayed that the Hon'ble Tribunal may be pleased to dismiss the appeal against this respondent and pass such other order or orders, as the Hon'ble Tribunal may deem fit and proper in the circumstances of the case.

Date: 04.09.2024

Place: Hanumakonda



COLLECTOR & DISTRICT MAGISTRATE,
HANUMAKONDA.

District Collector
Hanumakonda.



सत्यमेव जयते

File No: 10/29/2021-IA.III
 Government of India
 Ministry of Environment, Forest and Climate Change
 IA Division



Date 05/07/2023



To,

Dr Biswajit Mukhopadhyay
 National Highways Authority of India
 G-5 & 6, Sector-10, Dwarka, New DELHI-110075 G-5 & 6, Sector-10, Dwarka, New DELHI-110075,
 Mancherial District: 14 villages Peddapalli District:- 16 villages Jayashankar Bhupalpally District:- 14
 villages Hanamkonda District (Warangal Rural) : 10 villages Total: 54 villages, MANCHERIAL,
 TELANGANA, G-5 & 6, Sec-10, 110075
 biswajit@nhai.org

Subject: Grant of prior Environmental Clearance (EC) to the proposed project under the provision of the EIA Notification 2006 -regarding.

Sir/Madam,

This is in reference to your application submitted to MoEF&CC vide proposal number IA/TG/INFRA1/421775/2023 dated for grant of prior Environmental Clearance (EC) to the proposed project under the provision of the EIA Notification 2006 and as amended thereof.

2. The particulars of the proposal are as below :

(i) EC Identification No.	EC23A3601TG5902616N
(ii) File No.	10/29/2021-IA.III
(iii) Clearance Type	Fresh EC
(iv) Category	A
(v) Project/Activity Included Schedule No.	7(f) Road
(vi) Sector	INFRA-1
(vii) Name of Project	Construction of 4 lane Access Controlled New Greenfield Highway Section (Mancherial-Warangal) of length 108.406 km from Narva village to Oorugonda village (Design Chainage 3+834 to 112+240) under Other Economic Corridor (NHO) under NH(O) program on Hybrid Annuity mode in the state of Telangana.
(viii) Name of Company/Organization	National Highways Authority of India
(ix) Location of Project (District, State)	MANCHERIAL, TELANGANA
(x) Issuing Authority	MoEF&CC

(xi) Applicability of General Conditions as per EIA Notification, 2006	No
(xii) Validity of EC	05/07/2033

1. The proposal is for Construction of 4 lane Access Controlled New Greenfield Highway Section (Mancherial-Warangal) of length 108.406 km from Narva village to Oorugonda village (Design Chainage 3+834 to 112+240) under Other Economic Corridor (NHO) under NH(O) program on Hybrid Annuity mode in the state of Telangana. The proposed project highway starts from Narva village (Chainage 3+834) (Latitude: 18°50'33.55" N Longitude: 79°33'19.12" E) in Mancherial district and terminates at Oorugonda village (Chainage 112+240) (Latitude: 18° 2'36.76" N Longitude: 79°41'7.41" E) in Hanamkonda (Warangal Rural) district in the state of Telangana.
2. The proposed project falls under 7(f) - Highway, Category-A, as per EIA notification 2006. Total investment/cost of the project is Rs 4058.63 Crores.
3. ToR details: The Terms of Reference (ToR) was considered in 266th EAC meeting during 12th July, 2021, in the Ministry of Environment, Forest and Climate Change, New Delhi. TOR was granted on 26th July, 2021.
4. Public hearing: Public Hearing was conducted by Telangana State Pollution Control Board (TPCB) as follows. - Refer table - 1

1. Land use/ Land cover of the project site. - Refer Table - 2

1. Terrain and Topographical Features: The topography of the proposed National Highway is mainly flat to undulating in nature. The elevation of the project varies from 116 m msl to 306 m msl.
2. Details of water bodies, impact on drainage: There are 04 Nos. of rivers, 06 Nos. of ponds and 46 Nos of streams which are crossing the proposed alignment. There shall be no major impact on the drainage system as 01 Major Bridge at 7+800 (Pedda Vagu), 01 Major Bridge at 25+450 (Godavari River), 01 Major Bridge at 32+449 (Bokkala Vagu), 01 Major Bridge at 32+449 (Maner River) and 01 Major Bridge at 79+602 (Chali Vagu) and also other Minor bridges where there is crossing the canals/streams ponds will be constructed. The proposed highway will also have ROB - (1), Major Bridges - (5), Minor Bridges - (45), Intersection - (1), Vehicular underpasses - (24), Pedestrian underpasses - (35), LVUPs - (4), SVUPs - (9), Box Culverts - (146), Pipe Culverts - (36) and Flyovers - (5).
3. Water requirements: Total requirement of water for the construction is estimated 28,00,047 KLD which will be met through surface water and ground water proposed to be used only for camp site for transient period after obtaining the permissions from appropriate authority. Ground water proposed to be used only for camp site for transient period after obtaining the permissions from appropriate authority.
4. Tree cutting: The alignment will involve cutting of approx. 14,689 no of trees. The avenue plantation will be carried out as per IRC SP-21 and National Green Highway policy 2015 within the available ROW. About 44,067 no's trees has been proposed to be planted as compensatory plantation trees.
5. Diversion of forest land: The proposed project doesn't require diversion of forest land as the revised alignment does not falls under forest land.
6. The Proposed project alignment passes through the ESZ of Siwaram Wildlife Sanctuary over a length of 10.579 km and width of 45.00 m in Mancherial District and over a length of 13.910 km and width of 45 m in Peddapally District. Draft Eco sensitive zone of Sivaram Wildlife Sanctuary Notification No. SO. 2145 (E) dated 24th May 2018 is yet to be finalize. Since the notification is in draft stage, therefore NBWL Clearances is applicable.
7. As per the primary survey a total 90 birds species were recorded, among them schedule - I species are Brahminy Kite Crested Serpent Eagle, Grey Hornbill, Indian Peafowl, Indian Pied Hornbill, Shikra, Spotted Owllet (Table - 13). In mammals, a total 28 mammals species were recorded, schedule - I species are Blackbuck, Chinkara, Wild Dog, Four Horned Antelope, Gaur, Grey Wolf, Indian Pangolin, Leopard, Leopard Cat, Ratel /Honey Badger, Sloth Bear, Tiger. In reptiles, a total 19 reptiles found in project area, schedule - I are Yellow Monitor Lizard, Python, Indian Black Turtle, Mugger. In amphibians, a total 12

- species were found in the project area. Similarly, 51 fishes species found in project area.
8. Waste Management: 500 gram/head/day (approx.) during construction phase and 50 kg/day (approx.) during operation phase at tolls and from wayside amenities area within ROW may be generated. Bio degradable waste shall be disposed through bio composting and other waste through landfill site.
 9. Details of Rain Water Harvesting: Rainwater harvesting structures have been provided at the interval of 500 m on either sides of carriageway as per availability of RoW and depending on the water table of first aquifer (Approx. 216 nos. of structures shall be constructed). The total cost of the rainwater harvesting structures including its maintenance is Rs.1,22,50,000 and this cost has been covered in the EMP cost.
 10. The Project requires approx. 566.01 ha. of land. Approx. 35 nos. of structures are coming in the proposed RoW. The land will be acquired as per procedure laid down in RFCT LARR Act, 2013. Estimated cost for Land and Rehabilitation & Resettlement including land acquisition has been worked out to Rs. 316.10 Crores.
 11. Employment potential: During the construction of the highway project around 800 persons would be employed temporarily for a period of 2 years. However due to construction of toll plazas approx. 40 persons will be employed on permanent basis. Preference will be given to local people for employment.
 12. Benefits of the project: This project starts from Ramaraopet village in Macherial district and terminates at Oorugonda village in Warangal district in the state of Telangana. The proposed access controlled project with new alignment has been envisaged through an area which shall have the advantage of simultaneous development as well as shall result in a shorter distance to travel. The junctions with existing road will be planned in the form of interchanges and flyover to ensure uninterrupted flow of traffic. The proposed road would act as the prime artery for the economic flow to this region. It will enhance economic development, provide employment opportunities to locals, strengthen tourist development, ensure road safety, and provide better transportation facilities and other facilities such as way side amenities. Vehicle operating cost will also be reduced due to improved road quality. The compensatory plantation and road side plantation shall further improve the air quality of the region.
 13. Details of Court cases- No court case is pending against the proposed project.
 14. based on the information submitted and clarification provided by the project proponent and detailed discussions held on all the issues during 324th meeting of Expert Appraisal Committee held on 19th- 21st April, 2023 recommended the project for grant of Environmental Clearance with stipulated specific conditions along with other Standard EC Conditions.
 15. The Ministry of Environment, Forest and Climate Change has considered the proposal based on the recommendations of the Expert Appraisal Committee (Infrastructure, CRZ and other Miscellaneous projects) and hereby decided to grant Environmental Clearance for the 'Construction of 4 lane access controlled New Greenfield Highway Section of NH163G from Mancherial to Warangal from Narva village to Oorugonda village (Design Chainage 3+834 to 112+240) under Other Economic Corridor under NH(O) scheme in the State of Telangana M/s National Highways Authority of India (Length-108.406 km)' under the EIA Notification, 2006 as amended, subject to strict compliance of the following specific conditions, in addition to all standard conditions applicable for such projects.

S.No	Date	Venue	District	Table-1 Chaired by
1	07/03/2022	Puttapaka Village site, Near Highway construction, Manthani Mandal.	Peddapalli	Additional District Magistrate
2	15/03/2022	Mahatma Jyothiba Phule BC welfare Residential School Complex(Boys), Mogullapally(V and M),	Ayashankar Bhupalapally	Joint Collector
3	23/03/2022	Z.P High school, Gatlakaniparti village, sayam peta mandalam	Hanumakonda	Additional District Collector
4	30/03/2022	Open Place Shetpally Gram Panchayath, Shetpally, village Jaipur Mandal,	Mancherial	Additional Collector

Table - 2

Land use/ Area (ha.)	Percentage
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Land cover		
Water Body	447.542811	3.962867881
Road built up	127.285896	1.127081425
vegetation cover	650.713908	5.761891785
built up settlement	109.788656	0.972148201
Crop Land	9957.45104	88.17047651
Barren Land	0.625	0.005534202
Total area	11293.40731	100

Annexure 1

Specific EC Conditions for (Road)

1. Technical

Sr. No	EC Conditions
1.1	<ol style="list-style-type: none"> 1. The environmental clearance is subject to obtaining prior clearance from the 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 and other clearances shall be granted to the project and that their proposal for Wildlife Clearance and other clearances will be considered by the respective authorities on its merit and decision taken. 2. The user agency shall take up construction of underpasses, eco-bridge / elevated road at 2 locations as indicated by the DFO, Pedapally at Adavi Srirampur and Ramaiahpally with minimum 100 m in length and as per the designs and dimensions prescribed by WII, Dehradun to provide safe passage for wild animals and to avoid accidents. 3. The user agency shall take up construction of animal underpasses at locations indicated by DFO, Mancheril/State Forest Department with minimum 100 m in length and as per the design and specifications of WII, Dehradun to facilitate safe movement across the proposed NH and to avoid accidents. 4. All commitments made in the Wildlife Management & Conservation Plan submitted to the Ministry shall be implemented in letter and spirit. The status of implementation of Wildlife Management & Conservation Plan shall be submitted to the Regional Office of the Ministry along with 6 monthly compliance report. Zoological Survey of India will oversee the same in coordination with forest department and PP will provide necessary funds to ZSI within 3 months from the issue of EC. 5. Wildlife movement during the construction be monitored by forest department and if found necessary additional over/underpasses be developed. Provision for the same be made in the project budget. The budget should be provided to respective state forest departments within 3 months of grant of EC. 6. PP shall undertake the all structures proposed along the proposed alignment as proposed at table no. Table 2.13 (a): Details of the major bridges and Table 2.13 (b): Details of Minor bridges EIA/EMP report. 7. Forest category should be differentiated into forest land and Non-forest land for the tree cutting. 8. No tree can be felled/transplant unless exigencies demand. Where absolutely necessary, tree felling shall be with prior permission from the concern Authority. Old, large and heritage value trees should be retained based on girth and age regulations as may be prescribed by the Forest

Sr. No	EC Conditions
	<p>Department. Where the trees need to be cut/transplanted with prior permission from the concerned local Authority, compensatory plantation in the ratio of 1:10 (i.e. planting of 10 trees for every 1 tree that is cut/ non-survival of any transplanted tree) shall be done and maintained. Plantations to be ensured species (cut) to species (planted). All the plantation will be done by state forest department as deposit work and not by private contractors.</p> <p>9. Trees with heronry (breeding ground for herons, egrets, etc), pelicanary or community nesting of birds like Painted Storks, Ibis, Egrets, Pelican, etc will not be allowed to fell. In case of presence of such, alignment will be required to be changed to save such trees.</p> <p>10. Green belt development (tree plantation) in lieu of the trees being felled in non forest land should be carried out by the respective State forest departments as deposit work and not by the private contractor. Green belt must be developed using exclusively native species. No exotic species to be used for the same.</p> <p>11. Apart from land compensation, the loss for crop has also to be compensated.</p> <p>12. Road side tree plantation of local fruit bearing species or in nearby village in collaboration with Gram Panchayats.</p> <p>13. Besides all the structures proposed, an additional adequate number of Culverts shall be provided for water supply to the agricultural land. All the Culverts proposed in the project shall be distinguished into water supply for the people and water supply for the agricultural land.</p> <p>14. Quarry areas shall be barricaded during mining operations. The abandoned quarry shall be developed as water reservoirs with proper fencing around quarry area. Details for Quarry area operation and rehabilitation given the EIA report shall be followed.</p> <p>15. In all the construction sites within 150 m of the nearest habitation, noisy construction work such as crushing, concrete mixing will be stopped during the night time between 10.00 pm to 6.00 am. No noisy construction activities will be permitted around educational institutions/health centres (silence zones) up to a distance of 100 m from the sensitive receptors. All plants and equipments used in construction shall strictly conform to the CPCB/SPCB noise standards.</p> <p>16. Traffic Control Devices/Road Safety Devices/ Roadside Furniture including various types of cautionary, informatory, regulatory as mandatory signboards, road markers, studs, etc. shall be provided at appropriate locations all along the project stretch in accordance with the specifications laid down in Manual of Specifications and Standards for Expressways (IRC: SP:99-2013) and IRC:8, IRC:25, IRC:26, IRC:35, IRC:67, IRC:79, IRC:103 and Section 800 of MORTH Specifications.</p> <p>17. Prepare the traffic prediction report for complete project (including all packages of this project) considering the cumulative impact of the traffic on the environment and submit to the Ministry and concerned Regional Office within 3 months.</p> <p>18. All the major, minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/ drainage systems are not to be disturbed.</p> <p>19. No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources.</p> <p>20. Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table.</p> <p>21. In borrow pits, the depth of the pit shall be regulated such that the sides of the excavation will have a slope not steeper than 1:2, from the edge of the final section of bank. Soil erosion checking measures shall be carried out. Details for Borrow area operation and rehabilitation given in EIA report shall be followed.</p> <p>22. Proponent shall keep the finish road level sufficiently elevated from ground level with provision of railing on both sides to restrict animal crossing in order to avoid the possibility of wildlife injury/death. Major water bodies have been observed in the vicinity of the proposed road alignment & may be potential human elephant conflict points, appropriate nos of animal safe passages as per the guideline framed by the Wildlife Institute of India and in consultation with Chief Wildlife Warden.</p>

Sr. No	EC Conditions
	<p>23. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the Public Hearing. The project proponent shall initiate the activities proposed by them, based on the commitment made in the Public Hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory afforestation etc., either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also become part of EMP and shall be implemented.</p>

Standard EC Conditions for (Road)

1

Sr. No	EC Conditions
1.1	Cut and fill works shall be carried out strictly in accordance with the design drawings proposed at the time of appraisal of the project.
1.2	Sidewalk shall be provided along the bridges.
1.3	The drain shall be at least 1m away from the toe of the embankment of the road adopting IRC guidelines. 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.
1.4	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 1000m (200m for pre-splitting) from the blasting site in all directions.
1.5	Rain water harvesting including oil and grease trap shall be provided as prescribed by CGWB guidelines. 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.
1.6	The embankments/slopes and the slopes left after cutting shall be provided with vegetative growth to avoid soil erosion.
1.7	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. The non-usable bitumen spoils shall be disposed off in a deep trench providing clay lining at the bottom and filled with soil at the top (for at least 0.5m)
1.8	Construction camps shall be proposed 500 m away from the nearest settlements to avoid conflicts and stress over the infrastructure facilities with the local community. Location for stockyards for construction materials shall be identified at least 1000m from water sources. Garbage tanks and sanitation facilities will be provided at camps.

2 Compliance Reporting

Sr. No	EC Conditions
2.1	The project proponent shall submit online six-monthly reports on the status of the compliance of the stipulated environmental conditions on the website of the ministry of Environment, Forest and Climate Change and also upload the same, including results of monitored data, on their company website.
2.2	For compliance of conditions during operation phase, PP shall either itself undertake the responsibility of compliance or ensure setting up institutional mechanism for compliance of conditions under intimation on the website of the Ministry of Environment, Forest and Climate Change.
2.3	The Ministry may revoke or suspend the clearance, if implementation of any of the above conditions is not satisfactory.
2.4	The Ministry reserves the right to stipulate additional conditions, if found necessary.
2.5	Beside fulfilling obligations under Corporate Social Responsibilities as per Company's Act, 2013, the proponent has to adhere to the followings Environment Responsibilities: i.The Company shall have a well laid down Environment Policy approved by the Board of Directors. ii.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. iii.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. iv.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.

3 Note

Sr. No	EC Conditions
3.1	The above conditions shall be enforced in a time bound manner
3.2	The Environmental Clearance to the aforementioned project is under provisions of EIA Notification, 2006. It does not tantamount to approvals/consent/permissions etc. required to be obtained under any other Act/Rule/regulation. The Project Proponent is under obligation to obtain approvals /clearances under any other Acts/ Regulations or Statutes, as applicable, to the project.
3.3	The PP is under obligation to implement commitments made in the to the issues raised during public hearing Conceptual Plan/ Environment Management Plan, which forms the part of this EC.
3.4	Further attention of project proponent is drawn towards the following Acts/ Regulations/ Statutes/ Guidelines issued from time to time: (a)All the Indian Road Congress (IRC) guidelines wherever applicable may be followed. (b)Provisions related to tree cutting as contained in the Forest (Conservation) Act, 1980 and related rules of the respective state. (c)Dust Mitigation Measures stipulated for Construction and Demolition Activities as provided in the amendment Notification GSR 94(E) dated 25.01.2018 of MoEF&CC. (d)Provisions for use of Fly ash as building material in the construction as per stipulated under Fly Ash Notification of September, 1999 and amended as on

Sr. No	EC Conditions
	27th August, 2003 and 25th January, 2016. (e)Provisions for management of construction and demolition activities related thereto as contained in Construction and Demolition Waste Management Rules, 2016.

4 General Instructions (Part A)

Sr. No	EC Conditions
4.1	Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources.
4.2	The proponent shall obtain permission from the competent authorities for tree felling along the proposed alignment.
4.3	As per MoEF&CC's circular no. J-11013/41/2006-IA.II (I) 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, Crèche and temporary structures for living during construction phase.
4.4	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.

5 General Instructions (Part B)

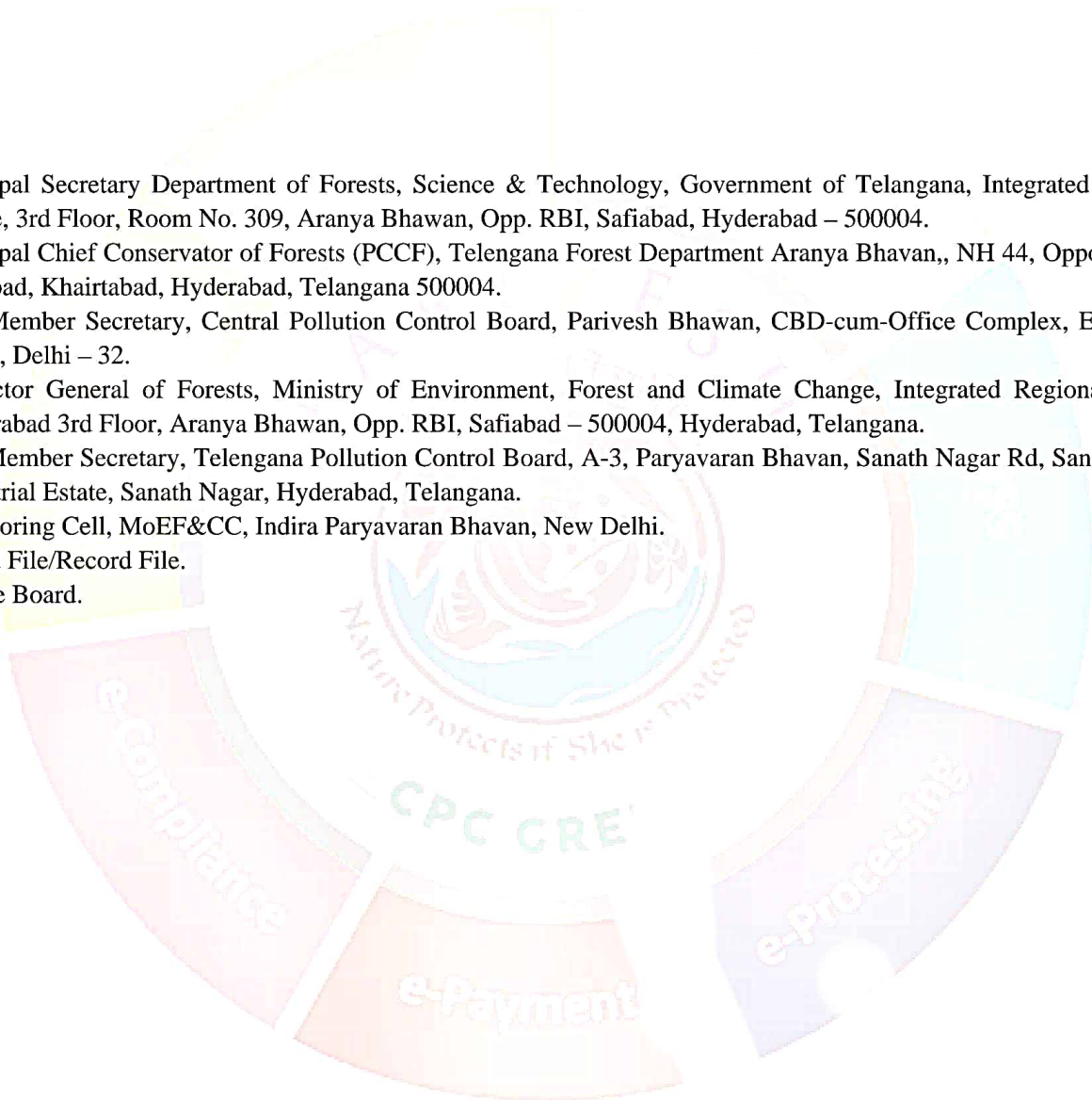
Sr. No	EC Conditions
5.1	The project proponent shall prominently advertise it at least in two local newspapers of the District or State, of which one shall be in the vernacular language within seven days indicating that the project has been accorded environment clearance and the details of MoEF&CC/SEIAA website where it is displayed.
5.2	The copies of the environmental clearance shall be submitted by the project proponents to the Heads of local bodies, Panchayats and Municipal Bodies in addition to the relevant offices of the Government who in turn has to display the same for 30 days from the date of receipt.
5.3	The project proponent shall have a well laid down environmental policy duly approved by the Board of Directors (in case of Company) or competent authority, duly prescribing standard operating procedures to have proper checks and balances and to bring into focus any infringements/deviation/violation of the environmental / forest / wildlife norms / conditions.
5.4	Action plan for implementing EMP and environmental conditions along with responsibility matrix of the project proponent (during construction phase) and authorized entity mandated with compliance of conditions (during operational phase) shall be prepared. The year wise funds earmarked for environmental protection measures shall be kept in separate account and not to be diverted for any other purpose. Six monthly progress of implementation of action plan shall be reported to the Ministry/Regional Office along with the Six-Monthly Compliance Report.
5.5	Concealing factual data or submission of false/fabricated data may result in revocation of this

Sr. No	EC Conditions
	environmental clearance and attract action under the provisions of Environment (Protection) Act, 1986.
5.6	The Regional Office of this Ministry shall monitor compliance of the stipulated conditions. The project authorities should extend full cooperation to the officer (s) of the Regional Office by furnishing the requisite data / information/monitoring reports.

Annexure 2

Copy To

1. Principal Secretary Department of Forests, Science & Technology, Government of Telangana, Integrated Regional Office, 3rd Floor, Room No. 309, Aranya Bhawan, Opp. RBI, Safiabab, Hyderabad – 500004.
2. Principal Chief Conservator of Forests (PCCF), Telangana Forest Department Aranya Bhavan,, NH 44, Opposite RBI, Saifabad, Khairtabad, Hyderabad, Telangana 500004.
3. The Member Secretary, Central Pollution Control Board, Parivesh Bhawan, CBD-cum-Office Complex, East Arjun Nagar, Delhi – 32.
4. Inspector General of Forests, Ministry of Environment, Forest and Climate Change, Integrated Regional Office, Hyderabad 3rd Floor, Aranya Bhawan, Opp. RBI, Safiabab – 500004, Hyderabad, Telangana.
5. The Member Secretary, Telangana Pollution Control Board, A-3, Paryavaran Bhavan, Sanath Nagar Rd, Sanath Nagar Industrial Estate, Sanath Nagar, Hyderabad, Telangana.
6. Monitoring Cell, MoEF&CC, Indira Paryavaran Bhavan, New Delhi.
7. Guard File/Record File.
8. Notice Board.



Minutes of the 324th meeting of Expert Appraisal Committee held on 19th – 21st April, 2023 through Video Conferencing for the projects related to Infrastructure Development, all Ship breaking yards including ship breaking units 7(b); Industrial Estate/Parks/Complexes/Areas, Export Processing Zones, Special Economic Zones, Biotech Parks, Leather Complexes7(c); Ports, harbors, breakwaters, dredging7(e) and National Highways7(f).

The 324th Meeting of Expert Appraisal Committee (EAC) of Infra-1 (IA-III) was held at INDUS Conference in a hybrid (Physical-Video Conferencing) mode hall during **19th – 21st April, 2023** under the Chairmanship of Dr. Deepak Arun Apte. A list of participants is annexed as **Annexure-A**.

1. OPENING REMARKS OF THE CHAIRMAN

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

2. CONFIRMATION OF THE MINUTES OF THE LAST MEETING

The Committee confirmed the Minutes of 322nd meeting during 21st-22nd March, 2023 with the following corrections. In the Agenda No. 3.13 for the proposal of “Expansion of Captive Port from 15 MTPA to 5 MTPA with Lighterage Operation and Desalination Plant of 40 MLD & Associated facilities at Kottattai village, Bhuvangiri Taluk, Cuddalore District, Tamil Nadu by M/s IL&FS Tamil Nadu Power Company Ltd. (ITPCL)”-Terms of Reference Proposal No. IA/TN/INFRA1/417541/2023 and File No. 10/5/2023-IA.III.

PP applied for ToR for reduction capacity from 15 MTPA to 5 MTPA against the EC/CRZ obtained earlier and also said that project construction activity is completed about 50% for the proposed reduced capacity before covid 19 and requested exempted the Public hearing as per the MoEF&CC Notification dated 18th March 2021 as the construction activities carried out at Captive port site with respect to the present Lighterage Proposal is more than 50%.

The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 322nd meeting during 21st - 22nd March, 2023 and recommended the proposal for grant of Terms of References with exemption of conduct of Public Hearing with the specific conditions, as mentioned at In the Agenda No. 3.13, in addition to all standard conditions applicable for such projects.

AGENDA WISE CONSIDERATION OF PROPOSALS:

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

Agenda No. 3.1

Subject: Construction of 4 lane access controlled New Greenfield Highway Section of NH163G from Mancherial to Warangal from Narva village to Oorugonda village (Design Chainage 3+834 to 112+240) under Other Economic Corridor under NH(O)

scheme in the State of Telangana M/s National Highways Authority of India (Length – 108.406 km) – Environmental Clearance

Proposal No. IA/TG/INFRA1/421775/2023 and File No. 10/29/2021-IA.III.

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

3.1.3. The project proponent along with DPR consultant M/s K&J Projects Pvt. Ltd and EIA consult M/s Enviro Infra Solutions Pvt. Ltd., made a presentation through Video Conferencing and provided the following information:-

3.1.4. The proposal is for Construction of 4 lane Access Controlled New Greenfield Highway Section (Mancherial-Warangal) of length 108.406 km from Narva village to Oorugonda village (Design Chainage 3+834 to 112+240) under Other Economic Corridor (NHO) under NH(O) program on Hybrid Annuity mode in the state of Telangana.

3.1.5. The proposed project highway starts from Narva village (Chainage 3+834) (Latitude: 18°50'33.55" N Longitude: 79°33'19.12" E) in Mancherial district and terminates at Oorugonda village (Chainage 112+240) (Latitude: 18° 2'36.76" N Longitude: 79°41'7.41" E) in Hanamkonda (Warangal Rural) district in the state of Telangana.

3.1.6. The proposed project falls under 7(f) - Highway, Category-A, as per EIA notification 2006. Total investment/cost of the project is Rs 4058.63 Crores.

3.1.7. ToR details: The Terms of Reference (ToR) was considered in 266th EAC meeting during 12th July, 2021, in the Ministry of Environment, Forest and Climate Change, New Delhi. TOR was granted on 26th July, 2021.

3.1.8. Public hearing: Public Hearing was conducted by Uttar Pradesh & Bihar State Pollution Control Board (SPCB) as follows.

S.No	Date	Venue	District	Chaired by
1	07/03/2022	Puttapaka Village site, Near Highway construction, Manthani Mandal	Peddapalli	Additional District Magistrate
2	15/03/2022	Mahatma Jyothiba Phule BC welfare Residential School Complex(Boys), Mogullapally(V and M),	Ayashankar Bhupalapally	Joint Collector
3	23/03/2022	Z.P High school, Gatlakaniparti village, sayam peta mandalam	Hanumakonda	Additional District Collector

4	30/03/2022	Open Place Shetpally Gram Panchayath, Shetpally, village Jaipur Mandal,	Mancherial	Additional Collector
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3.1.9. Land use/ Land cover of the project site.

Land use/ Land cover	Area (ha.)	Percentage
Water Body	447.542811	3.962867881
Road built up	127.285896	1.127081425
vegetation cover	650.713908	5.761891785
built up settlement	109.788656	0.972148201
Crop Land	9957.45104	88.17047651
Barren Land	0.625	0.005534202
Total area	11293.40731	100

3.1.10. Terrain and Topographical Features: The topography of the proposed National Highway is mainly flat to undulating in nature. The elevation of the project varies from 116 m msl to 306 m msl.

3.1.11. Details of water bodies, impact on drainage: There are 04 Nos. of rivers, 06 Nos. of ponds and 46 Nos of streams which are crossing the proposed alignment. There shall be no major impact on the drainage system as 01 Major Bridge at 7+800 (Pedda Vagu), 01 Major Bridge at 25+450 (Godavari River), 01 Major Bridge at 32+449 (Bokkala Vagu), 01 Major Bridge at 32+449 (Maner River) and 01 Major Bridge at 79+602 (Chali Vagu) and also other Minor bridges where there is crossing the canals/streams ponds will be constructed. The proposed highway will also have ROB - (1), Major Bridges - (5), Minor Bridges - (45), Intersection - (1), Vehicular underpasses - (24), Pedestrian underpasses - (35), LVUPs - (4), SVUPs - (9), Box Culverts – (146), Pipe Culverts – (36) and Flyovers – (5).

3.1.12. Water requirements: Total requirement of water for the construction is estimated 28,00,047 KLD which will be met through surface water and ground water proposed to be used only for camp site for transient period after obtaining the permissions from appropriate authority. Ground water proposed to be used only for camp site for transient period after obtaining the permissions from appropriate authority.

3.1.13. Tree cutting: The alignment will involve cutting of approx. 14,689 no of trees. The avenue plantation will be carried out as per IRC SP-21 and National Green Highway policy 2015 within the available ROW. About 44,067 no's trees has been proposed to be planted as compensatory plantation trees.

3.1.14. Diversion of forest land: The proposed project requires diversion of 12.558 ha of forest (RF/PF) land. The proposal for forest diversion proposal is under process.

3.1.15. The Proposed project alignment passes through the ESZ of Sivaram Wildlife Sanctuary over a length of 10.579 km and width of 45.00 m in Mancherial District and over a length of 13.910 km and width of 45 m in Peddapally District. Draft Eco sensitive zone of Sivaram Wildlife Sanctuary Notification No. SO. 2145 (E) dated 24th May 2018 is yet to be finalize. Since the notification is in draft stage, therefore NBWL Clearances is applicable.

3.1.16. As per the primary survey a total 90 birds species were recorded, among them schedule – I species are Brahminy Kite Crested Serpent Eagle, Grey Hornbill, Indian Peafowl, Indian Pied Hornbill, Shikra, Spotted Owlet (Table – 13). In mammals, a total 28 mammals species were recorded, schedule – I species are Blackbuck, Chinkara, Wild Dog, Four Horned Antelope, Gaur, Grey Wolf, Indian Pangolin, Leopard, Leopard Cat, Ratel /Honey Badger, Sloth Bear, Tiger. In reptiles, a total 19 reptiles found in project area, schedule – I are Yellow Monitor Lizard, Python, Indian Black Turtle, Muggur. In amphibians, a total 12 species were found in the project area. Similarly, 51 fishes species found in project area.

3.1.17. Waste Management: 500 gram/head/day (approx.) during construction phase and 50 kg/day (approx.) during operation phase at tolls and from wayside amenities area within ROW may be generated. Bio degradable waste shall be disposed through bio composting and other waste through landfill site.

3.1.18. Details of Rain Water Harvesting: Rainwater harvesting structures have been provided at the interval of 500 m on either sides of carriageway as per availability of RoW and depending on the water table of first aquifer (Approx. 216 nos. of structures shall be constructed). The total cost of the rainwater harvesting structures including its maintenance is Rs.1,22,50,000 and this cost has been covered in the EMP cost.

3.1.19. The Project requires approx. 566.01 ha. of land. Approx. 35 nos. of structures are coming in the proposed RoW. The land will be acquired as per procedure laid down in RFCT LARR Act, 2013. Estimated cost for Land and Rehabilitation & Resettlement including land acquisition has been worked out to Rs. **316.10 Crores**.

3.1.20. Employment potential: During the construction of the highway project around 800 persons would be employed temporarily for a period of 2 years. However due to construction of toll plazas approx. 40 persons will be employed on permanent basis. Preference will be given to local people for employment.

3.1.21. Benefits of the project - This project starts from Ramaraopet village in Macherial district and terminates at Oorugonda village in Warangal district in the state of Telangana. The proposed access controlled project with new alignment has been envisaged through an area which shall have the advantage of simultaneous development as well as shall result in a shorter distance to travel. The junctions with existing road will be planned in the form of interchanges and flyover to ensure uninterrupted flow of traffic. The proposed road would act as the prime artery for the economic flow to this region. It will enhance economic development, provide employment opportunities to locals, strengthen tourist development, ensure road safety, and provide better transportation facilities and other facilities such as way

side amenities. Vehicle operating cost will also be reduced due to improved road quality. The compensatory plantation and road side plantation shall further improve the air quality of the region.

3.1.22. Details of Court cases- No court case is pending against the proposed project.

3.1.23. During the deliberation, EAC observed the following:

- i. *The re-alignment shall reduce the total length of the road. Accordingly, PP submitted that the alignment is slightly reduced the length from 112.240km to 108.406km the alignment that starts from Design Chainage 3+834 to 112+240 whereas ToR obtained from Design Chainage 0+000 to 112+240. In this regard PP mentioned that during Joint Measurement Survey for Land Acquisition it was observed that the stretch from km. 0.000 to km. 3.834 widening work is under progress in the proposed overlapping section. On enquiry from Executive Engineer NH R&B, Mancherial, confirmed that the NH R&B(MoRT&H) is developing the NH -63 from existing two lane road to four lane with divided carriageway under COS for the overlapping stretch. Due to duplication of works the link section of NH63 from km. 0.000 to 3.834 was dropped from project stretch. Therefore, the length of Mancherial-Warangal section of NH163G is decreased from 112.240km to 108.406km. The final stretch remains from km. 3.834 to km. 112.240. The Committee is agreed for reduction of the length.*
- ii. *Biodiversity Assessment and Conservation/Mitigation Plan has been prepared and the State Forest Department is authorized the same. It is mentioned that the proposed road project passes through the ESZ of Siwaram Wildlife Sanctuary over a length of 10.579 km and width of 45.00Mts in Mancherial and over a length of 13.910 Km and width of 45.00Mts in Peddapally Districts. No notified Wildlife Sanctuary area or forest area is involved in the proposed project. Hence there will be no significant negative impact on Wildlife or Wildlife habitat. However, due to widening of the road, there is likelihood increase in vehicular traffic which will disturb the movement of wild animals across the road. The vehicular traffic will also result in higher level of noise and air pollution. The negative impacts can be overcome by implementing wildlife mitigation plan prepared by Forest Department with funding from user agency and also providing animal passages at designated locations as per the design and prescribed by WII Dehradun.*
- iii. The EAC warn the consultant M/s Enviro Infra Solutions Pvt. Ltd for presenting the secondary data as primary data.

3.1.24. The EAC, after examining the documents submitted by the project proponent and detailed deliberations in its 324th meeting on 19th -21st April, 2023, **recommended** the project for grant of Environmental Clearance for the project of 'Construction of 4 lane access controlled New Greenfield Highway Section of NH163G from Mancherial to Warangal from Narva village to Oorugonda village (Design Chainage 3+834 to 112+240) under Other Economic Corridor under NH(O) scheme in the State of Telangana M/s National Highways Authority of India (Length – 108.406 km)' subject to all specific and standard conditions applicable for such projects.

- i. The environmental clearance is subject to obtaining prior clearance from the 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 and other clearances shall be granted to the project and that their proposal for Wildlife Clearance and other clearances will be considered by the respective authorities on its merit and decision taken.
- ii. The user agency shall take up construction of underpasses, eco-bridge / elevated road at 2 locations as indicated by the DFO, Pedapally at Adavi Srirampur and Ramaiahpally with minimum 100 m in length and as per the designs and dimensions prescribed by WII, Dehradun to provide safe passage for wild animals and to avoid accidents.
- iii. The user agency shall take up construction of animal underpasses at locations indicated by DFO, Mancherial/State Forest Department with minimum 100 m in length and as per the design and specifications of WII, Dehradun to facilitate safe movement across the proposed NH and to avoid accidents.
- iv. All commitments made in the Wildlife Management & Conservation Plan submitted to the Ministry shall be implemented in letter and spirit. The status of implementation of Wildlife Management & Conservation Plan shall be submitted to the Regional Office of the Ministry along with 6 monthly compliance report. Zoological Survey of India will oversee the same in coordination with forest department and PP will provide necessary funds to ZSI within 3 months from the issue of EC.
- v. Wildlife movement during the construction be monitored by forest department and if found necessary additional over/underpasses be developed. Provision for the same be made in the project budget. The budget should be provided to respective state forest departments within 3 months of grant of EC.
- vi. PP shall undertake the all structures proposed along the proposed alignment as proposed at table no. Table 2.13 (a): Details of the major bridges and Table 2.13 (b): Details of Minor bridges EIA/EMP report.
- vii. The proponent shall obtain Forest Clearance for diversion of forest land as per Forest (Conservation) Act, 1980.
- viii. Commencement of work in non-forest land will not confer any right to NHAI for granting approval under the Forest (Conservation) Act, 1980.
- ix. Forest category should be differentiated into forest land and Non-forest land for the tree cutting.
- x. No tree can be felled/transplant unless exigencies demand. Where absolutely necessary, tree felling shall be with prior permission from the concern Authority. Old, large and heritage value trees should be retained based on girth and age regulations as may be prescribed by the Forest Department. Where the trees need to be cut/transplanted with prior permission from the concerned local Authority, compensatory plantation in the ratio of 1:10 (i.e. planting of 10 trees for every 1 tree

that is cut/ non-survival of any transplanted tree) shall be done and maintained. Plantations to be ensured species (cut) to species (planted). All the plantation will be done by state forest department as deposit work and not by private contractors.

- xi. Trees with heronry (breeding ground for herons, egrets, etc), pelicanary or community nesting of birds like Painted Storks, Ibis, Egrets, Pelican, etc will not be allowed to fell. In case of presence of such, alignment will be required to be changed to save such trees.
- xii. Green belt development (tree plantation) in lieu of the trees being felled in non forest land should be carried out by the respective State forest departments as deposit work and not by the private contractor. Green belt must be developed using exclusively native species. No exotic species to be used for the same.
- xiii. Apart from land compensation, the loss for crop has also to be compensated.
- xiv. Road side tree plantation of local fruit bearing species or in nearby village in collaboration with Gram Panchayats.
- xv. Besides all the structures proposed, an additional adequate number of Culverts shall be provided for water supply to the agricultural land. All the Culverts proposed in the project shall be distinguished into water supply for the people and water supply for the agricultural land.
- xvi. Quarry areas shall be barricaded during mining operations. The abandoned quarry shall be developed as water reservoirs with proper fencing around quarry area. Details for Quarry area operation and rehabilitation given the EIA report shall be followed.
- xvii. In all the construction sites within 150 m of the nearest habitation, noisy construction work such as crushing, concrete mixing will be stopped during the night time between 10.00 pm to 6.00 am. No noisy construction activities will be permitted around educational institutions/health centres (silence zones) up to a distance of 100 m from the sensitive receptors. All plants and equipments used in construction shall strictly conform to the CPCB/SPCB noise standards.
- xviii. Traffic Control Devices/Road Safety Devices/ Roadside Furniture including various types of cautionary, informatory, regulatory as mandatory signboards, road markers, studs, etc. shall be provided at appropriate locations all along the project stretch in accordance with the specifications laid down in Manual of Specifications and Standards for Expressways (IRC: SP:99-2013) and IRC:8, IRC:25, IRC:26, IRC:35, IRC:67, IRC:79, IRC:103 and Section 800 of MORTH Specifications.
- xix. Prepare the traffic prediction report for complete project (including all packages of this project) considering the cumulative impact of the traffic on the environment and submit to the Ministry and concerned Regional Office within 3 months.
- xx. All the major, minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/ drainage systems are not to be disturbed.
- xxi. No Ground water shall be extracted and used. Approval/permission of concerned

- authority shall be obtained before drawing surface water from canal or any other sources.
- xxii. Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table.
 - xxiii. In borrow pits, the depth of the pit shall be regulated such that the sides of the excavation will have a slope not steeper than 1:2, from the edge of the final section of bank. Soil erosion checking measures shall be carried out. Details for Borrow area operation and rehabilitation given in EIA report shall be followed.
 - xxiv. Proponent shall keep the finish road level sufficiently elevated from ground level with provision of railing on both sides to restrict animal crossing in order to avoid the possibility of wildlife injury/death. Major water bodies have been observed in the vicinity of the proposed road alignment & may be potential human elephant conflict points, appropriate nos of animal safe passages as per the guideline framed by the Wildlife Institute of India and in consultation with Chief Wildlife Warden.
 - xxv. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the Public Hearing. The project proponent shall initiate the activities proposed by them, based on the commitment made in the Public Hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory afforestation etc., either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also become part of EMP and shall be implemented.

Agenda No. 3.2

Subject: Development of 4 lane Greenfield Access controlled highway starting from Bellampalle on NH-363(Mancherial – Chandrapur Highway) in Telangana state and terminating at Gadchiroli on NH-353C on (Gadchiroli-Nagpur Highway) in Maharashtra state (150 km) Section which is further sub divided into Section-2: MH/TL Border - Gadchiroli in Maharashtra state passing through districts namely Chandrapur and Gadchiroli (Total length - 86 km) M/s National Highway Authority of India – Terms of Reference

Proposal No. IA/MH/INFRA1/421705/2023 and File No. 10/14/2023-IA.III.

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

3.2.1. The project proponent along with the DPR consultant M/s RITES Ltd made a presentation through Video Conferencing and provided the following information:-

APPENDIX I


(See Paragraph-6)

FORM 1

Note : If space provided against any parameter is inadequate, Kindly upload supporting document under 'Additional Attachments if any' at the last part of the Form1. Please note that all such Annexures must be part of single pdf document.

(I) Basic Information

S.No.	Item	Details
	Is your project Comes under Notified Industrial Area	No
	Whether proposal involved violation of EIA notification	No
	Weather Consent to Establishment Obtained	N/A
	Upload copy of CTE	N/A
1.	Name of the Project/s Brief summary of project Proposal Number Project Cost	Construction of 4 lane access controlled new greenfield highway section of Mancherial – Warangal of length 112.240 km from Ramaraopet village to Oorugonda village (Design Chainage 0+000 to 112+240) under inter corridor route under Bharatmala Pariyojana, Phase-I in the state of Telangana <u>Annexure-Brief summary of project</u> IA/TG/NCP/215100/2021 2454.95 cr
2.	S. No. in the schedule Project Sector	7(f) Highways INFRA-1
3.	Proposed capacity/area/length/tonnage to be handled/command area/lease area/number or wells to be drilled	Length: 112.240 km ha.
4.	New/Expansion/Modernization	New
5.	Existing Capacity/Area etc.	0 ha.
6.	Category of project i.e. 'A' or 'B'	A
7.	Does it attract the general condition? If yes, please specify	No

8.	Does it attract the specific condition? If yes, please specify	No	
9.	Location of the project Shape of the project land Uploaded GPS file Uploaded copy of survey of India Toposheet Plot/Survey/Khasra No. Town / Village State of the project	The proposed project highway starts from Ramaraopet village in Macherial district and terminates at Oorugonda village in Warangal district in the state of Telangana Block (Polygon) Annexure-GPS file  Annexure-Survey of india toposheet Nil Ramaraopet Village to Oorugonda village Telangana	
Details of State of the project			
S.no	State Name	District Name	Tehsil Name
NIL			
10.	Nearest railway station along with distance in kms Nearest airport along with distance in kms	Mancherial Railway Station, 8.5 km Warangal Airport, 18 km	
11.	Nearest Town/City/District Headquarters along with distance in kms	Mancherial , 2 km	
12.	Village Panchayats, Zila Parishad, Muncipal Corporation, Local body (Complete postal address with telephone nos. to be given)	Mancherial and Warangal district	
13.	Name of the Applicant	Dr Biswajit	
14.	Registered Address	G-5 & 6, Sector-10, Dwarka, New DELhi-110075	
15.	Address for correspondance: Name of the Company Name of the Applicant Designation (Owner/ Partner/ CEO) Pin code E-mail Telephone No. Fax No. Copy of documents in support of the competence/authority of the person making this application	DR.B.Mukhopadhyay Dr Biswajit General Manager 110075 biswajit@nhai.org 11-25074200 11-25093543 Annexure-Uploaded Copy of documents in support of the competence/authority	

	to make application on behalf of the User Agency .	
16.	Details of Alternative Sites examined, if any. Location of these sites should be shown on a toposheet Uploaded details	Yes Annexure-Uploaded details
17.	Whether part of Interlinked projects?	No
18.	Whether separate application of Interlinked project has been submitted?	N/A
19.	If Yes, MoEF file number Date of submission	N/A N/A
20.	If No, Reason	N/A
21.	Whether the proposal involves Approval/ Clearance under: if yes, details of the same and their status to be given (i) Whether the proposal involves approval/clearance under the Forest (Conservation) Act,1980? Status (ii) Whether the proposal involves approval/clearance under the wildlife (Protection) Act,1972? Status (iii) Whether the proposal involves approval/clearance under the C.R.Z notification, 2011?	Yes Application for Forest Clearance yet to be submitted Yes Application for Wildlife Clearance yet to be submitted No
22.	Whether there is any Government Order/Policy relevant/relating to the site? Uploaded Order/Policy	Yes Annexure-Uploaded order/policy
23.	Whether any Forest Land Involved? Area of Forest land Involved (hectares)	Yes 12.558 ha.
24.	Whether there is any litigation pending against the project and/or land in which the project is proposed to be set up? (a) Name of the Court	No N/A

(b) Name of the Sub court	N/A
(c) Case No.	N/A
(d) Orders/directions of the court, if any and relevance with the proposed project	N/A

(II) Activity

1 Construction, operation or decommissioning of the Project involving actions, which will cause physical changes in the locality (topography, land use, changes in water bodies, etc.)

S.No	Information/Checklist confirmation	Yes/No	Details there of (with approximate quantities/rates, wherever possible) with source of information data
1.1	Permanent or temporary change in land use, land cover or topography including increase in intensity of land use (with respect to local land use plan)	Yes	Agricultural land will be used for highway construction. Total 595.686 ha land will be converted to road use out of which approx. 541.670 ha is private agriculture land.
1.2	Clearance of existing land, vegetation and buildings?	Yes	The alignment will require cutting of approximately 14,689 nos. of trees.
1.3	Creation of new land uses?	Yes	New highway will be constructed
1.4	Pre-construction investigations e.g. bore houses, soil testing?	Yes	Preliminary alignment survey has been completed and pre-construction survey & geo technical testing would be taken up.
1.5	Construction works?	Yes	The project consists of the following key components: i. Construction of highway having length 112.240 Km ii. ROBs - 1 Nos. iii. Major Bridges - 5 Nos. iv. Minor Bridges - 45 Nos. v. Culverts - 146 Nos. vi. box culverts - 38 Nos. vii. pipe culverts - 24 Nos. viii. Vehicular underpass - 4 Nos. ix. LVUP - 9 Nos. x. SVUP - 35 Nos. xi. PUP - 5 Nos. xii. Flyovers - 1 Nos. xiii. Intersections - 1 Nos.
1.6	Demolition works?	Yes	35 nos. of structure. are going to be affected in this proposed project
1.7	Temporary sites used for construction works or housing of construction workers?	Yes	Temporary sites will be used for construction yards, labour camps, and construction camps.
1.8	Above ground buildings, structures or earthworks including linear structures, cut	Yes	The above ground structure includes bridges, flyovers, ROBs. Truck lay bays and Bus -Bays and wayside amenities and Toll Plazas

	and fill or excavations and fill or excavations		
1.9	Underground works including mining or tunnelling?	No	Not Applicable
1.10	Reclamation works?	No	Not Applicable
1.11	Dredging?	No	Not Applicable
1.12	Offshore structures?	No	Not Applicable
1.13	Production and manufacturing processes?	No	Not Applicable
1.14	Facilities for storage of goods or materials?	Yes	Materials for construction such as bitumen cement, paints, steel etc. will be stored in the construction shed/storage tanks.
1.15	Facilities for treatment or disposal of solid waste or liquid effluents?	Yes	The liquid effluent generates from labour / construction camps will be treated in septic / sedimentation tank before diverting it to soak pit. The solid waste will be disposed as per Solid Waste Management rules, 2016.
1.16	Facilities for long term housing of operational workers?	No	Not Applicable
1.17	New road, rail or sea traffic during construction or operation?	No	Not Applicable
1.18	New road, rail, air water borne or other transport infrastructure including new or altered routes and stations, ports, airports etc?	No	Not Applicable
1.19	Closure or diversion of existing transport routes or infrastructure leading to changes in traffic movements?	No	This is a greenfield alignment
1.20	New or diverted transmission lines or pipelines?	Yes	Will be diverted as per utility shifting plan.
1.21	Impoundment, damming, culverting, realignment or other changes to the hydrology of watercourses or aquifers?	No	Adequate structure for Cross drainage works shall be constructed in order to maintain the natural hydrology of the area.
1.22	Stream crossings?	Yes	Streams - 46 River - 04 Ponds - 06
1.23	Abstraction or transfers of water from ground or surface waters?	Yes	Water will be extracted from suitable surface sources (river/canals) or ground water after obtaining necessary permissions from the competent authority

1.24	Changes in water bodies or the land surface affecting drainage or run-off?	No	Not applicable
1.25	Transport of personnel or materials for construction, operation or decommissioning?	Yes	The Construction materials will be transported during construction from different sources, construction labour will be transported from labour camp.
1.26	Long-term dismantling or decommissioning or restoration works?	No	Not applicable.
1.27	Ongoing activity during decommissioning which could have an impact on the environment?	No	No ongoing activity will be affected during decommissioning
1.28	Influx of people to an area in either temporarily or permanently?	Yes	During the construction of the highway project around 1000 persons would be employed temporarily for a period of 2 years. However due to construction of toll plazas approx. 50 persons will be employed on permanent basis. Preference will be given to local people for employment.
1.29	Introduction of alien species?	No	Only indigenous species shall be planted
1.30	Loss of native species or genetic diversity?	No	Not applicable
1.31	Any other actions?	No	Not applicable

Use of Natural resources for construction or operation of the Project
2 (such as land, water, materials or energy, especially any resources which are non-renewable or in short supply):

S.No	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities/rates, wherever possible) with source of information data
2.1	Land especially undeveloped or agricultural land (ha)	Yes	Agricultural land will be used for highway construction. Total 595.686 ha land will be converted to road use out of which approx. 541.670 ha is private agriculture land.
2.2	Water (expected source & competing users) unit: KLD	Yes	Approx. 28,00,047 KLD of water will be extracted from suitable surface sources (river/canals) or ground water after obtaining necessary permissions from the competent authority.
2.3	Minerals (MT)	Yes	Minor minerals use in construction:- Coarse Aggregate- 61,60,527.36 cum

			Fine Aggregate- 20,58,831.33 cum Borrow Earth- 41,26,141.46 cum
2.4	Construction material – stone, aggregates, sand / soil (expected source – MT)	Yes	Cement- 16,41,036.01 MT Coarse Aggregate - 61,60,527.36 cum Fine Aggregate - 20,58,831.33 cum Steel - 1,42,622.08 MT Bitumen - 27,575.39 MT Bitumen Emulsion- 1,997.68 MT Filler - 7,815.42 MT Borrow Earth- 41,26,141.46 Cum Fly ash- 66,54,377.96 cum Stone / Boulders - 60,317.59 cum Gravel for Back filling - 1,84,984.65 cum However, Steel and Cement would be sourced from Authorized Vendor. Soil, Sand and Aggregate will be procured from operational licensed borrow areas.
2.5	Forests and timber (source – MT)	No	Use of LPG/Suitable clean cooking fuel would be provided to the construction workers.
2.6	Energy including electricity and fuels (source, competing users) Unit: fuel (MT),energy (MW)	Yes	Temporary electricity connection will be taken from State Electricity Board for construction camp and Diesel generator will provide electricity required for construction equipment and power backup. Labour camps will be provided with LPG as fuel sourced from authorized Supplier.
2.7	Any other natural resources (use appropriate standard units)	No	Not applicable

3 Use, storage, transport, handling or production of substances or materials, which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health

S.No	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities/rates, wherever possible) with source of information data
3.1	Use of substances or materials, which are hazardous (as per MSIHC rules) to human health or the environment (flora, fauna, and water supplies)	Yes	Diesel and Bitumen. Contractor will store fuel oil for DG sets and for construction plant and machinery. Bitumen will be stored for highway construction. The respective contractors will obtain necessary License / NOC. The hazardous waste (management, handling & transboundary movement) rules, 2008 and its amendments till date will be followed.
3.2	Changes in occurrence of disease or affect disease vectors	No	Adequate precautions shall be taken to prevent stagnation of sewage and grey water from labour camp. Routine

	(e.g. insect or water borne diseases)		inspection and spray of disinfectants shall be made to prevent outbreak of water borne disease.
3.3	Affect the welfare of people e.g. by changing living conditions?	Yes	The proposed project will result in appreciable welfare of the people with respect to health care, educational, employment and agricultural developments as a result of fast connectivity to these facilities. Overall there will be improvement in quality of life of people.
3.4	Vulnerable groups of people who could be affected by the project e.g. hospital patients, children, the elderly etc.	No	There will positive impact due to faster connectivity to hospitals & schools. No adverse impact is envisaged to vulnerable groups of people due to the project.
3.5	Any other causes	No	Not applicable

4 Production of solid wastes during construction or operation or decommissioning (MT/month)

S.No	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities/rates, wherever possible) with source of information data
4.1	Spoil, overburden or mine wastes	No	Not applicable
4.2	Municipal waste (domestic and or commercial wastes)	Yes	Construction Phase Domestic waste shall be generated from temporary construction camps @ 500 grams per head per day. The solid waste will be disposed as per Solid Waste Management rules, 2016. Operation Phase Domestic waste to be produced from commercial establishment will be disposed off at municipal waste disposal site. Solid waste will be generated during operation phase from way side amenities and will be handled as per established rules.
4.3	Hazardous wastes (as per Hazardous Waste Management Rules)	Yes	Used / Waste oil and lubricants will be utilized in oiling shuttering and remaining balance will be sold to authorized recyclers. The hazardous waste (management, handling & transboundary movement) rules, 2008 and its amendments till date will be followed.
4.4	Other industrial process wastes	No	No other industrial process wastes will be generated during construction and

			operational stages.
4.5	Surplus product	No	No surplus product will be produced.
4.6	Sewage sludge or other sludge from effluent treatment	Yes	The solid waste will be disposed as per Solid Waste Management rules, 2016.
4.7	Construction or demolition wastes	Yes	The resulting scarified bitumen waste / oil spill from various machineries may contaminate soil. Required precautions including routine checks and maintenance of machinery and equipment will be taken to avoid or minimize contamination of soils. C & D rules, 2016 will be followed.
4.8	Redundant machinery or equipment	No	Not applicable.
4.9	Contaminated soils or other materials	No	Not applicable.
4.10	Agricultural wastes	No	Not applicable.
4.11	Other solid wastes	No	Not applicable.

5 Release of pollutants or any hazardous, toxic or noxious substances to air(Kg/hr)

S.No	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities/rates, wherever possible) with source of information data
5.1	Emissions from combustion of fossil fuels from stationary or mobile sources	Yes	Emissions from Diesel Generator (DG) sets, hot mix plants and construction machineries. Emission norms of CPCB & SPCB for DG set and HM plant will be followed as per MoEF&CC notification no. 595 dated December, 2013 for DG sets.
5.2	Emissions from production processes	No	No production process is contemplated in the project.
5.3	Emissions from materials handling including storage or transport	Yes	The use of transport vehicle for carriage of material shall lead to emission. However, there will be no emission during material handling except for the dust pollutants during handling of cement bags, which will be controlled. Ambient air quality monitoring will be done and NAAQS, 2009 will be followed.
5.4	Emissions from construction activities including plant and equipment	Yes	Fugitive emissions such as gases & fumes are emitted from construction equipment and transportation vehicles,

			batching & mixing plants of Bitumen is generated. Hot mix plant shall be located at least 500 m down windward direction and away from nearest human habitations. Also the machineries and equipment shall be fitted with suitable dust catching devices, precipitators and filters.
5.5	Dust or odours from handling of materials including construction materials, sewage and waste	Yes	Dust will be generated from earth mixing sites, asphalt mixing site and crushers, transportation of raw materials. Water will be sprayed regularly to prevent dust generation from these areas.
5.6	Emissions from incineration of waste	No	Not Applicable
5.7	Emissions from burning of waste in open air (e.g. slash materials, construction debris)	No	No burning of waste is proposed.
5.8	Emissions from any other sources	Yes	Emissions of Particulate Matter, CO, SO ₂ and NO _x from vehicles used for transportation of construction materials. However all the vehicles would be complied as per prevailing emission norms and fuel used would be as per MOPNG norms.

6 Generation of Noise and Vibration, and Emissions of Light and Heat:

S.No	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities/rates, wherever possible) with source of information data
6.1	From operation of equipment e.g. engines, ventilation plant, crushers	Yes	Noise will be generated from operation of construction equipment. Use of protective equipment, scheduling of activities, maintenance and isolation of equipment will be practiced.
6.2	From industrial or similar processes	No	No industrial process is involved in the project.
6.3	From construction or demolition	Yes	Noise and vibration will be generated due to construction activity. Ambient air quality standards with respect to noise, 2000, MoEF&CC.
6.4	From blasting or piling	No	There shall be no piling or blasting activity.

6.5	From construction or operational traffic	Yes	During construction, noise will be generated from trucks for transportation of material.
6.6	From lighting or cooling systems	No	Not applicable.
6.7	From any other sources	No	Not applicable.

7 Risks of contamination of land or water from releases of pollutants into the ground or into sewers, surface waters, groundwater, coastal waters or the sea:

S.No	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities/rates, wherever possible) with source of information data
7.1	From handling, storage, use or spillage of hazardous materials	Yes	Short term accidental spills may happen during construction. To avoid contamination of soil and ground/surface water from fuel and lubricants, the vehicles and equipment shall be properly maintained and repaired. The hazardous waste (management, handling & transboundary movement) rules, 2008 and its amendments till date will be followed.
7.2	From discharge of sewage or other effluents to water or the land (expected mode and place of discharge)	Yes	There shall not be direct discharge of sewage in to water or on land. Septic tank, soak pit is prepared for canteen/kitchen waste in construction camp and toilet waste liquids are discharge to septic/soak pit. Other liquid waste treated at sites by using storage and sedimentation tank. The effluent of the sedimentation tank is discharge within permissible limits of respective parameters. The sewage system shall be properly designed and built so that no water pollution takes place to any water-bo
7.3	By deposition of pollutants emitted to air into the land or into water	Yes	There may be minimal deposition of pollutants. However following measures shall be adopted to minimize the contamination to land, water and air. • Water spraying will be done during loading and unloading of raw materials and the earth work, all construction machinery shall be operated using controlled devices. All construction vehicles shall be operated with in permissible emission norms. • The liquid effluent generates from labour /

			construction camps will be treated in septic tank
7.4	From any other sources	No	Not Applicable
7.5	Is there a risk of long term build up of pollutants in the environment from these sources?	No	Not Applicable

8 Risk of accidents during construction or operation of the Project, which could affect human health or the environment

S.No	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities/rates, wherever possible) with source of information data
8.1	From explosions, spillages, fires etc from storage, handling, use or production of hazardous substances	Yes	There is a possibility of risks from handling of petrochemical and other chemical substances. Fire safety equipment and first aid kit will be provided at such locations. To avoid accident due to handling of explosives, proper precautionary and safety measures as suggested in relevant Act and codes shall be adopted. Handling of explosives / chemicals would be governed as per the PESO guidelines. Fire Prevention and Life Safety Measures Act, Rules and Regulation.
8.2	From any other causes	No	Not applicable
8.3	Could the project be affected by natural disasters causing environmental damage (e.g. floods, earthquakes, landslides, cloudburst etc)?	No	The design of the highway and structures would be made following all the relevant codes and guidelines to take care for these natural disasters.

9 Factors which should be considered (such as consequential development) which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality

S.No	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities/rates, wherever possible) with source of information data
9.1	Lead to development of supporting utilities, ancillary development or development stimulated by the project	Yes	The road project under Bharatmala Scheme envisages development of the area through which the road passes hence ancillary development of housing, industries is possible.

	<p>which could have impact on the environment e.g.:</p> <ul style="list-style-type: none"> o Supporting infrastructure (roads, power supply, waste or waste water treatment, etc.) o housing development o extractive industries o supply industries o Other 		
9.2	Lead to after-use of the site, which could have an impact on the environment	Yes	Beyond our RoW, no role of NHAI/MoRTH, the remaining surrounding development generally starts during operational phase under the statue of local law.
9.3	Set a precedent for later developments	Yes	The proposed highway is a part of an Economic Corridor under Bharatmala Pariyojana planned from Ramaraopet in Mancherial district to Oorugonda in Warangal district in the State of Telangana by the Govt. of India. The project shall result in shorter distance to travel, development of area, development of industrial corridor and economic development of the state and the country.
9.4	Have cumulative effects due to proximity to other existing or planned projects with similar effects	No	Not applicable

(III) Environmental Sensitivity

S.No	Areas	Name/Identity	Aerial distance (within 15km.) Proposed project location boundary
1	Areas protected under international conventions, national or local legislation for their ecological, landscape, cultural or other related value	No	Not applicable
2	Areas which are important or sensitive for ecological reasons - Wetlands, watercourses or other water bodies, coastal zone, biospheres, mountains, forests	Yes	Godavari River Eco Sensitive Zone of Sivaram Wildlife Sanctuary = 300m
3	Areas used by protected, important or sensitive species of	Yes	Eco Sensitive Zone of Sivaram Wildlife Sanctuary = 300m

	flora or fauna for breeding, nesting, foraging, resting, overwintering, migration		
4	Inland, coastal, marine or underground waters	Yes	46 Nos. of streams, 04 nos. of rivers, 06 nos. of ponds are crossing the proposed alignment.
5	State, National boundaries	No	--
6	Routes or facilities used by the public for access to recreation or other tourist, pilgrim areas	No	--
7	Defence installations	No	--
8	Densely populated or built-up area	Yes	Mancherial - 2 km Warangal - 8 km
9	Areas occupied by sensitive man-made land uses (hospitals, schools, places of worship, community facilities)	Yes	Mancherial - 2 km Warangal - 8 km
10	Areas containing important, high quality or scarce resources.(ground water resources,surface resources,forestry,agriculture,fisheries,tourism,minerals)	No	Not applicable
11	Areas already subjected to pollution or environmental damage.(those where existing legal environmental standards are exceeded)	No	Not applicable
12	Areas susceptible to natural hazard which could cause the project to present environmental problems (earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions) similar effects	No	The area falls under seismic zone III which is categorized as low seismic zone.

(IV) Proposed Terms of Reference for EIA studies

1	Uploaded Proposed TOR File	Annexure-TOR file
2	Uploaded scanned copy of covering letter	Annexure-scanned copy of covering letter
3	Uploaded Pre-Feasibility report(PFR)	Annexure-PFR
4	Uploaded additional attachments(only single pdf file)	Annexure-Additional attachments

Essential Detail Sought : NIL**Additional Detail Sought : NIL****(V) Undertaking**

I hereby give undertaking that the data and information given in the application and enclosures are true to be best of my knowledge and belief and I am aware that if any part of the data and information found to be false or misleading at any stage, the project will be rejected and clearance given, if any to the project will be revoked at our risk and cost.

V. (i)	Name of Applicant	Dr Biswajit
	Designation	General Manager
	Name of Company (Applicant Name should not be given here)	DR.B.Mukhopadhyay
	Address	G-5 & 6, Sector-10, Dwarka, New DELhi-110075